

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

Road No./County:

13th Street and 8th Avenue / Vigo County

Designation Number(s):

1900842 (Lead, Bridge) and 1801932 (Road)

**Project
Description/Termini:**

New bridge and roadway reconstruction to elevate 8th Avenue and 13th Street over CSX Railroad / 8th Avenue: from approximately 180 feet west of 12th Street to approximately 115 feet east of 14th Street; 13th Street: from approximately 95 feet south of 6th Avenue to approximately 25 feet south of Beech Street

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

Approval



ESD Signature

October 3, 2024

Date

KARSTIN MARIE
CARMANY-
GEORGE

Digitally signed by
KARSTIN MARIE
CARMANY-GEORGE
Date: 2024.10.03 15:32:34
-04'00'

FHWA Signature

Date

Certification of Public Involvement

INDOT ES/District Env.
Reviewer Signature:



October 3, 2024

Name and Organization of CE/EA Preparer:

Ryan L. Scott / Butler, Fairman and Seufert, Inc.

Indiana Department of Transportation

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Part I – Public Involvement

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

	Yes	No
Does the project have a historic bridge processed under the Historic Bridges PA*?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If No, then:		
Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

Notice of Entry letters were mailed to potentially affected property owners near the project area on July 11, 2019 and October 26, 2020 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. Sample copies of the Notice of Entry letters are included in Appendix G, pages 1 to 3.

To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Historic Properties Affected" was published in the *Terre Haute Tribune Star* on November 20, 2021, offering the public an opportunity to submit comments pursuant to 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). The public comment period closed 30 days later on December 20, 2021. The text of the public notice and the affidavit of publication appear in Appendix D, pages 44 and 45. No comments or responses were received as a result of the publication of this notice.

Subsequent to the above-referenced efforts, it was determined that a first addendum to the archaeological investigation was needed to cover additional project areas extending beyond the limits originally studied. Upon completion of the first addendum, an updated finding of "No Historic Properties Affected" was published in the *Terre Haute Tribune Star* on March 18, 2023, offering the public an opportunity to submit comments pursuant to 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). The public comment period closed 30 days later on April 17, 2023. The text of the public notice and the affidavit of publication appear in Appendix D, pages 58 and 59. No comments or responses were received as a result of the publication of this notice.

A second addendum to the archaeological investigation was determined to be needed because of additional land acquisition resulting from property owner negotiations. Upon completion of the second addendum, an updated finding of "No Historic Properties Affected" is being published in the *Terre Haute Tribune Star* on April 26, 2024, offering the public an opportunity to submit comments pursuant to 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). A copy of the public notice is included in Appendix D, page 81. Any public comments received on or before May 26, 2024, will be included in the final environmental documentation for the project along with a copy of the affidavit of publication.

A public information meeting was held at the Terre Haute Boys and Girls Club on August 17, 2021, for the proposed project. Notice of this open house was sent to all adjoining property owners on August 2, 2021 (see Appendix G, page 4). The purpose of the meeting was to inform the public of the current project plans and gather their input and feedback. Approximately 60 people attended the open house which included property owners, business owners, and local government members, members of INDOT, and the project design team. After the formal presentation of the proposed project, the public was given the opportunity to provide feedback and ask the design team questions. Public comment forms were also provided to those in attendance for submittal to the design team after the meeting. Overall, positive feedback received from the public included improved traveling conditions that would result from the proposed roadway grade separation over the railroad. Potentially negative community impacts discussed included the loss of front access and on-street parking to some properties, increased difficulty in access and maneuverability for large delivery trucks to some properties, and the potential loss of business for some commercial properties during construction when access will be limited, and detours are utilized. Property owners who are likely to be relocated by the project indicated that they are receptive to the idea of relocation. A copy of the presentation and related materials from the public information meeting are included in Appendix G, pages 4 to 29.

A Legal Notice of Planned Improvement, offering the public the opportunity to provide comments and request a public hearing, was published in the *Terre Haute Tribune Star* on January 21 and 28, 2022, and mailed directly to adjacent property owners on

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January 19, 2022. The comment period ended on February 4, 2022, with no comments or requests for a public hearing received. Copies of the public hearing certification request letter, legal notice and publisher's claim, and direct mailing list are included in Appendix G, pages 30 to 36.

The project is being processed as an Environmental Assessment (EA). Per the current *INDOT Public Involvement Manual* the project is required to hold a public hearing. Upon release of the EA for public involvement, a legal advertisement will be placed in a local publication notifying the public of the public hearing and availability of the EA for review. Public outreach efforts for the hearing will include direct mailings of the legal advertisement to all affected property owners via Certified Mail to ensure delivery and posting of the legal advertisement at local churches and parks near the project area. Additionally, the public hearing will be held at a venue close to the project area and scheduled for a day and time that is convenient to the public. The public will be provided a 30-day comment period. Following the public hearing, if determined appropriate, a request for a Finding of No Significant Impact (FONSI) will be submitted to FHWA. All comments received during this period will be addressed and attached to the FONSI request. If any comments require a change to the EA, an Additional Information document may be prepared and approved by FHWA prior to the submission of the FONSI request to FHWA. The preparation of the FONSI by FHWA will indicate the NEPA process for this project has been completed. Once the NEPA process is completed, a public notice announcing the availability of the FONSI will be advertised in local publications of general circulation.

Public Controversy on Environmental Grounds

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

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

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

Sponsor of the Project: INDOT INDOT District: Crawfordsville

Local Name of the Facility: 13th Street and 8th Avenue

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

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

PURPOSE AND NEED:

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

Need:

The need for this project is due to the high level of vehicular crossing blockage from train traffic on CSX Railroad. Since the railroad tracks are oriented diagonal to the street grid, each passing train stops traffic in all four directions (north/south along 13th Street and east/west along 8th Avenue). According to Federal Railroad Administration Highway-Rail Crossing Inventory (FRAHRC) data (<https://fragis.fra.dot.gov/GISFRASafety/>), an average of 23 trains per day travel through the project area. The average estimated delay per train is 10 minutes long, which results in vehicular crossings being blocked by train traffic for approximately 16% of the day. Train traffic delays also have a negative impact on emergency response times in this area of Terre Haute, including routes to and from Union Hospital, which is located on 8th Avenue approximately 0.38 mile west of the project area. Also, FRAHRC data (<https://fragis.fra.dot.gov/GISFRASafety/>) shows that there has been a total of 22 vehicle-train crashes at the 8th Avenue and 13th Street crossings since 1976, resulting in two (2) fatalities. In addition, no designated pedestrian crosswalks exist at either of the railroad crossings.

Purpose:

The purpose of this project is to eliminate delays for motorists and emergency services at the 13th Street and 8th Avenue crossings of CSX Railroad due to train traffic, eliminate the potential for train-vehicle collisions at these crossings, and improve pedestrian accessibility and safety through the area.

This is page 3 of 30 Project name: 13th Street and 8th Avenue Date: August 30, 2024

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PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: VigoMunicipality: Terre Haute

Limits of Proposed Work: 8th Avenue from approximately 180 feet west of 12th Street to approximately 115 feet east of 14th Street; 13th Street from approximately 95 feet south of 6th Avenue to approximately 25 feet south of Beech Street

Total Work Length: 0.52 Mile(s)Total Work Area: 4.38 Acre(s)Is an Interstate Access Document (IAD)¹ required?

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

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

Yes¹

No

Date:

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

Location

The undertaking is located on 8th Avenue roughly between 12th Street and 14th Street, and on 13th Street roughly between 6th Avenue and Beech Street in the City of Terre Haute, Vigo County. The project is also located in Section 15, Township 12 North, Range 9 West on the United States Geological Survey (USGS) Terre Haute, Indiana quadrangle. See location maps in Appendix B, pages 1-3.

Existing Conditions

8th Avenue is a two-lane Major Collector that runs in an east/west direction and crosses CSX Railroad at-grade approximately 165 feet east of 13th Street. The typical cross section of 8th Street consists of one (1) 17-foot wide eastbound through lane and one (1) 12-foot wide westbound through lane bordered on both sides by concrete curb and gutter, 5-foot-wide grass buffer strips, and 4-foot-wide concrete sidewalks.

13th Street is a two-lane Minor Collector that runs in a north/south direction and crosses CSX Railroad at-grade approximately 275 feet south of 8th Avenue. The typical cross section of 13th Street consists of two (2) 17.5-foot wide through lanes (one in each direction) bordered by 2-foot wide, paved shoulders, concrete curb and gutter, 7-foot-wide grass buffer strips, and 5-foot-wide concrete sidewalks.

Land use in the area is mixed residential, commercial, and light industrial, with one public recreational park (Spencer Park) also present near the east terminus of the project (see Appendix B, page 3). CSX Railroad runs in a northeast/southwest direction and intersects both 8th Avenue and 13th Street at-grade, which results in train traffic delays that have negative impacts on vehicular mobility and emergency response times and presents a safety issue related to vehicle/train collisions.

Preferred Alternative

The project will construct a new bridge to elevate 8th Avenue and 13th Street over the CSX Railroad. Two (2) separate 116-foot diameter raised roundabouts, connected by an approximately 115-foot long single-span bridge, will be constructed at 8th Avenue and 13th Street. The bridge will have a minimum vertical clearance of approximately 23.3 feet and consist of concrete bulb tee-beams. Mechanically Stabilized Earth (MSE) retaining walls will be installed in the northeast, northwest and southwest quadrants of the bridge, and 3:1 earthen side slopes will be utilized in the southeast quadrant in order to accommodate the grade change of the railroad crossing. Due to the MSE walls, the following streets will become dead ends at 8th Avenue: N. 12th Street, Garfield Avenue, and the alley between Garfield Avenue and 13th Street. Plum Street will be relocated to the north of its current location in order to maintain access to a railroad museum off of 13th Street. Railroad Street will be permanently closed, and the pavement will be removed (between 8th Avenue and 13th Street). See Appendix B, page 4 for a depiction of the proposed roadway changes. Existing sidewalks and curb ramps within the project area will be replaced with Americans with Disabilities Act (ADA)-compliant facilities.

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The typical cross sections of the roundabouts will consist of a 50-foot-wide grass center bordered on both sides by a integral concrete curb, a 12-foot-wide concrete truck apron, a 2-foot-wide rolled concrete curb and gutter section, and a 16-foot-wide Hot Mix Asphalt (HMA) through lane. New permanent lighting will be installed at the roundabouts, as well as on the bridge and approaches.

The immediate approaches to the roundabouts along 13th Street and 8th Avenue will include raised concrete splitter islands to separate each direction of traffic. The typical cross sections for these splitter island sections will consist of a variable width raised concrete median bordered on both sides by variable width (14 feet to 17.75 feet) through lanes, 2-foot-wide concrete shoulders and 5.6-foot-wide raised concrete sidewalks and 1-foot-wide concrete railing.

The remaining approaches within the project limits along 13th Street and 8th Avenue will consist of two (2) 12-foot-wide through lanes, one (1) in each direction, bordered by 2.6-foot-wide concrete curb and gutter sections, variable width (0-foot to 8.2-foot) grass buffer strips and variable width (4-foot to 5.8-foot) concrete sidewalks.

The project requires approximately 5.91 acres of permanent ROW acquisition taken from all four (4) quadrants of the 13th Street/8th Avenue intersection and consisting of 5.2 acres of commercial property and 0.71 acre of residential property. Permanent ROW acquisition includes excess land areas for the residential and commercial parcels on the south side of 8th Avenue between 12th and 13th Streets. The excess land areas are remnant parts of parcels not actually needed for highway construction but are being included in the acquisition offers. The project also requires approximately 1.210 acres of temporary ROW along the west side of 13th Street north of 8th Avenue, along the north side of Plum Street east of 13th Street, and along the south side of 6th Avenue west of 13th Avenue, consisting of 1.167 acres of commercial property and 0.043 acre of residential property. All proposed permanent and temporary ROW acquisitions described above will utilize the MAP-21 early acquisition process.

Project plans are included in Appendix B, pages 12 to 25. Please note that Des. No. 1900362, which was included with early project correspondence and documentation, has been removed from this project.

The Maintenance of Traffic (MOT) plan for the project will require full closure of 13th Street and 8th Avenue during construction. A detour route will be composed of an outer loop of streets: Maple Avenue to the north, Locust Street to the south, 19th Street to the east, and US 41 to the west. Traffic approaching the project area will be detoured to this loop in a clockwise or counterclockwise direction. Please refer to the MOT section of this document for additional information regarding traffic maintenance.

The preferred alternative meets the purpose and need for the project by eliminating vehicular and emergency service delays along 13th Street and 8th Avenue resulting from train traffic, eliminating potential vehicle/train collisions at the existing at-grade crossings, and improve pedestrian accessibility and safety through the area.

The termini along 13th Street and 8th Avenue are considered logical because they are the minimum distances of approach work required to meet the criteria included in the INDOT Design Manual for changes in horizontal and vertical roadway alignments. This project has independent utility by meeting the purpose and need without relying on other projects to eliminate vehicular and emergency service delays at these at-grade intersections with the CSX railroad.

OTHER ALTERNATIVES CONSIDERED:

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

No Build Alternative

This alternate proposes that no work take place while leaving all elements of the at-grade railroad crossings in place. No funds would be expended. This alternative would result in no improvements to the surrounding area as delays to motorist and first responders would continue to occur, and the safety of the motoring public at these crossings would not be addressed. This alternative does not meet the purpose and need of the project and, therefore, has been dismissed from further consideration.

Maintain Existing Horizontal Alignments Alternative

This alternative proposes to construct two (2) new bridges, one (1) to carry 8th Avenue over CSX Railroad and one (1) to carry 13th Street over CSX Railroad, while maintaining the existing horizontal alignments on both roadways. This alternative would require a 228-foot-long bridge to carry 13th Street over CSX Railroad, and a 138-foot-long bridge to carry 8th Avenue over CSX Railroad. This alternative would result in the closure of 6th Avenue, Railroad Street, and 7th Avenue at 13th Street, and the closure of 12th

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Street, Garfield Avenue, Plum Street and two alleys at 8th Avenue. These roadway closures exceed the number of closures resulting from the preferred alternative. Approximately 4,000 feet of MSE wall would be required to accommodate the grade changes and minimize the project limits. While this alternative would improve safety and vehicular mobility by separating the current at-grade roadway/railroad crossings, it would cost nearly \$7,000,000 more than the preferred alternative due to an additional bridge being required. Therefore, this alternative was dismissed from further consideration.

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

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

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

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

Other (Describe): It would not address delays experienced by the motoring public and emergency services.

X
X

ROADWAY CHARACTER:

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

Name of Roadway 13th Street
 Functional Classification: Minor Collector
 Current ADT: 14,211 VPD (2019) Design Year ADT: 21,378 VPD (2039)
 Design Hour Volume (DHV): 2,003 Truck Percentage (%) 2.4
 Designed Speed (mph): 30 Legal Speed (mph): 30

	Existing		Proposed	
Number of Lanes:	2 (one northbound, one southbound)		2 (one northbound, one southbound)	
Type of Lanes:	Through		Through	
Pavement Width:	39.0	ft.	24.0 – 35.6	ft.
Shoulder Width:	2.0	ft.	N/A	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	5.0	ft.	4.0 – 5.8	ft.

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

Name of Roadway 8th Avenue
 Functional Classification: Major Collector
 Current ADT: 9,632 VPD (2019) Design Year ADT: 15,766 VPD (2039)
 Design Hour Volume (DHV): 1,447 Truck Percentage (%) 1.9
 Designed Speed (mph): 30 Legal Speed (mph): 30

	Existing		Proposed	
Number of Lanes:	2 (one eastbound, one westbound)		2 (one eastbound, one westbound)	
Type of Lanes:	Through		Through	
Pavement Width:	33.5	ft.	24.0 – 35.6	ft.
Shoulder Width:	2.0	ft.	N/A	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	4.0	ft.	4.0 – 5.8	ft.

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

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BRIDGES AND/OR SMALL STRUCTURE(S):

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

Structure/NBI Number(s): TBD Sufficiency Rating: N/A
 (New Bridge over CSX Railroad) (Rating, Source of Information)

	Existing	Proposed
Bridge/Structure Type:	N/A	Composite Prestressed Concrete Bulb-Tee
Number of Spans:	N/A	1 @ 115.0 feet
Weight Restrictions:	N/A ton	HS 25 ton
Height Restrictions:	N/A ft.	N/A ft.
Curb to Curb Width:	N/A ft.	18.0 (both directions) ft.
Outside to Outside Width:	N/A ft.	67.5 ft.
Shoulder Width:	N/A ft.	2.0 (curb offsets; both directions; inner and outer) ft.

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

The project involves the construction of a new bridge to carry 13th Street and 8th Avenue over CSX Railroad. Two (2) separate 116-foot diameter raised roundabouts, connected by an approximately 115-foot long, single-span bridge, will be constructed at 8th Avenue and 13th Street. The bridge will have a minimum vertical clearance of approximately 23.3 feet and consist of concrete bulb tee-beams.

There will be no involvement with existing bridges, culverts, pipes, or small structures.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

Is a temporary bridge proposed?
 Is a temporary roadway proposed?
 Will the project involve the use of a detour or require a ramp closure? (describe below)
 Provisions will be made for access by local traffic and so posted.
 Provisions will be made for through-traffic dependent businesses.
 Provisions will be made to accommodate any local special events or festivals.
 Will the proposed MOT substantially change the environmental consequences of the action?
 Is there substantial controversy associated with the proposed method for MOT?

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

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

The MOT for the project will require full closure of 13th Street and 8th Avenue during construction. A detour route will be composed of an outer loop of streets: Maple Avenue to the north, Locust Street to the south, 19th Street to the east, and US 41 to the west. The proposed detour will add 2.4 miles to a through trip along 8th Avenue, and 2.0 miles to a through trip along 13th Street. Traffic approaching the project area will be given the option to detour this loop in a clockwise or counterclockwise direction. See Appendix B, page 16 for MOT plans.

The project will require temporary closure of pedestrian access through the 13th Street and 8th Avenue intersection.

- East/west pedestrian travel along 8th Avenue, between 12th Street and 15th Street, will be temporarily disrupted. Approximately 0.4 mile will be added to a through trip during disruption utilizing Ash Street to the north of the project area.

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- North/south pedestrian travel along 13th Street, between 3rd Avenue and Beech Street, will also be temporarily disrupted. Approximately 0.34 mile will be added to a through trip during disruption utilizing 11th Street and 12th Street to the west of the project area.

New sidewalks are included in the proposed project design and will be perpetuated in front of homes that remain after construction. Included as a firm commitment for the project, the City of Terre Haute plans to improve alleys and alley connectivity to enhance residential and business access adjacent to the project area. This work will occur prior to construction of the 13th Street and 8th Avenue improvements for maximum benefit.

The Terre Haute Transit Utility (THTU) operates a bus route loop that follows 13th Street through the project area. Stops along this route include 1st Street south of the project area, Plum Street within the project area, and Buckeye Street north of the project area. The bus stop at Plum Street and 13th Street will be impacted during construction as well as the transit route using 13th Street. The Plum Street intersection is being relocated to the north and regraded, so access during construction in this area would not be prudent. The project sponsor has coordinated with the THTU regarding the project, and strategies to minimize impacts to bus service in the area have been established. The THTU will continue to operate along the 13th Street route north and south of the project area and will include a demand/response area around the roadway closure during construction so that riders can contact the THTU to let them know that they need to be picked up. Riders would then be informed where an acceptable pickup location would be so that the bus can retrieve the rider and then return to its original route for the rest of the loop. According to the THTU, this method for serving riders in need has been successfully used in the past for other road closures. THTU will announce this plan through their website and local media, hold a public meeting to inform riders, and post flyers on the bus used for this route prior to any closures to make sure that the riders are aware of the changes.

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

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 5,800,539* (FY 2022) Right-of-Way: \$ 5,800,000 (FY 2024) Construction: \$ 21,401,434 (FY 2026)

**Please note: The Professional Engineering (PE) cost estimate is not shown in the STIP (Appendix H, page 4). This estimate was obtained by subtracting right-of-way (RW) and construction (CN and CE) costs from the total estimated project cost.*

Anticipated Start Date of Construction: Fall 2025

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.710	0.043
Commercial	5.200	1.167
Agricultural	0.000	0.000
Forest	0.000	0.000
Wetlands	0.000	0.000
Other:	0.000	0.000
TOTAL	5.910	1.210

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

Please note: The right-of-way (ROW) totals above have increased from the totals reported in previously completed project documentation including the Early Coordination Letter (Appendix C, pages 1 and 2), Section 106 documentation (Appendix D,

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pages 2, 4, 14, 26, 33 and 45), Red Flag Investigation (Appendix E, pages 2 and 6), Ecological Evaluation Form (Appendix F, page 1), and Legal Notice of Planned Improvement (Appendix G, pages 31 and 34), which included 3.073 acres of permanent ROW and 0.034 acre of temporary ROW. This increase is due in part to added excess land (remnant parts of parcels not needed for highway construction but counted as permanent ROW) for the residential and commercial parcels on the south side of 8th Avenue between 12th and 13th Streets, and an increase in permanent and temporary ROW from the commercial parcel on the immediate SW quadrant of the 8th Ave and 13th St intersection. At the request of INDOT's Cultural Resources office, these excess land areas were investigated in the first addendum to the archaeological investigation (see Cultural Resources section of this document) since they will be acquired as new ROW. No other amendments to previous environmental investigations were completed since the excess land areas are remnant parts of previously studied parcels that are located outside of the proposed construction limits. The city will convert excess land into public use greenspace to eventually be transferred to the Terre Haute Parks Department for future care and maintenance. Along with the excess land acquisition described above, additional permanent ROW from two commercial properties and one residential property was added to the project because of property owners' requests to become "total takes". One of the commercial properties is located on the north side of 8th Avenue immediately east of the CSX Railroad and the other is in the northwest quadrant of 8th Avenue and 13th Street intersection. The residential property is located in the southwest quadrant of the 8th Avenue intersection with 12th Street. At the request of INDOT's Cultural Resources office, these areas were investigated in the second addendum to the archaeological investigation (see Cultural Resources section of this document) since they will be acquired as new ROW. No other amendments to previous environmental investigations were completed since the "total takes" are located outside of the proposed construction limits. The remaining increases in permanent and temporary ROW totals are due to small adjustments in ROW linework refinement over many parcels.

The project requires approximately 5.91 acres of permanent ROW acquisition taken from all four (4) quadrants of the 13th Street/8th Avenue intersection and consisting of 5.2 acres of commercial property and 0.71 acre of residential property. The project also requires approximately 1.210 acres of temporary ROW along the west side of 13th Street north of 8th Avenue, along the north side of Plum Street east of 13th Street, and along the south side of 6th Avenue west of 13th Avenue, consisting of 1.167 acres of commercial property and 0.043 acre of residential property. All proposed permanent and temporary ROW acquisitions described above will utilize the MAP-21 early acquisition process. Offers to property owners have been made; however, the acquisition process for these properties will not be completed, and payments and entitlements to property owners will not be issued until after the environmental approval process is complete. Based on ROW negotiations completed to date, all the property owners appear to be willing sellers.

The existing ROW width along 13th Street is 64 feet (32 feet either side of the roadway centerline). The proposed typical and maximum ROW widths along 13th Street are 65 feet and 200 feet, respectively.

The existing ROW width along 8th Avenue west of 13th Street is 50 feet (25 feet either side of the roadway centerline). The existing ROW width along 8th Avenue east of 13th Street is 64 feet (32 feet either side of the roadway centerline). The proposed typical and maximum right-of-way widths along 8th Avenue are 65 and 200 feet, respectively.

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

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

SECTION A - EARLY COORDINATION:

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

Early coordination letters were sent on June 4, 2021 (Appendix C, pages 1 to 4).

Agency	Date Sent	Date Received	Appendix
U.S. Fish & Wildlife Service	May 20, 2021	June 2, 2021	Appendix C, pages 5 to 7
Indiana Department of Natural Resources, Division of Fish and Wildlife	May 20, 2021	June 18, 2021	Appendix C, pages 28 and 29
National Park Service	May 20, 2021	No Response	N/A

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Natural Resources Conservation Service	May 20, 2021	June 10, 2021	Appendix C, page 30
INDOT Office of Aviation	May 20, 2021	May 21, 2021	Appendix C, page 31; <i>Indicated there are no issues with any surrounding airspace or public use airports</i>
U.S. Department of Housing & Urban Development	May 20, 2021	No Response	N/A
U.S. Army Corps of Engineers, Louisville District	May 20, 2021	No Response	N/A
INDOT Utilities & Railroads	May 20, 2021	No Response	N/A
Vigo County Surveyor	May 20, 2021	June 9, 2021	Appendix C, pages 32 to 35; <i>Provided maps and information regarding existing and potential Section Corners and Subdivision Corners in the project area</i>
Vigo County Highway Superintendent	May 20, 2021	No Response	N/A
Vigo County Sheriff	May 20, 2021	No Response	N/A
Mayor of Terre Haute	May 20, 2021	No Response	N/A
City of Terre Haute Police Chief	May 20, 2021	May 24, 2021	Appendix C, page 36; <i>Acknowledged receipt of ECL; no comments</i>
Wastewater Department, City of Terre Haute	May 20, 2021	No Response	N/A
City of Terre Haute, Water & Soil Department, NRCS	May 20, 2021	No Response	N/A
Vigo County EMS	May 20, 2021	No Response	N/A
City of Terre Haute Council	May 20, 2021	No Response	N/A
City of Terre Haute Park Board	May 20, 2021	No Response	N/A
Vigo County Board of Commissioners	May 20, 2021	No Response	N/A
Vigo County Council	May 20, 2021	No Response	N/A
Maryland Community Church-12 Points	May 20, 2021	No Response	N/A
Church of Christ	May 20, 2021	No Response	N/A
Hamilton Center	May 20, 2021	No Response	N/A
IDEM Office of Land Quality	May 20, 2021	June 28, 2021	Appendix C, page 37
IDEM Proposed Roadway Construction Letter	May 20, 2021	June 14, 2021	Appendix C, pages 38 to 44
Indiana Geological and Water Survey	May 20, 2021	June 2, 2021	Appendix C, pages 45 to 47
IDEM Wellhead Proximity Determinator	May 20, 2021	No Response	N/A
Vigo County School Corporation	May 20, 2021	No Response	N/A
The Bridge Church	May 20, 2021	No Response	N/A
First Spiritual Church	May 20, 2021	No Response	N/A
Union Hospital	May 20, 2021	No Response	N/A

The Vigo County Surveyor's Office response, which identifies section corners and subdivision corners near the proposed project, was forwarded to the designer on August 24, 2021. The designer will determine if any of the features identified by the Surveyor's Office will be impacted by the project as design progresses. If impacts will occur, then a Unique Special Provision may need to be developed and included with the contract documents.

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

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SECTION B – ECOLOGICAL RESOURCES:

Streams, Rivers, Watercourses & Other Jurisdictional Features

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

Presence

Impacts

Yes	No

Total stream(s) in project area: 0.0 Linear feet Total impacted stream(s): 0.0 Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
N/A	N/A	N/A	N/A	N/A

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

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, pages 1 to 6), there are no streams, rivers, watercourse, or other jurisdictional features within the 0.5 mile search radius. This number was confirmed by the site visit on August 7, 2019, by Butler, Fairman and Seufert, Inc. (BF&S). No streams, rivers, watercourses, or other jurisdictional features are present within or adjacent to the project area, therefore, no impacts are expected.

Open Water Feature(s)

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

Presence

Impacts

Yes	No

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

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, pages 1 to 6), there is one (1) open water feature within the 0.5 mile search radius. This number was confirmed by the site visit on August 7, 2019, by BF&S. No open water features are present within or adjacent to the project area; therefore, no impacts are expected.

Wetlands

Presence

--

Impacts

Yes	No

Total wetland area: 0.0 Acre(s) Total wetland area impacted: 0.0 Acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
N/A	N/A	N/A	N/A	N/A

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	<u>Documentation</u>	<u>ESD Approval Dates</u>
Wetlands (Mark all that apply)		
Wetland Determination	<input type="checkbox"/>	
Wetland Delineation	<input type="checkbox"/>	
USACE Isolated Waters Determination	<input type="checkbox"/>	

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

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

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

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, pages 1 to 6), there are no wetlands within the 0.5 mile search radius. This number was confirmed by the site visit on August 7, 2019, by BF&S. No wetlands are present within or adjacent to the project area; therefore, no impacts are expected.

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Terrestrial Habitat	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Total terrestrial habitat in project area: 2.26 Acre(s) Total tree clearing: 0.33 Acre(s)

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

Based on a desktop review, a site visit on August 7, 2019, by BF&S, the aerial map of the project area (Appendix B, page 3), there is mowed grass habitat with street-side trees within the project area. An Ecological Evaluation was completed on August 7, 2019, by BF&S that documented the project terrain, terrestrial wildlife, local species information, and soil information for the project area (Appendix F, pages 1 to 7). The dominant vegetation within the project area includes northern red oak (*Quercus rubra*), sugar maple (*Acer saccharum*), and black locust (*Robinia pseudoacacia*) in the overstory with various mowed grasses in the herbaceous layer, including Kentucky bluegrass (*Poa pratensis*). Approximately 2.26 acres of mowed grass areas will be impacted, and approximately 0.33 acre of trees will be removed, to construct the project.

Early coordination letters were sent to the Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR-DFW) and the U.S. Fish and Wildlife Service (USFWS) on May 20, 2021.

The IDNR-DFW responded to early coordination in a letter dated June 18, 2021 (Appendix C, C28 – C29). In their response, they did not provide any information pertaining to unique or high-quality terrestrial habitats that may be present in the area. However, they did provide recommendations for minimizing impacts to wildlife and botanical resources. In summary, IDNR-DFW recommended street tree impacts be minimized to the greatest extent possible, and that a mitigation plan for unavoidable tree impacts be developed according to their Habitat Mitigation guidelines (<http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.xml.pdf>). The project is anticipated to remove approximately seven (7) trees that are 10 inches in diameter-at-breast height or greater. If possible, the project will replace each of these impacted trees by planting 5 trees that are 2 inches in diameter-at-breast height within the proposed ROW, per IDNR's Habitat Mitigation guidelines.

The USFWS responded to early coordination via email on June 2, 2021 (Appendix C, C5 – C6). They provided standard recommendations to minimize impacts that are listed in the Environmental Commitments section of this document. One pertinent suggestion is to avoid clearing trees or understory vegetation outside of the construction zone boundaries.

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

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Protected Species

Federally Listed Bats

Information for Planning and Consultation (IPaC) determination key completed
Section 7 informal consultation completed (IPaC cannot be completed)
Section 7 formal consultation Biological Assessment (BA) required

Yes

No

X

X
X

Determination Received for Listed Bats from USFWS: NE ☐ NLAA ☒ LAA ☐

Other Species not included in IPaC

Additional federal species found in project area (based on IPaC species list)
State species (not bird) found in project area (based upon consultation with IDNR)

Yes

No

X
X

Migratory Birds

Known usage or presence of birds (i.e. nests)
State bird species based upon coordination with IDNR

Yes

No

X
X

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

Based on a desktop review and the RFI report (Appendix E), completed by BF&S on July 16, 2021, the IDNR Vigo Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated June 18, 2021 (Appendix C, page 28), the Natural Heritage Program's Database has been checked and no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages 8 to 13). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were generated in the IPaC species list other than the Indiana bat and NLEB.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and NLEB*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on October 12, 2020, and based on the responses provided, the project was found to "may affect, but is not likely to adversely affect" the Indiana bat and/or the NLEB (Appendix C, pages 14 to 27). INDOT reviewed and verified the effect finding on October 19, 2020, and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) and/or commitments are included as firm commitments in the *Environmental Commitments* section of this document.

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

Geological and Mineral Resources

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

Yes

No

X
X
X

Date Karst Study/Report reviewed by INDOT EWPO (if applicable): _____

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

Based on a desktop review, the project is not located within the designated Indiana karst region as outlined in INDOT's most current *Protection of Karst Features during Project Development and Construction* procedure. According to the topo map of the project area (Appendix B, page 2), there are no karst features identified within or adjacent to the project area.

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In the early coordination response, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, pages 45 to 47). The IGWS Environmental Assessment Report stated that the project area's geological hazards included moderate liquefaction potential; the mineral resources include a high potential for bedrock and sand and gravel resources. No petroleum exploration wells have been documented within half a mile of the project area. This was further confirmed by the RFI (Appendix E). Response from the IGWS has been communicated with the designer on June 2, 2021. No impacts are expected.

SECTION C – OTHER RESOURCES

Drinking Water Resources

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

Presence

X
X
X

Impacts

Yes	No
	X
	X
X	

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

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

If Yes, is a Groundwater Assessment Required?

Yes	No
	X

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

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

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website ([IDEM: Water Quality In Indiana: Source Water Proximity Determination Tool](#)) was accessed on May 20, 2021 by BF&S. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on June 3, 2021 by BF&S. An unconsolidated water well is located in the northwest quadrant of the 13th Street and 8th Avenue intersection. The well is located adjacent to, but outside of, the proposed construction limits and proposed right-of-way limits for the project. The well has a recorded static water level of 25 feet below ground surface. The feature will not be affected because it is located outside of the project area and adjacent excavation for MSE wall installation will not exceed 3 feet below ground surface. An unspecified water well is located on the north side of Plum Street east of 13th Street. The well is located adjacent to, but outside of, the proposed construction limits and proposed right-of-way limits for the project. The feature will not be affected because it is located outside of the project area and proposed adjacent roadway work will not involve excavation. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that these wells are affected, a cost to cure will likely be included in the appraisal to restore the wells.

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by BF&S on June 3, 2021, this project is located in an Urban Area Boundary (UAB) location. An early coordination letter was sent on June 4, 2021, to the IDEM MS4 Coordinator. The MS4 Coordinator did not respond within the 30-day time frame. The project will include standard INDOT measures for controlling stormwater runoff.

Based on a desktop review, a site visit on August 7, 2019, by BF&S, the aerial map of the project area (Appendix B, page 3), and the Initial Notice of Utility Coordination sent on May 8, 2019 (Appendix J, pages 79 and 80) to Indiana American Water Company (IAWC), this project is located where there is a public water system. The public water system will be affected because

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IAWC responded on May 15, 2019, stating that they have a 12-inch watermain within the existing ROW of 8th Avenue and an 8-inch watermain within the existing ROW of 13th Street (Appendix J, page 81). Due to their location within the existing ROW, these features cannot be avoided and will require relocation to accommodate the project. Coordination with IAWC will continue through project development.

Floodplains	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Project located within a regulated floodplain	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Longitudinal encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transverse encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Homes located in floodplain within 1000' up/downstream from project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If applicable, indicate the Floodplain Level?

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

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

The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmaps.dnr.in.gov/appsphp/fdms/>) was accessed on June 4, 2021, by BF&S. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (see Appendix F, page 4 for a copy of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM)). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

Farmland	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Agricultural Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Total Points (from Section VII of CPA-106/AD-1006*) _____

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

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

Based on a desktop review, a site visit on August 7, 2019 by BF&S, and the aerial map of the project area (Appendix B, page 3) there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected. An early coordination letter was sent on May 20, 2021, to Natural Resources Conservation Services (NRCS). The NRCS responded on June 10, 2021, indicating that the project will not cause a conversion of prime farmland (Appendix C, page 30).

SECTION D – CULTURAL RESOURCES

	<u>Category(ies) and Type(s)</u>	<u>INDOT Approval Date(s)</u>	<u>N/A</u>
Minor Projects PA	<input type="text"/>	<input type="text"/>	<input checked="" type="checkbox"/>
Full 106 Effect Finding			
No Historic Properties Affected	<input checked="" type="checkbox"/>	No Adverse Effect <input type="checkbox"/>	Adverse Effect <input type="checkbox"/>
Eligible and/or Listed Resources Present			
NRHP Building/Site/District(s)	<input type="checkbox"/>	Archaeology <input type="checkbox"/>	NRHP Bridge(s) <input type="checkbox"/>

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Documentation Prepared (mark all that apply)

APE, Eligibility and Effect Determination

800.11 Documentation

Historic Properties Report or Short Report

Archaeological Records Check and Assessment

Archaeological Phase Ia Survey Report

Archaeological Phase Ic Survey Report

Other:

X
X
X
X

ESD Approval Date(s)

11/12/2021; 3/13/2023; 4/22/2024
11/12/2021; 3/13/2023; 4/22/2024
2/26/2021
8/18/2021; 3/12/2023; 4/22/2024

SHPO Approval Date(s)

11/22/2021; 5/8/2023
11/22/2021; 5/8/2023
3/29/2021
9/14/2021; 5/8/2023

MOA Signature Dates (List all signatories)

Memorandum of Agreement (MOA)

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

Area of Potential Effect (APE):

The Area of Potential Effects (APE) includes the existing and proposed ROW, immediately adjacent properties, and those areas where a visual differentiation may occur between an existing structure and the project area. The APE consists of an approximately 0.20-mile radius from the intersection of 8th Avenue and 13th Street, with an extension around Spencer Park, to allow for the potential extent of visual impacts from new bridge (Appendix D, page 6). The archaeological APE is represented by the 14.5-acre survey area that includes the project footprint.

Coordination with Consulting Parties:

The Indiana State Historic Preservation Officer (SHPO) is considered an automatic consulting party. In addition to SHPO, the following individuals/organizations were sent Section 106 early coordination via email on November 30, 2020 (Appendix D, pages 13 and 19):

Consulting Party	Response
Indiana Landmarks Western Regional Office	None
Vigo County Historian	None
Vigo County Historical Society	None
Vigo County Commissioners	None
Vigo County Highway Department	None
Terre Haute Landmarks, Inc.	None
Terre Haute Area Metropolitan Planning Organization	None
Terre Haute Parks Department	None
Terre Haute City Council	None
Terre Haute Street Department	None
Eastern Shawnee Tribe of Oklahoma	None
Miami Tribe of Oklahoma	December 21, 2020
Peoria Tribe of Indians of Oklahoma	None
Pokagon Band of Potawatomi Indians	None
Shawnee Tribe	None
Delaware Tribe of Indians, Oklahoma	None
Forest County Potawatomi Community	December 28, 2020

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The SHPO responded on December 14, 2020, and stated they did not know any additional consulting parties who should be contacted (Appendix D, pages 20 and 21; DHPA No. 26763).

The Miami Tribe of Oklahoma responded on December 21, 2020, and stated, accepting consulting party status, and stating they were not aware of any Miami cultural or historic sites and had no objections to the project at this time (Appendix D, page 22).

The Forest County Potawatomi Community responded by email on December 28, 2020, stating the project area falls within their geographic area of interest and they would like to review the archaeological report (Appendix D, page 23).

No other responses to the early coordination letter were received.

Archaeology:

In regard to archaeology, a Phase Ia archaeological reconnaissance was conducted by SJC & Associates on May 27-28, 2021. As a result of these efforts, four (4) sites were located within the APE. No sites were recommended eligible for the National Register and no further work was recommended, (ASR; Appendix D, pages 10 to 12). The INDOT Cultural Resources Office (CRO) approved the archaeological report on August 18, 2021.

The archaeology report was submitted to the SHPO and tribes listed above (Appendix D, page 25). The Peoria Tribe of Indians of Oklahoma responded on August 19, 2021, indicating that they are, “unaware of items covered under NAGPRA (Native American Graves Protection and Repatriation Act) to be associated with the proposed project site”, and that they have no objections to the project at this time (Appendix D, page 37). The SHPO responded on September 14, 2021, stating in part, “we concur with the recommendation that the project may proceed without further archaeological reconnaissance”, (Appendix D, pages 38 and 39).

INDOT CRO was contacted via email by BF&S on September 6, 2022, regarding the need for additional archaeological investigations in excess land areas occurring outside of the boundaries of the Phase Ia archaeological reconnaissance. INDOT CRO responded to BFS on December 8, 2022, indicating that additional archaeological investigations would be required (Appendix D, page 49). An addendum to the Phase Ia archaeological reconnaissance was completed by SJC & Associates on March 8, 2023. As a result of these efforts, seven additional sites were identified. No sites were recommended eligible for the National Register and no further work was recommended, (Addendum to ASR; Appendix D, pages 50 to 52). INDOT CRO approved the addendum to the archaeological report on March 12, 2023 (Appendix D, page 53). The addendum archaeological report was distributed to consulting parties with the addendum finding on March 14, 2023 (see Documentation Findings below).

INDOT CRO was contacted via email by BF&S on December 14, 2023, regarding the need for additional archaeological investigations in additional project areas occurring outside of the boundaries of the original Phase Ia archaeological reconnaissance (2021) and first addendum (2023). INDOT CRO responded to BFS on January 23, 2024, indicating that additional archaeological investigations would be required (Appendix D, pages 63 to 67). A second addendum to the Phase Ia archaeological reconnaissance was completed by SJC & Associates on February 12, 2024. As a result of these efforts, two additional sites were identified. No sites were recommended eligible for the National Register and no further work was recommended, (2nd Addendum to ASR; Appendix D, pages 68 to 73). INDOT CRO approved the second addendum to the archaeological report on April 22, 2024 (Appendix D, pages 74 to 77).

Historic Properties:

An Indiana Division of Historic Preservation and Archaeology (DHPA)-qualified professional with BF&S conducted site visits on August 7, 2019, and January 13, 2021. Information from the site visit and research regarding historic resources, including buildings, structures, districts, and objects, was compiled into a Historic Property Report (HPR; Appendix D, pages 7 - 9). The HPR did not recommend any properties eligible for the National Register of Historic Places (National Register).

INDOT-CRO approved the HPR on February 26, 2021 (Appendix D, page 24). Consulting parties were sent instructions on how to access the HPR in INSCOPE, INDOT’s Section 106 Consultation and Outreach Portal Enterprise, on March 1, 2021 (Appendix D, pages 25 to 29).

The SHPO responded on March 29, 2021, stating, in part, “[...] we agree with the conclusion of the HPR that there are no historic properties listed or eligible for inclusion in the National Register of Historic Places located within the project’s APE,” (Appendix D, pages 29 and 30).

No other responses to the HPR were received.

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Documentation Findings:

INDOT-CRO approved the original Effects Letter and 800.11(d) finding of “No Historic Properties Affected” on November 12, 2021 (Appendix D, pages 1 to 4). The finding was forwarded to the SHPO and consulting parties on November 15, 2021 (Appendix D, page 41). The SHPO responded on November 22, 2021, stating, in part, “...we concur with INDOT’s November 12, 2021, Section 106 finding of “No Historic Properties Affected” on behalf of FHWA for this federal undertaking,” (Appendix D, pages 42 and 43).

INDOT-CRO approved the first addendum of the 800.11(d) finding of “No Historic Properties Affected” on March 13, 2023 (Appendix D, page 46). The finding was forwarded to the SHPO and consulting parties on March 14, 2023 (Appendix D, pages 55 to 57). The SHPO concurred with the addendum finding on May 8, 2023 (Appendix D, pages 60 to 61). The Eastern Shawnee Tribe responded on May 30, 2023, stating the project would not endanger known sites of interest to the Eastern Shawnee Tribe (Appendix D, page 62). No other responses were received.

INDOT-CRO approved the second addendum of the 800.11(d) finding of “No Historic Properties Affected” on April 22, 2024 (Appendix D, page 74). The INDOT-approved finding was forwarded to the SHPO and consulting parties on April 25, 2024 (Appendix D, pages 78 to 80). The SHPO concurred with the addendum finding on May 28, 2024 (Appendix D, pages 84 to 85). No other responses were received.

Public Involvement:

A public notice of “No Historic Properties Affected” was published in the *Terre Haute Tribune-Star* on November 20, 2021 (Appendix D, pages 44 and 45). No public comments were received by the established 30-day deadline date of December 20, 2021.

A public notice of the first updated finding of “No Historic Properties Affected” was published in the *Terre Haute Tribune Star* on March 18, 2023 (Appendix D, pages 58 and 59). No public comments were received by the established 30-day deadline date of April 17, 2023.

A public notice of the second updated finding of “No Historic Properties Affected” was published in the *Terre Haute Tribune Star* on April 26, 2024 (Appendix D, page 81 to 83). No public comments were received by the established 30-day deadline date of May 26, 2024.

Therefore, the Section 106 process has been completed and the FHWA’s Section 106 responsibilities have been fulfilled.

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

	<u>Presence</u>	<u>Use</u>	
		Yes	No
Parks and Other Recreational Land			
Publicly owned park	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Publicly owned recreation area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildlife and Waterfowl Refuges			
National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Historic Properties			
Site eligible and/or listed on the NRHP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
 <u>Evaluations</u>			
<u>Prepared</u>			
Programmatic Section 4(f)	<input type="checkbox"/>		
“De minimis” Impact	<input type="checkbox"/>		
Individual Section 4(f)	<input type="checkbox"/>		
Any exception included in 23 CFR 774.13	<input type="checkbox"/>		

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

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

Based on a desktop review, the aerial map of the project area (Appendix B, page 3), and the RFI report (Appendix E), there are six (6) potential 4(f) resources located within the 0.5 mile search radius. According to a site visit on August 7, 2019, by BF&S, there is one (1) 4(f) resource located within or adjacent to the project area. Spencer Park is located adjacent to the east of the project area. Spencer Park is publicly owned and open to the public. The park includes such amenities as a shelter, softball field, playground equipment, basketball and tennis courts, benches and a parking lot. The project will not use this resource by taking permanent ROW and will not indirectly use the resource in such a way that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Project information was submitted to the IDNR Division of State Parks on December 9, 2021, to determine if the project, which includes repaving of the entrance to Spencer Park's parking lot on the south side of 8th Avenue within existing ROW, would trigger a Section 4(f) Temporary Occupancy finding. The IDNR Division of State Parks responded on December 9, 2021, indicating that if no ROW is being acquired from the park, then there are no negative effects (Appendix J, pages 82-83). Therefore, no 4(f) use is expected.

Section 6(f) Involvement

Presence

Use

Yes

No

Section 6(f) Property

☒ X☐☒ X

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

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

A review of 6(f) properties on the INDOT ESD website revealed a total of eleven (11) properties in Vigo County (Appendix J, page 78). Spencer Park is located adjacent to the project area and is a Section 6(f) property. No impact will occur to this property as it is outside of the construction limits. The IDNR Division of State Parks responded on December 9, 2021 indicating that if no ROW is being acquired from the park, then there are no negative effects (Appendix J, pages 82-83). Therefore, there will be no impacts to 6(f) resources.

SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project

Yes

No

Is the project in the most current STIP/TIP?

☒ X☐

Is the project located in an MPO Area?

☒ X☐

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

☒ X☐

If Yes, then:

Is the project in the most current MPO TIP?

☒ X☐

Is the project exempt from conformity?

☒ X☐

If No, then:

Is the project in the Transportation Plan (TP)?

☐☐

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

☐☐

Location in STIP:

STIP 2024-2028 (A24-MPO-01)

Name of MPO (if applicable):

Terre Haute Area Metropolitan Planning
Organization (THAMPO)

Location in TIP (if applicable):

FY 2024-2028 TIP;
Project Listing - City of Terre Haute (page 50)

Level of MSAT Analysis required?

Level 1a

☐

Level 1b

☒ X

Level 2

☐

Level 3

☐

Level 4

☐

Level 5

☐

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

The project is included in the Fiscal Year (FY) 2024-2028 THAMPO and Statewide Transportation Improvement Program (Appendix H, pages 1 to 4).

This project is located in Vigo County, which is currently a maintenance area for Ozone under the 1997 Ozone 8-hour standard which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, Et.Al. Decision. The project's design concept and scope are accurately reflected in both the THAMPO Transportation Plan (TP) and the TIP, and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met. This project has been identified as being exempt from air quality analysis in accordance with 40 CFR Part 93.126 and this project is not of air quality concern (40 CFR Part 93.123). Therefore, the project will have no significant impact on air quality.

The purpose of this project is to eliminate delays for motorists and emergency services at the 13th Street and 8th Avenue crossings of CSX Railroad due to train traffic, eliminate the potential for train-vehicle collisions at these crossings, and improve pedestrian accessibility and safety through the area by constructing a new bridge and sidewalks to elevate 13th Street and 8th Avenue over CSX Railroad. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative. Moreover, Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES3 model forecasts a combined reduction of over 76 percent in the total annual emissions rate for the priority MSAT from 2020 to 2060 while vehicle-miles of travel are projected to increase by 31 percent (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, January 18, 2023). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

SECTION G - NOISE

Noise

Yes No

Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy? ☒ ☐Date Noise Analysis was approved/technically sufficient by INDOT ESD: June 14, 2021

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

This is a Type I project, which requires a noise analysis. Journey Engineering completed a noise analysis for the project on June 11, 2021. INDOT ESD provided a response on June 14, 2021, indicating that the noise analysis was technically sufficient (Appendix I, page 1). Based on the studies completed to date, Journey Engineering has identified no impacted receptors. As a result, noise abatement was not evaluated. This noise analysis was based on preliminary design criteria. A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed and noise impacts are identified, noise abatement will be evaluated at that time as to whether it is feasible and reasonable. See Appendix I for excerpts of the Noise Analysis.

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

Yes No

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

☒ ☐

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

☒ ☐

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

☐ ☒

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

☐ ☒

Does the community have an approved transition plan?

☒ ☐

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

☐ ☐

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

☒ ☐

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

Currently, there is a high level of crossing blockage from passing trains as traffic must stop in all four directions due to the diagonal orientation of the railroad tracks. The railroad tracks, therefore, divide the Terre Haute neighborhoods. This project will provide the opportunity for unimpeded vehicular and pedestrian access through this area of Terre Haute, creating better community cohesion. Additionally, the installation of this bridge will allow for more expedient access to emergency services than previously existed when trains were present. The bridge reduces the potential for train-vehicle crashes. Further, this project will provide an improved structure and approaches, allowing for continued mobility for motorists. Therefore, this project is not anticipated to have any negative reasonably foreseeable impacts to the area.

According to 2019 census data, the population of the City of Terre Haute exceeds 60,000. This project will not have a significant impact on the City of Terre Haute's tax base as it is a localized project that will relocate nine residences and nine businesses supporting a total of approximately 20 jobs.

A review of the following community websites on May 31, 2021 by BF&S indicated that there are no listed local events or festivals that would be disrupted by project construction activities: <http://www.terrehaute.com/events.html>, <https://www.mywabashvalley.com/fairs-festivals/>.

In 2021, the City of Terre Haute adopted an Americans with Disabilities (ADA) Transition Plan (<https://www.terrehaute.in.gov/departments/engineering/projects/ada-transition-plan>). The plan includes minimum acceptable design criterion for new pedestrian access routes, including sidewalks and curb ramps. In general, sidewalks should have an effective (usable) width of at least 5 feet with passing spaces provided every 200 feet, should not have grade (running) slopes exceeding 5% (or greater than the adjacent roadway grade), should not have cross slopes exceeding 2%, and have a firm, stable and slip-resistant surface. The requirements for curb ramps include standards for running slope (8.33% maximum), cross slope (2% maximum), width (4 feet minimum), landings and/or turning spaces, clear spaces, grade breaks, and detectable warnings. Pedestrian access routes constructed for the project will meet the minimal acceptable design criterion discussed in the City of Terre Haute ADA Transition Plan.

Public Facilities and Services

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

Based on a desktop review, the aerial map of the project area (Appendix B, page 3), and the RFI Report (Appendix E), there are 29 public facilities located within 0.5 mile of the project. This number was confirmed by the site visit on August 7, 2019 by BF&S. The CSX Railroad, the Church of Christ, Spencer Park, and the McLean Education Center are located within or adjacent to the project area. The project will build a new bridge to carry 13th Street and 8th Avenue over CSX Railroad. No direct impacts to the railroad are anticipated; however, the railroad operations will indirectly benefit from the project by having potential train/vehicle conflicts removed from the existing at-grade crossings. No direct impacts to the Church of Christ, Spencer Park or the McLean Education Center are anticipated; however, access to these properties will be impacted by the MOT plan for the project, which includes temporary closure of 13th Street and 8th Avenue and the use of a detour. The Church of Christ, Terre Haute Park Board, and the McLean Education Center were all notified of the public information meeting held on August 17, 2021, and will be contacted regarding future public involvement activities (see the Public Involvement section of this document).

In addition to the facilities described above, two (2) hospitals are located within the 0.5 mile search radius. Both facilities are located 0.38 mile west of the project area. 8th Avenue, which is a direct route to the hospitals, will be closed during construction. Therefore, coordination with Hamilton Center and Union Hospital will occur.

The following utilities have been identified as being in the project area and potentially in conflict with the proposed project. The Initial Notice of Utility Coordination was sent on May 8, 2019 to the identified utilities (Appendix J, pages 79 and 80). Potential impacts to these services are currently being determined, and communication with the utilities will continue as the project planning progresses. More details regarding existing utilities and potential impacts are included as part of the Engineering Assessment Report (Appendix J, pages 75 and 76).

- Duke Energy (Electric)
- Frontier Communications (Communications)
- Indiana-American Water Co. (Water)

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- Joink (Communications)
- MCI – Verizon (Investigations)
- City of Terre Haute (Storm/Sewer)
- Charter Communications (Communications)
- CenterPoint Energy (Gas)
- Windstream Communications (Communications)

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

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

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

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

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will require 5.91 acres of permanent right-of-way acquisition (commercial: 5.2 acres; residential: 0.71 acre). The project will result in the relocation of nine residential owners/tenants, and nine business owners. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Terre Haute. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 11. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the 2019 American Community Survey (ACS) 5-year estimate data was obtained from the US Census Bureau Website (<https://data.census.gov/cedsci/>) on March 7, 2021, by BF&S. The data collected for minority and low-income populations within the AC are summarized in the below table.

Table: Minority and Low-Income Data (U.S. Census Bureau 2019 ACS 5-year Estimates)		
	COC – Terre Haute, Indiana	AC – Census Tract 11, Vigo County, Indiana
Percent Minority	15.67%	7.82%
125% of COC	19.58%	AC < 125% COC
EJ Population of Concern		No
Percent Low-Income	22.63%	44.58%
125% of COC	28.28%	AC > 125% COC
EJ Population of Concern		Yes

- The AC, Census Tract 11, has a percent minority of 7.82% which is below 50% and is below the 125% COC threshold. Therefore, the AC does not contain a minority population of EJ concern.
- The AC, Census Tract 11 has a percent low-income of 44.58% which is below 50% but is above the 125% COC threshold. Therefore, the AC contains a low-income population of EJ concern.

The census data sheets, map, and calculations can be found in Appendix J, pages 1 to 7. Approximately 5.91 acres of permanent right-of-way (commercial: 5.2 acres; residential: 0.71 acre) and 1.21 acre of temporary right-of-way (commercial: 1.167 acre; residential: 0.043 acre) acquisition will be required. The project will result in the relocation of nine residential owners/tenants and nine business owners. A Conceptual Stage Relocation Study (CSRS) was completed by Boomerang Ventures LLC on July 7, 2022, to determine comparable available residential and commercial availability in the area (please refer to the Relocation of People, Businesses or Farms section of this document for additional details). It is anticipated that approximately 20 jobs will be impacted

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because of commercial relocations. Per the business interview sheets contained in the CSRS (Appendix J, pages 29, 30, 37, 38, and 46), those whose jobs may be affected by relocation are not from the low-income community. The types of businesses being relocated include a former pub (currently vacant), a stump and tree removal service, a residential property owned by a private real estate company, a clothing consignment shop, a private fitness gym, a small manufacturing company, a septic and excavation services company, and a pet store/small zoo and associated storage building. These businesses do not provide services only to, or primarily to, EJ residents. The pet store/small zoo provides some value to the community as a place for local youth to explore and hang out. Relocation of these businesses to new locations outside of the immediate project area is not anticipated to have a significant impact on the community. The project minimizes relocations to the greatest extent possible through the utilization of vertical MSE walls instead of earthen fill slopes to accommodate roadway grade changes, thereby limiting lateral ROW take and relocations.

The project will improve mobility between the community for motorists and non-motorized modes of transportation. Community cohesion will not be disrupted as the bridge will provide access when trains would have historically blocked movement. The installation of this bridge will allow for more expedient access to emergency services than previously existed when trains were present, reduces the potential for train-vehicle collisions and creates safer conditions for pedestrians crossing the railroad. In addition, it is likely that local air quality will improve as a result of the project by eliminating vehicles that idle because of train traffic and a signalized intersection.

Permanent impacts on the local community will include right-of-way acquisition and residential and business relocations (discussed in further detail below), as well as the removal of on-street parking along 13th Street and 8th Avenue. New sidewalks are included in the proposed project design and will be perpetuated in front of homes that remain after construction. Included as a firm commitment for this project, the City of Terre Haute plans to improve alleys and alley connectivity to enhance residential and business access adjacent to the project area. This work, which is separate from the subject project, will occur prior to construction of the 13th Street and 8th Avenue improvements for maximum benefit.

Temporary negative impacts to the local community will include roadway and sidewalk closures/restrictions during construction. Temporary roadway closures may have a similar adverse impact on both EJ and non-EJ populations. Temporary pedestrian detours will be in place for approximately 18-24 months and add approximately 0.3-0.4 mile to a through trip for east/west travel along 8th Avenue and north/south travel along 13th Street (please refer to the MOT section of this document for additional details). EJ populations will likely experience the impacts of the pedestrian detour more than non-EJ populations. While there may be adverse effects to EJ populations during the use of pedestrian detours, strategies will be employed to minimize these effects. Strategies will include improving alleys adjacent to the project area prior to the start of construction, phasing construction so that the shortest detour routes can be utilized for as long as possible, updating wayfinding signage to ensure that pedestrians are aware of the shortest routes, and always maintaining vehicular and pedestrian access to nearby businesses.

A city bus stop is located on the southeast corner of Plum Street and 13th Street, which will be temporarily impacted with the work continuing north on 13th Street to the south edge of Beech Street. The designer will coordinate with the Terre Haute Transit Utility to develop mitigation strategies, including construction sequencing and temporary route modifications, to minimize the duration of disruption to this bus stop.

The permanent impacts associated with the relocations will result in disproportionate adverse impacts to EJ populations since all the relocations are occurring in a low-income population. Potential burdens and noted concerns from the CSRS, specific to **residential and business owners**, include:

- 1a. possible low valuation of current property values;
- 2a. potential limited availability of affordable comparable properties in the area;
- 3a. timeliness of voucher payment issuance;
- 4a. timing of notice to vacate / allowable duration of stay at current location;
- 5a. accessibility to good lenders and realtors;
- 6a. limited understanding of relocation process.

Potential burdens and noted concerns that may specifically be taken on by **rental tenants** include:

- 7a. amount of relocation benefit provided to assist with new rental payments;

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- 8a. potential limited availability of affordable comparable rental properties;
- 9a. additional time and effort locating new rental properties.

The following mitigation measures will be implemented to minimize permanent impacts to relocated **residential and business owners**.

- 1b. Even if property values come back low, the relocation agent will calculate a price differential payment (PDP) to account for the current housing market conditions and that differential will be paid by the project sponsor. Relocated owners will also be provided with a voucher for qualified moving expenses. The relocation agent will meet with the owners in person to explain these benefits in detail and answer any questions, so they understand the full benefit being provided to them prior to offers to purchase being made.
- 2b. The relocation agent will perform research for the homeowners and provide them with at least three (3) affordable comparable properties in the area.
- 3b. The relocation agent will mark all vouchers submitted to INDOT Real Estate as “URGENT” or “RUSH” to alert them that they should be processed in an expeditious manner.
- 4b. The relocation agent will provide a minimum of 90 days of written notice to owners prior to the date of property transfer. Owners will be allowed to stay in their current location until the end of the 90 days indicated in the written notice. If needed, the project sponsor will grant an extension to allow an owner to remain in their current locations past the 90-day period until an available replacement property has been found.
- 5b. The relocation agent will assist each owner, as needed, with connections to good lenders and realtors in the area.
- 6b. The relocation agent will offer to complete as much paperwork as possible for those being relocated and will provide everyone with a direct-line phone number and email for any questions or needs they may have.

The following mitigation measures will be implemented to minimize permanent impacts to relocated **rental tenants**.

- 7b. An analysis will be conducted by the relocation agent to determine if displaced persons are eligible for additional benefits according to the Uniform Relocation Act. Those meeting the necessary requirements will be guaranteed additional benefits. Each displaced rental tenant will be provided a lump sum payment for up to 3 years’ worth of rental costs based on the current market to assist with the costs of future living accommodations.
- 8b. The relocation agent will perform research for the rental tenants and provide them with at least three (3) affordable comparable properties in the area.
- 9b. The relocation agent will assist with securing rental assistance payments (RAPs) to offset potentially higher rental costs increasing the pool of potential replacement properties and lowering the burden of time to locate a new property. The benefit of RAPs can give those renters being displaced an edge over other applicants. For example, RAPs can give them the ability to pay several months in advance on the rental. A signed lease releases the RAPs, which is based on comparable rentals. If displaced renters find something bigger, they most certainly will qualify to receive their maximum possible RAPs.

All relocations and right-of-way acquisition efforts will follow 49 CFR 24 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (please refer to the Relocation of People, Businesses or Farms section of this document for additional details).

A public information meeting was held on August 17, 2021 (see Public Involvement section of this document), and no substantial public concerns with regards to community impacts or impacts on potential EJ populations were expressed. Outreach efforts to notify the public, including underserved populations in the area, will continue for all future public involvement opportunities – including the upcoming public hearing. In addition to the publication of notices in the local newspaper and direct mailings to adjacent property owners via Certified Mail to ensure delivery, notices providing the public hearing date, time and location will be printed on fliers and posted at local churches, grocery stores and parks near the area. Public hearing information fliers will also be placed on adjacent property owners’ front doors and posted on signs in nearby neighborhoods.

The preferred alternative will have an adverse effect on the EJ populations due to 9 residential relocations and 9 business relocations, temporary pedestrian detours, and temporary impacts to transit facilities. Compared to the alternative to construct two

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bridges and maintain existing alignments along 8th Avenue and 13th Street, the preferred alternative would require less roadway closures and fewer relocations that would impact both EJ and non-EJ populations. The project will provide offsetting benefits to the EJ community including improved mobility for motorists and non-motorized modes of transportation including emergency services, improved safety by removing potential train-vehicle and train-pedestrian conflicts, increased connectivity between both sides of the railroad tracks when trains are stopped, and potentially improved local air quality through the removal of idling vehicles due to train traffic and a signalized intersection. The City of Terre Haute is committed to assisting those being relocated by the project by facilitating access to a variety of personalized services provided by a qualified relocation agent, and financial aid in the form of PDPs for owners and RAPs for renters (see full list of mitigation efforts listed above as 1b. through 8b.). According to the relocation agent's experience to date, all those being relocated appear to be willing sellers/movers. The city plans to improve alleys and alley connectivity to enhance residential and business access adjacent to the project area. This work will occur prior to construction of the 13th Street and 8th Avenue improvements for maximum benefit. The city proposes to further mitigate adverse effects to EJ populations by converting excess land on the south side of 8th Avenue between 12th and 13th Streets into public use greenspace with signage and benches that would allow for an open, safe area for people to congregate or play. After construction, this greenspace would likely be transferred to the Terre Haute Parks Department for future care and maintenance.

The project will have an adverse impact to the EJ population; however, based on the project's off-setting benefits combined with the minimization efforts as well as the mitigation, it has been determined there is no disproportionate high and adverse effect on the EJ population.

Relocation of People, Businesses or Farms

Will the proposed action result in the relocation of people, businesses or farms?

Is a BIS or CSRS required?

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

Number of relocations: Residences: 9 Businesses: 9 Farms: 0 Other: 0

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

A Conceptual Stage Relocation Study (CSRS) was completed for this project (Appendix J, pages 9-60). The acquisition and relocation program will be conducted in accordance with 49 CFR 24 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. Relocation resources are available to all residential and business relocated without discrimination. No person displaced by this project will be required to move from a displaced dwelling unless comparable replacement housing is available to that person. Graphics showing the proposed relocations are included in Appendix J, pages 23 - 27.

A draft CSRS was completed by Boomerang Ventures LLC on July 7, 2022 (Appendix J, pages 9-60). The study identifies a total of 26 potential relocation parcels, eight of which appear to be residential (four residential owners and four residential tenants), and six of which appear to be business owners eligible for relocation benefits under the Uniform Act.

Seven relocation parcels are considered landlord relocations where the owner is renting a residential or commercial property. There appear to be five personal property move only relocations where no residential owner/tenant or business is displaced. Regarding residential owner relocations, the draft CSRS states, "Given that only four owner-occupied homes are to be acquired, there appears to be an adequate supply of homes for sale. The current housing market in and around Terre Haute is active, but home sales have slowed in the last few months and the supply of homes has caught up with demand. The Terre Haute real estate market has been following national trends of reduced inventory and increased home prices, but Terre Haute is historically less active than other parts of Indiana, and a general slowdown in statewide real estate activity would typically result in an even greater reduction here."

Regarding residential tenant relocations, the draft CSRS states, "Homes for rent are more difficult to find than homes for sale since there are fewer established home-rental resources. There is no single consolidated rental property source as there is for home sales. As the project proceeds and actual comparable rentals are needed, additional rental properties can be found by driving the area and talking to local landlords and rental property managers, so the number of available rentals is probably higher than what is reported here."

Regarding business owner relocations, the CSRS states, "Data indicates that there are adequate replacement options for the... displaced businesses." The types of businesses being relocated include a former pub (currently vacant), a stump and tree removal service, a residential property owned by a private real estate company, a clothing consignment shop, a private fitness gym, a small manufacturing company, a septic and excavation services company, and a pet store/small zoo and associated storage building. The

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relocation agent for the project expects all relocated businesses to find nearby replacement buildings/properties without major issues and does not anticipate a significant impact on the EJ community (or non-EJ community) resulting from these relocations.

According to the CSRS, the septic and excavation services company, “will need to find another large building but they appear to have a great deal of flexibility in where they move since their clients are all around Terre Haute and surrounding areas. They have contracts with the City of Terre Haute, so they would like to keep their address within city limits.”

One unique business relocation, involving a pet store and live animal museum, has been identified. This long-standing, not-for-profit business provides area residents with a place of interest, especially local youths. The owner does not advertise, so relocation near the project area is preferred. The current building contains many aquariums and enclosures to house fish, reptiles, and birds among other animals. A replacement building space would need to be suitable for housing all the current contents. The owner is concerned with the level of expense associated with moving all the animals/contents. The relocation agent for this project will work closely with the owner to identify a new place of business as close to the project area as possible. The relocation agent will also assist the owner in obtaining bids for moving expenses, including the relocation of animals.

All relocated business owners are eligible for three separate relocation entitlements to assist with the expenses associated with moving to new locations.

- **Business Reestablishment** - this is a reimbursement for any qualified repairs, remodels, etc. that need to be performed at the replacement location up to a maximum of \$25,000.00.
- **Business Search** - this is a reimbursement for time and mileage spent looking for a replacement location up to a maximum of \$2,500.00.
- **Move Expense** – this is the lower of two professional move bids received, stating in detail what is required to move the business to a replacement location.

Regarding impacts to the community, the CSRS states, “It is difficult to measure the impact a project such as this will have on the surrounding area, but it is likely that the net effect of this project will be positive.” The relocation process for those being displaced is anticipated to not be adverse considering the City of Terre Haute’s commitment to assisting those being relocated by the project by providing access to a variety of personalized services provided by a qualified relocation agent, financial aid in the form of PDPs for owners and RAPs for renters, and extensions to those requiring additional time to locate available replacement properties before moving.

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Documentation

Hazardous Materials & Regulated Substances (Mark all that apply)

Red Flag Investigation (RFI)

Phase I Environmental Site Assessment (Phase I ESA)

Phase II Environmental Site Assessment (Phase II ESA)

Design/Specifications for Remediation required?

X

Date RFI concurrence by INDOT SAM (if applicable): July 21, 2021

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

Based on a review of GIS and available public records, an RFI was concurred by INDOT SAM on July 21, 2021 (Appendix E). Four RCRA Generator/TSD sites, one State Cleanup Site, fourteen Underground Storage Tank (UST) Sites, three brownfield sites, one Institutional Control site, two NPDES Facilities sites, and seven Leaking Underground Tank (LUST) sites are located within 0.5 mile of the project area. The nearest RCRA Generator/TSD site is located 0.24 mile northeast of the project area. No impacts are expected. The nearest State Cleanup Sites is located 0.25 mile northwest of the project area. No impacts are expected. The nearest UST is located adjacent to the south of the project area. No impacts are expected. The nearest brownfield is located 0.05 mile south of the project area. No impacts are expected. The nearest Institutional Control site is located 0.24 mile northeast of the project area. No impacts are expected. The nearest NPDES Facilities is located 0.39 mile southeast of the project area. No impacts are expected. Two LUST sites are located within the project area. No impacts are expected.

Early coordination letters were sent to IDEM Office of Land Quality (OLQ) on May 20, 2021. IDEM OLQ responded on June 28, 2021, indicating that there is a leaking underground storage tank site (H-Mart, 1600 N 13th Street) in the vicinity of the project. For

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the soil excavation, proper handling, removal, and disposal of soil must be completed if contamination is encountered. Groundwater is not anticipated to be encountered due to the minimal depth of excavation in this area, but if groundwater is encountered it must be properly handled, removed, and disposed.

The project area was re-evaluated on January 17, 2024, by BF&S to confirm no new issues related to hazardous materials have occurred. Based on a review of GIS and available public records, no notable changes to the status of previously recorded sites were found. One new Institutional Control site was identified approximately 0.2 mile northwest of the project area. Groundwater at this site flows to the west (away from the project area). No impacts are expected.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required**Army Corps of Engineers (404/Section10 Permit)**

Nationwide Permit (NWP)

Regional General Permit (RGP)

Individual Permit (IP)

Other

IN Department of Environmental Management (401/Rule 5)

Nationwide Permit (NWP)

Regional General Permit (RGP)

Individual Permit (IP)

Isolated Wetlands

Rule 5 (Construction Stormwater General Permit)

Other

IN Department of Natural Resources

Construction in a Floodway

Navigable Waterway Permit

Other

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

X

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

A Construction Stormwater General Permit (CSGP) is required due to the total work area being greater than one (1) acre.

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

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

ENVIRONMENTAL COMMITMENTS

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

Firm:

1. If the scope of work or permanent or temporary right-of-way amounts change, INDOT ESD and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Crawfordsville District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services, including Hamilton Center and Union Hospital, at least two weeks prior to any construction activity that would block or limit access. (INDOT ESD and SAM)
3. Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers permit. (INDOT ESD)

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4. GENERAL AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
5. LIGHTING AMM 2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)
6. TREE REMOVAL AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
7. TREE REMOVAL AMM 2: Apply time of year restrictions (April 1 through September 30) for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/ rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS, IDNR-DFW)
8. TREE REMOVAL AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
9. TREE REMOVAL AMM 4 Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year. (USFWS)
10. Upon review of IDEM's GIS Layers, the only IDEM Office of Land Quality project in the area of 8th Avenue between 12th -14th Streets is a leaking underground storage tank (H-Mart, 1600 N 13th Street). For the soil excavation, proper handling, removal, and disposal of soil must be completed if contamination is encountered. Groundwater is not anticipated to be encountered due to the minimal depth of excavation in this area, but if groundwater is encountered it must be properly handled, removed, and disposed. (IDEM Office of Land Quality)
11. Outreach efforts to notify the public, including underserved populations in the area, will continue for all future public involvement opportunities. These efforts will include the publication of notices in local media and direct mailings to adjacent property owners. (INDOT ESD)
12. Public outreach efforts for the upcoming public hearing will include direct mailings of the legal advertisement to all affected property owners via Certified Mail to ensure delivery and posting of public hearing flyers on all adjacent property owners' front doors and at local churches and parks near the project area. Additionally, the public hearing will be held at a venue close to the project area and scheduled for a day and time that is convenient to the public. (INDOT ESD)
13. The Vigo County Surveyor's Office Early Coordination response on June 9, 2021, which identifies section corners and subdivision corners near the proposed project, was forwarded to the designer on August 24, 2021. The designer will determine if any of the features identified by the Surveyor's Office will be impacted by the project as design progresses. If impacts will occur, then a Unique Special Provision may need to be developed and included with the contract documents. (INDOT ESD)
14. The Terre Haute Transit Utility (THTU) operates a bus route loop that follows 13th Street through the project area. Stops along this route include 1st Street south of the project area, Plum Street within the project area, and Buckeye Street north of the project area. The bus stop at Plum Street and 13th Street will be impacted during construction as well as the transit route using 13th Street. The Plum Street intersection is being relocated to the north and regraded, so access during construction in this area would not be prudent. The project sponsor has coordinated with the THTU regarding the project, and strategies to minimize impacts to bus service in the area have been established. The THTU will continue to operate along the 13th Street route north and south of the project area and will include a demand/response area around the roadway closure during construction so that riders can contact the THTU to let them know that they need to be picked up. Riders would then be informed where an acceptable pickup location would be so that the bus can retrieve the rider and then return to its original route for the rest of the loop. According to the THTU, this method for serving riders in need has been

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successfully used in the past for other road closures. THTU will announce this plan through their website and local media, hold a public meeting to inform riders, and post flyers on the bus used for this route prior to any closures to make sure that the riders are aware of the changes. (INDOT ESD)

15. The relocation agent will mark all vouchers submitted to INDOT Real Estate as “URGENT” or “RUSH” to alert them that they should be processed in an expeditious manner. (INDOT ESD)
16. INDOT must consider allowing agents to increase relocation payments by performing new comparables searches and recalculating relocation benefits to make new homes affordable if the market calls for it. (INDOT ESD)
17. The Federal Highway Administration (FHWA) released a waiver for calculating and paying relocation payments to homeowners effective June 1, 2022. Since it has become commonplace for buyers to pay more than the asking price for new homes, this waiver allows relocation payments to be increased if the market is following this trend. This policy should be implemented on this project if the market calls for it. (INDOT ESD)
18. Those homeowners and rental tenants being displaced by the project will be allowed to stay in their current dwelling until after the EA-FONSI is signed. (INDOT ESD)
19. The relocation agent will calculate a price differential payment (PDP) to account for the current housing market conditions and that differential will be paid by the project sponsor. Relocated owners will also be provided with a voucher for qualified moving expenses. The relocation agent will meet with the owners in person to explain these benefits in detail and answer any questions, so they understand the full benefit being provided to them prior to offers to purchase being made. (INDOT ESD)
20. The relocation agent will assist each rental tenant with obtaining rental assistance payments (RAP). (INDOT ESD)
21. The relocation agent will perform research for the homeowners and rental tenants and provide them with at least three (3) affordable comparable properties in the area. (INDOT ESD)
22. After the EA/FONSI is complete, the relocation agent will provide a minimum of 90 days of written notice to owners prior to the date of property transfer. Owners will be allowed to stay in their current location until the end of the 90 days indicated in the written notice. If needed, the project sponsor will grant an extension to allow an owner to remain in their current locations past the 90-day period until an available replacement property has been found. (INDOT ESD)
23. The relocation agent will assist each owner, as needed, with connections to good lenders and realtors in the area. (INDOT ESD)
24. The relocation agent will offer to complete as much paperwork as possible for those being relocated and will provide everyone with a direct-line phone number and email for any questions or needs they may have. (INDOT ESD)
25. An analysis will be conducted by the relocation agent to determine if displaced persons are eligible for additional benefits according to the Uniform Relocation Act. Those meeting the necessary requirements will be guaranteed additional benefits. Each displaced rental tenant will be provided a lump sum payment for up to 3 years’ worth of rental costs based on the current market to assist with the costs of future living accommodations. (INDOT ESD)
26. The relocation agent will perform research for the rental tenants and provide them with at least three (3) affordable comparable properties in the area. The relocation agent will also assist rental tenants with applying for rental assistance payments (RAP) to make relocating to a new rental property more affordable. (INDOT ESD)
27. The city will convert excess land on the south side of 8th Avenue between 12th and 13th Streets into public use greenspace with signage and benches that would allow for an open, safe area for people to congregate or play. After construction, this greenspace would likely be transferred to the Terre Haute Parks Department for future care and maintenance. (INDOT ESD)

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28. The city plans to improve alleys and alley connectivity to enhance residential and business access adjacent to the project area. This work, which is separate from the subject project, will occur prior to construction of the 13th Street and 8th Avenue improvements for maximum benefit. (INDOT ESD)

For Further Consideration:

29. If tree removal is needed, the Division of Fish & Wildlife recommends avoiding removing urban trees to the greatest extent possible and replacing trees that must be removed. Street trees are important to fish and wildlife resources in urban areas. Indiana's street trees also provide millions of dollars of tangible benefits to Indiana communities by their presence in the urban environment. Their shade and beauty contribute to the quality of life. They provide significant increases in real estate values, create attractive settings for commercial businesses, and improve community neighborhood appeal. Trees decrease energy consumption by providing shade and acting as windbreaks. They reduce water treatment costs and impede soil erosion by slowing the runoff of stormwater. Trees also cool the air temperature, cleanse pollutants from the air, and produce oxygen while absorbing carbon dioxide. (IDNR-DFW)
30. Trees are an integral component of the urban environment. Proactively managing and maintaining a street tree population will ultimately maximize the benefits afforded by their aesthetic and ecological functions. The following links give a good overview of the benefits of a street tree program and how to select the right species to avoid the negative impacts of non-native invasive species such as the common and popular Bradford pear: <https://www.in.gov/dnr/forestry/3605.htm> > Community & Urban Forestry > Tree Species Lists. (IDNR-DFW)
31. IDNR recommends a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation guidelines (and plant lists) can be found online at: <http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.xml.pdf>. (IDNR-DFW)
32. Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however. (IDNR-DFW)

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Appendix A: INDOT Supporting Documentation

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹ *
Section 106	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement ²
Stream Impacts	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	Individual 404 Permit
Wetland Impacts	No adverse impacts to wetlands	< 0.1 acre	-	< 1 acre	≥ 1 acre
Right-of-way³	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)	“No Effect”, “Not likely to Adversely Affect” (Without AMMs ⁴ or with AMMs required for all projects ⁵)	“Not likely to Adversely Affect” (With any other AMMs)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic
Threatened/Endangered Species (Any other species)	Falls within guidelines of USFWS 2013 Interim Policy	“No Effect”, “Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁶
Sole Source Aquifer	Detailed Assessment Not Required	-	-	-	Detailed Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Coastal Zone Consistency	Consistent	-	-	-	Not Consistent
National Wild and Scenic River	Not Present	-	-	-	Present
New Alignment	None	-	-	-	Any
Section 4(f) Impacts	None	-	-	-	Any
Section 6(f) Impacts	None	-	-	-	Any
Added Through Lane	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Coast Guard Permit	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ⁷
Approval Level <ul style="list-style-type: none"> • District Env. Supervisor • Env. Services Division • FHWA 	Concurrence by INDOT District Environmental or Environmental Services	Yes	Yes	Yes Yes Yes	Yes Yes Yes

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

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

³Permanent and/or temporary right-of-way.

⁴AMMs = Avoidance and Mitigation Measures.

⁵AMMs determined by the IPAC decision key to be needed that are listed in the USFWS *User's Guide for the Range-wide Programmatic Consultation for Indiana bat and Northern long-eared bat* as “required for all projects”.

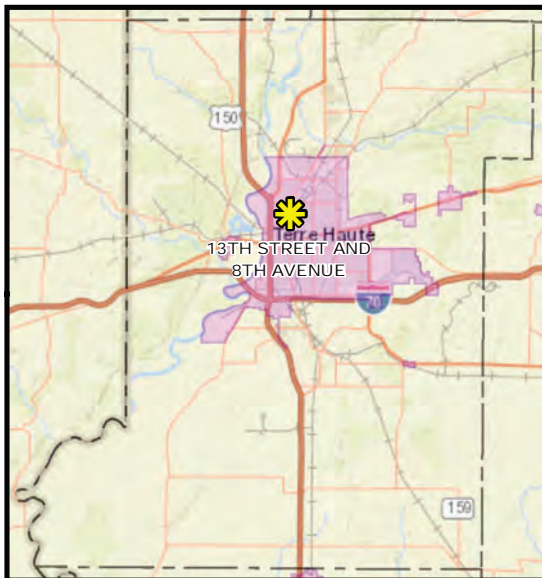
⁶Potential for causing a disproportionately high and adverse impact.


⁷Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

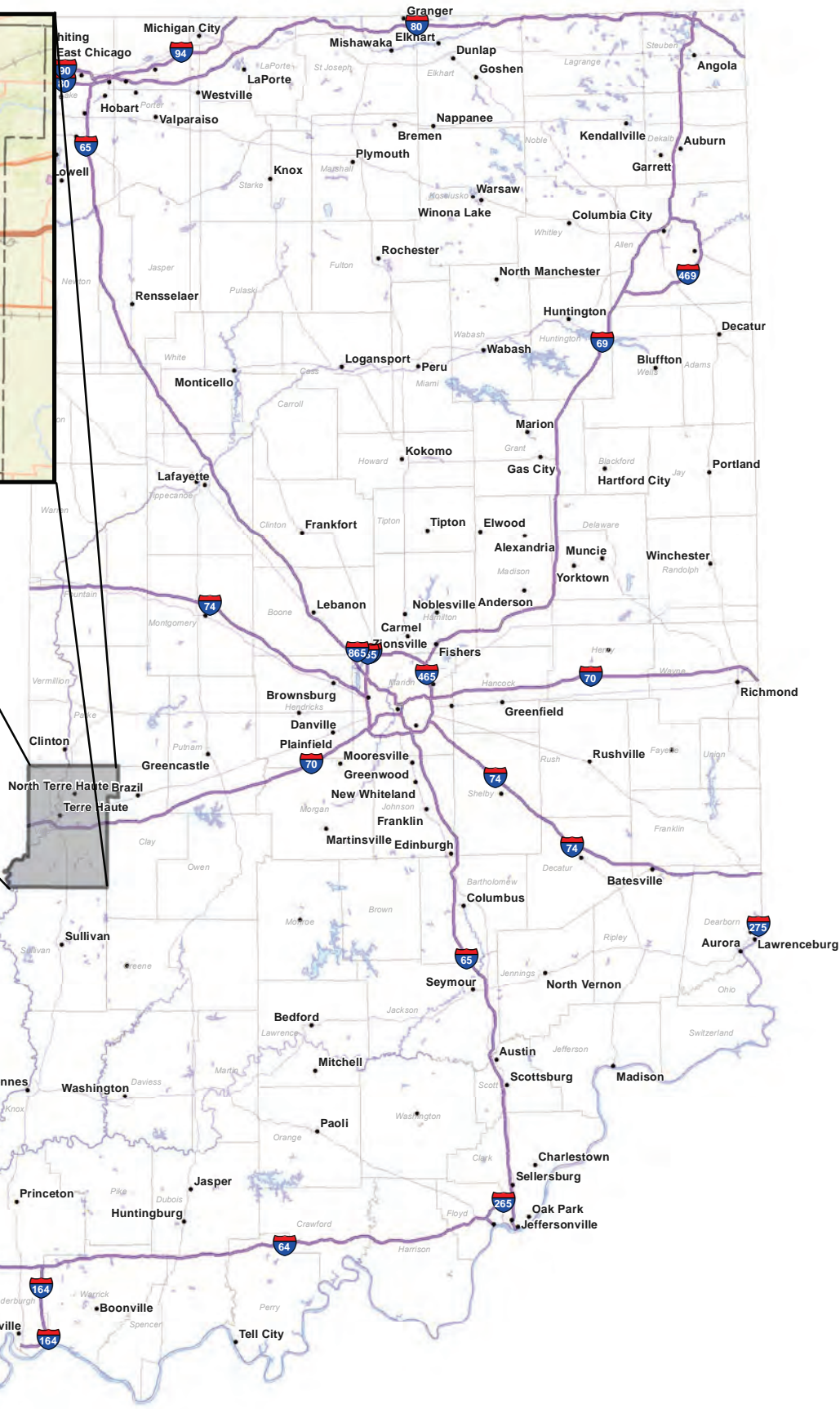
*Substantial public or agency controversy may require a higher-level NEPA document.

***Please Note:** Due to relocations occurring within EJ Populations of concern, the FHWA has determined this project should be processed as an Environmental Assessment (EA).

Appendix B: Graphics



 Project Location



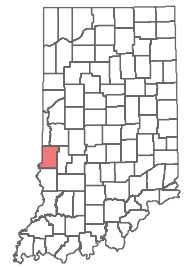
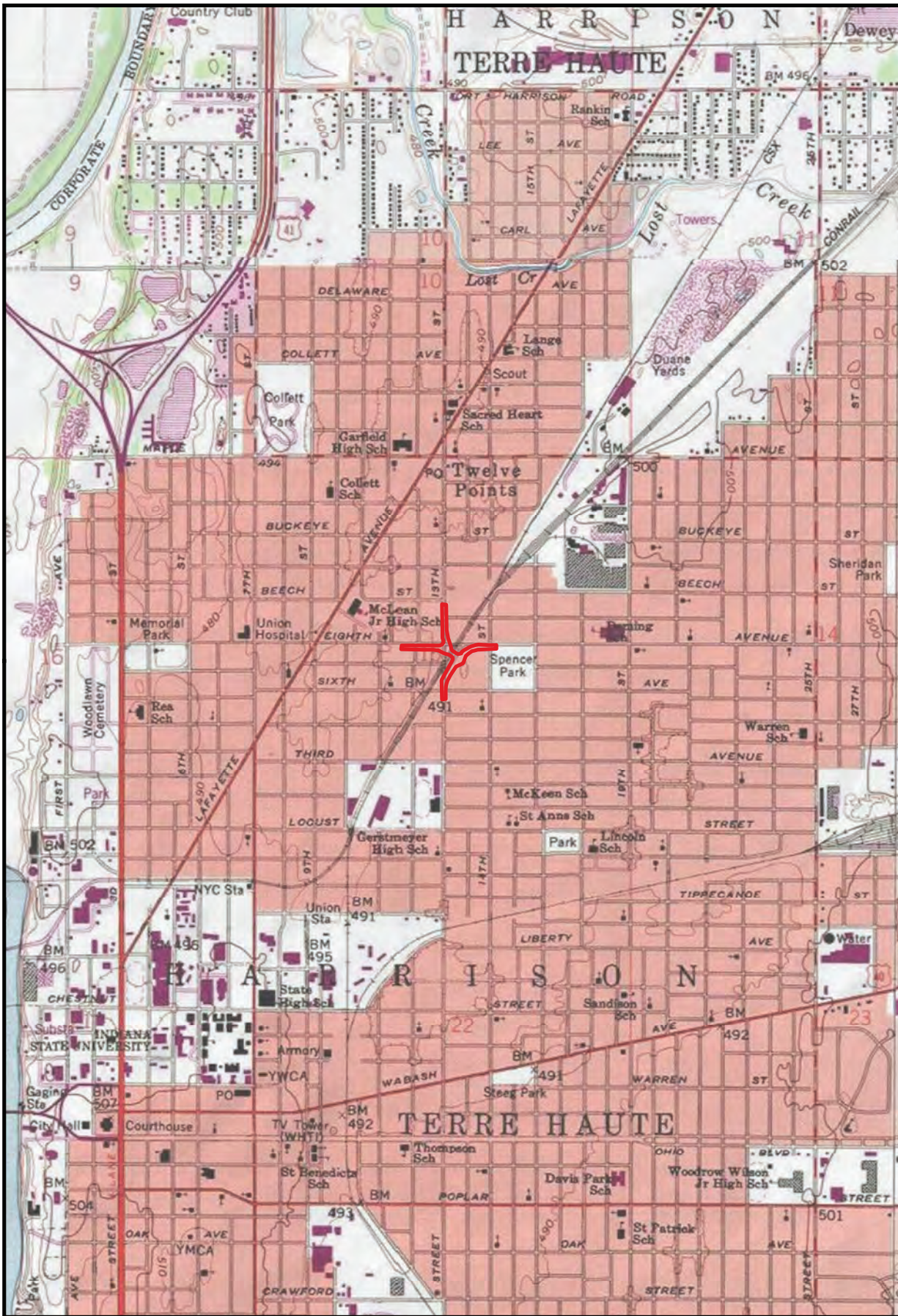
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Feet



Map Source: Indiana Map

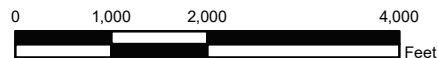
State Map

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Legend

Project Area



USGS Terre Haute Quadrangle

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 Terre Haute, Vigo County, IN

Map Source: Indiana Geological Survey (IGS), IndianaMap, ArcGIS Online (ESRI) USA Topo Maps

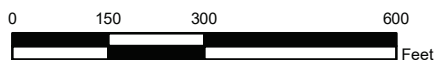


Legend

 Project Area



Map Source: Indiana Geological Survey (IGS), IndianaMap, 2019
ArcGIS Online (ESRI) World Imagery.



Aerial Map

13th Street and 8th Avenue over CSX RR
Des. Nos. 1900842 and 1801932
Terre Haute, Vigo County, IN

|bfsmt241| Jobs5 | 636900.0000 | ProDevelopment | Design | Drawings | Exhibits | Terre Haute Traxx Display 2 RAB.dwg Troy D. Willard Plot: 10/3/2019 2:48 PM Save: 8/29/2019 1:37 PM



TRAXX Project: Grade Separation 8th Avenue and 13th Street over CSX Railroad
Terre Haute, Vigo County, Indiana
Des. No. 1900842 and 1801932
Photograph Date: August 7, 2019



Photo 1: Looking north along 13th Street from 4th Avenue (south project limits)

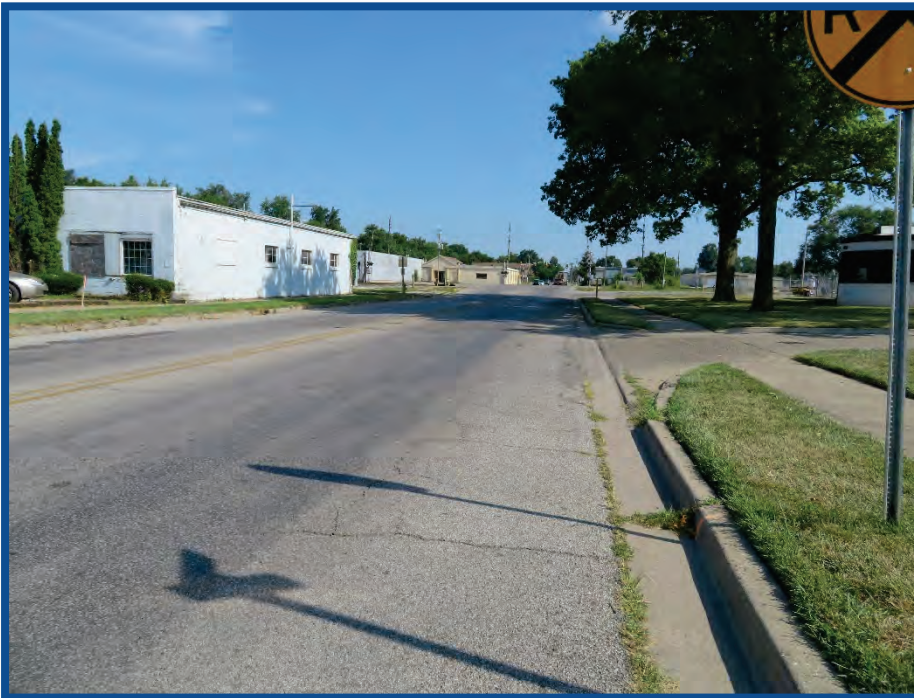


Photo 2: Looking north along 13th Street from just south of 6th Avenue

TRAXX Project: Grade Separation 8th Avenue and 13th Street over CSX Railroad
Terre Haute, Vigo County, Indiana
Des. No. 1900842 and 1801932
Photograph Date: August 7, 2019



Photo 3: Looking northeast across 13th Street towards Rail Road, which parallels CSX RR to the south



Photo 4: Looking west along 7th Avenue from 13th Street (7th Avenue to be cut off from 13th Street)

TRAXX Project: Grade Separation 8th Avenue and 13th Street over CSX Railroad
Terre Haute, Vigo County, Indiana
Des. No. 1900842 and 1801932
Photograph Date: August 7, 2019

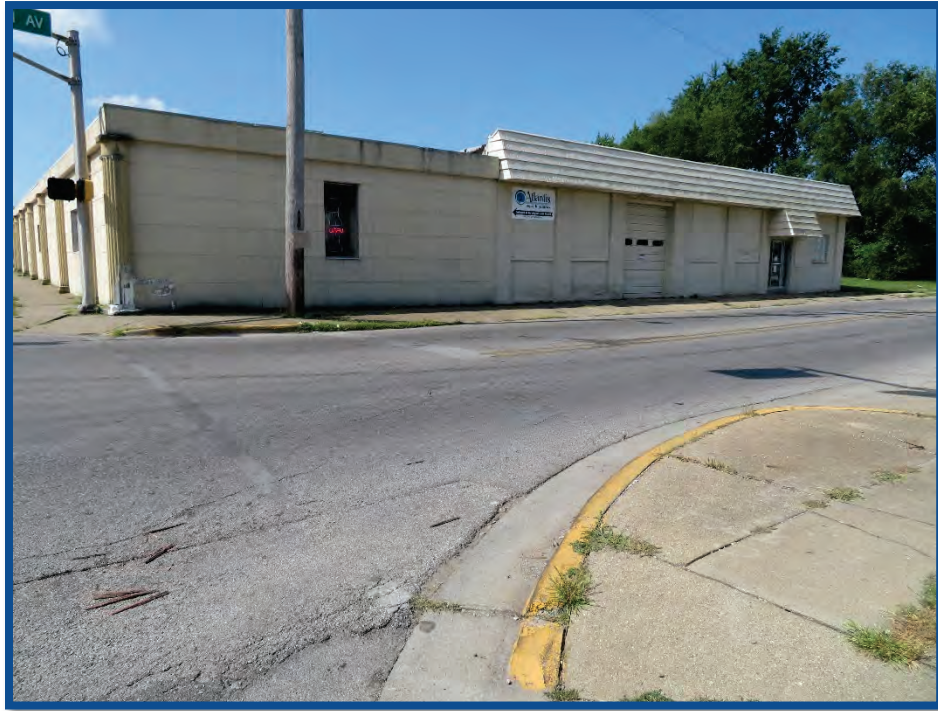


Photo 5: View of building on the southwest corner of 13th Street and 8th Avenue (to be demolished)



Photo 6: Looking east along 8th Avenue from a point east of Garfield Avenue (west project limits)

TRAXX Project: Grade Separation 8th Avenue and 13th Street over CSX Railroad
Terre Haute, Vigo County, Indiana
Des. No. 1900842 and 1801932
Photograph Date: August 7, 2019



Photo 7: View of building on the southeast corner of 13th Street and 8th Avenue (to be demolished)



Photo 8: Looking south along 13th Street from 8th Avenue

TRAXX Project: Grade Separation 8th Avenue and 13th Street over CSX Railroad
Terre Haute, Vigo County, Indiana
Des. No. 1900842 and 1801932
Photograph Date: August 7, 2019



Photo 9: Looking west along 8th Avenue from 13th Street



Photo 10: Looking north along 13th Street from 8th Avenue

TRAXX Project: Grade Separation 8th Avenue and 13th Street over CSX Railroad
Terre Haute, Vigo County, Indiana
Des. No. 1900842 and 1801932
Photograph Date: August 7, 2019



Photo 11: Looking southeast across 13th Street from Beech Street (north project limits)



Photo 12: Looking west toward the east project limits along 8th Avenue from 14th Street

TRAXX Project: Grade Separation 8th Avenue and 13th Street over CSX Railroad
Terre Haute, Vigo County, Indiana
Des. No. 1900842 and 1801932
Photograph Date: August 7, 2019



Photo 13: Looking east (away from project area) along 8th Avenue from 14th Street



Photo 14: Looking southeast from the 8th Avenue / CSX Railroad crossing (building to be demolished)

PROJECT	DESIGNATION
1801932	1801932
CONTRACT	BRIDGE FILE
B-41843	

KIN PROJECT INFORMATION	
DESIGNATION	PROJECT DESCRIPTION
1900842	New Bridge Over CSX R&R, Terre Haute

INDIANA DEPARTMENT OF TRANSPORTATION



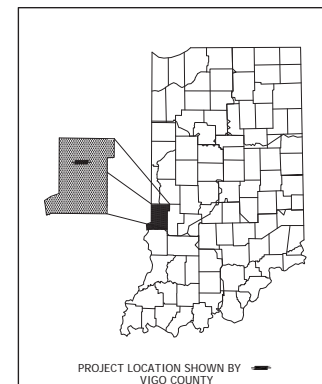
ROAD PLANS

13th St. & 8th Ave. Over CSX R&R

PROJECT NO. 1801932 P.E.
1801932 R/W
1801932 CONSTR.

NEW BRIDGE AND ROAD RECONSTRUCTION BUILT ON 8TH AVENUE AND 13TH STREET OVER CSX RAILROAD. PROJECT IS LOCATED WITHIN THE CITY LIMITS OF TERRE HAUTE, INDIANA IN THE NORTHEAST SECTION OF THE CITY. PROJECT IS LOCATED IN SECTION 15, TOWNSHIP 12 NORTH, RANGE 9 WEST TERRE HAUTE, VIGO COUNTY, INDIANA

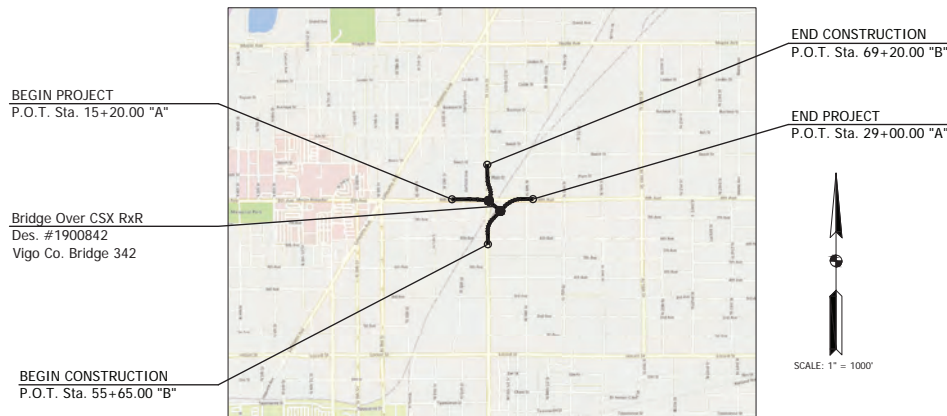
TRAFFIC DATA	8TH AVENUE	13TH STREET	PLUM STREET
A.A.D.T. (2022)	5109 V.P.D.	11820 V.P.D.	100 V.P.D.
A.A.D.T. (2042)	9249 V.P.D.	11820 V.P.D.	100 V.P.D.
D.H.V. (2042)	834 V.P.H.	1096 V.P.H.	15 V.P.H.
DIRECTIONAL DISTRIBUTION	52 EB %	50 %	50 %
TRUCKS	1.8 % A.A.D.T.	2.5 % A.A.D.T.	2 % A.A.D.T.
	1.6 % D.H.V.	2.4 % D.H.V.	2 % D.H.V.
DESIGN DATA			
DESIGN SPEED	30 MPH	30 MPH	20 MPH
PROJECT DESIGN CRITERIA	RECONSTRUCTION (NON-FREEWAY)	RECONSTRUCTION (NON-FREEWAY)	RECONSTRUCTION (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	LOCAL AGENCY COLLECTOR	MINOR ARTERIAL	LOCAL STREET
RURAL/URBAN	URBAN BUILT UP	URBAN BUILT UP	URBAN BUILT UP
TERRAIN	LEVEL	LEVEL	LEVEL
ACCESS CONTROL	NONE	NONE	NONE



BEGIN:	LATITUDE: 39°29'05"N	LONGITUDE: 87°23'59"W
END:	LATITUDE: 39°29'05"N	LONGITUDE: 87°23'41"W

GROSS LENGTH:	0.518 MI.
NET LENGTH:	0.496 MI.
MAX. GRADE:	7.70 %

HUC: 05120111050060



VICINITY MAP
VIGO COUNTY

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES.
REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES.

INDIANA DEPARTMENT OF TRANSPORTATION STANDARD
SPECIFICATIONS DATED 2022 TO BE USED WITH THESE PLANS

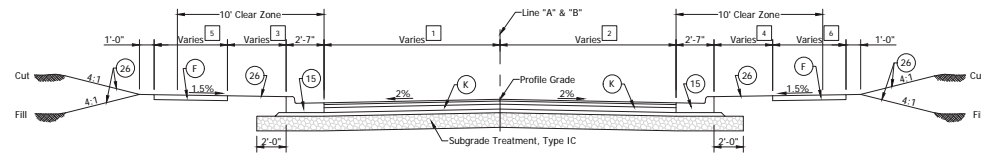
PLANS PREPARED BY:	Butler Fairman and Seufert Inc.	(317)713-4615
CERTIFIED BY:		PHONE
APPROVED FOR LETTING:		DATE
	INDIANA DEPARTMENT OF TRANSPORTATION	DATE

BRIDGE FILE	
DESIGNATION	1801932
SURVEY BOOK	SHEET
N/A	1 OF 121
CONTRACT	PROJECT
B-41843	1801932

BFS NO.

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I:\Users\241\OneDrive\Documents\2022\Development\Design\Drawings\63809201.dwg David Isaac Plot: 9/29/2022 2:32 PM Save: 9/20/2022 2:32 PM



1 Varies 4'-0" to 6'-0" from 15+20 to 15+70 "A"
Varies 5'-0" to 4'-9" from 28+00 to 29+00 "A"
Varies 4'-9" to 5'-0" from 55+65 to 55+90 "B"
5'-0" from 55+90 to 56+65 "B"
5'-0" from 68+20 to 68+70 "B"
Varies 5'-0" to 5'-10" from 68+70 to 69+20 "B"

1 Varies 12'-7" to 12'-0" from 15+20 to 15+70 "A"
Varies 12'-0" to 14'-6" from 28+00 to 29+00 "A"
Varies 17'-9" to 12'-0" from 55+65 to 56+65 "B"
Varies 12'-0" to 18'-1" from 68+20 to 69+20 "B"
2 Varies 5'-9" to 0'-0" from 15+20 to 15+70 "A"
Varies 0'-0" to 7'-10" from 28+00 to 29+00 "A"
Varies 8'-2" to 0'-0" from 55+65 to 55+90 "B"
0'-0" from 55+90 to 56+65 "B"
0'-0" from 68+20 to 68+70 "B"
Varies 0'-0" to 5'-11" from 68+70 to 69+20 "B"

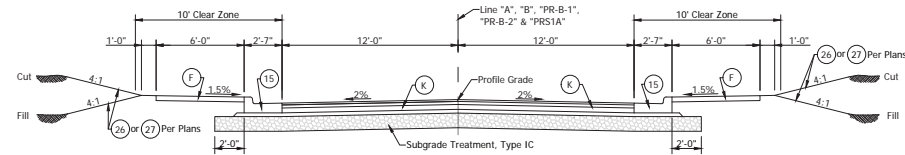
TYPICAL SECTION - 8th Ave. & 13th St.

Scale: 1/4" = 1'-0"

Sta. 15+20.00 "A" to Sta. 15+70.00 "A"
Sta. 28+00.00 "A" to Sta. 29+00.00 "A"
Sta. 55+65.00 "B" to Sta. 56+65.00 "B"
Sta. 68+20.00 "B" to Sta. 69+20.00 "B"

2 Varies 12'-7" to 12'-0" from 15+20 to 15+70 "A"
Varies 12'-0" to 14'-11" from 28+00 to 29+00 "A"
Varies 17'-10" to 12'-0" from 55+65 to 56+65 "B"
Varies 12'-0" to 17'-10" from 68+20 to 69+20 "B"
4 Varies 4'-8" to 0'-0" from 15+20 to 15+48.36 "A"
0' from 15+48.36 to 15+70 "A"
Varies 0'-0" to 7'-1" from 28+00 to 29+00 "A"
Varies 4'-7" to 0'-0" from 55+65 to 55+90 "B"
0'-0" from 55+90 to 56+65 "B"
0'-0" from 68+20 to 68+70 "B"
Varies 0'-0" to 3'-7" from 68+70 to 69+20 "B"

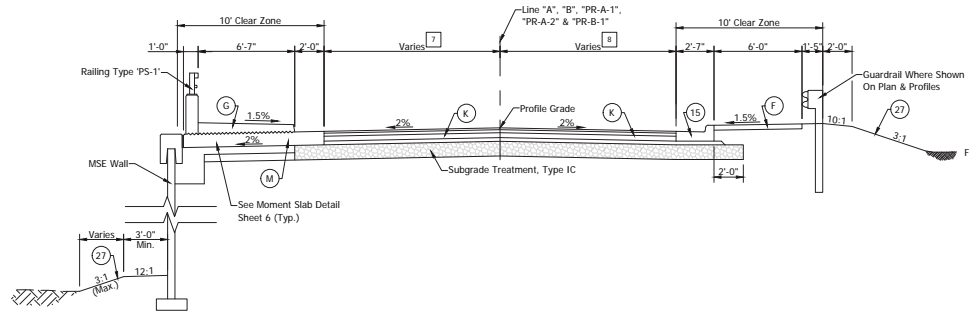
6 Varies 4'-6" to 6'-0" from 15+20 to 15+48.36 "A"
6'-0" from 15+48.36 to 15+70 "A"
Varies 5'-0" to 4'-9" from 28+00 to 29+00 "A"
Varies 5'-6" to 5'-0" from 55+65 to 55+90 "B"
5'-0" from 55+90 to 56+65 "B"
5'-0" from 68+20 to 68+70 "B"
Varies 5'-0" to 4'-11" from 68+70 to 69+20 "B"



TYPICAL SECTION - 8th Ave., 13th St. & Plum St.

Scale: 1/4" = 1'-0"

Sta. 15+70.00 "A" to Sta. 16+50.00 "A"
Sta. 27+25.00 "A" to Sta. 28+00.00 "A"
Sta. 56+65.00 "B" to Sta. 57+60.00 "PR-B-1"
Sta. 50+12.00 "PR-S1A" to Sta. 53+20.00 "PR-S1A"



TYPICAL SECTION - 8th Ave. & 13th St.

Scale: 1/4" = 1'-0"

Sta. 16+50.00 "A" to 19+99.73 "PR-A-1"
Sta. 24+86.28 "PR-A-2" to Sta. 27+25.00 "A"
Sta. 57+60.00 "PR-B-1" to Sta. 60+36.98 "PR-B-1"
Sta. 67+00.48 "B" to 68+20.00 "B"

8 12'-0" from 16+50 to 19+24.73 "A"
Varies 12'-0" to 16'-0" from 19+24.73 to 19+99.73 "PR-A-1"
Varies 16'-0" to 12'-0" from 24+86.28 to 25+61.28 "PR-A-2"
12'-0" from 25+61.28 "PR-A-2" to 27+25.00 "A"
12'-0" from 57+60.00 to 59+61.98 "PR-B-1"
Varies 12'-0" to 16'-0" from 59+61.98 to 60+36.98 "PR-B-1"
12'-0" from 67+00.48 to 68+20.00 "B"

LEGEND

- (F) Concrete Sidewalk, 4"
(C) Concrete "C", Superstructure
(K) HMA Pavement:
165#/Sys., OC/QA HMA, 2.64, Surf., 9.5mm on
275#/Sys., OC/QA HMA, 2.64, Inter., 19.0mm on
440#/Sys., OC/QA HMA, 2.64, Base, 19.0mm on
330#/Sys., OC/QA HMA, 2.64, Base, 19.0mm on
Subgrade Treatment, Type IC
(M) 11" Concrete Moment Slab
(15) 2'-7" Combined Concrete Curb & Gutter
(26) Sodding
(27) Seed Mixture, Type "U"

RECOMMENDED
FOR APPROVAL: _____ DATE: _____
DESIGNED: _____ TOW _____ DRAWN: _____ BEH _____
CHECKED: _____ DJJ _____ CHECKED: _____ DJJ _____

INDIANA
DEPARTMENT OF TRANSPORTATION

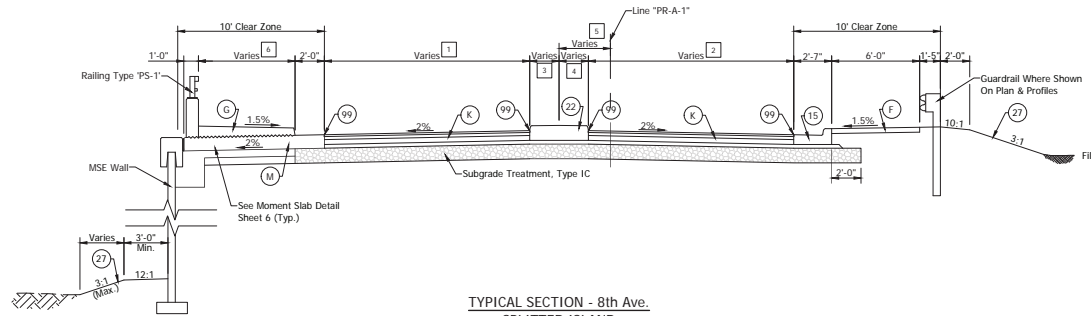
TYPICAL CROSS SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
AS SHOWN	
VERTICAL SCALE	DESIGNATION
N/A	1801932
SURVEY BOOK	SHEET
N/A	3 OF 121
CONTRACT	PROJECT
B-41843	1801932

63809

1801932

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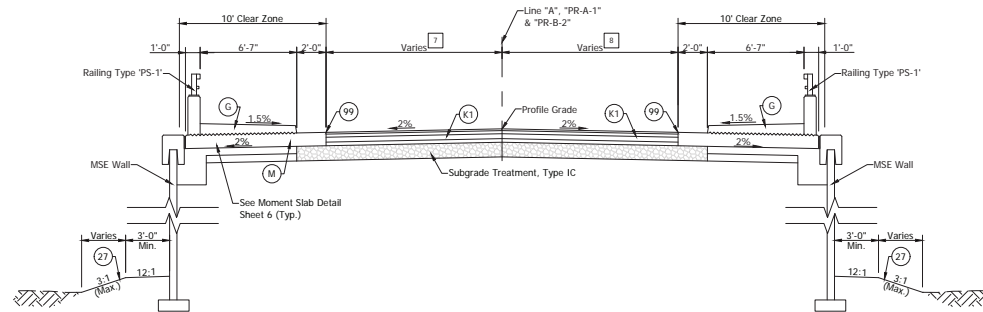
TYPICAL SECTION - 8th Ave.
SPLITTER ISLAND

Scale: 1/4" = 1'-0"

- 1 14'-0" from 19+99.73 to 20+04.99 "PR-A-1"
Varies 14'-0" to 17'-3" from 20+04.99 to 20+91.71 "PR-A-1"
- 3 2'-0" from 19+99.73 to 20+55.22 "PR-A-1"
Varies 2'-0" to 8'-3" from 20+55.22 to 20+91.71 "PR-A-1"
- 8 6'-7" to 10'-7" from 19+99.73 to 20+60.18 "PR-A-1"
10'-7" from 20+60.18 to 20+91.71 "PR-A-1"

Sta. 19+99.73 "PR-A-1" to Sta. 20+91.71 "PR-A-1"

- 2 14'-0" from 19+99.73 to 20+47.07 "PR-A-1"
Varies 14'-0" to 18'-0" from 20+47.07 to 20+91.71 "PR-A-1"
- 4 2'-0" from 19+99.73 to 20+55.22 "PR-A-1"
Varies 2'-0" to 9'-3" from 20+55.22 to 20+91.71 "PR-A-1"
- 5 0'-0" from 19+99.73 to 20+13.63 "PR-A-1"
Varies 0'-0" to 9'-4" RL from 20+13.63 to 20+91.71 "PR-A-1"



TYPICAL SECTION - 8th Ave. & 13th St.

Scale: 1/4" = 1'-0"

- 7 12'-0" from 16+50.00 "A" to 19+24.73 "PR-A-1"
Varies 12'-0" to 16'-0" from 19+24.73 to 19+99.73 "PR-A-1"
Varies 16'-0" to 12'-0" from 64+46.70 to 65+21.70 "PR-B-2"
12'-0" from 65+21.70 "PR-B-2" to 67+00.48 "PR-B-2"

Sta. 64+46.70 "PR-B-2" to Sta. 67+00.48 "PR-B-2"

- 8 12'-0" from 16+50.00 "A" to 19+24.73 "PR-A-1"
Varies 12'-0" to 16'-0" from 19+24.73 to 19+99.73 "PR-A-1"
Varies 16'-0" to 12'-0" from 64+46.70 to 65+21.70 "PR-B-2"
12'-0" from 65+21.70 "PR-B-2" to 67+00.48 "PR-B-2"

LEGEND

- (F) Concrete Sidewalk, 4"
- (K) HMA Pavement:
165#/Sys., OC/QA HMA, 2, 64, Surf., 9.5mm on
275#/Sys., OC/QA HMA, 2, 64, Inter., 19.0mm on
440#/Sys., OC/QA HMA, 2, 64, Base, 19.0mm on
330#/Sys., OC/QA HMA, 2, 64, Base, 19.0mm on
Subgrade Treatment, Type IC
- (M) 11" Concrete Moment Slab
- (15) 2'-7" Combined Concrete Curb & Gutter
- (22) Concrete Center Curb, Type 'D'
- (27) Seed Mixture, Type 'U'
- (99) See Sht. 45-50 For Profiles

RECOMMENDED
FOR APPROVAL: _____ DATE: _____
DESIGN ENGINEER

DESIGNED: _____ TDW DRAWN: _____ BEH
CHECKED: _____ DJJ CHECKED: _____ DJJ

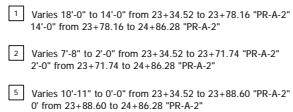
INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

HORIZONTAL SCALE		BRIDGE FILE	
AS SHOWN			
VERTICAL SCALE		DESIGNATION	
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SURVEY BOOK		SHEET	
N/A		4 OF 121	
CONTRACT		PROJECT	
B-41843		1801932	

63698

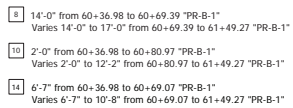
63698



Scale: 1/4" = 1'-0"

Sta. 23+34.52 "PR-A-2" to Sta. 24+86.28 "PR-A-2"

- 3 Varies 6'-2" to 2'-0" from 23+34.52 to 23+71.74 "PR-A-2"
2'-0" from 23+71.74 to 24+86.28 "PR-A-2"
- 4 Varies 6'-4" Lt. to 7'-0" Lt. from 23+34.52 to 23+71.74 "PR-A-2"
Varies 7'-0" Lt. to 0'-0" from 23+71.74 to 24+86.28 "PR-A-2"
- 6 5'-0" from 23+34.52 to 23+58.12 "PR-A-2"
0' from 23+58.12 to 24+86.28 "PR-A-2"
- 7 5'-0" from 23+34.52 to 23+58.12 "PR-A-2"
10'-0" from 23+58.12 to 23+66.12 "PR-A-2"
Varies 10'-0" to 23+66.12 to 23+66.12 to 23+97.61 "PR-A-2"
6'-0" from 23+97.61 to 24+86.28 "PR-A-2"

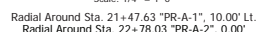
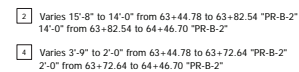


Scale: 1/4" = 1'-0"

Sta. 60+36.98 "PR-B-1" to Sta. 61+49.27 "PR-B-1"

- | | |
|----|---|
| 9 | 14'-0" from 60+36.98 to 61+12.85 "PR-B-1"
Varies 14'-0" to 17'-9" from 61+12.85 to 61+49.27 "PR-B-1" |
| 11 | 2'-0" from 60+36.98 to 61+24.39 "PR-B-1"
Varies 2'-0" to 7'-3" from 61+24.39 to 61+49.27 "PR-B-1" |
| 12 | 0' from 60+36.98 to 61+28.71 "PR-B-1"
0' from 61+28.71 to 61+49.27 "PR-B-1" |
| 13 | 6'-0" from 60+36.98 to 61+00.00 "PR-B-1"
Varies 6'-0" to 10'-0" from 61+00.00 to 61+28.71 "PR-B-1"
5'-0" from 61+28.71 to 61+49.27 "PR-B-1" |

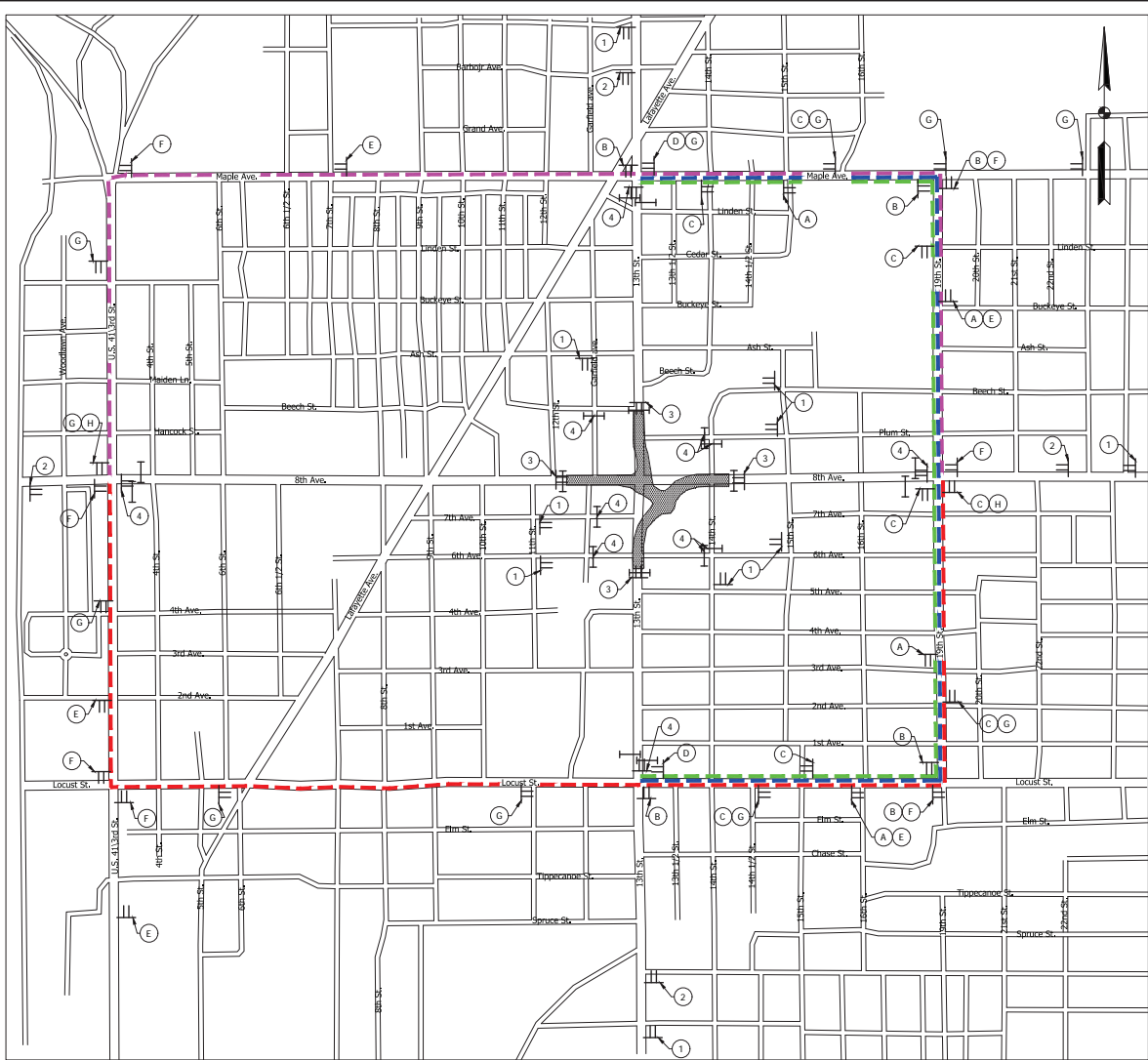
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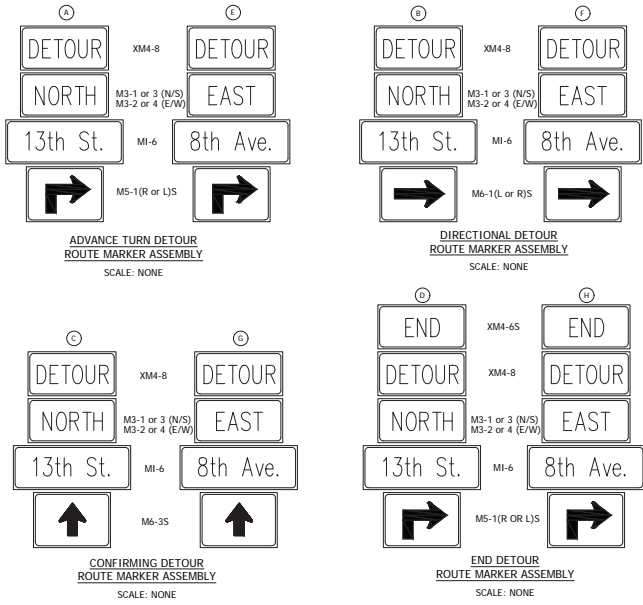
RECOMMENDED FOR APPROVAL: _____		----
DESIGN ENGINEER		DATE
DESIGNED: _____ TDW	DRAWN: _____ BEH	
CHECKED: _____ DJI	CHECKED: _____ DJI	

INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE	
	AS SHOWN		
TYPICAL CROSS SECTIONS	VERTICAL SCALE	DESIGNATION	
	N/A	1801932	
	SURVEY BOOK	SHEET	
	N/A	6	OF 121
	CONTRACT	PROJECT	
	B-41843	1801932	

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Detour Route
Not To Scale



DETOUR SIGN SUMMARY				
	MESSAGE	CODE	TYPE	QTY.
1	ROAD CLOSED AHEAD	R11-2		10
2	DETOUR AHEAD	W20-2		4
3	ROAD CLOSURE SIGN ASSEMBLY			4
4	ROAD CLOSED LOCAL TRAFFIC ONLY	R11-3a		11
A	ADVANCE DETOUR MARKER - 13TH ST.			4
B	DIRECTIONAL DETOUR MARKER - 13TH ST.			6
C	CONFIRMING DETOUR MARKER - 13TH ST.			8
D	END DETOUR MARKER - 13TH ST.			2
E	ADVANCE DETOUR MARKER - 8TH AVE.			5
F	DIRECTIONAL DETOUR MARKER - 8TH AVE.			7
G	CONFIRMING DETOUR MARKER - 8TH AVE.			11
H	END DETOUR MARKER - 8TH AVE.			2

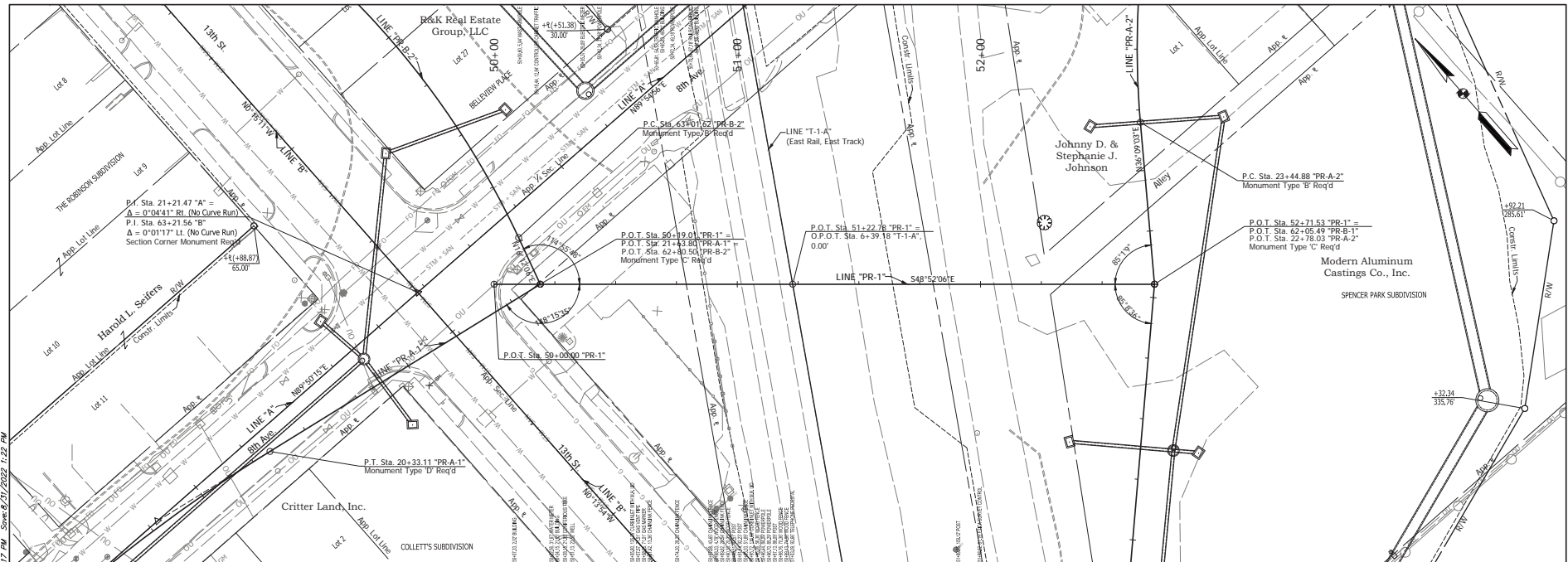
- LEGEND**
- Northbound Detour Route
 - Southbound Detour Route
 - Eastbound Detour Route
 - Westbound Detour Route
 - Area Of Construction
 - Type III-B Barricade
 - Construction Sign Type As Shown w/ Type 'A' Warning Light
 - 1 Road Closed Ahead
 - 2 Detour Ahead
 - 3 Road Closure Sign Assembly
 - 4 Road Closed Local Traffic Only
 - A Advance Detour Route Marker
 - B Directional Detour Route Marker
 - C Confirming Detour Route Marker
 - D End Detour Route Marker
 - XW20-3
 - XW20-2
 - R11-3

RECOMMENDED FOR APPROVAL: _____
DESIGNED: _____ TDW _____ DRAWN: _____ BEH _____
CHECKED: _____ DJJ _____ CHECKED: _____ DJJ _____

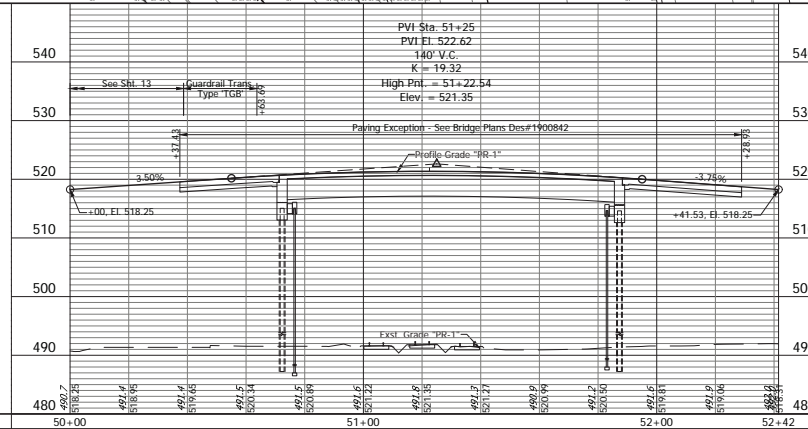
INDIANA
DEPARTMENT OF TRANSPORTATION

DETOUR ROUTE

HORIZONTAL SCALE	BRIDGE FILE
VERTICAL SCALE	DESIGNATION
N/A	1801932
SURVEY BOOK	SHEET
N/A	12 OF 121
CONTRACT	PROJECT
B-41843	1801932



Notes:
All Easements & R/W Described From Line "A" Unless Otherwise Noted.
For Proposed Drainage Structure Information See Constr. Details Sht. 29-32.
For Sanitary Sewer Plan See Sht. 19-26.



RECOMMENDED FOR APPROVAL:	DESIGN ENGINEER	DATE
DESIGNED:	TDW	DRAWN: BEH
CHECKED:	DJI	CHECKED: DJI

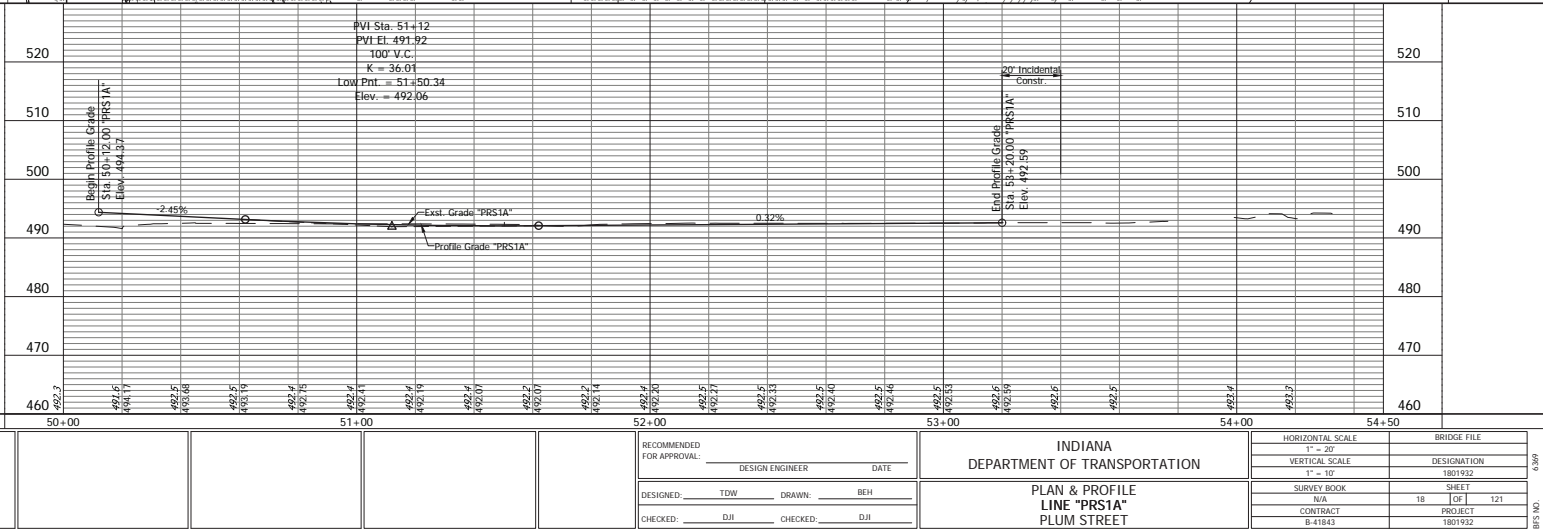
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE
LINE "PR-1"
BRIDGE o/ CSX R/R

HORIZONTAL SCALE		BRIDGE FILE	
1" = 20'			
VERTICAL SCALE		DESIGNATION	
1" = 10'		1801932	
SURVEY BOOK		SHEET	
N/A		17	OF 121
CONTRACT		PROJECT	
B-41843		1801932	

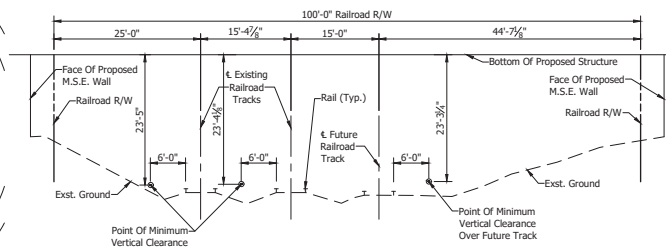
\\s01\24\1\proj\638900\000\proj\Development\Design\Drawings\63890415.dwg B:\Hutton Plot-9/14/2022 2:20 PM Save:8/27/2022 2:02 PM

Notes:
All Easements & R/W Described From Line "B" Unless Otherwise Noted.
Topo Side Notes From Line "PRS1A".
For Line "PR-B-2" Plan & Profile See Sht. 16.
For Proposed Drainage Structure Information See Constr. Details Sht. 29-32.
For Sanitary Sewer Plan See Sht. 19-26.



See Sht. 9 For Reference Points & Benchmark Data.

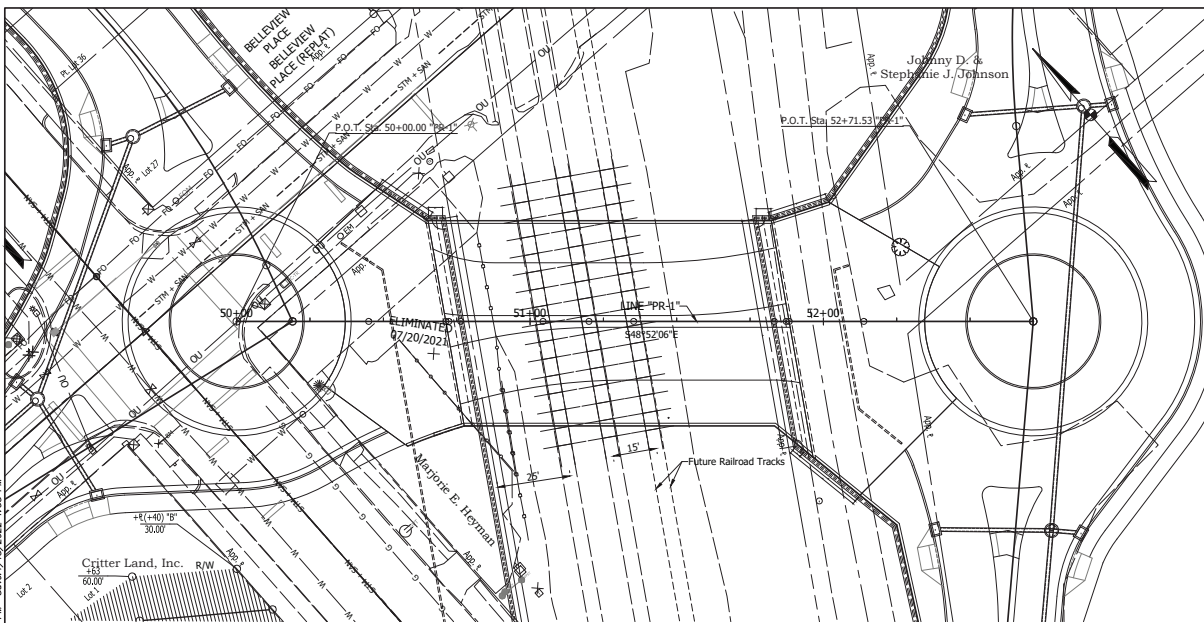
NO EXISTING STRUCTURE



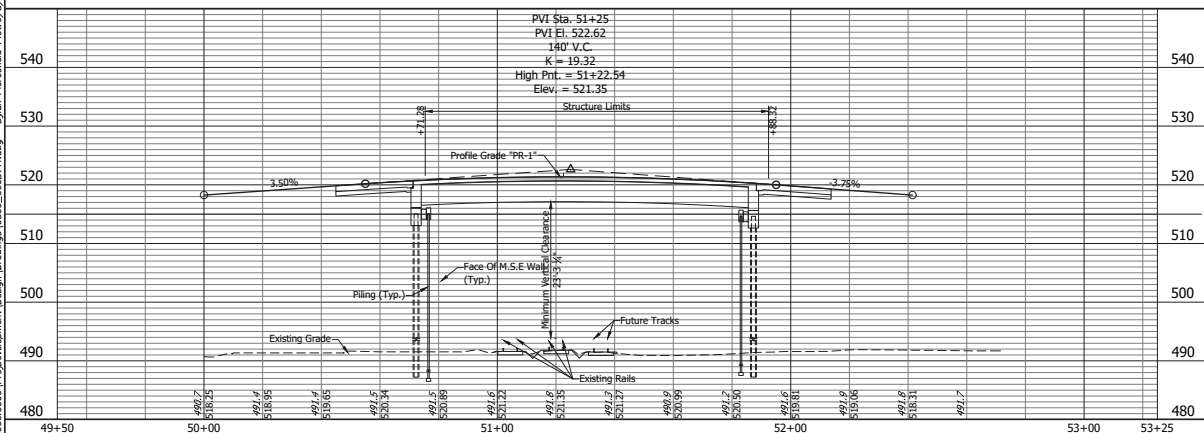
EARTHWORK SUMMARY

COMMON EXCAVATION	Cys.
FILL +25%	Cys.
BORROW	Cys.
AGG. FOR END BENT BACKFILL	Cys.
FOUNDATION EXCAVATION (Unclassified)	Cys.

Note: 1/4" Of West Existing Railroad Track
Is 25'-0" From Railroad App. Property Line.



Legend:
Excess Land
DO NOT DISTURB



PRESTRESSED COMPOSITE CONCRETE BULB-TEE BRIDGE
1 SPAN @ 115'-0"
CLEAR ROADWAY: 2 @ 18'-0" (MIN.), SKEW 10°00'00" LT.
8TH AVENUE OVER CSX RAILROAD VIGO COUNTY

Note: See Sht. 17 For Additional Information.

RECOMMENDED FOR APPROVAL:	DESIGN ENGINEER	DATE
DESIGNED:	TDW	DRAWN: BEH
CHECKED:	ACE	CHECKED: TDW

INDIANA
DEPARTMENT OF TRANSPORTATION

LAYOUT

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	VIGO 342
VERTICAL SCALE	DESIGNATION
1" = 10'	1900842, 1801932
SURVEY BOOK	SHEET
N/A	28 OF
CONTRACT	PROJECT
B-41843	1900842, 1801932

Appendix C: Early Coordination



INDIANA DEPARTMENT OF TRANSPORTATION

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

Eric Holcomb, Governor
Joe McGuinness, Commissioner

June 4, 2021

Sample Early Coordination Letter

Brittney Layton, Environmental Scientist
Butler, Fairman, & Seufert, Inc.
8450 Westfield Blvd., Suite 300
Indianapolis, IN 46240
Blayton@bfsengr.com

Re: Early Coordination Letter, Des. Nos.: 1900842 (Lead, Bridge) & 1801932 (Road), 13th Street and 8th Avenue New Bridge over CSX Railroad, City of Terre Haute, Vigo County, IN

Dear Interested Agency:

The City of Terre Haute, with administrative oversight from the Indiana Department of Transportation (INDOT), intends to proceed with a project involving a railroad grade separation project in Vigo County. This project, which is part of the INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above designation number and description in your reply. We will incorporate your comments into a study of the project's environmental impacts.

The proposed undertaking is located on 8th Avenue roughly between 12th Street and 14th Street, and also on 13th Street roughly between 6th Avenue and E. Beech Street in the City of Terre Haute, Vigo County. Land use in the area is mixed residential, commercial, and light industrial, with one park (Spencer Park) also present near the east terminus of the project. The CSX Railroad runs in a northeast/southwest direction and intersects both 8th Avenue and 13th Street at-grade. This section of 8th Avenue is a two-lane Urban Major Collector and runs in a east/west direction. The existing 8th Avenue approaches consist of one (1) 17-foot wide eastbound through lane and one (1) 12-foot wide westbound through lane, bordered on both sides by concrete curb and gutter, a 5-foot wide grass buffer strip, and a 4-foot wide concrete sidewalk. This section of 13th Street is a two-lane Urban Minor Collector that runs in a north/south direction. The existing 13th Street approaches consist of two (2) 17.5-foot wide through lanes (one in each direction) bordered by 2-foot wide, paved shoulders, concrete curb and gutter, 7-foot wide grass buffer strips, and 5-foot wide concrete sidewalks. The proposed typical cross sections of both 8th Avenue and 13th Street will consist of two (2) variable 12 to 18-foot wide through lanes bordered by concrete curb and gutter, variable 0 to 8-foot wide grass buffer strips, and variable 4 to 6-foot wide concrete sidewalks. The existing right-of-way width along 8th Avenue west of 13th Street is 50 feet (25 feet either side of the roadway centerline), and the existing right-of-way width along 8th Avenue east of 13th Street is 64 feet (32 feet either side of the roadway centerline). The existing right-of-way width along 13th Street is 64 feet (32 feet either side of the roadway centerline).

The need for this project is due to the high level of vehicular crossing blockage from train traffic on the CSX Railroad. Since the railroad tracks are oriented diagonal to the street grid, each passing train stops traffic in all four directions. According to Federal Railroad Administration Highway-Rail Crossing Inventory data, an average of 23 trains per day travel through the project area. The average estimated delay per train is 10 minutes long, which results in vehicular crossings being blocked by train traffic for approximately 16% of the day. Train traffic delays also have a negative impact on emergency response times in this area of Terre Haute, including routes to and from Union Hospital, which is

www.in.gov/dot/

An Equal Opportunity Employer



located on 8th Avenue approximately 0.5 mile west of the project area. There have been 22 vehicle-train crashes at the 8th Avenue and 13th Street crossings since 1976, resulting in two fatalities. The purpose of this project is to reduce delays and improve vehicular mobility through the City of Terre Haute, in addition to reducing the potential for train-vehicle crashes.

The project proposes to construct a new bridge to elevate 8th Avenue and 13th Street over the CSX Railroad. Two (2) separate 110-foot diameter raised roundabouts, connected by an approximately 120-foot long single-span bridge, will be constructed at 8th Avenue and 13th Street. The bridge will have a minimum vertical clearance of approximately 23 feet, 3.25 inches and consist of concrete bulb tee-beams. Mechanically Stabilized Earth (MSE) retaining walls will be installed in the northeast, northwest and southwest quadrants of the bridge, and 3:1 earthen side slopes will be utilized in the southeast quadrant in order to accommodate the grade change of the railroad crossing. Due to the MSE walls, the following streets will become dead ends at 8th Avenue: N. 12th Street, Garfield Avenue, and the alley between Garfield Avenue and 13th Street. Plum Street will be relocated to the north of its current location in order to maintain access to a railroad museum off of 13th Street. Railroad Street will be permanently closed and the pavement will be removed (between 8th Avenue and 13th Street). Existing sidewalks and curb ramps within the project area will be replaced with Americans with Disabilities Act (ADA)-compliant facilities. New permanent lighting will be installed for the project area. The total project length is approximately 0.52 mile. ***Approximately 3.073 acres of permanent right-of-way (commercial: 2.907 acres; residential: 0.166 acre) and 0.034 acres of temporary right-of-way (commercial: 0.003 acre; residential: 0.031 acre) acquisition will be required. The project will result in the relocation of 9 residences and 8 businesses.** Therefore, a Conceptual Stage Relocation Study (CSRS) will be completed for this project.

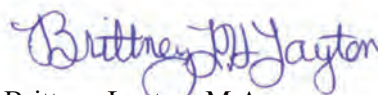
The preferred maintenance of traffic (MOT) plan will be a road closure with a detour, utilizing Maple Avenue to the north, Locust Street to the south, 19th Street to the east, and US 41 to the west. Permanent lighting will be installed and/or modified from the existing. Up to six trees may be removed for this project. The project is anticipated to begin construction in summer 2023.

Butler, Fairman, & Seufert, Inc. will perform waters and wetlands determinations to identify water resources that may be present. The project is anticipated to qualify for the Rangewide Programmatic Agreement for the Indiana bat and Northern long-eared bat by completing the Information for Planning and Consultation (IPaC). Coordination will occur with INDOT Cultural Resources Office (CRO) to evaluate the project area for archaeological and historic resources and for Section 106 compliance. The results of this investigation will be forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence as appropriate.

Please provide your response within thirty (30) calendar days from the date of this letter. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact Brittney Layton, Environmental Scientist at BLayton@bfsengr.com, or (317) 713-4615, or 8450 Westfield Blvd, Suite 300, Indianapolis, IN 46240 or Jason Holder, INDOT Project Manager at JHolder@indot.in.gov, or (317) 233-3427. Thank you in advance for your input.

**Please note: The right-of-way (ROW) totals noted above have increased due to plan development and refinement. The project requires approximately 5.91 acres of permanent ROW acquisition consisting of 5.20 acres of commercial property and 0.71 acre of residential property. The project also requires approximately 1.210 acres of temporary ROW consisting of 1.167 acres of commercial property and 0.043 acre of residential property. Please see the RIGHT OF WAY section of the EA narrative for additional details.*

On behalf of INDOT,
Butler, Fairman, & Seufert, Inc.



Brittney Layton, M.A.
Environmental Scientist
Butler, Fairman, & Seufert, Inc.

CC List
State Map
USGS Pershing Quadrangle Map
Aerial/Photo Orientation Map

Site Photographs
NWI Map
FIRMette Map
Soils Map & Legend

CC:

*Ms. Robin McWilliams
U.S. Fish and Wildlife Service
Bloomington Field Office
620 South Walker Street
Bloomington, IN 47403-2121*

*Kari Carmany-George
Planning & Environmental Specialist
Federal Highway Administration
Room 254, Federal Office Building
575 North Pennsylvania Street
Indianapolis, IN 46204*

*Bert Frost, Midwest Regional Director
National Park Service, Department of Interior
601 Riverfront Drive
Omaha, NE 68102*

*Asfahan Khan, Environmental Section Manager
INDOT Crawfordsville District
41 W 300 N
Crawfordsville, IN 47933*

*Jerry Raynor, State Conservationist
Natural Resources Conservation Service
6013 Lakeside Boulevard
Indianapolis, IN 46204*

*Christie Stanifer, Environmental Coordinator
Division of Water, Environmental Unit
Indiana Department of Natural Resources
402 West Washington Street, W-264
Indianapolis, IN 46204-2641*

*Julian Courtade, Chief Airport Inspector
INDOT Office of Aviation
Indiana Government Center, N-955
100 North Senate Avenue
Indianapolis, IN 46204-2891*

*Melanie Castillo
Department of Housing and Urban
Development
Chicago Regional Office
Metcalf Federal Building
77 West Jackson Boulevard, Room 2401
Chicago, IL 60604*

*Deborah Snyder
US Army Corps of Engineers
Louisville District, Indianapolis Regulatory
Office
Indianapolis, IN 46216*

*INDOT Utilities and Railroads
Michael B. Jett, Utilities and Railroad Director
100 N. Senate Ave. IGCN 642
Indianapolis, IN 46204*

*Bruce Allen, Jr., Vigo County Surveyor
143 Oak Street
Terre Haute, Indiana 47807*

*Vigo County Highway Superintendent,
Larry Robbins
3250 East Haythorne Avenue
Terre Haute, IN 47805*

*John Plasse, Vigo County Sheriff
201 Cherry Street
Terre Haute, IN 47807*

*Duke Bennett, Mayor of Terre Haute
17 Harding Avenue
Terre Haute, IN 47807*

*Shawn Keen, Police Chief
City of Terre Haute
1211 Wabash Avenue
Terre Haute, IN 47807*

*Wastewater Department
City of Terre Haute
South State Road 63
Terre Haute, IN 47802*

*City of Terre Haute Water & Soil Department
NRCS
3241 South Third Place Honey Cork Way
Terre Haute, IN 47802*

*Dorene Hojnicky, Director
Vigo County Emergency Management
915 South Petercheff Street
Terre Haute, IN 47803*

*City of Terre Haute Council
137 Country Club Road
Terre Haute, IN 47803*

*Vigo County School Corporation
P.O. Box 3703
Terre Haute, IN 47803*

*City of Terre Haute Park Board
17 Harding Avenue
Terre Haute, IN 47807*

*The Bridge Church
1901 8th Avenue
Terre Haute, IN 47804*

*Vigo County Board of Commissioners
650 S. 1st Street
Terre Haute, IN 47807*

*First Spiritualist Church
1120 6th Avenue
Terre Haute, IN 47807*

*Vigo County Council
127 Oak Street
Terre Haute, IN 47807*

*Union Hospital
1606 N. 7th Street
Terre Haute, IN 47804*

*Maryland Community Church-12 Points
2000 N 13th Street
Terre Haute, IN 47804*

*Church of Christ
1356 5th Avenue
Terre Haute, IN 47807*

*Hamilton Center
620 8th Avenue
Terre Haute, IN 47804*

*Timothy Veatch, Chief
Leaking Underground Storage Tank Section
Underground Storage Tank Branch
Office of Land Quality
Indiana Department of Environmental
Management
100 N. Senate Avenue IGCN 1101
Indianapolis, IN 46204*

*Indiana Department of Environmental
Management
Proposed Roadway Construction Projects Letter
{<http://www.in.gov/idem/5284.htm>}*

*IDEM Wellhead Proximity Determinator
Electronic Review of Location
{<http://www.in.gov/idem/cleanwater/pages/wellhead>}*

*Indiana Geological Survey
{<https://igs.indiana.edu/eAssessment/>}*

Brittney Layton

From: McWilliams, Robin <robin_mcwilliams@fws.gov>
Sent: Wednesday, June 2, 2021 2:08 PM
To: Brittney Layton
Subject: Re: [EXTERNAL] Early Coordination Des. Nos. 1900842 & 1801932, Terre Haute, Vigo County, IN

Dear Brittney,

This responds to your recent letter requesting our comments on the aforementioned project.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The project is within the range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) and should follow the new Indiana bat/northern long-eared bat programmatic consultation process, if applicable (*i.e.* a federal transportation nexus is established). The Service has 14 days after a “Not Likely to Adversely Affect” determination letter is generated to review the project and provide additional comments or request additional information; if you do not receive a response from us within 14 days, we have no additional comments.

Wetland and stream impacts may require permits from the U.S. Army Corps of Engineers, the Indiana Department of Environmental Management’s Water Quality Certification program, and the Indiana Department of Natural Resources. Wetland impacts should be avoided, and any unavoidable impacts should be compensated for in accordance with agency mitigation guidelines.

Based on a review of the information you provided, the U.S. Fish and Wildlife Service has no other comments on the project as currently proposed. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinstitute consultation. Standard recommendations are provided below.

We appreciate the opportunity to comment at this early stage of project planning. If you have any questions about our recommendations, please contact me at robin_mcwilliams@fws.gov or you may call 812-334-4261 x. 207.

Sincerely,
Robin McWilliams Munson

Standard Recommendations:

1. Do not clear trees or understory vegetation outside the construction zone boundaries. **(This restriction is not related to the “tree clearing” restriction for potential Indiana Bat habitat.)**

2. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.
3. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure.
4. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.
5. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT's standard specifications.
6. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High-Water Mark during this time unless the machinery is within the caissons or on the cofferdams.
7. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing

Robin McWilliams Munson
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, IN 46142
812-334-4261

Mon-Tues 8-3:30p
Wed-Thurs 8:30-3p Telework

From: Brittney Layton <BLayton@bfsengr.com>
Sent: Thursday, May 20, 2021 5:26 PM
Subject: [EXTERNAL] Early Coordination Des. Nos. 1900842 & 1801932, Terre Haute, Vigo County, IN

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Good afternoon,

Butler, Fairman, & Seufert is conducting Early Coordination as part of the requirements for the environmental process for the proposed new bridge over the CSX Railroad in the City of Terre Haute, Vigo County, Indiana.

We respectfully request your review of the attached Early Coordination Packet within 30 days. Feel free to reach out with any questions or concerns. I will also follow this up with a second email containing site

NOTE: Response received from INDOT Crawfordsville District for USFWS Bat Database Check

From: [Laymon, Makinna](#)
To: [Brittney Layton](#)
Cc: [Khan, Asfahan](#)
Subject: FW: USFWS Confidential Bat Database Check, Des. No. 1900842
Date: Friday, October 9, 2020 12:53:02 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image005.png](#)
[6369 Aerial Map.pdf](#)
[6369 State Map.pdf](#)
[6369 Quad Map.pdf](#)
[6369 ProjectArea.zip](#)

Good Afternoon,

A review of the USFWS GIS database for Indiana bat and Northern long-eared bat roosting, hibernacula and capture sites was conducted for Des No. 1900842 on 10/8/2020. There are no documented sites within a half mile the project area. The USFWS Information for Planning and Conservation (IPaC) website must be consulted and a new project created to obtain an official species list and complete the questionnaire for the project to determine the applicability of the programmatic consultation. If needed, the IPaC generated documents must be forwarded to the USFWS for verification.

Thank you,

Makinna Laymon

Environmental Manager 2, Capital Program Management Division

41 West 300 North

Crawfordsville, IN 47933

Cell: (317) 694-0630

Email: MLaymon2@indot.in.gov



From: Khan, Asfahan <akhan@indot.IN.gov>
Sent: Monday, October 5, 2020 3:59 PM
To: Laymon, Makinna <MLaymon2@indot.IN.gov>
Subject: FW: USFWS Confidential Bat Database Check, Des. No. 1900842

Coping with COVID-19:

- **Indiana State Dept. of Health (ISDH) COVID-19 Call Center:** Call 877-826-0011 (open 24/7)
- **Anthem NurseLine:** Call 800-337-4770 or visit the [Anthem NurseLine](#) online for a FREE symptom screening. Available to anyone with an Anthem health plan (this includes State of IN employees)
- **Anthem Employee Assistance Program (EAP):** Available to ALL state employees and adults in household regardless of health plan participation. Call 800-223-7723 or visit anthemeap.com (enter State of Indiana) for crisis counseling, help finding child/elder care, legal/financial consultation and much more.



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>



In Reply Refer To:

October 12, 2020

Consultation Code: 03E12000-2021-SLI-0050

Event Code: 03E12000-2021-E-00200

Project Name: Des No. 1900362 & 1801932, 8th Avenue & 13th Street Intersections over CSX Railroad, Vigo County

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

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act (16 U.S.C. 703 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

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

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

(812) 334-4261

Project Summary

Consultation Code: 03E12000-2021-SLI-0050

Event Code: 03E12000-2021-E-00200

Project Name: Des No. 1900362 & 1801932, 8th Avenue & 13th Street Intersections over CSX Railroad, Vigo County

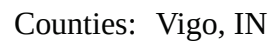
Project Type: BRIDGE CONSTRUCTION / MAINTENANCE

Project Description: Indiana Department of Transportation (INDOT), with funding from Federal Highway Administration (FHWA), intends to proceed with the railroad crossing improvement projects of the CSX Railroad crossings at both the 8th Avenue intersection and the 13th Street intersection, Des. Nos. 1900362 & 1801932. The project proposes to install a new bridge carrying 8th Avenue over the CSX Railroad and also at the 13th Street & CSX Railroad intersection, too.

Approximately 3.99 acres of permanent right-of-way (ROW) acquisition and 4.09 acres of temporary ROW acquisition is anticipated. The preferred method of traffic (MOT) maintenance would be a road closure with a detour, utilizing Maple Avenue to the north, Locust Street to the south, 19th Street to the east, and US 41 to the west. The project limits extend approximately 0.25 miles along each leg of the intersection of 8th Avenue and 13th Street. Overhead utilities are located along the south side of 8th Avenue and along the eastern side of 13th Street. There will be permanent lighting installed or modified from the existing. No temporary lighting will be required for this project. Suitable summer habitat is located in the project vicinity. Up to 6 trees may be removed. Tree species affected may include: black locust (*Robinia pseudoacacia*), northern red oak (*Quercus rubra*), and sugar maple (*Acer saccharu*). During Butler, Fairman & Seufert's field investigation on August 7, 2019, no presence of endangered bats was identified. The letting date for this project is scheduled to be April 12, 2023 with construction anticipated to occur summer of 2023. A review of the USFWS database on October 9, 2020 did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/39.484612228843545N87.3975960478206W>



Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

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

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

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

Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/1/office/31440.pdf	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none">▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Critical habitats

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



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>



In Reply Refer To:

October 19, 2020

Consultation Code: 03E12000-2021-I-0050

Event Code: 03E12000-2021-E-00309

Project Name: Des No. 1900362 & 1801932, 8th Avenue & 13th Street Intersections over CSX Railroad, Vigo County

Subject: Concurrence verification letter for the 'Des No. 1900362 & 1801932, 8th Avenue & 13th Street Intersections over CSX Railroad, Vigo County' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **Des No. 1900362 & 1801932, 8th Avenue & 13th Street Intersections over CSX Railroad, Vigo County** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*).

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

Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities: If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required. If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

Project Description

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

Name

Des No. 1900362 & 1801932, 8th Avenue & 13th Street Intersections over CSX Railroad, Vigo County

Description

Indiana Department of Transportation (INDOT), with funding from Federal Highway Administration (FHWA), intends to proceed with the railroad crossing improvement projects of the CSX Railroad crossings at both the 8th Avenue intersection and the 13th Street intersection, Des. Nos. 1900362 & 1801932. The project proposes to install a new bridge carrying 8th Avenue over the CSX Railroad and also at the 13th Street & CSX Railroad intersection, too.

Approximately 3.99 acres of permanent right-of-way (ROW) acquisition and 4.09 acres of temporary ROW acquisition is anticipated. The preferred method of traffic (MOT) maintenance would be a road closure with a detour, utilizing Maple Avenue to the north, Locust Street to the south, 19th Street to the east, and US 41 to the west. The project limits extend approximately 0.25 miles along each leg of the intersection of 8th Avenue and 13th Street. Overhead utilities are located along the south side of 8th Avenue and along the eastern side of 13th Street. There will be permanent lighting installed or modified from the existing. No temporary lighting will be required for this project. Suitable summer habitat is located in the project vicinity. Up to 6 trees may be removed. Tree species affected may include: black locust (*Robinia pseudoacacia*), northern red oak (*Quercus rubra*), and sugar maple (*Acer saccharu*). During Butler, Fairman & Seufert's field investigation on August 7, 2019, no presence of endangered bats was identified. The letting date for this project is scheduled to be April 12, 2023 with construction anticipated to occur summer of 2023. A review of the USFWS database on October 9, 2020 did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the threatened Northern long-eared bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

Yes

2. Is the project within the range of the Northern long-eared bat^[1]?

[1] See [Northern long-eared bat species profile](#)

Automatically answered

Yes

3. Which Federal Agency is the lead for the action?

A) Federal Highway Administration (FHWA)

4. Are *all* project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

No

8. Is there *any* suitable^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

Yes

9. Will the project remove *any* suitable summer habitat^[1] and/or remove/trim any existing trees **within** suitable summer habitat?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

Yes

10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

No

11. Have presence/probable absence (P/A) summer surveys^{[1][2]} been conducted^{[3][4]} **within** the suitable habitat located within your project action area?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

[4] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

No

12. Does the project include activities **within documented Indiana bat habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

13. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors?

Yes

14. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors occur^[1]?

[1] Coordinate with the local Service Field Office for appropriate dates.

B) During the inactive season

15. Does the project include activities **within documented NLEB habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

16. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors?

Yes

17. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?

B) During the inactive season

18. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces?

Yes

19. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

No

20. Are *all* trees that are being removed clearly demarcated?

Yes

21. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?

Yes

22. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?
No
23. Does the project include slash pile burning?
No
24. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?
No
25. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)
No
26. Will the project involve the use of **temporary** lighting *during* the active season?
No
27. Will the project install *any* new or replace any existing **permanent** lighting in addition to the lighting already indicated for habitat removal (including the removal or trimming of trees) or bridge/structure removal, replacement or maintenance activities?
Yes
28. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **permanent** lighting (other than the lighting already indicated for habitat removal (including the removal or trimming of trees) or bridge/structure removal, replacement or maintenance activities) will be installed or replaced?
Yes
29. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?
No

30. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

Yes

31. Will the project raise the road profile **above the tree canopy**?

Yes

32. Is the area where the road profile will be raised **above the tree canopy** within 1,000 feet of **documented** Indiana bat or NLEB habitat^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry triangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

33. Are the project activities that are not associated with habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives consistent with a No Effect determination in this key?

Automatically answered

Yes, other project activities are limited to actions that DO NOT cause any additional stressors to the bat species as described in the BA/BO

34. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the Indiana bat's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

35. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the NLEB's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

36. **General AMM 1**

Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

Yes

37. **Tree Removal AMM 1**

Can *all* phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal^[1] in excess of what is required to implement the project safely?

Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

[1] The word “trees” as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS’ current summer survey guidance for our latest definitions of suitable habitat.

Yes

38. **Tree Removal AMM 3**

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

Yes

39. **Tree Removal AMM 4**

Can the project avoid cutting down/removal of *all* (1) **documented**^[1] Indiana bat or NLEB roosts^[2] (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

[1] The word documented means habitat where bats have actually been captured and/or tracked.

[2] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry triangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

Yes

40. **Lighting AMM 2**

Does the lead agency use the BUG (Backlight, Uplight, and Glare) system developed by the Illuminating Engineering Society^{[1][2]} to rate the amount of light emitted in unwanted directions?

[1] Refer to [Fundamentals of Lighting - BUG Ratings](#)

[2] Refer to [The BUG System—A New Way To Control Stray Light](#)

Yes

41. **Lighting AMM 2**

Will the **permanent** lighting used during removal of suitable habitat and/or the removal/trimming of trees within suitable habitat be designed to be as close to 0 for all three BUG ratings as possible, with a priority of "uplight" of 0 and "backlight" as low as practicable?

Yes

42. **Lighting AMM 2**

Does the lead agency use the BUG (Backlight, Uplight, and Glare) system developed by the Illuminating Engineering Society^{[1][2]} to rate the amount of light emitted in unwanted directions?

[1] Refer to [Fundamentals of Lighting - BUG Ratings](#)

[2] Refer to [The BUG System—A New Way To Control Stray Light](#)

Yes

43. **Lighting AMM 2**

Will the **permanent** lighting (other than any lighting already indicated for tree clearing or bridge/structure removal, replacement or maintenance activities) be designed to be as close to 0 for all three BUG ratings as possible, with a priority of "uplight" of 0 and "backlight" as low as practicable?

Yes

Project Questionnaire

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

Yes

2. Have you made a May Affect determination for *any* other species on the FWS IPaC generated species list?

No

3. How many acres^[1] of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0.54

Avoidance And Minimization Measures (AMMs)

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

GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

LIGHTING AMM 2

When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.

TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

TREE REMOVAL AMM 2

Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

TREE REMOVAL AMM 3

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

TREE REMOVAL AMM 4

Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or **documented** foraging habitat any time of year.

Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on December 02, 2019. Keys are subject to periodic revision.

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

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

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

DNR #: ER-23732

Request Received: May 20, 2021

Requestor: Butler, Fairman & Seufert Inc
Brittney Layton
8450 Westfield Boulevard, Suite 300
Indianapolis, IN 46240

Project: 13th Street and 8th Street new bridge construction over CSX Railroad, construction of 2 roundabouts, and relocation of Plum Street, City of Terre Haute; Lead Des #1900842 & Des #1801932

County/Site info: Vigo

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

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

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

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

Fish & Wildlife Comments: If tree removal is needed, the Division of Fish & Wildlife recommends avoiding removing urban trees to the greatest extent possible and replacing trees that must be removed. Street trees are important to fish and wildlife resources in urban areas. Indiana's street trees also provide millions of dollars of tangible benefits to Indiana communities by their presence in the urban environment. Their shade and beauty contribute to the quality of life. They provide significant increases in real estate values, create attractive settings for commercial businesses, and improve community neighborhood appeal. Trees decrease energy consumption by providing shade and acting as windbreaks. They reduce water treatment costs and impede soil erosion by slowing the runoff of stormwater. Trees also cool the air temperature, cleanse pollutants from the air, and produce oxygen while absorbing carbon dioxide. Trees are an integral component of the urban environment. Proactively managing and maintaining a street tree population will ultimately maximize the benefits afforded by their aesthetic and ecological functions. The following links give a good overview of the benefits of a street tree program and how to select the right species to avoid the negative impacts of non-native invasive species such as the common and popular Bradford pear: <https://www.in.gov/dnr/forestry/3605.htm> > Community & Urban Forestry > Tree Species Lists.

We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation guidelines (and plant lists) can be found online at: <http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.xml.pdf>.

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least

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

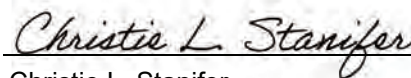
2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however.

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

1. Revegetate all bare and disturbed areas with a mixture of native grasses, sedges, wildflowers, and also native hardwood trees and shrubs if any woody plants are disturbed during construction as soon as possible upon completion. Do not use any varieties of Tall Fescue or other non-native plants, including prohibited invasive species (see 312 IAC 18-3-25).
2. Minimize and contain within the project limits all tree and brush clearing.
3. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
4. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
5. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

Contact Staff:

Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife
Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.



Christie L. Stanifer
Environ. Coordinator
Division of Fish and Wildlife

Date: June 18, 2021



June 10, 2021

Brittney Layton
Butler, Fairman & Seufert
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240
blayton@bfsengr.com

Dear Ms. Layton:

The proposed project to construct a new bridge that will elevate 8th Avenue and 13th Street over the CSX Railroad in the City of Terre Haute, Vigo County, Indiana, (Des No 1900842) as referred to in your letter received May 20, 2021, will not cause a conversion of prime farmland.

If you need additional information, please contact John Allen at 317-295-5859.

Sincerely,

**RICHARD
NEILSON** Digitally signed by
RICHARD NEILSON
Date: 2021.06.14
14:37:41 -04'00'

RICK NEILSON
State Soil Scientist

NOTE: Response received from INDOT Office of Aviation.

Brittney Layton

From: Courtade, Julian <JCourtade@indot.IN.gov>
Sent: Friday, May 21, 2021 7:51 AM
To: Brittney Layton
Subject: RE: Early Coordination Des. Nos. 1900842 & 1801932, Terre Haute, Vigo County, IN

Brittney –

I reviewed the Early Coordination Letter and found no issues with any surrounding airspace or public-use airports. This is due to the project meeting the required glideslope criteria from the nearest public-use facility according to 14 CFR Part 77 – Safe, efficient use, and preservation of the navigable airspace.

If any object will exceed 200 ft in height regardless of location, the object will need to be airspaced with the FAA 45 days prior to construction through the OEAAA portal below.

<https://oeaaa.faa.gov/oeaaa/external/searchAction.jsp>

Please let me know if you have any questions!

Thanks,

Julian L. Courtade

Chief Airport Inspector

100 North Senate Ave, N758-MM

Indianapolis, IN 46204

Cell: (317) 954-7385

Email: jcourtade@indot.in.gov



From: Brittney Layton <BLayton@bfsengr.com>
Sent: Thursday, May 20, 2021 5:27 PM
Subject: Early Coordination Des. Nos. 1900842 & 1801932, Terre Haute, Vigo County, IN

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Good afternoon,

Butler, Fairman, & Seufert is conducting Early Coordination as part of the requirements for the environmental process for the proposed new bridge over the CSX Railroad in the City of Terre Haute, Vigo County, Indiana.

We respectfully request your review of the attached Early Coordination Packet within 30 days. Feel free to reach out with any questions or concerns. I will also follow this up with a second email containing site photographs of the project area. The file is being sent separately due to the size.



Vigo County Surveyor's Office



Bruce Allen Jr.
Vigo County Surveyor

143 Oak Street • Terre Haute • Indiana • 47807 • Phone (812)462-3380 • Fax (812)234-1154 • Email: bruce.allen@vigocounty.in.gov

June 9, 2021

Brittney Layton, Environmental scientist
Butler, Fairman, & Seufert, Inc.
8450 Westfield Blvd., Suite 300
Indianapolis, IN 46240

Re:

Des No: 1900842 & 1801932

**13th & 8th Ave. New Bridge over CSX Railroad,
City of Terre Haute, Vigo County, IN**

Dear Brittney Layton

Our office has reviewed the information included in your letter regarding **Des NO: 1900842 & 1801932**.

We have identified **1** existing Section Corner marker, **3** existing Subdivision Corners and **4** potential Subdivision Corners in the proposed construction area of the **13th & 8th Ave. New Bridge over CSX Railroad**.

We have included a Map of the subject area and info from our stone books for your review. If you have any further questions or need additional information, please feel free to contact our office at: 812-462-3380.

Sincerely,

Bruce Allen Jr.
Vigo County Surveyor

A- POT WITH PIN

SE COR. CONC. FDN- SIGNAL NW 47.7'

HJS NEAR RAIL P.C. SWITCH TRK. W. 79.7'

1-31-73 @ M.H. LID SW. 9.1'

@ FACE CURB INLET SE 29.6'

DRF @ FACE CURB INLET SW 30.3'

12-17-12

TB 12-10-15

B- POT- MUN. WITH BRASS PLATE

NE COR. N. BRICK POST FDN. NE 64.6'

HJS SE COR S. BRICK POST FDN NE 64.6'

2-1-73 @ LID INLET GRATING SE 35.1'

@ LID INLET GRATING SW 38.1'

DRF @ LID INLET GRATING NW 29.0'

12-17-12

TB 11-19-15

C- POT- STONE & "X"

HJS NE COR. BRICK BLDG SW 42.2'

2-1-73 FIRE HYDRANT NE 47.1'

SE COR. SIGNAL FDN. NW. 29.7'

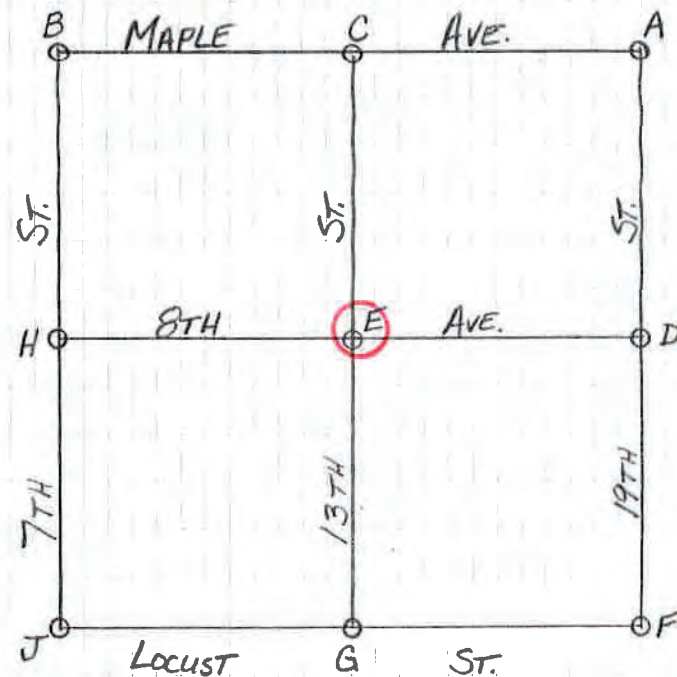
DRF

12-17-12

TB 12-10-15

SEC. 15-12-9

45



D- I. PIN 15" DEEP- PLACED I. PIN OVER

@ M.H. LID S45° E 11.6'

HJS NE COR. BLDG. S45° W 47.5'

2-2-73 FIRE HYDRANT S70° W 43.8'

SW COR. CHURCH ENTR. SE 50.9'

R.R. SPIKE E. 0.5'

LJP

1-7-13

TB 12-10-15

E- POT

NW COR BLDG. SE 40.5'

HJS @ M.H. LID N. 24.7'

2-2-73 @ DRAIN NE 30.6'

@ DRAIN NW 30.6'

LJP FIRE HYDRANT S25° W 39.0'

1-7-13

TB 12-10-15

E- POT- HOLE IN STONE

SW COR BRICK BLDG NE 41.7'

HJS FIRE HYDRANT NW 43.4'

2-2-73 @ M.H. LID W 17.7'

@ CURB INLET SW 34.0'

LJP @ CURB INLET SE 35.7'

1-7-13

TB 12-10-15

G- I. PIN REPLACED POT & STONE

HJS NW COR. BLDG FDN S45° E 88.6'

2-5-73 TOP FIRE HYD. S45° W 46.8'

TOP FIRE HYD. N40° W. 50.4'

LJP

1-7-13

TB 12-10-15

SEC. 15-12-9

46

H- POT

HJS @ M.H. LID N. 2° W. 12.2'

2-5-73 WATER LID S. 5° E 11.9'

WATER LID S55° W. 25.8'

LJP

1-7-13

TB 12-10-15

J- POT- I. PIN

HJS @ M.H. LID SW. 27.3'

2-5-73 @ M.H. LID SE. 33.5'

INSIDE COR. OF WALKS NW 46.2'

LJP

1-7-13

TB 12-10-15



NOTE: Response received from City of Terre Haute Police Chief

Brittney Layton

From: Keen, Shawn <Shawn.Keen@terrehaute.in.gov>
Sent: Monday, May 24, 2021 4:02 PM
To: Brittney Layton
Subject: RE: *Ext!* Early Coordination Des. Nos. 1900842 & 1801932, Terre Haute, Vigo County, IN

Brittney,

I have received it. Thank you

Shawn Keen
Chief of Police
Terre Haute Police Department
(812) 244-2217



259th Session

From: Brittney Layton <BLayton@bfsengr.com>
Sent: Monday, May 24, 2021 1:26 PM
To: Keen, Shawn <Shawn.Keen@terrehaute.in.gov>
Subject: *Ext!* Early Coordination Des. Nos. 1900842 & 1801932, Terre Haute, Vigo County, IN

****External Email - Think Before You Click****

- Helpdesk

Good afternoon,

Butler, Fairman, & Seufert is conducting Early Coordination as part of the requirements for the environmental process for the proposed new bridge over the CSX Railroad in the City of Terre Haute, Vigo County, Indiana.

We respectfully request your review of the attached Early Coordination Packet within 30 days. Feel free to reach out with any questions or concerns. I will also follow this up with a second email containing site photographs of the project area. The file is being sent separately due to the size.

Thank you, again, for following with me. I greatly appreciate your time!

Respectfully,
Brittney Layton, M.A.
Environmental Scientist

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |
p 317-713-4615 | f 317-713-4616 | c 434-390-8813

NOTE: Response received from IDEM Office of Land Quality Remediation Services Branch

From: [Schrowe, Lynette](#)
To: [Brittney Layton](#)
Cc: [VEATCH, TIM](#)
Subject: RE: Early Coordination Des. Nos. 1900842 & 1801932, Terre Haute, Vigo County, IN
Date: Monday, June 28, 2021 1:58:43 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[Terre Haute INDOT.PNG](#)

Brittany,

Good afternoon. Thank you for your email regarding INDOT's proposed construction activities in Terre Haute/Vigo County.

Upon review of IDEM's GIS Layers, the only IDEM Office of Land Quality project in the area of 8th Avenue between 12th -14th Streets is a Leaking underground Storage tank. (H-Mart 1600 N 13th Street, FID #9215). ((See attached figure) H-mart received a No Further Action in April 2004. For the soil excavation, proper handling, removal, and disposal of soil must be completed if contamination is encountered. Groundwater is not anticipated to be encountered due to the minimal depth of excavation in this area, but if groundwater is encountered it must be properly handled, removed, and disposed. No additional measures, beyond INDOT's standard response to impacted soil or groundwater, are needed.

If you have any additional questions, please contact me using the information below.

Best,



Lynette Schrowe
Technical Environmental Specialist |
Remediation Services Branch | Office of Land Quality
Indiana Department of Environmental Management

(317) 234-8622 | lschrowe1l@idem.IN.gov

From: VEATCH, TIM <TVEATCH@idem.IN.gov>
Sent: Monday, May 24, 2021 9:05 AM
To: Schrowe, Lynette <LSchrowe1l@idem.IN.gov>
Subject: FW: Early Coordination Des. Nos. 1900842 & 1801932, Terre Haute, Vigo County, IN

From: Brittney Layton <BLayton@bfsengr.com>
Sent: Thursday, May 20, 2021 5:27 PM
Subject: Early Coordination Des. Nos. 1900842 & 1801932, Terre Haute, Vigo County, IN

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Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

100 North Senate Avenue - Indianapolis, IN 46204
(800) 451-6027 - (317) 232-8603 - www.idem.IN.gov

INDOT TRAX Program
Jason Springer, TRAX Project Manager
100 N. Senate Avenue, N758-LP
Indianapolis , IN 46204

Butler, Fairman, & Suefert, Inc.
Brittney Layton, Environmental Scientist
8450 Westfield Blvd
Suite 300
Indianapolis , IN 46240

Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: Des. Nos.: 1900842 (Lead, Bridge) & 1801932 (Road), 13th Street and 8th Avenue New Bridge over CSX Railroad, City of Terre Haute, Vigo County, IN

This letter from the Indiana Department of Environmental Management (IDEM) serves as a standardized response to enquiries inviting IDEM comments on roadway construction, reconstruction, or other improvement projects within existing roadway corridors when the proposed scope of the project is beneath the threshold requiring a formal National Environmental Policy Act-mandated Environmental Assessment or Environmental Impact Statement. As the letter attempts to address all roadway-related environmental topics of potential concern, it is possible that not every topic addressed in the letter will be applicable to your particular roadway project.

For additional information on specific roadway-related topics of interest, please visit the appropriate Web pages cited below, many of which provide contact information for persons within the various program areas who can answer questions not fully addressed in this letter. Also please be mindful that some environmental requirements may be subject to change and so each person intending to include a copy of this letter in their project documentation packet is advised to download the most recently revised version of the letter; found at: <http://www.in.gov/idem/5283.htm> (<http://www.in.gov/idem/5283.htm>).

To ensure that all environmentally-related issues are adequately addressed, IDEM recommends that you read this letter in its entirety, and consider each of the following issues as you move forward with the planning of your proposed roadway construction, reconstruction, or improvement project:

WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of

Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE Permits and Public Notices (<http://www.lrl.usace.army.mil/orf/default.asp>) (<http://www.lrl.usace.army.mil/orf/default.asp>) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.

Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciusko, and Wells counties; smaller portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana) are served by the USACE Louisville District Office (502-315-6733).

Additional information on contacting these U.S. Army Corps of Engineers (USACE) District Offices, government agencies with jurisdiction over wetlands, and other water quality issues, can be found at <http://www.in.gov/idem/4396.htm> (<http://www.in.gov/idem/4396.htm>). IDEM recommends that impacts to wetlands and other water resources be avoided to the fullest extent.

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>).
3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana . A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.
4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>) for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the follow statutes:
 - IC 14-26-2 Lakes Preservation Act 312 IAC 11
 - IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
 - IC 14-28-1 Flood Control Act 310 IAC 6-1
 - IC 14-29-1 Navigable Waterways Act 312 IAC 6
 - IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
 - IC 14-29-4 Construction of Channels Act No related code

For information on these Indiana (statutory) Code and Indiana Administrative Code citations, see the DNR Web site at: <http://www.in.gov/dnr/water/9451.htm> (<http://www.in.gov/dnr/water/9451.htm>) . Contact the DNR Division of Water at 317-232-4160 for further information.

The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. The shade provided by the large overhanging trees helps maintain proper stream temperatures and dissolved oxygen for aquatic life.

6. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for of a Rule 5 Storm Water Runoff Permit. Visit the following Web page
 - <http://www.in.gov/idem/4902.htm> (<http://www.in.gov/idem/4902.htm>)

To obtain, and operate under, a Rule 5 permit you will first need to develop a Construction Plan (<http://www.in.gov/idem/4917.htm#constreq> (<http://www.in.gov/idem/4917.htm#constreq>)), and as described in 327 IAC 15-5-6.5 (<http://www.in.gov/legislative/iac/T03270/A00150> [PDF] (<http://www.in.gov/legislative/iac/T03270/A00150.PDF>), pages 16 through 19). Before you may apply for a Rule 5 Permit, or begin construction, you must submit your Construction Plan to your county Soil and Water Conservation District (SWCD) (<http://www.in.gov/isda/soil/contacts/map.html> (<http://www.in.gov/isda/soil/contacts/map.html>)).

Upon receipt of the construction plan, personnel of the SWCD or the Indiana Department of Environmental Management will review the plan to determine if it meets the requirements of 327 IAC 15-5. Plans that are deemed deficient will require re-submittal. If the plan is sufficient you will be notified and instructed to submit the verification to IDEM as part of the Rule 5 Notice of Intent (NOI) submittal. Once construction begins, staff of the SWCD or Indiana Department of Environmental Management will perform inspections of activities at the site for compliance with the regulation.

Please be mindful that approximately 149 Municipal Separate Storm Sewer System (MS4) areas are now being established by various local governmental entities throughout the state as part of the implementation of Phase II federal storm water requirements. All of these MS4 areas will eventually take responsibility for Construction Plan review, inspection, and enforcement. As these MS4 areas obtain program approval from IDEM, they will be added to a list of MS4 areas posted on the IDEM Website at: <http://www.in.gov/idem/4900.htm> (<http://www.in.gov/idem/4900.htm>).

If your project is located in an IDEM-approved MS4 area, please contact the local MS4 program about meeting their storm water requirements. Once the MS4 approves the plan, the NOI can be submitted to IDEM.

Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns. Information and assistance regarding storm water related to construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for addition project input.
8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.
9. For projects involving effluent discharges to waters of the State of Indiana , contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.
10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

AIR QUALITY

The above-noted project should be designed to minimize any impact on ambient air quality in, or near, the project area. The project must comply with all federal and state air pollution regulations. Consideration should be given to the following:

1. Regarding open burning, and disposing of organic debris generated by land clearing activities; some types of open burning are allowed (<http://www.in.gov/idem/4148.htm> (<http://www.in.gov/idem/4148.htm>)) under specific conditions. You also can seek an open burning variance from IDEM.

However, IDEM generally recommends that you take vegetative wastes to a registered yard waste composting facility or that the waste be chipped or shredded with composting on site (you must register with IDEM if more than 2,000 pounds is to be composted; contact 317/232-0066). The finished compost can then be used as a mulch or soil amendment. You also may bury any vegetative wastes (such as leaves, twigs, branches, limbs, tree trunks and stumps) onsite, although burying large quantities of such material can lead to subsidence problems, later on.

Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized.

Additionally, if construction or demolition is conducted in a wooded area where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for 3-5 years precautionary measures should be taken to avoid an outbreak of histoplasmosis. This disease is caused by the fungus *Histoplasma capsulatum*, which stems from bird or bat droppings that have accumulated in one area for 3-5 years. The spores from this fungus become airborne when the area is disturbed and can cause infections over an entire community downwind of the site. The area should be wetted down prior to cleanup or demolition of the project site. For more detailed information on histoplasmosis prevention and control, please contact the Acute Disease Control Division of the Indiana State Department of Health at (317) 233-7272.

2. The U.S. EPA and the Surgeon General recommend that people not have long-term exposure to radon at levels above 4 pCi/L. (For a county-by-county map of predicted radon levels in Indiana, visit: <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>).)

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation

of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit: http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf (http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf)). It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure visit:

<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm> (<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>), <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>), or <http://www.epa.gov/radon/index.html> (<http://www.epa.gov/radon/index.html>).

3. With respect to asbestos removal: all facilities slated for renovation or demolition (except residential buildings that have (4) four or fewer dwelling units and which will not be used for commercial purposes) must be inspected by an Indiana-licensed asbestos inspector prior to the commencement of any renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, any subsequent demolition, renovation, or asbestos removal activities must be performed in accordance with the proper notification and emission control requirements.

If no asbestos is found where a renovation activity will occur, or if the renovation involves removal of less than 260 linear feet of RACM off of pipes, less than 160 square feet of RACM off of other facility components, or less than 35 cubic feet of RACM off of all facility components, the owner or operator of the project does not need to notify IDEM before beginning the renovation activity.

For questions on asbestos demolition and renovation activities, you can also call IDEM's Lead/Asbestos section at 1-888-574-8150.

However, in all cases where a demolition activity will occur (even if no asbestos is found), the owner or operator must still notify IDEM 10 working days prior to the demolition, using the form found at <http://www.in.gov/icpr/webfile/formsdiv/44593.pdf> (<http://www.in.gov/icpr/webfile/formsdiv/44593.pdf>).

Anyone submitting a renovation/demolition notification form will be billed a notification fee based upon the amount of friable asbestos containing material to be removed or demolished. Projects that involve the removal of more than 2,600 linear feet of friable asbestos containing materials on pipes, or 1,600 square feet or 400 cubic feet of friable asbestos containing material on other facility components, will be billed a fee of \$150 per project; projects below these amounts will be billed a fee of \$50 per project. All notification remitters will be billed on a quarterly basis.

For more information about IDEM policy regarding asbestos removal and disposal, visit: <http://www.in.gov/idem/4983.htm> (<http://www.in.gov/idem/4983.htm>).

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule

(<http://www.ai.org/legislative/iac/T03260/A00080.PDF>
(<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).

6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.ai.org/legislative/iac/t03260/a00020.pdf (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD at adem.state.in.us.

LAND QUALITY

In order to maintain compliance with all applicable laws regarding contamination and/or proper waste disposal, IDEM recommends that:

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm> (<http://www.in.gov/idem/4998.htm>).
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.
5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).
6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: <http://www.in.gov/idem/4999.htm> (<http://www.in.gov/idem/4999.htm>).

FINAL REMARKS

Should you need to obtain any environmental permits in association with this proposed project, please be mindful that IC 13-15-8 requires that you notify all adjoining property owners and/or occupants within ten days your submittal of each permit application. However, if you are seeking multiple permits, you can still meet the notification requirement with a single notice if all required permit applications are submitted with the same ten day period.

Should the scope of the proposed project be expanded to the extent that a National Environmental Policy Act Environmental Assessment (EA) or Environmental Impact Statement (EIS) is required, IDEM will actively participate in any early interagency coordination review of the project.

Meanwhile, please note that this letter does not constitute a permit, license, endorsement or any other form of approval on the part of the Indiana Department of Environmental Management regarding any project for which a copy of this letter is used. Also note that it is the responsibility of the project engineer or consultant using this letter to ensure that the most current draft of this document, which is located at <http://www.in.gov/idem/5284.htm> (<http://www.in.gov/idem/5284.htm>), is used.

Signature(s) of the Applicant

I acknowledge that the following proposed roadway project will be financed in part, or in whole, by public monies.

Project Description

Des. Nos.: 1900842 (Lead, Bridge) & 1801932 (Road), 13th Street and 8th Avenue New Bridge over CSX Railroad, City of Terre Haute, Vigo County, IN

With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environment that appears directly above. In addition, I understand that in order to complete that project in which I am interested, with a minimum of impact to the environment, I must consider all the issues addressed in the aforementioned letter, and further, that I must obtain any required permits.

Date: 6/16/2021

Signature of the INDOT

Project Engineer or Other Responsible Agent

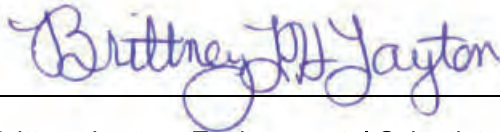


Jason Springer, TRAX Project Manager

Date: 6-14-2021

Signature of the

For Hire Consultant



Brittney Layton, Environmental Scientist



Organization and Project Information

Project ID: 6369
Des. ID: 1900842 & 1801932
Project Title: Grade Separation at 13th Street & 8th Avenue
Name of Organization: Butler, Fairman, & Suefert, Inc.
Requested by: Brittney Layton

Environmental Assessment Report

1. Geological Hazards:

- Moderate liquefaction potential

2. Mineral Resources:

- Bedrock Resource: High Potential
- Sand and Gravel Resource: High Potential

3. Active or abandoned mineral resources extraction sites:

- None documented in the area

*All map layers from Indiana Map (maps.indiana.edu)

DISCLAIMER:

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

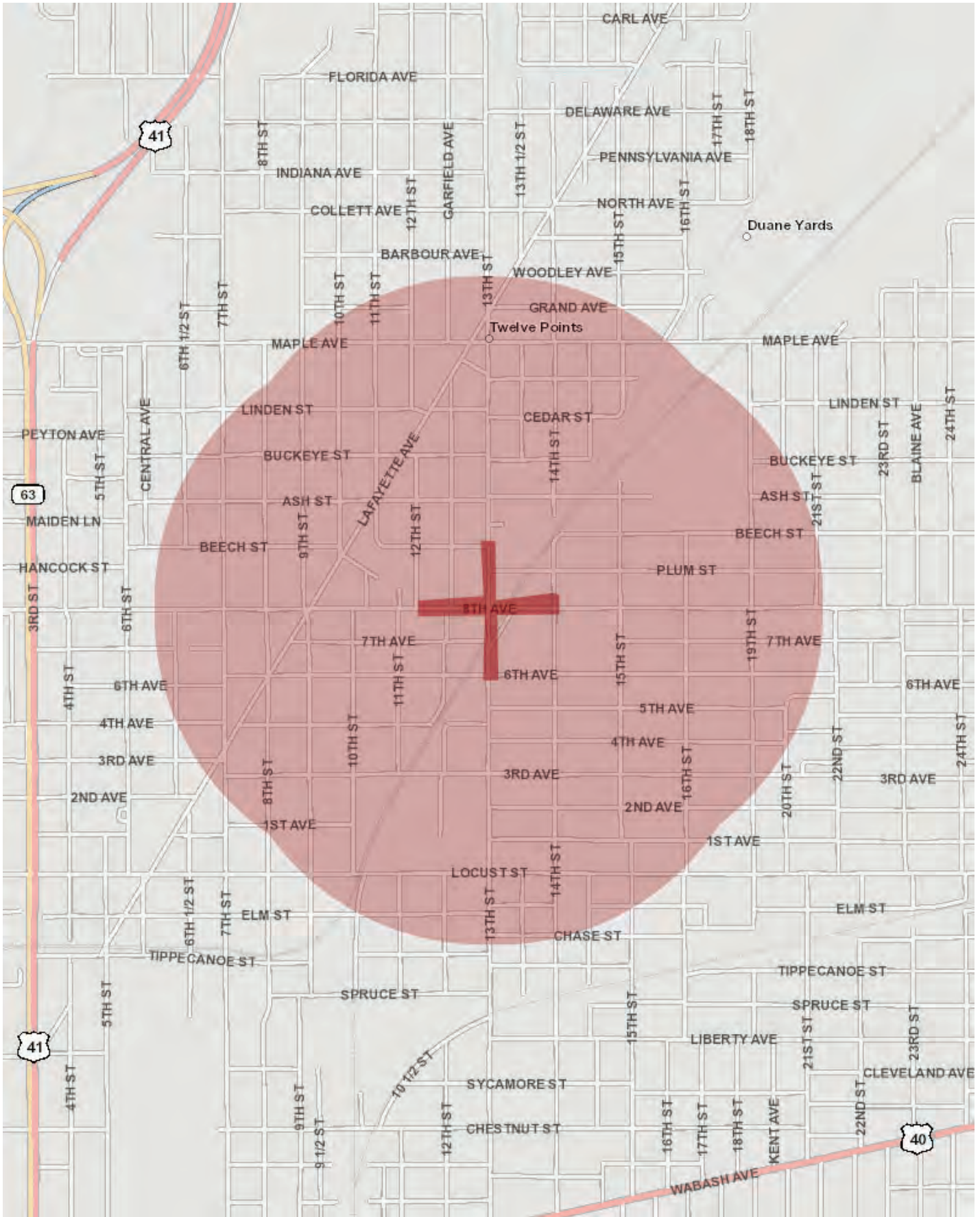
This information was furnished by Indiana Geological Survey

Address: 420 N. Walnut St., Bloomington, IN 47404

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: June 02, 2021



Metadata:

- https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html
- https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html
- https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html

Appendix D: Section 106 of the NHPA

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
13th Street and 8th Avenue Grade Separation
Terre Haute, Vigo County, Indiana
DES. NO.: 1801932 and 1900842**

**AREA OF POTENTIAL EFFECTS
(Pursuant to 36 CFR Section 800.4(a)(1))**

The Area of Potential Effects (APE) includes the existing and proposed right-of-way (ROW), immediately adjacent properties, and those areas where a visual differentiation may occur between an existing structure and the project area. The APE consists of an approximately 0.20 mile radius from the intersection of 8th Avenue and 13th Street, with an extension around Spencer Park, to allow for the potential extent of visual impacts from new bridges (Appendix B, B3). The Archaeological APE is represented by the 10.7-acre survey area that includes the project footprint.

**ELIGIBILITY DETERMINATIONS
(Pursuant to 36 CFR 800.4(c)(2))**

The APE does not contain any properties listed in or eligible for the National Register of Historic Places.

EFFECT FINDING

INDOT, acting on FHWA's behalf, has determined a "No historic properties affected" finding is appropriate for this undertaking. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore no Section 4(f) evaluation is required.

Shaun Miller V41 For

Anuradha V. Kumar, for FHWA
Manager
INDOT Cultural Resources

11/12/21

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO HISTORIC PROPERTIES AFFECTED
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.4(d)(1)
13th Street and 8th Avenue Grade Separation
Terre Haute, Vigo County, Indiana
DES. NO.: 1801932 and 1900842**

1. DESCRIPTION OF THE UNDERTAKING

The City of Terre Haute, with administrative oversight from the Indiana Department of Transportation (INDOT), proposes a grade separation of the intersection of 13th Street and 8th Avenue over the CSX Railroad on the north side of the City of Terre Haute (Des. Nos. 1801932 (Lead) and 1900842). Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. This project, which is part of INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future.

The project is within Harrison Township, on the USGS Terre Haute, Indiana Quadrangle, in Section 15, Township 12 North, Range 9 West (Appendix B, B2). Land use in the area is mixed, consisting of residential neighborhoods at the periphery, commercial and industrial properties concentrated near the intersection of 8th Avenue and 13th Street, and one park. The total project length is approximately 0.52 mile.

The need for this project is due to the high level of crossing blockage from train traffic on the St. Louis Line of the CSX Railroad. Because the railroad tracks are oriented diagonally to the street grid, each passing train stops traffic in all four directions. According to Federal Railroad Administration Highway-Rail Crossing Inventory data, an average of 23 trains per day travel through the project area. The average estimated delay per train is 10 minutes, which results in crossings being blocked by trains for approximately 16% of the day. There have been 22 vehicle-train crashes at the 8th Avenue and 13th Street crossings since 1976, resulting in two fatalities. In addition, expedient crossings of the railroad are necessary for emergency services based at Union Hospital, located approximately 0.5 miles west of the railroad. The purpose of this project is to reduce delays and improve mobility through the City of Terre Haute and to reduce the potential for train-vehicle crashes.

Work will entail the construction of two (2) separate 110-foot diameter raised roundabouts, connected by an approximately 120-foot long single-span bridge, to eliminate the at-grade railroad crossings. Approximately 3,700 feet of Mechanically Stabilized Earth (MSE) retaining wall will be installed along the approaches. Due to the MSE walls, the following streets will become dead-ends at 8th Avenue: N. 12th Street (cul-de-sac), Garfield Avenue, and the alley between Garfield Avenue and 13th Street. Plum Street and the alley between 8th Avenue and 7th Avenue will become dead-ends at 13th Street. The intersection of N. 13th Street and Plum Street will be realigned to the north. Railroad Street will be closed (between 8th Avenue and 13th Street). Existing sidewalks and curb ramps within the project area will be replaced with Americans with Disabilities Act (ADA)-compliant facilities.

***Approximately 3.99 acres of permanent and 4.09 acres of temporary right-of-way acquisition will be required.** The project will require closure of 13th Street and 8th Avenue and the institution of a detour.

The Area of Potential Effects (APE) includes the existing and proposed right-of-way (ROW), immediately adjacent properties, and those areas where a visual differentiation may occur between an existing structure and the project area. The APE consists of an approximately 0.20-mile radius from the intersection of 8th Avenue and 13th Street, with an extension around Spencer Park, to allow for the potential extent of visual impacts from new bridges (Appendix B, B3). The Archaeological APE is represented by the 10.7-acre survey area that includes the project footprint.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

The National Register of Historic Places (National Register) and the Indiana Register of Historic Sites and Structures (State Register) were consulted. No listed properties were found within the APE. The 1984 *Vigo County Interim Report*, the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM) and the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) were checked by Butler, Fairman, & Seufert, Inc. (BF&S) on January 12, 2021. Six previously-surveyed properties were found within the APE. An Indiana Division of Historic Preservation and Archaeology (DHPA)-qualified professional with BF&S conducted site visits on August 7, 2019 and January 13, 2021. Information from the site visit and research regarding historic resources were compiled into a Historic Property Report (HPR; BF&S, February 15, 2021 Appendix C, C1-C3). The HPR did not recommend any properties eligible for the National Register. The HPR was approved by the Indiana Department of Transportation-Cultural Resources Office (INDOT-CRO) on February 26, 2021.

The Indiana State Historic Preservation Officer (SHPO) is considered an automatic consulting party, and an early coordination letter was sent on November 30, 2020. All potential Consulting Parties were invited to view the information on INSCOPE <http://erms.indot.in.gov/Section106Documents/>. In addition to the SHPO, the following individuals and organizations were sent an early coordination letter via email on November 30, 2020 (Appendix D, D1-D7):

- Indiana Landmarks Western Regional Office
- Vigo County Historian
- Vigo County Historical Society
- Vigo County Commissioners
- Vigo County Highway Department
- Terre Haute Landmarks, Inc.
- Terre Haute Area Metropolitan Planning Organization
- Terre Haute Parks Department
- Terre Haute City Council
- Terre Haute Street Department
- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Shawnee Tribe
- Delaware Tribe of Indians, Oklahoma
- Forest County Potawatomi Community

The SHPO responded on December 14, 2020 and stated they did not know any additional consulting parties who should be contacted (Appendix D, D8-D9; DHPA No. 26763).

The Miami Tribe of Oklahoma responded on December 21, 2020, accepting consulting party status, and stating they were not aware of any Miami cultural or historic site and had no objections to the project at this time (Appendix D, D10).

The Forest County Potawatomi Community responded by email on December 28, 2020, stating the project area falls within their geographic area of interest and they would like to review the archaeological report (Appendix D, D11).

No other responses to the early coordination letter were received.

On March 1, 2021, a copy of the HPR was sent to the SHPO and participating consulting parties were given instructions how to view the report on INSCOPE (Appendix D, D12-D16).

The SHPO responded on March 29, 2021, stating, in part, “[...] we agree with the conclusion of the HPR that there are no historic properties listed or eligible for inclusion in the National Register of Historic Places located within the project’s APE,” (Appendix D, D16-D17).

No other responses to the HPR were received.

In regard to archaeology, a Phase Ia archaeological reconnaissance was conducted by SJC & Associates on May 27-28, 2021. As a result of these efforts, four sites were located within the APE. No sites were recommended eligible for the National Register and no further work was recommended (ASR; Appendix C, C4-C6). INDOT-CRO approved the ASR on August 18, 2021.

On August 18, 2021, a copy of the ASR was sent to the SHPO and participating consulting parties (Tribes only) were given instructions how to view the reports on INSCOPE (Appendix D, D19-D23).

The Peoria Tribe of Indians of Oklahoma responded on August 19, 2021, stating, in part, “*The Peoria Tribe of Indians of Oklahoma is unaware of any documentation directly linking Indian Religious sites to the newly proposed project location. [...] The Peoria Tribe has no objections at this time to the proposed trax project,*” (Appendix D, D24).

The SHPO responded on September 14, 2021, stating, in part, “*A review of the report indicates that four archaeological sites were documented [...] None of the sites appear to be eligible for inclusion in the NRHP, and therefore we concur with the recommendation that the project may proceed without further archaeological reconnaissance,*” (Appendix D, D25-D26.)

No other responses to the ASR were received.

3. BASIS FOR FINDING

A recommendation of “No Historic Properties Affected” is appropriate for this undertaking because there are no properties listed in, or eligible for listing in, the National Register within the APE.

A public notice of “No Historic Properties Affected” will be published in the *Terre Haute Tribune-Star*. A 30-day comment period will be given. This document will be revised, if necessary, after the public notice to reflect any comments received.

APPENDIX

Appendix A: Invited Consulting Parties
Appendix B: Graphics
Appendix C: Cultural Resource Report Excerpts
Appendix D: Correspondence

Please note that the state map, topo map, photo orientation map, site photos, and preliminary plans were removed to avoid duplication. See Appendix B for a copy of the maps, site photos and preliminary plans.

**Please note: The right-of-way (ROW) totals noted above have changed due to plan development and refinement. The project requires approximately 5.902 acres of permanent ROW acquisition consisting of 5.199 acres of commercial property and 0.703 acre of residential property. The project also requires approximately 1.210 acres of temporary ROW consisting of 1.167 acres of commercial property and 0.043 acre of residential property. Please see the RIGHT OF WAY section of the EA narrative for additional details.*

Appendix A: Invited Consulting Parties

Indiana State Historic Preservation Officer

Indiana Landmarks Western Regional Office

Vigo County Historian

Vigo County Historical Society

Vigo County Commissioners

Vigo County Highway Department

Terre Haute Landmarks, Inc.

Terre Haute Area Metropolitan Planning Organization

Terre Haute Parks Department

Terre Haute City Council

Terre Haute Street Department

Eastern Shawnee Tribe of Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Shawnee Tribe

Delaware Tribe of Indians, Oklahoma

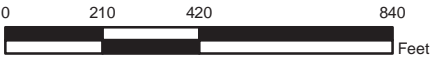
Forest County Potawatomi Community

Parties in **bold** responded to consulting party invitation.



- Legend**
- APE
 - Project Area

Map Source: Indiana Geological Survey (IGS), IndianaMap, 2019
 ArcGIS Online (ESRI) World Imagery.



Aerial Map with APE

13th Street and 8th Avenue over CSX RR
 Des. Nos. 1801932 and 1900842
 Terre Haute, Vigo County, IN

HISTORIC PROPERTY REPORT

13th Street and 8th Avenue over the CSX Railroad
City of Terre Haute, Vigo County, Indiana
Des. No.: 1801932 and 1900842



Elizabeth Biggio and Kristi Miniello
Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300
Indianapolis, IN 46240
(317) 713-4615
ebiggio@bfsengr.com
February 15, 2021

Abstract

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the [insert project title and location]. Above ground resources located within the project APE were identified and evaluated in accordance with Section 106, National Historic Preservation Act (NHPA) of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

As a result of the NHPA, as amended, and CFR Part 800, federal agencies are required to take into account the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts that are eligible for or listed in the National Register of Historic Places (National Register). This project, which is part of the Indiana Department of Transportation's (INDOT's) Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future; therefore, the Section 106 process will be completed.

The APE contains no properties listed in the National Register.

The APE contains no properties recommended eligible for listing in the National Register.

architecture, such as the smooth wall finish, rounded bay, and ribbon windows. However, a number of other elements, including the entryway and signage have been replaced. The early 2000s rear addition overwhelms the original building. As a whole, losses to material and design integrity are significant. Therefore, this property is not recommended National Register-eligible under Criterion C. This property has not yielded, and is not likely to yield, information important in prehistory or history and is not recommended National Register-eligible under Criterion D. IHSSI #167-628-20074/Merchant's Freight Building is not recommended eligible for the National Register.

Conclusions

The APE does not contain any properties currently listed in the National Register. As a result of identification and evaluation efforts for this project, no properties are recommended eligible for listing in the National Register.



A Phase Ia Archaeological Literature Review and Reconnaissance Survey for the Proposed 13th Street and 8th Avenue over the CSX Railroad, Local Trax Railroad Grade Separation Project (Des 1801932 and 1900842) in the City of Terre Haute, Harrison Township, Vigo County, Indiana

Archaeological report

August 13, 2021

Lead Agency: Federal Highway Administration

Prepared for:

Butler, Fairman, & Seufert
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240



Galen K Smith, M.A.
Archaeologist/QP
SJCA, Inc.

9102 North Meridian Street, Suite 200
Indianapolis, Indiana 46260

p. 317-566-0629

f. 866.422.2046

e. ksmith@sjcainc.com

INTERPRETATIONS OF THE FINDING IN A REGIONAL CONTEXT

This investigation documented four archaeological sites (12-Vi-1858, 12-Vi-1859, 12-Vi-1860, and 12-Vi-1861). The sites identified during the survey represent activities related to domestic sites associated to residential occupations. The recovered artifact assemblages supplemented by archival research suggest that sites 12-Vi-1858, 12-Vi-1859, and 12-Vi-1860 represent continual residential development during the northward expansion of Terre Haute in the last quarter of the 19th and early decades of the 20th centuries. Lastly, site 12-Vi-1861 is characterized as an early 20th-century artifact scatter related to casual discard or refuse during the early 20th century.

SUMMARY AND CONCLUSIONS

In December 2020, Butler, Fairman, & Seufert, Inc. contracted SJCA, Inc., to conduct a Phase Ia archaeological literature review and reconnaissance survey for the proposed 13th Street and 8th Avenue over the CSX Railroad, Local Trax Railroad grade separation project (Des 1801932 and 1900842) in the City of Terre Haute, Harrison Township, Vigo County, Indiana.

This project, which is part of INDOT's Local Trax program, may receive funding from the FHWA in the future.

The proposed project is at the center of Section 15, Township 12 North, Range 9 West. Eighth Avenue bisects the project east to west and 13th Street north to south on the USGS 1986 Terre Haute quadrangle (7.5' topographic map).

The survey area encompassed 10.7 acres or 4.3 hectares.

The literature review identified 47 archaeological sites, 107 architectural and historical resources, and two NRHP Historic Districts within a 0.5-miles (0.8 km) radius of the survey area. None of the previously identified cultural resources are located within the survey area.

The records review indicated that no archaeological sites or professional investigations have been documented either in or near the survey area. No cemeteries or NRHP listed properties have been inventoried either in or within 100 feet (30.5 m) of the survey area. A review of the historic cartographic sources and aerial photographs indicated that the survey area had been partially developed by the last quarter of the 19th century. Further residential development occurred west of 13th Street through the first quarter of the 20th century.

The Phase Ia reconnaissance survey was conducted on May 27 and 28, 2021, through a combination of a visual walkover and shovel probing. The survey identified four historic-era sites (12-Vi-1858, 12-Vi-1859, 12-Vi-1860, and 12-Vi-1861). Sites 12-Vi-1858, 12-Vi-1859, 12-Vi-1860, and 12-Vi-1861 are considered not eligible for listing

in the NRHP, and no further work is recommended for these sites.

It should be noted that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery needs to be reported to the IDNR, DHPA within two business days, as well as to the INDOT CRO. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

November 30, 2020

This letter was sent to the listed parties.

RE: Trax Project: 13th Street and 8th Avenue over the CSX RR; Des. Nos. 1801932 (Lead; Road) and 1900842 (Bridge), City of Terre Haute, Vigo County, IN

Dear Consulting Party (see attached list),

The City of Terre Haute, with administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a railroad grade separation project on 13th Street and 8th Avenue over the CSX Railroad, Lead Des. No. 1801932 (Lead; Road) and Des. No. 1900842 (Bridge). This project, which is part of the INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future. Butler, Fairman, & Seufert (BF&S) is under contract with INDOT to advance the environmental documentation for the referenced project.

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

The proposed undertaking is located on 8th Avenue between 12th Street and the Spencer Park driveway east of 14th Street and on 13th Street between 5th Avenue and E. Beech Street. The project is within Harrison Township, on the USGS Terre Haute, Indiana Quadrangle, in Section 15, Township 12 North, Range 9 West.

The need for this project is due to the high level of crossing blockage from train traffic on the St. Louis Line of the CSX Railroad. Because the railroad tracks are oriented diagonally to the street grid, each train stops traffic in all four directions. According to Federal Railroad Administration Highway-Rail Crossing Inventory data, an average of 23 train per day use these crossings. The average estimated delay per train is 10 minutes, which results in the crossing being blocked by trains for approximately 14.6% of the day. There have been 22 vehicle-train crashes at the 8th Avenue and 13th Street crossings since 1976, resulting in two fatalities. In addition, expedient crossings of the railroad are necessary for emergency services based at Union Hospital, approximately 0.5 miles west of the railroad. The purpose of this project is to reduce delays and improve mobility through the City of Terre Haute and to reduce the potential for train-vehicle crashes.

The project proposes to elevate 8th Avenue and 13th Street over the CSX Railroad. An approximately 120-foot long single-span bridge connecting two (2) separate 110-foot diameter roundabout intersections at 8th Avenue and 13th Street would be constructed. The bridge would have a minimum vertical clearance of approximately 23 feet, 3.25 inches and consist of concrete bulb tee beams. Approximately 3,700 feet of Mechanically Stabilized Earth (MSE) retaining wall would be installed to accommodate the grade change of the railroad crossing. Due to the MSE walls, the following streets would become dead-ends at 8th Avenue: N. 12th Street, Garfield Avenue, and the alley between Garfield Avenue and 13th Street. Plum Street and the alley between 8th Avenue and 7th Avenue would become dead-ends at 13th Street. Railroad Street would be closed (between 8th Avenue and 13th Street). Existing sidewalks and curb ramps within the project area would be

replaced with Americans with Disabilities Act (ADA)-compliant facilities. The total project length is approximately 0.52 miles. Approximately 3.99 acres of permanent and 4.09 acres of temporary right-of-way acquisition would be required. Land use in the area is mixed residential, commercial, and industrial, with one park also present.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. In accordance with 36 CFR 800.2 (c), you are hereby requested to be a consulting party to participate in the Section 106 process. Entities that have been invited to participate in the Section 106 consultation process for this project are identified in the attached list. Per 36 CFR 800.3(f), we hereby request that the Indiana State Historic Preservation Officer (SHPO) notify this office if the SHPO staff is aware of any other parties that may be entitled to be consulting parties or should be contacted as potential consulting parties for the project.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide:

Protecting Historic Properties: A Citizen's Guide to Section 106 Review available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. At this time, no cultural resource investigations have occurred; however, the results of cultural resource identification and evaluation efforts, both above-ground and archaeological, will be forthcoming. Consulting parties will receive notification when these reports are completed.

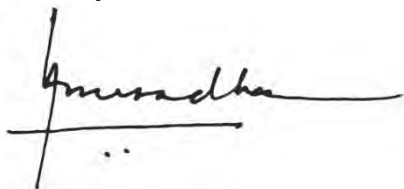
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time allotted, the project will proceed consistent with the proposed design and you will not receive further information about the project unless the design changes.

All future responses regarding the proposed project should be forwarded to BF&S at the following address:

Elizabet Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, IN 46240
ebiggio@bfsengr.com

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:

Topographic map
Overview Figure

Distribution List:

Indiana State Historic Preservation Officer
Indiana Landmarks Western Regional Office
Vigo County Historian
Vigo County Historical Society
Vigo County Commissioners
Vigo County Highway Department
Terre Haute Landmarks, Inc.
Terre Haute Area Metropolitan Planning Organization
Terre Haute Parks Department
Terre Haute City Council
Terre Haute Street Department
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Delaware Tribe of Indians, Oklahoma
Forest County Potawatomi Community

Elizabeth Biggio

From: Elizabeth Biggio
Sent: Monday, November 30, 2020 11:17 AM
To: Slider, Chad (DNR); 'west@indianalandmarks.org'; 'mac.mccormick@gmail.com'; 'susan.tingley@vchsmuseum.org'; 'tammy.york-allen@vigocounty.in.gov'; 'Dan.Bennett@vigocounty.in.gov'; 'info@terrehautelandmarks.org'; 'Parks@terrehaute.in.gov'; 'Michelle.Edwards@Terrehaute.IN.GOV'; 'jweir@terrehauteedc.com'; 'engineering@terrehaute.in.gov'
Cc: Ross, Anthony; Sbranigin@indot.IN.gov; Miller, Shaun (INDOT); Anuradha Kumar
Subject: TRAX Project: Des. Nos. 1801932 (Lead) and 1900842; Tipton Street Grade Separation, City of Terre Haute, Vigo County, Indiana
Attachments: 13th St & 8th Ave Grade Separation_Des1801932_Sec 106 ECL_2020-11-30.pdf
Categories: Filed by Newforma

Des. No.: 1801932 (Lead) and 1900842

Project Description: Railroad Grade Separation

Location: 8th Ave. between 12th St. and the Spencer Park driveway east of 14th St. and 13th St. between 5th Ave. and E. Beech St., City of Terre Haute, Vigo County

The City of Terre Haute, with administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a grade separation of 13th Street and 8th Avenue over the CSX Railroad, Lead Des. No. 1801932 (Lead; road work) and Des. No. 1900842 (bridge). This project, which is part of the INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

Indiana State Historic Preservation Officer
Indiana Landmarks Western Regional Office
Vigo County Historian
Vigo County Historical Society
Vigo County Commissioners
Vigo County Highway Department
Terre Haute Landmarks, Inc.
Terre Haute Area Metropolitan Planning Organization
Terre Haute Parks Department
Terre Haute City Council
Terre Haute Street Department
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Delaware Tribe of Indians, Oklahoma
Forest County Potawatomi Community

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects

associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Elizabet Biggio
Architectural Historian

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |
p 317-713-4615 | f 317-713-4616
EBiggio@bfsengr.com | www.BFSEngr.com



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Elizabeth Biggio

From: Miller, Shaun (INDOT) <smiller@indot.IN.gov>
Sent: Monday, November 30, 2020 11:51 AM
To: thpo@estoo.net; Diane Hunter; 'lpappenfort@peoriatribe.com'; 'Matthew.Bussler@pokagonband-nsn.gov'; 'tonya@shawnee-tribe.com'; Michael LaRonge; lheady@delawaretribe.org
Cc: Ross, Anthony; Elizabeth Biggio
Subject: TRAX Project: Des. Nos. 1801932 (Lead) and 1900842; Tipton Street Grade Separation, City of Terre Haute, Vigo County, Indiana
Attachments: 13th St & 8th Ave Grade Separation_Des1801932_Sec 106 ECL_2020-11-30.pdf

Des. No.: 1801932 (Lead) and 1900842

Project Description: Railroad Grade Separation

Location: 8th Ave. between 12th St. and the Spencer Park driveway east of 14th St. and 13th St. between 5th Ave. and E. Beech St., City of Terre Haute, Vigo County

The City of Terre Haute, with administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a grade separation of 13th Street and 8th Avenue over the CSX Railroad, Lead Des. No. 1801932 (Lead; road work) and Des. No. 1900842 (bridge). This project, which is part of the INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

Indiana State Historic Preservation Officer
Indiana Landmarks Western Regional Office
Vigo County Historian
Vigo County Historical Society
Vigo County Commissioners
Vigo County Highway Department
Terre Haute Landmarks, Inc.
Terre Haute Area Metropolitan Planning Organization
Terre Haute Parks Department
Terre Haute City Council
Terre Haute Street Department
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Delaware Tribe of Indians, Oklahoma
Forest County Potawatomi Community

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic

resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Shaun Miller
INDOT, Cultural Resources Office
Archaeology Team Lead
(317)416-0876



December 14, 2020

Elizabet Biggio
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240

Federal Agency: Indiana Department of Transportation (“INDOT”),
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Early coordination letter for a proposed railroad grade separation project on 13th Street and 8th
Avenue over the CSX Railroad (a Local TRAX project) in Terre Haute, Vigo County, Indiana
(Des. No. 1801932 & 1900842; DHPA No. 26763)

Dear Ms. Biggio:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your November 30, 2020 review request submittal form which enclosed INDOT’s early coordination letter, received by our office the same day for the aforementioned project.

We note that this project is part of INDOT’s Local TRAX program and may require FHWA funding in the future. We are not aware of any parties who should be invited to participate in the Section 106 consultation on this federal undertaking, beyond those whom INDOT already has invited. However, if right-of-way is likely to be taken from a potentially historic property, it might be advisable to invite the owner of that property as soon as possible. In your next regular correspondence on this project, please advise us as to which of the invited consulting parties has accepted the invitation.

We look forward to reviewing the proposed area of potential effects and the reports on investigations of above-ground cultural resources and archaeological resources that the early coordination letter indicated will be forthcoming.

The Indiana SHPO staff’s archaeological reviewer for this project is Rachel Sharkey, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

Elizabet Biggio
December 14, 2020
Page 2

In all future correspondence about the proposed railroad grade separation project on 13th Street and 8th Avenue over the CSX Railroad in Terre Haute, Vigo County (Des. No. 1801932 & 1900842), please refer to DHPA No. 26763.

Very truly yours,

A handwritten signature in black ink, appearing to read "Beth K. McCord". The signature is fluid and cursive, with a large initial "B" and "M".

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Anthony Ross, INDOT
Elizabet Biggio, Butler, Fairman, & Seufert, Inc.
Rachel Sharkey, DNR-DHPA
Danielle Kauffmann, DNR-DHPA



Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 • P.O. Box 1326, Miami, OK 74355
Ph: (918) 541-1300 • Fax: (918) 542-7260
www.miamination.com



Via email: smiller@indot.in.gov

December 21, 2020

Shaun Miller
Archaeological Team Lead, Cultural Resources Office
Indiana DOT
575 North Pennsylvania Street
Indianapolis, IN 46204

Re: Des. No. 1801932 (Lead) and 1900842; Tipton Street Grade Separation, City of Terre Haute, Vigo County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Miller:

Aya, kikwehsitoole – I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Des. No. 1801932.

The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, given the Miami Tribe's deep and enduring relationship to its historic lands and cultural property within present-day Indiana, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at dhunter@miamination.com to initiate consultation.

The Miami Tribe accepts the invitation to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter
Tribal Historic Preservation Officer

Elizabet Biggio

From: Miller, Shaun (INDOT) <smiller@indot.IN.gov>
Sent: Monday, December 28, 2020 2:07 PM
To: Elizabet Biggio
Cc: Ross, Anthony
Subject: FW: TRAX Project: Des. Nos. 1801932 (Lead) and 1900842; Tipton Street Grade Separation, City of Terre Haute, Vigo County, Indiana

Hi Elizabet,

Please find below a response to the ECL from the Forest County Potawatomi accepting consulting party status.

Thank you,

Shaun Miller
INDOT, Cultural Resources Office
Archaeology Team Lead
(317)416-0876

From: Michael LaRonge <Michael.LaRonge@fcpotawatomi-nsn.gov>
Sent: Monday, December 28, 2020 12:31 PM
To: Miller, Shaun (INDOT) <smiller@indot.IN.gov>
Subject: RE: TRAX Project: Des. Nos. 1801932 (Lead) and 1900842; Tipton Street Grade Separation, City of Terre Haute, Vigo County, Indiana

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

RE: FHWA Project: Des. No. 1801932 (Lead) and 1900842, Proposed grade separation of 13th Street and 8th Avenue over the CSX Railroad (8th Avenue between 12th Street and the Spencer Park driveway east of 14th Street and 13th Street between 5th Avenue and East Beech Street), City of Terre Haute, Vigo County

Dear Mr. Miller,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi Community, a Federally Recognized Native American Tribe, reserves the right to comment on Federal undertakings, as defined under the act.

This project falls within the current geographic area of interest of the Forest County Potawatomi Community. Therefore, the Tribal Historic Preservation Office would like to review a copy of the archaeological survey report once it is done.

Your interest in protecting cultural and historic properties is appreciated. If you have any questions or concerns, please contact me at the email address or phone number listed below.

Respectfully,

Michael LaRonge
Tribal Historic Preservation Officer
Cultural Preservation Division

Elizabet Biggio

From: Ross, Anthony <ARoss3@indot.IN.gov>
Sent: Friday, February 26, 2021 2:51 PM
To: Elizabet Biggio
Cc: Neal Bennett; Michael Matel; Miller, Shaun (INDOT); Branigin, Susan; marcus.maurer@terrehaute.in.gov; Springer, Jason
Subject: RE: 13th St. and 8th St. Street Grade Separation- Des 1801932 and 1900842- TRAX Project- HPR
Attachments: INDOT Cultural Resources Office-DHPA Document Submittal Policy Reminder and Update

Elizabet,

Thank you for the submittal of this revised document for our review. We have no further comments.

On Monday, you may upload the document to IN SCOPE. When the document is released, you may email the non-tribal consulting parties. When we receive that email, we'll notify the tribal consulting parties. Please continue to follow the attached guidance re submittals to SHPO.

Don't hesitate to let us know if you have any questions.

Best,
Anthony

Anthony Ross, Ph.D.
LPA Program Administrator
Cultural Resources Office
Environmental Services
100 N. Senate Ave., Room N758-ES
Indianapolis, IN 46204
Office: (317) 358-9966
Email: aross3@indot.in.gov



Typical work hours: 8 am – 4 pm

***For the latest updates from INDOT's Cultural Resources Office, subscribe to the Environmental Services listserv:** <https://www.in.gov/indot/3217.htm>

From: Elizabet Biggio <EBiggio@bfsengr.com>
Sent: Monday, February 15, 2021 4:19 PM
To: Ross, Anthony <ARoss3@indot.IN.gov>
Cc: Neal Bennett <NBennett@bfsengr.com>; Michael Matel <MMatel@bfsengr.com>; Miller, Shaun (INDOT) <smiller@indot.IN.gov>; Branigin, Susan <SBranigin@indot.IN.gov>; marcus.maurer@terrehaute.in.gov; Springer, Jason <JSpringer@indot.IN.gov>
Subject: RE: 13th St. and 8th St. Street Grade Separation- Des 1801932 and 1900842- TRAX Project- HPR



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 296-0799

Eric Holcomb, Governor
Joe McGuinness, Commissioner

March 1, 2021

This letter was sent to the listed parties.

RE: Trax Project: 13th Street and 8th Avenue over the CSX RR; Des. Nos. 1801932 (Lead; Road) and 1900842 (Bridge), City of Terre Haute, Vigo County, IN

Dear Consulting Party (see attached list),

The City of Terre Haute, with administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a railroad grade separation project on 13th Street and 8th Avenue over the CSX Railroad, Lead Des. No. 1801932 (lead; road) and Des. No. 1900842 (bridge). This project, which is part of the INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on November 30, 2020.

The proposed undertaking is located on 8th Avenue between 12th Street and the Spencer Park driveway east of 14th Street and on 13th Street between 5th Avenue and E. Beech Street. The project is within Harrison Township, on the USGS Terre Haute, Indiana Quadrangle, in Section 15, Township 12 North, Range 9 West.

The need for this project is due to the high level of crossing blockage from train traffic on the St. Louis Line of the CSX Railroad. Because the railroad tracks are oriented diagonally to the street grid, each passing train stops traffic in all four directions. According to Federal Railroad Administration Highway-Rail Crossing Inventory data, an average of 23 trains per day travel through the project area. The average estimated delay per train is 10 minutes, which results in crossings being blocked by trains for approximately 14.6% of the day. There have been 22 vehicle-train crashes at the 8th Avenue and 13th Street crossings since 1976, resulting in two fatalities. In addition, expedient crossings of the railroad are necessary for emergency services based at Union Hospital, located approximately 0.5 miles west of the railroad. The purpose of this project is to reduce delays and improve mobility through the City of Terre Haute and to reduce the potential for train-vehicle crashes.

The project proposes to elevate 8th Avenue and 13th Street over the CSX Railroad. Two (2) separate 110-foot diameter raised roundabouts, connected by an approximately 120-foot long single-span bridge would be constructed at 8th Avenue and 13th Street. The bridge would have a minimum vertical clearance of approximately 23 feet, 3.25 inches and consist of concrete bulb tee beams. Approximately 3,700 feet of Mechanically Stabilized Earth (MSE) retaining wall would be installed along the approaches to accommodate the grade change of the railroad crossing.

Due to the MSE walls, the following streets would become dead-ends at 8th Avenue: N. 12th Street, Garfield Avenue, and the alley between Garfield Avenue and 13th Street. Plum Street and the alley between 8th Avenue and 7th Avenue would become dead-ends at 13th Street. Railroad Street would be closed (between 8th Avenue and 13th Street). Existing sidewalks and curb ramps within the project area would be replaced with Americans with Disabilities Act (ADA)-compliant facilities. The total project length is approximately 0.52 miles. Approximately 3.99 acres of permanent and 4.09 acres of temporary right-of-way acquisition would be required. Land use in the area is mixed residential, commercial, and industrial, with one park also present.

Butler, Fairman, & Seufert (BF&S) is under contract with INDOT to advance the environmental documentation for the referenced project. SJCA, Inc. has been subcontracted to complete the archaeological documentation for the project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, no properties were recommended as eligible for listing in the NRHP:

An archaeologist who meets the Secretary of the Interior's Professional Qualification Standards is conducting a survey of archaeological resources within the APE for potential eligibility for listing in the NRHP. A report of that investigation is forthcoming and will be distributed to the appropriate consulting parties for review at a later date.

The Historic Property Report is available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond with your request as soon as you can.

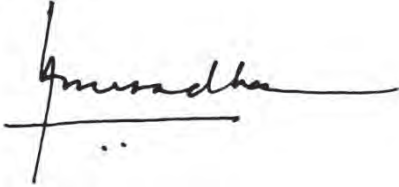
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

All future responses regarding the proposed project should be forwarded to BF&S at the following address:

Elizabet Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, IN 46240
ebiggio@bfsengr.com

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Sincerely,

A handwritten signature in black ink, appearing to read "Anuradha", written over a horizontal line.

Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:

Historic Property Report

Distribution List:

Indiana State Historic Preservation Officer
Miami Tribe of Oklahoma
Forest County Potawatomi Community

Elizabeth Biggio

From: Elizabeth Biggio
Sent: Monday, March 1, 2021 8:22 AM
To: Kauffmann, Danielle; 'rsharkey@dnr.in.gov'
Cc: Ross, Anthony; Miller, Shaun (INDOT); SBranigin@indot.IN.gov; Anuradha Kumar
Subject: TRAX Project: Des. Nos. 1801932 (Lead) and 1900842; 13th Street and 8th Avenue Grade Separation, City of Terre Haute, Vigo County, Indiana

Categories: Filed by Newforma

Des. No.: 1801932 (Lead) and 1900842

Project Description: Railroad Grade Separation

Location: 8th Ave. between 12th St. and the Spencer Park driveway east of 14th St. and 13th St. between 5th Ave. and E. Beech St., City of Terre Haute, Vigo County

The City of Terre Haute, with administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a grade separation of 13th Street and 8th Avenue over the CSX Railroad, Lead Des. No. 1801932 (Lead; road work) and Des. No. 1900842 (bridge). This project, which is part of the INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future. The Section 106 Early Coordination Letter for this project was originally distributed on November 30, 2020.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Elizabeth Biggio
Architectural Historian

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |
p 317-713-4615 | f 317-713-4616
EBiggio@bfsengr.com | www.BFSEngr.com



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Elizabeth Biggio

From: Miller, Shaun (INDOT) <smiller@indot.IN.gov>
Sent: Monday, March 1, 2021 8:39 AM
To: Michael LaRonge; Diane Hunter
Cc: Ross, Anthony; Elizabeth Biggio; Carmany-George, Karstin (FHWA); Branigin, Susan
Subject: FW: TRAX Project: Des. Nos. 1801932 (Lead) and 1900842; 13th Street and 8th Avenue Grade Separation, City of Terre Haute, Vigo County, Indiana

Des. No.: 1801932 (Lead) and 1900842

Project Description: Railroad Grade Separation

Location: 8th Ave. between 12th St. and the Spencer Park driveway east of 14th St. and 13th St. between 5th Ave. and E. Beech St., City of Terre Haute, Vigo County

The City of Terre Haute, with administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a grade separation of 13th Street and 8th Avenue over the CSX Railroad, Lead Des. No. 1801932 (Lead; road work) and Des. No. 1900842 (bridge). This project, which is part of the INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future. The Section 106 Early Coordination Letter for this project was originally distributed on November 30, 2020.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Shaun Miller
INDOT, Cultural Resources Office
Archaeology Team Lead
(317)416-0876

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov · www.IN.gov/dnr/historic



March 29, 2021

Elizabet Biggio
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240

Federal Agency: Indiana Department of Transportation ("INDOT"),
on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: Historic property report (Biggio/Miniello, 2/15/2021) for a proposed railroad grade separation
project on 13th Street and 8th Avenue over the CSX Railroad (a Local Trax Project) in Terre Haute,
Vigo County, Indiana (Des. No. 1801932 & 1900842; DHPA No. 26763)

Dear Ms. Biggio:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your March 1, 2021, review request submittal form, which enclosed the aforementioned historic property report ("HPR"; Biggio/Miniello, 2/15/2021), received the same day, for the aforementioned project.

The proposed area of potential effects ("APE") appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur.

For the purposes of the Section 106 review of this federal undertaking, we agree with the conclusions of the HPR that there are no historic properties listed or eligible for inclusion in the National Register of Historic Places located within the project's APE.

We look forward to reviewing and commenting on the report of archaeological investigations that INDOT's March 1, distribution letter indicated will be forthcoming.

The Indiana SHPO staff's archaeological reviewer for this project is Rachel Sharkey, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project. In all future correspondence about the railroad grade separation project on 13th Street and 8th Avenue in Terre Haute, Vigo County (Des. No. 1801932 & 1900842), please continue to refer to DHPA No. 26763.

Very truly yours,

A handwritten signature in black ink, appearing to read "Beth K. McCord".

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Kari Carmany-George, FHWA
Anuradha Kumar, INDOT

Shaun Miller, INDOT
Anthony Ross, INDOT
Susan Branigin, INDOT
Miami Tribe of Oklahoma
Forest County Potawatomi Community
Danielle Kauffmann, DNR-DHPA
Rachel Sharkey, DNR-DHPA



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 296-0799

Eric Holcomb, Governor
Joe McGuinness, Commissioner

August 18, 2021

This letter was sent to the listed parties.

RE: Trax Project: 13th Street and 8th Avenue over the CSX RR; Archaeology Report; Des. Nos. 1801932 (Lead; Road) and 1900842 (Bridge), City of Terre Haute, Vigo County, IN

Dear Consulting Party (see attached list),

The City of Terre Haute, with administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a railroad grade separation project on 13th Street and 8th Avenue over the CSX Railroad, Lead Des. No. 1801932 (lead; road) and Des. No. 1900842 (bridge). This project, which is part of the INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on November 30, 2020. A historic property report (HPR) was distributed on March 1, 2021.

The proposed undertaking is located on 8th Avenue between 12th Street and the Spencer Park driveway east of 14th Street and on 13th Street between 5th Avenue and E. Beech Street. The project is within Harrison Township, on the USGS Terre Haute, Indiana Quadrangle, in Section 15, Township 12 North, Range 9 West.

The need for this project is due to the high level of crossing blockage from train traffic on the St. Louis Line of the CSX Railroad. Because the railroad tracks are oriented diagonally to the street grid, each passing train stops traffic in all four directions. According to Federal Railroad Administration Highway-Rail Crossing Inventory data, an average of 23 trains per day travel through the project area. The average estimated delay per train is 10 minutes, which results in crossings being blocked by trains for approximately 14.6% of the day. There have been 22 vehicle-train crashes at the 8th Avenue and 13th Street crossings since 1976, resulting in two fatalities. In addition, expedient crossings of the railroad are necessary for emergency services based at Union Hospital, located approximately 0.5 miles west of the railroad. The purpose of this project is to reduce delays and improve mobility through the City of Terre Haute and to reduce the potential for train-vehicle crashes.

The project proposes to elevate 8th Avenue and 13th Street over the CSX Railroad. Two (2) separate 110-foot diameter raised roundabouts, connected by an approximately 120-foot long single-span bridge would be constructed at 8th Avenue and 13th Street. The bridge would have a minimum vertical clearance of approximately 23 feet, 3.25 inches and consist of concrete bulb tee beams. Approximately 3,700 feet of Mechanically Stabilized Earth (MSE)

retaining wall would be installed along the approaches to accommodate the grade change of the railroad crossing. Due to the MSE walls, the following streets would become dead-ends at 8th Avenue: N. 12th Street, Garfield Avenue, and the alley between Garfield Avenue and 13th Street. Plum Street and the alley between 8th Avenue and 7th Avenue would become dead-ends at 13th Street. Railroad Street would be closed (between 8th Avenue and 13th Street). Existing sidewalks and curb ramps within the project area would be replaced with Americans with Disabilities Act (ADA)-compliant facilities. The total project length is approximately 0.52 miles. Approximately 3.99 acres of permanent and 4.09 acres of temporary right-of-way acquisition would be required. Land use in the area is mixed residential, commercial, and industrial, with one park also present.

Butler, Fairman, & Seufert (BF&S) is under contract with INDOT to advance the environmental documentation for the referenced project. SJCA, Inc. has been subcontracted to complete the archaeological documentation for the project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, no properties were recommended as eligible for listing in the NRHP.

Regarding archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified four (4) previously unrecorded sites in the survey area. As a result of these efforts, sites 12-Vi-1858, 12-Vi-1859, 12-Vi-1860, and 12-Vi-1861 were recommended not eligible for listing in the NRHP and no further work is recommended.

The Archaeology Report is available for review in IN SCOPE (Tribes only) at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond with your request as soon as you can.

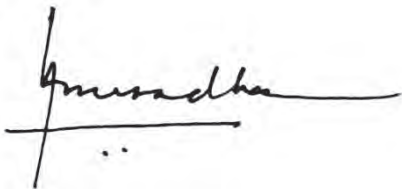
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

All future responses regarding the proposed project should be forwarded to BF&S at the following address:

Elizabeth Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, IN 46240
ebiggio@bfsengr.com

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Sincerely,

A handwritten signature in black ink, appearing to read "Anuradha", with a horizontal line drawn underneath it.

Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:

Archaeology Report (Tribes only)

Distribution List:

Indiana State Historic Preservation Officer
Miami Tribe of Oklahoma
Forest County Potawatomi Community
Eastern Shawnee Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Delaware Tribe of Indians, Oklahoma

Elizabeth Biggio

From: Elizabeth Biggio
Sent: Wednesday, August 18, 2021 1:05 PM
To: rsharkey@dnr.in.gov; Kauffmann, Danielle
Cc: 'Coon, Matthew'; Ross, Anthony; Miller, Shaun (INDOT); Sbranigin@indot.IN.gov; Ryan Scott; Michael Matel; Springer, Jason
Subject: TRAX Project: Des. Nos. 1801932 (Lead) and 1900842; archaeology report; 13th Street and 8th Avenue Grade Separation, City of Terre Haute, Vigo County, Indiana
Attachments: 13th St & 8th Ave Grade Separation_Des1801932_Post ECL Report Distribution_2021-08-18.pdf
Categories: Filed by Newforma

Des. No.: 1801932 (Lead) and 1900842

Project Description: Railroad Grade Separation

Location: 8th Ave. between 12th St. and the Spencer Park driveway east of 14th St. and 13th St. between 5th Ave. and E. Beech St., City of Terre Haute, Vigo County

The City of Terre Haute, with administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a grade separation of 13th Street and 8th Avenue over the CSX Railroad, Lead Des. No. 1801932 (Lead; road work) and Des. No. 1900842 (bridge). This project, which is part of the INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future. The Section 106 Early Coordination Letter for this project was originally distributed on November 30, 2020. A historic property report (HPR) was distributed on March 1, 2021.

As part of Section 106 of the National Historic Preservation Act, an Archaeology Report has been prepared and is ready for review and comment by consulting parties (Tribes only).

Please review this documentation, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Elizabeth Biggio
Architectural Historian

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |
p 317-713-4615 | f 317-713-4616
EBiggio@bfsengr.com | www.BFSEngr.com

Elizabeth Biggio

From: Coon, Matthew <mcoon@indot.IN.gov>
Sent: Wednesday, August 18, 2021 1:11 PM
To: lheady@delawaretribe.org; 'thpo@estoo.net'; 'michael.laronge@fcpotawatomi-nsn.gov'; Diane Hunter; kstand@peoriatribe.com; 'Matthew.Bussler@pokagonband-nsn.gov'; tonya@shawnee-tribe.com
Cc: Elizabeth Biggio; Carmany-George, Karstin (FHWA); Miller, Shaun (INDOT); Ross, Anthony
Subject: TRAX Project: Des. Nos. 1801932 (Lead) and 1900842; archaeology report; 13th Street and 8th Avenue Grade Separation, City of Terre Haute, Vigo County, Indiana
Attachments: 13th St & 8th Ave Grade Separation_Des1801932_Post ECL Report Distribution_2021-08-18.pdf

Des. No.: 1801932 (Lead) and 1900842

Project Description: Railroad Grade Separation

Location: 8th Ave. between 12th St. and the Spencer Park driveway east of 14th St. and 13th St. between 5th Ave. and E. Beech St., City of Terre Haute, Vigo County

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As part of Section 106 of the National Historic Preservation Act, an Archaeology Report has been prepared and is ready for review and comment by consulting parties (Tribes only).

Please review this documentation, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Lead Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Matt Coon

Archaeologist, Cultural Resources Office

Indiana Department of Transportation

100 North Senate Ave., **N758-Environmental Services**

Indianapolis, IN 46204

Phone: 317-697-9752



PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538

P.O. Box 1527

MIAMI, OKLAHOMA 74355

CHIEF
Craig Harper

SECOND CHIEF
vacant

August 19, 2021

Shaun Miller
Tribal Liaison
INDOT- Cultural Resources Office
100 N Senate Ave. N758-ES
Indianapolis, IN 46204

Re: Trax Project- 13th St. & 8th Ave, over the CSX RR. City of Terre Haute, Vigo County, IN. Harrison Township, blockage from Train Traffic.

Thank you for providing notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is unaware of any documentation directly linking Indian Religious Sites to the newly proposed project location. There appear to be no objects of cultural significance or artifacts linked to our tribe located on or near the project location.

The Peoria Tribe of Indians of Oklahoma is unaware of items covered under NAGPRA (Native American Graves Protection and Repatriation Act) to be associated with the proposed project site. These items include funerary or sacred objects; objects of cultural patrimony; or ancestral human remains.

The Peoria Tribe has no objection at this time to the proposed trax project. If, however, at any time items are discovered which fall under the protection of NAGPRA, the Peoria Tribe requests immediate notification and consultation. In addition: state, local and tribal authorities should be advised as to the findings and construction halted until consultation with all concerned parties has occurred.

Karen Stand
Assistant Cultural Officer

TREASURER
Hank Downum

SECRETARY
Tonya Mathews

FIRST COUNCILMAN
Carolyn Ritchey

SECOND COUNCILMAN
Kara North

THIRD COUNCILMAN
Isabella Burrell

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov



September 14, 2021

Elizabet Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240

Federal Agency: Indiana Department of Transportation ("INDOT"),
on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: Phase Ia archaeological literature review and reconnaissance survey report (Smith, 8/13/2021) for
a proposed railroad grade separation project on 13th Street and 8th Avenue over the CSX Railroad
(a Local Trax Project) in Terre Haute, Vigo County, Indiana (Des. No. 1801932 & 1900842;
DHPA No. 26763)

Dear Ms. Biggio:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your August 18, 2021, review request submittal form, which enclosed the aforementioned archaeology report, received the same day, for this project.

As previously indicated, for the purposes of the Section 106 review of this federal undertaking, we agree that there are no historic properties listed or eligible for inclusion in the National Register of Historic Places ("NRHP") located within the project's area of potential effects.

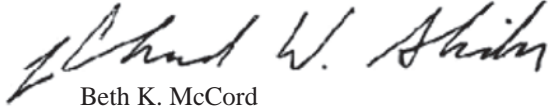
Thank you for the submission of the archaeological reconnaissance report by SJCA, Inc. (Smith, 8/13/2021). A review of the report indicates that four archaeological sites were documented as a result of the reconnaissance survey. Sites 12-Vi-1858, 1859, and 1860 are all historic scatters related to no longer extant late 19th-early 20th century structures, 12-Vi-1861 is a small early 20th century historic artifact scatter. None of the sites appear to be eligible for inclusion in the NRHP, and therefore we concur with the recommendation that the project may proceed without further archaeological reconnaissance.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. 800.

Unless another consulting party expresses a different opinion about this project's effects, it might now be appropriate to ask INDOT for a finding.

The Indiana SHPO staff's archaeological reviewer for this project is Rachel Sharkey, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project. In all future correspondence about the railroad grade separation project on 13th Street and 8th Avenue in Terre Haute, Vigo County (Des. No. 1801932 & 1900842), please continue to refer to DHPA No. 26763.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:RAS:ras

emc: Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Anthony Ross, INDOT
Susan Branigin, INDOT
Elizabeth Biggio, Butler, Fairman, & Seufert, Inc.
Kirk Smith, SJCA, Inc.
Miami Tribe of Oklahoma
Forest County Potawatomi Community
Danielle Kauffmann, DNR-DHPA
Rachel Sharkey, DNR-DHPA



EASTERN SHAWNEE CULTURAL PRESERVATION DEPARTMENT

70500 East 128 Road, Wyandotte, OK 74370

October 21, 2021

INDOT - Indiana Department of Transportation
100 N. Senate Ave. IGCN642
Indianapolis, IN 46201

RE: *Des No 1801932(Lead) and 1900842, Vigo County, Indiana*

Dear Mr. Coon,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Vigo County, Indiana. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a)). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.

Sincerely,

Paul Barton, Tribal Historic Preservation Officer (THPO)
Eastern Shawnee Tribe of Oklahoma
(918) 666-5151 Ext:1833

Elizabeth Biggio

From: Elizabeth Biggio
Sent: Monday, November 15, 2021 9:45 AM
To: rsharkey@dnr.in.gov; Kauffmann, Danielle
Cc: Ross, Anthony; 'Coon, Matthew'; rscott@bfsenr.com; Michael Matel; Springer, Jason
Subject: TRAX Project: Des. Nos. 1801932 (Lead) and 1900842; NHPA Finding; 13th Street and 8th Avenue Grade Separation, City of Terre Haute, Vigo County, Indiana

Categories: Filed by Newforma

The City of Terre Haute, with administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a grade separation of 13th Street and 8th Avenue over the CSX Railroad, Lead Des. No. 1801932 (Lead; road work) and Des. No. 1900842 (bridge). This project, which is part of the INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future. The Section 106 Early Coordination Letter for this project was originally distributed on November 30, 2020. In addition, a Historic Property Report was distributed on March 1, 2021, and an Archaeology Report (Tribes only) was distributed on August 18, 2021.

INDOT, on behalf of FHWA, has signed a finding of "No Historic Properties Affected" for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other consulting parties that responded to the early coordination letter are being provided the documentation for this finding. You can view the determination of "No Historic Properties Affected", electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the lead Des. No. is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Elizabeth Biggio
Architectural Historian

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |
p 317-713-4615 | f 317-713-4616
EBiggio@bfsengr.com | www.BFSEngr.com



November 22, 2021

Elizabet Biggio
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240

Federal Agency: Indiana Department of Transportation (“INDOT”),
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Indiana Department of Transportation’s finding of “no historic properties affected” on behalf
of the Federal Highway Administration for a proposed railroad grade separation project on 13th
Street and 8th Avenue over the CSX Railroad (Local Trax Project) (Des. No. 1801932 &
1900842; DHPA No. 26763)

Dear Ms. Biggio:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your November 15, 2021, submission, which enclosed INDOT’s finding and supporting documentation, received by our office the same day for this project in Terre Haute, Vigo County, Indiana.

As previously indicated, for the purposes of the Section 106 review of this federal undertaking, we agree that there are no historic properties listed or eligible for inclusion in the National Register of Historic Places (“NRHP”) located within the project’s area of potential effects.

Also as previously indicated, archaeological sites 12-Vi-1858, -1859, and -1860 are all historic scatters related to no longer extant late 19th-early 20th century structures, and site 12-Vi-1861 is a small early 20th century historic artifact scatter. None of the sites appear to be eligible for inclusion in the NRHP, and therefore we concur with the recommendation that the project may proceed without further archaeological reconnaissance.

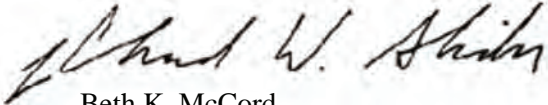
Accordingly, we concur with INDOT’s November 12, 2021, Section 106 finding of “No Historic Properties Affected” on behalf of FHWA for this federal undertaking.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Indiana SHPO within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The Indiana SHPO staff's archaeological reviewer for this project is Rachel Sharkey, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the 13th Street and 8th Avenue railroad grade separation project in Vigo County (Des. No. 1801932 & 1900842), please refer to DHPA No. 26763.

Very truly yours,

A handwritten signature in black ink, appearing to read "Beth K. McCord", is written over a light blue rectangular background.

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Anthony Ross, INDOT
Elizabeth Biggio, Butler, Fairman, & Seufert, Inc.
Forest County Potawatomi Community
Miami Tribe of Oklahoma
Danielle Kauffmann, DNR-DHPA
Rachel Sharkey, DNR-DHPA

Public Notice
Des. No. 1801932 and 1900842

The City of Terre Haute is planning to undertake a railroad grade separation project as part of INDOT's Local Trax program and may receive funding from the Federal Highway Administration (FHWA) in the future. The project is located the intersection of 13th Street and 8th Avenue and the CSX Railroad.

Under the preferred alternative, the project would involve the construction of two 110-foot diameter raised roundabouts, connected by an approximately 120-foot long single-span bridge, to carry traffic on 13th Street and 8th Avenue over the CSX Railroad, eliminating the at-grade railroad crossings. Approximately 3,700 feet of Mechanically Stabilized Earth (MSE) retaining wall will be installed along the approaches. Due to the MSE walls, the following streets will become dead-ends at 8th Avenue: N. 12th Street (cul-de-sac), Garfield Avenue, and the alley between Garfield Avenue and 13th Street. Plum Street and the alley between 8th and 7th avenues will become dead-ends at 13th Street. Railroad Street will be closed. Existing sidewalks and curb ramps within the project area will be replaced with Americans with Disabilities Act-compliant facilities. The project is approximately 0.21 mile long. Approximately 3.99 acres of permanent and 4.09 acres of temporary right-of-way acquisition will be required. The project will require closure of 13th Street and 8th Avenue and the institution of a detour.

The proposed action does not impact properties listed in or eligible for the National Register of Historic Places. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued a "No Historic Properties Affected" finding for the project due to the fact that no historic properties are present within the Area of Potential Effects (APE). In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(1), the documentation specified in 36 CFR 800. 11(d) is available for inspection in Butler, Fairman, & Seufert, Inc. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents>. This documentation serves as the basis for the "No Historic Properties Affected" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Elizabet Biggio, Butler, Fairman, & Seufert, Inc., 9450 Westfield Blvd. Suite 300, Indianapolis, IN 46240, 317-713-4615, ebiggio@bfsengr.com later than December 20, 2021.

In accordance with the "Americans with Disabilities Act", if you have a disability for which the City of Terre Haute needs to provide accessibility to the document(s) such as interpreters or readers, please contact Josey Daugherty, ADA Coordinator at 812-244-4903 or engineering@terrehaute.in.gov.

Tribune Star Publishing
2800 Poplar
Terre Haute, IN 47803

Fairman & Seufert, Inc
 (Governmental Unit)
 Madison County, Indiana

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

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 1 times. The dates of publication being as follows:

November 20, 2021

Additionally, the statement checked below is true and correct:

- ☐ Newspaper does not have a Web site.
☒ Newspaper has a Web site and this public notice was posted on the same day as it was published in the newspaper.
☐ Newspaper has a Web site, but due to technical problem or error, publish notice was posted on
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Date: November 20, 2021

Title: Legal Advertising Clerk



SANDRA SEELEY
 Notary Public

Vigo County, State of Indiana
 Commission Expires Feb. 16, 2023

Public Notice
Des. No. 1801932 and 1900842

The City of Terre Haute is planning to undertake a railroad grade separation project as part of INDOT's Local Trax program and may receive funding from the Federal Highway Administration (FHWA) in the future. The project is located the intersection of 13th Street and 8th Avenue and the CSX Railroad.

Under the preferred alternative, the project would involve the construction of two 110-foot diameter raised roundabouts, connected by an approximately 120-foot long single-span bridge, to carry traffic on 13th Street and 8th Avenue over the CSX Railroad, eliminating the at-grade railroad crossings. Approximately 3,700 feet of Mechanically Stabilized Earth (MSE) retaining wall will be installed along the approaches. Due to the MSE walls, the following streets will become dead-ends at 8th Avenue: N. 12th Street (cul-de-sac), Garfield Avenue, and the alley between Garfield Avenue and 13th Street. Plum Street and the alley between 8th and 7th avenues will become dead-ends at 13th Street. Railroad Street will be closed. Existing sidewalks and curb ramps within the project area will be replaced with Americans with Disabilities Act-compliant facilities. The project is approximately 0.21 mile long. Approximately 3.99 acres of permanent and 4.09 acres of temporary right-of-way acquisition will be required. The project will require closure of 13th Street and 8th Avenue and the institution of a detour.

The proposed action does not impact properties listed in or eligible for the National Register of Historic Places. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued a "No Historic Properties Affected" finding for the project due to the fact that no historic properties are present within the Area of Potential Effects (APE). In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a) (4). Pursuant to 36 CFR 800.4(d)(1), the documentation specified in 36 CFR 800.11(d) is available for inspection in Butler, Fairman, & Seufert, Inc. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106-Documents>. This documentation serves as the basis for the "No Historic Properties Affected" finding.

The views of the public on this effect finding are being sought. Please reply with any comments to Elizabeth Biggio, Butler, Fairman, & Seufert, Inc., 9450 Westfield Blvd. Suite 300, Indianapolis, IN 46240, 317-713-4615, ebiggio@bfsengr.com later than 12/20/2021.

In accordance with the "Americans with Disabilities Act", if you have a disability for which the City of Terre Haute needs to provide accessibility to the document(s) such as interpreters or readers, please contact Josey Daugherty, ADA Coordinator at 812-244-4903 or engineering@terrehaute.in.gov 277371-T/S-11/20-hspaxlp

ADDENDUM
FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
13TH STREET AND 8TH AVENUE GRADE SEPARATION
TERRE HAUTE, VIGO COUNTY, INDIANA
DES. NO.: 1801932 and 1900842

AREA OF POTENTIAL EFFECTS

(Pursuant to 36 CFR Section 800.4(a)(1))

The Area of Potential Effects (APE) includes the existing and proposed right-of-way (ROW), immediately adjacent properties, and those areas where a visual differentiation may occur between an existing structure and the project area. The APE consists of an approximately 0.20 mile radius from the intersection of 8th Avenue and 13th Street, with an extension around Spencer Park, to allow for the potential extent of visual impacts from new bridges. The Archaeological APE is represented by the 13.1-acre survey area that includes the project footprint.

ELIGIBILITY DETERMINATIONS

(Pursuant to 36 CFR 800.4(c)(2))

As a result of the original approved Section 106 identification and evaluation efforts, the APE does not contain any properties listed in or eligible for the National Register of Historic Places (NRHP).

No additional properties were found to be eligible for the NRHP as a result of additional archaeological investigations.

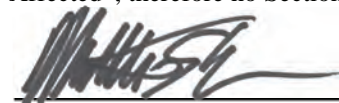
EFFECT FINDING

A finding of "No Historic Properties Affected" was signed on November 12, 2021. INDOT, acting on FHWA's behalf, has determined a "No Historic Properties Affected" remains appropriate for this undertaking. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

No changes to Section 4(f) compliance requirements have occurred as a result of the additional archaeological investigations.

This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore no Section 4(f) evaluation is required.



Matthew S. Coon, for FHWA
Manager
INDOT Cultural Resources

March 13, 2013
Approved Date

FEDERAL HIGHWAY ADMINISTRATION
ADDENDUM DOCUMENTATION OF SECTION 106 FINDING OF
NO HISTORIC PROPERTIES AFFECTED
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.4(d)(1)
13TH STREET AND 8TH AVENUE GRADE SEPARATION
TERRE HAUTE, VIGO COUNTY, INDIANA
DES. NO.: 1801932 and 1900842

1. DESCRIPTION OF THE UNDERTAKING

The City of Terre Haute, with administrative oversight from the Indiana Department of Transportation (INDOT), proposes a grade separation of the intersection of 13th Street and 8th Avenue over the CSX Railroad on the north side of the City of Terre Haute (Des. Nos. 1801932 (Lead) and 1900842). Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. This project, which is part of INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future.

The project is within Harrison Township, on the USGS Terre Haute, Indiana Quadrangle, in Section 15, Township 12 North, Range 9 West (Appendix A, A2). Land use in the area is mixed, consisting of residential neighborhoods at the periphery, commercial and industrial properties concentrated near the intersection of 8th Avenue and 13th Street, and one park. The total project length is approximately 0.52 mile. Approximately 3.99 acres of permanent and 4.09 acres of temporary right-of-way acquisition will be required.

INDOT, on behalf of FHWA, issued a finding of "No Historic Properties Affected" on November 12, 2021. The Indiana State Historic Preservation Officer (SHPO) concurred with the finding in a letter dated November 22, 2021. This addendum to the documentation of the Section 106 finding of "No Historic Properties Affected" summarizes additional investigations conducted on excess parcels not documented in the original finding.

Need for Additional Investigation

The project scope has not been changed from the original finding (Appendix C, C1-C4).

Eight residential and six commercial relocations will take place as part of the project. The original finding documented only areas anticipated to be disturbed by project construction. Because it is anticipated buildings would be demolished on the acquired properties, archaeological investigation of the full parcels was necessary (Appendix A, A4).

Revised Area of Potential Effects

The Area of Potential Effects (APE) includes the existing and proposed ROW, immediately adjacent properties, and those areas where a visual differentiation may occur between an existing structure and the project area. The above-ground APE has not changed. The archaeological APE was increased by 2.4 acres, from 10.7 acres to 13.1 acres.

2. EFFORTS TO IDENTIFY ADDITIONAL HISTORIC PROPERTIES

The revised archaeological APE was investigated to identify additional historic properties. A supplemental Phase Ia archaeological reconnaissance was conducted by SJCA, Inc. on December 4 and December 19, 2022 to investigate the additional parcels. Seven (7) previously unrecorded sites (12Vi1866 to 12Vi1872) were identified and the boundary of site 12Vi1860 was extended. Sites 12Vi1866 to 12Vi1872 are associated with existing urban residences, while the additional work at site 12Vi1860 indicated that it was affiliated with two non-extant dwellings. None of the sites are considered eligible for listing in the NRHP, and no further work was recommended on sites 12Vi1860 and 12Vi1866 to 12Vi1872 in the resulting archaeological report (Appendix B, B1-B5).

The supplemental archaeological report will be provided to the Indiana SHPO and consulting parties concurrently with this finding addendum.

3. BASIS FOR FINDING

INDOT, on behalf of FHWA, issued the original finding of “No Historic Properties Affected” on November 12, 2021. A public notice was published in the *Terre Haute Tribune-Star* on November 12, 2021 offering the public an opportunity to submit comment. The SHPO concurred with the finding in a letter dated November 22, 2021. No other responses were received.

Additional project information and the supplemental archaeological report will be sent to the SHPO and consulting parties concurrently with this finding addendum.

A finding of “*No Historic Properties Affected*” remains appropriate for this project because there are no properties listed in or eligible for the National Register.

A Section 106 public notice will be published in the *Terre Haute Tribune-Star* offering the public the opportunity to make comments on INDOT’s “*No Historic Properties Affected*” finding. A 30 day comment period will be given. The document will be revised, if necessary, after the public notice to reflect any comments received.

APPENDIX

Appendix A: Additional Graphics

Appendix B: Excerpt from the Addendum Archaeology Report

Appendix C: Original “No Historic Properties Affected” Finding Text

Ryan Scott

From: Passmore, Andrew D <APassmore@indot.IN.gov>
Sent: Thursday, December 8, 2022 3:17 PM
To: Ryan Scott
Cc: Coon, Matthew
Subject: RE: Updated ROW for Des. No. 1900842; Terre Haute Trax

Hi Ryan!

I was able to speak with Matt yesterday and had not had a chance to draft a response yet.

Since the investigations will be part of the 106 review/process, Matt and I will feel most comfortable with holding off for the EA and FONSI until after these investigations have taken place. Section 106 should be wrapped up before the NEPA approval, and that is our reasoning for holding the NEPA approval until after the additional archeological investigations. Matt, please correct me if I said anything incorrectly.

Let me know if you have any questions. Thanks!

Drew Passmore

Major Projects/LPA Review Liaison

Environmental Services Division
Indiana Department of Transportation
100 N Senate Ave N758-ES
Indianapolis, IN 46204
Phone: (317) 439-7500

From: Ryan Scott <RScott@bfsengr.com>
Sent: Thursday, December 8, 2022 2:08 PM
To: Passmore, Andrew D <APassmore@indot.IN.gov>
Subject: FW: Updated ROW for Des. No. 1900842; Terre Haute Trax
Importance: High

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Good afternoon, Andrew,

Hope you are having a good week!

I wanted to follow up on my email and question from Monday (see below). Please let me know if we can proceed with the EA re-submittal with an added firm commitment to perform a Phase Ia investigation of the excess land areas (that extend outside of the originally surveyed area) prior to demolition activities.

Thank you!
Ryan



Ryan Scott
Environmental Services



**Addendum: A Phase Ia Archaeological Reconnaissance Survey
for the Proposed 13th Street and 8th Avenue over the CSX
Railroad, Local Trax Railroad Grade Separation Project
(INDOT Des. Nos. 1801932 and 1900842) in the City of Terre
Haute, Harrison Township, Vigo County, Indiana**

Archaeological report

Lead Agency: Federal Highway Administration

March 8, 2023

Prepared for:

Butler, Fairman, & Seufert
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240



Christopher Jackson, M.S., RPA
Archaeologist, Historian/QP
SJCA Inc.
9102 North Meridian Street, Suite 200
Indianapolis, Indiana 46260

p. 317.566.0629

f. 866.422.2046

e. cjackson@sjcainc.com

ABSTRACT

Butler, Fairman & Seufert, Inc. contracted SJCA to conduct a Phase Ia archaeological reconnaissance survey for the proposed 13th Street and 8th Avenue grade separation, Terre Haute Local Trax Railroad Grade Separation Project (INDOT Des. Nos. 1801932 and 1900842) in the City of Terre Haute, Harrison Township, Vigo County, Indiana.

The Local TRAX rail overpass program is a partnership with the Indiana Department of Transportation (INDOT), local communities, businesses, industry, and railroads to improve the quality of life for residents through large-scale, rail-related transportation projects. This project, which is part of INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future.

Since the Phase Ia archaeological survey of the proposed project, which was conducted by SJCA in May 2021 (Smith 2021), it was determined that a Phase Ia archaeological investigation needed to be undertaken on two excess tracts and additional temporary right-of-way that were not examined during the original survey. These three areas, designated Tracts 1 to 3, that were examined by this addendum investigation.

The original and addendum survey areas lie at the center of Section 15, Township 12 North, Range 9 West. The proposed project encompassed 13.1 acres, which entails 10.7 acres for the original survey area and 2.4 acres for the addendum survey area. The addendum survey area can be further broken down into 1.4 acres for Tract 1, 0.1 acre for Tract 2, and 0.9 acre for Tract 3.

An updated records review indicated that no section of the addendum survey area has been professionally examined, and that no sites have been previously recorded.

The survey recorded seven previously undocumented sites (12VI1866 to 12VI1872) and extended the boundary of site 12VI1860. Sites 12VI1866 to 12VI1872 are associated with existing urban residences, while the additional work at site 12VI1860 indicated that it was affiliated with two dwellings recorded on Sanborn Fire Insurance maps and aerial photographs. By 2003, both buildings had been razed.

Artifacts collected from the sites are representative of general refuse disposal. While historic features were recorded at some of the sites, it is believed that further work on these sites would not provide information that would enhance our understanding of the mid-20th century history of the region. Therefore, the sites fail to meet the minimum criteria for placement in the National Register of Historic Places (NRHP). No further work is recommended on sites 12VI1860 and 12VI1866 to 12VI1872.

It is recommended, based on the information gathered from the addendum investigation and the original survey, that no further archaeological work should be conducted in the addendum survey area. Therefore, the proposed project can proceed.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery needs to be reported to the Indiana Department of Natural Resources-Division of Historic Preservation and Archaeology (IDNR-DHPA) within two business days, as well as to the Cultural Resources Office of INDOT. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

Elizabeth Biggio

From: Coon, Matthew <mcoon@indot.IN.gov>
Sent: Sunday, March 12, 2023 11:36 AM
To: Scott Henley (Jeffrey Scott)
Cc: Ryan Scott; Michael Matel; Chris Jackson; Elizabeth Biggio; Branigin, Susan; Alexander, Kelyn
Subject: RE: 13th St. and 8th St. Street Grade Separation- Des 1801932 and 1900842- TRAX Project- 800.11d Addendum

Scott,

Thank you for making the requested revisions. I do not have any additional comments on the report.

Unfortunately, it appears that my comments on the Addendum 800.11, DL, and email were accidentally not forwarded to you due to an error on our part, for which we apologize. Please find my comments in ProjectWise:

[13th St & 8th Ave Grade Separation Des1801932 Addendum 800.11doc 2023-01-16 INDOTComments.pdf](#)
[13th St & 8th Ave Grade Separation Des 1801932 and 1900842 AddendumEmail INDOTComments.docx](#)
[Des 1801932 and 1900842 Des 1801932 and 1900842 Addendum Dist 2023-01-16 INDOTComments.doc](#)

The revised Phase Ia report is ready for upload to IN SCOPE along with the DL and Addendum 800.11 once they have been revised per Susan Branigin's comments of March 8 and my comments linked above. Once the documents are released in IN SCOPE, SHPO should be provided with both a hard copy and PDF copy of the materials and non-tribal consulting parties should be notified of the availability of the DL, Addendum 800.11, and Phase Ia (Tribes only) for their review (please copy the CRO review staff on the distribution to SHPO and other consulting parties). INDOT will then notify tribes of the availability of those documents and the Phase Ia report for their review.

Please let us know if you have any question.

Sincerely,

Matt Coon

Manager, Cultural Resources Office

Interim Archaeology Team Lead

Acting Tribal Liaison

Indiana Department of Transportation

100 North Senate Ave., N758 — Environmental Services

Indianapolis, IN 46204

Phone: 317-697-9752

Email: mcoon@indot.in.gov



From: Scott Henley (Jeffrey Scott) <shenley@sjcainc.com>

Sent: Wednesday, March 8, 2023 7:36 PM

To: Coon, Matthew <mcoon@indot.IN.gov>

Cc: rscott <rscott@bfsengr.com>; Michael Matel <MMatel@bfsengr.com>; Chris Jackson <cjackson@sjcainc.com>;

Elizabet Biggio

From: Coon, Matthew <mcoon@indot.IN.gov>
Sent: Monday, March 13, 2023 1:23 PM
To: Elizabet Biggio
Cc: Ryan Scott; Alexander, Kelyn; Michael Matel; Holder, Jason; Branigin, Susan
Subject: RE: 13th St. and 8th St. Street Grade Separation- Des 1801932 and 1900842- TRAX Project- 800.11d Addendum

Hi Elizabet,

There were a couple of lingering issues in the 800.11 that need to be addressed: [13th St & 8th Ave Grade Separation Des1801932 Addendum 800.11doc 2023-03-13 INDOTcomments.pdf](#)

Susan is out today, so if you want to revise and upload to IN SCOPE please select me as the reviewer and I will release the documents.

Thanks,

Matt Coon

Manager, Cultural Resources Office

Interim Archaeology Team Lead

Acting Tribal Liaison

Indiana Department of Transportation

100 North Senate Ave., N758 — Environmental Services

Indianapolis, IN 46204

Phone: 317-697-9752

Email: mcoon@indot.in.gov



From: Elizabet Biggio <EBiggio@bfsengr.com>
Sent: Monday, March 13, 2023 7:45 AM
To: Branigin, Susan <SBranigin@indot.IN.gov>
Cc: Coon, Matthew <mcoon@indot.IN.gov>; rscott <rscott@bfsengr.com>; Alexander, Kelyn <KAlexander3@indot.IN.gov>; Michael Matel <MMatel@bfsengr.com>; Holder, Jason <JHolder@indot.IN.gov>
Subject: RE: 13th St. and 8th St. Street Grade Separation- Des 1801932 and 1900842- TRAX Project- 800.11d Addendum

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Susan,

I have revised the 800.11 documents to also incorporate Matt's comments (some of the seemed to be duplicates).

[13th St & 8th Ave Grade Separation Des1801932 Addendum 800.11doc 2023-03-13.pdf](#)
[13th St & 8th Ave Grade Separation Des 1801932 and 1900842 AddendumEmail.docx](#)
[Des 1801932 and 1900842 Des 1801932 and 1900842 Addendum Dist 2023-03-13.doc](#)



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

March 14, 2023

This letter was sent to the listed parties.

RE: Trax Project: 13th Street and 8th Avenue over the CSX RR; Des. Nos. 1801932 (Lead; Road) and 1900842 (Bridge), City of Terre Haute, Vigo County, IN

Dear Consulting Party (see attached list),

The City of Terre Haute, with administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a railroad grade separation project on 13th Street and 8th Avenue over the CSX Railroad, Lead Des. No. 1801932 (lead; road) and Des. No. 1900842 (bridge). This project, which is part of the INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A "No Historic Properties Affected" finding for this project was signed November 12, 2021. Since that time further cultural resource investigations have been conducted on excess parcels.

The proposed undertaking is located on 8th Avenue between 12th Street and the Spencer Park driveway east of 14th Street and on 13th Street between 5th Avenue and E. Beech Street. The project is within Harrison Township, on the USGS Terre Haute, Indiana Quadrangle, in Section 15, Township 12 North, Range 9 West.

The scope of the project has not changed. Eight residential and six commercial relocations will take place as part of the project. The original finding documented only areas anticipated to be disturbed by project construction. Because it is anticipated buildings would be demolished on the acquired properties, archaeological investigation of the full parcels was necessary.

Butler, Fairman, & Seufert (BF&S) is under contract with the City of Terre Haute to complete the environmental documentation, including the Section 106 documentation, for the project. SJCA, Inc. was subcontracted to complete archaeological investigations.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic

Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The above-ground APE did not change. The archaeological APE was increased by 2.4 acres. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, no properties were recommended as eligible for listing in the NRHP.

Regarding archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified seven (7) previously unrecorded sites (12Vi1866 to 12Vi1872) in the survey area and extended the boundary of site 12Vi1860. Sites 12Vi1866 to 12Vi1872 are associated with existing urban residences, while the additional work at site 12Vi1860 indicated that it was affiliated with two non-extant dwellings. None of the sites are considered eligible for listing in the NRHP, and no further work is recommended on sites 12Vi1860 and 12Vi1866 to 12Vi1872.

The supplemental Archaeology Report (Tribes only) and addendum 800.11(d) "No Historic Properties Affected" finding are available for review in IN SCOPE at <https://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request within seven days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

All future responses regarding the proposed project should be forwarded to BF&S at the following address:

Elizabeth Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, IN 46240
ebiggio@bfsengr.com

Tribal Contacts, please respond to INDOT's Acting Tribal Liaison, Matt Coon at mcoon@indot.in.gov (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Sincerely,



Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Enclosures:

Addendum 800.11(d) Finding
Supplemental Archaeology Report (Tribes Only)

Distribution List:

Indiana State Historic Preservation Officer
Miami Tribe of Oklahoma
Forest County Potawatomi Community

Public Notice
Des. No. 1801932 and 1900842

The City of Terre Haute is planning to undertake a railroad grade separation project as part of INDOT's Local Trax program and may receive funding from the Federal Highway Administration (FHWA) in the future. The project is located the intersection of 13th Street and 8th Avenue and the CSX Railroad.

Under the preferred alternative, the project would involve the construction of two 110-foot diameter raised roundabouts, connected by an approximately 120-foot long single-span bridge, to carry traffic on 13th Street and 8th Avenue over the CSX Railroad, eliminating the at-grade railroad crossings. Approximately 3,700 feet of Mechanically Stabilized Earth (MSE) retaining wall will be installed along the approaches. Due to the MSE walls, the following streets will become dead-ends at 8th Avenue: N. 12th Street (cul-de-sac), Garfield Avenue, and the alley between Garfield Avenue and 13th Street. Plum Street and the alley between 8th and 7th avenues will become dead-ends at 13th Street. Railroad Street will be closed. Existing sidewalks and curb ramps within the project area will be replaced with Americans with Disabilities Act-compliant facilities. The project is approximately 0.52 mile long. Approximately 3.99 acres of permanent and 4.09 acres of temporary right-of-way acquisition will be required. The project will require closure of 13th Street and 8th Avenue and the institution of a detour.

The proposed action does not impact properties listed in or eligible for the National Register of Historic Places. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued an addendum to the "No Historic Properties Affected" finding for the project. No historic properties are present within the revised Area of Potential Effects (APE). In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(1), the documentation specified in 36 CFR 800. 11(d) is available for inspection in the offices of Butler, Fairman, & Seufert, Inc. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents>. This documentation serves as the basis for the "No Historic Properties Affected" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Elizabeth Biggio, Butler, Fairman, & Seufert, Inc., 9450 Westfield Blvd. Suite 300, Indianapolis, IN 46240, 317-713-4615, ebiggio@bfsengr.com later than April 17, 2023.

In accordance with the "Americans with Disabilities Act", if you have a disability for which the City of Terre Haute needs to provide accessibility to the document(s) such as interpreters or readers, please contact Josey Daugherty, ADA Coordinator at 812-244-4903 or engineering@terrehaute.in.gov.

291375

TRIBUNE STAR

O P.O. BOX 149
TERRE HAUTE, IN 47808

I hereby certify that the attached advertisement of PUBLIC NOTICE DES. NO. 18
in space of 79.81 lines was published in the TRIBUNE STAR
On :

03/18/2023

Subscribed and sworn to before me this

20th day of March, 2023

Public Notice Des. No. 1801632 and 1800642

The City of Terre Haute is planning to undertake a railroad grade separation project as part of INDOT's Local Trax program and may receive funding from the Federal Highway Administration (FHWA) in the future. The project is located at the intersection of 13th Street and 8th Avenue and the CSX Railroad.

Under the preferred alternative, the project would involve the construction of two 110-foot diameter raised roundabouts, connected by an approximately 120-foot long single-span bridge, to carry traffic on 13th Street and 8th Avenue over the CSX Railroad, eliminating the at-grade railroad crossings. Approximately 3,700 feet of Mechanically Stabilized Earth (MSE) retaining wall will be installed along the approaches. Due to the MSE walls, the following streets will become dead-ends at 8th Avenue: N. 12th Street (cul-de-sac), Garfield Avenue, and the alley between Garfield Avenue and 13th Street. Plum Street and the alley between 8th and 7th avenues will become dead-ends at 13th Street. Railroad Street will be closed. Existing sidewalks and curb ramps within the project area will be replaced with Americans with Disabilities Act-compliant facilities. The project is approximately 0.52 mile long. Approximately 3.99 acres of permanent and 4.09 acres of temporary right-of-way acquisition will be required. The project will require closure of 13th Street and 8th Avenue and the institution of a detour.

The proposed action does not impact properties listed in or eligible for the National Register of Historic Places. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued an addendum to the "No Historic Properties Affected" finding for the project. No historic properties are present within the revised Area of Potential Effects (APE). In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(1), the documentation specified in 36 CFR 800.11(d) is available for inspection in Butler, Fairman, & Seutert, Inc. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://ems.indot.in.gov/Section106Documents>. This documentation serves as the basis for the "No Historic Properties Affected" finding. The views of the public on this effect finding are being sought. Please arrive with any com-

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov



May 8, 2023

Elizabet Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240

Federal Agency: Indiana Department of Transportation ("INDOT"),
on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: Addendum Phase Ia archaeological field reconnaissance survey report (Jackson, 01/16/2023), and
addendum 800.11 information, for a proposed railroad grade separation project on 13th Street and
8th Avenue over the CSX Railroad - Trax Project, located at the City of Terre Haute, Vigo County,
Indiana (Des. Nos. 1801932 & 1900842; DHPA No. 26763)

Dear Ms. Biggio:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your March 14, 2023, submission, which enclosed the Addendum Phase Ia archaeological field reconnaissance survey report (Jackson, 01/16/2023), and INDOT's addendum 800.11 finding and supporting documentation, all of which was received by our office March 14, 2023, for this project located at the City of Terre Haute, Vigo County, Indiana.

As previously indicated, for the purposes of the Section 106 review of this federal undertaking, we agree that there are no historic properties listed or eligible for inclusion in the National Register of Historic Places ("NRHP") located within the project's area of potential effects.

Additionally, as previously indicated, in terms of archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the original portions of the proposed project area. We concur with the opinions of the archaeologists, as expressed in the previously-submitted Phase Ia archaeological field reconnaissance survey report (Arnold and Giedd, 02/28/2022), that archaeological sites 12-Vi-1858, 12-Vi-1859, 12-Vi-1860, and 12-Vi-1861 do not appear to be eligible for inclusion in the NRHP.

Additionally, in terms of archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the additional portions of the proposed project area. We concur with the opinions of the archaeologists, as expressed in the Addendum Phase Ia archaeological field reconnaissance survey report (Jackson, 01/16/2023), that archaeological sites 12-Vi-1866, 12-Vi-1867, 12-Vi-1868, 12-Vi-1869, 12-Vi-1870, 12-Vi-1871, and 12-Vi-1872 (all of which were identified during these archaeological investigations), as well as archaeological site 12-Vi-1860 (which was resurveyed during these archaeological investigations), do not appear to be eligible for inclusion in the NRHP, and that no further archaeological investigations appear necessary within the additional portions of the proposed project area.

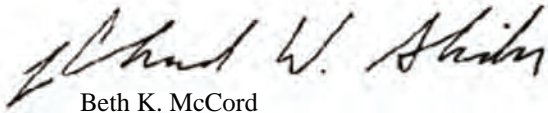
Accordingly, we concur with INDOT's March 13, 2023, Section 106 finding of "No Historic Properties Affected" on behalf of FHWA for this federal undertaking.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the railroad grade separation on 13th Street and 8th Avenue over the CSX Railroad project in the City of Terre Haute, Vigo County (Des. No. 180193 & 1900842), please refer to DHPA No. 26763.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wt

emc: Kari Carmany-George, FHWA
Matt Coon, INDOT
Susan Branigin, INDOT
Elizabeth Biggio, BF&S
Kirk Smith, SJCA, Inc.



EASTERN SHAWNEE CULTURAL PRESERVATION DEPARTMENT

70500 East 128 Road, Wyandotte, OK 74370

May 30, 2023

INDOT - Indiana Department of Transportation
100 N. Senate Ave. IGCN642
Indianapolis, IN 46201

RE: Des No. 1801932, Vigo County, IN

Dear Mr. Coon,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Vigo County, IN. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a)). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.

Sincerely,

Paul Barton, Tribal Historic Preservation Officer (THPO)
Eastern Shawnee Tribe of Oklahoma
(918) 666-5151 Ext:1833
THPO@estoo.net

From: [Passmore, Andrew D](#)
To: [Ryan Scott](#); [Mauro, Cindy E](#)
Subject: RE: Des. 1801932 & 1900842- Terre Haute Trax- Project Scope Addition
Date: Thursday, January 25, 2024 2:11:13 PM
Attachments: [image004.png](#)
[image007.png](#)
[image008.png](#)

Ryan,

You are correct. We will need 106 to be complete before we can approve the EA and complete public involvement.

Drew Passmore

NEPA Review Team Lead

Environmental Services Division
Indiana Department of Transportation
Cell: (317) 439-7500

From: Ryan Scott <RScott@bfsengr.com>
Sent: Wednesday, January 24, 2024 11:40 AM
To: Passmore, Andrew D <APassmore@indot.IN.gov>; Mauro, Cindy E <CMauro@indot.IN.gov>
Subject: FW: Des. 1801932 & 1900842- Terre Haute Trax- Project Scope Addition

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Good morning!

I wanted to update you both that we received official word from CRO on the need for additional archaeology on this project (see below).

With this requirement in place, I'm assuming the EA document cannot be submitted/approved (and the public hearing cannot occur) until Section 106 is completed. Is that correct?

Thank you both!
Ryan

Ryan Scott
Environmental Services
Butler, Fairman & Seufert, Inc.
p 317-713-4615
RScott@bfsengr.com | www.bfsengr.com

8450 Westfield Blvd., Suite 300, Indianapolis, IN 46240-8302

www.bfsengr.com



From: Alexander, Dawn <DaAlexander@indot.IN.gov>
Sent: Tuesday, January 23, 2024 4:27 PM
To: Elizabet Biggio <EBiggio@bfsengr.com>

Cc: Alexander, Kelyn <KAlexander3@indot.IN.gov>; Branigin, Susan <SBranigin@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>

Subject: RE: Des. 1801932 & 1900842- Terre Haute Trax- Project Scope Addition

Hi Elizabet,

You're correct, additional Phase Ia is required for the added scope. Demolishing the buildings is a ground-disturbing activity, these areas haven't been surveyed for archaeological resources to date, and the added areas appear to contain soils with the potential for intact archaeological resources.

Please let me know if there any other questions.

Best,

Dawn Alexander

Archaeologist, Cultural Resources Office

Indiana Department of Transportation

100 North Senate Ave., N758 — Environmental Services

Indianapolis, IN 46204

Cell: 463-245-7861

Email: daalexander@indot.IN.gov



From: Elizabet Biggio <EBiggio@bfsengr.com>

Sent: Wednesday, January 10, 2024 4:26 PM

To: Alexander, Dawn <DaAlexander@indot.IN.gov>

Subject: RE: Des. 1801932 & 1900842- Terre Haute Trax- Project Scope Addition

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Dawn,

We expect there to be federal funding for the relocations. Let me know if you need anything else.

Thanks,

Elizabet Biggio

Architectural Historian

Butler, Fairman & Seufert, Inc.

p 317-713-4615

EBiggio@bfsengr.com | www.bfsengr.com

8450 Westfield Blvd., Suite 300, Indianapolis, IN 46240-8302

www.bfsengr.com



From: Elizabet Biggio

Sent: Tuesday, December 19, 2023 3:13 PM

To: Alexander, Dawn <DaAlexander@indot.IN.gov>

Cc: Branigin, Susan <SBranigin@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>; Alexander, Kelyn <KAlexander3@indot.IN.gov>

Subject: RE: Des. 1801932 & 1900842- Terre Haute Trax- Project Scope Addition

Kelyn,

The existing buildings would very likely be demolished. No other work would take place outside the previously documented proposed ROW. As far as funding, we are not sure yet if the cost would be reimbursable or if the City would have to cover it themselves. It appears there is a reasonable argument to be made for the zoned commercial properties that changes in access would make them untenable.

If you need a definite answer, I may have to get back to you.

Thank you,

Elizabet Biggio

Architectural Historian

Butler, Fairman & Seufert, Inc.

p 317-713-4615

EBiggio@bfsengr.com | www.bfsengr.com

8450 Westfield Blvd., Suite 300, Indianapolis, IN 46240-8302

www.bfsengr.com

From: Alexander, Dawn <DaAlexander@indot.IN.gov>

Sent: Tuesday, December 19, 2023 2:10 PM

To: Elizabet Biggio <EBiggio@bfsengr.com>

Cc: Branigin, Susan <SBranigin@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>; Alexander, Kelyn <KAlexander3@indot.IN.gov>

Subject: RE: Des. 1801932 & 1900842- Terre Haute Trax- Project Scope Addition

Hi Elizabet,

I followed up with Matt for background on the first addendum Phase Ia. We need additional information to determine if additional archaeology work is required.

Are any ground-disturbance activities planned, including demolition?

How will the added scope be funded?

Thanks,

Dawn Alexander

Archaeologist, Cultural Resources Office

Indiana Department of Transportation

100 North Senate Ave., N758 — Environmental Services

Indianapolis, IN 46204

Cell: 463-245-7861

Email: daalexander@indot.IN.gov



From: Branigin, Susan <SBranchin@indot.IN.gov>

Sent: Monday, December 18, 2023 7:31 AM

To: Elizabet Biggio <EBiggio@bfsengr.com>

Cc: Coon, Matthew <mcoon@indot.IN.gov>; Alexander, Kelyn <KAlexander3@indot.IN.gov>; Alexander, Dawn <DaAlexander@indot.IN.gov>; Branigin, Susan <SBranchin@indot.IN.gov>

Subject: RE: Des. 1801932 & 1900842- Terre Haute Trax- Project Scope Addition

Elizabet,

Your question has been referred to the CRO staffers on this email; you should receive a response as soon as they are able to review the information.

Best regards,

Susan R. Branigin, MS

History Unit Team Lead/Supervisor

Cultural Resources Office (CRO)

Indiana Department of Transportation

100 North Senate Ave., N758 —Environmental Services

Indianapolis, IN 46204

Office/Cell: 317.417.1622

Email: sbranchin@indot.in.gov



From: Elizabet Biggio <EBiggio@bfsengr.com>

Sent: Thursday, December 14, 2023 1:13 PM

To: INDOT ESD.CRO <ESDCRO@indot.IN.gov>

Subject: Des. 1801932 & 1900842- Terre Haute Trax- Project Scope Addition

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Good afternoon,

Apologies for having to bring up an old project again, but the City of Terre Haute would like to add a business relocation and a couple of total takes to their grade separation project. The project design will not change. I would assume additional archaeology and addendum to the finding will be required as it was for the excess property completed earlier this year. However, I wanted to check to be sure. The parcels are highlighted below:



N →

Thank you.

Elizabet Biggio
Architectural Historian
Butler, Fairman & Seufert, Inc.
p 317-713-4615
EBiggio@bfsengr.com | www.bfsengr.com

8450 Westfield Blvd., Suite 300, Indianapolis, IN 46240-8302

www.bfsengr.com

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2nd Addendum: A Phase Ia Archaeological Reconnaissance Survey for the Proposed 13th Street and 8th Avenue over the CSX Railroad, Local Trax Railroad Grade Separation Project (INDOT Des. Nos. 1801932 and 1900842) in the City of Terre Haute, Harrison Township, Vigo County, Indiana

Archaeological report

Lead Agency: Federal Highway Administration

April 17, 2024

Prepared for:

Butler, Fairman, & Seufert
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240



Christopher Jackson, M.S., RPA
Archaeologist, Historian/QP
SJCA Inc.
9102 North Meridian Street, Suite 200
Indianapolis, Indiana 46260

p. 317.566.0629

f. 866.422.2046

e. cjackson@sjcainc.com

ABSTRACT

Butler, Fairman & Seufert, Inc. (Butler, Fariman & Seufert) contracted SJCA to conduct a Phase Ia archaeological reconnaissance survey for the proposed 13th Street and 8th Avenue grade separation, Terre Haute Local Trax Railroad Grade Separation Project (Indiana Department of Transportation [INDOT] Des. Nos. 1801932 and 1900842) in the City of Terre Haute, Harrison Township, Vigo County, Indiana.

The Local TRAX rail overpass program is a partnership with INDOT, local communities, businesses, industry, and railroads to improve the quality of life for residents through large-scale, rail-related transportation projects. This project, which is part of INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future.

Since the original and the 1st addendum Phase Ia archaeological surveys, it was determined that a Phase Ia archaeological investigation needed to be undertaken on three tracts that were not examined by the first two investigations. These three areas, designated Tracts I to III, were examined by the current 2nd addendum investigation.

The original and two addendum survey areas lie at the center of Section 15, Township 12 North, Range 9 West (Figure 2). The proposed project encompassed 14.5 acres, which entails 10.7 acres for the original survey area, 2.4 acres for the 1st addendum survey area, and 1.4 acres for the 2nd addendum survey area. The 2nd addendum survey area can be further broken down into 0.15 acre for Tract I, 0.72 acre for Tract II, and 0.53 acre for Tract III.

An updated records review indicated that no section of the 2nd addendum survey area has been professionally examined, and no sites have been previously recorded in it.

The current investigation recorded two new sites (12VI1877 and 12VI1878). Site 12VI1877 is associated with an existing urban residence dating from the late 19th to the 20th centuries, while site 12VI1878 is affiliated with a 20th-century dwelling that was razed between 1972 and 1984.

Artifacts collected from the sites are representative of general refuse disposal, and it is believed that further work on either site would not provide information that would enhance our understanding of the late 19th and 20th centuries history of the region. Therefore, the sites fail to meet the minimum criteria for placement in the National Register of Historic Places (NRHP). No further work is recommended on sites 12VI1877 and 12VI1878.

It is recommended, based on the information gathered from the current investigation, that no further archaeological work should be conducted in the 2nd addendum survey area. Therefore, the proposed project can proceed.

the multiple, unrelated, short-term tenant occupations at this site, there is a low potential for significant data to be obtained from any additional work on this site. Therefore, SJCA recommends that the site is not eligible for listing in the NRHP under Criterion D.

No further work is recommended on site 12VI1878.

SUMMARY AND CONCLUSIONS

Butler, Fairman & Seufert contracted SJCA to conduct a Phase Ia archaeological reconnaissance survey for the proposed 13th Street and 8th Avenue grade separation, Terre Haute Local Trax Railroad Grade Separation Project (INDOT Des. Nos. 1801932 and 1900842) in the City of Terre Haute, Harrison Township, Vigo County, Indiana.

The Local TRAX rail overpass program is a partnership with INDOT, local communities, businesses, industry, and railroads to improve the quality of life for residents through large-scale, rail-related transportation projects. This project, which is part of INDOT's Local Trax program, may receive funding from the FHWA in the future.

Since the original and the 1st addendum Phase Ia archaeological surveys, it was determined that a Phase Ia archaeological investigation needed to be undertaken on three tracts that were not examined by the first two investigations. These three areas, designated Tracts I to III, were examined by the current 2nd addendum investigation.

The original and two addendum survey areas lie at the center of Section 15, Township 12 North, Range 9 West (Figure 2). The proposed project encompassed 14.5 acres, which entails 10.7 acres for the original survey area, 2.4 acres for the 1st addendum survey area, and 1.4 acres for the 2nd addendum survey area. The 2nd addendum survey area can be further broken down into 0.15 acre for Tract I, 0.72 acre for Tract II, and 0.53 acre for Tract III.

An updated records review indicated that no section of the 2nd addendum survey area has been professionally examined and no sites have been previously recorded in it.

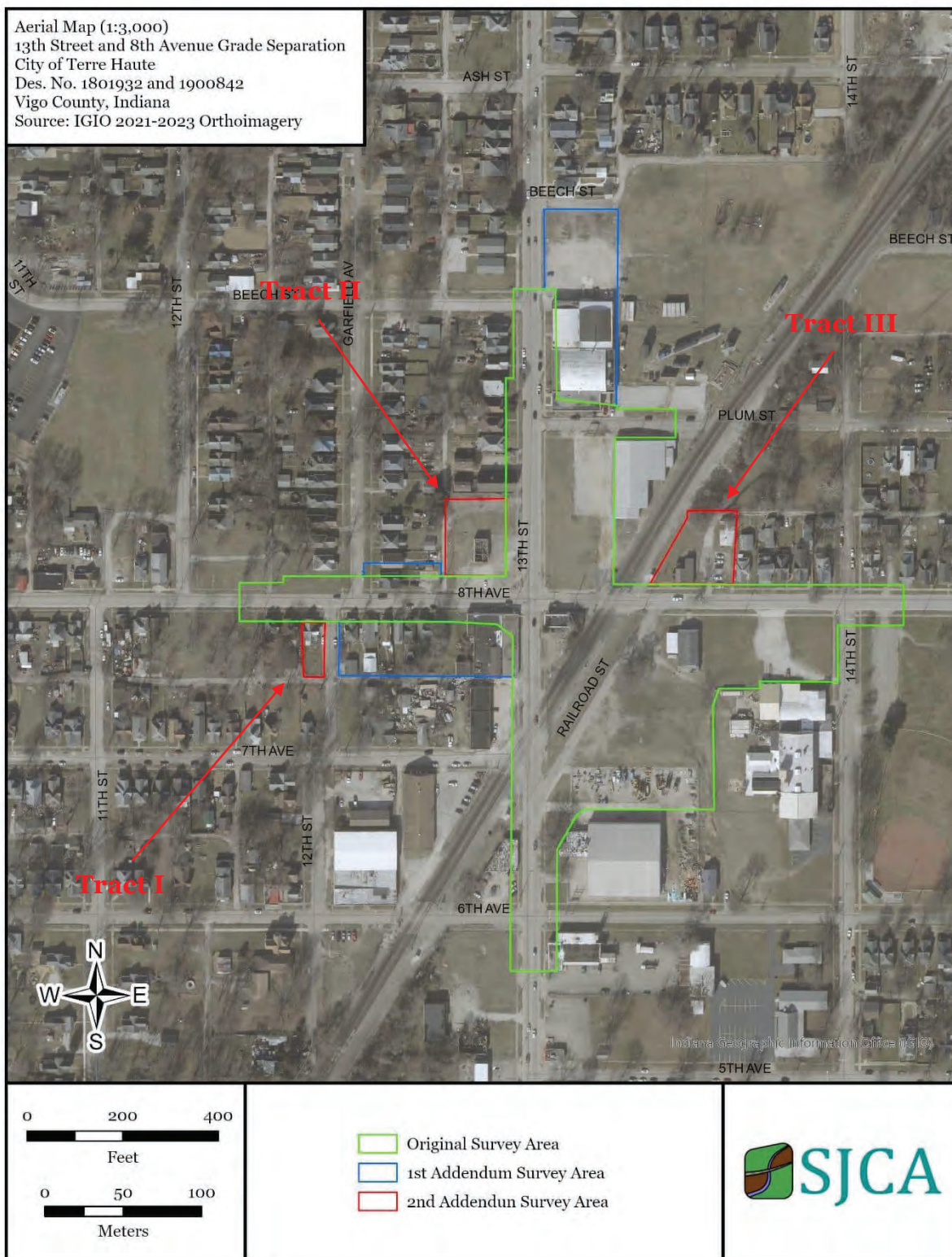
The current investigation recorded two new sites (12VI1877 and 12VI1878). Site 12VI1877 is associated with an existing urban residence dating from the late 19th to the 20th centuries, while site 12VI1878 is affiliated with a 20th-century dwelling that was razed between 1972 and 1984.

Artifacts collected from the sites are representative of general refuse disposal, and it is believed that further work on either site would not provide information that would enhance our understanding of the late 19th and 20th centuries history of the region. Therefore, the sites fail to meet the minimum criteria for placement in the National Register of Historic Places (NRHP). No further work is recommended on sites 12VI1877 and 12VI1878.

It is recommended, based on the information gathered from the current

investigation, that no further archaeological work should be conducted in the 2nd addendum survey area. Therefore, the proposed project can proceed.

If any precontact or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery needs to be reported to the Indiana Department of Natural Resources/Division of Historic Preservation and Archaeology (IDNR-DHPA) within two business days, as well as to the Cultural Resources Office of INDOT. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

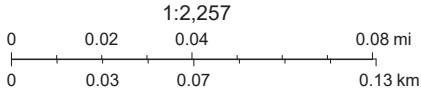
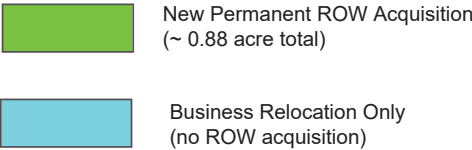


Aerial photograph showing the original and addendum survey areas.

Additional ROW Acquisition and Relocation Areas



13th Street and 8th Avenue over CSX Railroad
TRAX Grade Separation Project
Terre Haute, Vigo County, Indiana
Des Nos. 1801932 & 1900842



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

SECOND ADDENDUM
FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
13TH STREET AND 8TH AVENUE GRADE SEPARATION
TERRE HAUTE, VIGO COUNTY, INDIANA
DES. NO.: 1801932 and 1900842

AREA OF POTENTIAL EFFECTS

(Pursuant to 36 CFR Section 800.4(a)(1))

The Area of Potential Effects (APE) includes the existing and proposed right-of-way (ROW), immediately adjacent properties, and those areas where a visual differentiation may occur between an existing structure and the project area. The APE consists of an approximately 0.20-mile radius from the intersection of 8th Avenue and 13th Street, with an extension around Spencer Park, to allow for the potential extent of visual impacts from new bridges. The Archaeological APE is represented by the 14.5-acre survey area that includes the project footprint.

ELIGIBILITY DETERMINATIONS

(Pursuant to 36 CFR 800.4(c)(2))

As a result of the original and addendum approved Section 106 identification and evaluation efforts, the APE does not contain any properties listed in or eligible for the National Register of Historic Places (NRHP).

No additional properties were found to be eligible for the NRHP as a result of additional archaeological investigations.

EFFECT FINDING

A finding of "No Historic Properties Affected" was signed on November 12, 2021 and an addendum "No Historic Properties Affected" was signed on March 13, 2023. INDOT, acting on FHWA's behalf, has determined a "No Historic Properties Affected" remains appropriate for this undertaking. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

No changes to Section 4(f) compliance requirements have occurred as a result of the additional archaeological investigations.

This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore no Section 4(f) evaluation is required.



Matthew S. Coon, for FHWA
Manager
INDOT Cultural Resources

April 22, 2024
Approved Date

FEDERAL HIGHWAY ADMINISTRATION
SECOND ADDENDUM DOCUMENTATION OF SECTION 106 FINDING OF
NO HISTORIC PROPERTIES AFFECTED
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.4(d)(1)
13TH STREET AND 8TH AVENUE GRADE SEPARATION
TERRE HAUTE, VIGO COUNTY, INDIANA
DES. NO.: 1801932 and 1900842

1. DESCRIPTION OF THE UNDERTAKING

The City of Terre Haute, with administrative oversight from the Indiana Department of Transportation (INDOT), proposes a grade separation of the intersection of 13th Street and 8th Avenue over the CSX Railroad on the north side of the City of Terre Haute (Des. Nos. 1801932 (Lead) and 1900842). Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. This project, which is part of INDOT's Local Trax program, will receive funding from the Federal Highway Administration (FHWA).

The project is within Harrison Township, on the USGS Terre Haute, Indiana Quadrangle, in Section 15, Township 12 North, Range 9 West (Appendix A, A1-A3). Land use in the area is mixed, consisting of residential neighborhoods at the periphery, commercial and industrial properties concentrated near the intersection of 8th Avenue and 13th Street, and one park. The total project length is approximately 0.52 mile. Approximately 5.91 acres of permanent and 4.09 acres of temporary right-of-way acquisition will be required.

INDOT, on behalf of FHWA, issued a finding of "No Historic Properties Affected" on November 12, 2021. The Indiana State Historic Preservation Officer (SHPO) concurred with the finding in a letter dated November 22, 2021. An addendum to the finding, documenting excess parcels, was signed on March 13, 2023. The SHPO concurred with the addendum on May 8, 2023. This second addendum to the documentation of the Section 106 finding of "No Historic Properties Affected" summarizes additional investigations conducted on additional total property acquisitions.

Need for Additional Investigation

The project scope has not changed from the original finding. The first addendum finding contained an error in the total ROW calculation. The addendum documented 3.99 acres of permanent ROW acquisition. The areas proposed for acquisition from parcels on the south side of 8th Avenue between 12th and 13th Streets were included in the investigations for the first addendum finding, however, they were not added to the ROW total. The correct permanent ROW acquisition calculation with that excess land is 5.03 acre.

Subsequent to the addendum finding, one residential relocation was changed from partial to full and two commercial relocations and one business relocation have been added at the request of the property owners. As a result, the project will relocate a total of eight residential properties, eight commercial properties, and one business. Approximately 0.80 acre of additional ROW will be acquired from these properties (Appendix A, A4-A6).

In addition, one additional parcel contains excess land which was not investigated in the first addendum archaeological study. Approximately 0.08 acre of permanent ROW will be acquired from this property (Appendix A, A4 and A6).

As a result of these additions, approximately 0.88 acre of additional permanent ROW will be required, bringing the project total to 5.91 acre. Therefore, additional archaeological investigation covering the full parcels being acquired was necessary (Appendix A, A4).

Revised Area of Potential Effects

The Area of Potential Effects (APE) includes the existing and proposed ROW, immediately adjacent properties, and those areas where a visual differentiation may occur between an existing structure and the project area. The 0.20-mile radius above-ground APE has not changed. The archaeological APE was increased from 13.10 acres to 14.5 acres.

2. EFFORTS TO IDENTIFY ADDITIONAL HISTORIC PROPERTIES

The revised archaeological APE was investigated to identify additional historic properties. A supplemental Phase Ia archaeological reconnaissance was conducted by SJCA, Inc. on January 29, 2024 to investigate the full parcels proposed for relocation. Two previously unrecorded sites (12VI1877 and 12VI1878) were identified. Site 12VI1877 is associated with a late-nineteenth to early-twentieth century urban residence and Site 12VI1878 is associated with early a twentieth century urban residence. Neither of the sites are eligible for listing in the NRHP, and no further work was recommended on sites 12VI1877 and 12VI1878 in the resulting archaeological report (Appendix B, B1-B4).

The second addendum archaeological report will be provided to the Indiana SHPO and consulting parties concurrently with this finding addendum.

3. BASIS FOR FINDING

INDOT, on behalf of FHWA, issued the original finding of “No Historic Properties Affected” on November 12, 2021. A public notice was published in the *Terre Haute Tribune-Star* on November 12, 2021, offering the public an opportunity to submit comments. The SHPO concurred with the finding in a letter dated November 22, 2021. No other responses were received.

An addendum to the finding was signed on March 13, 2023. A public notice was published in the *Terre Haute Tribune-Star* on March 18, 2023 offering the public an opportunity to submit comments. The SHPO concurred with the addendum on May 8, 2023 (Appendix C, C1-C2). The Eastern Shawnee Tribe responded on May 30, 2023, stating the project would not endanger known sites of interest to the Eastern Shawnee Tribe (Appendix C, C3). No other responses were received.

Additional project information and the supplemental archaeological report will be sent to the SHPO and consulting parties concurrently with this finding addendum.

A finding of “*No Historic Properties Affected*” remains appropriate for this project because there are no properties listed in or eligible for the National Register within the APE.

An additional Section 106 public notice will be published in the *Terre Haute Tribune-Star* offering the public the opportunity to make comments on INDOT’s “*No Historic Properties Affected*” finding. A 30 day comment period will be given. The document will be revised, if necessary, after the public notice to reflect any comments received.

APPENDIX

Appendix A: Additional Graphics

Appendix B: Excerpt from the Second Addendum Archaeology Report

Appendix C: Correspondence



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

April 25, 2024

This letter was sent to the listed parties.

RE: Trax Project: 13th Street and 8th Avenue over the CSX RR; Des. Nos. 1801932 (Lead; Road) and 1900842 (Bridge), City of Terre Haute, Vigo County, IN

Dear Consulting Party (see attached list),

The City of Terre Haute, with administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a railroad grade separation project on 13th Street and 8th Avenue over the CSX Railroad, Lead Des. No. 1801932 (lead; road) and Des. No. 1900842 (bridge). This project, which is part of the INDOT's Local Trax program, will receive funding from the Federal Highway Administration (FHWA).

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A "No Historic Properties Affected" finding for this project was signed November 12, 2021. An addendum "No Historic Properties Affected" finding was signed on March 8, 2023. Since that time further cultural resource investigations have been conducted on additional right-of-way (ROW) acquisition areas.

The proposed undertaking is located on 8th Avenue between 12th Street and the Spencer Park driveway east of 14th Street and on 13th Street between 5th Avenue and E. Beech Street. The project is within Harrison Township, on the USGS Terre Haute, Indiana Quadrangle, in Section 15, Township 12 North, Range 9 West.

The scope of the project has not changed. Subsequent to the first addendum finding, one residential relocation was changed from partial to full and two commercial relocations and one business relocation have been added at the request of the property owners. A total of 17 relocations, eight residential and eight commercial, as well as one business relocation, will take place as part of the project. Approximately 0.80 acre of additional ROW will be acquired from the additional takes. Therefore, archaeological investigation of the full parcels was necessary. The second addendum finding also addresses errors in ROW calculations.

Butler, Fairman, & Seufert (BF&S) is under contract with the City of Terre Haute to complete the environmental documentation, including the Section 106 documentation, for the project. SJCA, Inc. was subcontracted to complete archaeological investigations.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The above-ground APE did not change. The archaeological APE was increased to 14.5 acres. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, no properties were recommended as eligible for listing in the NRHP.

Regarding archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified two previously unrecorded sites (12VI1877 and 12VI1878). Neither of the sites are recommended eligible for listing in the NRHP, and no further work is recommended on Sites 12VI1877 and 12VI1878.

The second supplemental Archaeology Report (Tribes only) and second addendum 800.11(d) "No Historic Properties Affected" finding are available for review in IN SCOPE at <https://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request within seven days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

All future responses regarding the proposed project should be forwarded to BF&S at the following address:

Elizabet Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, IN 46240
ebiggio@bfsengr.com

Tribal Contacts, please respond to INDOT's Acting Tribal Liaison, Matt Coon at mcoon@indot.in.gov (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Sincerely,



Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Enclosures:

Second Addendum 800.11(d) Finding
Supplemental Archaeology Report (Tribes Only)

Distribution List:

Indiana State Historic Preservation Officer
Miami Tribe of Oklahoma
Forest County Potawatomi Community
Eastern Shawnee Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Delaware Tribe of Indians
Turtle Mountain Band of Chippewa Indians

Public Notice
Des. No. 1801932 and 1900842

The City of Terre Haute is planning to undertake a railroad grade separation project as part of INDOT's Local Trax program and will receive funding from the Federal Highway Administration (FHWA) in the future. The project is located the intersection of 13th Street and 8th Avenue and the CSX Railroad.

Under the preferred alternative, the project would involve the construction of two 110-foot diameter raised roundabouts, connected by an approximately 120-foot long single-span bridge, to carry traffic on 13th Street and 8th Avenue over the CSX Railroad, eliminating the at-grade railroad crossings. Approximately 3,700 feet of Mechanically Stabilized Earth (MSE) retaining wall will be installed along the approaches. Due to the MSE walls, the following streets will become dead-ends at 8th Avenue: N. 12th Street (cul-de-sac), Garfield Avenue, and the alley between Garfield Avenue and 13th Street. Plum Street and the alley between 8th and 7th avenues will become dead ends at 13th Street. Railroad Street will be closed. Existing sidewalks and curb ramps within the project area will be replaced with Americans with Disabilities Act-compliant facilities. The project is approximately 0.52 mile long. Approximately 5.91 acres of permanent and 4.09 acres of temporary right-of-way acquisition will be required. The project will require closure of 13th Street and 8th Avenue and the institution of a detour.

The proposed action does not impact properties listed in or eligible for the National Register of Historic Places. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued an addendum to the "No Historic Properties Affected" finding for the project. No historic properties are present within the revised Area of Potential Effects (APE). In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(1), the documentation specified in 36 CFR 800. 11(d) is available for inspection in the offices of Butler, Fairman, & Seufert, Inc. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <https://erms12c.indot.in.gov/Section106Documents/>. This documentation serves as the basis for the "No Historic Properties Affected" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Elizabet Biggio, Butler, Fairman, & Seufert, Inc., 8450 Westfield Blvd. Suite 300, Indianapolis, IN 46240, 317-713-4615, ebiggio@bfsengr.com later than May 26, 2024.

In accordance with the "Americans with Disabilities Act", if you have a disability for which the City of Terre Haute needs to provide accessibility to the document(s) such as interpreters or readers, please contact Josey Daugherty, ADA Coordinator at 812-244-4903 or engineering@terrehaute.in.gov.

AFFIDAVIT OF PUBLICATION

STATE OF INDIANA
County of Vigo

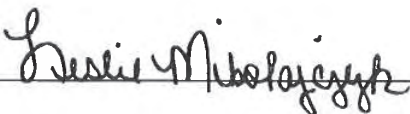
City of Terre Haute

ISSUED:

The subscriber, being duly sworn, deposes and says that
he (she) is the said Leslie Mikolajczyk of TRIBUNE STAR
and that the foregoing notice for
PUBLIC NOTICE DES. NO. 18
was published in said newspaper in one editions
of said newspaper issued between 04/25/2024 and 04/25/2024

Cost: 44.93

Ad #: 301199

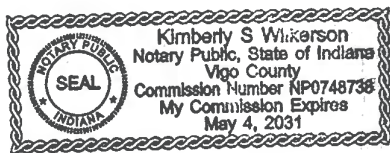


SUBSCRIBED AND SWORN BEFORE ME THIS
29th day of April, A.D. 2024



Kimberly S. Wilkerson

Notary Public Seal, State of Indiana



TRIBUNE STAR
P.O. BOX 149
TERRE HAUTE IN 47808-0149
(812) 231-4219
Fax (812) 231-4347

ORDER CONFIRMATION (CONTINUED)

Salesperson: JENNIFER HENSLEY

Printed at 04/29/24 13:09 by sseel

Acct #: 23916

Ad #: 301199

Status: New

Public Notice
Des. No. 1801932 and 1900842

The City of Terre Haute is planning to undertake a railroad grade separation project as part of INDOT's Local Trax program and will receive funding from the Federal Highway Administration (FHWA) in the future. The project is located at the intersection of 13th Street and 8th Avenue and the CSX Railroad.

Under the preferred alternative, the project would involve the construction of two 110-foot diameter raised roundabouts, connected by an approximately 120-foot long single-span bridge, to carry traffic on 13th Street and 8th Avenue over the CSX Railroad, eliminating the at-grade railroad crossings. Approximately 3,700 feet of Mechanically Stabilized Earth (MSE) retaining wall will be installed along the approaches. Due to the MSE walls, the following streets will become dead-ends at 8th Avenue: N. 12th Street (cul-de-sac), Garfield Avenue, and the alley between Garfield Avenue and 13th Street. Plum Street and the alley between 8th and 7th avenues will become dead ends at 13th Street. Railroad Street will be closed. Existing sidewalks and curb ramps within the project area will be replaced with Americans with Disabilities Act-compliant facilities. The project is approximately 0.52 mile long. Approximately 5.91 acres of permanent and 4.09 acres of temporary right-of-way acquisition will be required. The project will require closure of 13th Street and 8th Avenue and the institution of a detour.

The proposed action does not impact properties listed in or eligible for the National Register of Historic Places. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued an addendum to the "No Historic Properties Affected" finding for the project. No historic properties are present within the revised Area of Potential Effects (APE). In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(1), the documentation specified in 36 CFR 800.11(d) is available for inspection in the offices of Butler, Fairman, & Seufert, Inc. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <https://erms12c.indot.in.gov/Section106Documents/>. This documentation serves as the basis for the "No Historic Properties Affected" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Elizabeth Biggio, Butler, Fairman, & Seufert, Inc., 8450 Westfield Blvd. Suite 300, Indianapolis, IN 46240, 317-713-4615, ebiggio@bfsengr.com later than May 26, 2024.

In accordance with the "Americans with Disabilities Act", if you have a disability for which the City of Terre Haute needs to provide accessibility to the document(s) such as interpreters or readers, please contact Josey Daugherty, ADA Coordinator at 312-244-4903 or engineering@terrehaute.in.gov 301199-T/S-4/25/2024-hspaxlp

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov



May 28, 2024

Elizabet Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240

Federal Agency: Indiana Department of Transportation ("INDOT"),
on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: Indiana Department of Transportation's finding of "no historic properties affected," on behalf of the Federal Highway Administration, and [second] addendum Phase Ia archaeological field reconnaissance survey report (Jackson, 04/19/2024), for the Proposed 13th Street and 8th Avenue over the CSX Railroad, Local Trax Railroad Grade Separation Project (Des. Nos. 1801932 and 1900842; DHPA No. 26763)

Dear Ms. Biggio:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your April 26, 2024, submission, which enclosed INDOT's finding, second addendum Phase Ia archaeological field reconnaissance survey report (Jackson, 04/19/2024), and supporting documentation, all of which was received by our office April 26, 2024, for the above-referenced project, which is proposed for locations in the City of Terre Haute, Vigo County, Indiana.

As previously indicated, for the purposes of the Section 106 review of this federal undertaking, we agree that there are no historic properties listed or eligible for inclusion in the National Register of Historic Places ("NRHP") located within the project's area of potential effects.

As previously indicated, in terms of archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the original portions of the proposed project area. We concur with the opinions of the archaeologist, as expressed in the Phase Ia archaeological field reconnaissance survey report (Smith, 8/13/2021), that archaeological sites 12-Vi-1858, 12-Vi-1859, 12-Vi-1860, and 12-Vi-1861 (all of which were identified during archaeological investigations) do not appear to be eligible for inclusion in the NRHP, and that no further archaeological investigations appear necessary at the original portions of the proposed project area.

Additionally, as previously indicated, in terms of archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the portions of the proposed project area added in 2022/2023. We concur with the opinions of the archaeologist, as expressed in the [first] addendum Phase Ia archaeological field reconnaissance survey report (Jackson, 01/16/2023), that archaeological sites 12-Vi-1866, 12-Vi-1867, 12-Vi-1868, 12-Vi-1869, 12-Vi-1870, 12-Vi-1871, and 12-Vi-1872 (all of which were identified during archaeological investigations), as well as archaeological site 12-Vi-

1860 (which was resurveyed during archaeological investigations), do not appear to be eligible for inclusion in the NRHP, and that no further archaeological investigations appear necessary within the portions of the proposed project area added in 2022/2023.

Furthermore, in terms of archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the portions of the proposed project area added in 2023/2024. We concur with the opinions of the archaeologists, as expressed in the [second] addendum Phase Ia archaeological field reconnaissance survey report (Jackson, 04/19/2024), that archaeological sites 12-Vi-1877 and 12-Vi-1878 (both of which were identified during archaeological investigations), do not appear to be eligible for inclusion in the NRHP, and that no further archaeological investigations appear necessary within the portions of the proposed project area added in 2023/2024.

Thank you for uploading the [second] addendum Phase Ia archaeological field reconnaissance survey report (Jackson, 04/19/2024) to the Indiana DNR-DHPA SHAARD system database; the report has been assigned the identifier AR-84-00663. Additionally, thank you for uploading the archaeological site survey record forms for archaeological sites 12-Vi-1877 and 12-Vi-1878. The archaeological report and the archaeological site records have been reviewed and approved.

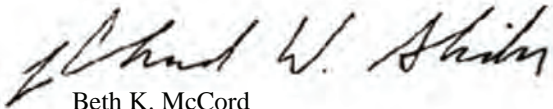
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

Accordingly, we concur with INDOT's April 22, 2024, Section 106 finding of "No Historic Properties Affected," on behalf of FHWA, for this federal undertaking.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the railroad grade separation on 13th Street and 8th Avenue over the CSX Railroad project in the City of Terre Haute, Vigo County (Des. No. 1801932 and 1900842), please refer to DHPA No. 26763.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wt

emc: Kari Carmany-George, Federal Highway Administration
Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Kelyn Alexander, Indiana Department of Transportation
Elizabeth Biggio, Butler, Fairman, & Seufert, Inc.
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

Appendix E: Hazardous Material Concerns



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 694-8283

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

Date: July 16, 2021

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

From: Ryan L. Scott
Butler, Fairman and Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, IN 46240
rscott@bfsengr.com

Re: RED FLAG INVESTIGATION
DES No. 1900842 (Bridge) and 1801932 (Road), State Project
Railroad Grade Separation Project
13th Street and 8th Avenue over CSX Railroad
Terre Haute, Vigo County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: The City of Terre Haute, with administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a railroad grade separation project on 13th Street and 8th Avenue over the CSX Railroad, Lead Des. No. 1801932 (Lead; Road) and Des. No. 1900842 (Bridge). This project, which is part of the INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future.

The project proposes to construct a new bridge to elevate 8th Avenue and 13th Street over the CSX Railroad. Two (2) separate 116-foot diameter raised roundabouts, connected by an approximately 115-foot long single-span bridge, will be constructed at 8th Avenue and 13th Street. The bridge will have a minimum vertical clearance of approximately 23 feet, 3.25 inches and consist of concrete bulb tee-beams. Mechanically Stabilized Earth (MSE) retaining walls will be installed in the northeast, northwest and southwest quadrants of the bridge, and 3:1 earthen side slopes will be utilized in the southeast quadrant in order to accommodate the grade change of the railroad crossing. Existing sidewalks and curb ramps would be replaced with Americans with Disabilities Act (ADA)-compliant facilities.

The following approach work and intersection closures will result of horizontal and vertical grade changes, and MSE wall construction: approach work on 13th Street will extend 600 feet north of 8th Avenue and will eliminate direct access to Plum Street; approach work on 13th Street will extend 750 feet south of 8th Avenue and will eliminate direct access to an alleyway south of 8th Avenue and 7th Avenue; the existing stretch of Railroad Street, paralleling the south side of the CSX Railroad and connecting 13th Street to 8th Avenue, will be eliminated (pavement removed and area regraded); approach work on 8th Avenue will extend 750 feet east of 13th Street and not result in any intersection closures; approach work on 8th Avenue will extend 600 feet west of 13th Street and eliminate direct access to an alleyway west of 13th Street, Garfield Avenue and 12th Street. The total project length is approximately 0.52 miles. Relocations will be required.

Bridge and/or Culvert Project: Yes ☒ No ☐ Structure # New Bridge to Span CSX RR

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

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

Proposed right of way*: Temporary ☒ # Acres 3.073 Permanent ☒ # Acres 0.034, Not Applicable ☐

Type and proposed depth of excavation: Excavation up to three (3) feet for the installation of the MSE retaining walls. The plans show that the bridge will be built on piles (driven into ground without excavation), and that all roundabout and approach construction will be built on fill. Shallow excavation for sidewalk/curb construction (less than 2 feet) will be needed near the north, south, east and west termini of the project to tie into existing conditions.

Maintenance of traffic: The preferred method of traffic maintenance would be a road closure with a detour, utilizing Maple Avenue to the north, Locust Street to the south, 19th Street to the east, and US 41 to the west. This detour is for the closures on both 13th Street and 8th Avenue.

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

State Project: ☒ LPA: ☐

Any other factors influencing recommendations: The project description is subject to additional changes as preliminary design progresses.

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	6*	Recreational Facilities	5
Airports ¹	N/A	Pipelines	1
Cemeteries	N/A	Railroads	9
Hospitals	2	Trails	1
Schools	3	Managed Lands	2

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

Explanation:

Religious Facilities*: Six (6) religious facilities, five (5) mapped and one (1) unmapped, are located in the 0.5 mile search radius. The nearest religious facility, Church of Christ, 1356 5th Avenue, Terre Haute, IN 47807, is located adjacent to the project area. Coordination with Church of Christ will occur.

Recreational Facilities: Five (5) recreational facilities are located in the 0.5 mile search radius. The nearest recreational facility, Spencer Park, is located adjacent to the east of the project area. Coordination with Terre Haute Park Board will occur.

Pipelines: One (1) pipeline segment is located within the 0.5 mile search radius. The Terre Haute Gas Corp. pipeline is located 0.40 mile west of the project area. No impact is expected.

Railroads: Nine (9) railroad segments are located within the 0.5 mile search radius. Three (3) railroad segments, owned by CSX Railroad, cross the project area. Coordination with INDOT Utilities and Railroads should occur.

Hospitals: Two (2) hospitals are located within the 0.5 mile search radius. Both hospitals are located 0.38 mile west of the project area. 8th Avenue, which is a direct route to the hospitals, will be closed. Coordination with Hamilton Center and Union Hospital will occur.

Trails: One (1) trail segment is located within the 0.5 mile search radius. The nearest mapped trail, the potential Brittlebank Park north to Lost Creek, is located 0.36 mile east of the project area. No impact is expected.

Schools: Three (3) schools are located within the 0.5 mile search radius. The nearest school, McLean Education Center, is located 0.18 mile west of the project area. 8th Avenue, which is a direct route to the school, will be closed. Coordination with the McLean Education Center will occur.

Managed Lands: Two (2) Managed Lands are located within the 0.5 mile search radius. The nearest Managed Land, Spencer Park, is located adjacent to the east of the project area. Coordination with the Terre Haute Park Board will occur.

WATER RESOURCES TABLE AND SUMMARY

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

Explanation:

Lakes: One (1) lake polygon is located within the 0.5 mile search radius. The lake is located 0.41 mile northeast of the project area. No impact is expected.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

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

Explanation: No mining and mineral exploration concerns were identified within the 0.5 mile search radius.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/ TSD	4	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	1	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tank (UST) Sites	14	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	N/A	Brownfields	3
Construction Demolition Waste	N/A	Institutional Controls	1
Solid Waste Landfill	N/A	NPDES Facilities	2
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	N/A
Leaking Underground Storage (LUST) Sites	7	Notice of Contamination Sites	N/A

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

Explanation:

RCRA Generator/TSD Sites: Four (4) RCRA Generator/TSD sites are located within the 0.5 mile search radius. The nearest RCRA Generator/TSD Site is located 0.24 mile northeast of the project area. No impact is expected.

State Cleanup Sites: One (1) State Cleanup site is located within the 0.5 mile search radius. The nearest site, Coca Cola Bottling Company, 924 Lafayette Avenue, Terre Haute, IN 47804, AI ID#: 10466, is located 0.25 mile west of the project area. This site is incorrectly labeled as a state cleanup site. Residual contamination appears to remain on-site following UST removal activities; however, contaminants of concern do not extend toward the project area. No impacts are expected.

Underground Storage Tank (UST) Sites: Fourteen (14) UST sites are located within the 0.5 mile search radius. The nearest UST site, BOC Gases, 1339 N 13th Street, Terre Haute, IN 47804, AI ID#: 54659, is located adjacent to the south of the project area on the southeast corner of 13th Street and 6th Avenue. The USTs were completely removed from the ground in 1988. No impacts are expected.

Brownfields: Three (3) Brownfields are located within the 0.5 mile search radius. The nearest mapped Brownfield, Midwest Oil Co Bulk Facility 4130210, 1220 N 4th Avenue, Terre Haute, IN, 47804, AI ID#: 106018, is located 0.06 mile southwest of the project area, the icon is not mapped correctly. The site is the location of a former bulk petroleum facility. The City of Terre Haute requested to enter into the Brownfields program for potential residual petroleum contamination. Additional documentation is not provided on the VFC. No impact is expected.

Institutional Controls: One (1) Institutional Control site is located within the 0.5 mile search radius. The nearest Institutional Control site, General Housewares, 1536 Beech Street, Terre Haute, IN 47804, AI ID#: 101429 is located 0.24 mile northeast of the project area. No impacts are expected.

NPDES Facilities: Two (2) NPDES Facilities are located within the 0.5 mile search radius. The nearest NPDES Facility is located 0.39 mile southeast of the project area. No impact is expected.

Leaking Underground Storage Tank (LUST) Sites: Seven (7) LUST sites are located within the 0.5 mile search radius. Two (2) sites are located adjacent to the project area.

- H Mart, 1600 N 13th Street, Terre Haute, IN 47804, AI ID#: 55638, is located on the northwest corner of the intersection of 13th Street and 8th Avenue. IDEM issued a No Further Action (NFA) on April 19, 2004. According to a non-environmental pre-screening July 2019 Phase II Limited Subsurface Investigation performed by SurePoint Environmental Associates, the PID measurements obtained in boring B-3 appear to suggest that petroleum impacts do not extend into the project area on the northern portion of the property and samples obtained during the UST closure activities, completed in 1998, suggest that impacts do not extend into the project area. No impacts are expected.
- Doxsee Food Corporation, 1635 N 13th Street, Terre Haute, IN 47804, AI ID#: 55668, is located on the northeast corner of the intersection of 13th Street and 8th Avenue. IDEM issued a NFA on May 20, 2004. Residual contamination appears to remain on-site in the vicinity of the former Doxsee Foods building and does not extend into the project area. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

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

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

RECOMMENDATIONS SECTION

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

INFRASTRUCTURE:

Religious Facilities: The nearest religious facility, Church of Christ, 1356 5th Avenue, Terre Haute, IN 47807, is located adjacent to the project area. Coordination with Church of Christ will occur.

Recreational Facilities: The nearest recreational facility, Spencer Park, is located adjacent to the project area. Coordination with Terre Haute Park Board will occur.

Railroads: (3) railroad segments, owned by CSX Railroad, cross the project area. Coordination with INDOT Utilities and Railroads should occur.

Hospitals: Two (2) hospitals are located within the 0.5 mile search radius. Both hospitals are located 0.38 mile west of the project area. 8th Avenue, which is a direct route to the hospitals, will be closed. Coordination with Hamilton Center and Union Hospital will occur.

Schools: The nearest school, McLean Education Center, is located 0.18 mile west of the project area. 8th Avenue, which is a direct route to the school, will be closed. Coordination with the McLean Education Center will occur.

Managed Lands: The nearest Managed Land, Spencer Park, is located adjacent to the east of the project area. Coordination with the Terre Haute Park Board will occur.

WATER RESOURCES: N/A

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

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

INDOT ESD concurrence: Nicole Fohey-Breting (Signature)
Digitally signed by
Nicole Fohey-Breting
Date: 2021.07.21
15:03:36 -04'00'

Prepared by:
Ryan L. Scott
Environmental Services
Butler, Fairman and Seufert, Inc.

Graphics:

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

SITE LOCATION: YES

INFRASTRUCTURE: YES

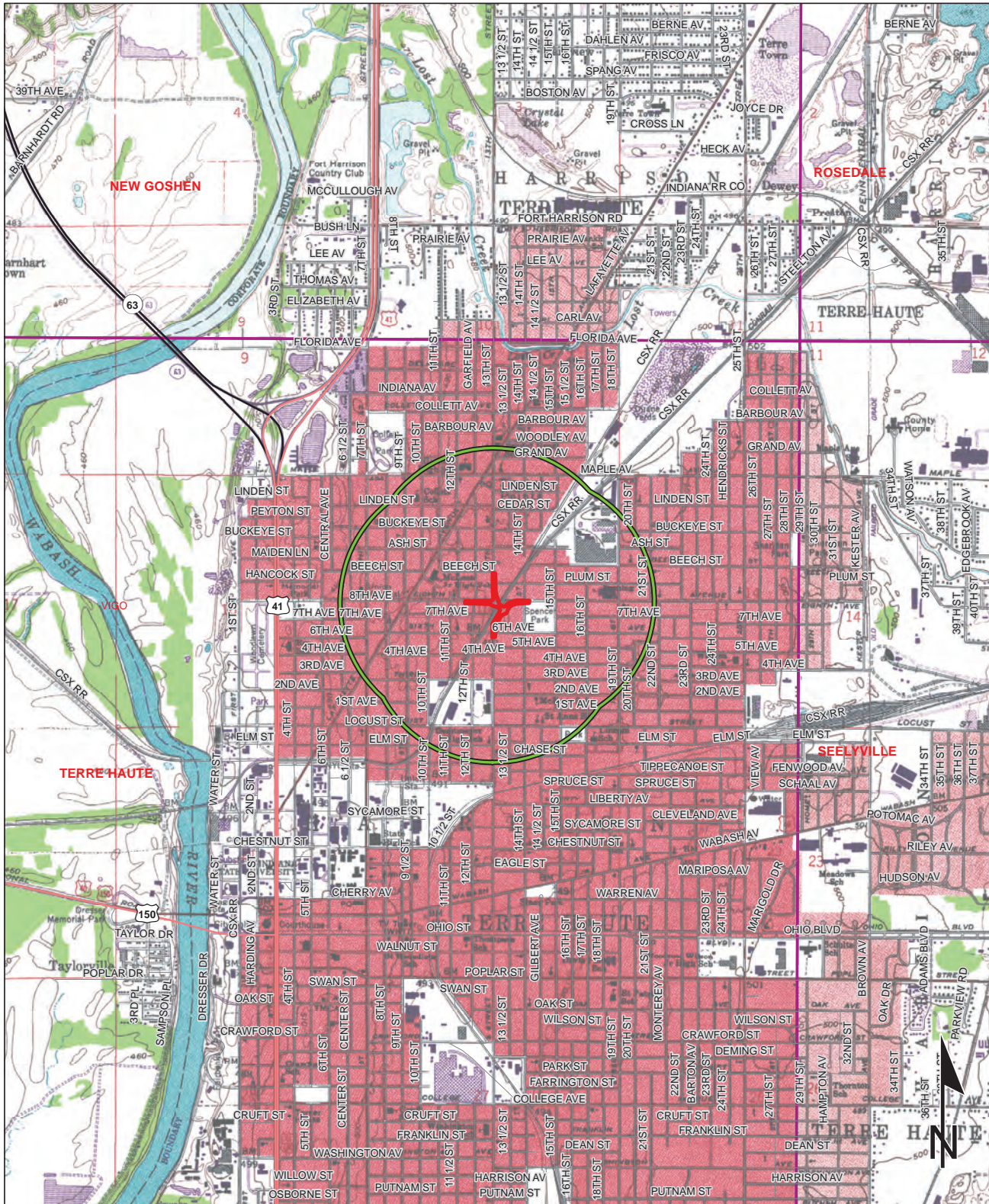
WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: YES

** Please note: The right-of-way (ROW) totals noted above have increased due to plan development and refinement. The project requires approximately 5.91 acres of permanent ROW acquisition consisting of 5.20 acres of commercial property and 0.71 acre of residential property. The project also requires approximately 1.210 acres of temporary ROW consisting of 1.167 acres of commercial property and 0.043 acre of residential property. Please see the RIGHT OF WAY section of the EA narrative for additional details.*

Red Flag Investigation - Site Location
13th Street and 8th Avenue over CSX Railroad
Des. Nos.1900842 & 1801932, Railroad Crossing Improvement Project
Terre Haute, Vigo County, IN



Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

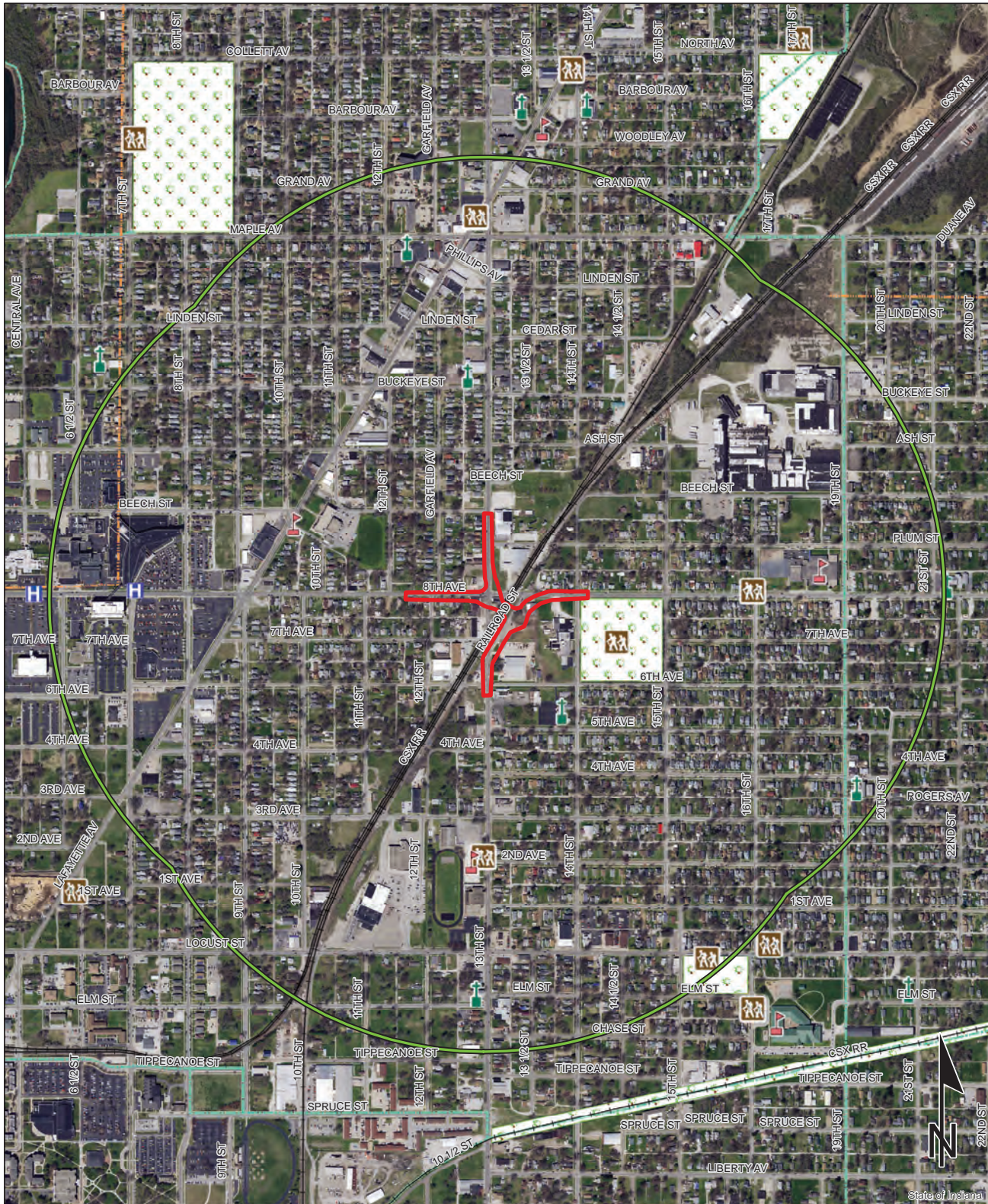
TERRE HAUTE QUADRANGLE
INDIANA
7.5 MINUTE SERIES
(TOPOGRAPHIC)

Red Flag Investigation - Infrastructure

13th Street and 8th Avenue over CSX Railroad

Des. Nos.1900842 & 1801932, Railroad Crossing Improvement Project

Terre Haute, Vigo County, IN



Sources: 0.15 0.075 0 0.15 Miles
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

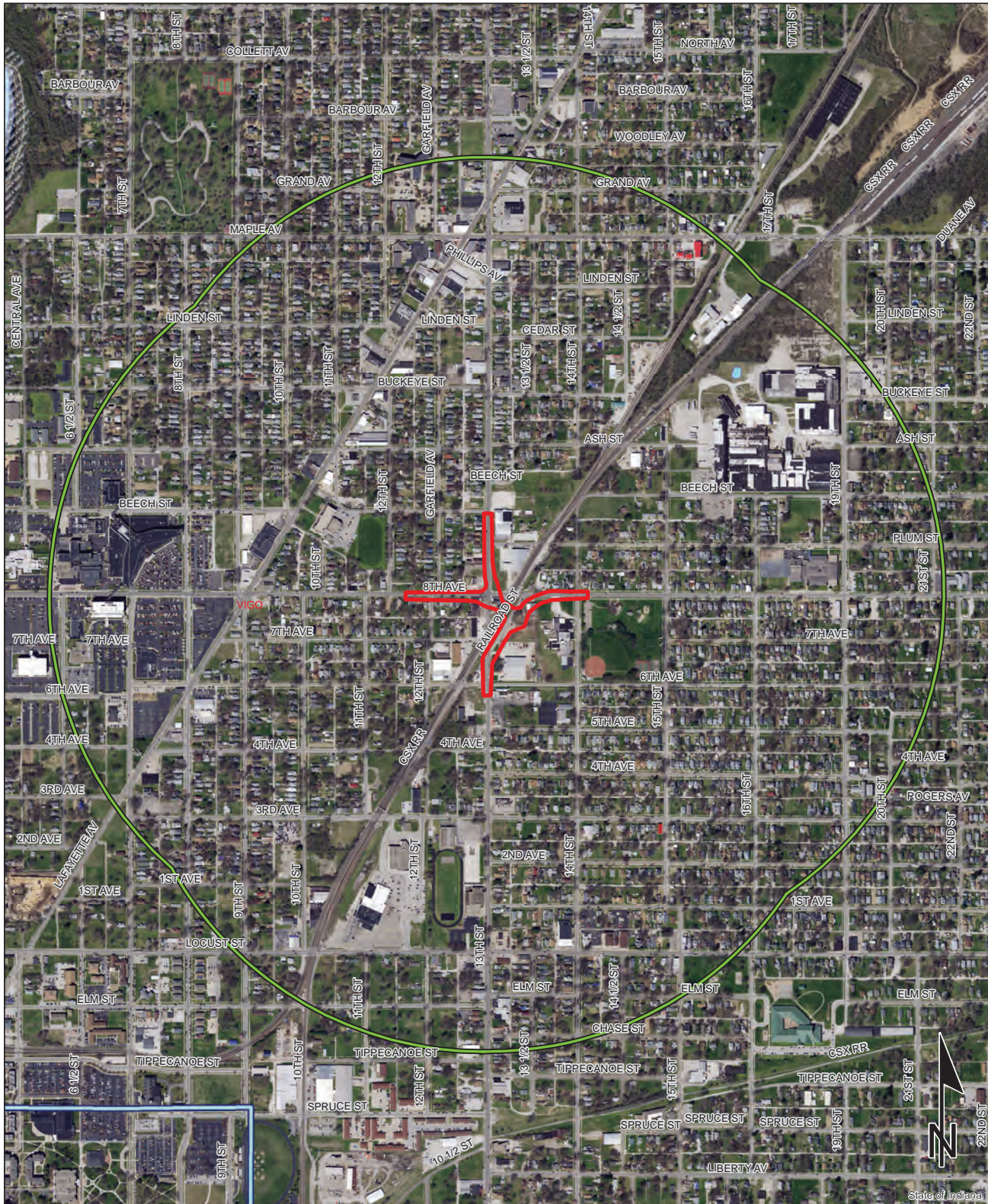
	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road

Red Flag Investigation - Water Resources

13th Street and 8th Avenue over CSX Railroad

Des. Nos.1900842 & 1801932, Railroad Crossing Improvement Project

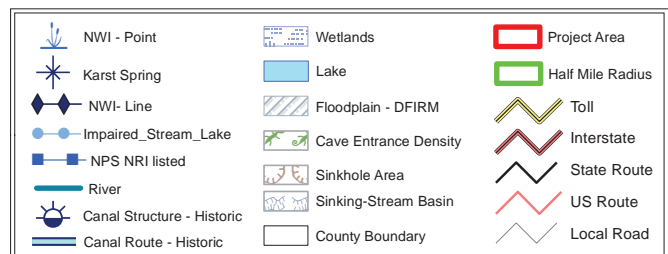
Terre Haute, Vigo County, IN



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

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

0.15 0.075 0 0.15 Miles

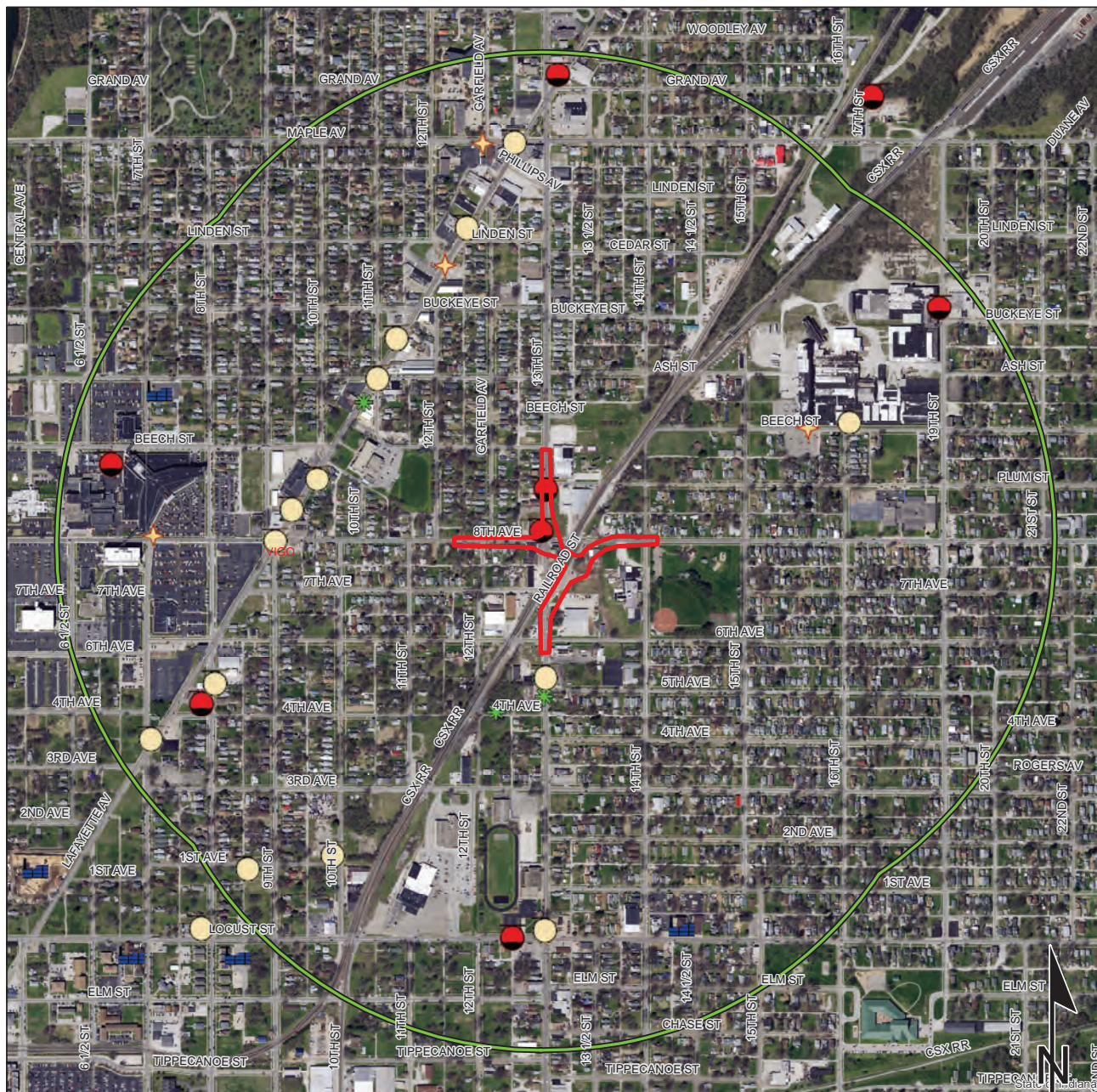


Red Flag Investigation - Hazardous Material Concerns

13th Street and 8th Avenue over CSX Railroad

Des. Nos.1900842 & 1801932, Railroad Crossing Improvement Project

Terre Haute, Vigo County, IN



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

0.15 0.075 0 0.15
Miles

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

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

Appendix F: Ecological and Water Resources

ECOLOGICAL EVALUATION FORM

Road: 13th Street and 8th Avenue Des. No: 1900842 County: Vigo
Project Description: Trax Grade Separation: 13th Street and 8th Avenue over CSX Railroad
Natural Region and Section: Wabash Lowland; Central Till Plains
8-Digit Watershed: 05120111 USGS Quadrangle: Terre Haute

RIGHT-OF-WAY BY LAND USE TYPE

Permanent Right-of-way		Temporary Right-of-way	
Land Use Type	R/W (ac)	Land Use Type	R/W (ac)
Commercial		Commercial	
Industrial		Industrial	
Residential		Residential	
Agricultural		Agricultural	
Wooded		Wooded	
Total Perm R/W	3.99	Total Temp R/W	4.09

Please note: The right-of-way (ROW) totals noted above have increased due to plan development and refinement. The project requires approximately 5.91 acres of permanent ROW acquisition consisting of 5.20 acres of commercial property and 0.71 acre of residential property. The project also requires approximately 1.210 acres of temporary ROW consisting of 1.167 acres of commercial property and 0.043 acre of residential property. Please see the RIGHT OF WAY section of the EA narrative for additional details.

Is the project located in an urban or a rural setting? Urban
Is land use in the project changing? Yes ☒ No ☐ If yes, explain: _____

QUADRANT DESCRIPTION

Northeast Residential/Commercial
Northwest Residential
Southeast Commercial/Residential
Southwest Commercial/Residential

STREAM INFORMATION

	Width	Depth
Bank Full Channel		
Ordinary High Water Mark		

Substrate Material: (circle one) silt sand gravel loose rock bedrock
Flow Velocity: (circle one) stagnant slow moderate swift rapid
Does the stream contain riffle/pool complexes? Yes No
Does the stream contain meanders within the proposed right-of-way? Yes No
Is channel work proposed as part of this project? Yes No If yes, describe: _____
Is aquatic flora present? Yes No If yes, please list: _____
Is aquatic fauna present? Yes No If yes, please list: _____
Comments:

TERRAIN

Immediate Area: Depressed Flat Gently Rolling Rolling Hilly
Extended Area: Depressed Flat Gently Rolling Rolling Hilly

TERRESTRIAL WILDLIFE

Fauna Observed or Indicated

Family ¹	Common Name	Scientific Name	Indication ²
None observed			

¹Mammal, Bird, Reptile, or Amphibian

²Observed Animal, Tracks, Scat, Homes, and/or Markings

Dominant Flora Observed

Strata ¹	Common Name	Scientific Name	Wetland Indicator ²	Location ³
Overstory	Black locust	<i>Robinia pseudoacacia</i>	FACU	Upland
Overstory	Northern Red Oak	<i>Quercus rubra</i>	FACU	Upland
Overstory	Sugar Maple	<i>Acer saccharum</i>	FACU	Upland
Herbaceous	Kentucky bluegrass	<i>Poa pratensis</i>	FAC	Upland

¹Overstory, Understory, Vine, or Herbaceous

²UPL, FACU-, FACU, FACU+, FAC-, FAC, FAC+, FACW-, FACW, FACW+, or OBL

³Floodplain, Depression, or Upland

SOILS INFORMATION

Abbreviation	Soil Name	Soil Texture	Hydric Soil Status ²	Location ³
EIA	Elston sandy loam, 0 to 2 percent slopes	Sandy loam	NH (well drained)	Upland

²H-Hydric Soil, HI-Contains Hydric Inclusions, NH-Non-Hydric

³Floodplain, Depression, or Upland

ENDANGERED AND THREATENED SPECIES

Is this project located within the range of any Federally Endangered or Threatened Species? ☒ Yes ☐ No

If yes, please list below.

Common Name	Scientific Name	Status	Confirmed Occurrences Nearby?	Suitable Habitat Present
Indiana bat	<i>Myotis sodalis</i>	E	Awaiting INDOT Bat Review	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Northern Long-eared Bat	<i>Myotis septentrionalis</i>	T	Awaiting INDOT Bat Review	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Will any of the above listed species be impacted by the planned improvements? Yes ☒ No

NATURAL AREAS

Are there any natural areas located within 5 miles of the project area? Yes ☒ No

WETLAND INFORMATION

Are wetlands mapped within or adjacent to project limits? Yes ☒ No

If yes, please list below.

Wetland Type	Abbreviation	Location within Project	Confirmed in Field?
			Yes No Undetermined

Were any of the following wetland indicators observed in or adjacent to project limits?

	Yes	No	Location within Project
Standing Water	—	—	_____
Saturated Soil	—	—	_____
Depressional Areas	—	—	_____
Water Marks on Trees	—	—	_____
Drift Lines	—	—	_____
Fluted Tree Trunks/Roots	—	—	_____
Sediment Deposits	—	—	_____
Water Stained Leaves	—	—	_____
Other _____			

Is there a potential for impacts to jurisdictional wetlands as a result of the planned improvements? Yes ☒ No

Comments: Due to the scope, bridge deck overlay, there will not be a potential for impacts.









Performed by: Ryan Scott

Date: 08/07/2019



April 8, 2021

Wetlands

- | | | |
|--|---|--|
|  Estuarine and Marine Deepwater |  Freshwater Emergent Wetland |  Lake |
|  Estuarine and Marine Wetland |  Freshwater Forested/Shrub Wetland |  Other |
| |  Freshwater Pond |  Riverine |



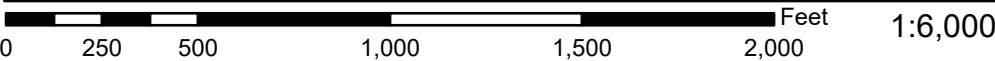
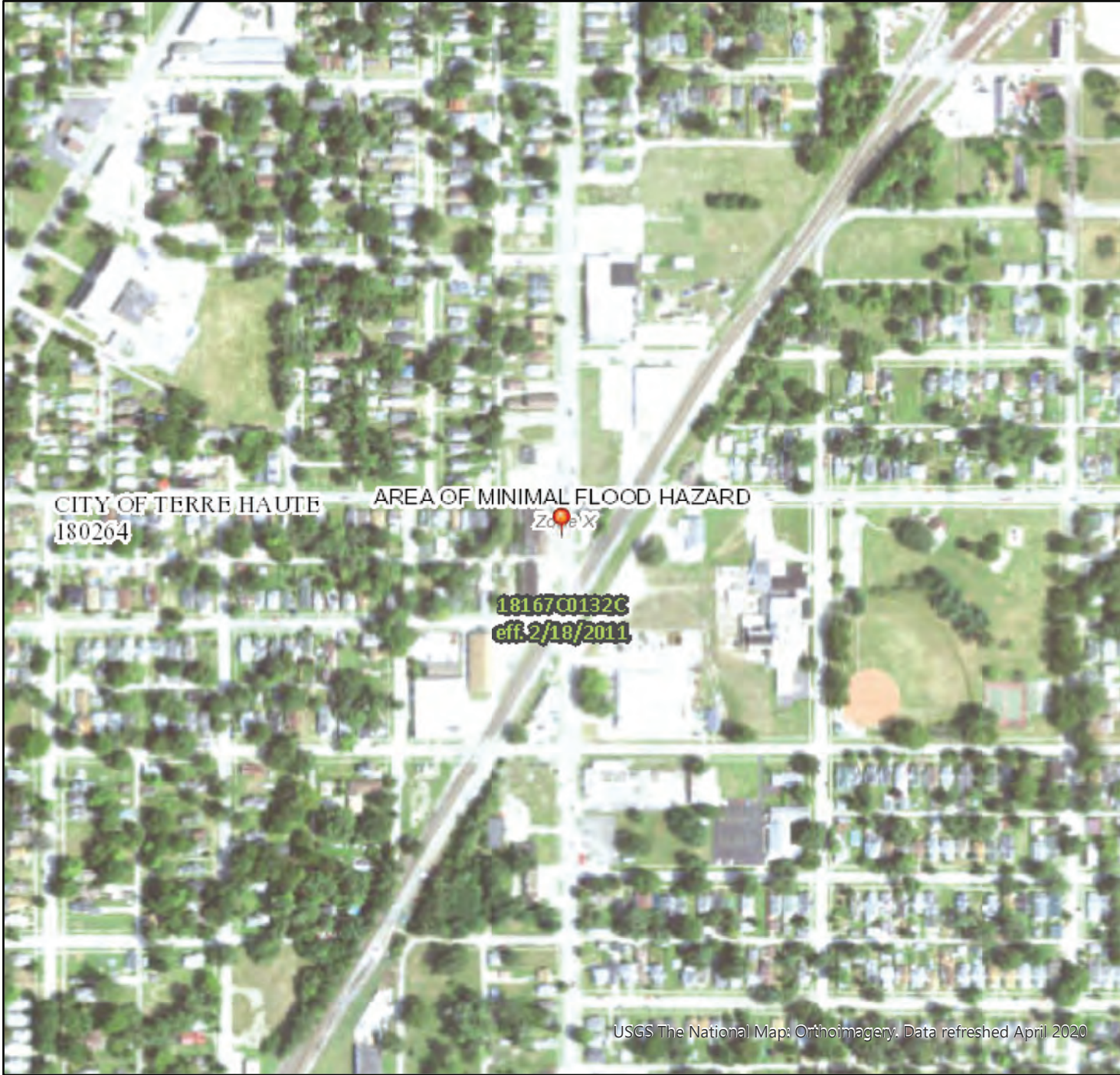
This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

 Project Area

National Flood Hazard Layer FIRMette



87°24'11"W 39°29'18"N



87°23'34"W 39°28'50"N

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

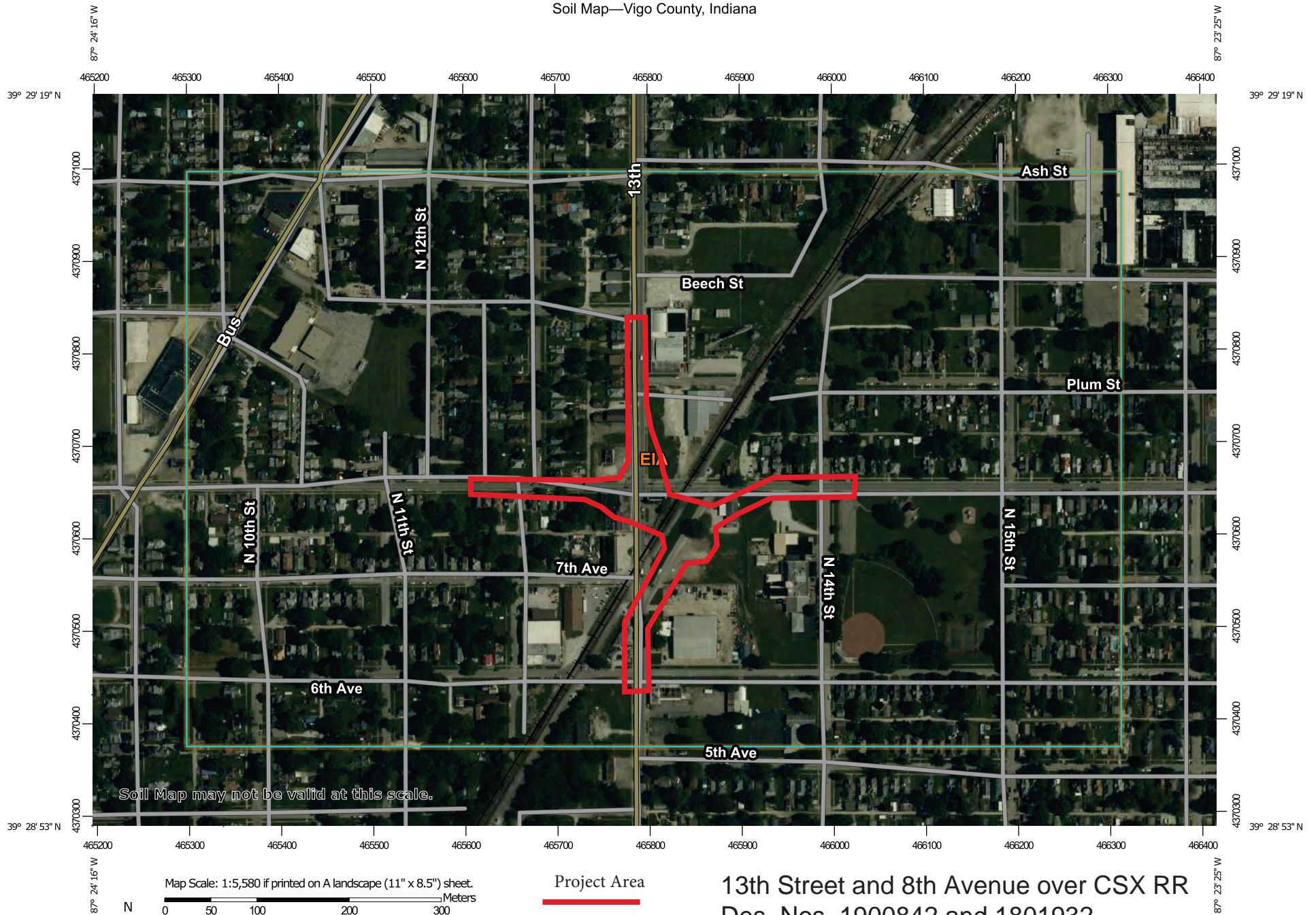
SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
		Area of Undetermined Flood Hazard Zone D
GENERAL STRUCTURES		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		Cross Sections with 1% Annual Chance Water Surface Elevation
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
		Profile Baseline
MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped
		The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

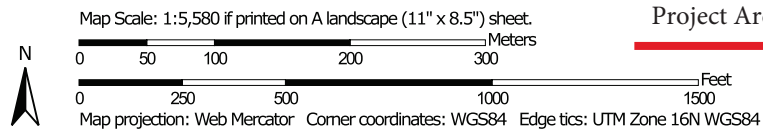
The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 9/27/2020 at 2:25 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Soil Map—Vigo County, Indiana



Soil Map may not be valid at this scale.



13th Street and 8th Avenue over CSX RR
Des. Nos. 1900842 and 1801932
Terre Haute, Vigo County, IN



Natural Resources
Conservation Service


Web Soil Survey
National Cooperative Soil Survey

4/8/2021
Page 1 of 3

F-5

MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

Water Features



Streams and Canals

Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

Background



Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Vigo County, Indiana

Survey Area Data: Version 25, Jun 11, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 25, 2019—Jul 23, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
EIA	Elston sandy loam, 0 to 2 percent slopes	156.6	100.0%
Totals for Area of Interest		156.6	100.0%

Appendix G: Public Involvement



Corporate Office
7172 N. Keystone Ave. Ste. G
Indianapolis, IN 46240
317.466.9520
www.eticagroup.com
Certified WBE | DBE

Notice of Survey

7/11/2019

SUBJECT: 13th Street & 8th Street Over CSX Railroad in Terre Haute, Vigo County
(Des. 1801932 & 1900362)

Dear Property Owner:

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

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

The survey work will include mapping the location of features such as trees, fences, buildings, culverts, sewers, hardscapes, marked utilities, drives, etc., along with obtaining ground elevations. The survey is needed to perform a topographic survey of the corresponding roadway intersection and adjacent railroad. Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If you have questions or concerns regarding this project, please contact Michael Matel with Butler, Fairman & Seufert, Inc. (Phone: 317-713-4615).

Sincerely,

A handwritten signature in black ink that reads "Nickolas M. Schmitt". The signature is written in a cursive, flowing style.

Nickolas M. Schmitt, PE, PS
Project Manager
Etica Group
Cc:
File: (190024)



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216 (317) 232-5348 FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Date: October 26, 2020

Re: Des Nos. 1900842 and 1801932, 13th Street and 8th Avenue over CSX Railroad, Vigo County, Indiana

Notice of Entry for Survey or Investigation

Dear Property Owner,

Our information indicates that you own property near the above proposed transportation project. Representatives of the Indiana Department of Transportation (INDOT) will be conducting environmental surveys of the project area in the near future. It may be necessary for them to enter onto your property to complete this work. This is permitted under Indiana Code § 8-23-7-26. Anyone performing this type of work has been instructed to identify him or herself to you, if you are available, before they enter your property. If you no longer own this property or it is currently occupied by someone else, please let us know the name of the new owner or occupant so that we can contact them about the survey.

Please read the attached notice to inform you of what the "Notice of Entry for Survey or Investigation" means. The survey work may include the identification and mapping of streams and wetlands, and various other environmental studies. The information we obtain from such studies is necessary for the proper planning and design of this highway project. It is our sincere desire to cause you as little inconvenience as possible during this survey. If any problems do occur, please contact Jason Springer at jspringer@indot.in.gov.

Please be aware that Indiana Code § 8-23-7-27 and 28 provides that you may seek compensation from INDOT for damages occurring to your property (land or water) that result from INDOT's entry for the purposes mentioned above in Indiana Code § 8-23-7-26. In this case, a basic procedure that may be followed is for you and/or and INDOT employee or representative to present an account of the damages to one of the two above named INDOT staff. They will check the information and forward it to the appropriate person at INDOT who will contact you to discuss the situation and compensation.

In addition, you may contact the Crawfordsville District Real Estate Manager (855-463-6848 / 41 West 300 North Crawfordsville, IN 47933). The District Real Estate Manager (DREM) can provide you with a form to request compensation for damages. After filling out the form, you can return it to the DREM for consideration, and the DREM may be contacted if you have questions regarding the matter, rights, and procedures.

If you are not satisfied with the compensation that INDOT determines is owed you, Indiana Code § 8-23-7-8 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 the 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. It our sincere desire to cause as little inconvenience as possible during our work, and we thank you in advance for your cooperation.

If you have received a "Notice of Entry for Survey or Investigation" from INDOT or an INDOT representative, you may be wondering what it means. In the early stages of a project's development, INDOT must collect as much information as possible to ensure that sound decisions are made in designing the proposed project. Before entering onto private

www.in.gov/dot/

An Equal Opportunity Employer

property to collect that data, INDOT is required to notify landowners that personnel will be in the area and may need to enter onto their property. Indiana Code, Title 8, Article 23, Chapter 7, Section 26 deals with the department's authority to enter onto any property within Indiana.

Receipt of a Notice of Entry for Survey or Investigation does not necessarily mean that INDOT will be buying property from you. It doesn't even necessarily mean that the project will involve your property at all. Since the Notice of Entry for Survey or Investigation is sent out in the very early stages and since we want to collect data within AND surrounding the project's limits more landowners are contacted than will actually fall within the eventual project limits. It may also be that your property falls within the project limits, but we will not need to purchase property from you to make improvements to the roadway. Another thing to keep in mind is that when you receive a Notice of Entry for Survey or Investigation, very few specifics have been worked out and actual construction of the project may be several years in the future.

Before INDOT begins a project that requires them to purchase property from landowners, they must first offer the opportunity for a public hearing. If you were on the list of people who received a Notice of Entry for Survey or Investigation, you should also receive a notice informing you of your opportunity to request a public hearing. These notices will also be published in your local newspaper so interested individuals who are not adjacent to the project will also have the opportunity to request a public hearing. If a public hearing is to be held, INDOT will publicize the date, location, and time. INDOT will present detailed project information at the public hearing, comments will be taken from the public in spoken and written form, and question and answer sessions will be offered. Based on the feedback INDOT receives from the public, a project can be modified and improved to better serve the public.

So, if you have received a "Notice of Entry for Survey or Investigation", remember:

1. You do not need to take any action at this time. It is merely letting you know that people in orange/lime vests are going to be in your neighborhood.
2. The project is still in its very early planning stages.
3. You will be notified of your opportunity to comment on the project at a later date.

NOTICE OF PUBLIC INFORMATION MEETING / OPEN HOUSE

DES# 1900842 (Lead, Bridge) and DES # 1801932 (Road)

New Bridge and Roadway Reconstruction 8th Avenue and 13th Street over CSX Railroad Terre Haute, Vigo County, Indiana

The Indiana Department of Transportation (INDOT) will host a public information meeting / open house for the proposed project from **6:00 pm – 7:30 pm est.** on **Tuesday August 17, 2021** at **924 N 13th Street Terre Haute, Indiana**. The purpose of the public information meeting is to offer all interested persons an opportunity to review the current preliminary plans for the project, speak informally with INDOT and design consultant representatives, ask questions and provide feedback.

The purpose of this project is to eliminate vehicular delays at the 13th Street and 8th Avenue crossings of CSX Railroad due to train traffic and eliminate the potential for train-vehicle crashes at these crossings. The project proposes to construct a new bridge to elevate 8th Avenue and 13th Street over the CSX Railroad. Two (2) separate 116-foot diameter raised roundabouts, connected by an approximately 115-foot long single-span bridge, will be constructed at 8th Avenue and 13th Street. The bridge will have a minimum vertical clearance of approximately 23 feet, 3.25 inches and consist of concrete bulb tee-beams. Mechanically Stabilized Earth (MSE) retaining walls will be installed in the northeast, northwest and southwest quadrants of the bridge, and 3:1 earthen side slopes will be utilized in the southeast quadrant in order to accommodate the grade change of the railroad crossing. Due to the MSE walls, the following streets will become dead ends at 8th Avenue: N. 12th Street, Garfield Avenue, and the alley between Garfield Avenue and 13th Street. Plum Street will be relocated to the north of its current location in order to maintain access to a railroad museum off of 13th Street. Railroad Street will be permanently closed and the pavement will be removed (between 8th Avenue and 13th Street). Existing sidewalks and curb ramps within the project area will be replaced with Americans with Disabilities Act (ADA)-compliant facilities. Right-of-Way acquisition will be required, and it is anticipated there will be some commercial and/or residential relocations.

Conversations will not be recorded as part of the public information meeting / open house proceedings. The public is encouraged to provide statements regarding the project utilizing one or more of the following methods: fill out the enclosed comment form and return it to the design consultant (contact information provided below); fill out a comment form at the public information meeting and leave it with the design consultant or INDOT staff members; call or email Ryan Scott, Environmental Specialist for the project, at 317-713-4615 or rscott@bfsengr.com or Jason Springer, INDOT Senior Project Manager, 317-234-3495 or jspringer@indot.in.gov.



13TH ST. & 8TH AVE. RAILROAD GRADE SEPARATION

AUGUST 17, 2021

PROJECT PURPOSE AND NEED

Intersection of 13th Street and 8th Avenue

Need of Project:

- Railroad Corridor Study Performed by City of Terre Haute
- Number of Trains Utilizing This Area(21 Trains per day)
- Speed of Trains Through This Area

Purpose of Project:

- Improve Safety of Railroad Crossings
- Reduce Emergency Response Times Caused by Train Delays
- Improve Traffic Flow for both 13th Street and 8th Avenue



PROJECT SCOPE



1 Bridge Over Railroad with Roundabout Pair



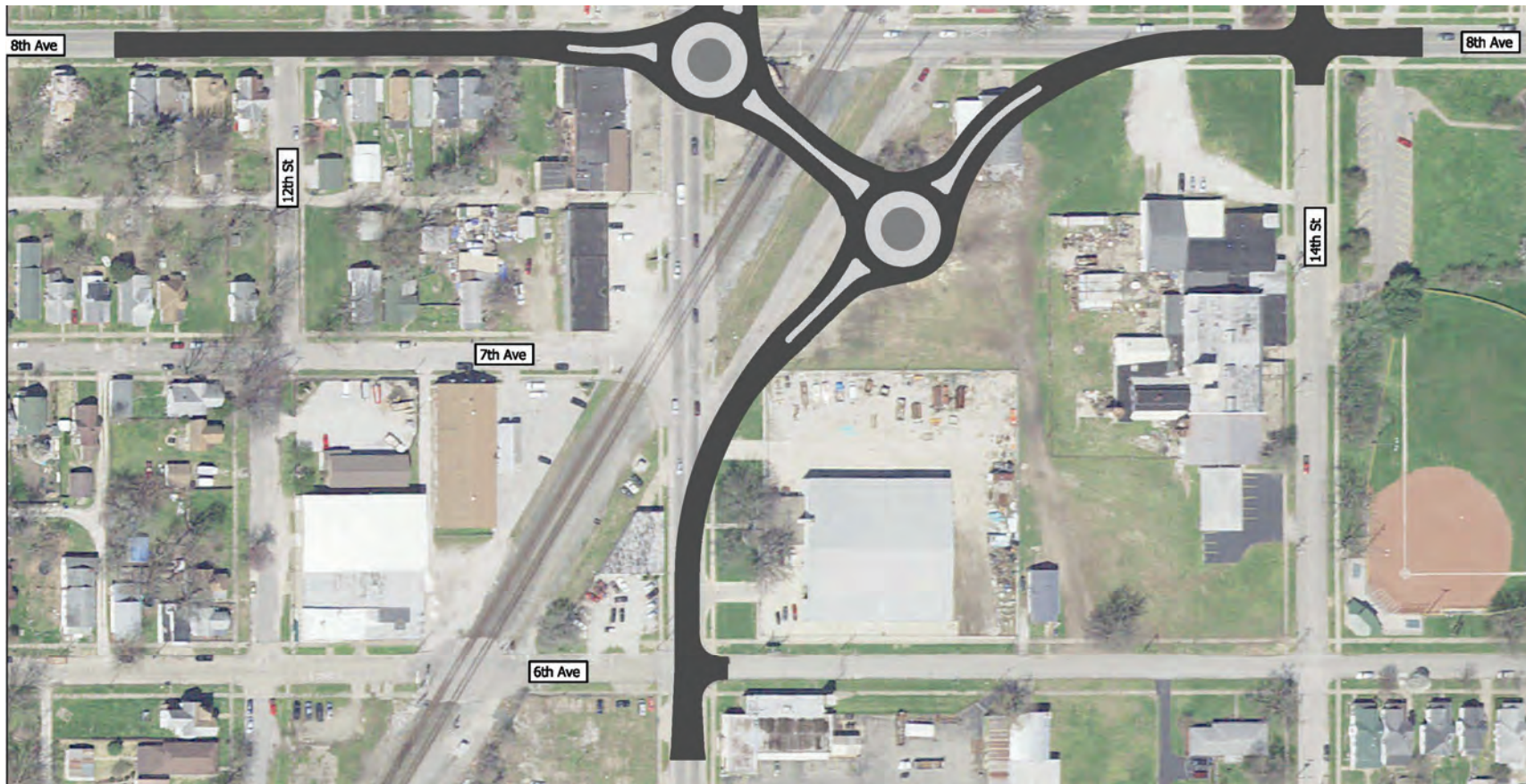
General Information on 1 Bridge Alternative

- Safety
 - Full Removal of At-Grade Railroad Crossings
 - 2 Roundabout Intersections
- Approximate Construction Cost - \$12,800,000
 - Road(Includes Walls) \$11,100,000
 - Bridge \$1,700,000

PROJECT SCOPE



PROJECT SCOPE

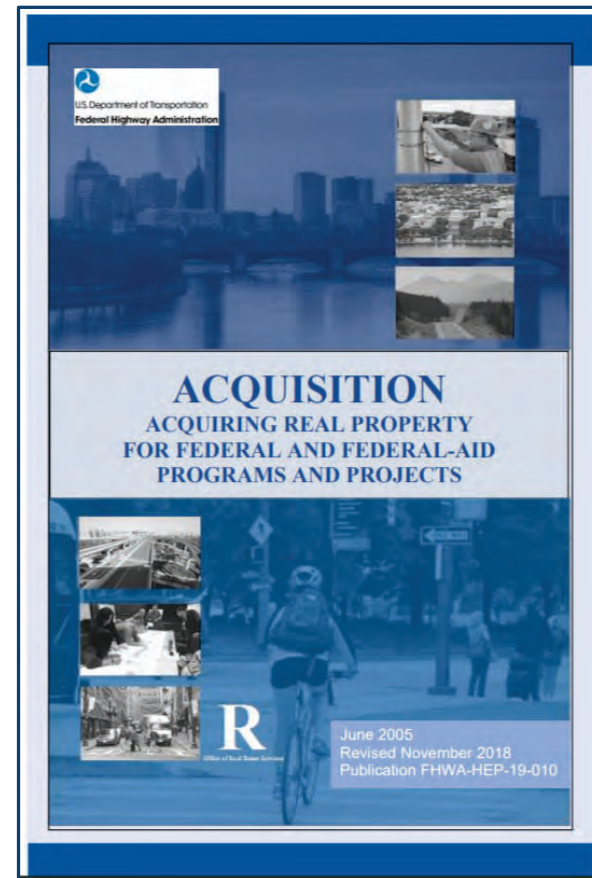


RIGHT OF WAY ACQUISITION



Right-of-Way Services

- Process Dictated through Laws and Regulations
 - 5th and 14th Amendments to our Constitution
 - Titles 23 and 49 US Code of Federal Regulations
 - Title 32 of the Indiana Code



RIGHT OF WAY ACQUISITION



Right-of-Way Services

- Appraising
 - Determination of Fair Market Value
 - In-person inspection and meeting with Owner
- Review Appraising
 - Analyze initial appraisal
 - Determine Final Compensation

APPRAISAL REPORT			
12/08			Code _____
<input type="checkbox"/> Value Findings	<input type="checkbox"/> Short Form	<input type="checkbox"/> Long Form	Page 1 of _____
<input type="checkbox"/> Partial Acquisition	<input type="checkbox"/> Total Acquisition		
Type of Property _____	Indicate (Residential, Commercial, Bareland, Farm, Special, Industrial)		Des # _____
Location _____			Parcel _____
Owner _____	Phone _____	Road _____	
Address _____			County _____
<input type="checkbox"/> Tenant	<input type="checkbox"/> Contract Buyer	Phone _____	
Address _____			
Land Areas:	Before: _____	After: _____	Acquisition _____
	Temp. R/W _____	Perpetual R/W _____	PER _____ Access Rights _____
CERTIFICATION OF APPRAISER			
<p>I certify that, to the best of my knowledge and belief:</p> <p>That I have made a personal observation of the property that is the subject of this report and that I have made a personal field inspection of the comparable sales relied upon in making said appraisal. The property being appraised and the comparable sales were as represented or referenced within the appraisal.</p> <p>That the statements of fact contained in the report are true and correct.</p>			
<p>on with the acquisition of right-of-way for a project utilizing Federal funds.</p> <p>iate laws, regulations, policies and procedures applicable to the appraisal of property for such if the value assigned to such property consists of such items which are noncompensable under</p> <p>would otherwise be required by the specific guidelines of the Uniform Standards of Professional it may tend to mislead the users of the report, or the public.</p> <p>ct of this report or to the parties involved with this assignment.</p> <p>ct of this report or reporting predetermined results.</p> <p>ing this assignment is contingent upon the development or reporting of a predetermined value or of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event</p> <p>property prior to the date of valuation caused by the public improvement for which said property is d for such improvement, other than that due to physical deterioration within the reasonable control for the property.</p> <p>ted only by the reported assumptions and limiting conditions and are my personal, impartial, and</p> <p>in the property that is the subject of this report and no personal interest with respect to the parties appraised.</p> <p>portunity to accompany me on the property inspection.</p> <p>aisal to anyone other than the proper officials of the Acquiring Agency or officials of the Federal said officials or until I am required to do so by due process of law, or until I am released from this</p> <p>any allowance for relocation assistance benefits.</p> <p>ce to the person signing this report with the exception of those signing below.</p> <p>red and residue damages, if any, as of the _____ day</p> <p>date of this appraisal is \$ _____ based upon my independent appraisal</p>			
SUMMARY			
BEFORE VALUE	\$ _____		
AFTER VALUE	\$ _____		
Land Taken	\$ _____		
Land Improvements	\$ _____		
Improvements	\$ _____		
Cost-to-Cure	\$ _____		
Damages to Residue	\$ _____		
Temporary R/W	\$ _____		
TOTAL DUE OWNER	\$ _____		

RIGHT OF WAY ACQUISITION



Right-of-Way Services

- Negotiation
 - Written offer presented to owner
 - Amount offered as just compensation
 - All compensation elements explained
 - All rights explained
- Relocation
 - Relocation Agent
 - Locate suitable replacement property
 - Cover moving and incidental costs as eligible

Form WD-1
Revised 4/2009

WARRANTY DEED

Project: _____
Code: _____
Parcel: _____
Page: 1 of 2

INDIANA DEPARTMENT OF TRANSPORTATION
150 North Chester Avenue
Room 454
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Joe McGuinness, Commissioner

UNIFORM PROPERTY OR EASEMENT ACQUISITION OFFER

Date: January 27, 2021

PROJECT: _____
CODE: _____ PARCEL
ROAD: _____
COUNTY: _____

Offer Delivery Method (Check one)
In Person _____ Certified Mail ☒

TO: _____

The State of Indiana, acting by and through the Indiana Department of Transportation is authorized by Indiana law to obtain your property or an easement across your property, for certain public purposes. The Indiana Department of Transportation needs YOUR PROPERTY for a public highway improvement known as _____ and needs to take the property as described on the attached legal description.

It is our opinion that the fair market value of the property we want to acquire from you is \$XXXXX, and, therefore, the Indiana Department of Transportation offers you \$XXXXX for the above described property. You have thirty (30) days from this date to accept or reject this offer. If you accept this offer, you may expect payment in full within ninety (90) days after signing the documents accepting this offer and executing the deed, grant or easement, and provided there are no difficulties in clearing liens or other problems with title to the land. Possession will be required thirty (30) days after you have received your payment in full.

and agree(s) to pay the 2021 payable 2022 real estate taxes and assessments on the above parcel to pay shall survive the said closing and shall be enforceable by the State in the event of

MAINTENANCE OF TRAFFIC



Official Detour

- 13th Street Closed
 - Locust Street (South of Project)
 - Maple Street (North of Project)
- 8th Avenue Closed
 - US 41 (West of Project)
 - 19th Street (East of Project)



SCHEDULE



Overall Project Schedule

- Public Presentation August, 2021
- Receipt of Bids From Contractors April, 2023
- Start Construction Summer, 2023
- Estimated Construction Time 18 – 24 Months

CONCLUSION



- Please Visit With The Project Team
 - Open House Format
 - Maps, Displays, Real Estate Team, and Informal Q&A
 - Provide Any Additional Comments Via Comment Card or Email
-



THANK YOU



EXHIBIT "A"
TERRE HAUTE TRAX PROJECT
8TH AVENUE 13TH STREET OVER CSX RAILROAD
Drs. NO. 1900362 1901932
RW Phase Fee Table

Copy of Attendance Sheet (1 of 2)

Evangel Christian Church
Clarence DeBow

1700 8th Ave

1700 8th Ave

Parcel	Owner	Primary Contact	Mailing Address	Email	Phone Number	Concerns	Relocation
1	Zoll Manufacturing Co. Inc.						
2	John W. McCalister & Steve A. McCalister						Y
3	Modern Aluminum Castings Co.						
4	Critter Land, Inc.						
5	Billboard						
6	Marjorie Heyman						
7	Harold L. Sellers	Harold & Brenda Sellers					Y
8	B & K REAL ESTATE GROUP, LLC	K Miller					Y
9	Billie L. Potts, Sr. & Judith A. Potts						Y
10	Earl T. Burner & Jennifer L. Bruner						
11	Karl Shultz & Karen Shultz						
12	DAVID SCHIMMEL & CONNIE F. KENNETH J. DEAN & ELIZABETH NANSUE DEAN	Kenny Heath Dale Heath					
13	City of Terre Haute Department of Redevelopment						
14	Shirley M. Sears						Y
15	Anton Fred Smodilla IV						Y
16	Kaylah Bryant						Y
17	Billy J. Kline						Y
18	Rolland H. Farrand & Clarice A. Farrand	Michelle Branche Connie Large				Poss Probate	Y
19	David L. Large & Connie C. Large						Y
20	CK Investments, LLC						Y
21	Terry L. Roberts	Terry Roberts					Y
22	Amber Luke & Anthony Brown	Amber Luke Anthony Brown					Y
23	Glide Properties, LLC	Tommy Darwish					Y
24	Veda J. Gregory						Y
25	Johnny D & Stephanie J. Johnson	Johnny Johnson					Y
26	Donald J. Lavanne & Jeanne T. Lavanne	Robert Lavanne				POA	Y
27	Louise L. Cooper & Darlene F. Cooper	Darlene F. Cooper					Y
28	Ray O. Marshall & David R. Marshall	Ray Marshall					Y
29	Joan L. Hill & Dennis E. Hill						Y
30	Charlie Nellum & Barbara J. Nellum						Y
31	Kayla Brennan						
APAs	32						
Total No. Parcels = 32							



JOE HALTER AIRGAS [REDACTED]

James Kane

DONALD MULRY [REDACTED]

Megan Foster - Wabash Valley Railroad Museum

Keith Birkey [REDACTED]

Clark Cowdin [REDACTED]

Loea Umphries [REDACTED]

ANTON SMODILLA [REDACTED]

LOTTER

MERRILL BOEBRAKE - owner MERRIAM [REDACTED]

(AM) ON BOARD

PUBLIC INFORMATION MEETING / OPEN HOUSE
DES# 1900842 (Lead, Bridge) and DES # 1801932 (Road)

8th Avenue and 13th Street over CSX Railroad

Public Comment or Question:

Public Comment or Question:

to you, have a diagram for everybody to have
in a picture to take home and look at.
My car pass on 13th St and 8th Ave is the
best to happen. I look out my window and see the
people need help and get get across.
Thanks

Name: Andrew N. Cooper

Address: 1111 1st St. SW, Box 910

::mail: _____

Mobile or Home phone: 012-81-1111

- Mail an overhead Picture

PUBLIC INFORMATION MEETING / OPEN HOUSE
DES# 1900842 (Lead, Bridge) and DES # 1801932 (Road)
New Bridge and Roadway Reconstruction
8th Avenue and 13th Street over CSX Railroad
Terre Haute, Vigo County, Indiana

Public Comment or Question:

PROPERTY SOUTH EXIT/ENTRANCE

Name: AK REAL ESTATE GROUP

Address: 1000 W. 13th Street, Terre Haute, IN 47601

E:mail: AKREALTY@GMAIL.COM

Mobile or Home phone: 317-572-1000

PUBLIC INFORMATION MEETING / OPEN HOUSE
DES# 1900842 (Lead, Bridge) and DES # 1801932 (Road)
New Bridge and Roadway Reconstruction
8th Avenue and 13th Street over CSX Railroad
Terre Haute, Vigo County, Indiana

Public Comment or Question:

Flood water at base

Sidewalks

Traffic situation @ 8th & 14th

name: [REDACTED] / [REDACTED]

address: [REDACTED]

mail: [REDACTED]

mobile or Home phone: [REDACTED]

LOCAL NEWS

INDOT hosts public forum on potential changes to Terre Haute's north side

Advertisement. Your video will resume in 5 seconds.

by: [Web Desk](#)

Posted: Aug 17, 2021 / 11:41 PM EDT / Updated: Aug 18, 2021 / 10:46 AM EDT

SUBSCRIBE NOW
Daily News

SIGN UP

TERRE HAUTE, Ind. (WTWO/WAWV) — The Indiana Department of Transportation hosted a public hearing Tuesday evening at the Terre Haute Boys and Girls Club to discuss road improvements on Terre Haute's north side.

The forum was held to discuss the possibility of a new bridge over the train tracks for cars traveling on 13th Street and 8th Avenue.

The project includes two roundabouts as well as new pedestrian paths.

ADVERTISING

"Traffic will not have to stop for the train anymore, which is a safety issue," project director Mike Matel said. "As you know, there's the hospital that's located about a mile west of this intersection. This will greatly enhance response time."

Officials said the purpose of the project is to get rid of delays on 13th Street and 8th Avenue caused by train traffic. The plan also aims to make the area safer at those crossings.




Organizers said the project is necessary due to the increasing traffic in the area and close proximity to the hospital.

"So far everybody I've talked to is very favorable with the project," Terre Haute Mayor Duke Bennett said. "They're just a little not sure about exactly what's gonna to them personally. Some people it's a few feet, some people it's more than half of their property. The end result is it's going to be great. Getting there will be a little bumpy."

The project would begin in the summer of 2023.




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Terre Haute Trax Public Comment Database					
Commentor	Method	Date Received	Commentor Address / email/ Phone Number	Comments	INDOT/BFS Notes
Karen Shultz	Email to Jason Springer	8/7/2021	<div></div> 1644 N 13th St, Terre Haute, IN 47804	<p>Please add my comments to the upcoming public meeting on Aug 17, 2021 at 924 N 13th St.</p> <p>1: Living at 1644 N 13th Street with both my husband and myself being over 65 and disable; He on oxygen 24/7 requires a rollator and myself in a power wheelchair. Our only means of transportation is Area 7 Transportation which is mainly for seniors and the disabled. In order to use this transportation we need a wheelchair ramp (currently located facing N 13th St, street parking and a sidewalk. During the winter the ramp, sidewalk at loading area is kept clear.</p> <p>My concerns are since we have multiple health issues that require several medical appointments each month how are we suppose to get out to our transportation? Since we have no access to the back alley and N 13th St inaccessible we will basically be "land locked" during construction and winter months. What will INDOT do about this?</p> <p>2: How will having a "wall" with basically no view, limited yard space and accessibility issues affect our property values? No one is going to want to buy a house with such limitations.</p> <p>I intend to somehow make the meeting as transportation will not be available to me.</p>	<p>from Mike Matel to Jason Springer on 8/9/2021: Thank you for passing this along. I have forwarded it to our designers to see if anything can be done to address their concerns.</p> <p>From Mike Matel to Karen Shultz on 8/19/2021: Good morning, my name is Mike Matel and I am the project manager who spoke with you at the public presentation on Tuesday night in Terre Haute. I apologize for not getting back to you yesterday. We have received your e-mail pertaining to your concerns about access during construction of the project as well as after the project is completed. We are aware that both you and your husband have difficulty moving around and are very dependent on the Area 7 transportation network. I have spoken with, as well as forwarded your original e-mail to our lead designer as well as the Terre Haute assistant engineer, Marcus Mauer. Making us aware of your special circumstances at this time will provide us some time to looking at some design options to hopefully accommodate both you and your husband. At this time I cannot tell you specifically what we are going to do, but we will be looking at a couple options to revise some of our design. We have discussed internally some ramp type options, but will need to see how it can be integrated with the surrounding design elements in this area. Please provide us some time to look at various alternatives. In the mean times if you have any further questions, you may contact me directly.</p> <p>It is the goal of the design team to communicate all viable alternatives to the commenter at the public hearing opportunity stage of plan development.</p>
Connie Large	Call to Jason Springer	8/9/2021	<div></div>	<p>From Jason Springer to Mike Matel on 8/9/2021: I received a call from Connie Large <div></div> who owns a property on 13th & 8th and would like to discuss the letter received. Also, Bill Gentry <div></div> called regarding the letter and wants to know how the project will affect the property located at 1104 8th Avenue. Please call them to discuss the current design and answer their questions based on the letter.</p>	<p>from Mike Matel to Jason Springer on 8/9/2021: Thank you again for forwarding the phone calls to me for this project. Today I spoke to both property owners, (Bill Gentry and Connie Large) and answered whatever questions that they had. I encouraged both of them to attend the meeting on 8-17-21.</p> <p>Ms. Large's property consists of two parcels on the south side of 8th Avenue, east of 12th Street. She was informed that a full purchase and relocation is anticipated for the project.</p>
Bill Gentry	Call to Jason Springer	8/9/2021	<div></div> 1104 8th Avenue	<p>From Jason Springer to Mike Matel on 8/9/2021: I received a call from Connie Large <div></div> who owns a property on 13th & 8th and would like to discuss the letter received. Also, Bill Gentry <div></div> called regarding the letter and wants to know how the project will affect the property located at 1104 8th Avenue. Please call them to discuss the current design and answer their questions based on the letter.</p>	<p>from Mike Matel to Jason Springer on 8/9/2021: Thank you again for forwarding the phone calls to me for this project. Today I spoke to both property owners, (Bill Gentry and Connie Large) and answered whatever questions that they had. I encouraged both of them to attend the meeting on 8-17-21.</p> <p>Mr. Gentry's property is located west of the project area and outside of the project limits. No impacts to his property are anticipated.</p>

Commentor	Method	Date Received	Commentor Address / email/ Phone Number	Comments	INDOT/BFS Notes
Bill Foster President Haley Tower Historical & Technical Society.	Email to Jason Springer and Ryan Scott	8/11/2021 8/17/2021		<p>I received your notice regarding the meeting next Tuesday. At the bottom of the notice is says to fill out the enclosed comment form with questions....the issue is there is no such form enclosed with the notice. Can you send one via email please?</p> <p>I tested positive for covid yesterday so will not be present tomorrow evening. Would it be possible to share renderings or whatever you will be sharing tomorrow, with me via email?</p>	<p>from Ryan Scott to Bill Foster on 8/12/2021: Thank you for your email, and apologies for not attaching the comment form to your mailing. Please see the comment form attached.</p> <p>from Ryan Scott to Bill Foster on 8/17/2021: For your reference, please find attached a copy of the presentation for the public meeting tonight.</p>
William A. Heyman, Jr. Crittlerland, Inc.	Email to Jason Springer and Ryan Scott	8/16/2021	<p>Atlantis Aquatic Gardens 1550 North 13th Street Terre Haute, IN 47807</p> 	<p>My wife and I own the buildings and lots, on the Southeast and Southwest sides of 13th street, at the intersection of 8th Avenue. I should clarify that we appreciate the magnitude of this project and its importance to our community. So, thank you in advance for giving us this opportunity to meet and learn about our future. I also expect this is an interesting challenge for you, since the railroad is so close to the intersection. For several years we had thought there would be two over pass bridges, with the fate of our retail store unknown. The current diagonal design sounds good, and I am sure it presents some special challenges as well. Hopefully, property acquisition will not be a big challenge, and I hope we can help, by being open to a fair settlement on our real estate. That brings me to the reason for this letter. For some time, we have been told that our buildings on both sides of 13th street, would be taken, as would several properties near the project. This is the presumption I will have, as we go into tomorrow's meeting. If somehow, this is not the case I would hope to learn more before the meeting. I will presume the project needs both, our old shop's property on the East side, and at least the main building at the corner on the West side. I believe we have eight lots on the west side , including the pole barn on the South of the main building. I am curious, whether that building might be acquired as well. I won't go into detail about our retail business, other than to say we have been on this corner for nearly 50 years. I am getting old enough, to question whether I have the energy to start over again in a new location. I feel an obligation to our community to keep this business going. A lot of families are counting on us to keep this business going. If you aren't from the Terre Haute area, our history will be unknown to you. We have been a community attraction for many years, with generations of families coming to enjoy learning about all kinds of animals which have been on display. Due to unexpected and unavoidable delays, the project has taken longer than we anticipated, so I am glad we are getting closer to the start of this. I look forward to meeting you and invite you to stop in our shop before the meeting, or anytime. Again, please give me a call anytime on my cell phone, at </p>	Comments noted. No response given.

Commentor	Method	Date Received	Commentor Address / email/ Phone Number	Comments	INDOT/BFS Notes
Carolynn Kuklak	Email to Jason Springer	8/16/2021	MDM Computer Center [REDACTED]	MDM Computer Center owns 2 buildings (1339 N 13th Street and 1313 6th Ave) both are rented to Airgas How will this project affect our properties and access to our properties? How will it impact their business during construction and after? When is the project going to start and finish?	<p>from Mike Matel to Carolynn Kuklak on 8/17/2021: Thank you for reaching out to us concerning the proposed construction project in Terre Haute at 8th Street and 13th Avenue. I would like to address all of your questions that you brought up in your e-mail: The beginning of the project along 13th Street starts at 6th Avenue and goes northward, so both of your buildings will not be affected by the project. There is no proposed right way acquisition planned for either property. During construction, the Contractor has to provide ingress and egress to each property as mandated by the Indiana Specification Book. During construction, it will be much easier to access these buildings from the south since all construction will be north of these properties. When construction is completed the Railroad at grade crossing on 6th Avenue just west of 13th Street will be closed. Construction for the project is scheduled to begin in the summer of 2023 and last approximately 14 to 18 months. As you aware tonight we will be having a public meeting on this project at the Boys and Girls Club starting at 6:00 pm. We have several people from our firm there to answer any question that you may have in regards to the project.</p>
Khushroo Vasania	Phone call to Ryan Scott	8/11/2021 8/13/2021	Email address: [REDACTED] Phone: [REDACTED]	<p>8/11/2021: Mr. Vasania lives in Los Angeles, but owns property near the project (1660 N 13th Street); he called to ask basic questions about the project/location/impacts/etc. and requested that a basic set of plans or drawings be emailed to him for review.</p> <p>8/13/2021: See phone record notes in next column</p>	<p>8/11/2021: Ryan told Mr. Vasania on the phone that he would check with the engineers and send him plans of the project electronically. Plans were sent to him on 8/12/2021.</p> <p>8/13/2021 Re: Phone Call Record (Khushroo Vasania, Property Owner at 1660 N 13th Street) Terre Haute Trax Project He asked what impacts to his property will occur. I explained that there will be no ROW acquisition from his parcel, and that he is located at the end of the project where it ties back into existing conditions at Beech Street. He asked how far away the proposed bridge would be from his property. I explained that the proposed bridge is about 700 feet southeast of his property, and that the roadway and sidewalk on the west side of 13th Street will shift to the east away from his property and property owners to the south of him. He stated his concerns for construction and not being able to lease the property due to tenants not wanting to be around construction. He asked when construction would start and how long it would last. I explained that the project will last 18-24 months and that it is scheduled to begin in the summer of 2023. He said that he would send his concerns in writing to the project team.</p>

Commentor	Method	Date Received	Commentor Address / email/ Phone Number	Comments	INDOT/BFS Notes
Darlene Cooper	Public meeting comment form	8/17/2021	1342 8th Avenue; [REDACTED]	Do you have a diagram for everybody to have in a picture to take home and look at. This overpass on 13th St and 8th Ave is the best to happen. I look out my window and see the people need help and get across.	Mike Matel mailed Mrs. Cooper an overview display of the project on 8/24/2021.
Scott Williams and Kayla Brennan	Public meeting comment form	8/17/2021	1364 8th Avenue; [REDACTED]	Flood water at base; sidewalks; traffic situation @8th and 14th	<p>email from Mike Matel to Scott and Kalya on 8/24/2021: Hello my name is Mike Matel and I am the project manager for the 8th Avenue – 13th Street Railroad Bridge project in Terre Haute. I apologize for my late response to your written comments from the public presentation, which was held on 8-17-21. I have attached your comment card and would like to address each comment. Flood water: I am not sure how to address your comment with flood water at the base. As part of the project, we will address roadway drainage as it pertains to the new alignment and vertical grades. Drainage design is part of our project. Sidewalks: Yes we will have new sidewalks along both sides of 8th avenue adjacent to the roadway in front of your home. Traffic situation at 8th and 14th Street: During construction, the Contractor has to provide access to your property per Section 104.04 of the Indiana Spec Book. Since this intersection is very close to the end of the project, there is not very much construction proposed in this area other than meeting the proposed project into existing conditions. Thank you for your comments and if you have further questions, please contact me.</p>
Christie Jackson	email to Mayor Maurer	8/27/2021	[REDACTED]	Can you tell me the status of this project, and when right of way acquisition and construction will each start?	<p>email from Mike Matel to Christie on 8/27/2021: Hello, my name is Mike Matel and I am the project manager for this project. We are currently in the design phase of the project. The beginning of the right of way acquisition process is anticipated to begin in October 2021. Construction of the project should start with the utility relocation work in the summer of 2023.</p>

Commentor	Method	Date Received	Commentor Address / email/ Phone Number	Comments	INDOT/BFS Notes
RK Real Estate Group	Public meeting comment form	8/17/2021	3170 N. 25th Street, Terre Haute, IN 47804 	Comment form: property south exit/entrance	email from Mike Matel to RK Real Estate on 8/24/2021: Hello my name is Mike Matel and I am the project manager for the 8th Avenue – 13th Street Railroad Bridge project in Terre Haute. I apologize for the late response to your written comments from the public presentation, which was held on 8-17-21. I have attached your comment card and would like to address your comment. Property South Exit / Entrance: From your comment card and looking at our plans, I believe that you are concerned about the current access that you currently have to 8th Avenue from your property, which is located at the northeast corner of 8th Avenue and 13th Street. Unfortunately yes this access to 8th Avenue will no longer be available due to the new bridge. You will continue to have access from Plum Street. In our design, we will continue to look at available turning movements within your property to access the existing loading dock that you have your building on the south side. Thank you for your comments and if you have further questions, please contact me.
James McDonald	Voice message to Mayor Maurer	8/27/2021	EVERETT, EVERETT & MCDONALD 648 Walnut Street Terre Haute, IN 47807 	My client is RK Real Estate Group LLC. Please provide me with the plans and drawings as to my client's property which will be affected by this project.	email from Mike Matel to Mr. McDonald on 8/25/2021: In response to your below request, please find attached several plan and profile sheets which pertain to the property in question. Included in the attachment is a MSE Wall layout drawing. Please be aware that these plan sheets are not for construction use and are subject to be revised since design of the project is still in progress.
James McDonald	Phone call with Mike Matel	8/30/2021	EVERETT, EVERETT & MCDONALD 648 Walnut Street Terre Haute, IN 47807 	See phone record on next column.	Thank you for speaking with me on the phone this morning. I understand that you represent RK Real Estate, which is located on the NE corner of the 8th Avenue and 13th Street intersection in Terre Haute. We have been looking at your clients property and the access concerns that they may have with semi-truck traffic servicing their building at the above location. Most of our effort has been with the access to the loading dock on the south side of the building. Thank you for mentioning that the semi-trucks also service the three doors which are located on the west side of the building. We will also need to review our design for the semi-truck traffic at these door locations. As I mentioned, the intersection with 13th Street and Plum Street will be relocated to the north. As you know, we are still preparing plans for the final design of this project and you have provided us good information to consider. It is anticipated that the RW process will be starting for this project in the September / October time frame. Thank you for mentioning that you will have your own appraiser for this property to compare with our appraisers on this project. Ron Francis of our firm will be the RW Manager for this project and he can be reached at our office at 317-713-4615. Hopefully I have provided you some additional information and we can work together to meet the needs of your clients.

Commentor	Method	Date Received	Commentor Address / email/ Phone Number	Comments	INDOT/BFS Notes
Dustin Collins	Phone call to Ryan Scott	8/25/2021	<div data-bbox="499 376 735 467" style="background-color: black; width: 112px; height: 56px; margin-bottom: 5px;"></div> 1139 8th Avenue	Unable to attend meeting; asked if there will be impacts to their property;	<p>Date: 8/25/2021 Re: Phone Call Record (Dustin Collins, Lives at 1139 8th Avenue) Terre Haute Trax Project</p> <p>Dustin's phone numbers are [REDACTED]</p> <p>He and his wife (Kaylah Bryant) were unable to attend the public meeting.</p> <p>Asked what impacts to their property would occur, and when the project would start.</p> <p>I told him that only 5 feet of temporary right of way was planned to be taken from the from of their property for sidewalk and landscaping tie-in work.</p> <p>I told him that I would send him a copy of the public meeting presentation if he gave me his email address. He said that would be great.</p>

February 11, 2022

Mr. Steven Walls
Consultant Services Manager
Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

Re: Public Hearing Certification Request; Des. Nos.: 1900842 (Lead, Bridge) & 1801932 (Road), 13th Street
and 8th Avenue New Bridge over CSX Railroad, City of Terre Haute, Vigo County, IN

Dear Mr. Walls:

The above referenced project was advanced to the public involvement stage on January 6, 2022. A Legal Notice of Planned Improvement was prepared to provide the public with the opportunity to request a public hearing. The notice was mailed on January 19, 2022 to all known adjacent property owners. The notice was also published in the Tribune Star newspaper on January 21 and 28, 2022. **No public comments or requests for a public hearing were received by the February 4, 2022 deadline date.**

In order to facilitate your review of the project for Public Hearing Certification, please find attached copies of the Categorical Exclusion, Level 4 signature page, legal notice, publishers claim, and direct mailing list for adjacent property owners.

If you have any questions regarding this matter, please feel free to contact Ryan Scott, Environmental Services at rscott@bfsenr.com or (317) 713-4615.

Respectfully,

Ryan L. Scott
Environmental Services
Butler, Fairman, & Seufert, Inc.

Attachments:

CE, Level 4 Signature Page
Legal Notice of Planned Improvement
Publishers Claim (Tribune Star)
Direct Mailing List for Adjacent Property Owners

Removed from Appendix G to avoid duplication.

Ad text : LEGAL NOTICE OF PLANNED IMPROVEMENT

The Indiana Department of Transportation (INDOT) is developing plans for proposed grade separation of 8th Avenue and 13th Street over CSX Railroad in the City of Terre Haute, Vigo County. The purpose of this project is to eliminate delays for motorists and emergency services at the 13th Street and 8th Avenue crossings of CSX Railroad due to train traffic, eliminate the potential for train-vehicle collisions at these crossings, and improve pedestrian accessibility and safety through the area.

The project will construct a new bridge to elevate 8th Avenue and 13th Street over the CSX Railroad. Two (2) separate 116-foot diameter raised roundabouts, connected by an approximately 115-foot long single-span bridge, will be constructed at 8th Avenue and 13th Street. Mechanically Stabilized Earth (MSE) retaining walls will be installed in the northeast, northwest and southwest quadrants of the bridge, and 3:1 earthen side slopes will be utilized in the southeast quadrant in order to accommodate the grade change of the railroad crossing. Due to the MSE walls, the following streets will become dead ends at 8th Avenue: N. 12th Street, Garfield Avenue, and the alley between Garfield Avenue and 13th Street. Plum Street will be relocated to the north of its current location in order to maintain access to a railroad museum off of 13th Street. Railroad Street will be permanently closed and the pavement will be removed (between 8th Avenue and 13th Street). Existing sidewalks and curb ramps within the project area will be replaced with Americans with Disabilities Act (ADA)-compliant facilities.

The Maintenance of Traffic (MOT) plan for the project will require full closure of 13th Street and 8th Avenue during construction. A detour route will be composed of an outer loop of streets: Maple Avenue to the north, Locust Street to the south, 19th Street to the east, and US 41 to the west. The proposed detour will add 2.4 miles to a through trip along 8th Avenue, and 2.0 miles to a through trip along 13th Street. Traffic approaching the project area will be detoured to this loop in a clockwise or counterclockwise direction. Local roads may be used by local traffic. The project will also require temporary closure of pedestrian access through the 13th Street and 8th Avenue intersection. A pedestrian MOT plan is currently being developed to accommodate pedestrian traffic during construction. Access to residential and commercial properties will be maintained throughout the project. School corporations and emergency services will be notified of closures prior to construction. The project is anticipated to take 18-24 months to complete with construction beginning Summer 2023.

The project requires approximately 3.073 acres of permanent right-of-way (ROW) acquisition taken from all four (4) quadrants of the 13th Street/8th Avenue intersection and consisting of 2.907 acres of commercial property and 0.166 acre of residential property. The project also requires approximately 0.034 acre of temporary ROW along the west side of 13th Street, north of 8th Avenue, consisting of 0.003 acre of commercial property and 0.031 acre of residential property.

The project will result in the relocation of six (6) residences and six (6) businesses. Therefore, a Conceptual Stage Relocation Study (CSRS) will be completed for this project. The acquisition and relocation program will be conducted in accordance with 49 CFR 24 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. Relocation resources are available to all residential and business relocated without discrimination. No person displaced by this project will be required to move from a displaced dwelling unless comparable replacement housing is available to that person.

Approximately 2.26 acres of mowed grass areas will be impacted, and approximately 0.33 acre of trees will be removed, to construct the project. No impacts to streams, open water features or wetlands are anticipated to occur as a result of the project.

The cost associated with this project is approximately \$26,900,000 which includes preliminary engineering, right-of-way and construction with federal, state and local funds anticipated to be used. The Federal Highway Administration (FHWA) and INDOT have agreed this project falls within the guidelines of a Categorical Exclusion (CE) Level 4 environmental document. Preliminary design plans along with the CE are available for review at the following locations:

1. Vigo County Public Library, One Library Square, Terre Haute, IN 47807
2. Terre Haute Engineering Department, 17 Harden Avenue #200, Terre Haute, IN 47807
3. INDOT Crawfordsville District Office, 41 West 300 North, Crawfordsville, IN 47933, 855-INDOT4U (463-6848)
4. Online:
<https://www.terrehaute.in.gov/departments/engineering/projects/13th-and-8th-avenue-overpass-1>

All interested persons may request a public hearing be held and/or submit comments to the attention of Jason Springer, INDOT Senior Project Manager, 317-234-3495 or jspringer@indot.in.gov or Ryan Scott, Environmental Specialist for the project, at 317-713-4615 or rscott@bfsengr.com on or before Friday, February 4, 2022. In addition, project information, including the environmental document, may be mailed to interested persons upon request.

In accordance with the Americans with Disabilities Act (ADA), persons and/or groups requiring project information be made available in alternative formats are encouraged to contact the INDOT ADA Coordinator for the arrangement and coordination of services. Please contact Erin Hall, at 317-234-6142 or accessforall@indot.in.gov. In accordance with Title VI of the Civil Rights Act of 1964, persons and/or groups requiring project information be made available in another language are encouraged to contact Title VI Coordinator, Kimberly Ray, at 317-238-4718 or accessforall@indot.in.gov

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, "Each State must have procedures approved by the FHWA

to carry out a public involvement/public hearing program."; 2) 23 CFR 450.210(a)(1)(ix) stating, "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate."; and 3) The INDOT Project Development Public Involvement Procedures Manual approved by the Federal Highway Administration on July 7, 2021.

279014-T/S-1/21, 28-2022-hspaxlp

279014

TRIBUNE STAR

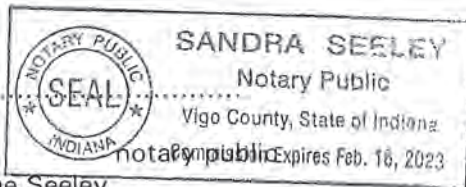
O P.O. BOX 149
TERRE HAUTE, IN 47808

I hereby certify that the attached advertisement of LEGAL NOTICE in space of 92.55 lines was published in the TRIBUNE STAR On :

01/21/2022 01/28/2022

Subscribed and sworn to before me this

28th day of January, 2022



Sue Seeley

12/31/2009

LEGAL NOTICE OF PLANNED IMPROVEMENT

The Indiana Department of Transportation (INDOT) is developing plans for proposed grade separation of 8th Avenue and 13th Street over CSX Railroad in the City of Terre Haute, Vigo County. The purpose of this project is to eliminate delays for motorists and emergency services at the 13th Street and 8th Avenue crossings of CSX Railroad due to train traffic, eliminate the potential for train-vehicle collisions at these crossings, and improve pedestrian accessibility and safety through the area.

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The cost associated with this project is approximately \$26,900,000 which includes preliminary engineering, right-of-way and construction with federal, state and local funds anticipated to be used. The Federal Highway Administration (FHWA) and INDOT have agreed this project falls within the guidelines of a Categorical Exclusion (CE) Level 4 environmental document. Preliminary design plans along with the CE are available for review at the following locations:

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<https://www.terrehaute.in.gov/departments/engineering/projects/13th-and-8th-avenue-overpass-1>

All interested persons may request a public hearing be held and/or submit comments to the attention of Jason Springer, INDOT Senior Project Manager, at 317-234-3495 or jspringer@indot.in.gov or Ryan Scott, Environmental Specialist for the project, at 317-713-4615 or rscott@bfsengr.com on or before Friday, February 4, 2022. In addition, project information, including the environmental document, may be mailed to interested persons upon request.

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279014-T/S-1/21, 28-2022-hspaxp

Direct Mailing List
Notice of Planned Improvement
8th Avenue and 13th Street Grade Separation over CSX RR, Terre Haute, Vigo County
Des. No. 1900842

Owner Name	Address	City, State and Zip Code
Carolyn Riebe Trustee Of The Carolyn Ann Riebe Rev Living TR	5884 N CRITTENDEN AVE	INDIANAPOLIS, IN 46220
Kenny Dean	4825 Partridge Avenue	TERRE HAUTE, IN 47802
R & K Real Estate Group LLC	3170 N 25TH STREET	TERRE HAUTE, IN 47804
Veda J Gregory	8758 N Quail Trail	TERRE HAUTE, IN 47805
Robert LaVanne	1338 8th Ave	TERRE HAUTE, IN 47803
Lonnie L & Darlene F Cooper	1342 8th Ave	TERRE HAUTE, IN 47804
Ray O & David R Marshall	1346 8th Ave	TERRE HAUTE, IN 47804
Joan L & Dennis E Hill, j/r/s	1352 8th Ave	TERRE HAUTE, IN 47804
Charlie & Barbara J Nellum	1358 8th Ave	TERRE HAUTE, IN 47804
Kayla Brennan	100 N 5th St	Greencastle, IN 46135
Donald E Mulvey	1400 8th Ave	TERRE HAUTE, IN 47804
Rhonda S Fox	10859 S Coxville Rd	Rosedale, IN 47874
Bass Enterprises LLC & VCA LLC	PO Box 325	Clinton, IN 47842
Brian D & Dawn D Pritcher	1418 8th Ave	TERRE HAUTE, IN 47804
Jimmie L Kitchen	1436 8th Ave	TERRE HAUTE, IN 47804
Jimmie L Kitchen	1436 8th Ave	TERRE HAUTE, IN 47804
Kevin W Tyler, Trustee Of Kevin W Tyler Trust	4872 E Partridge Ave	TERRE HAUTE, IN 47805
William M Gentry, Revocable Trust William M Gentry Trust	5160 W PRIVATE DRIVE 865N	BRAZIL, IN 47834
Rebecca Dunning	1456 8th Ave	TERRE HAUTE, IN 47804
Keith A & Johanna R Hollingsworth	1460 8th Ave	TERRE HAUTE, IN 47804
Spencer Ball Park	1110 GIRL SCOUT LN	TERRE HAUTE, IN 47807
Modern Aluminum Casting Co	1400 NO 14th St	TERRE HAUTE, IN 47807
Johnny D & Stephanie J Johnson	10520 E US HIGHWAY 40	TERRE HAUTE, IN 47803
Modern Aluminum Casting Co	1400 NO 14th St	TERRE HAUTE, IN 47807
John W & Steve A Mc Callister	1401 N 13TH STREET	TERRE HAUTE, IN 47807
Carolyn Kuklak As Truste Of Mdm Computer Center Inc Shareholders' Trust (1/3) & Ka	3226 AUTUMN ASH DR	ZIONSVILLE, IN 46077
Merjan LLC	880 E 1375 South	Clinton, IN 47842
Hutchison Rentals LLC	8151 S Hillcrest St	TERRE HAUTE, IN 47802
Keith R & Kathy Birkey	3300 Carol Ave	TERRE HAUTE, IN 47807
John & Rhianna Bannick H/W	20300 E 500TH AV	DIETRICH, IL 62424
James W Keegan & Marilyn S Ferree & John J Keegan & Mary P McDonald T/C	1236 N 13th St	TERRE HAUTE, IN 47807
Vernard F Jr & Nancy R Farris	1000 LAKESIDE DRIVE	YORKTOWN, VA 23692
Marlow Associates, LLC	1724 Wabash Ave	TERRE HAUTE, IN 47807
Allen D & Cindy A Godsey	1233 W COUNTY ROAD 450 N	BRAZIL, IN 47834
Salvaged Lives Ministry Inc	2277 E Dallas Rd	TERRE HAUTE, IN 47802
Zoll Manufacturing % International Auto	1400 N 13TH STREET	TERRE HAUTE, IN 47807
Vigo County Board of Commissioners	121 Oak St	TERRE HAUTE, IN 47807
Critter Land Inc	1229 8th Ave	TERRE HAUTE, IN 47807
Tammy Darwish	8701 N Raintree Ct	TERRE HAUTE, IN 47805
Amber Luke & Anthony Brown	1213 8th Ave	TERRE HAUTE, IN 47804
Harold L Seifers	6647 N Clinton St	TERRE HAUTE, IN 47805
Terry L Roberts	1207 8th Ave	TERRE HAUTE, IN 47807
David L & Connie C Large	4510 S. Cherrywood	TERRE HAUTE, IN 47804
Michelle Branche	2121 N. 21st Street	TERRE HAUTE, IN 47804
Billy J Kline	PO Box 315	Stauton, IN 47881
Kaylah Bryant	1139 8th Ave	TERRE HAUTE, IN 47804
Anton Smodilla	2091 S Cottrell, LN	TERRE HAUTE, IN 47802
Shirley M. Sears % Shirley M McCartney	1131 8th Ave	TERRE HAUTE, IN 47804
Darel Heath	4776 E. Poplar Ave	TERRE HAUTE, IN 47807
Frank L. Boger	20667 N Stop 18th St	TERRE HAUTE, IN 47803
City of Terre Haute Department of Redevelopment	17 Harding Ave	TERRE HAUTE, IN 47807
Steven D & Elizabeth A Martin	1115 8th Ave	TERRE HAUTE, IN 47807
Charles & Rebecca White	1103 8th Ave	TERRE HAUTE, IN 47804
Brandon Michael Orman & Jerry Dwayne Orman Jr.	1101 8th Ave	TERRE HAUTE, IN 47804
Danny Lee Burns & Barbara Ann Green Jt/Rs	1337 Buckeye St	TERRE HAUTE, IN 47804
Charles M Sekerak & Lillie M Sekerak CO-Trrustees Of The Charles M Sekerak & Lillie	17310 N WEAVER RD	MARSHALL, IL 62441
Jeffery D Olinger	1029 8th Ave	TERRE HAUTE, IN 47804
Richard & Teresa Evans	1601 N 10TH ST	TERRE HAUTE, IN 47804
Marvin & Sharon Mattison	9798 E Swalls Dr	TERRE HAUTE, IN 47803
Michael S & Lynn E. Gugino	5110 W Private Rd 865 North	BRAZIL, IN 47834
Evangel Christian Church Terre Haute	1108 8th Ave	TERRE HAUTE, IN 47804
Jarrtrk Enterprises LLC	4955 W Wright Ave	West Terre Haute, IN 47885
Harold L Seifers	6647 N Clinton St	TERRE HAUTE, IN 47805
CK Investments LLC	2059 Oakridge Pkwy	TERRE HAUTE, IN 47802
Harold L Seifers	6647 N Clinton St	TERRE HAUTE, IN 47805
Billie L Potts, Sr	2879 Ashlea Ct	TERRE HAUTE, IN 47804
L. Umphries	1636 N 13th St	TERRE HAUTE, IN 47804
Earl T & Jennifer L Bruner	1640 N 13th St	TERRE HAUTE, IN 47804
Kari & Karen Shultz	1644 N 13th St	TERRE HAUTE, IN 47804
Wiper Corporation	17692 FOXBOROUGH LN	BOCA RATON, FL 33496
Harold L Seifers	6647 N Clinton St	TERRE HAUTE, IN 47805

Direct Mailing List
 Notice of Planned Improvement
 8th Avenue and 13th Street Grade Separation over CSX RR, Terre Haute, Vigo County
 Des. No. 1900842

Paul E Verostko, II	31 Allendale	TERRE HAUTE, IN 47802
Vasania Khushroo Family Trust	1109 S Groveland Pl	Anaheim, CA 92806
Keith Snyder	PO Box 3947	TERRE HAUTE, IN 47803
Gypsy Mina Ketcham	1814 N 13th St	TERRE HAUTE, IN 47804
Nemat & Carolyn Baeeszadeh	203 Gardendale	TERRE HAUTE, IN 47803
Pamela & Joshua L Bowman J / T R / S	2017 South 8th Ave	TERRE HAUTE, IN 47802

Appendix H: Air Quality



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

Indiana Division

September 27, 2023

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

In Reply Refer To:
HDA-IN

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

Dear Ms. Quist:

We have completed our review of the INDOT's Amendment 1 to the FY 2024-2028 Indiana Statewide Transportation Improvement Program (STIP) dated September 26, 2023. This amendment is for the inclusion of the following documents by reference:

- Terre Haute Area Metropolitan Planning Organization (THAMPO)
[FY24-28 Transportation Improvement Program \(TIP\) Amendment 1](#)

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

FHWA and the Federal Transit Administration (FTA) take formal action, through the development of the Federal Planning Finding (FPF), to evaluate and ensure that the STIP and MPO TIPs are developed according to statewide and metropolitan planning processes consistent with 23 U.S.C. 134 and 135, and 49 U.S.C. 5303 and 5304, as well as 23 CFR part 450, 500, and 49 CFR part 613. FHWA and FTA are required under 23 CFR 450.220 (b) to document and issue an FPF in conjunction with the approval of the STIP, or amended STIP. Based on the recently conducted FPF (dated August 31, 2023), FHWA and FTA find that the amended Indiana FY2024-2028 STIP substantially meets the transportation planning requirements and is approving the amended STIP (as recorded in Amendment 1) subject to the corrective actions outlined in the FPF. FHWA and FTA will continue to partner with the INDOT to ensure the previously developed action plan is implemented to address the corrective actions. If progress is not made in addressing the corrective actions, future amendments to the FY2024-2028 STIP, or adoption of the FY2026-2030 STIP, may not be approved by USDOT.

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

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

Sincerely,

Erica Tait

Digitally signed by Erica
Tait
Date: 2023.09.27
10:16:44 -04'00'

For: Jermaine R. Hannon
Division Administrator

Enclosure

cc: Michael McNeil, INDOT
April Leckie, INDOT

Terre Haute Area MPO Transportation Improvement Program SFY 2024 – 2028



Adopted by the Transportation Policy Committee of the Terre Haute Area MPO

Resolution: 01-23-TIP, June 20th, 2023

Effective Date: 8-21-2023

City of Terre Haute Project Listing

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)
41843	1801932	ST 3038	Major Bridge Project (New Bridge/Grade Separation)	New Bridge Construction	8th Avenue over CSX in Terre Haute	Approved 8-21-23	Terre Haute		PE								\$33,001,973.00
								Multiple	RW	\$ 5,000,000.00	\$ 800,000.00	\$ 5,800,000.00					
								Multiple	CN	\$ 11,392,619.00	\$4,737,315.00			\$ 16,129,934.00			
									CE	\$ 4,218,000.00	\$1,053,500.00			\$ 5,271,500.00			
42522	1901778	ST 1043	Local Road Project	Intersection Improvement	Wabash Avenue and 13th St in Terre Haute	Approved 8-21-23	Terre Haute		PE								\$ 2,340,430.00
									RW								
								Multiple	CN	\$ 1,104,000.00	\$ 276,000.00		\$ 1,380,000.00				
								Multiple	CE	\$ 272,000.00	\$ 68,000.00		\$ 340,000.00				
	2500593		Local Road Project	Auxiliary Lanes, Two-way Left Turn Lanes	Margaret Dr. from Prairieton Rd. to 3rd St. (US 41/US 150)	Approved 8-21-23	Terre Haute		PE		\$ 500,000.00	\$ 500,000.00					\$ 3,616,250.00
									RW		\$ 250,000.00		\$ 250,000.00				
								Multiple	CN	\$ 2,293,000.00	\$ 573,250.00				\$ 2,866,250.00		
									CE								
	TH-26-LRP		Local Road Project	Road Rehabilitation (3R/4R Standards)	Lafayette Ave. from Fort Harrison Rd. to Lost Creek Bridge	Approved 8-21-23	Terre Haute	Multiple	PE	\$ 1,013,100.00	\$ 253,275.00			\$ 1,266,375.00			\$ 4,000,000.00
									RW								
									CN								
									CE								

Terre Haute Area MPO Project Listing

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)
	2101677	UPWP	Other Project Type	Other Project Type (Miscellaneous)	Terre Haute Area MPO UPWP FY 2023 - 2024	Approved 8-21-23	THAMPO		PE	\$ 308,218.00	\$ 77,055.00	\$ 385,273.00					\$ 385,373.00
									RW								
									CN								
									CE								

Terre Haute Transit Utility Project Listing

Contract	DES	Route	Work Category	Work Type	Location	AQ Exempt	Sponsor	Fund	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost (Estimate)
			Public Transportation	Fixed Route Service - Operating	Terre Haute Urbanized Area.	Approved 8-21-23	THTU	5307		\$ 1,780,846.00	\$1,780,846.00	\$ 3,561,692.00					\$ 14,246,768.00
								5307		\$ 1,780,846.00	\$1,780,846.00		\$ 3,561,692.00				
								5307		\$ 1,780,846.00	\$1,780,846.00			\$ 3,561,692.00			
								5307		\$ 1,780,846.00	\$1,780,846.00				\$ 3,561,692.00		
			Public Transportation	Preventative Maintenance	Terre Haute Urbanized Area.	Approved 8-21-23	THTU	5339		\$ 300,000.00	\$ 75,000.00	\$ 375,000.00					\$ 947,427.00
								5339		\$ 152,647.00	\$ 38,162.00		\$ 190,809.00				
								5339		\$ 152,647.00	\$ 38,162.00			\$ 190,809.00			
								5339		\$ 152,647.00	\$ 38,162.00				\$ 190,809.00		
			Public Transportation	ADA Demand Response- Operating	Terre Haute Urbanized Area.	Approved 8-21-23	THTU	5310		\$ 281,409.00	\$ 281,409.00	\$ 562,818.00					\$ 2,251,272.00
								5310		\$ 281,409.00	\$ 281,409.00		\$ 562,818.00				
								5310		\$ 281,409.00	\$ 281,409.00			\$ 562,818.00			
								5310		\$ 281,409.00	\$ 281,409.00				\$ 562,818.00		

Appendix I: Noise Studies

From: [Bales, Ronald](#)
To: [kfowerbaugh](#)
Cc: [Ryan Scott](#); [Miller, Brandon](#)
Subject: Revised Noise Analysis for Terre Haute TRAX project (DES. 1801932)
Date: Monday, June 14, 2021 10:15:12 AM

INDOT Environmental Services Division (ESD) has reviewed the noise analysis for the above-referenced project and found it to be technically sufficient. As you are aware, INDOT no longer comments on recommendations provided in noise studies for local agency projects. However, it is our assessment that the study has been completed in accordance with federal guidelines and state policy. Thank you.

Ron Bales

INDOT-Environmental Services Division

Office: (317) 515-7908

Email: rbales@indot.in.gov

Ron Bales
Manager, Environmental Policy Office
INDOT Environmental Services Division
100 N. Senate Ave., IGCN 758-ES
Indianapolis, Indiana 46204

June 11, 2021

**RE: Noise Analysis & Report for
13th Street/8th Avenue over CSX Railroad
DES No. 1801932**

Dear Mr. Bales,

We have completed revisions to our noise analysis and report for the TRAX project referenced above. We are transmitting under cover of this letter, our draft report including noise modeling results, a summary of receptors and noise levels along the project corridor, and FHWA-TNM 2.5 data files.

An overall project site plan, a listing of receptors, noise modeling software inputs and outputs, and existing ambient measurement data are included as appendices to this report. Please provide us with any comments or questions you have regarding the report.

Sincerely,



Kurt Fowerbaugh, PE
Vice President

cc:  (18-017)

Noise Analysis & Report

13th Street / 8th Avenue over CSX Railroad

Terre Haute, Indiana

INDOT DES. #1801932



Prepared by: Kurt Fowerbaugh, P.E.

Date: June 11, 2021

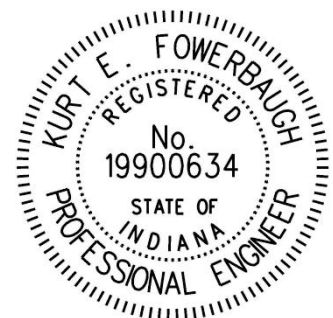


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Appendix B - Roadway Traffic Data	Omitted for document size.
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Appendix D - FHWA-TNM Input/Output	Omitted for document size.
Appendix E - Field Measurement Data Sheets	Omitted for document size.
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Executive Summary

The purpose of this project is to address the current at-grade railroad crossings at 13th Street and 8th Avenue on the north side of Terre Haute, Indiana. Constructing a grade separation to replace the existing CSX Railroad crossings at 13th Street and 8th Avenue will improve the safety and mobility of the public. The Engineering Assessment report for the project recommended construction of a dual paired roundabout with grade separation structure. Refer to Figure 1 for a comprehensive project site map.

Due to the alteration of existing vertical alignments, the proposed project improvements are categorized as a Type I project from criteria set forth by the Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT). Therefore, in accordance with 23 CFR Part 772-*Procedures for Abatement of Highway Noise* and the INDOT Traffic Noise Policy approved by FHWA effective July 1, 2017, a noise impact analysis is required as part of project development.

All receptors of noise (dwelling, office, commercial building, undeveloped lands, etc.) within 500 feet of the proposed construction were identified and classified according to land uses and applicable noise abatement criteria (NAC). Identified receptors were incorporated into the project's traffic noise model as generated by the FHWA Traffic Noise Model, Version 2.5 (FHWA-TNM). Existing noise levels were applied based on ambient sound measurements taken from representative receptor locations. Future noise levels were generated from projected traffic volumes (2039) and proposed edges of pavement for 13th Street and 8th Avenue.

If future noise levels impact identified receptors, possible abatement of traffic noise impacts are evaluated to accomplish specific noise reduction goals. FHWA defines highway traffic noise impacts as: 1) projected traffic noise levels approach or exceed the NAC specified, or 2) projected traffic noise levels substantially exceed existing traffic noise levels in an area. INDOT further defines a substantial noise level growth as an increase of at least 15.0 dB(A) between existing and future noise levels.

The goal of any proposed noise abatement measure is to meet prescribed "Noise Reduction Design Goals". INDOT defines this Noise Reduction Design Goal as at least 7 dB(A) for a simple majority (at least 50%) of benefited first row receptors. Furthermore, first row receptors have been defined as the first parcel that exhibits the qualities of a receptor that is directly adjacent to the roadway.

Noise abatement measures incorporated into Type I projects must be both feasible and reasonable. There are two components to a feasible determination; acoustic feasibility and engineering feasibility. To satisfy the acoustic feasibility benchmarks, INDOT requires proposed noise barriers provide at least a 5.0 dB(A) reduction in future traffic noise levels for a majority of the impacted receptors. To meet engineering feasibility criteria, the physical location and geometry of noise barriers including offsets, heights, and lengths are considered for optimum noise absorption performance.

The reasonableness of noise abatement measures is predominantly based on cost effectiveness of construction. INDOT considers proposed noise abatement measures reasonable if the construction year cost of the proposed noise barriers is no more than \$25,000 per benefited receptor. Results from opinion surveys of benefited receptors (residents and property owners) can also decide the reasonableness of proposed noise barriers.

This project's traffic noise model identified ninety-eight (98) receptors within 500 feet of the proposed improvements. Of the total identified project receptors, two (2) are planned for removal as part of the project construction. A summary of project receptors is included in Table 2. Of the ninety-six (96) remaining receptors, none are predicted to experience future traffic noise impacts. All residential receptors are predicted to experience future traffic noise levels below 66.0 dB(A).

In summary, noise abatement measures are not necessary due to the absence of impacted receptors within the study area. We do **not** recommend noise barriers be constructed as a part of this project.

A revaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is feasible and reasonable, the abatement measures might be provided. The final decision on the installment of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement process.

Project Background

The 13th Street/8th Avenue crossing with CSX Railroad is located on the north side of Terre Haute, Indiana. Specifically, the project is located in Section 15, Township 12 North, Range 9 West in Vigo County. Proposed construction will utilize funding made possible by an Indiana Department of Transportation (INDOT) Local TRAX grant and matching funds from the City of Terre Haute. Criteria set forth by FHWA and INDOT results in a classification as a Type I project. As such, a noise analysis and report must be performed as part of the environmental documentation on the project.



Figure 1: Project Location Map

The purpose of the noise analysis and report is to quantify existing noise levels and predict future traffic noise levels. The noise analysis will identify receptors within the study area and evaluate traffic noise levels at each receptor and the appropriateness of noise abatement measures for impacted receptors.

Noise (unwanted sound) as perceived by the human ear, is the result of sound pressure exerted on the eardrum. Sound pressure is the sensory mechanism by which the human ear perceives loudness. As sound pressure reduces, loudness (as perceived by the ear) decreases.

In accordance with 23 CFR Part 772-*Procedures for Abatement of Highway Noise* and the INDOT Traffic Noise Policy approved by FHWA effective July 1, 2017, this noise analysis and report will accomplish the following tasks:

- Classify receptors within the study area according to NAC
- Measure existing ambient noise levels at representative locations with a Type II sound meter
- Estimate future traffic noise levels at each receptor using FHWA-TNM and forecast traffic volumes
- Identify impacted receptors based on FHWA and INDOT definitions of highway traffic noise impact
- Assess the feasibility and reasonability of noise abatement measures for impacted receptors

Existing Conditions

Currently, 13th Street and 8th Avenue include at-grade railroad crossings both east and south of the intersection of 13th Street and 8th Avenue. Both roadways consist of a single lane of traffic in each direction with sidewalks of varying widths. Terrain is relatively flat and land use is a mix of industrial and commercial properties immediately adjacent to the railroad alignment and dense residential extending along 8th Avenue and north along 13th Street.

Public road approaches within the project limits include 7th Avenue and 6th Avenue to the south, Plum Street to the north, 12th Street to the west, and 14th Street to the east.

Proposed Conditions

Both 13th Street and 8th Avenue will be realigned with dual pairing roundabouts to create a single railroad overpass structure before tying back into existing alignments. The change in vertical alignments will be accomplished with MSE wall construction. The proposed pavement configuration for improvements shown in Figure 2 consists of 12-foot through lanes in each direction bordered by curb and gutter and 5-foot sidewalks. The length of construction along 8th Avenue will be approximately 1,380 feet and the length of construction along 13th Street will be approximately 1,360 feet.

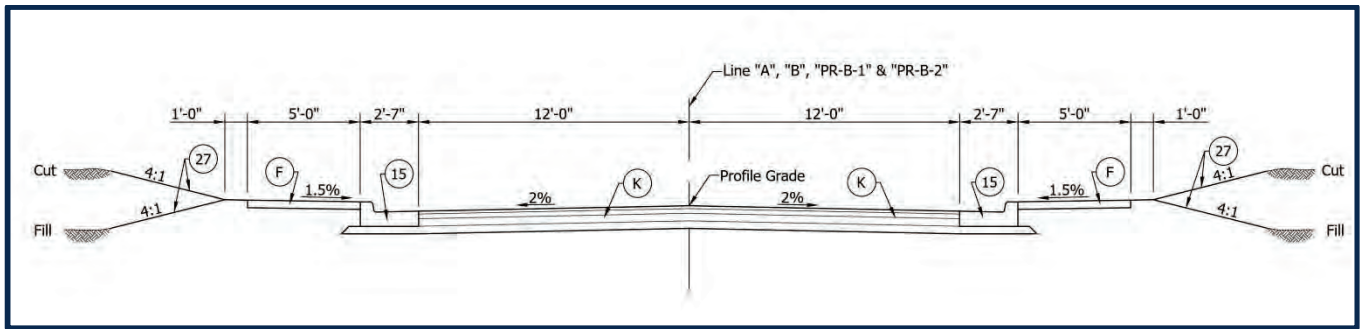


Figure 2: Proposed Section for 13th Street & 8th Avenue

Traffic Noise Calculations

This noise analysis and report quantifies traffic noise impacts to sound receptors (dwellings, offices, commercial buildings, etc.) within the study area. Existing ambient noise levels are measured in accordance with FHWA guidance for “Existing Noise Measurements in the Vicinity of Highways” and future traffic noise levels are predicted within the model from forecast traffic volumes. Existing ambient noise levels and future traffic noise levels for each receptor are considered for “traffic noise impacts”. As defined by FHWA, a highway traffic noise impact occurs when the projected highway traffic noise levels approach or exceed the noise abatement criteria in 23 CFR 772, or the projected highway traffic noise levels substantially exceed existing ambient noise levels in the study area.

The FHWA-TNM is required for use in all highway traffic noise analysis projects on federally funded projects. Any numeric modeling effort is inherently limited to the assumptions and inputted values and represents a simplification of actual environments. The modeling results are affected by the internal calculations used to solve noise equations and the accuracy of inputted values such as receptor elevations, traffic data, and surrounding terrain characteristics.

Traffic data splits for 13th Street and 8th Avenue come from measured counts in June 2019 and forecasted traffic volumes in 2039 as shown on the title sheet of the construction plans. Hourly traffic volumes input into FHWA-TNM are separated into automobiles, heavy & medium trucks, buses, and motorcycles. The input values for this project attributed to automobiles, heavy & medium trucks, buses, and motorcycles were determined from the traffic data included in Appendix B. Intersecting roads within the study area were not included in the traffic noise model because the minor changes to intersecting roads do not include features (expanded number of traffic lanes, significant revisions to horizontal or vertical alignments) that categorize a FHWA Type I project.

Classification of Receptors

Based on FHWA's descriptions of land use activity for potential receptors, a NAC value is assigned to each receptor identified within the study area. Table 1 includes a complete description of activity categories. The study area extends 500 feet from proposed edges of pavement and includes ninety-eight (98) total receptors. Land use in the study area includes industrial, commercial, warehousing, residential, and vacant lands. Due to realignment of existing roadways, some existing receptors are planned for removal as part of the construction project. A summary of receptors by activity category is included in Table 2.

Activity Category	NAC	Activity Description
A	57 (exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (exterior)	Residential
C	67 (exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in Activity Category A, B, C, D or F.
F	-	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	-	Undeveloped lands that are not permitted.

Table 1: Noise Abatement Criteria (NAC)

A single family residence is evaluated as a single receptor regardless of the number of occupants. A commercial or office building is considered a single receptor notwithstanding the size or business type. Vacant lands are also assessed as a single receptor per property owner with the study area. The study area includes Spencer Park at the eastern limits of the project but there are no multiple occupancy dwellings such as apartments or hotels within the study area. A complete, detailed listing of project receptors is included in Appendix C.

Activity Category	Total # of Receptors	
	Existing	Future
A	0	0
B	84	84
C	1	1
D	0	0
E	0	0
F	13	11
G	0	0
$\Sigma =$	98	96

Table 2: Summary of Project Receptors

Determination of Existing Noise Levels

Ambient noise measurements representing common noise environments were taken January 28, 2021 between 3:00 PM and 5:30 PM to provide a baseline for existing noise levels to compare with predicted traffic noise levels from the traffic noise model. Short-term (15 minutes) noise measurements were taken at four representative locations (one in each intersection quadrant) with a Quest Technologies model 2800 integrating sound level meter. Field measurement data sheets for each ambient noise measurement location are included in Appendix E.

A summary of ambient noise measurements within the study area is offered in Table 3. At the time of field measurements there were a handful of outside influences that factored into ambient noise readings. The most prevalent noise source at nearly every sample location were vehicles speeding up as they approached the signalized intersection or accelerating after crossing the railroad tracks in all directions. An additional contributing noise source for sampling location #1 was an idling semi-tractor trailer in the parking lot immediately south of the monitoring location. In all cases, these outside influences, coupled with snow covered ground and cold temperatures yielded existing ambient noise readings slightly above predicted noise levels from existing traffic volume modeling.

Location	Noise Levels (dB(A))		Outside influences?
	Measured	Modeled	
#1) 1330 8 th Avenue	62.7	61.2	<i>Idling semi-tractor, accelerating autos</i>
#2) 1401 13 th Street	63.1	60.2	<i>accelerating autos</i>
#3) 1601 Garfield Avenue	63.2	62.0	<i>accelerating autos</i>
#4) 1635 13 th Street	64.1	59.8	<i>accelerating autos</i>

Table 3: Ambient Noise Measurements

Prediction of Future Noise Levels

Future traffic noise levels were calculated with FHWA-TNM for each identified receptor with proposed edges of pavement, proposed profile grades, projected traffic volumes, projected speeds, and receptor elevations inputted into the traffic noise model. Future traffic noise levels for receptors that are planned for removal during construction were still calculated as a means to verify output with expected results. The future traffic noise levels calculated by FHWA-TNM are listed by receptor in Appendix C and the actual output from FHWA-TNM is contained in Appendix D.

The dual paired roundabouts were modeled as a yield condition with speeds decreasing from 35 mph to 25 mph as traffic enters the roundabout. Speeds of 25 mph are maintained within the roundabouts and the portions or roadway between roundabouts. Speeds were increased back to 35 mph as vehicles exited the furthest directional leg of the dual paired roundabouts.

None of the receptors within the study area are predicted to experience future traffic noise levels within 1.0 dB(A) or above the prescribed NAC value of 67.0 dB(A) for residential properties. This result is not surprising when considering the relatively modest traffic volumes involved and the realigned portion of the roadway somewhat removed from the majority of residential parcels.

Noise Abatement Measures

The most common form of traffic noise abatement specified by INDOT is the construction of single sided roadway barriers. Other forms of abatement measures such as buffering land, berms or vegetation can be evaluated on a case by case basis.

Noise abatement measures incorporated into Type I projects must be both feasible and reasonable. There are two components to a feasible determination; acoustic feasibility and engineering feasibility. To satisfy the acoustic feasibility benchmarks, INDOT requires proposed noise barriers provide at least a

5 dB(A) reduction in future traffic noise levels for a majority of the impacted receptors. To meet engineering feasibility criteria, the physical location and geometry of noise barriers including offsets, heights, and lengths are considered for optimum noise absorption performance.

The reasonableness of noise abatement measures is predominantly based on cost effectiveness of construction. INDOT considers proposed noise abatement measures reasonable if the construction year cost of the proposed noise barriers is no more than \$25,000 per benefited receptor. Results from opinion surveys of benefited receptors (residents and property owners) can also decide the reasonableness of proposed noise barriers as well as the Noise Reduction Design Goal of at least 7dB(A) for a majority of benefited first row receptors.

On this project, the absence of impacted receptors negates the need to determine feasibility or reasonableness of noise abatement measures.

State, county and local pertinent noise ordinances should be followed. The project will result in a temporary increase in the ambient noise level in the vicinity of the roadway. Equipment associated with construction generally includes backhoes, graders, pavers, concrete trucks, compressors, and other miscellaneous heavy equipment. Construction activities can produce noise levels up to 95 dB(A). Construction noise mitigation strategies should be considered for implementation into the project commitments. These strategies include, but are not limited to, conducting the noisiest construction activities primarily during daytime hours, sequencing noisy project operations to occur concurrently, and, where possible, selecting equipment that produces less noise.

Since the 66.0 dB(A) and 71.0 dB(A) contours fall completely within existing or proposed city of Terre Haute right-of-way for the project, these contour lines have not been provided for future planning purposes.

Recommendations

In accordance with INDOT's Traffic Noise Policy, Journey Engineering has conducted a traffic noise analysis and report for the Local TRAX project to eliminate the existing at-grade CSX Railroad crossings for both 13th Street and 8th Avenue in Terre Haute, Indiana. Based on the results of the traffic noise model and in agreement with INDOT's Traffic Noise Policy, Journey Engineering **does not recommend construction of noise abatement measures as a part of this project.**

A revaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is feasible and reasonable, the abatement measures might be provided. The final decision on the installment of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement process.



Project Receptors Summary

13th Street/8th Avenue over CSX Railroad in Terre Haute, IN (DES No. 1801932)

Receptor #	Existing Noise (dB)	Future Noise (dB)	NAC	Owner	Address	Future status
13NB-1.1	53.7	56.4	F	Kuklak Carolyn as Trustee of MDM Computer Center Inc.	1339 N 13th St.	
13NB-1.2	59.1	64.8	F	McCallister, John W. & Steve A.	1401 N 13th St.	
13NB-1.3	60.7	56.1	F	Heyman, William A. Jr.	1521 N 13th St.	eliminated
13NB-1.4	52.1	56.6	F	R & K Real Estate Group LLC	1635 N 13th St.	
13NB-1.5	60.7	63.6	F	Schimmel, David & Connie F.	1703 N 13th St.	
13NB-2.1	45.7	52.0	F	Haley Tower Historical & Technical Society	1310 Plum St.	
13NB-3.1	41.6	48.9	B	Brown, Charles & Scotia R.	1362 Plum St.	
13NB-3.2	40.9	48.2	B	Lundy, Gary	1708 N 14th St.	vacant lot
13NB-3.3	40.8	47.7	B	Lundy, Gary L.	1710 N 14th St.	
13SB-1.1	58.2	63.1	F	Zoll Manufacturing	1400 N 13th St.	
13SB-1.10	54.7	57.2	B	Wiper Corporation	1648 N 13th St.	
13SB-1.11	54.3	56.6	B	Seifers, Harold L.	1654 N 13th St.	
13SB-1.12	55.6	57.9	B	Verostko, Paul E. II	1656 N 13th St.	
13SB-1.13	54.8	56.5	B	Khushroo Vasanina Family	1660 N 13th St.	
13SB-1.14	54.9	55.6	B	Snyder, Keith	1800 N 13th St.	
13SB-1.2	49.9	53.6	F	Vigo County Board of Commissioners	1219 7th Ave.	
13SB-1.3	56.6	56.5	F	Critter Land Inc.	1229 8th Ave.	
13SB-1.4	58.7	57.6	B	Seifers, Harold L.	1600 N 13th St.	
13SB-1.5	55.8	55.9	B	Potts, Billie L. Sr.	1624 N 13th St.	
13SB-1.6	55.4	56.7	B	Potts, Billie L. Sr.	1630 N 13th St.	
13SB-1.7	56.0	57.6	B	Umpries, Lora	1636 N 13th St.	
13SB-1.8	54.6	56.8	B	Bruner, Earl T. & Jennifer L.	1640 N 13th St.	
13SB-1.9	54.9	57.3	B	Shultz, Karl & Karen	1644 N 13th St.	
13SB-2.1	42.9	48.2	F	Millard Living Trust	1411 N 12th St.	
13SB-2.10	48.4	51.7	B	Greven Enterprises Inc.	1645 Garfield Ave.	
13SB-2.11	48.2	51.3	B	Wise, William R. Jr.	1651 Garfield Ave.	
13SB-2.12	48.2	51.2	B	Gaston, John	1655 Garfield Ave.	
13SB-2.13	47.6	50.5	B	Tarrh, Billy G. & Candace	1659 Garfield Ave.	
13SB-2.14	47.7	50.4	B	Tarrh, Billy G. & Candace	1663 Garfield Ave.	
13SB-2.15	47.0	49.6	B	Snyder, Keith	1701 Garfield Ave.	
13SB-2.2	44.4	49.5	F	Kevin-Roger Maher	1421 N 12th St.	
13SB-2.3	53.3	55.3	B	Seifers, Harold L. & Brenda K.	1611 Garfield Ave.	
13SB-2.4	51.8	54.6	B	Gentry, Sharon J. Trustee of The Sharon J. Gentry Revocable Trust	1615 Garfield Ave.	
13SB-2.5	49.6	53.1	B	Glide Properties LLC	1617 Garfield Ave.	
13SB-2.6	50.4	53.8	B	Carson, Hermanus L.	1619 Garfield Ave.	
13SB-2.7	49.4	52.8	B	Beard, William A. & Cynthia	1621 Garfield Ave.	
13SB-2.8	49.3	52.7	B	Graham, Walter & Towanda	1623 Garfield Ave.	
13SB-2.9	49.1	52.3	B	Britton, Shawn	1625 Garfield Ave.	
13SB-3.1	41.5	46.7	B	Parker, Robert & Joan	1410 N 12th St.	
13SB-3.10	44.5	48.6	B	Ream, Jeffrey W. & M. Susan	1634 Garfield Ave.	
13SB-3.11	43.7	47.8	B	Moran, Robin L. & Kierra E. Baker	1638 Garfield Ave.	
13SB-3.12	43.0	47.0	B	Snyder, Keith	1642 Garfield Ave.	
13SB-3.13	42.7	46.7	B	Coomer, Melvin P.	1646 Garfield Ave.	
13SB-3.14	42.6	46.5	B	Davis, Woodrow W. & Marcia L.	1656 Garfield Ave.	
13SB-3.15	42.0	45.9	B	Davis, Woodrow W. & Marcia L.	1660 Garfield Ave.	
13SB-3.16	41.4	45.4	B	Essex Properties LLC	1700 Garfield Ave.	
13SB-3.2	41.3	46.3	B	Stanford, Kenneth	1424 N 12th St.	
13SB-3.3	41.9	46.9	B	Stanford, Kenneth	1424 N 12th St.	
13SB-3.4	42.8	47.7	B	Thompson, G. X. & Beverly Kay	1430 N 12th St.	
13SB-3.5	51.9	55.9	B	Fifty Eggs LLC	1610 Garfield Ave.	
13SB-3.6	49.3	53.4	B	Seifers, Harold L.	1614 Garfield Ave.	
13SB-3.7	47.5	51.7	B	Weger, Sherry L.	1618 Garfield Ave.	

Project Receptors Summary

13th Street/8th Avenue over CSX Railroad in Terre Haute, IN (DES No. 1801932)

Receptor #	Existing Noise (dB)	Future Noise (dB)	NAC	Owner	Address	Future status
13SB-3.8	45.7	50.0	B	Delong, Ryan S.	1620 Garfield Ave.	
13SB-3.9	45.1	49.3	B	Delong, Mark S. & Margaret Ann	1630 Garfield Ave.	
8EB-1.1	54.4	57.6	B	Sears, Shirley M.	1131 8th Ave.	
8EB-1.10	54.4	55.7	B	Glide Properties LLC	1215 8th Ave.	
8EB-1.11	56.3	58.0	F	Johnson, Johnny D. & Stephanie J.	1331 8th Ave.	eliminated
8EB-1.12	48.3	53.7	F	Modern Aluminum Casting Co.	1349 8th Ave.	
8EB-1.13	48.3	51.9	C	Spencer Park	1401 7th Ave.	
8EB-1.2	53.6	57.2	B	Smodilla Anton F III & Grace M Smodilla Le Fee Anton Fred Smodilla IV	1135 8th Ave.	
8EB-1.3	53.8	57.8	B	Bryant, Kaylah	1139 8th Ave.	
8EB-1.4	53.7	58.0	B	FFI Ventures LLC	1145 8th Ave.	
8EB-1.5	54.1	58.1	B	Farrand, Rolland H. & Clarice A.	1201 8th Ave.	
8EB-1.6	55.1	58.2	B	Large, David L. & Connie C.	1203 8th Ave.	
8EB-1.7	54.2	56.4	B	Roberts, Terry L.	1207 8th Ave.	
8EB-1.8	54.8	56.2	B	Seifers, Harold L.	1211 8th Ave.	
8EB-1.9	54.2	55.8	B	Luke, Amber & Anthony Brown	1213 8th Ave.	
8EB-2.1	46.5	50.6	B	Thompson, Beverly Kay	1132 7th Ave.	
8EB-2.2	46.7	51.0	B	Thompson, G X & Beverly Kay	1138 7th Ave.	
8EB-2.3	45.5	50.2	B	Terre Haute Department of Redevelopment	1140 7th Ave.	vacant lot
8EB-2.4	47.3	52.0	B	Mallernee, Donald A. & Edna G.	1144 7th Ave.	
8EB-2.5	48.1	52.5	B	Maher Contracting Inc.	1200 7th Ave.	vacant lot
8EB-2.6	48.7	52.9	B	Gentry Sharon Trustee Sharon Gentry Rev Trust	1204 7th Ave.	
8EB-2.7	49.6	53.6	B	Gentry William Trustee William M Gentry Rev Trust	1210 7th Ave.	
8EB-2.8	48.9	52.9	B	Donna, William	1214 7th Ave.	
8EB-2.9	50.9	54.1	B	Donna, William and Alden	1230 7th Ave.	
8WB-1.1	59.5	63.5	B	Seifers, Harold	1600 Garfield Ave.	
8WB-1.10	50.1	55.9	B	Brennan, Kayla	1364 8th Ave.	
8WB-1.11	49.8	54.6	B	Mulvey, Donald E.	1400 8th Ave.	
8WB-1.12	51.1	54.9	B	Fox, Rhonda S.	1412 8th Ave.	
8WB-1.13	48.5	52.0	B	Scacco Matto LLC	1416 8th Ave.	
8WB-1.2	58.8	58.1	B	CK Investments LLC	1601 Garfield Ave.	
8WB-1.3	57.1	56.4	B	Gregory, Veda J.	1330 8th Ave.	
8WB-1.4	51.7	55.1	B	Gregory, Veda J.	1330 8th Ave.	vacant lot
8WB-1.5	51.1	55.3	B	Lavanne, Donald J. & Jeanne T.	1338 8th Ave.	
8WB-1.6	51.3	55.9	B	Cooper, Lonnie L. & Darlene F.	1342 8th Ave.	
8WB-1.7	50.6	55.9	B	Marshall, Ray O. & David R.	1346 8th Ave.	
8WB-1.8	49.8	55.6	B	Hill, Joan L. & Dennis E.	1352 8th Ave.	
8WB-1.9	49.8	55.5	B	Nellum, Barbara J.	1358 8th Ave.	
8WB-2.1	54.7	58.8	B	Seifers, Harold L. & Brenda K.	1606 Garfield Ave.	
8WB-2.2	55.2	56.3	B	Rudai, Jessica M.	1607 Garfield Ave.	
8WB-2.3	43.8	51.5	B	Jackson, William T.	1363 Plum St.	vacant lot
8WB-2.4	44.3	50.7	B	Switzer, Patricia A.	1615 N 14th St.	
8WB-2.5	42.1	49.3	B	Milner, Nellie L.	1407 Plum St.	
8WB-2.6	43.1	49.4	B	Kemp, Steven J.	1411 Plum St.	
8WB-3.1	39.5	46.9	B	Bennet, Tanya	1400 Plum St.	vacant lot
8WB-3.2	39.5	46.9	B	Burrel, Melissa & Joan	1406 Plum St.	vacant lot
8WB-3.3	38.8	46.2	B	Bennet, Tanya	1410 Plum St.	vacant lot

Appendix J: Additional Studies

Environmental Justice Analysis

TRAX Project: Des. Nos. 1801932 (Lead) and 1900842; 13th Street and 8th Avenue Grade Separation, City of Terre Haute, Vigo County, Indiana

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will require 5.91 acres of permanent right-of-way acquisition (commercial: 5.2 acres; residential: 0.71 acre). The project will result in the relocation of nine(9) residential owners/tenants, and nine(9) business owners. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Terre Haute. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 11. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the 2019 American Community Survey (ACS) 5-year estimate data was obtained from the US Census Bureau Website (<https://data.census.gov/cedsci/>) on March 7, 2021, by BF&S. The data collected for minority and low-income populations within the AC are summarized in the attached table.

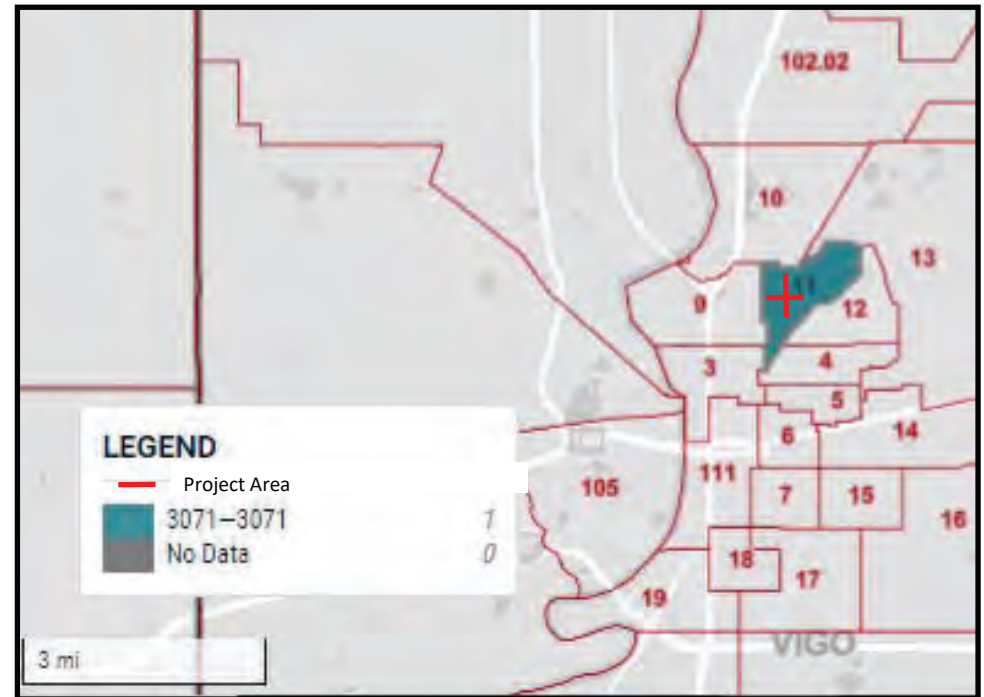
- The AC, Census Tract 11, has a percent minority of 7.82% which is below 50% and is below the 125% COC threshold. Therefore, the AC does not contain a minority population of EJ concern.
- The AC, Census Tract 11 has a percent low-income of 44.58% which is below 50% but is above the 125% COC threshold. Therefore, the AC contains a low-income population of EJ concern.

Environmental Justice Analysis

TRAX Project: Des. Nos. 1801932 (Road) and 1900842 (Lead, Bridge)

13th Street and 8th Avenue Grade Separation, City of Terre Haute, Vigo County, Indiana

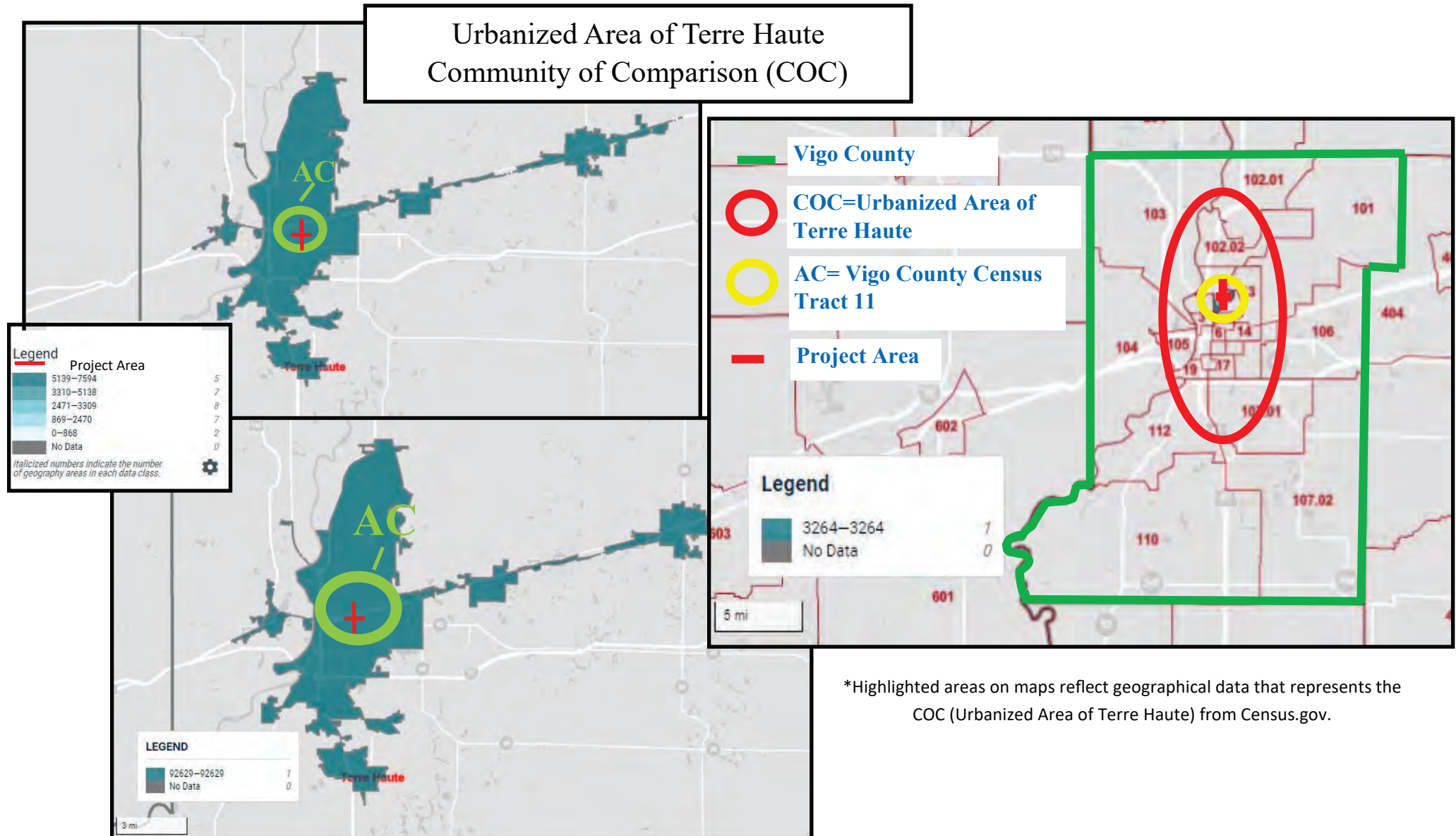
Vigo County, Census Tract 11 Affected Community (AC)



Environmental Justice Analysis

TRAX Project: Des. Nos. 1801932 (Lead) and 1900842; 13th Street and 8th Avenue Grade Separation,
City of Terre Haute, Vigo County, Indiana

Urbanized Area of Terre Haute Community of Comparison (COC)



*Highlighted areas on maps reflect geographical data that represents the COC (Urbanized Area of Terre Haute) from Census.gov.

EJ Analysis for 13th Street & 8th Avenue New Bridges over CSX Railroad, Terre Haute, Vigo County, IN Des. Nos. 1801932 & 1900842		Terre Haute, IN Urbanized Area (COC)	Census Tract 11, Vigo County, Indiana (AC)
Total:		83,323	3,264
Income in the past 12 months below poverty level:		18,854	1,455
Percent Low Income		22.63%	44.58%
125 % of COC		28.28%	AC>125%
Potential Population of EJ Concern?			Yes
		Terre Haute, IN Urbanized Area (COC)	Census Tract 11, Vigo County, Indiana (AC)
Total:		92,097	3,298
Not Hispanic or Latino:		89,799	3,285
White alone		77,669	3,079
Black or African American alone		6,996	157
American Indian and Alaska Native alone		149	0
Asian alone		1,847	0
Native Hawaiian and Other Pacific Islander alone		38	0
Some other race alone		54	0
Two or more races:		3,046	49
Two races including Some other race		98	11
Two races excluding Some other race, and three or more races		2,948	38
Hispanic or Latino:		2,298	13
White alone		1,270	13
Black or African American alone		67	0
American Indian and Alaska Native alone		0	0
Asian alone		4	0
Native Hawaiian and Other Pacific Islander alone		0	0
Some other race alone		707	0
Two or more races:		250	0
Two races including Some other race		192	0
Two races excluding Some other race, and three or more races		58	0
Number Non-White Minority		14,428	219
Percent Non-White Minority		15.67%	7.82%
125 % of COC		19.58%	AC<125%
Potential Population of EJ Concern?			No

NOTE: Raw data shown below for Table B03002: Hispanic or Latino Origin by Race

Accessed on May 4, 2021 from the U.S. Census Bureau at <https://data.census.gov/cedsci/>

Label	Census Tract 11, Vigo County, Indiana!! Estimate	Census Tract 11, Vigo County, Indiana!! Margin of Error	Indiana (part); Terre Haute, IN Urbanized Area (2010)!! Estimate	Indiana (part); Terre Haute, IN Urbanized Area (2010)!! Margin of Error
Total:	3,298	±413	92,097	±881
Not Hispanic or Latino:	3,285	±413	89,799	±885
White alone	3,079	±415	77,669	±871
Black or African American alone	157	±148	6,996	±348
American Indian and Alaska Native alone	0	±12	149	±64
Asian alone	0	±12	1,847	±240
Native Hawaiian and Other Pacific Islander alone	0	±12	38	±48
Some other race alone	0	±12	54	±41
Two or more races:	49	±46	3,046	±405
Two races including Some other race	11	±17	98	±53
Two races excluding Some other race, and three or more races	38	±45	2,948	±402
Hispanic or Latino:	13	±22	2,298	±298
White alone	13	±22	1,270	±267
Black or African American alone	0	±12	67	±51
American Indian and Alaska Native alone	0	±12	0	±28
Asian alone	0	±12	4	±5
Native Hawaiian and Other Pacific Islander alone	0	±12	0	±28
Some other race alone	0	±12	707	±227
Two or more races:	0	±12	250	±127
Two races including Some other race	0	±12	192	±106
Two races excluding Some other race, and three or more races	0	±12	58	±57

NOTE: Raw data shown below for Table B17001: Poverty Status in the Past 12 Months by Sex by Age

Accessed on May 4, 2021 from the U.S. Census Bureau at <https://data.census.gov/cedsci/>

Label	Indiana!! Estimate	Indiana!! Margin of Error	Vigo County, Indiana!! Estimate	Vigo County, Indiana!! Margin of Error	Census Tract 11, Vigo County, Indiana!! Estimate	Census Tract 11, Vigo County, Indiana!! Margin of Error	Terre Haute, IN Urbanized Area (2010)!! Estimate	Terre Haute, IN Urbanized Area (2010)!! Margin of Error
Total:	6,461,389	±1,693	98,730	±990	3,264	±407	83,323	±1,147
Income in the past 12 months below poverty level:	867,996	±9,966	18,815	±1,240	1,455	±476	18,854	±1,318
Male:	381,859	±5,594	8,871	±782	876	±284	8,738	±773
Under 5 years	43,989	±1,572	923	±198	176	±120	933	±209
5 years	7,631	±682	104	±57	31	±35	106	±56
6 to 11 years	48,404	±1,649	802	±197	142	±97	802	±201
12 to 14 years	22,334	±1,118	329	±105	41	±53	454	±166
15 years	7,452	±619	113	±60	0	±12	147	±81
16 and 17 years	13,506	±736	234	±94	65	±66	228	±100
18 to 24 years	61,879	±2,103	2,320	±370	62	±43	2,386	±362
25 to 34 years	42,100	±1,619	1,136	±246	138	±90	1,006	±203
35 to 44 years	35,815	±1,443	833	±247	138	±93	726	±216
45 to 54 years	35,917	±1,459	1,004	±235	23	±27	989	±227
55 to 64 years	36,578	±1,191	597	±130	24	±26	569	±137
65 to 74 years	16,051	±784	297	±120	28	±31	265	±117
75 years and over	10,203	±640	179	±79	8	±15	127	±61
Female:	486,137	±6,248	9,944	±723	579	±229	10,116	±789
Under 5 years	41,248	±1,444	701	±149	54	±62	762	±167
5 years	8,447	±685	160	±67	0	±12	171	±85
6 to 11 years	48,463	±1,668	656	±174	28	±43	632	±153
12 to 14 years	21,297	±1,350	344	±121	62	±85	389	±142
15 years	7,038	±660	112	±59	0	±12	121	±59
16 and 17 years	14,249	±813	215	±77	26	±32	249	±84
18 to 24 years	75,804	±2,124	2,717	±322	131	±75	2,834	±331
25 to 34 years	74,728	±1,831	1,217	±202	98	±62	1,342	±236
35 to 44 years	54,989	±1,688	1,041	±189	66	±50	1,059	±190

45 to 54 years	45,285	±1,481	732	±157	36	±33	785	±174
55 to 64 years	45,600	±1,328	945	±177	51	±37	910	±172
65 to 74 years	25,146	±1,033	591	±170	8	±13	489	±159
75 years and over	23,843	±912	513	±148	19	±22	373	±127
Income in the past 12 months at or above poverty level:	5,593,393	±10,351	79,915	±1,387	1,809	±372	64,469	±1,643
Male:	2,789,231	±5,932	39,918	±995	912	±224	32,353	±1,117
Under 5 years	165,939	±1,629	2,290	±225	50	±40	1,992	±237
5 years	33,178	±1,176	544	±157	10	±16	417	±138
6 to 11 years	211,883	±2,499	2,555	±290	48	±37	2,223	±331
12 to 14 years	115,702	±2,017	1,517	±235	28	±28	1,087	±220
15 years	39,734	±1,112	439	±115	0	±12	296	±106
16 and 17 years	76,221	±1,216	1,127	±141	0	±12	850	±140
18 to 24 years	236,580	±2,222	3,693	±355	198	±119	3,348	±319
25 to 34 years	376,564	±2,032	5,795	±400	156	±94	5,079	±393
35 to 44 years	360,653	±1,695	4,855	±313	108	±64	3,889	±290
45 to 54 years	380,545	±1,722	5,285	±302	79	±45	4,073	±368
55 to 64 years	380,918	±1,381	5,487	±173	79	±51	4,045	±261
65 to 74 years	259,938	±1,134	4,059	±147	132	±66	3,277	±232
75 years and over	151,376	±875	2,272	±117	24	±23	1,777	±184
Female:	2,804,162	±6,289	39,997	±779	897	±191	32,116	±897
Under 5 years	157,799	±1,460	2,031	±171	55	±44	1,859	±218
5 years	31,635	±1,160	418	±136	0	±12	382	±137
6 to 11 years	204,504	±2,525	2,862	±224	55	±67	2,025	±232
12 to 14 years	104,992	±2,158	1,223	±179	11	±17	993	±158
15 years	37,202	±1,207	414	±124	0	±12	387	±125
16 and 17 years	74,362	±1,321	995	±117	44	±54	768	±144
18 to 24 years	206,380	±1,920	3,092	±313	30	±45	2,672	±315
25 to 34 years	353,262	±1,966	4,817	±199	165	±87	4,106	±304
35 to 44 years	353,932	±1,841	4,761	±209	84	±51	3,771	±263
45 to 54 years	382,104	±1,685	5,285	±179	110	±52	4,213	±305
55 to 64 years	396,960	±1,639	5,683	±186	144	±75	4,283	±258
65 to 74 years	287,819	±1,165	4,561	±175	134	±47	3,518	±221
75 years and over	213,211	±1,048	3,855	±181	65	±41	3,139	±236

From: [Fair, Terri](#)
To: [Brittney Layton](#)
Cc: [Miller, Brandon](#); [Bales, Ronald](#)
Subject: FW: EJ Analysis, Des Nos. 1801932 & 1900842 13th St. & 8th Ave New Bridges, Terre Haute, Vigo County, IN
Date: Friday, June 11, 2021 2:01:31 PM
Attachments: [Terre Haute EJ Analysis 6.9.2021.pdf](#)

INDOT-Environmental Services Division (ESD) has reviewed the project information along with the Environmental Justice (EJ) Analysis for the above referenced project. With the information provided, the project may require minimal right-of-way. The project is anticipated to result in nine (9) residential relocations and (8) eight commercial relocations. With the information provided, the relocations would not disrupt community cohesion or create a physical barrier. INDOT-ESD would not consider the impacts associated with this project as causing a disproportionately high and adverse effect on minority and/or low income populations of EJ concern relative to non-EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. No further EJ Analysis is required.

Please note that the latest design will result in nine (9) residential relocations and nine (9) commercial relocations.

Local TRAX - Terre Haute 13th St and 8th Ave Grade Separation

DRAFT Conceptual Stage Relocation Study ***DRAFT***

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Purpose of the Conceptual Stage Relocation Study

The purpose of a Conceptual Stage Relocation Study (CSRS) is to inventory the characteristics and needs of residents and businesses that may be displaced by a project, analyze potential problems caused by the displacement, and propose solutions to those problems. Ultimately, the CSRS can serve as a basis for determining the extent of hardship to displaced residents and businesses and to those who remain in the project area once the work is completed.

About the Author

The author of this study, Joe Gromosky of Boomerang Ventures, LLC, has been a full-time relocation agent for 15 years and has worked directly with thousands of relocatees—homeowners; residential tenants; landlords; and small, medium, and large businesses—on some of the largest right-of-way relocation projects in the country. See Appendix A for more on the author’s background.

The Project

The project is in Terre Haute, Indiana (Vigo County) on 8th Avenue roughly between 12th Street and 14th Street, and on 13th Street roughly between 6th Avenue and Beech Street. The purpose of this project is to eliminate delays for motorists and emergency services at the 13th Street and 8th Avenue crossings of CSX Railroad due to train traffic, eliminate the potential for train-vehicle collisions at these crossings, and improve pedestrian accessibility and safety through the area.

See Appendix B for maps of the project area and photos of affected parcels.

CSRS Methodology and Definitions

The following process is used to complete the CSRS:

1. Map the project area to find homes, businesses, and other structures or personal property in the area to be acquired.
2. Contact and offer to meet with affected residents and businesses to understand their needs and determine how the project and a move may affect them. Help them understand the project need, acquisition process and timing, and relocation benefits to which they may be entitled.
3. Determine the number and type of relocations in the project area based on information received from private meetings, public meetings, personal observation, property and tax records, and other sources.
4. Determine the availability and affordability of replacement housing for residential owners and tenants.
5. Determine the availability of replacement commercial sites for affected businesses.
6. Summarize the impact of the project and present findings.

The Uniform Act, 49 CFR Part 24, provides relocation assistance for residents and businesses displaced by federal-aid projects. There are five different relocation types defined by the Act:

Relocation Type	Code	Definition
Residential Owner	RO	A home in the area to be acquired is occupied by the owner. The homeowner who meets the length-of-occupancy requirements is entitled to relocation benefits.
Residential Tenant	RT	A home in the area to be acquired is occupied by a tenant. The tenant who meets the length-of-occupancy requirements is entitled to relocation benefits.
Business	BR	A displaced business, farm, non-profit organization, or church is entitled to relocation benefits.
Landlord	BL	The owner of a residential or commercial property that is rented to another person or business is entitled to relocation benefits as a landlord.
Personal Property Move Only	PP	When neither a residential owner/tenant nor a business is displaced, but the acquired area contains personal property that must be removed, the owner of the personal property is entitled to relocation benefits. This often occurs in a partial take where a garage, barn, shed, or other structure is in the acquired area. Other examples of a PP relocation are when an unoccupied residence or business which contains personal property is acquired or when bare land is acquired with personal property scattered around.

Each of the five different relocation types is eligible for a different set of relocation entitlements (benefits).

Relocation Type	Code	Relocation Entitlements
Residential Owner	RO	<ol style="list-style-type: none"> 1. Moving expenses (self-move or professional move) 2. Price differential payment 3. Closing cost reimbursement (for eligible expenses) 4. Incidental expense reimbursement (typically home inspections) 5. Increased mortgage interest payment (if new mortgage interest rate is higher than the old one)
Residential Tenant	RT	<ol style="list-style-type: none"> 1. Moving expenses (self-move or professional move) 2. Rental assistance payment OR Downpayment assistance payment
Business	BR	<ol style="list-style-type: none"> 1. Moving expenses (self-move or professional move) 2. Business Reestablishment reimbursement (up to \$25,000) 3. Business Searching expense reimbursement (up to \$2,500) <p>OR</p> <ol style="list-style-type: none"> 4. Payment-in-Lieu (PIL) (up to \$40,000)
Landlord	BL	<ol style="list-style-type: none"> 1. Moving expenses (self-move or professional move) 2. Business Reestablishment reimbursement (up to \$25,000) 3. Business Searching expense reimbursement (up to \$2,500) <p><i>Landlords are not eligible for the Payment-in-Lieu (PIL)</i></p>

Personal Property Move Only	PP	1. Moving expenses (self-move or professional move)
--------------------------------	----	---

There can be eligibility for multiple Uniform Act relocations on a single parcel of land that is to be acquired. The following table gives examples of different land uses that might be encountered on a parcel and the number and types of eligible relocations for each one.

Parcel to be Acquired Contains	Relocations
Owner-occupied single-family residence	1 RO
Tenant-occupied single-family residence	1 RT, 1 BL
Residential duplex, both sides tenant-occupied	2 RT, 1 BL
Ten-unit apartment, each unit tenant-occupied	10 RT, 1 BL
Owner-occupied business	1 BR
Tenant-occupied business	1 BR, 1 BL
Strip mall with five tenant businesses	5 BR, 1 BL
A rented single-family residence, a rented mobile home, and a tenant business.	2 RT, 1 BR, 1 BL
A home that has been unoccupied for two years and contains the owner's furniture and other belongings	1 PP
A storage facility with 50 individually rented units	50 PP, 1 BL

Relocations in the Project Area

Based on the current plan, relocation will be required on 18 parcels with an estimated 26 total eligible relocations as detailed in the table below.

The table shows the parcel numbers assigned by the project and used everywhere in this document. The close-up maps and photos in Appendix B are labeled with parcel numbers. In the table, the assumed relocation types are listed in the five columns to the right of each parcel.

Members of the project team met with nearly 90% of affected residents and business owners in person or by phone. The eligible relocation types were determined during these meetings. If the resident/business did not request or welcome a meeting, relocation types are assumed using information from project plan/design documents, corridor maps, multiple visits to the project area, and tax records.

Pcl	Sfx	ParcelName	Address	Mtg Date	Type	RO	RT	BL	BR	PP	Relos
01	00	Zoll Manufacturing Co. Inc.	1400 N 13th St		Biz				1		1
02	00	McCalister, Steve A. & John W.	1401 N 13th St	6/8/22	Biz				1		1
04	00	Critter Land, Inc.	1550 N 13th St	6/8/22	Biz				1		1
05	00	Heyman, William A. Jr.	1521 N 13th St	6/16/22	Biz					1	1
06	00	Seifers, Harold L.	1211 8th Ave	6/8/22	Res			1			1
06	01	Seifers, Harold	1600 N 13th St	6/8/22	Biz					1	1
06	02	Seifers, Harold	1654 N 13th St	6/8/22	Res		1	1			2
08	00	Potts, Billie L. & Judith A.	1624 N 13th St		Biz					1	1
12	00	Schimmel, David et al	1703 N 13th St	6/6/22	Biz			1	2	1	4
17	00	Carolyn & Matthew Hoover	1145 8th Ave	3/7/22	Res	1					1
18	00	Ridge, Mary	1201 8th Ave	2/22/22	Res	1					1
19	00	Large, David L. & Connie C.	1203 8th Ave	2/22/22	Res		1	1			2
20	00	CK Investments, LLC	1601 Garfield Ave	3/7/22	Res		1	1			2
21	00	Roberts, Terry L.	1207 8th Ave	2/22/22	Res	1					1
22	00	Luke, Amber & Brown, Anthony	1213 8th Ave	2/22/22	Res	1					1
23	00	Glide Properties, LLC	1215 8th Ave	6/8/22	Res		1	1			2
24	00	Gregory, Veda J.	1330 8th Ave		Res					1	1
25	00	Johnson, Johnny D. & Stephanie J.	1331 8th Ave	6/8/22	Biz			1	1		2
						4	4	7	6	5	26
Total relocations						15%	15%	27%	23%	19%	
Residential relocations						50%	50%				

Legend:

- RO = residential owner relocation
- RT = residential tenant relocation
- BL = business landlord relocation (landlord for a residential or business tenant)
- BR = business relocation (other than a landlord)
- PP = personal property move only relocation

Contact with Affected Residents and Businesses

Affected residents and businesses were offered the opportunity to meet with members of the project team for an appraisal inspection and/or a relocation inventory meeting. The purpose of the meeting was to familiarize residents with the project and members of the project team, answer their questions, and address their concerns.

Relocation meetings were conducted by Brian Nail, the Relocation Agent who will be working with each displacee for the duration of the project. Brian discussed the background and purpose of the project, explained the acquisition process and timeline, and explained the relocation benefits to which each person or business will be entitled. Federal acquisition and relocation brochures were emailed or mailed to residents before each meeting or handed out at the meeting.

To date, meetings have been conducted with 23 of 26 (88%) potential relocation parcels. The three parcels for which no meetings have been conducted appear to be vacant or used only for storage.

Specific observations from meetings are discussed in later sections of this document, but in general:

1. Interactions with residents and businesses were very cordial.
2. Attitudes regarding the project are generally positive.
3. Many residents expressed that they look forward to the day when they are no longer stopped at the railroad tracks.
4. Everyone interviewed is aware of and concerned about the fast-moving real estate market—whether they are looking for homes to purchase or rent, or a new business location.

For detailed information about contact made with residents and businesses, see Appendix C which contains:

- Meeting notes from the Relocation Agent, Brian Nail.
- Detailed notes from on-going interactions (calls, meetings, and other contact) with affected residents and business owners—before, during, and after the relocation meeting—by the Relocation Agent.

Considerations for Relocating Affected Residents

Residential Owner Occupants

Four properties have been identified as owner-occupied residential, and meetings were conducted with each of the homeowners. All meetings were cordial. No one expressed any great concern over losing their current home, but almost everyone is concerned about finding an affordable replacement in an active housing market.

Two of the homeowner occupants indicated there may be issues getting clear title to the property since they are not sure if ownership was transferred properly when they took possession. This may cause some delay in the acquisition of the property, but hopefully will not prevent these owners from purchasing their replacement and using their relocation entitlements. Brian Nail indicated that there is a limited educational background in this group and a general lack of understanding of the home buying process. It will be up to him to provide an extra level of

advisory services to these people and help them connect with good realtors and lenders, and to find other assistance in the area. One owner is planning to use the acquisition as an opportunity to move out of the state.

Most displaced homeowners will choose to purchase their replacement, so it is important that there is an adequate supply of affordable replacement housing. The goal of any displacement, unless homeowners have other plans, would be to move the affected residents within the same geographical area from where they are displaced. It would be typical for a relocation agent to search for comparable homes within a 10-mile radius from a displaced person's residence. The Uniform Act allows for a search radius of up to 50 miles.

The table below shows the type of homes to be acquired in the project area and the number of similar-sized homes for sale by price range and distance from the project area. Within each price range, the number of homes within a 10-mile radius ("In TH") and within a 50-mile radius ("Out of TH") is given. Homes with a value above \$200,000 are not shown in the table since the homes in the project area appear to be valued much lower than this amount, so these higher priced homes would not be affordable.

Owner-Occ'd Homes Acq'd	Beds	#	Homes for Sale - By Price Range and Distance from Project Area											
			\$60-75k		\$76-100k		\$101-125k		\$126-150k		\$151-200k		Total	
			In TH	Out of TH	In TH	Out of TH	In TH	Out of TH	In TH	Out of TH	In TH	Out of TH	In TH	Out of TH
2	4		12	9	8	11	5	5	3	8	1	9	29	42
3	0		2	1	4	7	4	5	3	11	11	22	24	46
4	0		-	-	-	-	-	-	-	-	-	-	-	-
Total	4		14	10	12	18	9	10	6	19	12	31	53	88

Notes

"In TH" = approx. 10-mile radius from project area

"Out of TH" = up to 50-mile radius from project area

These property types were excluded from the search: foreclosures, auctions, bank-owned, short sales, estates, "As-Is"

Sources: Realtor.com, THAAR.com

Data as of 7/1/2022

Given that only four owner-occupied homes are to be acquired, there appears to be an adequate supply of homes for sale. The current housing market in and around Terre Haute is active, but home sales have slowed in the last few months and the supply of homes has caught up with demand. The Terre Haute real estate market has been following national trends of reduced inventory and increased home prices, but Terre Haute is historically less active than other parts of Indiana, and a general slowdown in statewide real estate activity would typically result in an even greater reduction here. See Appendix D for charts showing national, state, and local market trends and statistics.

Eric LeFond—a long time resident of Terre Haute and a local Realtor for nearly 25 years—said the housing market was the busiest he had ever seen over the last two years, but that it has slowed since March/April this year. He said increasing interest rates have slowed demand and allowed supply to catch up.

Other cities and towns around Terre Haute are smaller and more rural, but if residents are willing and able to move away from town, schools are still good. The table below shows the school grades for cities and towns close to Terre Haute.

City/Town	Miles to Project	School Grade	School System
Terre Haute	-	B	Vigo County School Corp
Allendale	5.8	B	Vigo County School Corp
East Glenn	6.7	B	Vigo County School Corp
Cloverland	10.0	B	Clay Community Schools
Riley	10.0	B	Vigo County School Corp
Libertyville	13.0	B	South Vermillion Comm School Corp
Brazil	16.0	B	Clay Community Schools

Source: Indiana Department of Education

The housing market has slowed but may still result in high relocation price differential payments (PDP's) to owner occupants. This relocation benefit should put replacement homes within their financial means. Experience from other projects tells us that, as long as homes are affordable, people use typical resources, like Realtors and home-sale websites, as well as their own social networks to locate homes to purchase.

The City of Terre Haute in conjunction with the Indiana Department of Transportation (INDOT) should be prepared to adapt their policies to ensure home buyers can secure new homes. It has been typical for relocation claims to be paid in 45-60 days, but this slow turnaround could close prospective buyers out of the market. The agency must be willing to adapt their process to make acquisition and relocation payments more quickly. Also, purchase comparables and prospective replacement homes are still selling quickly enough that the agency must consider allowing agents to increase relocation payments—by performing new comparables searches and recalculating relocation benefits—to make new homes affordable.

The Federal Highway Administration (FHWA) released a waiver for calculating and paying relocation payments to homeowners effective June 1, 2022. Since it has become commonplace for buyers to pay more than the asking price for new homes, this waiver allows relocation payments to be increased if the market is following this trend. This policy should be implemented on this project if the market calls for it.

Residential Tenants

Four potential residential tenant displacements have been identified in the project area. Meetings were conducted with all these households and were very cordial. The tenants seemed to agree that the project is needed, and their main concern is finding an affordable replacement. It is likely that one or more tenants will fall below the HUD low-income limit for the area. One tenant is excited about the possibility of using the relocation DAP (downpayment assistance payment) to help purchase a new home.

Eric LeFond, the Terre Haute Realtor, shared that the rental market in the Terre Haute area is now tighter than the purchase market. He shared that:

- As the market for homes sales has slowed, the market for rentals is becoming even more competitive.
- New rental listings can get dozens of applicants, and those with poor credit, little savings, and low income are being shut out of rentals since landlords can choose better-qualified applicants.
- Many landlords were selling their rental properties to take advantage of the high residential sales prices, but that trend appears to be reversing as the market for sales slows down.
- In some cases, institutional investors are buying rental homes in the market and driving up base rents, but Terre Haute is not a prime market for these types of buyers.

The table below shows the type of rental properties to be acquired in the project area and the number of similar-sized homes for rent by price range and distance from the project area. As stated in the “Residential Owner Occupants” section above, it would be typical for a relocation agent to search for comparable rentals within a 10-mile radius from a displaced person’s residence, and the Uniform Act allows for a search radius of up to 50 miles.

Rentals to be Acquired		Homes for Rent - By Monthly Rent Range and Distance from Study Area											
		\$500-600		\$601 - 800		\$801-1,000		\$1,001-1,400		\$1,401+		Total	
		In TH	Out of TH	In TH	Out of TH	In TH	Out of TH	In TH	Out of TH	In TH	Out of TH	In TH	Out of TH
1	1	*	*	*	*	*	*	*	*	*	*	*	*
2	3	1	-	7	3	1	1	-	1	1	-	10	5
3	1	-	-	1	-	2	2	1	-	3	-	7	2
Total	5	1	-	8	3	3	3	1	1	4	-	17	7

Notes

"In TH" = approx. 10-mile radius from project area

"Out of TH" = up to 50-mile radius from project area

1-, 2-, 3-bedroom multi-family units (apts, duplexes) not included but available throughout search area

There are no 1-bedroom single-family homes available for rent in or around the project area.

Sources: Realtor.com, THAAR.com

Data as of 7/1/2022

Homes for rent are more difficult to find than homes for sale since there are fewer established home-rental resources. There is no single consolidated rental property source as there is for home sales. As the project proceeds and actual comparable rentals are needed, additional rental properties can be found by driving the area and talking to local landlords and rental property managers, so the number of available rentals is probably higher than what is reported here.

The active rental market may result in high rental assistance payments (RAP's) and downpayment assistance payments (DAP's) to tenants. These payments are designed to put replacement homes within the financial means of displaced tenants. It may be difficult to find replacement rentals, however, as with home buyers, experience from other projects tells us that tenants often use their own networks to locate new rentals.

The Uniform Act encourages tenants to purchase their replacement home rather than rent again. Relocated tenants have the option to use a DAP that ranges from a *minimum* of \$7,200 to \$20,000 or more. As mentioned earlier, at least one of the displaced tenants hopes to take

advantage of this benefit to purchase a new home, so the rental market will not be important to them.

Again, the City of Terre Haute and INDOT must be prepared to adapt their policies to allow tenants to rent or purchase homes quickly. They must be willing to make relocation payments as quickly as possible rather than the usual 45-60 days. Also, rental comparables and prospective properties rent so quickly that the agency must consider allowing agents to “re-comp” and increase relocation payments to make new rentals affordable.

Considerations for Relocating Affected Businesses

Six businesses have been identified in the project area. Meetings were conducted with five of the six business owners. Parcel 1 is identified as a business, but the relocation agent was unable to meet with the owner and it appears the business may no longer be active.

Parcel 2, McCalister Bros., is the largest business in the project area. This construction business will need to find another large building, but they appear to have a great deal of flexibility in where they move since their clients are all around Terre Haute and surrounding areas. They have contracts with the City of Terre Haute, so they would like to keep their address within city limits.

The other four displaced businesses should have several options to find new locations. Parcel 4 is a pet store specializing in fish and other “critters.” Parcel 12 is a large building that houses two tenant businesses—a fitness center and a flea market. The tenant business on parcel 25 sells home restoration hardware/supplies and appliances. Each of these businesses occupies sub-prime spaces and should be able to relocate to light-industrial warehouses or underutilized retail centers.

The business parcels acquired for this project have more to move than the average business, so they will take full advantage of the relocation move benefit which will pay for full-service packing, loading, moving, and unloading. The relocation move entitlement also pays for the disconnection and reconnection of all business equipment.

The other business relocation benefits—\$25,000 business reestablishment and \$2,500 searching expense reimbursement—should be fully utilized by each of these businesses. McCalister is a large enough business that the reestablishment and searching benefits will pale in comparison to their move payment, but the other businesses are small enough that these entitlements lessen the financial impact of moving.

For those businesses that choose to reestablish in the Terre Haute area, the commercial real estate market has ownership and leasing opportunities across all zoning and property class types. The commercial listing searches using Loopnet and the Terre Haute Area Association of Realtors resources resulted in multiple listings for each type of business. There is also vacant land for sale if the affected businesses seek to build replacements. See Appendix E for maps showing a sample of commercial properties for sale and for lease within a 50-mile radius of the project area, and a recent sample of commercial property listings.

Estimated Relocation Entitlement Costs

As explained in the “Methodology” section, each different relocation type is eligible for a different set of relocation entitlements (benefits) under the Uniform Act. In the table below, the estimated entitlement cost per relocation type (in the “Per Parcel” column) is multiplied by the number of relocations of each type (in the “# Relos” column) to give an estimate of the total cost of relocation entitlements to be paid.

FEDERAL Regulations - Relocation Benefits			Entitlement Estimate	
# Relos	Code	Relocation Type	Per Parcel	Total
7	BL	Landlord (Residential or Business)	\$ 32,500.00	\$ 227,500.00
6	BR	Business	\$ 112,500.00	\$ 675,000.00
5	PPMO	Personal Property Only	\$ 10,000.00	\$ 50,000.00
4	RO	Residential Owner	\$ 62,500.00	\$ 250,000.00
4	RT	Residential Tenant	\$ 43,000.00	\$ 172,000.00
26		Totals		\$ 1,374,500.00

The above estimates reflect the following assumptions:

1. Two of the businesses (P2 and P4) will have expensive moves and have raised the average for all businesses.
2. The actual number of each relocation type may vary until all acquisition offers have been made, but interviews have been completed with most residents/businesses so the numbers should not change much.
3. The RO entitlement amounts would be even higher, but the increase in mortgage interest rates has caused the market to slow in the last few months. It is assumed that trend will continue.

The above numbers are estimates only, based on experience with hundreds of relocations, but any number of factors can increase or decrease relocation payment amounts.

Conclusion

All but three of 26 potential relocation parcels on this project were contacted directly by members of the project team and the response from affected residents and business owners was generally positive and understanding. There are one or two situations that will require special handling, but every project has those.

All those interviewed speak English as their primary language, so it should not be necessary to have a translator involved in any future meetings. It can be difficult for native English speakers to understand the subtleties of relocation entitlements, so it is helpful that translation will not be necessary.

The affected area houses a significant number of low-income homeowners, tenants, and business owners, so it will be important to make sure that acquisition and relocation funds are fully explained and utilized, and that payments are made available as quickly as possible.

Relocation payments are the fuel that drives movement in right-of-way projects, and this need is magnified in today's fast-moving real estate market and in this project area. Home buyers and tenants will be overwhelmed if relocation funds are not readily available to help them purchase or rent new homes. To help improve the outcomes of all the displaced residents, the City of Terre Haute and INDOT must be willing to adapt their processes to allow relocation claims to be paid quickly and they should allow the relocation agent the flexibility to re-do purchase and rental comps so that price differential and rental assistance payments can keep pace with increasing home purchase prices and rental rates.

Businesses provide employment, stimulate the local economy, and expand the tax base. Data indicate that there are adequate replacement options for the six displaced businesses. Parcel 2, the large construction business, appears to have the financial wherewithal to find a new location if they choose to reestablish in the area and there appears to be an adequate number of replacement locations. There appears to be adequate commercial real estate available for the other four displaced businesses to relocate and continue to operate.

There appear to be five personal property move only (PP) relocations. The project area is somewhat depressed, so five buildings that would normally be occupied are vacant and will only require their owners to find another place to relocate personal property. Experience from other projects tells us that two to three of these parcels will probably realize their personal property is worthless, throw it away, and not need a replacement location. The other two will rent a storage unit, move their personal property to another place they own, or rent another warehouse space.

It is difficult to measure the impact a project such as this will have on the surrounding area, but it is likely that the net effect of this project will be positive. Traffic delays caused by stopped trains occur many times daily and negatively impact businesses and residents in the area. After the project is completed, traffic will flow through the area smoothly—on local roads and on the train tracks—and, hopefully, several homeowners, tenants, and businesses will find themselves better off in new homes, new rental properties, and new places of business.

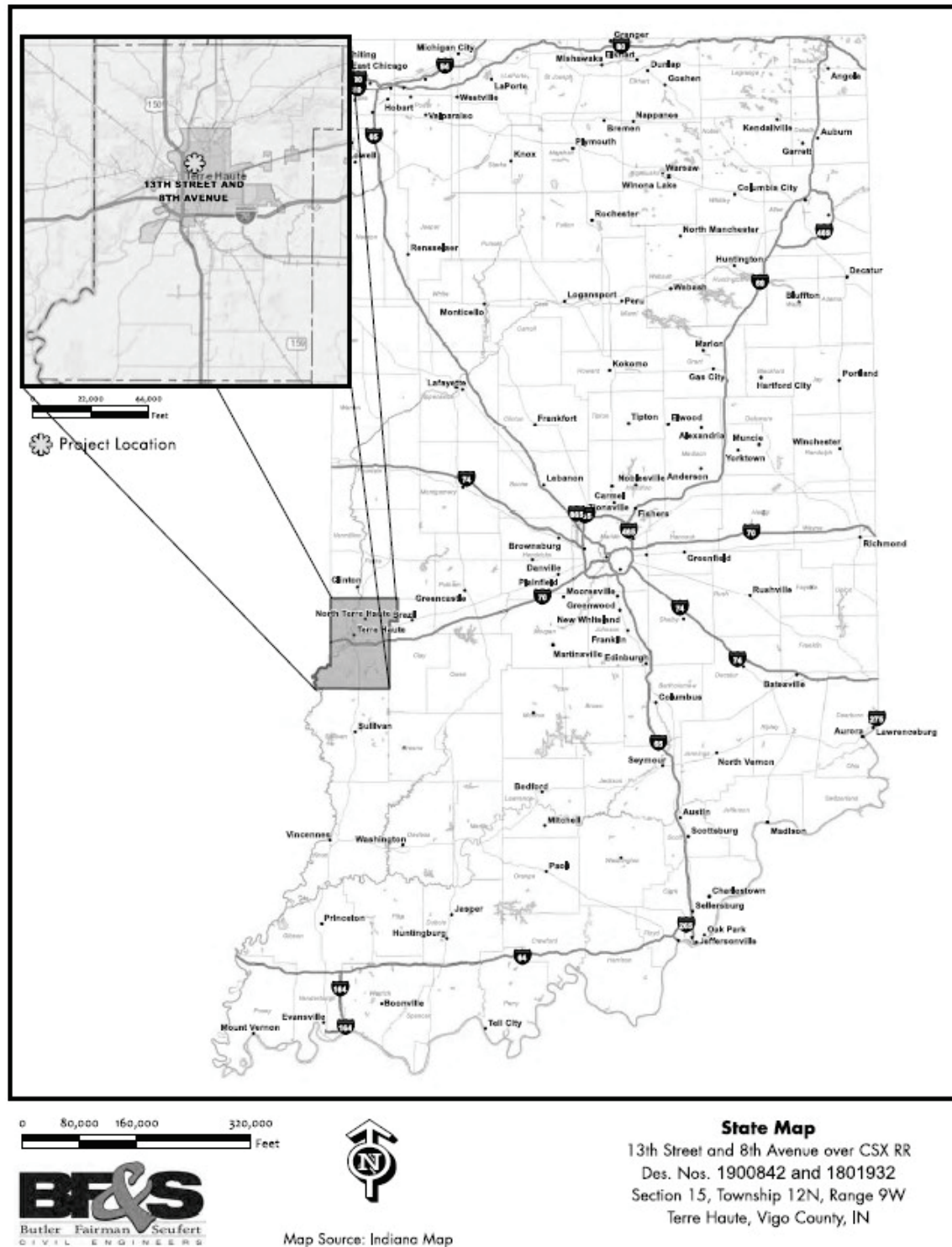
Appendix A: CSRS Author's Background

Joe Gromosky, owner of Boomerang Ventures, LLC—a right-of-way relocation services firm based in Indianapolis, IN—has been an Indiana-certified relocation agent since 2007 and has completed more than 2,000 relocations.

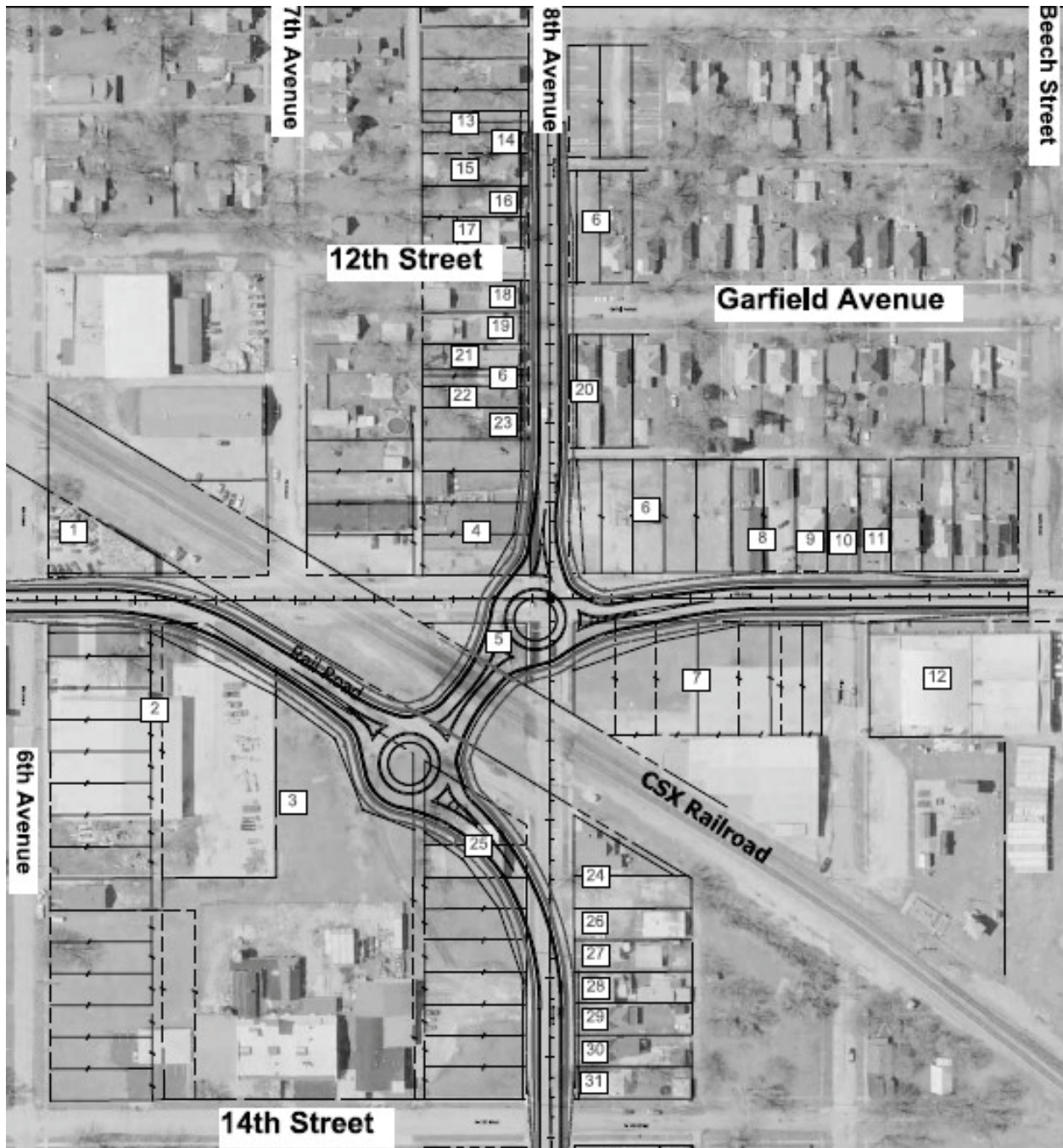
- Extensive knowledge and experience interpreting and implementing Federal regulations according to the Uniform Act (URA) and relocation regulations that vary by state.
- Work on right-of-way projects for the Indiana Department of Transportation (INDOT), Michigan Department of Transportation (MDOT), other state and local agencies, and as a subcontractor to engineering/construction firms and eminent domain attorneys.
- Experience with the following types of relocations:
 - *Business*: large corporate-owned entities, manufacturing, retail, construction, multi-unit storage facilities, healthcare, gas stations, automotive dealerships, automotive service, grocery stores, liquor stores, hotels/motels, churches, restaurants, banks, franchises, kennels, numerous small businesses, residential/business landlords, and many more.
 - *Residential*: single- and multi-owner, single- and multi-tenant, low-income/Sec 8, non-English speaking, apartment complexes, mobile home parks, complex in-state and out-of-state moves, and more.
 - *Personal Property Moves*: very large to very small, multi-unit storage facilities, aggregate/ materials operations, pet cemetery, farms, and others.
- Extensive relocation experience on some of the largest right-of-way relocation projects in the country: NICTD/Chicago commuter train extension; I-69 from Evansville, IN to Indianapolis, IN; Gordie Howe International Bridge (Detroit, MI); Ohio River Bridges (IRWA 2013 Project of the Year); US 31 in Indianapolis, Kokomo, and South Bend; and many others.
- Developed a right-of-way database to track all relocation parcel details: owner/tenant contact information, milestone dates, claim status, outstanding tasks, and all parcel interactions (contact management). Use this database to manage relocation projects, quickly report project/parcel status to clients, and ensure timely communication with relocatees.
- Created mobile office-equipped work vans -- Internet access and print/scan/email capabilities – giving Boomerang agents the ability to serve relocatees more efficiently and respond to client requests quickly.
 - Use technology to perform the administrative portion of relocation work accurately and efficiently, making it possible for agents to spend more time serving each relocatee.
- Education
 - BSME, Purdue University, 1987
 - MA in Graduate Studies, The Ohio State University, 1991
 - Indiana-certified relocation agent, 2007
 - Indiana Real Estate Broker

Appendix B: Project Area and Project Maps, Parcel Photos

Project Area within Indiana



Project Area Map Showing Affected Parcels



Photos of Relocation Parcels

(showing relocation parcel numbers and addresses)

Local TRAX - Terre Haute 13th St and 8th Ave Grade Separation Relocation Parcels

01



1400 N 13th St

02



1401 N 13th St

04



1550 N 13th St

05



1521 N 13th St

06(000)



1211 8th Ave

06(001)



1600 N 13th St

Local TRAX - Terre Haute 13th St and 8th Ave Grade Separation Relocation Parcels

06(002)



1654 N 13th St

08



1624 N 13th St

12



1703 N 13th St

17



1145 8th Ave

18



1201 8th Ave

19



1203 8th Ave

Local TRAX - Terre Haute 13th St and 8th Ave Grade Separation Relocation Parcels

20



1601 Garfield Ave

21



1207 8th Ave

22



1213 8th Ave

23



1215 8th Ave

24



1330 8th Ave

25



1331 8th Ave

Appendix C: Contact Made with Affected Residents/Businesses

Relocation Agent's Meeting Notes

JUNE 8 2-3 PM

CITY OF TERRE HAUTE, INDIANA

BUSINESS INTERVIEW QUESTIONNAIRE

Parcel Information

BROTHERSProject: 1801932Business Name: McCalister, Steve A. & John W.Code: LPA - TXTH Parcel: 002(000)Property Address: 1401 N 13th St, Terre Haute, IN 47807Mailing Address: Displacement

Main Contact

Alternate Contact

Name

Title

Phone

Mobile

Email

CALL WHEN IN TOWNJOHN IS MAIN CONTACT

Business Information

Type / Description

28,000^{sq} FT BLDGLegally in U.S.? ☐ Yes ☐ No

Any similar stores?

Acquired by project

Total (all locations)

This Location

All Locations

In business since

12/RS

Employees

Payment in Lieu

Will not use PIL: ☐ Not Eligible ☐ Move Amount Higher ☐ Financial (skip this section)

Year 1

Year 2

Gross Revenue

Net Income

Owner's Gross
Income1

Reestablishment Plans

Intend to reestablish with the same business? ☐ Yes ☐ NoMARCH 6 - APPRAISALType/Size of building(s)/
fencing/security needed?CONSTRUCTION & SERVICE ORIENTED
BUSINESS. LARGE GARAGE AREA.

Special utilities required?

Size of lot (acres) / parking lot?

HEATED CONCRETE FLOOR. THEY HAVE

Preferred location:

CONTRACTS WITH THE CITY,

Lease terms / contractual obligations?

Move Plans

Best time of year to move?

BECAUSE OF CLOSE CITY CONTACT, THEY WERE
TOLD THEY HAD NOTHING TO WORRY ABOUT WHEN OFFER

Time needed to complete move?

COMES

Likely type of move:

Self / Pro / Combo

Bids: ☐ No ☐ 1 ☐ 2

Additional Comments or Concerns

Sprinkler system: Yes No Is system monitored by 3rd party: Yes No (provide 3rd party contact info) Separate water shut off? Yes NoCALL WHEN I AM AVAILABLETHEY ARE EXPECTING 2-3 million IN THE OFFER
RANGE

JUNE 16TH

CITY OF TERRE HAUTE, INDIANA

BUSINESS INTERVIEW QUESTIONNAIRE

Parcel Information

Business Name: Critter Land, Inc. Project: 1801932
 Property Address: 1550 N 13th St, Terre Haute, IN 47804 Code: LPA - TXTH Parcel: 004(000)
 Mailing Address: Displacement

	Main Contact	Alternate Contact
Name		
Title		
Phone	<u>Bill Heyman</u>	<u>CONTACT</u>
Mobile		
Email		

Business Information

Type / Description: LARGE PET STORE / SMALL TYPE ZOO Legally in U.S.? ☐ Yes ☐ No
 Any similar stores? ☐ Acquired by project ☐ Total (all locations) 1 LOCATION
 This Location All Locations

In business since _____
 Employees _____

Payment in Lieu Will not use PIL: ☐ Not Eligible ☐ Move Amount Higher ☐ Financial (skip this section)
 Year 1 Year 2

Gross Revenue _____
 Net Income _____
 Owner's Gross Income NO PROFIT. SORT OF COMMUNITY OUTREACH. GIVES

Reestablishment Plans KIDS OF LOW INCOME A PLACE OF INTEREST,

Intend to reestablish with the same business? ☐ Yes ☐ No
 Type/Size of building(s)/fencing/security needed? NOT SURE ABOUT REESTABLISHING

Special utilities required? ALOT TO GIVE THOUGHT TO

Size of lot (acres) / parking lot? _____

Preferred location: HAS LOTS OF FISH, REPTILES, BIRDS ECT,

Lease terms / contractual obligations? 8-9 FT GATOR.

Move Plans

Best time of year to move? DEFINITELY NEEDS SPECIALTY TYPE MOVE

Time needed to complete move? _____

Likely type of move: Self / Pro / Combo Bids: ☐ No ☐ 1 ☐ 2

Additional Comments or Concerns

Sprinkler system: Yes No Is system monitored by 3rd party: Yes No (provide 3rd party contact info) Separate water shut off? Yes No

KNOWS PROJECT IS MUCH NEEDED
WONDERING HOW WILL AFFECT COMMUNITY WITH MOVE TO REPLACEMENT

JUNE 16TH

CITY OF TERRE HAUTE, INDIANA

PERSONAL PROPERTY MOVE ONLY INTERVIEW QUESTIONNAIRE

Parcel Information

Displacee Name: Heyman, William A. Jr. Project: 1801932
Property Address: 1521 N 13th St, Terre Haute, IN 47807 Code: LPA - TXTH Parcel: 005(000)
Mailing Address: Displacement
Phone: [REDACTED]
Mobile: [REDACTED]
Email: ACROSS FROM CRITTERLAND

Occupant Information

1. Length of occupancy

Adults: Male _____ Female _____ Dependent adults? _____

Children: Male (note ages) _____ Female (note ages) _____

Advisory Services: Relocation assistance is required on all federal/federally aided projects where displacement occurs.

2. Should the Right of Way Agent consider any of the following when providing Advisory Services? Please explain.

- ☐ Disability / Special Needs WAS HOME TO LIONS & TIGERS
☐ Interpreter / Signer / Language Assistance
☐ Literacy Assistance NOW IT IS USED FOR STORAGE
☐ Public Transportation
☐ Other Special Services Needed

Replacement Property Plans

3. Is it important that the replacement property be close to your home, work or school? ☐ yes ☐ no

Address(es) of important locations: _____

4. Lease terms / contractual obligations? _____

5. Do you intend to purchase or rent your replacement property? ☐ rent ☐ purchase

6. Any credit concerns? _____

Move Plans

7. Time needed to complete move? _____

8. Any other concerns regarding the move? _____

9. Likely type of move: Self / Pro / Combo Bids: ☐ No ☐ 1 ☐ 2

☐ Pictures of Utility Meters

Additional Comments or Concerns

NO REAL CONCERNS ABOUT PROJECT, OTHER THAN
WHEN IT WILL BE DONE.
THE AFFECT ON HIM IS THAT HIS BUSINESS HAS BEEN THE OR AN
ICON OF THE CITY FOR MANY YEARS. SAD TO BE MOVING.

JUNE 8 2-3 PM

CITY OF TERRE HAUTE, INDIANA

LANDLORD INTERVIEW QUESTIONNAIRE

Parcel Information

Project: 1801932
 Business/Landlord Name: Seifers, Harold L. Code: LPA - TXTH Parcel: 006(000)
 Property Address: 1211 8th Ave, Terre Haute, IN 47804
 Mailing Address: Displacement
 Phone: [REDACTED] Email: [REDACTED]
 Alternate Contact Name: Alternate Phone:

Tenant/Property Information

1. Please check one:

☐ Property is for single business Type of business occupying the property RENTAL
☐ Property is Single Family Residential Bedrooms 2 Baths 1 Sq Ft Acres
 Total Occupants 0 Adults: Male Female
 Children: Male (note ages) Female (note ages)

☐ Property has multiple units Number and Types of Units

2. How long has/have the tenant(s) occupied the property? NO OCCUPANTS CURRENTLY

3. What is the monthly rent? AFTER APPRAISERS CAME WHEN HE

4. What utilities are NOT included in the rent? KNEW HE STOPPED REPAIRING

5. Please provide information regarding the following appliances/ mechanicals/ utilities: AND PREPARING

A/C: HEAT: STOVE: WATER HEATER: FOR NEXT TENANT

☐ WATER SOFTENER: rented / owned ☐ PROPANE TANK: rented / owned

☐ WELL ☐ PUBLIC ☐ SEPTIC ☐ SEWER

☐ Pictures of Utility Meters

Reestablishment Plans

6. Intend to reestablish with the same business? ☐ Yes ☐ No

7. What type of zoning is required?

8. Special utilities required? NONE

9. Lease terms or contractual obligations?

Move Plans

10. What personal property do you have there? TOOLS

11. Best time of year to move? Time needed to complete move?

12. Likely type of move: ☒ Self ☐ Pro / Combo Bids: ☐ No ☐ 1 ☐ 2

13. Any special concerns regarding the move?

Additional Comments or Concerns

MR SEIFERS FEELS HE S/B COMPENSATED FOR LOST RENT.
 HE FEELS CITY HAS FAILED TO GIVE PROPER HEADS UP
 Date Business Established ABOUT PROJECT

JUNE 8 2-3 PM

CITY OF TERRE HAUTE, INDIANA

PERSONAL PROPERTY MOVE ONLY INTERVIEW QUESTIONNAIRE

Parcel Information

Displacee Name: Seifers, Harold L.		Project: 1801932
Property Address: 1600 N 13th Street, Terre Haute, IN 47804		Code: LPA - TXTH Parcel: 006(001)
Mailing Address	Displacement	
Phone	[REDACTED]	CALL WHEN READY
Mobile		
Email	[REDACTED]	

Occupant Information

1. Length of occupancy _____

Adults: Male _____ Female _____ Dependent adults? _____

Children: Male (note ages) _____ Female (note ages) _____

Advisory Services: Relocation assistance is required on all federal/federally aided projects where displacement occurs.

2. Should the Right of Way Agent consider any of the following when providing Advisory Services? Please explain.

☐ Disability / Special Needs NONE

☐ Interpreter / Signer / Language Assistance _____

☐ Literacy Assistance _____

☐ Public Transportation USED TO BE GAS STATION THEN

☐ Other Special Services Needed GROCERY STORE.

Replacement Property Plans

3. Is it important that the replacement property be close to your home, work or school? ☐ yes ☒ no

Address(es) of important locations: _____

4. Lease terms / contractual obligations? _____

5. Do you intend to purchase or rent your replacement property? ☐ rent ☐ purchase

6. Any credit concerns? _____

Move Plans

7. Time needed to complete move? 30 DAYS IS GOOD, NOT TOO MUCH

8. Any other concerns regarding the move? BUT DOES HAVE SEVERAL COOLER.

9. Likely type of move: Self / Pro / Combo Bids: ☐ No ☐ 1 ☐ 2

☐ Pictures of Utility Meters

Additional Comments or Concerns

COULD NOT GAIN ACCESS TO BLDG. FRONT BRICK WALL
HAD BEEN STRUCK BY VEHICLE BLOCKING THE ENTRY DOOR.
WILL TAKE PICS LATER

JUNE 8 2-3 PM

CITY OF TERRE HAUTE, INDIANA

LANDLORD INTERVIEW QUESTIONNAIRE

Parcel Information

Business/Landlord Name: Seifers, Harold Project: 1801932
Property Address: 1654 N 13th St, Terre Haute, IN 47804 Code: LPA - TXTH Parcel: 006(002)
Mailing Address: Displacement
Phone: [REDACTED] Email: [REDACTED]
Alternate Contact Name: [REDACTED] Alternate Phone: [REDACTED]

Tenant/Property Information

1. Please check one:

☐ Property is for single business Type of business occupying the property RENTAL HOME
☐ Property is Single Family Residential Bedrooms 2 Baths 1 Sq Ft Acres

Total Occupants Adults: Male Female

Children: Male (note ages) Female (note ages)

☐ Property has multiple units Number and Types of Units SINGLE FAMILY

2. How long has/have the tenant(s) occupied the property?

3. What is the monthly rent? \$650

4. What utilities are NOT included in the rent? NONE

5. Please provide information regarding the following appliances/ mechanicals/ utilities:

A/C: HEAT: STOVE: WATER HEATER:

☐ WATER SOFTENER: rented / owned ☐ PROPANE TANK: rented / owned

☐ WELL ☐ PUBLIC ☐ SEPTIC ☐ SEWER

☐ Pictures of Utility Meters

Reestablishment Plans

6. Intend to reestablish with the same business? ☐ Yes ☐ No CALL WHEN READY

7. What type of zoning is required?

8. Special utilities required?

Lease terms or contractual

obligations?

Move Plans

10. What personal property do you have there? STOVE & REFER

11. Best time of year to move? Time needed to complete move?

12. Likely type of move: Self/Pro / Combo Bids: ☐ No ☐ 1 ☐ 2

13. Any special concerns regarding the move?

Additional Comments or Concerns

TENANTS HAVE BEEN GOOD TENANTS

Date Business Established:

JUNE 8 2-3pm

CITY OF TERRE HAUTE, INDIANA

RESIDENTIAL INTERVIEW QUESTIONNAIRE

Parcel Information

Owner/Tenant Name: Woods, Terry COURTNEY HAYES Project: 1801932
Property Address: 1654 N 13th St, Terre Haute, IN 47804 Code: LPA - TXTH Parcel: 006(003)
Mailing Address: Displacement
Phone: [REDACTED]
Mobile: COURTNEY
Email:

Occupant Information

1. Persons occupying this property Total Occupants 4 Length of occupancy 5yrs
Adults: Male 2 Female 1 Dependent adults?
Children: Male (note ages) 3 Female (note ages) 1 BABY
2. Address(es) of employment & schools:

Advisory Services: Relocation assistance is required on all federal/federally aided projects where displacement occurs.

3. Should the Right of Way Agent consider any of the following when providing Advisory Services? Please explain.

- ☐ Disability / Special Needs FATHER LIVES WITH & IS DISABLED
☐ Interpreter / Signer / Language Assistance
☐ Literacy Assistance TERRY WAS AT WORK DURING MEETING WITH COURTNEY
☐ Public Transportation
☐ Government Housing Assistance

Replacement Home Plans

4. Which of the following appliances/utilities does your current home have and who is the provider?

A/C: / HEAT: 4 STOVE: 4 WATER HEATER: 4
☐ WATER SOFTENER rented / owned ☐ PROPANE TANK rented / owned Provider:
☐ WELL ☐ PUBLIC ☐ SEPTIC ☐ SEWER
☐ Pictures of Utility Meters

5. Do you intend to purchase or rent your replacement home? ☒ rent ☐ purchase

6. Do you have a mortgage now? What is your current interest rate? ☐ yes ☐ no

7. Any credit concerns? YES

Move Plans

8. Any other concerns regarding the move?

9. Likely type of move: Self / Pro / Combo Bids: ☐ No ☐ 1 ☐ 2

Additional Comments or Concerns:

WANTED TO MAKE SURE THEY HAD TIME TO MOVE

CITY OF TERRE HAUTE, INDIANA

JUNE 8 11:30AM
CALL KENNY & MEET
ANYTIME

LANDLORD INTERVIEW QUESTIONNAIRE

Parcel Information

Project: 1801932
Business/Landlord Name: Schimmel, David & Connie F. & Dean, Kenneth J. & E Code: LPA - TXTH Parcel: 012(000)
Property Address: 1703 N 13th St, Terre Haute, IN 47807
Mailing Address Displacement meet @ 819 SPRANG STREET
Phone [REDACTED] Email kennydean1@gmail.com
Alternate Contact Name [REDACTED] Alternate Phone [REDACTED]

Tenant/Property Information

1. Please check one:

☐ Property is for single business Type of business occupying the property 2005 50,000 SF BLDG
☐ Property is Single Family Residential Bedrooms Baths Sq Ft Acres

Total Occupants Adults: Male Female

Children: Male (note ages) Female (note ages)

☐ Property has multiple units Number and Types of Units

2. How long has/have the tenant(s) occupied the property? 5 YRS

3. What is the monthly rent? HE WILL TALK TO PARTNER OR WIFE TO

4. What utilities are NOT included in the rent? GET FIGURES ON RENT

5. Please provide information regarding the following appliances/ mechanicals/ utilities:

A/C: HEAT: STOVE: WATER HEATER:

☐ WATER SOFTENER: rented / owned ☐ PROPANE TANK: rented / owned

☐ WELL ☐ PUBLIC ☐ SEPTIC ☐ SEWER

☐ Pictures of Utility Meters

Reestablishment Plans

6. Intend to reestablish with the same business? ☒ Yes ☐ No He is concerned about his

7. What type of zoning is required? renters. He thinks they will have a

8. Special utilities required? hard road because their rent is below

Lease terms or contractual obligations? Average

9. obligations?

Move Plans

10. What personal property do you have there?

11. Best time of year to move? Time needed to complete move?

12. Likely type of move: Self / Pro / Combo Bids: ☐ No ☐ 1 ☐ 2

13. Any special concerns regarding the move?

Additional Comments or Concerns

TENANTS - BRANDON SMITLEY
DANIEL - BARGAIN BINS -
ELDRIDGE

CALL BRANDON ON 6/8

CITY OF TERRE HAUTE, INDIANA

6/8 11:30 1st
CALL BRANDON

BUSINESS INTERVIEW QUESTIONNAIRE

Parcel Information

Business Name: Smitley, Brandon Project: 1801932
 Property Address: 1703 N 13th St, Terre Haute, IN 47807 Code: LPA - TXTH Parcel: 012(001)
 Mailing Address: Displacement

	Main Contact	Alternate Contact
Name		
Title		
Phone		CALL TO SEE IF CAN meet
Mobile		D/W INSTALL @ HOME 8-12pm
Email		

Business Information

Type / Description: Fitness Gym Legally in U.S.? ☐ Yes ☐ No
 Any similar stores? ☐ Acquired by project ☐ Total (all locations)
 This Location All Locations
 In business since
 Employees

Payment in Lieu

Will not use PIL: ☐ Not Eligible ☐ Move Amount Higher ☐ Financial (skip this section)
 Year 1 Year 2

Gross Revenue
 Net Income
 Owner's Gross Income

Reestablishment Plans

Intend to reestablish with the same business? ☐ Yes ☐ No
 Type/Size of building(s)/fencing/security needed? COULD TAKE PILS MEETING RESCHEDULE
 Special utilities required?
 Size of lot (acres) / parking lot? HAS PAPERWORK. CALL TALK
 Preferred location:
 Lease terms / contractual obligations?

Move Plans

Best time of year to move?
 Time needed to complete move?
 Likely type of move: Self / Pro / Combo Bids: ☐ No ☐ 1 ☐ 2

Additional Comments or Concerns

Sprinkler system: Yes No Is system monitored by 3rd party: Yes No (provide 3rd party contact info) Separate water shut off? Yes No

JUNE 8TH 11:30 AM

CITY OF TERRE HAUTE, INDIANA

BUSINESS INTERVIEW QUESTIONNAIRE

Parcel Information

Business Name:	Eldridge, Daniel	Project:	1801932
Property Address:	1703 N 13th St, Terre Haute, IN 47807	Code:	LPA - TXTH Parcel: 012(002)
Mailing Address:	Displacement		
	Main Contact		Alternate Contact
Name			
Title			
Phone			CALL TO INFORM OF ARRIVAL
Mobile			
Email			

Business Information

Type / Description	Bargain Bins	Legally in U.S.?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Any similar stores?	Acquired by project	Total (all locations)	
	This Location	All Locations	
In business since			
Employees	1/2 DOZEN		
Payment in Lieu	Will not use PIL: <input type="checkbox"/> Not Eligible <input type="checkbox"/> Move Amount Higher <input type="checkbox"/> Financial (skip this section)		
	Year 1	Year 2	
Gross Revenue			
Net Income			
Owner's Gross Income			

Reestablishment Plans

Intend to reestablish with the same business?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Type/Size of building(s)/fencing/security needed?	STORE FOR FLEA MARKET & VARIOUS
Special utilities required?	ITEMS. CLOTHING, DECO, GAMES LOTS OF
Size of lot (acres) / parking lot?	MISC ITEMS.
Preferred location:	
Lease terms / contractual obligations?	PREFER MOVE END OF JAN 23 RD

Move Plans

Best time of year to move?	WOULD PREFER TO MOVE AFTER CHRISTMAS
Time needed to complete move?	& HOLIDAYS ARE OVER
Likely type of move:	Self / Pro / Combo Bids: <input type="checkbox"/> No <input type="checkbox"/> 1 <input type="checkbox"/> 2

Additional Comments or Concerns

Sprinkler system: Yes No	Is system monitored by 3 rd party: Yes No (provide 3 rd party contact info)	Separate water shut off? Yes No
THINKS PROJECT IS GOOD, BUT IS CONCERNED ABOUT THE RELOCATION!!		

CITY OF TERRE HAUTE, INDIANA

PERSONAL PROPERTY MOVE ONLY INTERVIEW QUESTIONNAIRE

Parcel Information

Displacee Name: Hendrix, Matt Project: 1801932
Property Address: 1703 N 13th St, Terre Haute, IN 47804 Code: LPA - TXTH Parcel: 012(002)
Mailing Address: Displacement
Phone: [REDACTED] CURRENT
Mobile:
Email: NO EMAIL CURRENTLY

Occupant Information

1. Length of occupancy 6 MONTHS \$1,000/m
Adults: Male Female Dependent adults?
Children: Male (note ages) Female (note ages)
Advisory Services: Relocation assistance is required on all federal/federally aided projects where displacement occurs.
2. Should the Right of Way Agent consider any of the following when providing Advisory Services? Please explain.
☒ Disability / Special Needs NONE
☐ Interpreter / Signer / Language Assistance
☐ Literacy Assistance
☐ Public Transportation
☒ Other Special Services Needed

Replacement Property Plans

3. Is it important that the replacement property be close to your home, work or school? ☐ yes ☒ no
Address(es) of important locations:
4. Lease terms / contractual obligations?
5. Do you intend to purchase or rent your replacement property? ☒ rent ☐ purchase
6. Any credit concerns?

Move Plans

7. Time needed to complete move? He has a lot of Construction material & Supplies and it will take time to
8. Any other concerns regarding the move? Complete a move and find a place
9. Likely type of move: Self / Pro / Combo Bids: ☐ No ☐ 1 ☐ 2
☐ Pictures of Utility Meters

Additional Comments or Concerns

Concerned about timing. He has already searched and knows what leases are going for. This place was the perfect situation for him

JUNE 16TH

CITY OF TERRE HAUTE, INDIANA

RESIDENTIAL INTERVIEW QUESTIONNAIRE

Parcel Information

Project: 1801932
 Owner/Tenant Name: Hoover, Matthew Code: LPA - TXTH Parcel: 017(000)
 Property Address: 1145 8th Ave, Terre Haute, IN 47804
 Mailing Address: Displacement
 Phone: [REDACTED] [REDACTED] .com
 Mobile: MATTHEW & GRANDMA DAD
 Email: SSI SSI DISABILITY

Occupant Information

1. Persons occupying this property Total Occupants Length of occupancy 9/2021
 Adults: Male 1 DAD Female 1 GRANDMA Dependent adults?
 Children: Male (note ages) Female (note ages)

2. Address(es) of employment & schools:

ANOTHER COUPLE + 1 KID \$200⁰⁰ RENT

3. Advisory Services: Relocation assistance is required on all federal/federally aided projects where displacement occurs. Should the Right of Way Agent consider any of the following when providing Advisory Services? Please explain.

- ☐ Disability / Special Needs MIKE BOSLER & KENDAL BOLIN
☐ Interpreter / Signer / Language Assistance
☐ Literacy Assistance COULD BE MOVING ALL TOGETHER
☐ Public Transportation
☐ Government Housing Assistance MATTHEW & CAROLYN (GRANDMA) OWN HOUSE

Replacement Home Plans

4. Which of the following appliances/utilities does your current home have and who is the provider?

A/C: / HEAT: / STOVE: / WATER HEATER: /
☐ WATER SOFTENER rented / owned ☐ PROPANE TANK rented / owned Provider:
☐ WELL ☒ PUBLIC ☐ SEPTIC ☒ SEWER
☐ Pictures of Utility Meters

5. Do you intend to purchase or rent your replacement home? ☐ rent ☐ purchase6. Do you have a mortgage now? What is your current interest rate? ☐ yes ☐ no DEPENDS OF PRICE

7. Any credit concerns? YES

Move Plans

8. Any other concerns regarding the move?

9. Likely type of move: Self Pro / Combo Bids: ☐ No ☐ 1 ☐ 2

Additional Comments or Concerns:

WANT TO MOVE TO WASHINGTON, IN.

MATTHEW IS MAIN CONTACT

CITY OF TERRE HAUTE, INDIANA

LANDLORD INTERVIEW QUESTIONNAIRE

Parcel Information

Business/Landlord Name: CK Investments, LLC Project: 1801932
Property Address: 1601 Garfield Ave, Terre Haute, IN 47804 Code: LPA - TXTH Parcel: 020(001)
Mailing Address: Displacement CONTACT JEFF BEATTIE
Phone: [REDACTED] Email:
Alternate Contact Name: STONE Mgmt Alternate Phone: ?

Tenant/Property Information

1. Please check one:

☐ Property is for single business Type of business occupying the property SINGLE FAMILY RENTAL
☐ Property is Single Family Residential Bedrooms 3 Baths 1 Sq Ft Acres
Total Occupants 3 Adults: Male Female
Children: Male (note ages) 1 Female (note ages)
☐ Property has multiple units Number and Types of Units

2. How long has/have the tenant(s) occupied the property?

3. What is the monthly rent? DIDN'T KNOW HE OWNS BUT HE HAS HIRED
4. What utilities are NOT included in the rent? STONE Mgmt TO MANAGE HIS
5. Please provide information regarding the following appliances/ mechanicals/ utilities: RENTALS

A/C: HEAT: STOVE: WATER HEATER:
☐ WATER SOFTENER: rented / owned ☐ PROPANE TANK: rented / owned
☐ WELL ☐ PUBLIC ☐ SEPTIC ☐ SEWER
☐ Pictures of Utility Meters

Reestablishment Plans

6. Intend to reestablish with the same business? ☒ Yes ☐ No
7. What type of zoning is required?
8. Special utilities required?
Lease terms or contractual
9. obligations?

Move Plans

10. What personal property do you have there?
11. Best time of year to move? Time needed to complete move?
12. Likely type of move: Self / Pro / Combo Bids: ☐ No ☐ 1 ☐ 2
13. Any special concerns regarding the move?

Additional Comments or Concerns

JEFF HAS HAS SURGERY AND I WAS UNABLE TO MEET.
WASN'T AWARE THE PROPERTY WAS BEING CONSIDERED
Date Business Established:

JUNE 16TH

CITY OF TERRE HAUTE, INDIANA

RESIDENTIAL INTERVIEW QUESTIONNAIRE

Parcel Information

Project: 1801932
Owner/Tenant Name: Tenant TRAVIS FULK MELISA Code: LPA - TXTH Parcel: 020(001)
Property Address: 1601 Garfield Ave, Terre Haute, IN 47804 DEIANA
Mailing Address: Displacement
Phone:
Mobile:
Email:

Occupant Information

1. Persons occupying this property Total Occupants 5 Length of occupancy 3 yrs
Adults: Male 1 Female 1 Dependent adults?
Children: Male (note ages) Female (note ages) 3 13, 8, 4
2. Address(es) of employment & schools:

3. Advisory Services: Relocation assistance is required on all federal/federally aided projects where displacement occurs.
Should the Right of Way Agent consider any of the following when providing Advisory Services? Please explain.
☐ Disability / Special Needs
☐ Interpreter / Signer / Language Assistance
☐ Literacy Assistance
☐ Public Transportation
☒ Government Housing Assistance
TRAVIS WANTED TO KNOW HOW SOON TO MOVE OUT. I TOLD HIM CONTINGENCY TO THE OFFER

Replacement Home Plans

4. Which of the following appliances/utilities does your current home have and who is the provider?
A/C: / HEAT: / STOVE: / WATER HEATER: /
☐ WATER SOFTENER rented / owned ☐ PROPANE TANK rented / owned Provider:
☐ WELL ☐ PUBLIC ☐ SEPTIC ☐ SEWER
☐ Pictures of Utility Meters
5. Do you intend to purchase or rent your replacement home? ☒ rent ☐ purchase
6. Do you have a mortgage now? What is your current interest rate? ☐ yes ☒ no
7. Any credit concerns?

Move Plans

8. Any other concerns regarding the move?
9. Likely type of move: Self / Pro / Combo Bids: ☐ No ☐ 1 ☐ 2

Additional Comments or Concerns:

WASN'T AWARE. LL DIDN'T SAY ANYTHING. I INFORMED TRAVIS THAT HE DIDN'T KNOW EITHER.

12:30 - 1:00 PM

CITY OF TERRE HAUTE, INDIANA

CALL TAMMY WHEN AVAILABLE

LANDLORD INTERVIEW QUESTIONNAIRE

Parcel Information

Business/Landlord Name: Glide Properties, LLC Project: 1801932
 Property Address: 1215 8th Ave, Terre Haute, IN 47804 Code: LPA - TXTH Parcel: 023(000)
 Mailing Address: Displacement
 Phone: [REDACTED] Email: [REDACTED]
 Alternate Contact Name: [REDACTED] Alternate Phone: [REDACTED]

Tenant/Property Information

1. Please check one:
☐ Property is for single business
☐ Property is Single Family Residential
 Type of business occupying the property Single Family Rental
 Bedrooms 2 Baths 1 Sq Ft 2007 Acres 1
 Total Occupants 3 Adults: Male 2 Female 1
 Children: Male (note ages) [REDACTED] Female (note ages) [REDACTED]
☐ Property has multiple units Number and Types of Units [REDACTED]
 2. How long has/have the tenant(s) occupied the property? 12:30 - 1:00 PM
 3. What is the monthly rent? ROY + JASON SAUCERMAN
 4. What utilities are NOT included in the rent? 423-923-3599
 5. Please provide information regarding the following appliances/ mechanicals/ utilities: SEPT 1, 2020
 A/C: [REDACTED] HEAT: [REDACTED] STOVE: [REDACTED] WATER HEATER: [REDACTED]
☐ WATER SOFTENER: rented / owned ☐ PROPANE TANK: rented / owned
☐ WELL ☐ PUBLIC ☐ SEPTIC ☐ SEWER
☐ Pictures of Utility Meters

Reestablishment Plans

6. Intend to reestablish with the same business? ☒ Yes ☐ No
 7. What type of zoning is required? [REDACTED]
 8. Special utilities required? EMAILED PACKET
 Lease terms or contractual obligations? [REDACTED]

Move Plans

10. What personal property do you have there? STOVE + REFER
 11. Best time of year to move? [REDACTED] Time needed to complete move? [REDACTED]
 12. Likely type of move: Self / Pro / Combo Bids: ☐ No ☐ 1 ☐ 2
 13. Any special concerns regarding the move? [REDACTED]

Additional Comments or Concerns

NEED TO BE INFORMED OF TIMELINES. THEY ARE TRYING TO GET ANOTHER RENTAL FOR THEM,
 Date Business Established: [REDACTED]

CITY OF TERRE HAUTE, INDIANA

RESIDENTIAL INTERVIEW QUESTIONNAIRE

Parcel Information

Owner/Tenant Name: Saucerman, Roy & Jason Project: 1801932
 Property Address: 1215 8th Ave, Terre Haute, IN 47804 Code: LPA - TXTH Parcel: 023(001)
 Mailing Address: Displacement
 Phone: [REDACTED]
 Mobile: [REDACTED]
 Email: JSAUCERMAN@HOTMAIL.COM

Occupant Information

1. Persons occupying this property Total Occupants 3 Length of occupancy 3 yrs
 Adults: Male 2 Female 1 Dependent adults? [blank]
 Children: Male (note ages) [blank] Female (note ages) [blank]
 2. Address(es) of employment & schools: [blank]

Advisory Services: Relocation assistance is required on all federal/federally aided projects where displacement occurs.

3. Should the Right of Way Agent consider any of the following when providing Advisory Services? Please explain.
- ☐ Disability / Special Needs \$500 PAY ALL UTILITIES
☐ Interpreter / Signer / Language Assistance 2 BDRM 1 BATH
☐ Literacy Assistance [blank]
☐ Public Transportation [blank]
☐ Government Housing Assistance [blank]

Replacement Home Plans

4. Which of the following appliances/utilities does your current home have and who is the provider?
 A/C: WINDOW HEAT: GAS STOVE: EI WATER HEATER: E
☐ WATER SOFTENER rented / owned ☐ PROPANE TANK rented / owned Provider: [blank]
☐ WELL ☒ PUBLIC ☐ SEPTIC ☒ SEWER
☐ Pictures of Utility Meters

5. Do you intend to purchase or rent your replacement home? ☐ rent ☐ purchase
 6. Do you have a mortgage now? What is your current interest rate? ☐ yes ☐ no [blank]
 7. Any credit concerns? [blank]

Move Plans

8. Any other concerns regarding the move? [blank]
 9. Likely type of move: Self / Pro / Combo Bids: ☐ No ☐ 1 ☐ 2

Additional Comments or Concerns:

SON ON SSI JASON (DAD) GETS PAID BY STATE TO
CARE FOR SON.
[blank]
[blank]

JUNE 8TH @ 10AM

CITY OF TERRE HAUTE, INDIANA

LANDLORD INTERVIEW QUESTIONNAIRE

Parcel Information

Project: 1801932
Business/Landlord Name: Johnson, Johnny D. & Stephanie J. Code: LPA - TXTH Parcel: 025(000)
Property Address: 1331 8th Ave, Terre Haute, IN 47804
Mailing Address: Displacement OWNED SINCE 2018
Phone: [REDACTED] Email: [REDACTED]
Alternate Contact Name: [REDACTED] Alternate Phone: [REDACTED]

Tenant/Property Information

1. Please check one:

☐ Property is for single business approx 4,000 sq ft BLDG Type of business occupying the property INSULATION
☐ Property is Single Family Residential Bedrooms Baths Sq Ft Acres

Total Occupants Adults: Male Female

Children: Male (note ages) Female (note ages)

☐ Property has multiple units Number and Types of Units 3 yrs

2. How long has/have the tenant(s) occupied the property?

3. What is the monthly rent? \$1,200 ~~00~~ / \$1,500.00

4. What utilities are NOT included in the rent? NONE

5. Please provide information regarding the following appliances/ mechanicals/ utilities:

A/C: HEAT: STOVE: WATER HEATER:

☐ WATER SOFTENER: rented / owned ☐ PROPANE TANK: rented / owned

☐ WELL ☐ PUBLIC ☐ SEPTIC ☐ SEWER

☐ Pictures of Utility Meters

Reestablishment Plans

6. Intend to reestablish with the same business? ☒ Yes ☐ No

7. What type of zoning is required?

8. Special utilities required?

Lease terms or contractual

obligations?

Move Plans

10. What personal property do you have there? staying mostly

11. Best time of year to move? Time needed to complete move?

12. Likely type of move: Self / Pro / Combo Bids: ☐ No ☐ 1 ☐ 2

13. Any special concerns regarding the move?

Additional Comments or Concerns

They were not happy on one hand because of the disruption
Peace & Quiet as a result was a good thing.

Date Business Established:

Place was packed with housing restoration
Supplies.

JUNE 8TH @ 10AM

CITY OF TERRE HAUTE, INDIANA

BUSINESS INTERVIEW QUESTIONNAIRE

Parcel Information

Business Name: Hawley, Brian Project: 1801932
 Property Address: 1331 8th Ave, Terre Haute, IN 47804 Code: LPA - TXTH Parcel: 025(001)
 Mailing Address: Displacement

	Main Contact	Alternate Contact
Name		
Title		
Phone		OUT OF COUNTRY
Mobile		LANDLORD GAVE ACCESS &
Email		I L.M.

Business Information

Type / Description: RENTAL / CONSTRUCTION FIELD Legally in U.S.? ☐ Yes ☐ No
 Any similar stores? ☐ Acquired by project ☐ Total (all locations) ☐
 This Location All Locations

In business since ☐
 Employees ☐

Payment in Lieu

Will not use PIL: ☐ Not Eligible ☐ Move Amount Higher ☐ Financial (skip this section)
 Year 1 Year 2

Gross Revenue ☐
 Net Income ☐
 Owner's Gross Income ☐

Reestablishment Plans

Intend to reestablish with the same business? ☐ Yes ☐ No
 Type/Size of building(s)/fencing/security needed? 4000 SF STORES & SELL RESTORATION ITEMS FOR HOMES. SELLS APPLIANCE
 Special utilities required? ☐
 Size of lot (acres) / parking lot? ☐
 Preferred location: ☐
 Lease terms / contractual obligations? ☐

Move Plans

Best time of year to move? ☐
 Time needed to complete move? ☐
 Likely type of move: ☐ Self / Pro / Combo Bids: ☐ No ☐ 1 ☐ 2

Additional Comments or Concerns

Sprinkler system: Yes No Is system monitored by 3rd party: Yes No (provide 3rd party contact info) Separate water shut off? Yes No

Notes from Relocation Agent's On-Going Contact with Affected Residents/Businesses

Local TRAX - Terre Haute 13th St and 8th Ave Grade Separation

Notes from contact with Affected Residents/Businesses

Parcel #	Date	Type	Name
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002(000)	6/8/2022	Mtg	McCalister, Steve A. & John W.
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AIM mtg went well with Steve & John. They are concerned about appraisal amount. They think it s/b in the 2M - 3M area. I took pics and explained their entitlements and timelines. They are very nice guys and we had a good talk. They are understanding of the project but want to be treated fairly. Evidently, someone from the city has told them, they don't have anything to worry about concerning what they will be paid. I told them I would have a couple of movers contact them in the near future to provide move bids.

004(000)	6/15/2022	Call	Critter Land, Inc.
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Called and talked with Bill Heyman. Nice guy. I discussed entitlements and he seemed to be pleased with what was going to be offered as an entitlement and felt it was fair.

6/15/2022 Mtg

Met with Bill to conduct AIM mtg. All went well. He has a ton of aquariums to move. This will be a complicated move for him. He is concerned about the timing of everything and wondering where his replacement will be located. Since he doesn't advertise, will locals be able to find him and/or walk there. Definitely sees the need for the project. Big question is, can he get relocated without great expense. I took pictures and told him I would find some movers to see about getting bids.

005(000)	6/15/2022	Call	Heyman, William A. Jr.
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Called and talked with Bill Heyman. Nice guy. I discussed entitlements and he seemed to be pleased with what was going to be offered as an entitlement and felt it was fair.

6/16/2022 Mtg

Met with Bill to conduct AIM mtg. All went well. He has a ton of aquariums to move. This will be a complicated move for him. He is concerned about the timing of everything and wondering where his replacement will be located. Since he doesn't advertise, will locals be able to find him and/or walk there. Definitely sees the need for the project. Big question is, can he get relocated without great expense. I took pictures and told him I would find some movers to see about getting bids.

006(000)	6/6/2022	Call	Seifers, Harold L.
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Talked to Harold about relocation. He has other properties involved in the project that are total takes. I got the addresses from him and one of them has a tenant, Terry Woods. It seems after further looking that they are all under the same parcel #6.

6/8/2022 Mtg

Met with Harold at his rental home. His previous tenant moved out and he was in the process of repairs when he decided to stop when appraisers came. He wished the project was more organized because he would have rented his home out and as a result has lost a lot of income. It will be hard to make up. I took pics and explained entitlement program.

006(001)	6/8/2022	Mtg	Seifers, Harold
----------	----------	-----	-----------------

Met with Harold at his displacement, which was an old small grocery store building that used to be a gas station. He is currently storing items in the building. We could not gain access to the store because a vehicle hit the corner of brick wall and knocked it in front of the front door.

Parcel #	Date	Type	Name
006(002)	6/8/2022	Mtg	Seifers, Harold
Met with Harold and tenant to conduct AIM Mtg. He had told me before scheduling his meeting that he would have the tenants number to give to me. We ended up walking down the alley to his rental. He had already warned the tenants that I would be coming. Courtney Hayes was available and Terry Woods was working. I explained the entitlement program and the project timelines. Her dad lives with them. He is disabled. I took pics. They were very nice and easy to work with.			
006(003)	6/6/2022	Call	Woods, Terry
Talked with Landlord Harold Seifers and he informed me of tenant Terry Woods.			
	6/8/2022	Mtg	
During mtg with landlord he called tenant and I was able to meet with them. Courtney Hayes was available and Terry Woods was working. I explained the entitlement program and the project timelines. Her dad lives with them. He is disabled. I took pics. They were very nice and easy to work with.			
012(000)	6/6/2022	Call	Schimmel, David & Connie F. & Dean, Kenneth J. & Elizabeth N.
Called and talked with Kenny Dean. Nice guy. He and his partner David Schimmel, own the 50,000SF building with 2 tenants. He gave me their names and numbers and he wants me to call him after I meet with them and come to 819 Spang Street in Terre Haute.			
	6/8/2022	Mtg	
Had AIM mtg with Kenny Dean, very nice guy. He was very easy to talk with and appreciated the information I gave him. He said he would call me with exact rent amounts for his tenants. He was concerned for them that they would be looking at higher rents in relocating. He thought the project was a good thing.			
012(001)	6/7/2022	Call	Smitley, Brandon
Talked with Brandon and intro myself and my role in the project. Discussed entitlement program and project timelines. He will meet with me tomorrow for AIM.			
	6/8/2022	Mtg	
Brandon was unable to meet for AIM. I took pics of building and will send paperwork for him to sign.			
	6/15/2022	Email	
Brandon called and wanted to receive the paperwork I had discussed with him earlier. I sent the AIM Docs via email for him to sign. I explained again entitlements and general timelines. Did not really have an opinion on the project.			
012(002)	6/7/2022	Call	Eldridge, Daniel
Called Daniel and asked if we could meet tomorrow. I explained my role as a relocation agent and his possible entitlements as a result of the reloaction.			
	6/8/2022	Mtg	
Met with Daniel to conduct AIM. Everything went well. He took me on a tour around the building and all areas of warehouse he stored inventory. I took pics and explained entitlements and timelines. He said he had an opportunity to purchase the building but was glad he didn't. He felt he should be able to find another location, but it did concern him the price he would have to pay for a lease.			
012(003)	6/8/2022	Mtg	Hendrix, Matt
Relo assigned via landlord providing the information. Entered bldg to take pictures. No pics camera dead.			

Parcel #	Date	Type	Name
012(003)	6/9/2022	Call	Hendrix, Matt
Talked with Matt Hendrix to explain my role on the TXTH project. He is in construction and uses the bldg to store his materials. I took pictures of the building but was unable to take inventory pictures while there due to camera issues. Will go back to capture inventory pics.			
017(000)	6/15/2022	Call	Carolyn Hoover and/or Matthew Hoover
Matthew Hoover called me and we talked only briefly until he asked if he could call me back in a second.			
	6/16/2022	Mtg	
Met with Matthew and his grand mother for inventory meeting. Very nice but they are naive. forseen problem, they paid cash for the house, but Mr. Kline, who owned the house prior to paperwork being transferred, died. It seems as though the property is controled by Ffi Ventures. This will need to be worked out. I took pictures and explained the entitlements as best I could, but not sure if they even understood. Matthew wants to move back to Washington, Indiana. Doesn't like the traffic and train horns.			
018(000)	2/18/2022	Call	Ridge, Mary
Talked with Michelle Branch. Her mother Mary Ridge lives in the house that is still under her parents names, Rolland & Clarice Farrand. Mary' daughter Karla lives with her and cares for her.			
	2/22/2022	Mtg	
Met with Michelle, Mary Ridge (her mother) and Karla her sister and Joe, her brother. Meeting went very well. They were all nice to talk with. They were concerned about getting their mother's name on everything since the passing of her parents who owned the house. They think it will probably be nice to the solve trains constantly going up and down the tracks blowing horns. Can't talk sometimes.			
019(000)	2/15/2022	Call	Large, David L. & Connie C.
Called & talked with Connie. I explained who I am and the purpose for my call. I talked about entitlements in general as well as general timelines. She seemed to be very nice and was looking forward to mtg me.			
	2/22/2022	Mtg	
AIM Mtg went very well with Connie. Very nice lady. She seemed to understand the entitlements. Just wants it behind her. Her sister Jenny Large is her tenant and she was there as well. Both were nice and seem to just go with the flow type of people.			
019(001)	2/22/2022	Mtg	Large, Jenny
AIM Mtg went very well with Connie. Very nice lady. She seemed to understand the entitlements. Just wants it behind her. Her sister Jenny Large is her tenant and she was there as well. Both were nice and seem to just go with the flow type of people.			
020(000)	6/16/2022	Call	CK Investments, LLC
Talked to Jeff concerning his property at 1601 Garfield Ave. He was not aware that the property was going to be taken. I explained to him my role and that I was assigned to this property because it needed relocation. He told me that Stone Management took care of the property and for me to email what I needed him to sign.			

Parcel # Date Type Name

020(000) 6/20/2022 Email CK Investments, LLC

I hope you are recovering well. I appreciate you returning my call last week.

Per our phone conversation, I am attaching some forms requiring you to fill out and/or sign in the highlighted areas and return to me via email or fax. Again, it is my understanding that relocation will be required for the property located at 1601 Garfield Ave, Terre Haute, Indiana. As a result of this, CK Investments would be eligible for the following entitlements if an offer is made for the above property: Business Reestablishment Max amount of \$25,000.00 Business Search Max amount of \$2,500.00 Move Expenses Since Terre Haute Trax Project is receiving Federal Funding, the attached forms would be required before receiving any of the above mentioned entitlements.

6/20/2022 Call

Jeff also wasn't aware of any relo. I need to verify.

020(001) 6/16/2022 Mtg Fulk, Travis & Deiana, Elisa

Met with Travis Fulk. He was aware that I would be showing up today as his neighbor Terry Roberts informed him I would be in town and wanted to speak with him. I discussed the project in general and my role as a Relocation Agent. I covered general timelines and entitlements as a result of an offer possibly being presented in the near future. He was not aware that his rental house was involved. I took pictures of the outside, but he did not want me to take of the inside because it was a mess. He told me to call and come back at a later time to take the inventory pics.

021(000) 2/22/2022 Mtg Roberts, Terry L.

During my last AIM mtg with the Browns, Chad came back in and said he received a call to appraise Terry Roberts home 2 houses down. So I met with Terry last minute. I remembered him from the town mtg and he remembered me as well. Meeting went very well. Terry is having a hard time understanding how the PDP works, but I told him not to worry too much about it as I will make sure when the time comes that he understand it fully.

4/4/2022 Call

Terry called and wanted to know if I had heard anything. I told him no word yet.

022(000) 2/22/2022 Mtg Luke, Amber & Brown, Anthony

Chad informed me while on other meetings that this parcel had been scheduled last minute. I met with the couple and they were very nice and anxious to get through everything as they are going to possibly relocate to Florida. Anthony and Amber are glad about the project because now they will be able to relocate to Florida. They will not miss the trains.

6/30/2022 Call

Anthony called and wanted to know if I have heard anything yet on the offers. I told him no. He said they are cutting down trees in front of his house and didn't let him know. I told him I understood his anxiousness, but hopefully it wouldn't be much longer.

023(000) 6/6/2022 Email Glide Properties, LLC

My name is Brian Nail. I am your Relocation Agent on the Trax Project. Since the appraiser has been out to meet with you, I need to also meet up with you as well. This is a federally funded project and as a result you have certain entitlements available to you when the offer is made for your property. Please call me and I can explain entitlements and project timelines in general.

6/6/2022 Call

LM about who I am and to please call me.

Parcel #	Date	Type	Name
----------	------	------	------

023(000)	6/6/2022	Call	Glide Properties, LLC
-----------------	-----------------	-------------	------------------------------

Tammy, property mgr, returned my call. I explained my role in the project and she supplied the tenant names and phone number. I will meet her Weds. I just need to call when I have the time to meet in between other mtgs. She wanted me to send the paperwork via email.

6/6/2022 Email

Email to Tammy:

Thanks again for returning my call. I have attached the documents I was referring to. Please have them filled out and/or signed and returned to me. Give me a call if you have any questions or concerns. I will call you on Wednesday when I am in Terre Haute.

6/15/2022 Mtg

Met with Tammy to pick up signed AIM docs and to discuss further about timelines and entitlements. She said the tenants were always asking about when everything was going to take place and would they have another house for them to rent.

023(001)	6/7/2022	Call	Saucerman, Roy & Jason
-----------------	-----------------	-------------	-----------------------------------

Called Jason to see about meeting tomorrow for the AIM meeting. He was good with the timing. I was able to get his number from Terry Roberts.

6/8/2022 Mtg

Met with Jason for AIM mtg. All went well. He gets paid by the State to care for his adult son and his son gets SSI. They are low income. I took pics and explained the entitlements and timelines. They are concerned about affording their replacement and finding one. they asked if they would have enough time to move. I told him that shouldn't be much of a problem and that I will always keep them informed.

025(000)	6/6/2022	Call	Johnson, Johnny D. & Stephanie J.
-----------------	-----------------	-------------	--

Called and talked with Stephanie. I explained who I am and general info on entitlements and project timelines. She was very friendly. They are BL and their tenant is Brian Hawley. I scheduled an inventory mtg with her on June 8th at 10am.

6/8/2022 Mtg

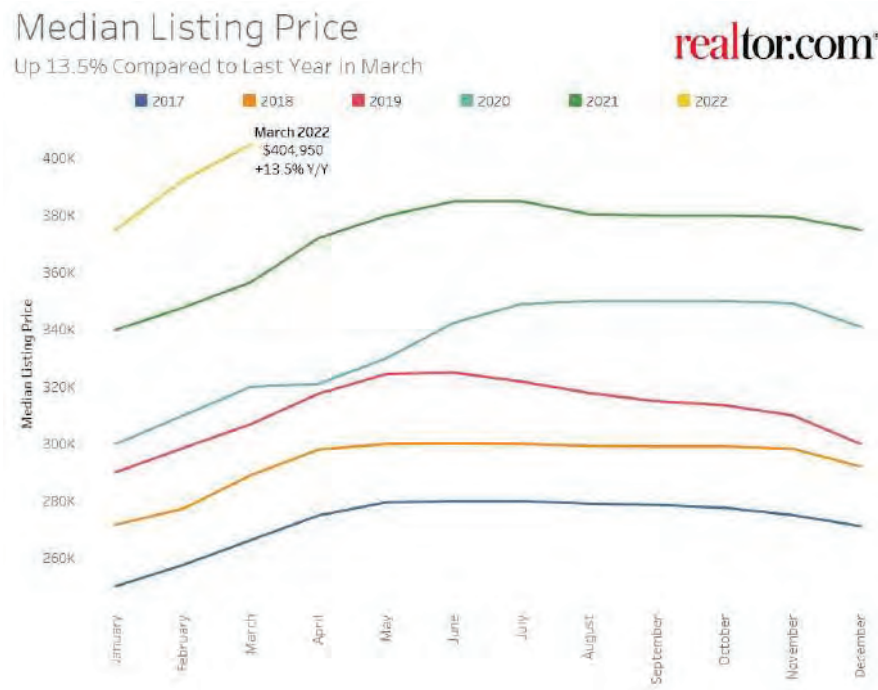
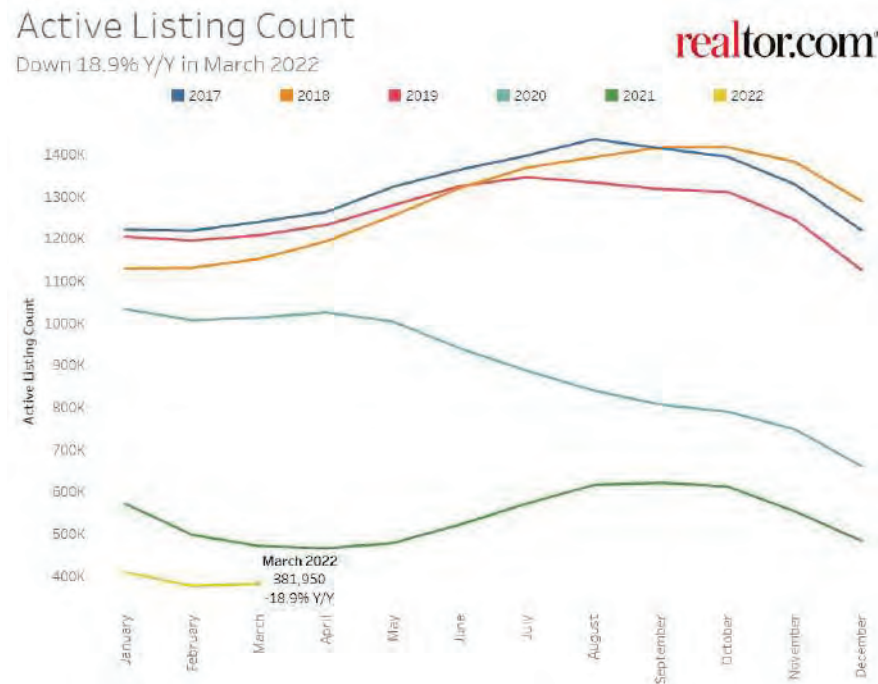
Met with Johnny & wife, Stephanie at the dispc. All went well. They contacted the tenant, who was out of town and told him they were mtg with me. I left him a message as well. I took pictures of all the personal property within the building. They wished they had known before because they might have made different decisions. They are sure it is a needed project, but for them it will be disrupting for sure.

025(001)	6/8/2022	Mtg	Hawley, Brian
-----------------	-----------------	------------	----------------------

Met with Brian's Landlord to take pics of his personal property for AIM. He was out of country but they contacted him to inform. I left him a message.

Appendix D: Residential Real Estate Trends and Statistics

Residential Real Estate Trends - National



Residential Real Estate Trends – State of Indiana

INDIANA ASSOCIATION OF REALTORS®

143 W Market St, Ste 100, Indianapolis, IN 46204
(800) 284-0084 | indianarealtors.com



April 21, 2022
FOR IMMEDIATE RELEASE

INDIANA REALTORS®: MARCH HOME SALES DIP AS INFLATIONARY PRESSURES MOUNT

Prices Increase by Double Digits, Continue a 63-Month Climb

(INDIANAPOLIS, IN) – The Indiana Association of REALTORS® today released its summary of existing-home sales from the third month of 2022, closing out the first quarter. Existing homes include single-family, townhomes, condos, and co-ops.

Statewide YOY Comparison

March 2022 vs. March 2021

- Closed home sales **decreased** 6.5% to 6,715
- Median sales price **increased** 17.3% to \$224,000
- Average sales price **increased** 14.2% to \$257,376
- The percent of original list price received at sale **increased** 1.1% to 99.6%
- Pending sales **increased** 6.2% to 8,476
- New listings **increased** 6.6% to 9,262
- Inventory **increased** 4.3% to 6,154 listings
- Month's supply **remained the same** at 0.7 mos.

Statewide YTD Comparison:

Q1 2022 vs. Q1 2021

- Closed home sales **decreased** 1.3% to 18,115
- Median sales price **increased** 15.5% to \$216,000
- Average sales price **increased** 13.5% to \$250,707
- The percent of original list price received at sale **increased** 1% to 98.7%
- Pending sales **increased** 7.7% to 21,630
- New listings **increased** 6.7% to 21,914

"Local housing markets are starting to stabilize after years of frenetic activity," said CEO Mark Fisher. "Though still at historic lows, interest rates have already increased much faster and much higher than initially predicted for the year. That plus other inflationary pressures are causing buyers to back away from the home search in some but not all areas of the state.

"While listings have picked up in a few areas, inventory remains low. At the end of March, there was less than half the number of homes for sale two years ago," continued Fisher. "Sellers undoubtedly have an advantage right now, but they may not see the same profit gains or the multiple offers they've gotten used to by the end of 2022."

Visit IndianaRealtors.com > Consumer > Housing Data to view the entire statewide report plus reports on all 92 counties in Indiana.

The term REALTOR® is a registered mark that identifies a real estate professional who is a member of the United States' largest trade association, the National Association of REALTORS®, and adheres to a strict Code of Ethics that protects clients, the public, and other real estate professionals. In Indiana, REALTORS® engage in virtually all aspects related to the sale, purchase, exchange, or lease of real property.

###

Reporters' contact: Stacey Hartman, shartman@indianarealtors.com or 317-644-9210 call/text



Page 1 of 1

Residential Real Estate Trends – Local (Vigo County, IN)

Local Market Update for May 2022

A RESEARCH TOOL PROVIDED BY THE INDIANA ASSOCIATION OF REALTORS®

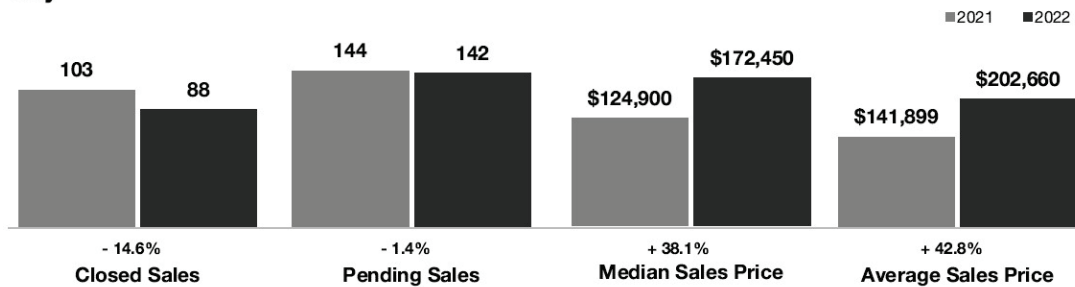


Vigo County

Key Metrics	May			Year to Date		
	2021	2022	Percent Change	Thru 5-2021	Thru 5-2022	Percent Change
New Listings	156	150	- 3.8%	540	567	+ 5.0%
Closed Sales	103	88	- 14.6%	435	431	- 0.9%
Median Sales Price	\$124,900	\$172,450	+ 38.1%	\$114,900	\$136,000	+ 18.4%
Percent of Original List Price Received*	97.7%	99.5%	+ 1.8%	95.3%	97.4%	+ 2.2%
Months Supply of Inventory	1.2	1.0	- 16.7%	--	--	--
Inventory of Homes for Sale	128	110	- 14.1%	--	--	--

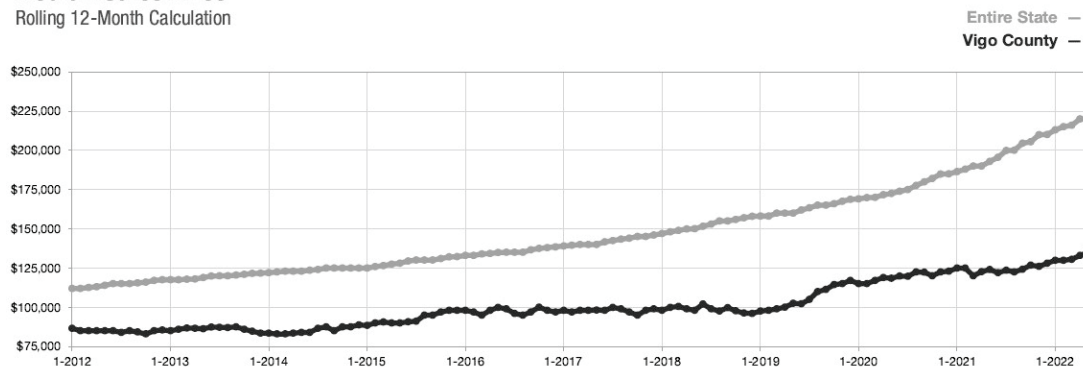
* Does not account for list price from any previous listing contracts. | Activity for one month can sometimes look extreme due to small sample size.

May



Median Sales Price

Rolling 12-Month Calculation



A rolling 12-month calculation represents the current month and the 11 months prior in a single data point. If no activity occurred during a month, the line extends to the next available data point.

Current as of June 16, 2022. Data obtained from participating Multiple Listing Services (MLSs) and Broker Listing Cooperatives® (BLCs®). Report © 2022 ShowingTime.

Appendix E: Commercial Real Estate Maps and Property Listings

Commercial Property for Sale – Approx 50 mi from Project Area

LoopNet Log In Sign Up Advertise

Current Polygon(5) For Sale Multiple Types Price Bldg Size More Filters(1) Sort Clear 19 Results Save Search

222 W Broadway Ave
Vermillion Rise Mega Park Shell Bu...
 Hillsdale, IN
 \$3,500,000
 50,000 SF Industrial Building
 Built in 2017
 Well Suited for Owner Occupancy
 9 AC Lot









403 N Indiana St
Jonathan Bullen DDS
 Greencastle, IN
 \$210,000
 2,345 SF Office Building
 Built in 1965

3851 1st Pky
 Terre Haute, IN
 \$2,500,000
 9% Cap Rate
 172,800 SF Industrial Building

1902 GEORGETOWN ROAD
 Well-performing car wash portfolio
 with in-place marketing agreements

STORAGE MASTERS
 LoopNet

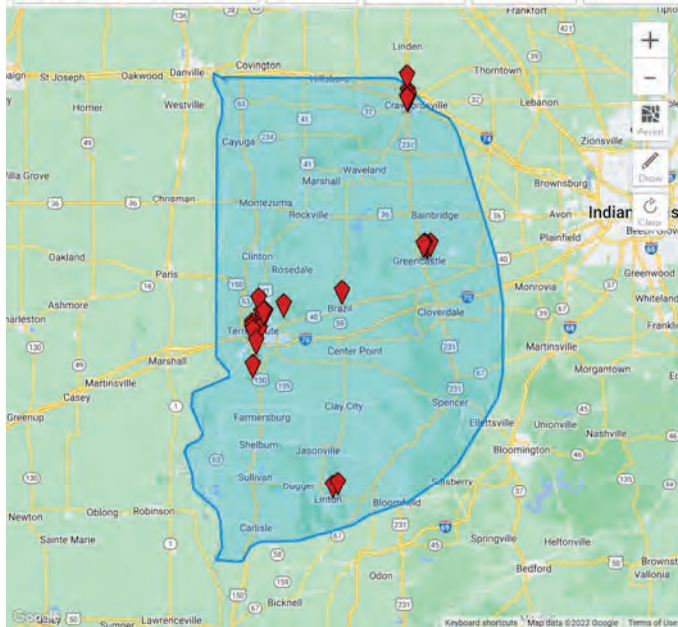
<p>Old National Bank portfolio Multiple Locations \$7,699,437 6% Cap Rate 2 Retail Properties</p>	<p>713 S Washington St Former CVS Crawfordsville, IN \$1,575,000 9,000 SF Retail Building Built in 1994</p>
<p>407 S Main St Old National Bank Clinton, IN \$2,871,123 6% Cap Rate 14,074 SF Retail Building</p>	<p>4201 S US Highway 41 Mattress Firm 5.5 Years Remaining Terre Haute, IN \$1,846,000 7% Cap Rate 5,000 SF Retail Building</p>
<p>610 N Jackson St Greencastle, IN \$400,000 2,480 SF Retail Building Built in 1960</p>	<p>1320 Maple Ave Former CVS Pharmacy Terre Haute, IN \$1,950,000 12,519 SF Retail Building Built in 2000</p>
<p>1300 Wabash Ave Walgreens Terre Haute, IN \$4,118,000 5% Cap Rate</p>	<p>10645 James Adams St Building 2 Terre Haute, IN \$5,000,000 100,000 SF Industrial Building</p>

	1641 S US Highway 231 Crawfordsville, IN \$500,000 3,247 SF Office Building Built in 1999
	2865 S State Road 47 Premier Wedding Venue Crawfordsville, IN \$1,900,000 Lodge/Meeting Hall 13,000 SF
	2021 Fort Harrison Rd Terre Haute, IN \$3,454,000 5% Cap Rate 18,556 SF Retail Building
	436 S Bloomington St Greencastle, IN \$350,000 3,200 SF Retail Building Built in 1964
	1110 Fort Harrison Rd Previous Niehaus Lumber Location Terre Haute, IN \$599,000 11,441 SF Retail Building Built in 1980
	1 N Indiana St Greencastle, IN \$799,000 27,300 SF Office Building Built in 1863
	110 S Indiana St Greencastle, IN \$950,000 29,804 SF Office Building Built in 1889
	2121 Lafayette Ave Terre Haute Terre Haute, IN \$659,000 9,570 SF Retail Building

Commercial Property for Lease – Approx 50 mi from Project Area

Menu CoTour Help LoopNet Log In Sign Up Advertise

Current Polygon(\$) For Lease Space Use Lease Rate Available Space More Filters Sort 23 Results Save Search



325 12th St SE
Linton, IN
Built in 1972
10,000 - 214,560 SF Industrial Spaces
\$3.25 - \$6.95 SF/YR

2303 S 3rd St RCP 3rd Street
Terre Haute, IN
Built in 1989
4,220 SF Retail Space
\$18.00 SF/YR

3040 Wabash Ave Pizza Hut
Terre Haute, IN
Built in 1972
2,251 SF Retail Space
\$14.93 SF/YR

2001 N Hunt St
Terre Haute, IN
Built in 1974
6,050 - 15,768 SF Spaces
\$9.00 SF/YR

2145 E State Road 54 Gordmans
Linton, IN
Built in 1987
23,862 SF Retail Space
\$6.00 SF/YR

2125 Wabash Ave
Terre Haute, IN
Built in 1976
2,544 SF Office Space
\$8.49 SF/YR

1012 Mill Pond Ln
Greencastle, IN
Built in 2015
1,796 SF Space
\$13.00 SF/YR












1545 Fort Harrison Rd
Terre Haute, IN
Built in 2001
1,300 SF Retail Space
\$11.77 SF/YR

3015 S US 41 The Dr. Tavel Center
Terre Haute, IN
Built in 1958
1,032 - 2,732 SF Spaces
\$26.00 - \$29.07 SF/YR

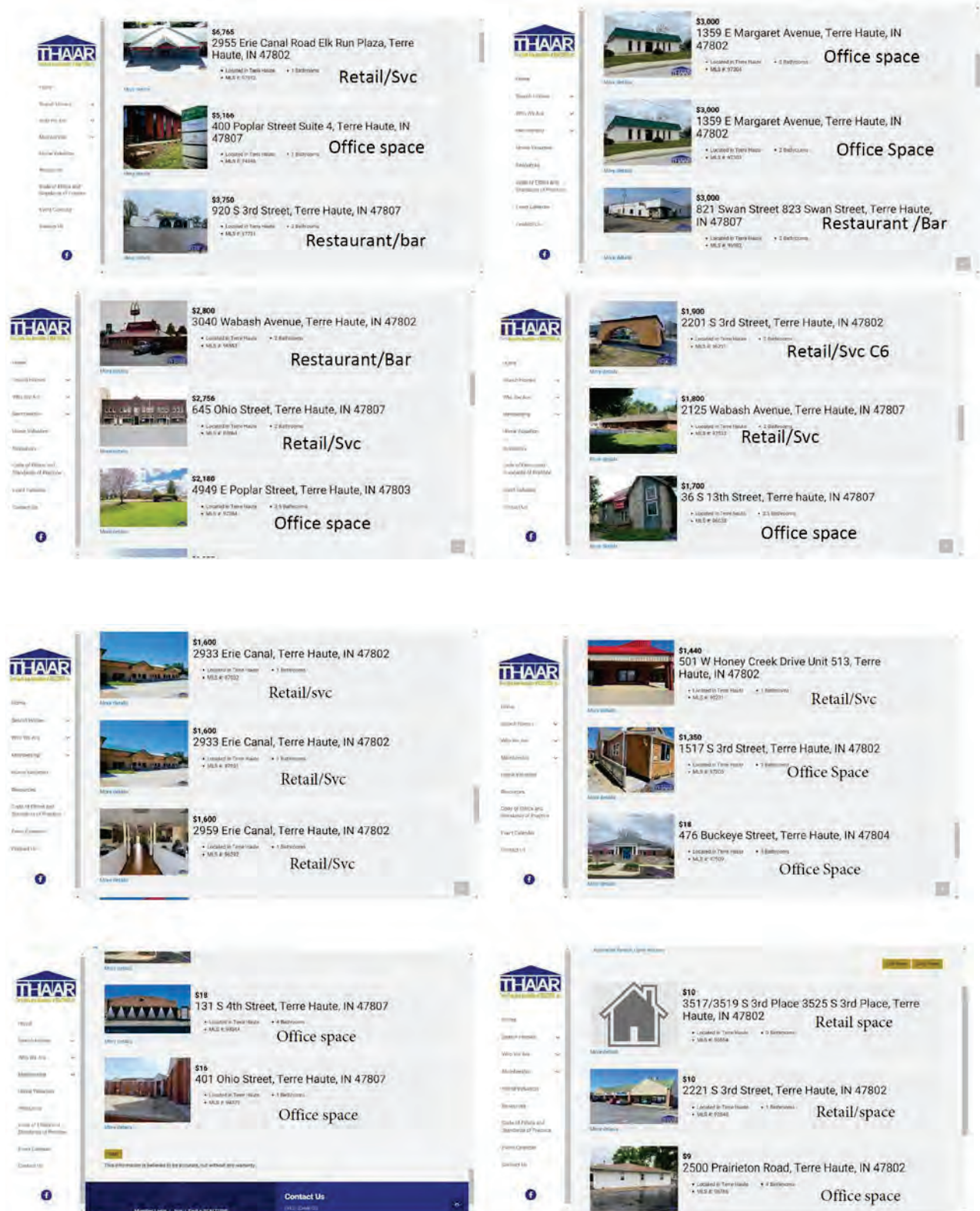
1670 E Davis Dr Erie Canal Building
Terre Haute, IN
Built in 2007
4,600 - 65,375 SF Spaces
\$4.00 SF/YR

10645 James Adams St Building 2
Terre Haute, IN
Built in 2010
100,000 SF Industrial Space

1770 S US 231 Future Enterprise Building
Crawfordsville, IN
Built in 1978
250 - 5,000 SF Space

	713 S Washington St Crawfordsville, IN Built in 1994 9,000 SF Retail Space 1 Space Available Now		5679 US Highway 41 S Honey Creek Commons Terre Haute, IN 4 Star Built in 2005 1,600 - 31,719 SF Spaces 2 Spaces Available Now
	637 E National Ave For lease- Drive Thru available-retail/Rest Brazil, IN Built in 2004 1,846 SF Retail Space 1 Space Available Now		2506 Lafayette Rd Interstate Lights Crawfordsville, IN Commercial Land 74,052 SF Lot
	3401-3500 S US Highway 41 Riverside Plaza Terre Haute, IN Built in 1973 2,500 - 64,100 SF Retail Spaces 4 Spaces Available Now		1360 Indianapolis Rd Shoppes of Greencastle Greencastle, IN Built in 2001 1,200 - 6,400 SF Retail Spaces 3 Spaces Available Now
	1600 Crawfordsville Square Dr Crawfordsville Square Shopping Center Crawfordsville, IN Built in 1968 480 - 8,448 SF Retail Spaces		1620 US 231 Crawfordsville, IN Built in 2023 7,500 SF Retail Space
	2500-2720 Wabash Ave Kroger Plaza Terre Haute, IN Built in 1968 1,231 - 57,987 SF Retail Spaces 8 Spaces Available Now		
	833 Indianapolis Rd Kroger Plaza Greencastle, IN Built in 2005 1,200 - 4,980 SF Spaces 3 Spaces Available Now		
	800-830 Indianapolis Rd College Corners Greencastle, IN Built in 2015 1,810 - 12,000 SF Retail Space 1 Space Available Now		

21-23 of 23 < 1 2



**Terre Haute Trax Project
8th Avenue over CSX Railroad
13th Street over CSX Railroad
Vigo County
DES # 1900362 and 1801932**



2019

Engineer's Assessment Report



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1 PURPOSE OF REPORT

The purpose of this engineering assessment is to document and evaluate grade separation options to improve the existing at grade railroad crossings along 8th Avenue and 13th Street over the CSX Railroad in Terre Haute, Indiana. This report will include relevant background data consisting of the project location, purpose and need, existing conditions, various alternatives, and the cost estimate for the preferred option as well as provide conclusions and recommendations.

2 PROJECT LOCATION

The project is located within the city limits of Terre Haute, Indiana in the northeast section of the city.

The CSX railroad line runs in a northeast/southwest direction and is located southeast of the intersection of 8th Avenue and 13th Street. The limits of the project will extend approximately 0.25 miles along each leg of the intersection of 8th Avenue and 13th Street. The City of Terre Haute is located within Vigo County, which is included in the Indiana Department of Transportation's (INDOT) Crawfordsville District. Additionally, the project is within the metropolitan planning area of the West Central Indiana Economic Development District. Maps further detailing the crossings location may be found on pages A1 - A3 of the appendix.

The 8th Avenue crossing is located at a latitude of 39 29' 05" N and a longitude of 87 23' 50" W. The 13th Street crossing is located at a latitude of 39 29' 02" N and a longitude of 87 23' 52" W.

3 PROJECT NEED AND PURPOSE

According to a recent Railroad Corridor Study done for the City of Terre Haute, there are two railroad corridors located at the project site. This study indicated that currently there are more than 20 trains per day at this location and it was forecasted that amount of train traffic would increase. Often trains will stop or slow down as they transverse through this corridor creating delays for motorists when these crossings are temporarily blocked. With Union Hospital located 0.5 miles west of the project, it is difficult for First Responders (EMS, fire, police etc.) to avoid delays caused by blocked crossings.

The purpose of the project is to improve the safety and mobility of the public by addressing the adverse effects of the current at grade crossings at the project location. Constructing bridges to carry the motoring public and pedestrians over the railroad, their safety is greatly improved by reducing the potential for train, vehicle and pedestrian collisions while reducing emergency response times. The CSX Railroad operations will be maintained throughout construction and their risks and concerns will be decreased by the elimination of the two existing at grade crossings. The new structures will upgrade the existing roadways to meet current design standards and upgrade safety features within the limits of the structure.

4 EXISTING CONDITIONS

Table 4.1 Existing Conditions

	8 th Avenue	13 th Street
Location	Urban (Built-up)	Urban (Built-up)
Functional Classification	Major Collector	Minor Arterial
Project Scope	Reconstruction, Non-Freeway	Reconstruction, Non-Freeway
National Truck Network	No	No
National Highway System	No	No
Railing	None	None
Curbs	2'-0" C&G / 6" Curb	6" Curb
Sidewalks	Varies 4' – 5'	Varies 4' – 5'
Utilities	Various – See Section 15	Various – See Section 15
Railroad	CSX	CSX
Roadway Pavement Type	Asphalt	Asphalt
Roadway Width	32' E of 13 th , 28' W of 13 th	36'
Shoulder Width	None	None
Shoulder Surface	None	None
Guardrail	None	None
Vertical Alignment	Flat by observation	Flat by observation
Horizontal Alignment	Tangent	Tangent

Existing curb inlets are spaced at approximately 300-400 feet throughout the area of impact. The stormwater is likely directed toward the Wabash River to the west. Existing Right of Way on 13th Street is approximately 60' wide, 30' from the centerline. Existing Right of Way on 8th Avenue is approximately 50' wide, 25' from centerline, west of 13th Street and approximately 60' wide, 30' from centerline, east of 13th Street. Railroad right of way is 100' wide, with the centerline being approximately 10' to the east of the centerline of the eastern railroad track.

Since no existing roadway plans were available, the City of Terre Haute estimated that 8th Avenue and 13th Street were resurfaced in 1989. Whether or not other work has been done on these sections is unknown.

New construction will adhere to the geometric design tables in Indiana Design Manual (IDM) Figure 53-7 and 53-8 as shown on pages A17 – A24 of the appendix.

5 FIELD CHECK

A formal field check was not conducted for this report. Several site visits were conducted to take photographs as well as to become more familiar with the project location. A kickoff meeting was held with the utilities in the area and the minutes of this meeting can be found on pages A86 - A87 of the appendix. Per INDOT recommendations, field checks will occur around Stage 1 Plans as well as after Stage 3 Plans just prior to the Final Tracing submittal.

6 TRAFFIC DATA

Since the City of Terre Haute was not able to provide traffic data for this location, video turning movement counts (TMC) were taken for a 24-hour period at the intersection of 13th Street and 8th Avenue in June of 2019. The morning peak hour of the intersection was calculated to be from 7:30 AM to 8:30 AM. The evening peak hour of the intersection was calculated to be from 4:30 PM to 5:30 PM. The following table shows Average Annual Daily Traffic (AADT), Design Hour Volume (DHV), Truck Percentage, and Directional Distribution for each approach of the 13th Street and 8th Avenue intersection under existing conditions. This counted traffic becomes the base volume for the traffic calculations described below.

Intersection Leg	2019 AADT	2019 DHV	Trucks % AADT	Trucks % DHV	Directional Distribution
North 13 th Street	7,021	306	2.3%	2.4%	49% North 51% South
East 8 th Avenue	4,523	145	1.9%	2.1%	52% West 48% East
South 13 th Street	7,190	330	2.5%	2.4%	48% North 52% South
West 8 th Avenue	5,109	315	1.8%	1.6%	50% West 50% East

It was assumed that some traffic from surrounding at grade railroad crossings will choose the grade separated crossing during train events to avoid closures and delays. A map to show the surrounding at grade railroad crossings and traffic volumes is provided on pages A97 – A98 of the appendix and listed below:

- 7th Street
- 8th Street
- 9th Street
- Elm Street
- Locust Street
- 3rd Avenue
- Ash Street
- Maple Avenue

Average Daily Traffic (ADT) was assigned for each of the roadways listed above as an at grade railroad crossing. Where available, INDOT traffic counts were used to assign ADT. Along other roadways, ADT was estimated using trip generation calculations, surrounding land use, or from a review of traffic data from similar roadways.

The number of trains per day was taken from data found on the Federal Rail Administration (FRA) Highway-Rail Crossing Inventory data. For this rail line, the FRA data states that there will be 21 trains per day. At an estimated 10-minute delay per train, thru traffic at the above railroad crossings will be blocked for 14.6% of the day. It was assumed that 50% of this blocked traffic will redirect to the proposed overpass(es), while the remaining 50% remains on their original route and waits for the train to clear. Turning Movement Figures showing the redirected AM and PM traffic can be found on page A101 of the appendix.

A 1.0% average growth rate (AGR) was used to forecast traffic data to a 2039 Design Year. This growth rate was determined from reviews of historic traffic data, surrounding land use, and potential future land use.

The sum of base year volumes, 50% of traffic redirected from other rail crossings, and forecasted growth results in the 2039 projected traffic volumes. The following table shows AADT, DHV, Truck Percentage, and Directional Distribution for each approach of the 13th Street and 8th Avenue intersection in the 2039 Design Year.

Intersection Leg	2039 AADT	2039 DHV	Trucks % AADT	Trucks % DHV	Directional Distribution
North 13 th Street	9,558	907	2.3%	2.4%	51% North 49% South
East 8 th Avenue	6,517	613	1.9%	2.1%	51% East 49% West
South 13 th Street	11,820	1,096	2.5%	2.4%	50% South 50% North
West 8 th Avenue	9,249	834	1.8%	1.6%	48% West 52% East

Traffic signal warrants were examined per the 2011 *Indiana Manual on Uniform Traffic Control Devices with Revisions 1, 2, and 3* at the intersection of 13th Street and 8th Avenue. The traffic volumes at the intersection, plus 50% of the redirected traffic, satisfy Condition A of Warrant 1, 8-Hour Vehicle Volume.

Using the design year volumes, turn lane warrants and storage length calculations were performed following the requirements of the IDM Chapter 46-4.01(01). The following table shows the results of these calculations.

Intersection Leg	Left Turn				Right Turn			
	Warranted?	Storage (ft)	Taper (ft)	Total (ft)	Warranted?	Storage (ft)	Taper (ft)	Total (ft)
North 13 th Street	Optional	40	100	140	No	-	-	-
East 8 th Avenue	No	-	-	-	No	-	-	-
South 13 th Street	Optional	100	100	200	No	-	-	-
West 8 th Avenue	No	-	-	-	No	-	-	-

An operations analysis was conducted using Synchro plus SimTraffic 10 software for the intersection of 13th Street and 8th Avenue in the 2039 Design Year. The following scenarios were considered(See section 8 for description of Design Alternates):

- 2019 existing conditions
- 2039 grade separated rail crossing with improved signalized intersection.
- 2039 grade separated rail crossing with roundabout pair.

A Plan view for each of the 2039 scenarios can be found on pages A25 – A36 of the appendix.

The improved signalized intersection was modeled as a semi-actuated signal with a 60 second cycle. Each approach was modeled with a shared left-turn, through, and right-turn. The roundabouts were modeled with a single circulating lane each.

Below are the level of service (LOS) results of the operations analysis. A LOS A indicates the least amount of delay, while a LOS F indicates the most congested conditions and the highest amount of delay. A LOS D or better is considered acceptable during peak periods.

Traffic Signal

Scenario	Peak	Eastbound			Westbound			Northbound			Southbound			Overall
		LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	
2039 Separated Grade, Improved Signal	AM	C			C			A			A			B
	PM	D			B			C			B			C

Northwest Roundabout

Scenario	Peak	Westbound	Northbound	Southeast-Bound	Overall
2039 Separated Grade/Two Single Lane Roundabouts	AM	A	A	A	A
	PM	A	C	C	C

Southeast Roundabout

Scenario	Peak	Eastbound	Southbound	Northwest-Bound	Overall
2039 Separated Grade/Two Single Lane Roundabouts	AM	A	A	A	A
	PM	A	C	C	C

The results of the operations analysis show acceptable current conditions. A grade separated rail crossing is expected to draw additional traffic from the area during train events. With the added traffic from growth, plus the redirected traffic from the neighboring at grade rail crossings, the traffic signal will operate sufficiently in the design year. Likewise, the single lane roundabout pair option will operate sufficiently in the design year.

7 CRASH DATA AND ANALYSIS

Crash data from a 5-year period from 2014 to 2019 was pulled from the statewide Automated Reporting Information Exchange System (ARIES) for the intersection of 13th Street and 8th Avenue, as well as the existing at grade rail crossings of 13th Street and 8th Avenue. The crash data and traffic volumes were analyzed through RoadHAT to determine the Index of Crash Cost (I_{CC}) and Index of Crash Frequency (I_{CF}). I_{CC} and I_{CF} values greater than 1.5 indicate a hazardous location.

Location	Total Crashes	Property Damage Only Crashes	Injury Crashes	Fatal Crashes	I _{CC}	I _{CF}
13 th Street and 8 th Avenue	38	26	12	0	3.96	5.46
13 th Street and the railroad crossing	0	0	0	0	N/A	N/A
8 th Avenue and the railroad crossing	2	2	0	0	N/A	N/A

The most common crash type was Rear End (37%) due to following too closely, weather conditions, or distracted driving. The next most common crash type was Right Angle (29%), many of which were caused by disregarding the traffic signal. Both of these collision types can be mitigated by improving visibility of the traffic signal itself with LED lenses, reflectorized backplates, and additional signal heads where necessary, as well as improving advanced warning devices on the approaches. These crash types can also be mitigated by reconfiguring the intersection into roundabouts.

Two crashes were reported at the intersection of 8th Avenue and the railroad crossing. A grade separated crossing will mitigate these crashes in the future. No crashes were reported at the 13th Street railroad crossing in the last five years.

8 ALTERNATIVES AND RECOMMENDATIONS

This report will develop different improvement alternatives which will provide a grade separated crossing for both 8th Avenue and 13th Street with the CSX Railroad in Terre Haute, Indiana.

The typical roadway section for both Alternates 2 and 3 consists of two travel lanes at 12'-0" each along with two curb offsets at 2'-0". Moment slabs 9'-0" wide will serve as sidewalks along both sides of the roadway adjacent to the curbs. One foot of each moment slab will be occupied by concrete barrier rail, which will be anchored into each moment slab, thus creating an 8'-0" wide sidewalk. Since the roadway section will be elevated to carry it over the railroad, mechanically stabilized earth walls are proposed along each side. The roadway typical section will be carried over the bridge for each alternative creating a 28'-0" clear roadway along with an out to out of coping width of 46'-0". The bridge typical sections are shown on pages A37 – A41 of the appendix.

The limits of this project will be controlled by the proposed vertical alignment. At the railroad crossing, a minimum of 23 feet vertical clearance needs to be provided. The goal is to provide this vertical clearance by proposing vertical grades as flat as practical and limit the extent of the project as well as its impact to the surrounding area. The sidewalks within the project area will be adjacent to the roadway, following the vertical grades of the roadways which is allowable by PROWAG. All curb ramps and crosswalks will be designed in compliance with INDOT standards. After discussions with INDOT Design, this criterion was found to be acceptable.

Alternate No. 1: Do Nothing. Keep the existing signalized crossings at 8th Avenue and 13th Street

This alternate proposes that no work take place while leaving all elements of the at grade railroad crossings in place. No funds would be expended. This alternative would result in no improvements to the surrounding area as delays to motorist and first responders would continue especially when trains slow or stop at this location. The safety of the public would not be addressed as there is a history of crashes including some injuries and fatalities. This alternative does not meet the purpose and need of the project.

Alternate No. 2: Construct Grade Separation Structures at 8th Avenue and 13th Street maintaining the Existing Horizontal Alignment

This alternate is shown in plan view on pages A25 - A30 of the appendix. Key elements of this alternate include the following:

- 30 mph design speed for both 8th Avenue and 13th Street
- Two new bridges over the railroad. One bridge each for both 8th Avenue and 13th Street (30'-0" of vertical grade change). Each bridge would span over the entire length of the Railroad right of way.

- Due to the severe skew (approximately 59 degrees) with the Railroad, the span for the bridge along 13th Street is 228'-0" with a 7'-6" tall steel plate girder as the structure type.
- Two bridge structure types (steel plate girder and concrete bulb tee beam) were investigated for the bridge type along 8th Avenue. The span for this bridge is 138'-0", since the skew is approximately 31 degrees.
- Closing of 6th Avenue (including railroad crossing), Railroad Street, 7th Avenue, 12th Street (south of 8th Avenue), Garfield Avenue, Plum Street, and two alleys (one along 8th Avenue and one along 13th Street)
- Providing approximately 4,000' of wall to accommodate both grade changes and elevate the existing 13th Street and 8th Avenue intersection.
- In order to accommodate the vertical grade change and keep the project limits reasonable, the maximum grades of 7.6% on 8th Avenue and 7.8% on 13th Street will be required.

Alternate No. 3: Construct a Grade Separation Structure incorporated into a Roundabout Pair Southeast of the Intersection of 8th Avenue and 13th Street

This alternate is shown in plan view on pages A31 - A36 of the appendix. Key elements of this alternate include the following:

- 30 mph design speed for both 8th Avenue and 13th Street
- Both 8th Avenue and 13th Street will pull off existing alignment in order to accommodate two separate roundabout intersections that will be connected with a bridge over the railroad.
- One new bridge over the railroad, connecting two roundabouts. (28'-0" of vertical grade change). This bridge consists of concrete bulb tee beams with a span length of 120'-0" with a skew of approximately 11 degrees.
- Closing of Railroad St., 7th Avenue, 12th Street (South of 8th Avenue), Garfield Avenue, Plum Street, and two alleys (one along 8th Avenue and one along 13th Street)
- Providing approximately 3,700' of wall to accommodate the grade change of the railroad crossing.
- In order to accommodate the vertical grade change and keep the project limits reasonable the maximum grades of 6.8% on 8th Avenue and 6.9% on 13th Street will be required.
- Current roundabout design includes 110' inscribed diameter. Final design will accommodate local fire trucks as coordination efforts with the fire department continue.

Recommendation

In order to come to the best alternative, all 3 alternatives were progressed to a preliminary design in order to fill out a direct comparison matrix. The comparison matrix is provided below and described in the following paragraphs:

Comparison Matrix			
	Alternate 1 (Do Nothing)	Alternate 2 (Grade Separation, Maintain Alignment)	Alternate 3 (Grade Separation, Roundabouts with Single Bridge)
Safety	3	1	1
Operational Performance	3	2	1
Cost	1	3	2
Environmental Impacts	1	3	2
Total	8	9	6

Safety: The overall safety in relation to the railroad tracks is the major need of the project. Grade separation will provide the safest option as it will remove all train and vehicular conflicts. Comparing Alternates 2 and 3, the main safety difference is the safety of a signalized intersection versus a roundabout. As was discussed in the crash data section, with some signal improvements or with the roundabout configuration, the Rear End and Right Angle collisions will be mitigated significantly. Therefore it was determined to provide equal safety improvement values for both Alternate 2 and Alternate 3.

Operational Performance: Grade separation from the adjoining railroad tracks will allow for significant operational improvements through the 8th Avenue and 13th Street corridors, especially with the anticipated rail traffic increase. Although the roadway network will require adjustments and a few street closures, the overall function of the area will be improved with grade separation from the railroad tracks. As shown in the LOS Summary tables on pages 5 and 6 of this report, Alternate 3 performs at a slightly higher level of service for the grade separation alternatives.

Costs: Alternate 1, with no construction, obviously provides the lowest cost, however would not fulfill the purpose and need of the project. Alternate 3 has overall cost savings over Alternate 2 (approximately \$6,860,000). The major factor in contributing to the cost savings between the two alternates was the elimination of one bridge as well as the optimized geometry/skew of the other bridge resulting in a shorter bridge length. The overall impact of projected costs can be seen in the table on page 11 of this report.

Environmental Impacts: Alternate 1, with no construction, obviously provides the smallest amount of impacts, however it would not fulfill the purpose and need of the project. Both Alternates 2 and 3 will require significant right-of-way purchasing to be completed and closing of some roadways. Alternate 2 does require additional road closures and impacts to the adjacent road network. Therefore it was determined to show Alternate 3 as a less impactful alternate even though both significantly change the landscape of the area of construction.

Final Recommendation: After considering the impacts and costs to the project such as: safety, operational performance, costs, and environmental impacts, it has been found that Alternate 3 is the recommended alternate. The roundabout pair with grade separating bridge allows for improved safety, better performance, and is more cost effective than Alternate 2.

9 MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

Due to the proposed grade separated crossing(s) of the existing CSX Railroad facility, it is cost-prohibitive to construct this project under traffic. Therefore, 8th Avenue and 13th Street are recommended for full closure during construction. A detour route will be composed of an outer loop of streets: Maple Avenue to the north, Locust Street to the south, 19th Street to the east, and US 41 to the west. Traffic approaching the project area can be detoured to this loop in a clockwise or counterclockwise direction. Site visits will confirm whether there are any localized issues with these routes.

For example, traffic approaching from the south will encounter the closure on 13th Street at Locust Street. The shortest detour is Locust Street east to 19th Street north, then Maple Avenue west to reconnect with 13th Street. As an alternate option, the detour could route traffic west on Locust Street to US 41 north, then Maple Avenue east to 13th Street.

For all approaches, local traffic should be allowed to continue beyond the detour route to access roadways outside of the project construction area. An exhibit showing the proposed detour routes is included on page A121 of the appendix.

10 COST ESTIMATE

A construction and land acquisition cost estimate is developed for both alternate 2 and 3 to determine the most cost effective alternate. These cost estimates include roadway, bridge, right-of-way, and utility relocation costs. Items not included within this cost estimate were engineering design or construction inspection as it is assumed those costs would be comparable for either estimate.

Cost Estimate Comparison		
	Alternate 2 (Grade Separation, Maintain Alignment)	Alternate 3 (Grade Separation, Roundabouts with Single Bridge)
Roadway and Walls	\$12,900,000	\$11,100,000
Bridge	\$6,300,000	\$1,700,000
Right-of-Way	\$5,539,400	\$5,079,400
Utility Relocations	\$3,200,000	\$3,200,000
Total	\$27,939,400	\$21,079,400

11 ENVIRONMENTAL ISSUES

The level of environmental document for this project will be a Categorical Exclusion, Level 4. It appears that the project will not impact any waterways (streams or wetlands), and that no waterway permits will be required. A noise analysis and report will be required due to the significant vertical elevation change proposed for the grade separation at the railroad tracks. A Phase II Environmental Site Assessment (ESA) was completed for eight sites identified as having potential subsurface impacts from current and/or past land use operations within the project footprint. This report is provided on pages A6 – A15 of the appendix. The ESA found that none of the sites have soil or groundwater impacts that would be considered a threat to the environment or human health. Initial desktop and field research efforts identified one (1) property within the probable area of potential effects for Section 106 that was considered eligible for the National Register of Historic Places (NR) - 1401 N 13th Street; however, subsequent discussions about the property with INDOT Cultural Resources staff indicates that this property is likely not eligible for the NR based on significant structural alterations. A full Section 106 review will be required to confirm the eligibility of the property and the effects that the project will have on this property. In the event that the property at 1401 N 13th Street is considered eligible for the NR, especially the west “art moderne” portion of the building, the front lawn area between this building and 13th Street will likely be considered a Section 4(f) historic property. Alternatives that avoid or minimize impacts to the 4 (f) properties, which are also considered feasible and prudent, must be considered the preferred alternative. Spencer F. Ball Park is located along 8th Avenue near the east end of the project footprint. This park is considered a 4(f) property and is listed as a Section 6 (f) property (National Park Service, Land and Water Conservation Fund (LWCF) recipient). It will be imperative to limit the impacts to this property to the maximum extent possible. Permanent right of way acquisition from this property will be avoided. A Rule 5 Permit will be required for this project.

12 SURVEY REQUIREMENTS

A detailed topographic survey has been performed. LiDAR was primarily used throughout the project corridor. The amount of survey picked up along 13th Street consisted of 2200 feet from

4th Avenue north to approximately 250 feet north of Beech Street. Along 8th Avenue a total of 2410 feet was surveyed starting from approximately 175 feet west of 11th Street eastward to the centerline of 15th Street. The width of the survey along both corridors extended to 15 feet beyond the apparent property line or to the face of the building, whichever was closest. Railroad right of entry permits were not required for this project, since the surveyors used LiDAR and did not have to enter onto the Railroad right of way.

13 RIGHT OF WAY IMPACT

Each of the proposed alternatives will have impacts to the adjoining property owners. The alternatives have been analyzed relative to land acquisition required for each. There is a substantial range in the critical components between the two alternatives. The components that affect the cost and schedule for any project are 1) the number of parcels impacted, 2) the number of relocations required, and to a lesser extent 3) the area of purchase. These are tabulated on pages A88 - A92 of the appendix. Overall, Alternative 3 has fewer parcels, less relocations, and less acreage (overall and temporary) than Alternative 2.

Comparative Analysis			
Component		Alternate 2	Alternate 3
Area (Acres)	Title Purchase	1.18	1.45
	Excess Lands*	2.94	2.54
	Total Title Purchase	4.12	3.99
	Temporary	1.83	4.09
Total Parcels		42	32
Relocation Parcels		26	22
* Excess lands are areas in addition to <u>required</u> R/W to be purchased for total takes			

14 RAILROAD IMPACT

The current at grade crossings at 8th Avenue and 13th Street consists of gate arms and flashing red lights. Trains usually travel through these intersections at between 15 and 35 miles per hour. Creating a grade separation crossing at this location will improve safety for the motoring public as well as to the Railroad operations. According to accident reports supplied from the Federal Railroad Administration, there have been a total of 22 accidents between trains and the motoring public at these crossings since 1976. Included in these accidents, there were two fatalities and five injuries reported.

From the Railroad Valuation maps, which were provided by CSX Transportation, Inc. (CSXT), the existing amount of Railroad right of way at this site is 100 feet measured perpendicular to the railroad tracks. Each design alternate proposed no permanent disturbance to the Railroad right of way, since each alternative spanned the entire Railroad right of way. Also each alternative

provided a minimum of 23'-0" of vertical clearance above the top of existing rail within 6'-0" horizontally of each rail as required by Railroad's design criteria. Since no permanent construction was proposed within 25 feet of the existing railroad track centerline, crashwalls would not be required. In each design alternate, protective fencing would be incorporated into the design to prevent pedestrians from dropping debris onto CSXT's right of way and in particular to passing trains.

CSXT conducts Preliminary Engineering Review during the design process and requires a Public Projects Construction Agreement prior to construction. During construction railroad flagmen will be required.

15 UTILITY IMPACT

The following utilities and contacts have been identified as in the area and potentially in conflict with the proposed project:

Duke Energy	Cindy Rowland	Electric	cindy.rowland@duke-energy.com
Frontier Communications	Alexandra Grabill	Communications	alexandra.grabill@ftr.com
Indiana-American Water Co.	Jacquelyne Byland	Water	jacquelyne.byland@amwater.com
Joink	Tim McCombs	Communications	timothy.mccombs@joinkllc.com
MCI - Verizon	Investigations		Investigations@verizon.com
Terre Haute, City of	Marcus Maurer	Storm/Sewer	marcus.maurer@terrehaute.in.gov
Charter Communications	Ronald Hinrichs	Communications	ronald.hinrichs@charter.com
CenterPoint Energy	Benjamin Vasquez	Gas	benjamin.vasquez@CenterPointEnergy.com
Windstream Communications	Daniel Leskinen	Communications	Daniel.leskinen@windstream.com

Existing Facilities:

Frontier has aerial and buried copper on the west side of the project south of 8th Avenue on 13th Street. No easement has been determined at this time.

Joink has buried fiber on the south side of the project at the intersection of 13th Street and 6th Avenue. No easement has been determined at this time.

CenterPoint Energy(Vectren) has gas main under and parallel to 13th Street that shifts to the south side at the intersection of 13th Street and 6th Avenue. No easement has been determined at this time.

Duke has two 34kV aerial circuits in the southern sidewalk on 8th Avenue, and single 13.5 kV aerial circuits at the intersections of 13th Street and 6th Avenue and 8th Avenue and 14th Street. No easement has been determined at this time.

- It should be noted that if Duke energy does not have enough new right of way to install new utility poles, they may choose to bury their facilities, Duke may then request partial reimbursement.
- Duke Energy is stating that they will not begin the design of their relocation until they receive a set of stamped plans. Due to the long

duration of their estimated relocation time, this raises concerns about having utilities relocated by the letting date.

Charter is attached to the Duke poles that run north-south on 14th Street on the east edge of the project, and aerial on the north side of 8th Avenue, west of 13th Street.

MCI-Verizon has a long-distance transmission duct bank within the eastern Railroad right of way running parallel to the tracks, in a utility easement. Indiana-American Water has facilities throughout the project limits, underneath the pavement on 8th Avenue and 13th Street. No easement has been determined at this time.

The City of Terre Haute Sewer has combined sewer along the roadway centerline underneath both 8th Avenue (24" VCP) and 13th Street (48" Brick). These sewers are within the City right of way and the cost of their relocation will be reimbursable.

Windstream owns a fiber duct bank on the north side of 8th Avenue which spans the entire project. No easement has been determined at this time.

A comparison table has been created(below) to determine the impacts of utility relocations on the project.

	<u>Alternate 2</u>	<u>Alternate 3</u>
Duke Energy	Relocation of 6 aerial circuits, estimated relocation duration of 20 months, will require FAA permit for 70+ Ft Steel Poles	Relocation of 4 Aerial circuits, estimated relocation duration of 18 months, will require FAA permit for 70+ Ft Steel Poles
Frontier Communications	Relocation of buried copper	Same as Alternate 2
Indiana-American Water Co.	Relocation of water main throughout project limits, estimated relocation duration 6 months.	Same as Alternate 2
Joink	Relocation of buried fiber, anticipated relocation duration 1 month	No relocation anticipated
MCI - Verizon	No relocation anticipated	No relocation anticipated
Terre Haute, City of	New separated sanitary and storm sewers, retirement of existing combined sewer. Estimated relocation duration 6 months. Estimated relocation cost \$3.2 Million	Similar to alternate 2, less structures to relocate would reduce cost approx. \$20,000 per, approx. \$100,000 total. Exact savings to be determined.
Charter Communications	Re-attach to new Duke poles, Estimated relocation duration of 1 month.	No relocation anticipated
CenterPoint Energy	Retirement of gas main along 13 th St. under proposed bridge, Relocation of gas main at 6 th Ave. & 13 th St., estimated relocation duration 4 months	Retirement of gas main along 13 th St. under proposed bridge, estimated relocation duration 2 weeks.
Windstream Communications	Relocation of duct bank along 13 th St, estimated relocation duration 6 months	Same as Alternate 2

Total utility anticipated project cost impact: \$3.2 Million

16 RELATED PROJECTS

Jeremy Weir of the West Central Indiana Economic Development District was contacted with regards to determining if any projects were going to be under construction in the project area. Jeremy stated that as of August 2019, no projects have been programmed through the Metropolitan Planning Area for the fiscal year of 2023.

Marcus Maurer, who is the assistant city engineer in Terre Haute, was also contacted. Marcus stated that the city at this time did not have any projects scheduled in the vicinity of this project for the next few years. He mentioned that there may be some sidewalk and curb repairs in the area, but that would be scheduled around this project. He was unsure of any utility projects which were being planned at this time.

This project is scheduled to be let in November 2021, so it appears that there are no related transportation projects planned in this area during the construction phase of this project.

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

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

Located adjacent
to the project

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



Headquarters:
8450 Westfield Blvd., Suite 300
Indianapolis, IN 46240-5920
T 317.713.4615
F 317.713.4616
E bfs@BFSEngr.com
www.BFSEngr.com

Branch Locations:
Ft. Wayne
Lafayette
Merrillville
Plainfield
South Bend
Louisville



May 8, 2019

This letter is being sent to the following utility contacts:

1. Cindy Rowland – Duke Energy
2. Initial Contact – Frontier
3. Initial Contact – Indiana American Water
4. Tim McCombs – Joink LLC
5. Joe Chaney – MCI/Verizon
6. Marcus Maurer – City Of Terre Haute
7. Jon Eastham – CenterPoint Energy
8. Daniel Leskinen - Windstream

Subject: Initial Notice of Proposed Improvement Project Des. No. 1801932, 1900362

Our firm has been assigned the task of utility coordination for the project referenced above by the Indiana Department of Transportation. In accordance with 105 IAC 13-3-1(c), this letter serves as your initial notice of the proposed improvement project Des. Nos. 1801932, 1900362 on 8th St and 13th St Vigo County, Indiana.

In accordance with 105 IAC 13-3-1(c), the following information is provided. The dates listed in items (4) and (5) below are the currently scheduled dates.

- | | |
|---|--|
| (1) Name or route number: | 8 th St, 13 th St |
| (2) Geographical limits: | Terre Haute, Indiana |
| (3) General description of work: | New bridge construction |
| (4) Date approved work plan will be needed: | June 15, 2021 |
| (5) Letting Date: | November 17, 2021 |
| (6) Name of designer and contact information: | Mike Matel, P.E., BF&S E: mmatel@bfsengr.com P: 317-713-4615 |
| (7) Major or minor project: | Major |

In accordance with 105 IAC 13-3-1(d), within 30 days after receiving the initial notice, the utility shall respond in writing with a:

- (1) description of the type and location of its facilities within the geographical limits of the proposed improvement project (facility maps are helpful); or
- (2) statement that the utility has no facilities within the geographical limits of the improvement project.
- (3) documentation of any reimbursable property interest your utility has within the geographical limits of the improvement project

Additionally, please provide us the name, telephone number, postal address and email address of the person selected as your designated contact for this project to expedite future communications. We will contact Indiana 811 and request locates for this project prior to our survey. If you would prefer to provide us location information by some other means please contact this office to discuss.

If at any time throughout the duration of Utility Coordination to the end of Construction on this project your utility modifies, upgrades, relocates, abandons, or installs new or existing facilities please notify the Utility Coordinator at the contact information below.

Please send your response to Utility Coordination., Butler, Fairman & Seufert, Inc., 8450 Westfield Blvd. Suite 300, Indianapolis, Indiana, 46240, P: (317) 713-4615, F: (317) 713-4616, UC@BFSEngr.com.
Thank you for your attention to these matters.

Sincerely;

A handwritten signature in black ink that reads "Kent Seidel". The signature is written in a cursive style with a large initial "K".

Kent Seidel
Utility Coordinator

Enclosure: Location Map
 KMZ Map File

Cc: Mike Matel, P.E., BF&S
 UC@BFSEngr.com

153 N Emerson Avenue
Greenwood, IN 46143

P 317-885-2400
F 317-885-2431

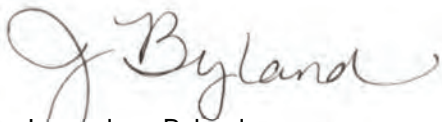
To: Kent Seidel
From: Jacquelyne Byland
Date: May 15, 2019
Re: 8th Avenue & 13th Street – Project Des. No 1801932 & 1900362

Indiana-American Water has reviewed the preliminary information for the above referenced project.

There is an existing 12-inch main within the right of way of 8th Avenue and an 8-inch main within the right of way of 13th Street with the appropriate appurtenances through the project extents. Attached is an image from our infrastructure maps for reference. Please note that the location is not exact, and should be field verified prior to any nearby construction.

I will be your primary contact for this project. Please feel free to contact me with any questions.

Thank You,

A handwritten signature in dark ink, reading "J Byland". The signature is fluid and cursive, with the first letter "J" being large and stylized.

Jacquelyne Byland
Engineering Project Manager
153 N Emerson Avenue
Greenwood, IN 46143
O: (317) 807-2462
Jacquelyne.Byland@amwater.com

Ryan Scott

From: Bronson, Bob <bbronson@dnr.IN.gov>
Sent: Thursday, December 9, 2021 2:02 PM
To: Hurst, Allen A; Herber, Lisa; Ryan Scott
Subject: RE: Des. Nos. 1900842 and 1801932; 13th St and 8th Ave Grade Separation over CSX RR, Terre Haute, Vigo County, IN

Ryan, If no right of way is being acquired from the park, then there is no negative effect on the Land and Water Conservation Funded, Spencer Park.

Sincerely,
Bob

Bob Bronson
Grants Section Chief
Division of State Parks
Department of Natural Resources
402 W. Washington St. W271
Indianapolis, IN 46204
317-232-4075
www.dnr.IN.gov

From: Hurst, Allen A <AHurst@dnr.IN.gov>
Sent: Thursday, December 9, 2021 10:58 AM
To: Herber, Lisa <LHerber1@dnr.IN.gov>; Bronson, Bob <bbronson@dnr.IN.gov>
Subject: RE: Des. Nos. 1900842 and 1801932; 13th St and 8th Ave Grade Separation over CSX RR, Terre Haute, Vigo County, IN

Spencer Park is a LWCF site (1800360). I do not know the specifics of 4F and Temporary Occupancy so would kindly ask Bob to field this one.

Allen Hurst, Trails Coordinator
IDNR Division of State Parks
402 W. Washington Room W298, Indianapolis, IN 46204
OFFICE: 317-232-4070 ahurst@dnr.in.gov

Please let us know about the quality of our service by taking this brief [customer survey](#).

From: Herber, Lisa <LHerber1@dnr.IN.gov>
Sent: Thursday, December 09, 2021 10:36 AM
To: Hurst, Allen A <AHurst@dnr.IN.gov>; Bronson, Bob <bbronson@dnr.IN.gov>
Subject: FW: Des. Nos. 1900842 and 1801932; 13th St and 8th Ave Grade Separation over CSX RR, Terre Haute, Vigo County, IN

Allen or Bob—could you address this 4(f) request with Ryan?

(Be aware that with higher workloads and Holiday schedules response time may be increased and it could be up to a week before you receive a reply.)

Sincerely,

Lisa Herber

Grants Coordinator
Indiana Department of Natural Resources
Division of State Parks
402 W. Washington Street, Room W298
Indianapolis, Indiana 46204
Phone: 317-232-4074
Email: LHerber1@dnr.IN.gov

*** Please let us know about the quality of our service by taking this brief [customer survey](#).**

From: Ryan Scott <RScott@bfsengr.com>
Sent: Thursday, December 09, 2021 9:18 AM
To: Herber, Lisa <LHerber1@dnr.IN.gov>
Subject: Des. Nos. 1900842 and 1801932; 13th St and 8th Ave Grade Separation over CSX RR, Terre Haute, Vigo County, IN

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

Good Morning Lisa,

I am working on the environmental document on this project and was asked by INDOT to reach out to your Division regarding a Section 4(f) Temporary Occupancy determination for Spencer Park.

I have attached location maps and the plan sheet showing the proposed project limits in relation to the park's location.

Please note that no permanent or temporary right-of-way acquisition (or easement of any kind) from the park property is proposed. The park's entrance off of 8th Avenue is at the east terminus of the project, and it is proposed to repave the entrance within existing right-of-way. This is anticipated to take one day to complete. During construction, the Contractor must provide access to this property per Section 104.04 of the Indiana Spec Book, so there will be no limitations to access to the parking lot. There is also another access point to the parking lot off 14th Street south of 8th Avenue.

In my opinion, this does not rise to the level of Section 4(f) Temporary Occupancy. Could you please review this information and let me know your thoughts?

Please let me know if I can provide any additional information.

Thank you for your assistance!

Ryan Scott
Environmental Services

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302
p 317-713-4615 | f 317-713-4616
RScott@bfsengr.com | www.BFSEngr.com