

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

For

Indiana Project
Des. Numbers 1900842 and 1801932
8th Avenue and 13th Street over CSX Railroad
Vigo County, Indiana

The approved Environmental Assessment (EA) was released for public involvement by the Federal Highway Administration (FHWA) on October 3, 2024. The public comment period was from October 11, 2024, to November 12, 2024, and an in-person public hearing was held October 29, 2024. Approximately 40 members of the public attended the meeting. Comments were received from five (5) members of the public; however, the comments provided no new substantive information requiring additional analysis. The Notice of Approved EA was provided to the resource agencies for a 30-day comment period on March 7, 2025, and three (3) agencies (US Environmental Protection Agency, Natural Resources Conservation Service, and Vigo County Soil and Water Conservation District) responded. The agencies did not provide any new substantive information requiring additional analysis.

The Indiana Department of Transportation (INDOT) and the City of Terre Haute propose building a grade separated crossing of 8th Avenue and 13th Street at the CSX Railroad in Vigo County, Indiana. The project will eliminate delays for motorists and emergency vehicles at these crossings, eliminate the potential for train/vehicle collisions, and improve pedestrian accessibility and safety in the area. The project is located on 8th Avenue between 12th Street and 14th Street and on 13th Street between 6th Avenue and Beech Street where these roads cross the CSX Railroad in the City of Terre Haute, Vigo County, Indiana.

The Selected Alternative will construct a new bridge to elevate 8th Avenue and 13th Street over the CSX Railroad. Below is a summary of the scope of the project, but a full project description is identified as the “Preferred Alternative” in the Environmental Assessment Document:

- Construction of 2, 116-foot diameter raised roundabouts connected by a 115 feet long single span bridge that will carry 8th Avenue and 13th Streets over CSX Railroad,
- Construct mechanically stabilized earth retaining walls in the northeast, northwest and southwest quadrants of the bridge and 3:1 earthen side slope in the southeast quadrant,
- Create dead-end streets at N. 12th Street, Garfield Avenue, 7th Avenue, 6th Avenue, and the alley between Garfield Avenue and 13th Street,
- Relocate Plum Street to the north,

FHWA FONSI – DES 1900842 and 1801932 8th Ave and 13th St and CSX Railroad
Crossing, Vigo County, Indiana

- Close Railroad Street and remove the pavement between 8th Avenue and 13th Street, and
- Replace existing sidewalks and curb ramps.

The project requires approximately 5.91 acres of new permanent right-of-way and 1.21 acres of temporary right-of-way. The right-of-way acquisitions include 5.2 acres from commercial properties and 0.71 acre of residential property. A total of 18 properties will require full acquisition, including 9 residences and 9 commercial business.

No streams or wetlands will be impacted by the project. Terrestrial habitats impacted by the project include approximately 2.26 acres consisting of mowed lawn areas. A total of 0.33 acre of trees will be removed for the project.

The project is within range of the federally endangered Indiana bat and the federally threatened Northern long-eared bat (NLEB). The project qualifies for the Range-wide Programmatic Informal Consultation for the Indiana Bat and Northern Long-Eared Bat. An effect determination was completed and based on the responses the project was found to “Not Likely to Adversely Affect” with Avoidance and Mitigation Measures. The US Fish and Wildlife Service did not respond to the finding within the 14-day period; therefore, it can be presumed they concur.

There are no properties listed on or eligible for listing on the National Register of Historic Places within the area of potential effect for the project. Therefore, the finding for the project under Section 106 of the National Historic Preservation Act is “no historic properties affected.” The Indiana State Historic Preservation Office concurred with the finding on May 28, 2024. The finding was published with a comment period ending on May 26, 2024, and no other consulting parties or the public objected to the finding.

This project is in Vigo County, which is currently a maintenance area for Ozone (1997 Standard). The project’s design concept and scope are accurately reflected in both the Terre Haute Area Metropolitan Planning Organization’s 2045 Long Range Transportation Plan and Transportation Improvement Plan, and both conform to the State Implementation Plan. Therefore, the conformity requirements of 40 CFR 93 have been met.

This project is considered a Type 1 project in terms of analyzing traffic noise impacts. Therefore, in accordance with 23 CFR 772 and the INDOT Traffic Noise Analysis Procedures (2017), this action required a formal noise analysis. Based on the studies completed, there will be no impacted receptors. As a result, the need for noise abatement was not evaluated.

There are 28 commitments documented as “firm” and 4 documented as “for further consideration” in the EA. Since the approval of the EA, one “firm” commitment has been added to the project by INDOT Environmental Services Division:

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Crossing, Vigo County, Indiana

The Contractor will not proceed with structure demolition activities without written authority from the Engineer. Upon receipt of written authority, and at least 24 hours prior to the start of demolition activities, the Contractor or Construction Inspector will go door-to-door and let nearby property owners know that construction is about to start. If no one is present at the property, the Contractor or Construction Inspector will leave a written notification of impending construction on the door.

The FHWA has determined that this project, as identified in the EA and supplemental project information, will have no significant impact on the natural and human environment. This Finding of No Significant Impact (FONSI) is based on the EA, public hearing transcript, and public and agency comments received. They have been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the project. These documents provide sufficient evidence and analysis for determining that significant impacts will not occur and an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of these documents.

April 21, 2025

Date

Erica Y. Tait

Digitally signed by Erica Y.
Tait
Date: 2025.04.21 16:13:11
-04'00'

for: Michelle L. Herrell
Division Administrator

Approved Environmental Assessment Errata Sheet

The environmental justice considerations discussed on pages 22 through 26 and in Appendix J in the approved Environmental Assessment (EA) are no longer applicable to the environmental analysis due to recent Executive Orders 14154, 14148, 14173, which were passed on January 20, 2025, after the NEPA document was approved. The information in the EA is no longer applicable to the impacts analysis and was not considered in the federal decision.



INDIANA DEPARTMENT OF TRANSPORTATION

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

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

Mike Braun, Governor
Lyndsay Quist, Commissioner

April 7, 2025

Kari Carmany-George
Environmental Program Manager
Federal Highway Administration
575 N Pennsylvania Street, Room 254
Indianapolis, IN 46204

Dear Ms. Carmany-George,

The Indiana Department of Transportation (INDOT) proposes to finalize the environmental review process for the following project:

Des. No.: 1900842 (Lead, Bridge) and 1801932 (Road)

Route: 8th Avenue and 13th Street over CSX Railroad

County and Location (see attached project location map): Vigo County, Indiana

Pursuant to 40 CFR, Part 1500.4(n) and paragraph 5 of the Department of Transportation (DOT) Order 5610.1C implementing the National Environmental Policy Act (NEPA) of 1969, INDOT is requesting review of the enclosed Finding of No Significant Impact (FONSI) request packet for the above referenced project. This information packet includes the following documentation:

Appendix A: Approved EA (text and Appendix B, B-1 to B-4); 30-day EA Review Notice and Responses

Appendix B: Public Involvement Documentation

Appendix C: FY 2024-2028 STIP

Appendix D: Updated Project Commitments

Project Location:

The project 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. Along 8th Avenue, the project begins approximately 180 feet west of 12th Street and extends to approximately 115 feet east of 14th Street. Along 13th Street, the project begins approximately 95 feet south of 6th Avenue and extends to approximately 25 feet south of Beech Street.

Project Description / Type of Work:

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

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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.

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 Preferred Alternative 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 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. The following will become dead ends at CSX Railroad: 7th Avenue and 6th Avenue west of 13th Street. Plum Street will be relocated to the north of its current location to maintain access to a railroad museum off 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.

Public Involvement:

August 2021 – Public Information Meeting

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. 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. Comments were considered and incorporated into the project as appropriate.

January 2022 – Legal Notice of Planned Improvement

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 January 19, 2022. The comment period ended on February 4, 2022, with no comments or requests for a public hearing received. INDOT certified that the project met the public involvement requirements on March 4, 2022.

During the post-public involvement review of the Categorical Exclusion Level 4 document, the project was elevated to an Environmental Assessment (EA) by the Federal Highway Administration (FHWA). This change in documentation level was a result of new federal requirements for projects involving relocations in areas with documented Environmental Justice (EJ) populations. Time for EA development was required to assess possible design modifications and other strategies that could be implemented to minimize impacts on EJ populations. During this period, the design team also received several new requests for full-parcel acquisitions from property owners as a result of right-of-way negotiations. These additional parcels required ecological, socioeconomic and cultural resource assessments, including archaeological investigations. These additional assessments required added time for reviews and approvals at the state and federal levels.

October 2024 – EA Approval and Public Hearing

The final EA document was approved on October 3, 2024. All EA-level projects are required to hold a public hearing once final EA approval is granted. Therefore, a public hearing was scheduled for late October 2024.

A public hearing was held at the Terre Haute City Courtroom on October 29, 2024. A Legal Notice of Public Hearing was mailed on October 11, 2024, to all known adjacent property owners, Section 106 Consulting Parties, early coordination agencies, and local legislators. The notice was also published in the *Star Tribune* newspaper on October 15 and October 22, 2024. The presentation and meeting materials were also made available online at the project's website (<https://www.terrehaute.in.gov/departments/engineering/projects/13th-and-8th-avenue-overpass-1>). No public comments were received prior to the hearing date.

Approximately 40 members of the public attended the public hearing. Project sponsor representatives in attendance included the Engineer of City of Terre Haute, and the INDOT Project Manager. Members of the project design team and the public involvement team were also in attendance. An informal open house was held before the presentation where members of the public could review the project plans and displays and ask questions. A pre-recorded PowerPoint presentation was played for those in attendance and simulcast over the internet. The presentation was followed by a formal public statement session. Four members of the public gave verbal statements for the record. The formal portion of the public hearing was adjourned, and members of the public were encouraged to stay and ask questions and have informal discussions with project team members. No written comments were submitted to the project team during the public hearing proceedings. One written comment was received during the 30-day comment period, which ended on November 12, 2024.

Overall, public comments received outlined public frustration with the overall lack of communication provided by the project team through design development and acknowledgement of the need for improvements to the existing intersection configuration. The public comments received primarily focused on the following topics:

- demolition of structures, including the notification of demolition to surrounding property owners prior to construction and associated air quality concerns;
- temporary maintenance of Traffic (MOT) measures related to pedestrians and vehicles;
- public involvement procedures and communication between the project sponsors and the property owners throughout design development;
- alternative roundabout designs considered;
- existing safety concerns in the project area;
- relocation compensation and timing.

Nearby property owners will be notified prior to the start of structure demolition activities. Air quality concerns related to burning demolition material and fugitive dust are covered by INDOT Standard Specifications.

Vehicular 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

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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.

The project will include the construction of ADA-compliant sidewalks on both sides of the roadways on all the approaches and across the proposed bridge structure to allow for continuous pedestrian access in all directions. Details regarding pedestrian Maintenance of Traffic (MOT) during construction are as follows:

- 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.
- 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 project has taken longer than initially anticipated due to a variety of factors, including a change in federal law that took place during the environmental review. This change required additional assessments and considerations to minimize potential impacts on EJ populations. Additional delays in project development resulted from multiple property owner requests for relocation during right-of-way negotiations, and the environmental studies required to assess those properties. The public hearing and comment processes for federally funded projects was followed for this project. The public involvement process does not preclude the project sponsor from holding additional public meetings, including kitchen table meetings with individual property owners upon request.

Multiple design scenarios were considered during the initial planning stages of the project, including a single roundabout option. The current “dog bone roundabout” design is an adaptation of the single roundabout option. The current design improves the traffic flow from a single roundabout by enabling various traffic movements to occur without motorists having to go through the entire roundabout.

The proposed project includes the separation of pedestrian traffic from train/railroad operations, which will address safety concerns such as people crawling under stopped train cars when trying to cross through the intersection of 8th Avenue and 13th Street. The project includes the addition of permanent lighting on the bridge and approaches, which will light up the surrounding grounds.

One change to the project was made as a result of the comments received, which was a commitment to notify nearby property owners before structure demolition occurs. No other changes to the project were made as a result of the comments received. The public comments, along with the responses, are provided in Appendix B, pages 56 - 61. INDOT certified that the project met the public involvement requirements on November 18, 2024.

March/April 2025 – Notice of Approved EA to Resource Agencies

Notice of the approved EA, including a link to the document, was emailed to early coordination and Section 106 resource agencies on March 7, 2025, for 30-day review and comment (Appendix A, pages 35-36). The Natural Resources Conservation Service (NRCS) responded on March 10, 2025, asking if the notice was related to the public hearing and to ask if the project had undergone previous NRCS review. A response was provided the same day to confirm that the notice was related to the opportunity to review the approved EA and that NRCS had already provided a review for the project (Appendix A, pages 37-38). The Vigo County Soil and Water Conservation District responded on March 10, 2025, indicating no concerns with the project (Appendix A, page 39). The Environmental Protection Agency (EPA) Region 5 NEPA review team responded on March 10, 2025, indicating that they had no substantive comments to offer the document (Appendix A, page 40). No other comments were received within the requested 30-day review period, which ended on April 6, 2025.

Right-of-Way (ROW) and Relocations:

The project requires approximately 5.91 acres of permanent ROW acquisition taken from all four 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. A total of eighteen relocations, including nine residential and nine commercial/business, are proposed. Based on ROW negotiations completed to date, all the property owners appear to be willing sellers. Environmental commitments specific to relocation processes for this project are included in the approved EA.

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 (Uniform Act) as amended. Relocation resources are available to all residential owners and tenants without discrimination, fair housing is open to all persons regardless of race, color, religion, sex, or national origin. No person displaced by this project will be required to move from a displaced dwelling unless replacement housing is available to that person that is comparable, decent, safe, and sanitary.

INDOT's ROW and relocation specialists will follow the INDOT Real-Estate Manual, August 2021 and all federal and state guidelines <https://www.in.gov/indot/resources/manuals/real-estate-manual-and-resources/>. A ROW and Relocation Specialist was present at the Public Hearing and information was available concerning the ROW and relocation process.

Compensation offers to property owners will be sent once the environmental process is complete and an Environmental Assessment / Finding of No Significant Impact (EA/FONSI) is issued by INDOT and the Federal Highway Administration. Offers made for property acquisition will be at fair market value as determined by two qualified appraisers who are familiar with the project area. Fair market value assessments will be utilized when the time comes to make offers to purchase property for the project. Specifically, as outlined in the Environmental Assessment, the following commitments related to relocation compensation will be followed.

- Even if property values come back low, the relocation agent will calculate a price differential payment (PDP) to account for the current 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

Wetlands, Streams, and Other Aquatic Resources:

No wetlands, streams or other aquatic resources have been identified within or adjacent to the project area as a result of desktop surveys and site investigations outlined in the approved EA; therefore, no impacts are expected.

Terrestrial Resources:

The project will impact approximately 2.26 acre of terrestrial habitat, consisting of mowed lawn areas. Approximately 0.33 acre of tree removal will be required within 100 feet of the existing roadways and no tree clearing will occur beyond 100 feet. Terrestrial impacts, including tree removal, cannot be avoided due to their location adjacent to roadways on residential and commercial properties. Therefore, there are no practical alternatives to avoid impacts to terrestrial resources while meeting the purpose and need of the project. If possible, trees impacted that are 10-inches in diameter-at-breast height or greater will be replaced with five trees that are 2-inches diameter-at-breast height within the proposed ROW.

Historic and Cultural Resources:

The INDOT, on behalf of the FHWA, issued a “No Historic Properties Affected” finding for the project on April 22, 2024. The effect finding and supporting 800.11(d) documentation was sent to consulting parties, including the SHPO, on April 25, 2024. The SHPO concurred with the “No Historic Properties Affected” finding on May 28, 2024. There were no additional comments regarding the finding from the other consulting parties.

Environmental Justice Analysis:

The analysis within the EA was performed for this project prior to the issuance of recent Executive Orders (EO) from January 2025, including EO 14154, EO 14148, and EO 14173. As such, this analysis is included for transparency but is no longer applicable to the impacts analysis for federal projects and this impact was not considered in the federal decision.

Environmental Commitments:

There are a total of 32 commitments in the Approved EA with 28 commitments listed as Firm Commitments and 4 included for Further Consideration. The number of Firm commitments has increased to 29. The number of for Further Consideration commitments has not changed. The updated commitments are included in the FONSI packet as Appendix D.

Fiscal Year (FY) 2024-2028 STIP:

At the time this project was released for public involvement by INDOT and FHWA, the project was listed in the FY 2024-2028 Terre Haute Area Metropolitan Planning Organization (THAMPO) and Statewide Transportation Improvement Program (STIP). The project is still currently listed in the FY 2024-2028 THAMPO and STIP (see Appendix C).

Upon satisfactory completion of your review of this FONSI request information packet, we would request that FHWA prepare the necessary FONSI in order to complete the NEPA process. Please contact Andrew Passmore at (317) 439-7500 or by e-mail at apassmore@indot.in.gov if there are any questions or if additional information is needed.

Sincerely,

A handwritten signature in black ink that reads "Andrew Passmore". The signature is written in a cursive, flowing style.

Andrew Passmore
Team Lead NEPA Document Review Team
Environmental Services Division, INDOT

ATTACHMENTS

8th Avenue and 13th Street over CSX Railroad, Terre Haute, Vigo County, Indiana
Des. No. 1900842 (Lead, Bridge) and 1801932 (Road)

Attachment A: Approved Environmental Assessment

A-1 through A-34	Environmental Assessment (text only and base maps)
A-35 through A-40	Notice of Approved EA to Resource Agencies

Attachment B: Public Involvement Documentation

B-1	PH Certification Request Letter
B-2	CE/EA Form Signature Page
B-3 through B-4	Legal Notice
B- through B-7	Publisher's Affidavit
B-8 through B-9	Mailing Lists
B-10 through B-12	Public Hearing Attendance Sign In Sheet
B-13 through B-18	Public Hearing Information Packet
B-19 through B-46	Public Hearing Presentation Slides
B-47 through B-54	Public Hearing Transcript
B-55	Written Public Comment
B-56 through B-61	Public Hearing Comments and Responses

Attachment C: FY 2024-2028 STIP

C1 through C-2	FHWA STIP Approval Letter
C-3 through C-4	Terre Haute Area MPO TIP Excerpts

Attachment D: Updated Project Commitments

D-1 through D-3	Project Commitments
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ATTACHMENT A


APPROVED ENVIRONMENTAL ASSESSMENT

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

Road No./County:	13 th Street and 8 th 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 / 8 th Avenue: from approximately 180 feet west of 12 th Street to approximately 115 feet east of 14 th Street; 13 th Street: from approximately 95 feet south of 6 th 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	<div style="display: flex; align-items: center;"> <div style="flex: 1;"> KARSTIN MARIE CARMANY- GEORGE </div> <div style="font-size: 0.8em; margin-left: 5px;"> Digitally signed by KARSTIN MARIE CARMANY-GEORGE Date: 2024.10.03 15:32:34 -04'00' </div> </div> _____ FHWA Signature	_____ Date
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Certification of Public Involvement

Jessica K. Miller November 18, 2024

INDOT ES/District Env.
Reviewer Signature:

Cindy Mauro October 3, 2024

Name and Organization of CE/EA Preparer:

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

Indiana Department of Transportation

County Vigo

Route 13th Street and 8th Avenue

Des. No. 1900842 & 1801932

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.

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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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Wetlands (Mark all that apply)

Wetland Determination
Wetland Delineation
USACE Isolated Waters Determination

Documentation

ESD Approval Dates

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

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

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.

Terrestrial Habitat

Presence

X

Impacts

Yes	No
X	

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

Project located within a regulated floodplain
 Longitudinal encroachment
 Transverse encroachment
 Homes located in floodplain within 1000' up/downstream from project

Presence

Impacts

Yes	No

If applicable, indicate the Floodplain Level?

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

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

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

Agricultural Lands
 Prime Farmland (per NRCS)

Presence

Impacts

Yes	No

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

Minor Projects PA	Category(ies) and Type(s) <input type="text"/>	INDOT Approval Date(s) <input type="text"/>	N/A <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)

☐

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	X		X
Publicly owned recreation area	X		X
Other (school, state/national forest, bikeway, etc.)			
Wildlife and Waterfowl Refuges			
National Wildlife Refuge			
National Natural Landmark			
State Wildlife Area			
State Nature Preserve			
Historic Properties			
Site eligible and/or listed on the NRHP			
 <u>Evaluations</u>			
	<u>Prepared</u>		
Programmatic Section 4(f)			
“De minimis” Impact			
Individual Section 4(f)			
Any exception included in 23 CFR 774.13			

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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

Section 6(f) Property

Yes

No

☒ 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

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

Yes

☒

No

☐

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

☒☐

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

☐☒

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

☐☒

Does the community have an approved transition plan?

☒☐

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

☐☐

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

☒☐

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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

This is page 26 of 30 Project name: 13th Street and 8th Avenue Date: August 30, 2024

Indiana Department of Transportation

County VigoRoute 13th Street and 8th AvenueDes. No. 1900842 & 1801932

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)

This is page 27 of 30 Project name: 13th Street and 8th Avenue Date: August 30, 2024

Indiana Department of Transportation

County Vigo Route 13th Street and 8th Avenue Des. No. 1900842 & 1801932

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

This is page 28 of 30 Project name: 13th Street and 8th Avenue Date: August 30, 2024

Indiana Department of Transportation

County Vigo

Route 13th Street and 8th Avenue

Des. No. 1900842 & 1801932

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)

Indiana Department of Transportation

County Vigo

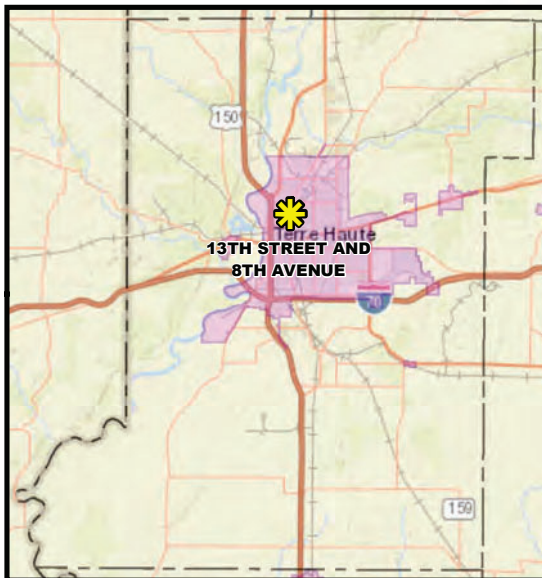
Route 13th Street and 8th Avenue


Des. No. 1900842 & 1801932

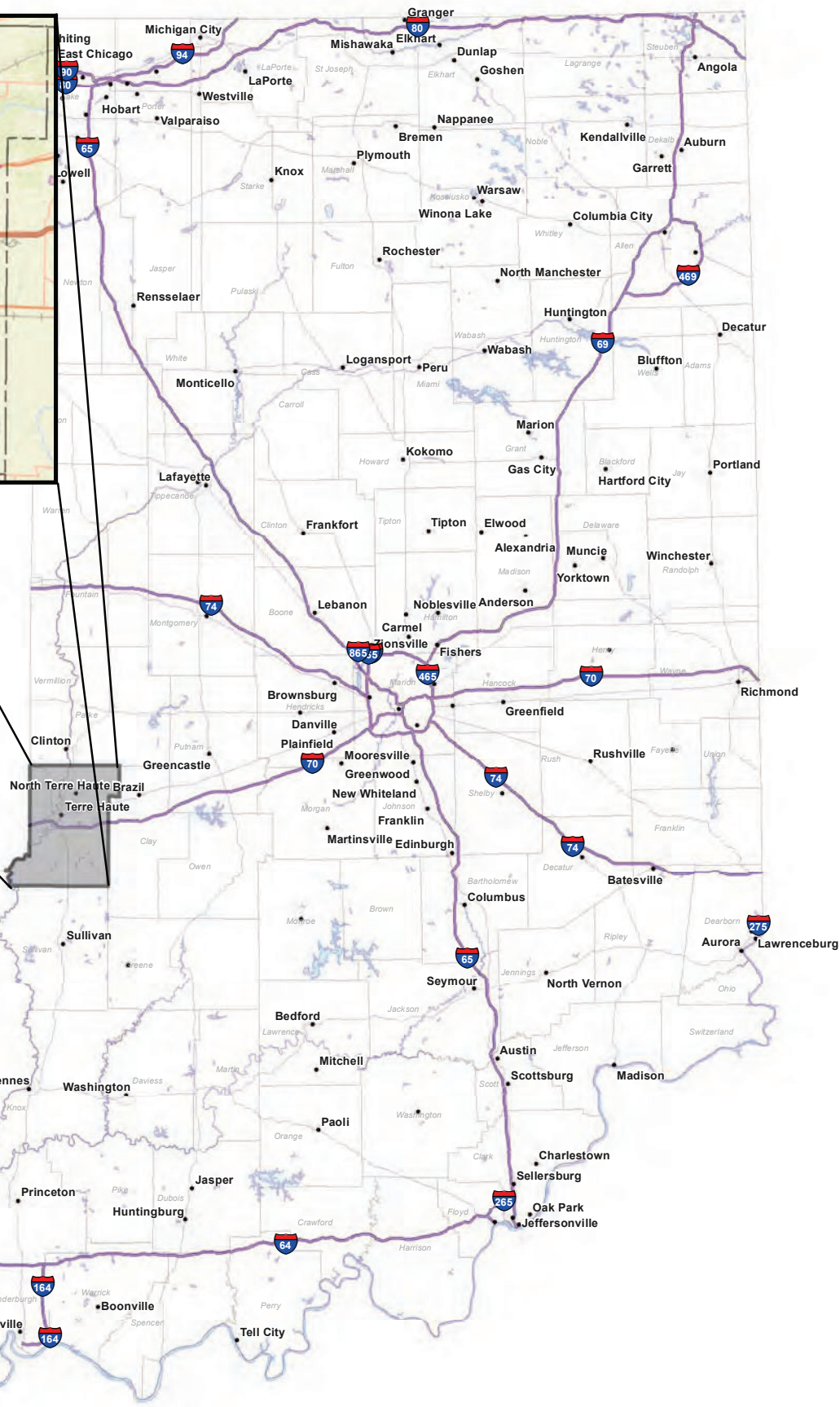
28. The city plans to improve alleys and alley connectivity to enhance residential and business access adjacent to the project area. This work, which is separate from the subject project, will occur prior to construction of the 13th Street and 8th Avenue improvements for maximum benefit. (INDOT ESD)

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)



 Project Location



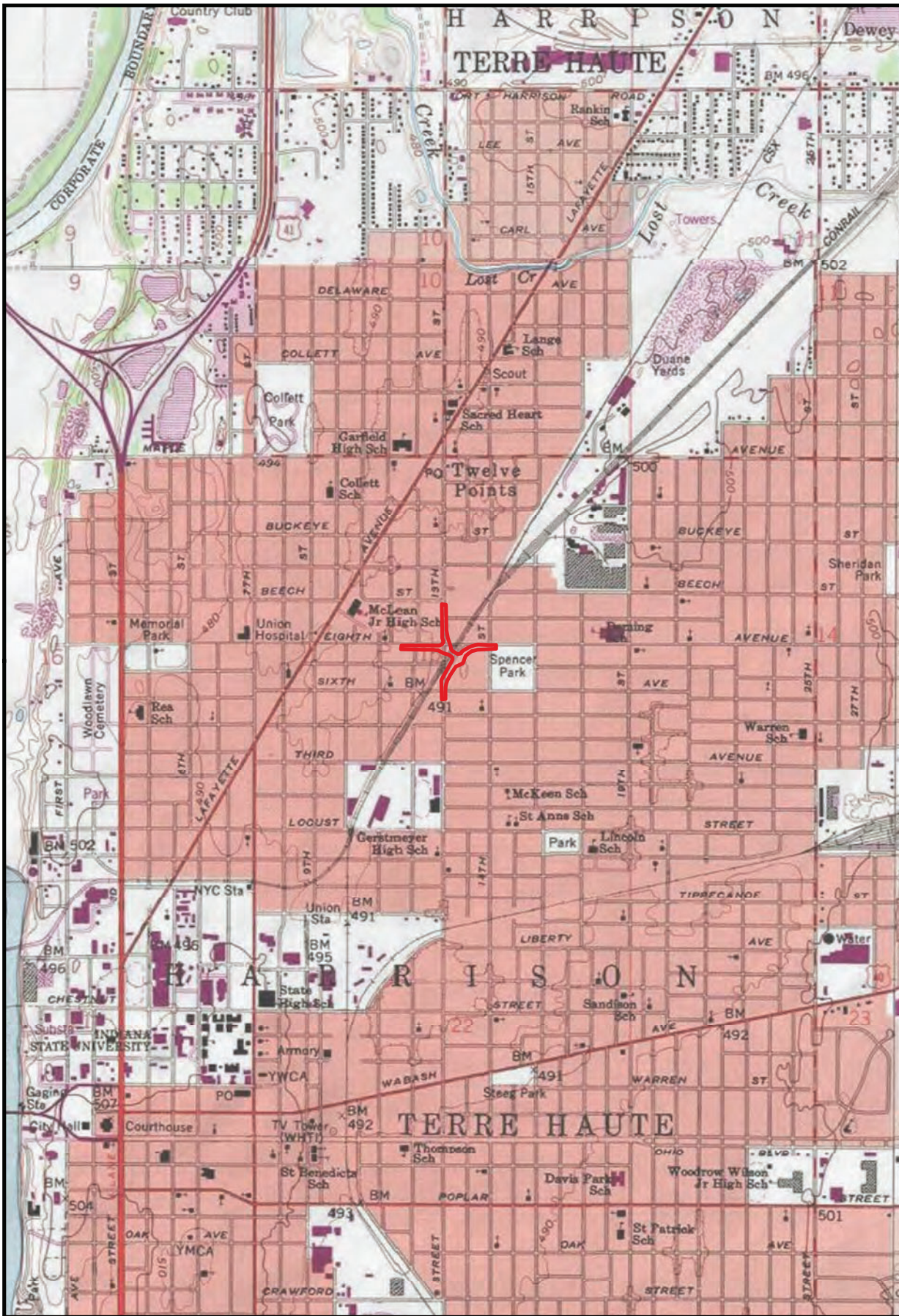
0 80,000 160,000 320,000
Feet



Map Source: Indiana Map

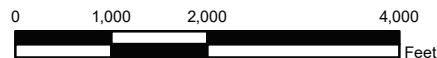
State Map

13th Street and 8th Avenue over CSX RR
Des. Nos. 1900842 and 1801932
Section 15, Township 12N, Range 9W
Terre Haute, Vigo County, IN



Legend

Project Area



USGS Terre Haute Quadrangle

13th Street and 8th Avenue over CSX RR
 Des. Nos. 1900842 and 1801932
 Section 15, Township 12N, Range 9W
 Terre Haute, Vigo County, IN

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

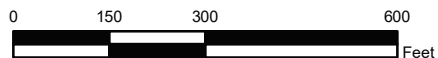


Legend

 Project Area



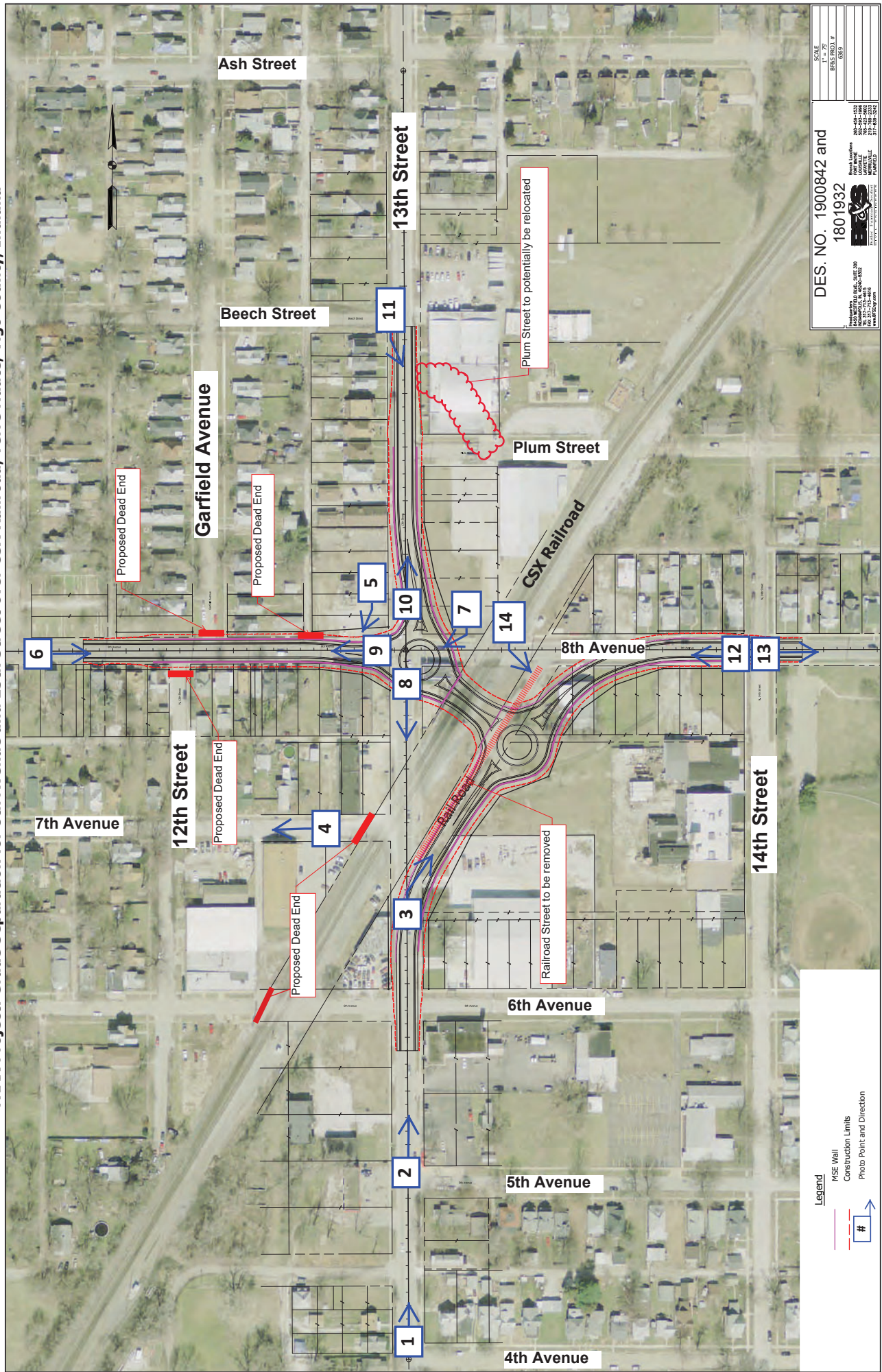
Map Source: Indiana Geological Survey (IGS), IndianaMap, 2019
ArcGIS Online (ESRI) World Imagery.



Aerial Map

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

PHOTO ORIENTATION MAP
TRAX Project: Grade Separation for 8th Avenue and 13th Street over CSX Railroad, Terre Haute, Vigo County, Indiana



DES. NO. 1900842 and 1801932

Scale
 1" = 75'

Project Information
 Project Name: TRAX Project
 Project Location: Terre Haute, Vigo County, Indiana
 Project Number: 1900842 and 1801932
 Project Date: 10/15/2019
 Project Status: In Progress

Design Information
 Design Firm: [Firm Name]
 Design Engineer: [Engineer Name]
 Design Date: 10/15/2019
 Design Status: Final

Legend

- MS Wall
- Construction Limits
- Photo Point and Direction



Transmittal

PROJECT: 13TH & 8TH ST OVER CSX IN TERRE HAUTE 636900.0000 DATE: 3/7/2025

SUBJECT: Notice of Approved Environmental Assessment_Des No 1900842_8th Ave and 13th St over CSX RR, Terre Haute, IN TRANSMITTAL ID: 00081

PURPOSE: For your review and comment VIA: Info Exchange

FROM

NAME	COMPANY	EMAIL	PHONE
Ryan Scott	Butler Fairman Seufert aka BF&S	rscott@bfsengr.com	

TO

NAME	COMPANY	EMAIL	PHONE
Bruce.Allen@VigoCounty.In.Gov		Bruce.Allen@VigoCounty.In.Gov	
Michelle.Edwards@terrehaute.in.gov		Michelle.Edwards@terrehaute.in.gov	
Robin_mckilliams@fws.gov		Robin_mckilliams@fws.gov	
environmentalreview@dnr.in.gov		environmentalreview@dnr.in.gov	
John.allen@usda.gov		John.allen@usda.gov	
Duke Bennett 17 Harding Avenue Room 200 Terre Haute IN 47807 United States	City of Terre Haute	mayor@terrehaute.in.gov	(812) 244-2303
Eddie Bird 1110 Girl Scout Lane Terre Haute IN 47807 United States	City of Terre Haute	parks@terrehaute.in.gov	(812) 232-2727
ATurnbow@idem.IN.gov		ATurnbow@idem.IN.gov	
Mwro_Compliance@nps.gov		Mwro_Compliance@nps.gov	
tthomps@iu.edu		tthomps@iu.edu	
erik.r.sandstedt@hud.gov		erik.r.sandstedt@hud.gov	
GCWrin@IDEM.IN.GOV		GCWrin@IDEM.IN.GOV	

Transmittal

DATE: 3/7/2025
TRANSMITTAL ID: 00081

NAME	COMPANY	EMAIL	PHONE
tlewandowski@indot.in.gov		tlewandowski@indot.in.gov	
Pelloso.Elizabeth@epa.gov		Pelloso.Elizabeth@epa.gov	
R5NEPA@epa.gov		R5NEPA@epa.gov	
jweir@terrehauteedc.com		jweir@terrehauteedc.com	
RegulatoryApplicationsLRL@usace.army.mil		RegulatoryApplicationsLRL@usace.army.mil	
Larry.Robbins@VigoCounty.IN.Gov		Larry.Robbins@VigoCounty.IN.Gov	
dhp@dnr.IN.gov		dhp@dnr.IN.gov	
vicki.weger@vigocounty.in.gov		vicki.weger@vigocounty.in.gov	
Tammy.York-Allen@vigocounty.in.gov		Tammy.York-Allen@vigocounty.in.gov	
dorene.hojnicki@vigosherriff.IN.Gov		dorene.hojnicki@vigosherriff.IN.Gov	
SWCD@VigoCounty.IN.Gov		SWCD@VigoCounty.IN.Gov	
Wastewater@terrehaute.in.gov		Wastewater@terrehaute.in.gov	
Police@terrehaute.in.gov		Police@terrehaute.in.gov	

REMARKS:

Dear Interested Agency,

Please note that the Environmental Assessment for this project has been approved by INDOT and FHWA.

A link to the approved document is provided in this message.

Please provide any comments within 30-days of this email to the below-signed.

Thank you,

Ryan Scott
BF&S Inc.
rscott@bfsengr.com
8450 Westfield Blvd., Suite 300
Indianapolis, IN 46240

DESCRIPTION OF CONTENTS

QTY	DATED	TITLE	NOTES
1	1/4/2025	ENV_DraftEnvDoc_1900842_forBridgeServices_10.3.2024_FHWA-ESDAApproved.pdf	

From: [Ryan Scott](#)
To: [Allen, John - FPAC-NRCS, IN](#)
Subject: RE: [External Email]File Transfer: Notice of Approved Environmental Assessment_Des No 1900842_8th Ave and 13th St over CSX RR, Terre Ha - 13TH & 8TH ST OVER CSX IN TERRE HAUTE
Date: Monday, March 10, 2025 7:58:10 AM
Attachments:

Good morning, John,

You are correct, this project was reviewed by USDA/NRCS several years ago and only involves impacts to developed/urban land.

Sending out notification of the FHWA-approved Environmental Assessment document for 30-day review to all resource agencies is a requirement before a Finding of No Significant Impact (FONSI) can be issued.
 No response is required from your office.

Thanks, and have a great week!

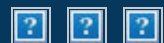
Ryan



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: Allen, John - FPAC-NRCS, IN <john.allen@usda.gov>
Sent: Monday, March 10, 2025 7:35 AM
To: Ryan Scott <RScott@bfsengr.com>
Subject: Re: [External Email]File Transfer: Notice of Approved Environmental Assessment_Des No 1900842_8th Ave and 13th St over CSX RR, Terre Ha - 13TH & 8TH ST OVER CSX IN TERRE HAUTE

Good morning, Ryan,

I had some questions with this project. Is this just a public hearing? I review projects like these for impacts it may have to prime farmland, which in the case of this one may not have an impact if it is in the city of Terre Haute and surrounded by urban development.

I looked at my records and do not see that an environmental review has been done with

the DES# provided. However, it looks like the original project was sent out several years ago, before I was actually doing farmland impact reviews. I am assuming my predecessor reviewed this one. Is my assumption that this is just a public notice/hearing?

John

John Allen

State Soil Scientist

Technology Section/Soils-GIS Team

Indiana State Office



U.S. DEPARTMENT OF AGRICULTURE

Natural Resources Conservation Service

6013 Lakeside Boulevard, Indianapolis, IN 46278

c: (317) 670-1924

From: Ryan Scott <rscott@bfsengr.com>

Sent: Friday, March 7, 2025 4:12 PM

To: Allen, John - FPAC-NRCS, IN <john.allen@usda.gov>

Subject: [External Email]File Transfer: Notice of Approved Environmental Assessment_Des No 1900842_8th Ave and 13th St over CSX RR, Terre Ha - 13TH & 8TH ST OVER CSX IN TERRE HAUTE

[External Email]

If this message comes from an **unexpected sender** or references a **vague/unexpected topic**;

Use caution before clicking links or opening attachments.

Please send any concerns or suspicious messages to: Spam.Abuse@usda.gov



From: [Kearns, Brendan](#)
To: [Ryan Scott](#)
Cc: [SWCD](#)
Subject: Re: File Transfer: Notice of Approved Environmental Assessment_Des No 1900842_8th Ave and 13th St over CSX RR, Terre Ha - 13TH & 8TH ST OVER CSX IN TERRE HAUTE
Date: Monday, March 10, 2025 8:47:50 AM
Attachments:

Thank you Ryan.
No concerns on our end.

Brendan Kearns
Director
Vigo County Soil and Water Conservation District
Brendan.Kearns@VigoCounty.in.gov
812-236-3048

On Mar 7, 2025, at 4:13 PM, Ryan Scott <rscott@bfsengr.com> wrote:



Project: 636900.0000 **13TH & 8TH ST OVER CSX IN TERRE HAUTE**

Notification about File Transfer **Notice of Approved Environmental Assessment_Des No 1900842_8th Ave and 13th St over CSX RR, Terre Haute, IN**

Remarks

Dear Interested Agency,

Please note that the Environmental Assessment for this project has been approved by INDOT and FHWA.

A link to the approved document is provided in this message.

Please provide any comments within 30-days of this email to the below-signed.

From: [EPA Region 5 NEPA Program](#)
To: [Ryan Scott](#)
Subject: RE: File Transfer: Notice of Approved Environmental Assessment_Des No 1900842_8th Ave and 13th St over CSX RR, Terre Ha - 13TH & 8TH ST OVER CSX IN TERRE HAUTE
Date: Monday, March 10, 2025 12:00:22 PM



Good morning -

EPA's NEPA program is in receipt of FHWA/INDOT's email requesting review of the Environmental Assessment Form for the New Bridge and Roadway Reconstruction CSX Railroad/8th Avenue Project. We've completed a cursory review and at this time have no substantive comments to offer the document.

To ensure that all FHWA/INDOT's planning and NEPA documents are received by the NEPA program, please continue to submit all NEPA-related documents and requests to the EPA Region 5 NEPA email box at R5NEPA@epa.gov. Sending to the mailbox will ensure a team member receives the correspondence in a timely manner.

Thanks,

Krystle

Krystle Z. McClain, P.E.
NEPA Program Supervisor, Branch 3
EPA Region 5 | 77 West Jackson Blvd. | Chicago, Illinois 60604
Email: mcclain.krystle@epa.gov
Phone: (312) 886-7573

From: Ryan Scott <rscott@bfsengr.com>
Sent: Friday, March 7, 2025 3:13 PM
To: EPA Region 5 NEPA Program <R5NEPA@epa.gov>
Subject: File Transfer: Notice of Approved Environmental Assessment_Des No 1900842_8th Ave and 13th St over CSX RR, Terre Ha - 13TH & 8TH ST OVER CSX IN TERRE HAUTE

Caution: This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

ATTACHMENT B

PUBLIC INVOLVEMENT DOCUMENTATION

8450 Westfield Blvd, Suite 300
Indianapolis, IN 46240
317.713.4615
bfsengr.com



November 15, 2024

Ms. Jess K. Miller
Consultant Services Manager
INDOT Crawfordsville District
jemiller1@indot.in.gov

Re: **Public Hearing Certification Request**; Des. No. 1900842 and 1801932 New Bridge and Roadway Reconstruction along 13th Street and 8th Avenue over CSX Railroad, Terre Haute, Vigo County, Indiana

Dear Ms. Miller:

The above referenced project was advanced to the public involvement stage on October 3, 2024. A public hearing was scheduled for 6 PM on October 29, 2024, at the City Courtroom, 17 Harding Avenue, Terre Haute, IN 47807. A Legal Notice of Public Hearing was mailed on October 11, 2024, to all known adjacent property owners, Section 106 Consulting Parties, early coordination agencies, and local legislators. The notice was also published in the *Star Tribune* newspaper on October 15 and October 22, 2024. No public comments were received prior to the hearing date.

Approximately 40 members of the public attended the public hearing. Project sponsor representatives in attendance included the Engineer of City of Terre Haute, and the INDOT Project Manager. Members of the project design team from Butler, Fairman and Seufert, Inc. and the public involvement team from Catalyst Public Affairs Group were also in attendance. An informal open house began at 5:00 PM where members of the public could review the project plans and displays and ask questions. A pre-recorded PowerPoint presentation was played for attendees around 6 PM, followed by the formal public statement session, which started around 6:25 PM. Four (4) members of the public gave verbal statements for the record. The formal portion of the public hearing was adjourned around 6:45 PM, and members of the public were encouraged to stay and ask questions and have informal discussions with project team members. No written comments were submitted to the project team during the public hearing proceedings. One (1) written comment was received during the 30-day comment period, which ended on November 12, 2024.

To facilitate your review of the project for Public Hearing Certification, please find attached copies of the EA signature page, legal notice, publishers' affidavit, direct mailing list, attendance sheet, project information packet, public hearing presentation slides, transcript, and comments/responses document.

If you have any questions regarding this matter, please feel free to contact Ryan Scott, Environmental Services at rscott@bfsengr.com or (317) 713-4615.

Respectfully,

A handwritten signature in blue ink, appearing to read "Ryan L. Scott".

Ryan L. Scott
Environmental Services
Butler, Fairman, & Seufert, Inc.

Attachments:

- EA Signature Page
- Legal Notice of Planned Improvement
- Publishers' Affidavit (Star Tribune)
- Direct Mailing List
- Attendance Sheet
- Public Hearing Project Information Packet
- Public Hearing Presentation Slides
- Public Hearing Transcript
- Recorded Comments and Responses

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

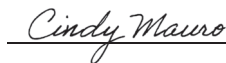
Digitally signed by
KARSTIN MARIE
CARMANY-GEORGE
Date: 2024.10.03 15:32:34
-04'00'

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.

LEGAL NOTICE OF PUBLIC HEARING

Des. No. 1900842 (Lead, Bridge) and 1801932 (Road)
New Bridge and Roadway Reconstruction along 13th Street and 8th Avenue over CSX Railroad US 31
City of Terre Haute, Vigo County, Indiana

The City of Terre Haute and Indiana Department of Transportation (INDOT) will host a public hearing on October 29, 2024. There will be an open house from 5 PM to 6 PM, then a formal presentation at 6 PM followed by the opportunity to provide public comment. The hearing will be held at the City Courtroom, 17 Harding Avenue, Terre Haute, IN 47807. Parking is available at the venue.

The purpose of the public hearing is to offer all interested people an opportunity to comment on the environmental document and the current design plans for the project. The need for this project is due to the high level of vehicular crossing blockage from train traffic on CSX Railroad, safety concerns related to train/vehicular conflicts, and lack of pedestrian crosswalks in the vicinity of the railroad crossings. 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. 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). The project will also include new curb and gutter for storm water city sanitary sewer improvements. Existing sidewalks and curb ramps within the project area will be replaced with Americans with Disabilities Act (ADA)-compliant facilities.

The project is approximately 0.52 mile long. Construction along 13th Street will begin near 6th Avenue and end near Beech Street. Construction along 8th Avenue will begin near 12th Street and end near 14th Street. The project requires approximately 5.91 acres of permanent right-of-way acquisition for construction. The project also requires approximately 1.210 acres of temporary right-of-way acquisition for drive reconstruction and grading. All proposed permanent and temporary right-of-way acquisitions described above will utilize the MAP-21 early acquisition process. It is anticipated there will be nine residential relocations and nine commercial relocations. The project is estimated to cost approximately \$33,000,000, which includes engineering, right-of-way acquisition, and construction. No wetland impacts are expected to occur as a result of the project. Approximately 0.33 acre of tree clearing will be required for construction.

The maintenance of traffic 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 given the option to detour this loop in a clockwise or counterclockwise direction. 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. 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. Initial stages of construction expected to begin in Fall 2025 and last 18-24 months. Access to all properties will be maintained during construction. INDOT will coordinate with

emergency services, local school corporation officials and project stakeholders to ensure potential disruptions and impacts are minimized as much as possible.

A link to the video of the public hearing presentation will be posted to the project website via the project sponsors web page <https://www.terrehaute.in.gov/departments/engineering/projects/13th-and-8th-avenue-overpass-1> on October 29, 2024. In addition, this web page contains the Environmental Assessment document and current project plans.

Federal and state funds are proposed to be used for construction of this project. An Environmental Assessment document has been prepared for the project. The environmental documentation is available to view at the following locations:

1. Website: <https://www.terrehaute.in.gov/departments/engineering/projects/13th-and-8th-avenue-overpass-1>
2. INDOT Crawfordsville District – 41 West 300 North, Crawfordsville, IN 47933
3. Butler, Fairman and Seufert, Inc. – 8450 Westfield Blvd., Suite 300, Indianapolis, Indiana 46240
4. Terre Haute Public Library – 680 Poplar St, Terre Haute, IN 47807
5. Terre Haute Engineering Department - 17 Harding Ave Ste 200, Terre Haute, IN 47807

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered, and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period in the following ways.

1. BF&S Office, ATTN: Ryan Scott, 8450 Westfield Blvd., Suite 300, Indianapolis, IN 46240, or rscott@bfsengr.com
2. Terre Haute Engineering Department, ATTN: Marcus Mauer, PE, City Engineer, 17 Harding Ave Ste 200, Terre Haute, IN 47807, or engineering@terrehaute.in.gov

The public comment period for the EA began on October 15, 2024, and will end on November 12, 2024. The City of Terre Haute and INDOT respectfully request comments be submitted utilizing the options noted above by November 12, 2024.

Persons with limited internet access may request project information be mailed. In accordance with the Americans with Disabilities Act (ADA) and with advance notice, the City of Terre Haute will coordinate accommodations for persons with disabilities requiring auxiliary aids including, but not limited to sign language interpretation, alternative format documents and other ADA supportive services. In addition, and in accordance with Title VI of the Civil Rights Act of 1964, the City of Terre Haute will coordinate accommodation for persons of Limited English Proficiency (LEP) requiring auxiliary aids and/or supportive services including, but not limited to alternative format documents and other services as needed. Should accommodation be required please contact Ryan Scott of BF&S at rscott@bfsengr.com, 8450 Westfield Blvd., Suite 300, Indianapolis, IN, (317) 713-4615.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary." approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021

TRIBUNE STAR
DEPT 1160
PO BOX 4268
HOUSTON TX 77210-4268
(812)231-4219
Fax (812)231-4347

ORDER CONFIRMATION

Salesperson: JENNIFER HENSLEY

Printed at 10/22/24 09:41 by ebruc

Acct #: 23916

Ad #: 304619

Status: New

BUTLER, FAIRMAN & SEUFERT, INC
RYAN SCOTT
300
8450 WESTFIELD BLVD
INDIANAPOLIS IN 46340

Start: 10/15/2024 Stop: 10/22/2024
Times Ord: 2 Times Run: ***
LEG 1.00 X 273.00 Words: 1293
Total LEG 273.00
Class: 147 LEGALS
Rate: 6GLGE Cost: 192.90
Affidavits: 1

Contact:

Phone: (317)713-4615

Fax#:

Email: RScott@bfsengr.com

Agency:

Ad Descrpt: LEGAL NOTICE OF PUBLIC HE

Given by: *

P.O. #:

Created: jhen1 10/10/24 09:29

Last Changed: ebruc 10/10/24 09:59

PUB ZONE EDT TP RUN DATES
TSP A 95 S 10/15,22
THOL A 95 S 10/15,22

PAYMENTS:

-- 10/10/2024 192.90 V *****8761 05720C[612563092]

AUTHORIZATION

Under this agreement rates are subject to change with 30 days notice. In the event of a cancellation before schedule completion, I understand that the rate charged will be based upon the rate for the number of insertions used.

Name (print or type)

Name (signature)

(CONTINUED ON NEXT PAGE)

Attachment B-6

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

LEGAL NOTICE OF PUBLIC HE

was published in said newspaper in two editions
of said newspaper issued between 10/15/2024 and 10/22/2024

Cost: 192.90

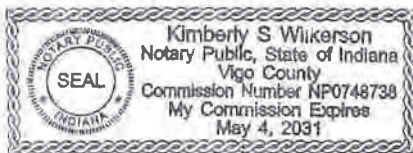
Ad #: 304619

Leslie Mikolajczyk

SUBSCRIBED AND SWORN BEFORE ME THIS
22nd day of October, A.D. 2024

Kimberly S. Wilkerson
Kimberly S. Wilkerson

Notary Public Seal, State of Indiana



Property Owner Mailing List
Terre Haute TRAX Project

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
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, Jr/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
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
Tammy Darwish	8701 N Raintree Ct	TERRE HAUTE, IN 47805
Amber Luke & Anthony Brown	1213 8th Ave	TERRE HAUTE, IN 47804
Terry L Roberts	1207 8th Ave	TERRE HAUTE, IN 47807
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 Jr/Rs	1337 Buckeye St	TERRE HAUTE, IN 47804
Charles M Sekerak & Lillie M Sekerak CO-Trustees 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
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
Karl & 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
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

Public Hearing Mailing List
Governmental and Other Agencies
Terre Haute TRAX Project

Name	Address	City	State	Zip Code
Kari Carmany-George Planning & Environmental Specialist Federal Highway Administration	Room 254, Federal Office Building 575 North Pennsylvania Street	Indianapolis	IN	46204
Hector Santiago Midwest Regional Director National Park Service, Department of Interior	601 Riverfront Drive	Omaha	NE	68102
Environmental Section Manager INDOT Crawfordsville District	41 W 300 N	Crawfordsville	IN	47933
State Conservationist Natural Resources Conservation Service	6013 Lakeside Boulevard	Indianapolis	IN	46204
Environmental Coordinator Division of Water, Environmental Unit	402 West Washington Street, W-264	Indianapolis	IN	46204-2641
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
Ms. Deborah Snyder US Army Corps of Engineers, Louisville District, Indianapolis Regulatory Office	8902 Otis Avenue S106b	Indianapolis	IN	46216
INDOT Utilities and Railroads Utilities and Railroad Director	100 N. Senate Ave. IGCN 642	Indianapolis	IN	46204
Vigo County Surveyor	143 Oak Street	Terre Haute	IN	47807
Vigo County Commissioners	650 S 1st Street	Terre Haute	IN	47807
Vigo County Council	127 Oak Street	Terre Haute	IN	47807
Vigo County Highway Department	3250 E. Haythorne Avenue	Terre Haute	IN	47805
Vigo County Planning Commission	County Annex Building, 159 Oak Street	Terre Haute	IN	47807
Vigo County Sheriff	600 Honey Creek Drive	Terre Haute	IN	47802
Vigo / Terre Haute MS4 Coordinator	3241 S. 3rd Place Honey Creek West	Terre Haute	IN	47802
Vigo County Storm Water Compliance	17 Harding Avenue	Terre Haute	IN	47807
Vigo County School Corporation	PO Box 3703	Terre Haute	IN	47803
Terre Haute Mayor's Office	17 Harding Avenue	Terre Haute	IN	47807
City of Terre Haute Police Department	1211 Wabash Avenue	Terre Haute	IN	47807
City of Terre Haute Park Board	1110 Girlscout Lane	Terre Haute	IN	47807
Wastewater Department City of Terre Haute	3200 South SR 63	Terre Haute	IN	47802
City of Terre Haute Plan Commission	159 Oak Street	Terre Haute	IN	47807
City of Terre Haute Council	17 Harding Avenue	Terre Haute	IN	47807
IDEM Office of Land Quality	100 N. Senate Avenue	Indianapolis	IN	46204-2251
IDEM Office of Water Quality	100 N. Senate Avenue	Indianapolis	IN	46204-2251
Indiana Geological and Water Survey	Geology Building, 1001 E. 10th St.	Bloomington	IN	47405
The Bridge Church	1901 8th Avenue	Terre Haute	IN	47804
First Spiritualist Church	1120 6th Avenue	Terre Haute	IN	47807
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
Union Hospital	1606 N 7th Street	Terre Haute	IN	47804
Indiana State Historic Preservation Officer	402 West Washington Street, W-274	Indianapolis	IN	46204
Miami Tribe of Oklahoma	3410 P St NW M	Miami	OK	74354
Forest County Potawatomi Community	P.O. Box 340	Crandon	WI	54520
Eastern Shawnee Tribe of Oklahoma	12755 S 705 Rd	Wyandotte	OK	74370
Peoria Tribe of Indians of Oklahoma	118 S Eight Tribes Trail	Miami	OK	74354
Pokagon Band of Potawatomi Indians	58620 Sink Road Box 180	Dowagiac	MI	49047
Shawnee Tribe	P.O. Box 189	Miami	OK	74355
Delaware Tribe of Indians	5100 Tuxedo Blvd.	Bartlesville	OK	74006
Turtle Mountain Band of Chippewa Indians	4180 US-281	Belcourt	ND	58316
Senator Greg Goode	200 W. Washington Street	Indianapolis	IN	46204
Representative Tonya Pfaff	200 W. Washington Street	Indianapolis	IN	46204
Representative Larry Bucshon	20 NW 3rd Street, Suite 1230	Evansville	IN	47708
Senator Todd Young	251 North Illinois Street, Suite 120	Indianapolis	IN	46204
Senator Mike Braun	115 N. Pennsylvania Street	Indianapolis	IN	46204

**PUBLIC HEARING
ATTENDANCE SIGN IN SHEET**

Please **PRINT** your name and address for the purpose of record of attendance.

<u>NAME</u>	<u>ADDRESS</u>
Bill Verheyen	52915 CANAL ST. T.H. 47802
Kevin Southwood	1638 7th Ave Terre Haute IN, 47803
DAVE HEATH	4776 EAST POPLAR DR. TH. 47803
Bill Heath	3958 E TOWN AVE
Jeremy Weir	Terre Haute Area MPO
David C Anderson	124 Country Club Rd 47803
Steve McAtosh	1401 W 13th.
Barb McAtosh	1401 W 13th
Harold Seifert	6647 No. Clinton St. 47805
REV LEEGE	889 NANTUCKET CT. TH 47802
Alex Kronke	7953 N ERIKSON ST TH IN 47805
DAVID KRONKE	2800 POPLAR ST.
Kathy Miller	2317 Brooklyn Dr. TH 47802
Lois Smith-Potts	2819 Ashlen Ct TH 47805
Jack Dougherty	5338 N 14th St TH 47805
Courtney Weger	713 Maple Ave TH 47804
Terry Roberts	1207 8th Ave TH 47804

8th Avenue and 13th Street Over CSX Railroad
Des No 1900842 (Lead/Bridge) and 1801932 (Road)

City Courtroom, 17 Harding Avenue, Terre Haute, IN
October 29, 2024

**PUBLIC HEARING
ATTENDANCE SIGN IN SHEET**

Please **PRINT** your name and address for the purpose of record of attendance.

<u>NAME</u>	<u>ADDRESS</u>
mckenzy Davis	2111 N 13 1/2 St 47804
Thao Rose	2111 N 13 1/2 St. 47804
Jessica Miller	2900 S 325 W
Chase Miller	2900 S 325 W
Kevin Maher	1421 No 12 th Street
Jason Kelley	5390 Yuma Rd
Kenneth Dean	4825 1005 Partridge Ave TH
David Schimmel	1703 No 13 th
Chris Jaturak	620 8 th Ave
Martha Caldwell	1135 8 th Ave
Cyal Colon	1135 8 th Ave
Kaylee Phillips	1135 8 th Ave
Jill Peters	1823 N 13 th St
Todd Riepe	1823 N 13 th St
Bill Foster	1316 Plum St
Roseanne Scott	1118 Helman Street TH.
Tony Pluff	2540 N. 9 th St

8th Avenue and 13th Street Over CSX Railroad
Des No 1900842 (Lead/Bridge) and 1801932 (Road)

City Courtroom, 17 Harding Avenue, Terre Haute, IN
October 29, 2024

**PUBLIC HEARING
ATTENDANCE SIGN IN SHEET**

Please **PRINT** your name and address for the purpose of record of attendance.

NAME

ADDRESS

TODD NATION 600 S. 6TH ST. TERRE HAUTE 47807

Kandace Hinton 1735 Orih Dr 47802

MARY HOWARD 1759 " " "

Rakesh Kumar 1211 N 13th 47802

VINOD - CHANDRA Pr. Vhs

Gurmeet Kaur

William Heyman 1900 N 7th St 47804

Connie Heyman 1900 N 7th 47804

8th Avenue and 13th Street Over CSX Railroad
Des No 1900842 (Lead/Bridge) and 1801932 (Road)

City Courtroom, 17 Harding Avenue, Terre Haute, IN
October 29, 2024

PUBLIC HEARING INFORMATION PACKET

**New Bridge and Roadway Reconstruction
8th Avenue and 13th Street Over CSX Railroad
Terre Haute, Vigo County, IN**

Des No 1900842 (Lead/Bridge) and 1801932 (Road)

**Tuesday, October 29, 2024
6:00 pm
City Courtroom
17 Harding Avenue
Room 100 City Hall
Terre Haute, IN 47807**

October 29, 2024

Welcome to the City of Terre Haute and Indiana Department of Transportation (INDOT) public hearing regarding the proposed new bridge and roadway reconstruction project for 8th Avenue and 13th Street over CSX Railroad.

The purpose of the public hearing is to explain the project and receive comments. There are several ways that your comments may be presented and recorded for the official project record.

1. You may present comments verbally during the public statement session, which follows the presentation. You may do this by signing up on the speaker's list located on the table with the handout materials.
2. You may complete one of the comment sheets and return it to a project team member. The comment sheets are attached to this packet and extra copies are available on the table with the other handout materials.
3. You may mail your comments to Butler, Fairman and Seufert, Inc., ATTN. Ryan Scott, within the next two weeks. All written comments postmarked by November 12, 2024, will become part of the transcript and will be addressed in the same manner as any formal public comments made here tonight.
4. You may also forward your comments to my **email** address: rscott@bfsengr.com

All comments that are received will be evaluated and answered with a summary report submitted to INDOT. This report will address all concerns raised during the public involvement period and describe the design decisions made at the completion of the public involvement process. Every comment received as part of this process will be addressed.

A Legal Notice of Intent will be published and mailed out notifying the public of the comments and responses summary report. This report will be available at the same locations as the preliminary plans and environmental document for this project, which are:

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. Online: <https://www.terrehaute.in.gov/departments/engineering/projects/13th-and-8th-avenue-overpass-1>
4. Butler, Fairman and Seufert, Inc., 8450 Westfield Blvd., Suite 300, Indianapolis, IN 46240

This information will remain available for review at the above-listed locations for a period of two weeks following tonight's public hearing presentation (until November 12, 2024).

Thank you for your participation in this public hearing.

Sincerely,

BUTLER, FAIRMAN and SEUFERT, INC.

Ryan Scott
rscott@bfsengr.com

PROJECT NEED AND PURPOSE

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.

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.

PREFERRED ALTERNATIVE

The project will construct a new bridge to elevate 8th Avenue and 13th Street over the CSX Railroad. Two 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). Existing sidewalks and curb ramps within the project area will be replaced with Americans with Disabilities Act (ADA)-compliant facilities.

MAINTENANCE OF TRAFFIC (MOT)

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. The project will 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. Ash Street to the north of the project area, and 11th Street and 12th Street to the west of the project area will likely be utilized for temporary pedestrian access around the project area.

RIGHT-OF-WAY

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.

PROJECT COST AND SCHEDULE

The cost associated with this project is approximately \$33,000,000, which includes preliminary engineering, right-of-way and construction with federal, state and local funds anticipated to be used. The project is anticipated to take 18-24 months to complete with construction beginning Fall 2025.

PRESENTATION AGENDA

Open House

Informal Plan Review and Q&A with Project Representatives (5:00 PM to 6:00 PM)

Public Hearing Called to Order (6:00 PM)

Presentation (6:00 PM to 6:20 PM)

Public Comment Session

Adjournment of Formal Presentation

Questions and Answers

Informal Q&A with Project Representatives

Be assured your comment will be included in the official project file if forwarded within two weeks of the hearing date (postmarked by November 12, 2024).

Project:

New Bridge and Roadway Reconstruction 8th Avenue and 13th Street Over CSX Railroad, Terre Haute, Vigo County, IN; Des No 1900842 (Lead/Bridge) and 1801932 (Road)

Name: (Please use ink pen and print) _____

Address: _____

COMMENTS: _____

SIGNATURE: _____

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PLACE
STAMP
HERE

Ryan Scott
Butler, Fairman and Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, IN 46240

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PUBLIC HEARING

New Bridge and Roadway Reconstruction
8th Avenue and 13th Street Over CSX Railroad
Terre Haute, Vigo County, IN

Des No 1900842 (Lead/Bridge) and 1801932 (Road)

October 29, 2024



Welcome to the public hearing for the federal state, and locally funded Trax project involving construction of a new bridge to carry 8th Avenue and 13th Street over CSX Railroad in Terre Haute, IN.

Thank you for taking the time to be here tonight!

Welcome

- Meeting Format
 - A. Pre-recorded Presentation
 - B. Public Comment Session
 - C. Informal Q and A with Project Team
- Project Information Packets
- Right-of-Way Acquisition and Relocation Brochures



This is a short presentation that will provide an overview of the project before the public comments are recorded.

Project engineers, right-of-way specialists and environmental team members will be available in the display area for informal discussions following the public comment session.

This area also has project information packets that describe the project along with right-of-way acquisition and relocation brochures that outline those processes and associated federal regulations.

Project Team

PROJECT LEAD Jason Holder

INDOT / LPA Manager of Special Programs
jholder@indot.in.gov 317-233-3427



Michael Matel
BF&S / Bridge Project Manager
mmatel@bfsengr.com
317-713-4615



Dan Isaacs
BF&S / Roadway Project Manager
disaacs@bfsengr.com
317-713-4615



Ron Francis
BF&S / Right of Way Services
rfrancis@bfsengr.com
317-713-4615



Ryan Scott
BF&S / Environmental Services
rscott@bfsengr.com
317-713-4615



The project team consists of Jason Holder, INDOT Local Public Agency Manager of Special Programs. He is the lead for the project.

Butler, Fairman and Seufert is the project designer:

Michael Matel is the Bridge Project Manager

Dan Isaacs is the Roadway Project Manager

Ron Francis is part of the ROW Services Team and

Ryan Scott is overseeing the Environmental Services for the project.

Purpose of the Hearing

- **Introduce** this project to the community
- **Explain** how a project is developed
- **Discuss** purpose and need for the project



The purpose of the hearing is to introduce the public to the proposed project, explain how a project is developed, and provide an overview of the purpose and need.

Purpose of the Hearing

- **Explain** the National Environmental Policy Act (NEPA) Process
- **Present** a preliminary design proposal for consideration
- **Solicit** input from the community



The purpose of the hearing is also to explain how the National Environmental Policy Act works, present preliminary design information, and solicit input from the community.



Project development occurs from the identification of a need. The project is then programmed for funding.

The project sponsor selects a consultant to help them with moving the project forward including preliminary design and early coordination efforts with project stakeholders.

Alternatives that potentially meet the project's purpose and need are developed and analyzed, and initial Public Information Meetings are often held to gather public feedback. A Public Information Meeting was held for this project on August 17, 2021.

Once preliminary design and draft NEPA documentation are completed, a public hearing is held, which is where we are today. After the hearing, the NEPA document – in this case, an Environmental Assessment - is finalized, and a decision on the document is made by INDOT and the FHWA.

After that decision, the project design is completed, right-of-way acquisition begins, and the project is then constructed.

Need and Purpose

Need

- High level of vehicular crossing blockage from train traffic
- 22 recorded vehicle-train crashes since 1976
- No designated pedestrian crosswalks

Purpose

- Eliminate delays for motorists and emergency services
- Eliminate the potential for vehicle-train collisions
- Improve pedestrian accessibility and safety



This project is needed due to a high level of vehicular crossing blockage from train traffic. In addition, there are issues with vehicle-train conflicts resulting in 22 recorded crashes since 1976. Also, there are no designated pedestrian crosswalks at the train track crossings.

The purpose of the project is to eliminate delays for motorists, including emergency services, eliminate the potential for vehicle-train conflicts, and improve pedestrian accessibility and safety through the area.

Environmental Document

National Environmental Policy Act (NEPA)

Federal guidelines require INDOT to analyze and evaluate the impacts of the project to the natural, socio-economic and cultural environments.

NEPA is a decision-making process

- Establish Purpose and Need
- Develop and Evaluate Alternatives
- Analyze Impacts
- Determine Preferred Alternative
- Solicit Public Feedback



The National Environmental Policy Act, or NEPA for short, requires a project sponsors, in this case INDOT and the city of Terre Haute, to analyze and evaluate the impacts of a proposed project on the natural, socio-economic and cultural environments within and near the project.

These include impacts to streams, wetlands, farmland, endangered species, and cultural resources, such as historic buildings and archaeological sites. It also requires studies that evaluate potential impacts from an increase in noise, impacts to communities (including Environmental Justice populations), and property effects, among other resource evaluations. The NEPA document is the summation of these various studies.

NEPA is a decision-making process that uses the environmental document as a tool in that decision-making.

The document evaluates the impacts from the project alternatives, including a do-nothing scenario, and compares the alternatives to the purpose and need. After evaluation of impacts a preferred alternative is determined.

An important part of the NEPA process is to present the preferred alternative to the public for feedback and input that can inform the project's design.

Environmental Document

Environmental Assessment Released for Public Involvement

- Date: October 3, 2024
- Available for review and comment via public repository



The Environmental Assessment was approved for public involvement by FHWA and INDOT on October 3, 2024.

This document is available for review at the Vigo County Public Library, the Terre Haute Engineering Department, or on the project's website. Those locations were listed in the public notice and in the information pamphlet available in the open house area.

Environmental Document

- Hold Public Hearing
- Solicit public comment of environmental document
- Address and consider public comment for decision-making process

After comment period, the environmental document will be finalized with the preparation of a Finding of No Significant Impact (FONSI) request to FHWA.

The NEPA process will be completed with the issuance of the FONSI



Now that the draft environmental document is approved, we are here tonight to hold a public hearing and are asking for input from the community on the project.

After the public hearing, the project team will address and consider all recorded public comments, written and verbal, received as part of the decision-making process. Once the comment period has ended, the environmental review will be finalized with the preparation of a Finding of No Significant Impact. The NEPA process is completed with the issuance of the FONSI by the FHWA.

Now that we have discussed the NEPA process, let's dive into the details for the Terre Haute Trax Project.

Alternatives Considered

No Build

- Delays to motorists and first responders would continue
- Safety of the motoring public and pedestrians would not be addressed

Maintain Existing Horizontal Alignments

- Construct two (2) new bridges on existing horizontal alignments
- Requires more roadway closures than the preferred alternative
- Costs nearly \$7,000,000 more than the preferred alternative



Two alternatives were evaluated for this project. Those alternative options included the "no build" scenario, and an alternative that would maintain existing horizontal roadway alignments and involve construction of two bridges over the CSX railroad.

While the no build scenario would not result in any new environmental impacts, right-of-way acquisition or relocations, it does not meet the established purpose and need of the project.

The alternative to maintain the horizontal alignments along 8th Avenue and 13th Street and build two new bridges would address the purpose and need and is considered feasible (or constructable); however, this alternative would require more roadway closures than the preferred alternative and costs nearly \$7,000,000 more to construct. Therefore, this alternative is not considered to be prudent and, therefore, is not considered to be the preferred alternative.

Preferred Alternative

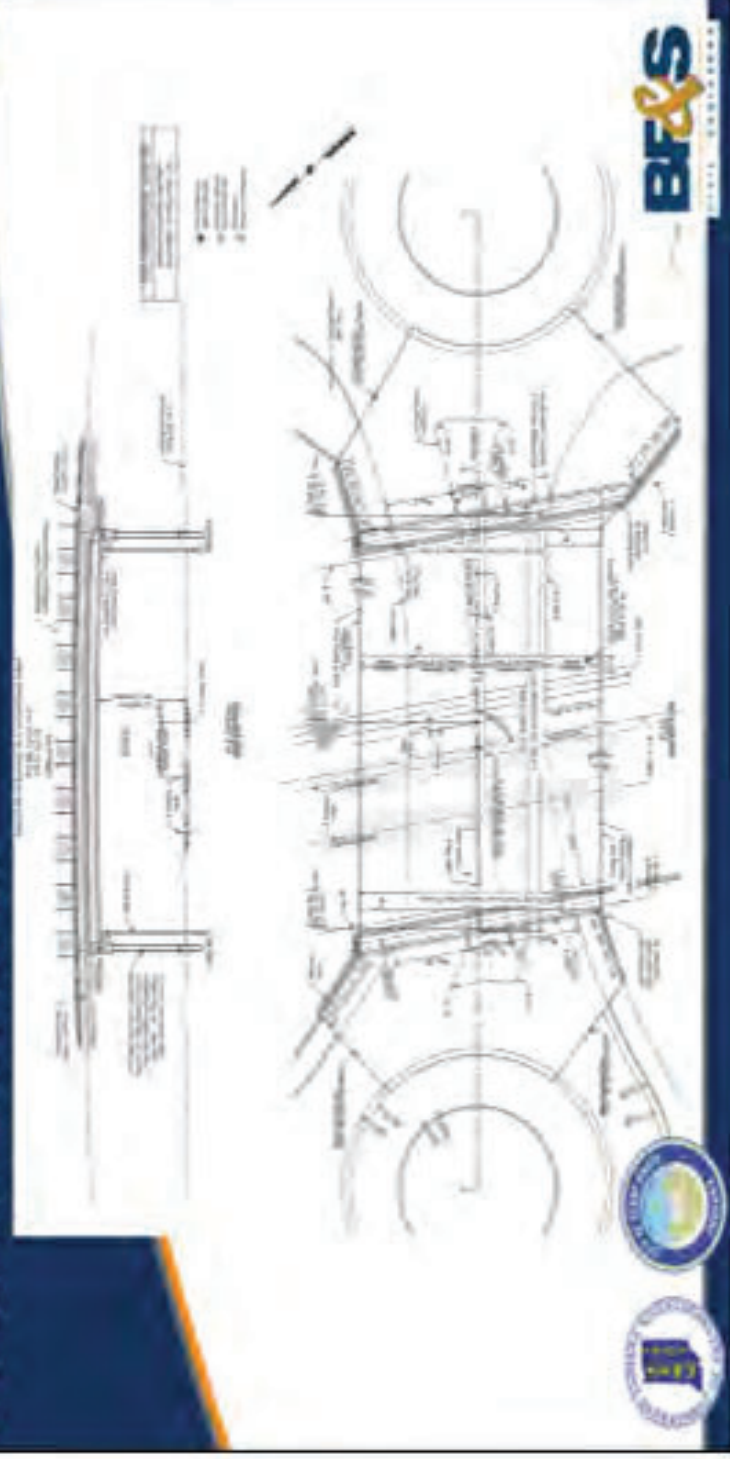


The preferred alternative proposes one (1) new bridge to be constructed to elevate 8th Avenue and 13th Street over the CSX Railroad. Vertical Mechanically Stabilized Earth (MSE) retaining walls will be installed in the northeast, northwest and southwest quadrants of the bridge, and 3:1 earthen side slopes will be utilized in the southeast quadrant to accommodate the roadway grade changes. 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, located just south of Beech Street, will be relocated to the north of its current location to maintain access to a railroad museum off 13th Street.

Railroad Street will be permanently closed, and the pavement will be removed (between 8th Avenue and 13th Street).

Preferred Alternative



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.

Potential Impacts

Right-of-way

- 5.91 acres – Permanent / 1.210 acres – Temporary
- 18 relocations (9 residences / 9 businesses)

Environmental Justice (EJ)

- Low-income population present
- Adverse impacts to low-income populations expected
- No disproportionate high and adverse effect on EJ population based on off-setting benefits of project, and minimization/mitigation efforts



The proposed project would require approximately 5.91 acres of permanent right-of-way, approximately 1.210 acres of temporary right-of-way, and the relocation of 18 properties (9 residential and 9 commercial).

A low-income Environmental Justice population has been identified in the project area, and the project will have an adverse impact to that population. However, based on the project's off-setting benefits, combined with minimization and mitigation efforts, it has been determined there is no disproportionate high and adverse effect on the EJ population.

Potential Impacts

Terrestrial Habitat

- Maintained lawn areas (2.26 acres)
- Tree Clearing (0.33 acre)

Streams/Wetlands

- No stream or wetland impacts

Noise Impacts

- Noise Analysis completed in 2021
- No impacted receptors identified



Approximately 2.26 acres of maintained lawn areas will be disturbed, and approximately 0.33 acre of tree clearing is anticipated to occur as a result of the project.

No streams or wetlands were identified within the project area and no impacts to those resource types will occur.

A Noise Analysis was completed in 2021 to analyze the change in vertical grade of the intersection. No impacted receptors were identified.

Maintenance of Traffic (MOT)

VEHICULAR DETOUR

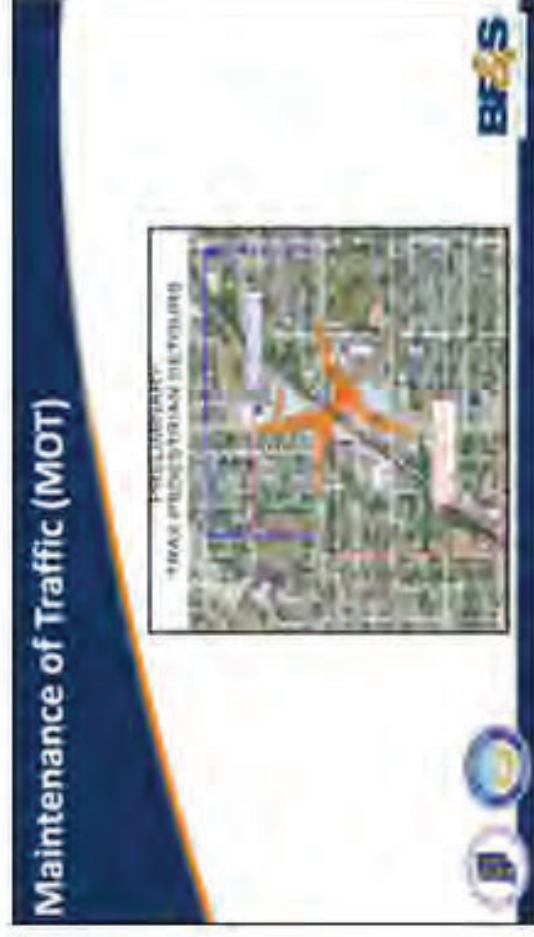
Maple Avenue, Locust Street, 19th Street, and US 41



B&S

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. The detour will be utilized for the duration of construction which is expected to last 18-24 months.



The project will require temporary closure of pedestrian access through the 13th Street and 8th Avenue intersection. A pedestrian detour plan is currently being developed.

The preliminary detour for east/west travel along 8th Avenue would utilize 12th Street to the west, Ash Street to the north and 15th Street to the east, adding approximately 0.4 mile to a through trip.

The preliminary detour for north/south travel along 13th Street would utilize 3rd Avenue to the south, 11th and 12th Streets to the west, and Beech Street to the north, adding approximately 0.34 mile to a through trip.

New sidewalks are included in the proposed project design and will be perpetuated in front for 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.

Maintenance of Traffic (MOT)

Impacts To Bus Stops Along 13th Street

- Terre Haute Transit Utility (THTU) will continue to operate north and south of the project area
- Demand/Response area around the roadway closure will be utilized
- Public will be notified of the THTU plan via their website, local media, public meeting(s), and posted flyers



The Terre Haute Transit Utility (THTU) operates a bus route loop that follows 13th Street through the project area.

The transit utility 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 utility to let them know that they need to be picked up.

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.

Real Estate Acquisition Process



The diagram illustrates the Real Estate Acquisition Process, which is divided into two main phases: ACQUISITION and RELOCATION, separated by a lightbulb icon representing a transition or decision point.

ACQUISITION
ACQUIRING REAL PROPERTY
FOR FEDERAL AND FEDERAL-AID
PROGRAMS AND PROJECTS

RELOCATION
YOUR RIGHTS AND REMEDIES AS A
DISPLACED PERSON UNDER THE FEDERAL
RELOCATION ASSISTANCE PROGRAM

Logos at the top include the Indiana Department of Transportation (INDOT) and the U.S. Department of Justice (DOJ).

Logos at the bottom include the U.S. Army Corps of Engineers (USACE) and the U.S. Environmental Protection Agency (EPA).

Links provided for each phase:

- www.in.gov/indot/files/FHWA-Acquisition-Brochure-BLUE.pdf
- www.in.gov/indot/files/FHWA-Relocation-Brochure-GREEN.pdf

The B&S CIVIL ENGINEERS logo is located at the bottom right.

As previously mentioned, right-of-way acquisition and relocations will be required for this project.

Shown here are the cover graphics of the FHWA brochures that describe the ROW acquisition and relocation processes.

Copies of these brochures are available for you to take home tonight. Alternatively, you can visit the websites listed here to view these documents.

Real Estate Acquisition Process

Uniform Act of 1970

- All federal, state and local governments must comply
- Requires an offer for just compensation

Acquisition Process

- Appraisals
- Review of Appraisals
- Negotiations
- Relocation Assistance
- INDOT and Consultant Real Estate Team to work with impacted property owners



Right-of-way acquisition shall follow the Uniform Act of 1970 which requires an offer for just compensation.

An appraisal will be completed on the subject property by a qualified appraiser who is familiar with the area. That appraisal is then reviewed by another qualified appraiser for accuracy.

Once the appraised value is approved, an offer will be presented to the property owner. Once the offer is accepted, the property will be conveyed to and owned by INDOT.

INDOT and the Consultant Real Estate Team will work with impacted property owners, including those that require relocation.

If an agreement cannot be reached, INDOT may seek to initiate condemnation proceedings through the eminent domain process.



Real Estate Acquisition Process

Right-of-Way (ROW)

Permanent ROW: 5.91 acres

- Permanent conversion
- Fee simple purchase

Temporary ROW: 1.210 acres

- Used only during construction
- Temporary interest purchase



Right-of-way acquisition shall follow the Uniform Act of 1970 which requires an offer for just compensation.

An appraisal will be completed on the subject property, then a review of that appraisal will occur. Once the appraised value is approved, an offer will be presented to the property owner. Once the offer is accepted, the property will be conveyed to and owned by the project sponsor. The sponsor and the Consultant Real Estate Team will work with impacted property owners, including those that require relocation. If an agreement cannot be reached, the sponsor may seek to initiate condemnation proceedings through the eminent domain process.

The project also requires temporary right-of-way, which is land needed for construction-related purposes such as staging. For these rights, the project sponsor purchases a temporary interest in the land through the same process previously mentioned, but the interest dissolves upon completion of the project.

Project Cost and Schedule

- **Total Project Cost Est.: \$33,000,000 (Combination of Fed/State/Local)**
 - Includes Preliminary Engineering, Right-of-Way, and Construction
- **Public Hearing Comment Period:**
 - October 15, 2024 to November 12, 2024
- **Environmental Assessment / Finding of No Significant Impact:**
 - Winter 2024/2025



The project will be funded by a combination federal, state and local monies. Total project cost is estimated to be \$33,000,000, which includes preliminary engineering, right-of-way acquisition and construction.

The current schedule for the project includes the public comment period which began on October 15, 2024, and will continue through November 12, 2024.

Following that, a final decision will be made on the NEPA document by INDOT and FHWA which is expected to occur in Winter 2024/25.

Project Schedule (cont.)

Right-of-Way Acquisition:

- Winter 2024/25 to Spring 2025

Project Awards and Begin Project Construction:

- Summer/Fall 2025 Letting for Construction
- Fall 2025 to Fall 2026 Utility Relocations and Building Demolitions
- Spring 2027 Start Bridge and Roadway Construction
- 18 – 24 Months to Complete from Start of Construction



The ROW acquisition process will commence after EA/FONSI approval and likely continue through Spring 2025.

Once ROW acquisition has been completed, the project will be let for construction.

Utility relocations and building demolitions will begin Fall 2025 and continue through Fall 2026.

Bridge and roadway construction is anticipated to begin Spring 2027.

The project is anticipated to take 18-24 months to complete from start of construction.

Public Comment Options

- **Public Comment Session (recorded tonight)**
- **Public Comment Form**
 - last page of Project Information Packet
- **Email: rscott@bfsengr.com**



There are several options available to you to provide comments on the project.

Following this presentation there will be the opportunity to voice your comments for the public record. The comments spoken tonight, shall be recorded, and included in the public hearing transcript.

You may fill out the Public Comment Form, which is attached to the Project Information Packet, and return it to a Project Team Member before you leave tonight or mail the form to Butler, Fairman and Seufert, Inc.

You may also email comments to Butler, Fairman and Seufert at rscott@bfsengr.com.

Public Comment Options

- Comment Deadline: Tuesday November 12, 2024
- All comments will be added to the Public Hearing Transcript
- Comments are reviewed, evaluated, and given consideration during the decision-making process



We respectfully requests that all comments be submitted by Tuesday, November 12, 2024.

No matter how you provide your comments, they are all treated equally and are given consideration during the project planning and NEPA document preparation.

Next Steps

- **Collect Public and Stakeholder Input**
- **Review Comments and Develop Formal Responses**
- **Communicate Decision**
 - INDOT will notify project stakeholders of decision
 - Work through local media, social media outlets, paid legal notice
 - Make project documents accessible via repositories

Questions? Contact Public Involvement Team



Following the hearing, the comment period will remain open until **November 12, 2024**.

Once all comments are received, they will be reviewed, and formal responses will be developed and submitted to INDOT for approval.

Once approved, the NEPA document will then be updated and submitted to INDOT and FHWA for FONSI decision.

INDOT will notify the public and stakeholders of that decision and make the project documents available via public repositories such as libraries, the web, and project team offices.

If you have any questions regarding the project or the public involvement process, please feel free to contact a member of the project team.

Comment Session

- This is **not** a Question/Answer Session

◊ Questions? Please see a Project Team member after the comment session.

- Please be considerate of others
- Please state your name before providing your comments
- Comments must be submitted by **November 12, 2024**



B&S

We are approaching the public comments portion of the hearing.

First, we have a few housekeeping items to go over.

There is a speaker sign-in sheet here tonight for those wishing to give public comments in front of the group. Those who signed up shall speak first and in the order in which they signed up. Then it will go to the first come first served basis.

****PLEASE NOTE - per INDOT and FHWA public involvement policy – this is a COMMENT SESSION, not a QUESTION / ANSWER SESSION****Commenters will simply state their comments for the public record.

If you have specific questions about the project, please see a project team member after the comment session is over, and they will be happy to assist you.

Please be considerate of others, please wait on the microphone before speaking, please state your name before providing your comments.

Remember, even if you do not wish to provide verbal comments tonight, we ask that all public comments be submitted by **November 12, 2024** via any of the means that have been previously described.

Thank You

Again, thank you for taking time out of your day to provide input on this project!



Again, thank you for taking the time out your day to partner with INDOT and the City of Terre Haute on the 13th Street and 8th Avenue Trax project.

The recording of the public comments will begin shortly.

INTRODUCTION (6:00 PM EST)

Scott Carr (Catalyst Public Affairs Group)- Good evening, everyone. My name is Scott Carr. Thank you for coming to tonight's meeting. A few housekeeping orders before we begin tonight, we will do a few things in the following order. The first is, we will have a pre-recorded presentation, which you should be going to hear and see on the TV screens. Following that, we will have a public comment opportunity. If you have already signed up to present a public comment, we will call your name following those who have signed up, we will do a show of hands. If you would like to come up and do a public comment, you are more than welcome to we will need to collect your name when you do come up to make that public comment. Following that, we will conclude the public comment period. You will be able to have informal conversations and informal comments like we did before the meeting began after the meeting as well, too. When that public comment section has concluded. Additionally, for all of you who came in and signed in, you were provided a public information packet and written comment can provide can be submitted by November the 12th via written comment. This PowerPoint presentation has been published to the city's website. It is available there and will be available on the city's YouTube page as well, too. If you need to come back and review this in any capacity. before we begin the presentation, I'd like to take a moment to introduce those on the team that are here with us this evening. City engineer Marcus Mallory. Is Jason holder here from INDOT? Jason Holder is in the back, he raised his hand. Mike Mattel, Dan Issacs, Ron Francis and Ryan Scott. At this time, we will begin our pre-recorded presentation.

PRE-RECORDED POWERPOINT PRESENTATION PLAYS (6:05 PM EST)

PUBLIC COMMENT SESSION BEGINS (6:25 PM EST)

Scott Carr- This now concludes the pre-recorded portion of the presentation this evening. At this time, we will now begin the public comment section of the meeting as outlined in the presentation. Please announce your name, and if you have not signed up, we will do those secondary we ask that we keep all comments to be appropriate for the information and for the project specific that's going on tonight, All questions will be answered and it is nodding back and forth as outlined in the report. We will take your comment and we will then draft the appropriate response, and those will then be distributed and published accordingly, per the rules of the project. At this time, we will start with our first individual who has indicated a willingness to provide a public comment this evening. Would Kevin Southwood please

approach the podium? Kevin, I want to make sure we have your last name spelled correctly. Is it S-O-U-T-H-W-O-O-D?

Kevin Southwood (area resident)- That's correct.

Scott Carr- Okay, thank you Kevin. Please proceed with your public comment.

Kevin Southwood- Okay, I wish you would have had that in the paper like a couple days ago, when it was going to be open for public comment. It should have been the paper to give other people a barrier, a better way of playing something more to think about something beforehand, and I only seen that one after. I did see the one on back, but that is that, are those roundabouts? Are those going to be up in the air?

Scott Carr- We will answer all your if that was a question, sir, or will the roundabouts be in the air?

Kevin Southwood- Okay, well, instead of having both of those roundabouts, if you and you got a bridge goes across railroad tracks, why not just build the roundabout above the railroad tracks and then, but instead of going on 13th street, you would build the roundabout over on on the Eighth Avenue side, because you've got all that open area that doesn't have anything over there. And on the other side of the railroad practice, it's an open field too. Rather than have to go into the businesses down on Eighth Avenue more, one side is pretty much vacant, the other side has businesses and property. So if you had it coming down there, if you built a roundabout on the Eighth Avenue side, and the burden of traffic on 13th on both ways to head go over to the Eighth Avenue side, it would be a lot easier to it should be a lot easier to buy and out of cost, because they're only open fields over there. But if you had one roundabout instead of a bridge, make it in a roundabout so that year, you know, you know, I just think it'd just be a lot more, cheaper way to go about it. And, you know, just to burger everybody from 13th over on Eighth Avenue, because there's nothing over there. And you know, instead, because you have to have the bridge, just make the roundabout, bridge over the road across you only have to build one of them.

Scott Carr- Thank you, sir. You will have an opportunity, obviously, when the public comment section is over, to continue informal comments as well, too, with members of the team. Thank you, Kevin. Next I have Harold and forgive me sir. Is it Seifer, S-E-I-F-E-R-S?

Harold Seifers- Yes, it is.

Scott Carr- Thank you sir.

Harold Seifers (6647 N. Clinton Street)- My name is Harold Seifers. I think most people from this neighborhood know me. I owned a convenience store at 13th and Eighth Avenue. The H-Mart operated for 18 years. Owned it ever since, at the same time, was on the Terre Haute Police Department. I spent 43 years on the Terre Haute Police Department. Was the head of the traffic division for half a dozen years, where I did the accident investigations hit and runs. We did all the statistics. I also worked with the Safe Kids Coalition and the governor's councils. On the governor's council did all this. I received citations, you know, for appreciation for the work I did. And that came to the red ending. One day we had new mayor elected, and they discovered they they had somebody qualified to do the job that was also riding the motorcycles. This was a lady that didn't know how to ride a motorcycle. Couldn't get along with people. But unfortunately, it's Terre Haute. There's a lot of dirty stuff in Terre Haute. I just, I've seen, I've been there. I'd like to say the way this thing's been handled six years ago, they whoever they are. Keep hearing people say, well, they will not allow they do not. I don't know who they is, but you people stand behind each other and shield each other. I think it's dirty. I won't use the word chicken shit, but I believe that's the way it is. I think it's wrong way you're doing this, and have done it six years. I took a retired from the police department two weeks before it come out in the front page of the paper. We're putting in this Overpass, my old store. I've kept it paid taxes. Could have sold it several times, but I didn't want to. I wanted to open up a car lot. Why I want to? I can't tell you about just something appealed to me. And they whoever they are, you people, you came in, you says, Oh, we're going to be doing this, and had a big meeting, and you told everybody over at the boys club, start looking for a new place, because we want to buy your place and you're going to have to move. Want to tear all these houses down. And one of the questions I ask is, I've got like, three or four pieces of property that's going to be affected by this. And I asked guy says, does it matter the conditions that you're going to tear down? no, it doesn't matter again, or we're buying the property and we pay you for the house and all this. And I had a house that was within a week and a half, two weeks of being ready to rent. Got new wiring, a new roof, newer furnace. The only thing I had left to do was put new drywall in it, which on many sheets drywall over the years. And that was all that was left. Had been ready to rent a small one bedroom house. But not everybody needs a five bedroom house. It would have brought in \$600 a month, \$600 a month times 12 months in a year. That's \$7,200 a year, 6 times 12 is 72, so \$7,200 a year. And I've waited six years to do this, so that's the rent I lost by not finishing

this up, waiting on you people get off your hind ends and decide something or do something. And I lost an awful lot of money that I kept my taxes paid the whole time. I kept grass cut, and I shouldn't have had done this for 6 years. You people should have known what you was going to do before you made all these announcements and got everybody stirred up. I think you did this very wrong, very inappropriately. I won't say you lied, but you sure misrepresent, misrepresented things a whole lot on this. As far as questions, I just wanted to know where I was coming from. I fully agree 100% we need something over this intersection. When we had the convenience store there, the front of my store faced 13th Street and the side windows, space, state, family, we've seen everybody. Coming and going. A lot of times, trains would cross tracks and stop. You'd see little kids crawling underneath the train to get across there, which is just dangerous. I remember 15th and Coleman, we had an intoxicated guy crawling underneath the train, and we got a call. I was working who doubt shift then, and we got a call down there, and the train moved, bumped or something, ran over his arm, cut his arm off. Ambulance came, picked him up, took him to hospital. I went back there and got his arm, put in a garbage bag and took it to the hospital so they could attach it. Well, they weren't able to attach it. But I'm just trying to show you things like this happen. So I fully agree that there needs to be something here, and just way you guys went about, it's just dirty. Just dirty. A couple questions I do have on this. So is it shows the two overpasses, and, of course, I guess we won't get anything answered. But what are they going to do for people in wheelchairs? Is there a sidewalk? Is if people, if there's a sidewalk on mid side, and people, we got one leg of this, I think it's 15, 34/8, Avenue. She has no legs, and she has a lot of medical problems. She has to wear the hospital quite often, Union Hospital, right now. She gets on Eighth Avenue, right down the sidewalk, straight shot for the hospital. Is there going to be a way for that lady to get over this? Is there going to be or does she have to go in the roadway? when winter is here, Winter there's ice on the roads. A good thing about it is right out here in Fort Harrison Road, the overpass between 25th Street, fruit Ridge, the overpass. I asked the question, why did they build it like they did? You got a rural track anesthetic coming up and crossing a straight, they put a big S in they said it was cheaper if they put that s in there, because the bridge would cross the road crack straight, and it saved that much money. I couldn't tell you how many people have slid into the guardrail up there, how many accidents. And this is my experience. This is stuff I've done, and I've watched this time and time again out there. And when it's icy, what are you guys going to do to keep the ice off of that? I mean, I I've seen the street department. I'm not knocking the street department. There's a good bunch of guys, and they work their hind ends off, but you only got so much manpower. They won't go so far. You can put the ice melt on there. I hope you use ice melt and not salt. I've seen what that does to concrete. But who's going to keep that thing free of ice? If somebody's going around

there, and somebody goes across on that wheelchair, and they have to stop it, and you got a dozen cars packed up on an incline. If there's ice on that bridge, how are they going to get going? You tell me, I don't know. I hope you guys got something planned for like that little lady order at 15, 34/8 Avenue, because she has no car, she has no legs, she can't drive a car. I just hope you guys got this stuff planned, but like, say, I'm very unhappy with the way things were handled here. I just it, just run. There's no two ways about it. I think that's I said about what I got to say, but what everybody is here, the old piece of property, I don't think there's anybody going to disagree that, yes, there needs to be something here, no matter what game that's up for you guys decide. But I just it's a I'll just go leave it at that. I'm just staggered, getting more and more upset and mad as I go, and it ain't worth it, but something I would like to know, and anybody else owns a piece of property that's affected by this is how we're going to be compensated. The bottom line is, you want my property. How much going to give me for it? and that's the important thing in my book. And it's been six years, is it going to be six more years? Nobody would have thought it would have been six years, six years ago. But here we are, six years. Later, and we're standing here trying to figure out when we're going to get going on this and when we were at the Boys Club, which was almost six years ago, they had dates, and we're going to be started by then, we're going to be completed by then, and they didn't do nothing. And I'd like to know what are you going to give me when you're going to give it to me? When we want to get the show on the road, you can't do nothing till you buy the property. You can't tear old houses down. You can't do anything. So, I think the bottom line you should need to get started making some offers and getting this property bought.

Scott Carr- Okay, thank you. Thank you, Harold. Thank you for your service and thank you for your public statement comment this evening. Next, I have Martha Cattle? Cagle? I apologize if that's not correct. (Someone from the crowd, notified Scott that she would not be making a public comment) Okay, thank you, sir. We'll remove her from the list.

Scott Carr-Next, I had signed up as Todd nation. Would Mr. Nation like to make a public statement comment this evening? sir, make sure I have your last name correctly. N-A-T-I-O-N?

Todd Nation (Terre Haute City Council, District 4)- Yup. That's the way I wrote it.

Scott Carr- Thank you

Todd Nation- First, the main reason that I'm up here is I wanted to echo my version of Mr. Seifers concerns about my neighbors who are pedestrians, are on bicycles, are pushing baby carriages, and who are in wheelchairs. I see in your project, need and purpose. One of the closing sentences is that it's to improve pedestrian accessibility and safety throughout the area. I also see in this document, in the preferred alternative down at the end, that existing sidewalks and curb ramps within this project area will be replaced with Americans with Disabilities Act compliant facilities. To me, I just have questions about how that's going to look and how that's going to be experienced by the people who are out there on the ground. I'm sorry I came right before the presentation started, I will come up and seek answers to these questions with the people who are having the drawings. But Mr. Seifers put it pretty well. There are lots of people in this neighborhood who do not have cars, and my concerns are that they are treated fairly too. I understand from years of dealing with railroads through local government that one of the main objectives of this project is to minimize liability for the railroads. And I know that that's probably not the way you look at it, but that's certainly the way that the railroad looks at it, and it's also the way that we experience it when pedestrian facilities, which may not be the most adequate, are closed and made more difficult for people who need to use them. So, I won't belabor the point. I'll just make it. I'll just say again that those are my concerns. I echo Mr. Seifers concerns about that, and I will look for explanations after the public comment period. Thank you for doing this.

Scott Carr- Thank you sir for your public statement. We have one more before we open it up. Is Bill Heyman still here? Would you like to make a public statement? Sir, as you're approaching. Is your last name spelled Cur- A or, I'm sorry. H-E-Y-M-A-N?

Bill Heyman (1900 N. 7th Street)- Yes.

Scott Carr- Say 1 N not 2?

Bill Heyman- Yeah, it's 1.

Scott Carr- Thank you sir.

Bill Heyman- So my name is Bill Heyman. My wife and I own Atlas Aquatic Gardens, which is almost 50 years on that corner. And we know most people in the neighborhood, especially Harold back here, and I want to echo his grief is what we've been going through. Our building,

we have just remodeled that building, and then we moved into it 20 years ago, from the building, which is on the east side of 13th Street, which is much smaller, and we were pretty pleased with the way it turned out. The money was tight, but we got in there, we borrowed a close to a couple \$100,000 to do that. We were offered \$155,000 for our property that 20 years ago we put \$200,000 into. And so, we've been shopping around, looking what we could find for that amount of money. We got an appraisal after we found out that, and it is. Much higher. Not crazy higher. It's higher. But the point I would get to here is none of these things happen without difficulties on your side and on ours. And I want to welcome all you guys to Terre Haute. I know it's a difficult thing to come into the community. We don't know you personally, where we know each other, but you have a job to do. And the gentleman we've been speaking to, Mr. Scott Walker, I think he said, Don't kill the messenger. And I understand that you just you have people that you're responsible to, but at the same time, you all make decisions too. You have families. Some of those probably have businesses. We hope to keep our business going. I'm 76 years old, I don't know if I can do this again, like we did 20 years ago, but Atlantis has become a focal point of this city. We don't advertise at all other than our Facebook page. And I would encourage you to go to our Facebook page and see what's on there. Now, I think we want this badly. I think it's a great thing for Terre Haute, but at the same time, I don't want to close our business, and I don't think we can relocate with the kind of funds that are being offered, and I understand that may be all it's worth on paper today, but I hope you all, as you do, evaluate our position, and Mr. Seifers and everybody else, consider the financial aspects of this for us, beyond just what is written on paper, there's a human element to our business. Families come from all around there's no zoo in Terre Haute. We go back, like I said, almost 50 years, we've had lions and tigers literally grow up at our other store. There's still a cage remnants back there. I've been in this room many times, discussing with city councils the safety of that, and with animal rights activists discussing the value of that. We've held our own through all of that, and we're friends with most of the animal activist people, and nobody has been hurt by any animals we ever had, but a lot of kids have memories of that, and it's not something you can see on TV when you come and see the kind of animals that we keep in our store, even today, we don't have big cats. We have things you don't see and normal pet stores, it's exciting for kids. It's a place for families to come to. I'd like to keep that going and Terre Haute. We've got a huge base in sales. We don't make money, though. I pour everything back into that business, and it's getting more difficult as times change. So my point here would be, there's a human element to all of this, I don't blame any of you for solely being responsible for closing our businesses or dragging this out, but you all do have a position of influence, and we respect you at the same time we expect you to respect us, and I can't believe that you don't like I said. You have families. Your family is sure

to get to go to the Indianapolis Zoo. Our kids here don't take busses to the zoo anymore. That was outlawed a long time ago. Terre Haute hasn't had that many things to offer, and small businesses in Terre Haute are important. So I just, on our behalf, hope that you can keep us going, and that's basically I wanted to say. But with respect to all the neighbors who have been waiting to have their houses purchased, I've heard a couple of deals that went down. It sounded pretty fair. So keep up that fairness, and we'll all be friends. We'll walk away happy, but that's about all I have to say. We appreciate you coming.

Scott Carr- Would anyone else like to make a public comment from the podium this evening? Seeing none, I would remind the audience and all in attendance tonight that you may provide written comment via your public information packet, which can be submitted via in the mail by November the 12th. Additionally, on the table where you signed in at there are there is a sheet in which you can write a public comment for this evening and leave it with one of us when we conclude the public comment section, members of the team will continue to be present if you'd like to approach and have some informal conversations at that time. At this time, we will now conclude the public comment statement section of this meeting. Thank you.

PUBLIC COMMENT SESSION ENDS (6:45 PM EST)

From: mtkzferris@gmail.com
To: [Ryan Scott](#); [Michael Matel](#); [Daniel J. Isaacs](#); [Ron Francis](#); jholder@indot.in.gov
Subject: Overpass Project
Date: Thursday, October 31, 2024 2:19:53 PM

Two items:

First, I'm less concerned about the construction phase and more concerned about the demolition phase of acquired properties. We are a licensed foster care provider with children who have special needs, specifically, 3 with respiratory issues. We live in the immediate construction zone. Will we be informed prior to demolition and what steps are being made to mitigate the impact of airborne asbestos and other toxins during the demolition process?

Second, the impact on 6th Ave. was not discussed. We live on 6th Ave. between 13th and 14th Street. It appears 6th Ave. will dead end into 13th from the project design. Will it become 2 way or remain 1 way? Will there be a blind turn or will there be view in both directions onto 13th? Will it be controlled? It appears there will be a ramp up to 13th, is that the case? Since the church I work with also lets out of service onto 6th Ave., what is the route to the North you are recommending during construction and will the "road closed" signs be easy to navigate for our seniors? Will I be looking out the front of my house to see a wall and will that be lit given the high crime in the area?

I echo the sentiment of many at the meeting. In 2018, after a public meeting at the boys and girls club here, in the affected neighborhood, we had city officials and engineers schedule and come to the church and meet with us. They outlined the specific impact and gave us direct information to give to our members including a map to use for when members left the service heading north on 13th. We were told in order to receive funding, there had to be construction signs placed by November 2019. At least if we saw those faces walking around during the process, they were a familiar face since we are the ones actually living in the "war zone." During this second round, there has been no such decency or courtesy offered, just cold, public forums where anyone can ramble. What ever happened to common respect, decency and friendliness? It's easier to get behind a project when at least a hand shake has been offered.

Mike Ferris, Minister
Northside Church of Christ

1356 5th Ave.
Terre Haute, IN 47807
812-232-8922

Hebrews 13:2 "Do not neglect to show hospitality to strangers, for by this some have entertained angels without knowing it."

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Public Hearing Written Comment #1

Date Received: 10/31/2024 (via email)

Commentor Information: Mike Ferris, Minister, Northside Christian Church of Christ, 1356 5th Avenue, Terre Haute, IN 47807; 812-232-8922

Comment(s):

First, I'm less concerned about the construction phase and more concerned about the demolition phase of acquired properties. We are a licensed foster care provider with children who have special needs, specifically, 3 with respiratory issues. We live in the immediate construction zone. Will we be informed prior to demolition and what steps are being made to mitigate the impact of airborne asbestos and other toxins during the demolition process?

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I echo the sentiment of many at the meeting. In 2018, after a public meeting at the boys and girls club here, in the affected neighborhood, we had city officials and engineers schedule and come to the church and meet with us. They outlined the specific impact and gave us direct information to give to our members including a map to use for when members left the service heading north on 13th. We were told in order to receive funding, there had to be construction signs placed by November 2019. At least if we saw those faces walking around during the process, they were a familiar face since we are the ones actually living in the "war zone." During this second round, there has been no such decency or courtesy offered, just cold, public forums where anyone can ramble. What ever happened to common respect, decency and friendliness? It's easier to get behind a project when at least a handshake has been offered.

Project Sponsor Response(s):

Yes, it is typical protocol for the construction inspector or contractor to go door-to-door and let the nearby property owners know that construction is about to start. If no one is home, they will leave a note on the door which tells the property owner of the upcoming construction. This will be included as a firm commitment for this project. In addition, INDOT Standard Specifications related to asbestos testing and removal prior to demolition, no burning of demolition materials, and controlling fugitive dust in the construction area will be followed.

6th Avenue will be closed west of 13th Street as shown on the public hearing displays and plans. 6th Avenue will remain open between 13th Street and 14th Street and will be striped and signed for two-way traffic. Westbound traffic on 6th Avenue will be controlled by a stop sign at 13th Street. Northbound and southbound traffic on 13th

Street will be free flowing at 6th Avenue. 13th Street will be reconstructed on an incline starting at 6th Avenue and continuing north to the proposed bridge over CSX Railroad.

6th Avenue will be striped and signed for two-way traffic prior to the closure of 13th Street. Churchgoers can exit eastbound onto 6th Avenue then northbound along 14th Street to 8th Avenue. 8th Avenue can be used to access 19th Street to the east which is part of the official, signed detour route for northbound traffic bypassing the construction area.

Assuming your house is on the north side of the church and faces north, then yes, you will look out your front door towards the proposed bridge over CSX Railroad and associated MSE Walls. The project includes the addition of permanent lighting on the bridge and approaches, which will light up the surrounding grounds.

The public hearing and comment processes for federally funded projects is well established and includes (but is not limited to) the following elements:

- publishing a notice of the hearing in a widely circulated local newspaper (two times; once at least fifteen days before the hearing, and again at least seven days before the hearing date);
- detailing local public viewing locations (as well as online, if possible) for copies of the project plans and environmental document in the public notice;
- conducting a formal public hearing presentation followed by a recorded public comment session;
- allowing written public comments to be submitted for inclusion in the formal public record up to two weeks after the public hearing date;
- completion of a public hearing transcript and a documented list of all public comments received and project sponsor responses to those comments.

This process does not preclude the project sponsor from holding additional public meetings, including kitchen table meetings with individual property owners upon request.

Public Hearing Verbal Comment #1

Commentor: Kevin Southwood (area resident)

Summary of Comments:

1. Stated that he wishes the public notice published in the newspaper mentioned that the public would have the opportunity to provide comments at the hearing.
2. Asked if the roundabouts would be up in the air.
3. Stated that one roundabout could be constructed over the railroad tracks and shifted to more to the southeast of the existing intersection where there's open ground. Feels that such a design would be cheaper and less intrusive on peoples' properties along 13th Street and 8th Avenue.

Project Sponsor Response(s):

1. The public notice published in the newspaper mentioned multiple times that people would have the opportunity to provide recorded comments. Excerpts of the public notice language are shown below with specific callouts to the public comment session in bold and underlined.
 - ***“The City of Terre Haute and Indiana Department of Transportation (INDOT) will host a public hearing on October 29, 2024. There will be an open house from 5 PM to 6 PM, then a formal presentation at 6 PM followed by the opportunity to provide public comment.”***
 - ***“Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered, and addressed in subsequent environmental documentation.”***
2. Yes, the roundabouts and bridge will be elevated to provide a minimum vertical clearance of 23.3 feet over the railroad tracks.
3. Multiple design scenarios were considered during the initial planning stages of the project, including a single roundabout option. The current “dog bone roundabout” design is an adaptation of the single roundabout option. The current design improves the traffic flow from a single roundabout by enabling various traffic movements to occur without motorists having to go through the entire roundabout.

Public Hearing Verbal Comment #2

Commentor: Harold Seifers (6647 N. Clinton Street)

Summary of Comments:

1. Provided a summary of his history in the Terre Haute area, including operating a convenience store at 8th Avenue and 13th Street for 18 years, being a member of the Terre Haute Police Department for 43 years and working with the Safe Kids Coalition and on the Governor’s Council.
2. Stated that he believes the way this project has been handled over the last six years by those involved has been dirty and wrong. Feels that area residents were mislead by statements made at the initial public meetings where people were told to start looking for new places because their buildings were going to be torn down, and they would have to move. Explained that he owns a nearby house that he’s paid taxes on every year and that he was close to finalizing repairs to rent the house when talks of the project begun. He feels he’s missed out on six years of personal income by not renting the house and waiting for project decisions to be made.
3. Expressed that he fully agrees that something needs to be done to improve the intersection and provided personal accounts of how dangerous the area can be when trains are stopped, and people try and crawl under the trains to get to the other side.

4. Asked if there will be sidewalks throughout and what the project is going to do for access across the intersection for people in wheelchairs. Noted that there is a woman in the area that has no legs and many medical issues that must use her wheelchair on sidewalks to get to Union Hospital. Asked if she will continue to be able to use sidewalks or will she have to go into the roadway.
5. Asked when offers are going to be made to buy his properties, and how much he is going to get for them.

Project Sponsor Response(s):

1. Thank you for your comment and for your service to the City of Terre Haute and State of Indiana.
2. The project has taken longer than initially anticipated due to a variety of factors, not least of which is related to the federal environmental review process under the National Environmental Policy Act (NEPA). In 2022, due to changes in federal law during the environmental review, the project was elevated from a Categorical Exclusion document to an Environmental Assessment document. This change triggered the need for additional requirements to be met under the federal NEPA process.
3. Thank you for your personal account of the current issues related to safety in and around the intersection. The proposed project includes the separation of pedestrian traffic from train/railroad operations, which will address safety concerns such as people crawling under stopped train cars when trying to cross through the intersection of 8th Avenue and 13th Street.
4. The project will include the construction of ADA-compliant sidewalks on both sides of the roadways on all the approaches and across the proposed bridge structure to allow for continuous pedestrian access in all directions.

Details regarding pedestrian Maintenance of Traffic (MOT) during construction are as follows:

- 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.
- 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 for 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.

5. Offers to property owners will be sent once the environmental process is complete and an Environmental Assessment / Finding of No Significant Impact (EA/FONSI) is issued by INDOT and the Federal Highway Administration. Offers made for property acquisition will be at fair market value as determined by two qualified appraisers who are familiar with the project area.

Public Hearing Verbal Comment #3

Commentor: Todd Nation (area resident / City Council Member)

Summary of Comments:

1. Noted that there are many people in the project area who do not have cars and questioned how the project will look and be experienced by those on the ground such as pedestrians, bicyclists, those pushing baby carriages and those in wheelchairs.
2. Stated that he has experience in local government dealing with railroads and he knows that the railroad is seeing this project as a chance to minimize their liability.
3. Notes that the temporary closure of pedestrian facilities within the project area will be a burden on those people who rely on them for access.

Project Sponsor Response(s):

1. The project will include the construction of ADA-compliant sidewalks on both sides of the roadways on all the approaches and across the proposed bridge structure to allow for continuous pedestrian access in all directions. The grade changes required for the overpass will also require grade changes to sidewalk facilities, all of which will include slopes of less than 8% to achieve minimum required vertical clearance over the railroad.
2. Comment noted. Thank you.

3. It is noted that the project will have temporary negative impacts on the local community, including sidewalk closures/restrictions during construction. The City of Terre Haute is committed to improving local alleys prior to the start of construction and utilizing temporary pedestrian detours during construction to minimize impacts.

Public Hearing Verbal Comment #4

Commentor: Bill Heyman

Summary of Comments:

1. Provided a summary of he and his wife's business (Atlas Aquatic Gardens), which has operated at the intersection of 8th Avenue and 13th Street for almost 50 years.
2. Acknowledged that projects like these result in difficulties for both the project sponsors and their representatives as well as the property owners.
3. Noted that there are no zoos in Terre Haute and that his business has become a focal point of the city that provides a chance for kids to experience live animals and that he hopes to keep that going. Added that he is concerned about being able to keep it going with the financial offer that will be made and hopes that the project sponsor will consider the human element of the impact that this project will have on him and other small business owners in the area when making offers for compensation.

Response:

1. Comment noted. Thank you.
2. Comment noted. Thank you.
3. Fair market value assessments will be utilized when the time comes to make offers to purchase property for the project. Specifically, as outlined in the Environmental Assessment, the following commitments related to relocation compensation will be followed:
 - Even if property values come back low, the relocation agent will calculate a price differential payment (PDP) to account for the current 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.

ATTACHMENT C

FY 2024-2028 STIP



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	Multiple	PE	\$ 5,000,000.00	\$ 800,000.00	\$ 5,800,000.00					\$33,001,973.00
								Multiple	RW	\$11,392,619.00	\$4,737,315.00			\$16,129,934.00			
								Multiple	CN	\$ 4,218,000.00	\$1,053,500.00			\$ 5,271,500.00			
42522	1901778	ST 1043	Local Road Project	Intersection Improvement	Walash Avenue and 13th St in Terre Haute	Approved 8-21-23	Terre Haute		PE								
								Multiple	RW	\$ 1,104,000.00	\$ 276,000.00		\$ 1,380,000.00				\$ 2,340,430.00
								Multiple	CN	\$ 272,000.00	\$ 68,000.00	\$ 500,000.00	\$ 340,000.00				
	2500593		Local Road Project	Auxiliary Lanes, Two-way Left Turn	Margaret Dr. from Prairieton Rd. to 3rd St. (US 41/US 150)	Approved 8-21-23	Terre Haute		PE		\$ 500,000.00						
								Multiple	RW	\$ 2,293,000.00	\$ 573,250.00		\$ 250,000.00		\$ 2,866,250.00		\$ 3,616,250.00
								Multiple	CN								
	TH-26-IRP		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			
			Public Transportation	Preventative Maintenance	Terre Haute Urbanized Area.	Approved 8-21-23	THTU	5339		\$ 300,000.00	\$ 75,000.00	\$ 375,000.00					
								5339		\$ 152,647.00	\$ 38,162.00		\$ 190,809.00				\$ 947,427.00
								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			\$ 2,251,272.00
								5310		\$ 281,409.00	\$ 281,409.00			\$ 562,818.00	\$ 562,818.00		

ATTACHMENT D

UPDATED PROJECT COMMITMENTS

Indiana Department of Transportation

County Vigo

Route 13th Street and 8th Avenue

Des. No. 1900842 & 1801932

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)
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

Indiana Department of Transportation

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Route 13th Street and 8th Avenue

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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 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

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Route 13th Street and 8th Avenue

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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)
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)
29. The Contractor will not proceed with structure demolition activities without written authority from the Engineer. Upon receipt of written authority, and at least 24 hours prior to the start of demolition activities, the Contractor or Construction Inspector will go door-to-door and let nearby property owners know that construction is about to start. If no one is present at the property, the Contractor or Construction Inspector will leave a written notification of impending construction on the door. (INDOT ESD)

For Further Consideration:

30. 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)
31. 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)
32. 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)
33. 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)