

APPENDIX G: Public Involvement

Sample Notice of Survey Letter

June 3, 2022

NOTICE OF SURVEY

RE: Indiana Department of Transportation – Clear Creek Welcome Center
Vigo County, Indiana

Dear Mr. & Mrs. Abrams,

The Indiana Department of Transportation (INDOT) is currently planning to construct a new welcome center/rest area to replace the outdated Clear Creek Welcome Center located on the eastbound side of Interstate 70 (I-70) near the Town of West Terra Haute. INDOT has retained Janssen & Spaans Engineering, Inc. to complete the design of the new welcome center. I am Janssen & Spaans Project Manager for this project.

One of the components of this project is a 3-inch diameter sanitary sewer line to the welcome center site to replace an antiquated on-site sewer treatment plant. The proposed sewer will be constructed mostly within the right-of-way of Old U.S Hwy. 40 from the Town of West Terra Haute and across I-70 to the welcome center/rest area. At the location where the proposed sewer crosses Clear Creek, it will jog outside of Old U.S. Hwy. 40 and be installed beneath the creek by a directional bore method. The sewer will cross a small area at the northwest corner of your property.

Design of the new welcome center will require a combination of topographic survey work and environmental field work on all properties impacted by the project. This letter is also sent to you to inform you that it will be necessary for our surveyors and environmental subconsultant to come onto your property to complete this work in the vicinity of the proposed sewer. This is permitted by law per Indiana Code IC 8-23-7-26. These individuals will show you their identification, if you are available, before coming onto your property. The survey work will include mapping the location of features such as trees, fences and drives, and obtaining ground elevations. The environmental survey work will also include archaeological, wetlands and other environmental surveys that may include small shovel test excavations and photographic documentation. All excavations will be refilled immediately.

If you have questions or concerns about the proposed sanitary sewer or the surveys, please feel free to contact me by phone at (317) 254-9686, X-259, or by email at dhedlund@jsengr.com.

Sincerely yours,



David E. Hedlund, PE
Sr. Project Manager

APPENDIX H: Air Quality



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-Executive Office
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

April 26, 2022

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

Ms. Kelley Brookins, Regional Administrator
FTA Region 5
200 West Adams St.
Suite 320
Chicago, IL 60606-5253

Dear Mr. Hannon /Ms. Brookins:

The Indiana Department of Transportation is pleased to submit its Draft FY 2022-2026 Statewide Transportation Improvement Program (STIP) for review and comment by your offices.

Included in the final submitted document is a listing of the state’s expansion/preservation and local small urban and rural and rural transit projects. The following Metropolitan Planning Organization TIP’s will be included in the FY 2022-2026 STIP by reference, pending FHWA approval in May 2022.

Area Plan Commission of Tippecanoe County (APCTC)	FY 2022-2026
• <i>Version 3/10/2022</i>	
Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)	FY 2022-2026
• <i>Version 3/11/2022</i>	
Columbus Area Metropolitan Planning Organization (CAMPO)	FY 2022-2026
• <i>Version 3/22/2021</i>	
Delaware-Muncie Metropolitan Plan Commission (DMMPC)	FY 2022-2025
• <i>Version 12/15/2021</i>	
Evansville Metropolitan Planning Organization (EMPO)	FY 2022-2026
• <i>Version 3/10/2022</i>	
Kokomo-Howard County Governmental Coordinating Council (KHCGCC)	FY 2022-2026
• <i>Version 3/10/2022</i>	
Kentuckiana Regional Planning and Development Agency (KIPDA)	FY 2020-2025
• <i>Version 3/29/2022</i>	
Indianapolis Metropolitan Planning Organization (IMPO)	FY 2022-2025
• <i>Version 8/18/2021</i>	
Michiana Area Council of Governments (MACOG)	FY 2022-2026
• <i>Version 3/09/2022</i>	

Madison County Council of Governments (MCCOG)	FY 2022-2026
• <i>Version 7/13/2021</i>	
Northeastern Indiana Regional Coordinating Council (NIRCC)	FY 2022-2026
• <i>Version 3/28/2022</i>	
Northwestern Indiana Regional Planning Commission (NIRPC)	FY 2022-2026
• <i>Version 3/17/2022</i>	
Ohio-Kentucky-Indiana Regional Council of Governments (OKI)	FY 2020-2023
• <i>Version 03/10/2022</i>	
Terre Haute Area Metropolitan Planning Organization (THAMPO)	FY 2020-2024
• <i>Version 08/26/2021</i>	

In addition, INDOT has expanded our public involvement process by taking advantage of virtual meeting techniques and allowing accessibility to online documents, materials, virtual meeting registration, recorded virtual meetings, and comment forms. INDOT also leveraged our planning partner contacts (MPOs, RPOs, LTAP), social media, and notifications sent to local libraries, housing authorities, senior aging centers, and local newspapers across the state.

We greatly appreciate FHWA/FTA support in the development of the STIP 2022-2026 and look forward to working together to achieve our mutual goals. Should you have any questions pertaining to this amendment, please contact Michael McNeil, STIP Specialist at 317-232-0223 or at mmcneil@indot.in.gov.

Sincerely,



Michael Smith, Commissioner
Indiana Department of Transportation

- cc: (w/enclosure): FTA
 Michelle Allen, FHWA
 Jeffrey Brooks, INDOT
 Kristin Brier, INDOT
 Kathy Eaton-McKalip, INDOT
 Louis Feagans, INDOT
 Roy Nunnally, INDOT
 Larry Buckel, INDOT
 Jay Mitchell, INDOT
 Jason Casteel, INDOT
 Michael McNeil, INDOT



Federal Transit Administration
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253

U.S. Department
of Transportation

Federal Highway Administration
Indiana Division
575 N. Pennsylvania St., Rm 254
Indianapolis, IN 46204-1576

June 17, 2022

Mr. Michael Smith
Commissioner
Indiana Department of Transportation
100 N Senate Ave. N955
Indianapolis, IN 46204

SUBJECT: Indiana FY2022-2026 STIP Approval and Associated Federal Planning Finding

Dear Mr. Smith:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY2022-2026 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the INDOT request letter dated April 27, 2022.

Based on our review of the information provided, certifications of the Statewide and Metropolitan transportation planning processes for and within the state of Indiana, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), FHWA and FTA are jointly approving the FY2022-2026 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) directly incorporated into the STIP, subject to the corrective actions identified in the attached Federal Planning Finding (FPF) report. FHWA and FTA consider the projects in the 5th year for informational purposes only, and our approval does not exceed four years per 23 CFR 450.220(c).

FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FY2022-2026 STIP. At a minimum, the FPF verifies that the development of the STIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. FHWA and FTA find that the Indiana FY2022-2026 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective actions outlined in the FPF. This approval is effective June 17, 2022, and is given with the understanding that an eligibility determination of individual projects for funding must be met, and INDOT must ensure the satisfaction of all administrative and statutory requirements, as well as address the corrective actions outlined in the attached report. FHWA and FTA will continue to partner with INDOT to ensure the previously developed action plan (attached) is implemented to address the corrective actions. If progress is not made in addressing the corrective actions, future amendments to the FY2022-2026 STIP, or adoption of the FY2024-2028 STIP, may not be approved by USDOT.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Michelle Allen of the FHWA Indiana Division at (317) 226-7344, or by email at michelle.allen@dot.gov, or Mr. Jason Ciavarella of the FTA Region 5 Office at (312) 353-1653, or by email at jason.ciavarella@dot.gov.

Sincerely,

**KELLEY
BROOKINS** Digitally signed by
KELLEY BROOKINS
Date: 2022.06.13
10:08:34 -05'00'

Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,

**JERMAINE
R HANNON** Digitally signed by
JERMAINE R
HANNON
Date: 2022.06.13
15:57:46 -04'00'

Jermaine R. Hannon
Division Administrator
FHWA Indiana Division

cc: (transmitted by e-mail)
Louis Feagans, INDOT
Roy Nunnally, INDOT
Karen Hicks, INDOT

Attachments have been removed for the purposes of this NEPA document.

Indiana Department of Transportation (INDOT)
 State Preservation and Local Initiated Projects FY 2022 - 2026

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2022	2023	2024	2025	2026
Vigo County																	
Indiana Department of Transportation	1902855	M 17	I 70	Rest Area Modernization	Crawfordsville	.51	NHPP	\$36,051,277.00	Statewide Consulting	PE	\$342,090.00	\$38,010.00		\$380,100.00			
									Statewide Construction	CN	\$0.00	\$0.00					
									Statewide ROW	RW	\$0.00	\$0.00					
Performance Measure Impacted: Reliability and Freight Reliability																	
Location: Clear Creek Welcome Center Renovation																	
Comments:Funds in FY2023																	
Riley	2100474	Init.	MS NA	HMA Overlay, Preventive Maintenance	Crawfordsville	0	STBG	\$36,886.91	Local Funds	CN	\$0.00	\$9,221.73	\$9,221.73				
									Community Crossing Grant Fund	CN	\$27,665.18	\$0.00	\$27,665.18				
Performance Measure Impacted: Pavement Condition																	
Location: JEFFERSON ST, LAFAYETTE ST, SOUTH ST, VINE ST																	
Vigo County	2100529	Init.	MS NA	HMA Overlay Minor Structural	Crawfordsville	0	STBG	\$1,061,182.48	Community Crossing Grant Fund	CN	\$512,977.38	\$0.00	\$512,977.38				
									Local Funds	CN	\$0.00	\$548,205.10	\$548,205.10				
Performance Measure Impacted: Pavement Condition																	
Location: BONO RD, ELDRIDGE RD, FEREE DR, HAYTHORNE AV, WOODSMALL RD																	
Indiana Department of Transportation	2101264	Init.	I 70	Other Type Project (Miscellaneous)	Crawfordsville	0	NHPP	\$10,000.00	Gainsharing	RW	\$9,000.00	\$1,000.00				\$10,000.00	
Performance Measure Impacted: Safety																	
Location: over removed CSX RR, 0.57 mi E of US 41 (EB/WB)																	
Indiana Department of Transportation	41371 / 1800955	Init.	US 41	HMA Overlay, Preventive Maintenance	Crawfordsville	6.09	STBG	\$5,488,608.00	Road Consulting	PE	\$8,000.00	\$2,000.00	\$5,000.00	\$5,000.00			
									Road Construction	CN	\$4,386,886.40	\$1,096,721.60	\$5,000.00	\$5,478,608.00			
Performance Measure Impacted: Pavement Condition																	
Location: From SR 63 S Jct to 6.6 mi N of SR 63 (4 Lane section)																	
Comments:Include DES 1800955																	
Indiana Department of Transportation	41371 / 2000377	M 01	US 41	Bridge Thin Deck Overlay	Crawfordsville	0	STBG	\$549,168.00	Bridge Consulting	PE	\$40,000.00	\$10,000.00		\$50,000.00			
									Bridge Construction	CN	\$387,294.40	\$96,823.60		\$484,118.00			
Performance Measure Impacted: Bridge Condition																	
Location: 2.21 mi N S of jct SR 63, NB over Indiana RR																	

APPENDIX I: Additional Studies



Disclaimer: The data is provided pursuant to the Indiana Open Records Act. It represents accurate reproductions of the records on file with the Indiana Department of Transportation; however, [... more](#)

List View All DIRs

Record	1	of 1	Goto Record	go
Location ID	973021	MPO ID		
Type	SPOT	HPMS ID		
On NHS	Yes	On HPMS	No	
LRS ID	18400000700002A01	LRS Loc Pt.	0.2439155	
SF Group	U1_SWG	Route Type	Interstate	
AF Group	U1_A	Route	70	
GF Group	U1_SWG	Active	Yes	
Class Dist Grp		Category		
Seas Clss Grp				
WIM Group				
QC Group	JUR1SHORT			
Funct'l Class	Interstate	Milepost		
Located On	I 70 002 RAMP A			
Loc On Alias	I-70 002A (REST AREA RAMP 002A) (REST)			
More Detail				
STATION DATA				

Directions: 1-WAY POS 1

AADT


Year	AADT	DHV-30	K %	D %	PA	BC	Src
2021	749	72	10		239 (32%)	509 (68%)	
2020	524 ³		7		152 (29%)	371 (71%)	Grown from 2019
2019	597	43	7		173 (29%)	423 (71%)	
2018	715 ³		10		281 (39%)	433 (61%)	Grown from 2017
2017	705	68	10		277 (39%)	427 (61%)	










1-5 of 9











Travel Demand Model										
Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV	

VOLUME COUNT			
	Date	Int	Total
👁	Wed 3/10/2021	15	886
👁	Tue 3/9/2021	15	695
👁	Mon 1/28/2019	15	537
👁	Wed 3/8/2017	15	779
👁	Tue 3/7/2017	15	706
👁	Wed 6/11/2014	60	1,054
👁	Tue 6/10/2014	60	1,037
👁	Tue 9/15/2009	60	973
👁	Mon 9/14/2009	60	1,030

VOLUME TREND	
Year	Annual Growth
2021	43%
2020	-12%
2019	-17%
2018	1%
2017	-30%
2016	0%
2015	5%
2014	-2%

	
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SPEED					
	Date	Int	Pace	85th	Total
	Wed 3/10/2021	15	25 - 35	39	886
	Tue 3/9/2021	15	25 - 35	36	695
	Wed 3/8/2017	15	0 - 40	43	779
	Tue 3/7/2017	15	0 - 40	43	706
	Wed 6/11/2014	60	0 - 40	39*	1,054
	Tue 6/10/2014	60	0 - 40	39*	1,037
	Tue 9/15/2009	60	0 - 40	39*	973
	Mon 9/14/2009	60	0 - 40	39*	1,030
					

CLASSIFICATION			
	Date	Int	Total
	Wed 3/10/2021	15	886
	Tue 3/9/2021	15	695
	Mon 1/28/2019	15	537
	Wed 3/8/2017	15	779
	Tue 3/7/2017	15	706
	Wed 6/11/2014	60	1,054
	Tue 6/10/2014	60	1,037
	Tue 9/15/2009	60	973
	Mon 9/14/2009	60	1,030
			

WEIGH IN MOTION 

PER VEHICLE



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N725
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Michael Smith, Commissioner

Excerpt

Pages pertaining to facilities other than Clear Creek Welcome Center have been intentionally removed

Indiana Department of Transportation

Facilities Management Division

Rest Area and Truck Parking Plan

REVISED

12/28/22

Introduction and Objective

The Indiana Department of Transportation currently operates 28 rest area and welcome center properties across the state. The goal of these facilities is to serve the traveling public by providing opportunities for travel breaks on the interstate system. With safety as a primary consideration, this plan seeks to layout guidelines as well as recommendations for the future of the Indiana Department of Transportation Rest Area and Welcome Center Portfolio.

INDOT's current 28 properties are an average of 36 years old. As these facilities age it is important to develop a comprehensive plan for future investment. Among other considerations, there were five major criteria considered in the development of this plan:

1. Distance between INDOT owned Rest Areas/Welcome Centers
2. Location of private sector travel break opportunities
3. Number of truck parking spaces available
4. Overall usage and truck parking capacity rates
5. Priority of Welcome Center Facilities

The overall objective of this plan is to use the criteria listed above to determine the need for future capital investments. As seen in the coming pages, it is proposed that INDOT reconfigure many rest area and welcome center properties across the state. This investment will provide the opportunity to increase the total number of INDOT's truck parking spaces by 1,177. This will be achieved through complete property overhauls. The plan calls for construction of ten new welcome centers, the addition of two new rest areas on I69 in southern Indiana, seven rest area transitions to truck parking only facilities, two new truck parking only facilities on I69 in southern Indiana, and five complete rest area property closures.

Through this plan INDOT will transform the welcome center properties into destinations that will welcome the travelling public to Indiana. These new welcome centers will provide Indiana historical and regional highlights, pet amenities, and an opportunity for light recreation and play.

In addition, the new facilities will reduce annual maintenance and repair costs by replacing the aging infrastructure with new, modern, efficient and in many cases sustainable infrastructure. Full time property management will ensure these properties remain in excellent condition moving forward.

Separate from this plan are the rest areas and travel plazas located along the Indiana Toll Road. These properties are managed separately by a different organization and adhere to different requirements. Future planning for these properties is outside the scope of this document.

Distance between INDOT Facilities and Location of Private Sector Travel Break Opportunities

Past recommendations from the Federal Highway Administration have indicated that rest area properties should be spaced within an hour's drive of each other. As development has increased since the construction of many of Indiana's rest areas the frequency of locations requires reconsideration. Like other state DOTs, for this plan, INDOT has adapted a general guideline extending the distance between these properties. As shown in this plan, most of the travel break opportunities are in the form of INDOT Rest Areas and Welcome Centers, however, in some cases there is a clear opportunity for the private sector to serve the traveling public for these breaks. *See Exhibit A-H.*

With the noted exceptions mentioned in the below plan, INDOT has utilized a standard of approximately 100 miles between travel break opportunities.

Number of Truck Parking Spaces Available

This plan provides a significant focus on truck parking availability. Ensuring the trucking industry has ample locations for their mandated rest breaks is a critical safety component of Indiana's Rest Area and Welcome Center network.

This plan considers current truck parking availability at INDOT facilities and attempts to set a standard of how many spaces should be considered when constructing or reconfiguring locations. Looking at other state DOT's standards and INDOT's current facilities this plan calls for the following:

- New rest area locations should seek to provide no less than 75 truck parking spaces.
- New welcome center locations should seek to provide between 75-150 truck parking spaces based on demand and current capacity rates.
- New truck parking only locations should seek to provide no less than 75 truck parking spaces.

In determining these recommended amounts each property was reviewed for current occupancy rates during peak truck parking hours as well as the proximate to other private sector truck parking opportunities. Capacity rates provide an indicator for adequate lot size necessary to meet demand.

Overall Usage and Truck Parking Capacity Rates

When considering the needs of the traveling public, INDOT reviewed the Average Annual Daily Traffic counts for the various locations and compared them with the location considerations mentioned above. These counts were weighed when recommending the reorganization of properties.

Indiana Rest Area and Welcome Center AADT					
Rest Area	RA Ramp AADT 2021	RA Ramp AADT 5 Yr. Average	Rest Area`	RA Ramp AADT 2021	RA Ramp AADT 5 Yr. Average
Greenfield EB (I-70, MM 107)	1536	1374	Wolcott SB (I-65, MM 195)	926	967
Michigan City WC WB (I-94, MM 43)	1505	1211	Plainfield EB (I-70, MM 64)	905	931
Lebanon NB (I-65, MM 148)	1496	1357	Kankakee WC SB (I-65, MM 231)	899	963
Centerville WC (I-70, MM 143)	1472	1247	Batesville WC (I-74, MM 151)	839	916
Henryville SB (I-65, MM 22)	1417	1273	Auburn NB (I-69, MM 325)	780	756
Henryville WC NB (I-65, MM 22)	1402	1157	Kankakee NB (I-65, MM 231)	759	705
Pipe Creek NB (I-69, MM 251)	1324	1147	Clear Creek WC EB (I-70, MM 2)	749	692
Lebanon SB (I-76, MM 148)	1313	1323	Spring Creek WC EB (I-74, MM 1)	658	691
Taylorsville NB (I-65, MM 72)	1298	1150	Nancy Hanks WB (I-64, MM 59)	600	623
Greenfield WB (I-70, MM 107)	1189	1118	Black River WC EB (I-64, MM7)	507	461
Pipe Creek SB (I-69, MM 251)	1186	1202	Lizton EB (I-74, MM 57)	506	481
Taylorsville SB (I-65, MM 74)	1124	1077	Nancy Hanks EB (I-64, MM 59)	490	565
Wolcott NB (I-65, MM 195)	1069	1024	Pigeon Creek WC SB (I-69, MM345)	472	643
Plainfield WB (I-70, MM 64)	950	945	Lizton WB (I-74, MM 57)	461	570

In addition, INDOT is in the process of rolling out a Truck Parking Information Management System (TPIMS). When fully operational, it will allow for the collection of real-time truck parking occupancy rates for several rest areas and welcome centers across the state. The system is still in the beginning phases of the roll-out, however, for this plan, we have utilized visual count data that has been collected for validation of the system. Below are early numbers of truck parking space fill rates for the peak weekday overnight hours between 10 pm and 7:59 am.

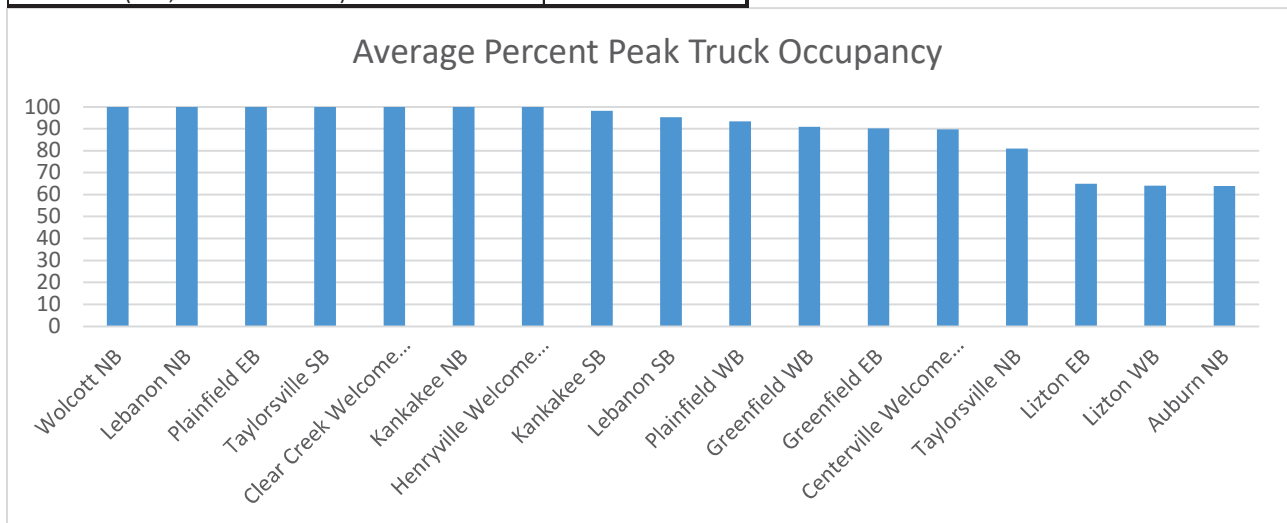
Counts were collected during these peak hours and averaged to determine estimated fill occupancy. Excluding daytime hours when truck lots are less full allows us to obtain a clearer understanding of the average rate in which a rest area is at capacity during high demand.

INDOT plans to continue to conduct visual truck parking count inspections. More locations will be added to the system as it is developed.

Average Peak Truck Occupancy (Between 10pm and 7:59am)	
Rest Area	Average Percent at Capacity During Peak Hours
Wolcott NB (I-65, Mile Marker 195)	100
Lebanon NB (I-65, Mile Marker 148)	100
Plainfield EB (I-70, Mile Marker 64)	100
Taylorsville SB (I-65, Mile Marker 74)	100
Clear Creek Welcome Center (I-70, Mile Marker 2)	100
Kankakee NB (I-65, Mile Marker 231)	100
Henryville Welcome Center (I-65, Mile Marker 22)	100
Kankakee SB (I-65, Mile Marker 231)	98
Lebanon SB (I-65, Mile Marker 148)	95
Plainfield WB (I-70, Mile Marker 64)	93
Greenfield WB (I-70, Mile Marker 107)	91
Greenfield EB (I-70, Mile Marker 107)	90
Centerville Welcome Center (I-70, Mile Marker 143)	90
Taylorsville NB (I-65, Mile Marker 72)	81
Lizton EB (I-74, Mile Marker 57)	65
Lizton WB (I-74, Mile Marker 57)	64
Auburn NB (I-69, Mile Marker 325)	64

It's important to keep in mind these are preliminary numbers based on several visual accounts. When the TPIMS system is fully functional it will provide actual counts with much greater frequency than these visual counts.

Included in the budget estimates for the projects proposed within this document are funds to continue the roll out of the TPIMS. It is the goal to further develop the network of TPIMS locations. If a property does not have the system currently it will once it has been reconstructed. If a property already has the system, it will be reinstalled.



Welcome Center Priority

In recent years, INDOT has strategically chosen to focus on the renovation and investment of Welcome Center Properties. These are seen as gateways to Indiana for the traveling public and provide an opportunity to make a positive first impression to visitors. INDOT's new standard of Welcome Center seeks to provide design elements that match the region in which it is located. It is expected that these buildings and properties will be larger and provide a higher standard of design features.

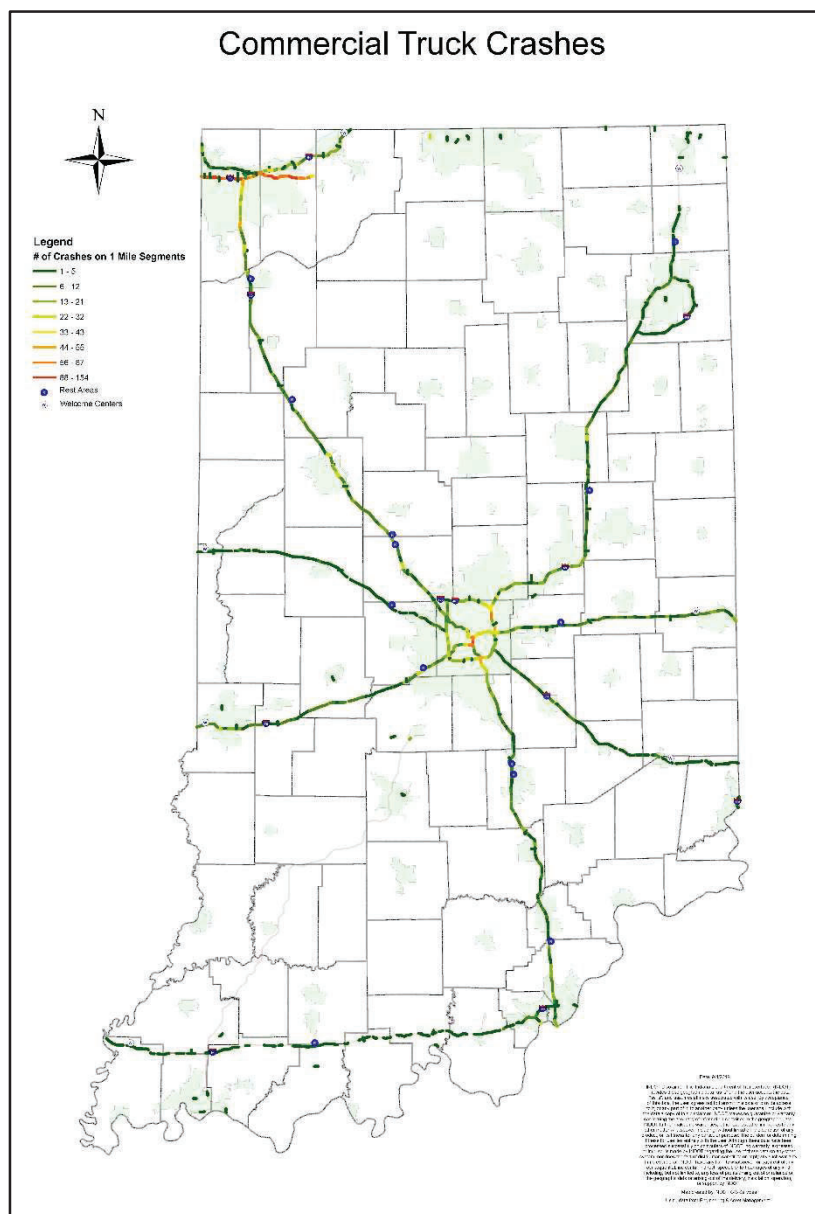
The recommendations provided in this document puts a priority on these locations for reinvestment.

Safety

In addition to the five criteria mentioned above, special focus was given to the safety function of these properties. A large component of this is parking access for the trucking industry. It is the goal of this plan to supplement private sector truck parking opportunities with public sector facilities where demand is needed.

As shown in the map to the right, the volume of commercial truck crashes is greatest in northwest Indiana and around the Indianapolis Metropolitan Area. Data used to populate this heat map was compiled from July 1, 2016, to June 30, 2019, and represents all commercial truck crashes reported for this period.

Proposed in this plan are truck-parking-only facilities, a new type of property for the INDOT Rest Area and Welcome Center Portfolio. It is recommended that nine existing rest area properties be transitioned to these truck-only locations. The majority of these transitions will take place at the rest areas located



around the Indianapolis area as well as the Kankakee Northbound Rest Area located on I-65 in Northwest Indiana. Most of the locations selected have shown maximum capacity rates during peak overnight hours. Additionally, this transition provides added space capacity in the areas that have the highest commercial truck crashes.

When considering the safety aspects of rest areas and welcome centers, it's important to review any weaknesses highlighted by the Jason's Law Survey. Previous submissions of this survey have shown INDOT's truck parking facilities are at or near capacity. These weaknesses are being addressed by increasing the quantity of spaces across the state. Additionally, by continuing the roll out of the TPIMS at additional properties it is the goal that INDOT will have greater insight into exact locations where truck parking demand is the highest.

Recommendations by Corridor

The details provided in the following sections are separated by a corridor. For easier review, this plan separates I-70, I-65, and I-69 each into two different sections using Indianapolis/I-456 and the respected state lines as breaking points.

I-65, Northern Corridor

INDOT operates 6 rest area properties on the northern I-65 corridor, running approximately 139 miles from Indianapolis to Northwest Indiana. Counts of INDOT owned truck parking spaces for this segment are as follows:

- Northbound – Total of 89 Truck Spaces
 - Kankakee Northbound, mile marker 231 – 56 truck spaces
 - Wolcott Northbound, mile marker 195 – 13 truck spaces
 - Lebanon Northbound, mile marker 148 – 20 truck spaces
- Southbound – Total of 90 Truck Spaces
 - Kankakee Southbound, mile marker 231 – 56 truck spaces
 - Wolcott Southbound, mile marker 195 – 13 truck spaces
 - Lebanon Southbound, mile marker 148 – 21 truck spaces

Recommendations:

Because the Wolcott Rest Areas fall only 36 miles from the Kankakee Rest Areas and 47 miles from the Lebanon Rest Areas, it is recommended that these properties be closed. Additionally, Wolcott is not currently connected to water or sanitary services and will require significant investment to bring conditions of this site up to current operating standards. This would reduce a total of 13 spaces northbound and 13 spaces southbound on this corridor.

To make up for the reduced truck parking spaces, a renovation project for what will be the Kankakee Welcome Center (southbound) is currently in the construction phase. Additional land has been

closed once the new spaces at Taylorsville become available (*See Exhibit E*). This would give a net reduction of 27 spaces overall for the southbound portion of this corridor.

Given that Henryville Southbound and Taylorsville Southbound are only 52 miles apart, the closure of Henryville Southbound adheres to the standard of approximately 100 miles between travel break opportunities. Additionally, Henryville Southbound is the only complete property closure recommended in this plan that is close to the border of another state. With this closure, the next public sector truck parking location Southbound on I-65 can be found in Bullitt County, Kentucky at mile marker 114. This means the proposed Taylorsville Southbound Truck Parking Property will be approximately 97 miles north of the next public sector location (the Bullitt County, Kentucky Welcome Center).

Total I-65 Southern Corridor Net Truck Parking Count Recommendation: Northbound Net 111 space increase; Southbound Net 27 space decrease

I-70, Eastern Corridor

INDOT operates 3 rest area properties on the eastern I-70 corridor, running approximately 66 miles from Indianapolis to the Ohio/Indiana Stateline. Counts of INDOT managed truck parking spaces for this segment are as follows:

- Westbound – Total of 255 Truck Spaces
 - Centerville Welcome Center Westbound, mile marker 143 – 156 truck spaces
 - Greenfield Westbound, mile marker 107 – 99 truck spaces
- Eastbound – Total of 194 Truck Spaces
 - Greenfield Eastbound, mile marker 107 – 194 truck spaces

Recommendations:

There are no recommendations at this time to make any modifications or capital investments to this corridor's rest area/welcome center facilities. Both Greenfield Rest Areas were constructed in 1999. The Centerville Welcome Center was constructed in 2010. Given the spacing between these properties, private sector development, and peak occupancy rates of these locations (approximately 90% average peak occupancy rate) these locations are well-positioned to service the need of the traveling public.

Total I-70 Eastern Corridor Net Truck Parking Count Recommendation: Net 0 Net space increase

I-70, Western Corridor

INDOT operates 3 rest area properties on the western I-70 corridor, running approximately 73 miles from the Illinois/Indiana Stateline to Indianapolis. Counts of INDOT managed truck parking spaces for this segment are as follows:

- Westbound – Total of 30 Truck Spaces
 - Plainfield Westbound, mile marker 64 –30 truck spaces

- Eastbound – Total of 78 Truck Spaces
 - Plainfield Eastbound, mile marker 64 – 30 truck spaces
 - Clear Creek Welcome Center, mile marker 2 – 48 truck spaces

Recommendations:

Being 28 years old, the Clear Creek Welcome Center is beginning to show its age and is on target for reconstruction in 2023. At that time, it is recommended that truck parking spaces be increased from 48 to 128. The site will require reconfiguration and additional property acquisition to support the increase in truck parking spaces.

Additionally, it is recommended that the Plainfield Eastbound Rest Areas be transitioned into a truck-parking-only facility. Due to peak occupancy rates averaging around 100% capacity, increasing the number of truck parking spaces from 30 to the new standard of 75 is needed.

Similarly, due to high demand and the availability of private sector travel breaks (See *Exhibit F*) it is recommended that Plainfield Westbound be a transition into a truck-parking only facility. 45 truck parking spaces should be added to the property to bring the total count to 75 for this property.

Total I-70 Western Corridor Net Truck Parking Count Recommendation: Westbound Net 45 space increase; Eastbound Net 125 space increase

I-74, Eastern Corridor

INDOT operates one Welcome Center property on the I-74 eastern corridor, running approximately 77 miles from Indianapolis to the Ohio/Indiana Stateline. Counts of INDOT managed truck parking spaces for this segment are as follows:

- Westbound – Total of 40 Truck Spaces
 - Batesville Welcome Center, mile marker 151 – 40 truck spaces

Recommendations:

Continuing with the theme of ensuring INDOT’s Welcome Centers provide an inviting presence to the traveling public, the Batesville Welcome Center is programmed to be renovated, beginning design in FY27. The existing building was constructed in 2005 and is already connected to water and sanitary sewer service. The property is large enough for potential reconfiguration to accommodate additional truck parking spaces to meet the INDOT standard for 100 truck parking spaces at Welcome Centers.

Total I-74 Eastern Corridor Net Truck Parking Count Recommendation: Westbound Net 60 space increase

I-74, Western Corridor

INDOT operates two rest areas and one welcome center property on the I-74 western corridor, running approximately 73 miles from the Indiana/Illinois Stateline to Indianapolis. Counts of INDOT managed truck parking spaces for this segment are as follows:

I-64 Corridor

INDOT operates one welcome center property and two rest areas on the I-64 corridor, running approximately 124 miles along southern Indiana from the Illinois/Indiana Stateline to the Kentucky/Indiana Stateline. Counts of INDOT managed truck parking spaces for this segment are as follows:

- Eastbound – Total of 29 Truck Spaces
 - Black River Welcome Center Eastbound, mile marker 7 – 15 truck spaces
 - Nancy Hanks Rest Area Eastbound, mile marker 59 – 14 truck spaces
- Westbound – Total of 14 Truck Spaces
 - Nancy Hanks Rest Area Westbound, mile marker 59 – 14 truck spaces

Recommendations:

Continuing the theme of revitalizing Indiana Welcome Centers, reconstruction of the Black River Welcome Center is programmed to bid in 2023. The site will require a connection to water and sanitary sewer. Additionally, the property is large enough to accommodate increased truck parking spaces without purchasing additional land. The goal during design will be to reconfigure the property to achieve 75 truck parking spaces.

With the increased truck parking availability at Black River Welcome Center, it is recommended that Nancy Hanks Eastbound be closed once the renovation of the welcome center is complete. Although the Black River Welcome Center and Nancy Hanks Eastbound are approximately 50 miles apart, there are three large private sector travel stops located at milepost 25 on I-64. These private facilities shorten the distance between resting opportunities for the traveling public on this corridor (see attached *Exhibit H*).

Nancy Hanks Westbound should remain in operation as a truck parking only facility. It is well-positioned in the center of the corridor to provide truck parking. The general travel public has an opportunity for a rest break at exit 63, just four miles east of the Nancy Hanks Rest Areas. Converting this property into a truck-parking-only facility will allow for the addition of 61 truck spaces at the site.

Total I-64 Corridor Net Truck Parking Count Recommendation: Eastbound Net 46 space increase; Westbound Net 61 space increase

Planned Design

This plan takes a new approach to the design of INDOT's Rest Area and Welcome Center Portfolio. As mentioned in previous sections of the document, one major objective of this capital investment is to improve the standard quality of INDOT's Welcome Centers. These locations will incorporate regional aspects of their location in the design elements of the building and property. These designs will be unique and provide a positive impression on the traveling public entering the State of Indiana.

Additionally, this plan calls for the transitioning of several traditional rest areas into truck parking only locations. These properties will dedicate as much space as possible to truck parking spots while also reducing operating costs. Each of these nine locations will have 75 truck spaces after reconfiguring the property.

The truck parking only locations will include a scaled down restroom facility without the lobby that is found in traditional rest areas and will be designed to be durable with a long-life cycle.

Estimated Cost

The plan outlined above will be implemented through the course of 11 fiscal years. Careful coordination has been done with the INDOT Project Finance Division to ensure estimated costs are programmed in accordance with funding forecasts. It is anticipated federal dollars will be used wherever applicable. It is also noted that state dollars will be used for the complete closure of any rest area.

The total cost of this 10-year plan is estimated at \$563M.

All estimated dollars include land acquisition, design fees, site improvements, parking lot upgrades, utility connection cost, building construction, and installation of additional TPIMS infrastructure.

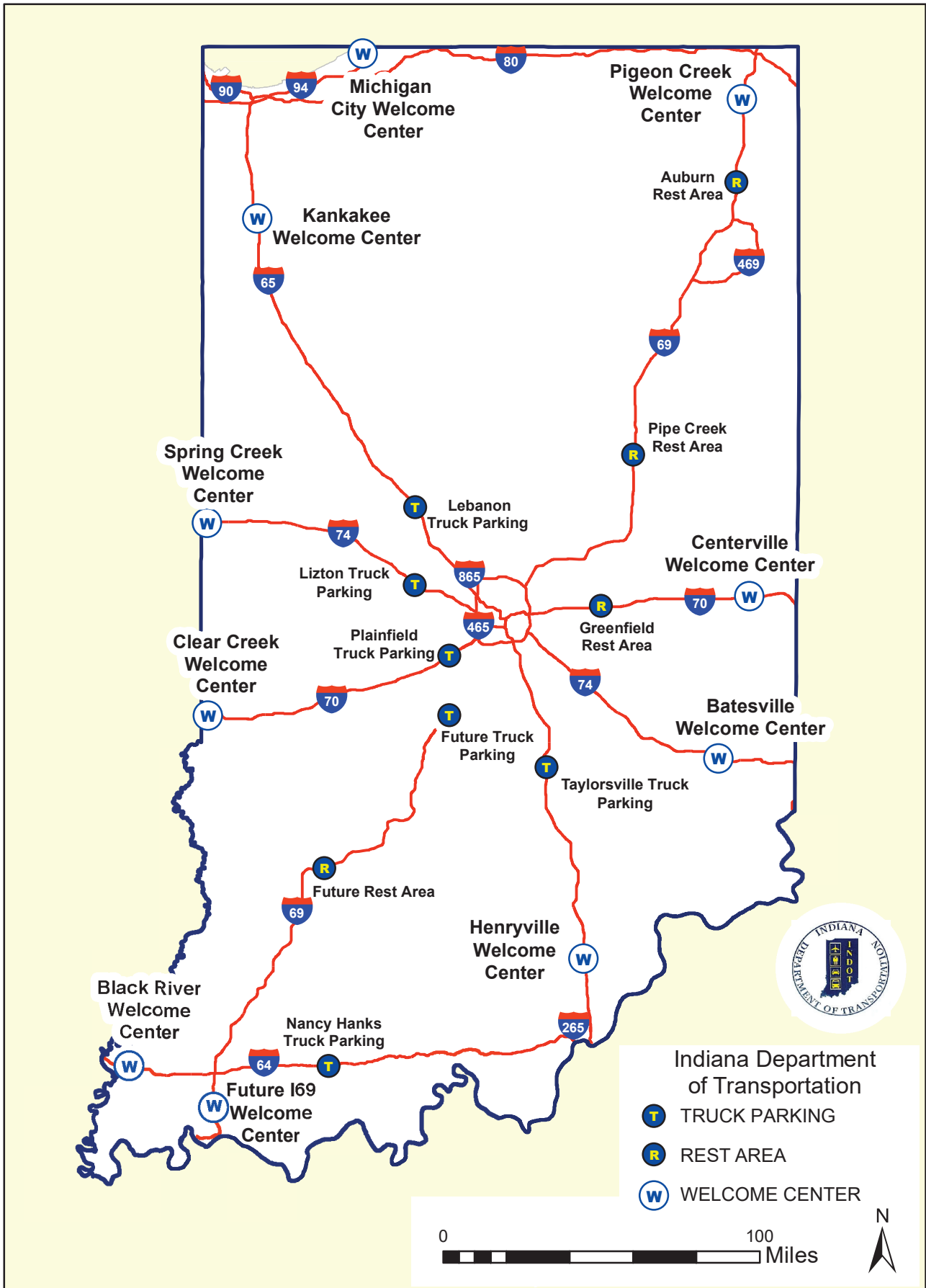
Summary and Conclusion

This plan calls for an overall net increase of 1,177 truck parking spaces across the state. These strategically positioned increases are intended to optimize tax-payer investment while increasing safety to the traveling public. Below is a summary of the overall recommendation of the plan as well as a breakdown of planned net truck parking spaces:

- Ten new welcome centers
- Two new Rest Areas
- Two new truck-parking-only facilities
- Seven rest area transitions to truck-parking-only facilities
- Five complete property closures
- Five facilities to remain in operation without capital investment

Corridor	Current	Proposed	Net Change
I-64 Truck Parking Spaces	43	150	107
I-65 Truck Parking Spaces	376	656	280
I-69 Truck Parking Spaces	255	684	429
I-70 Truck Parking Spaces	557	714	157
I-74 Truck Parking Spaces	145	275	130
I-94 Truck Parking Spaces	26	100	74
TOTAL:	1,402	2,579	1,177

Exhibit I - Proposed Rest Area and Welcome Center Portfolio



**INTERSTATE 70 CLEAR CREEK WELCOME CENTER
WASTEWATER FEASIBILITY STUDY
FINAL REPORT**

Indiana Department of Transportation

June 17, 2022

PREPARED BY

**BEAM, LONGEST & NEFF, LLC.
8320 Craig Road
Indianapolis, Indiana 46250
Telephone: 317-849-5832
Fax: 317-841-4280**

BLN JOB NO. 220005

1. EXECUTIVE SUMMARY

1.1. Project Need

The I-70 Clear Creek Welcome Center near West Terre Haute is served by an onsite wastewater treatment plant. The intent is to eliminate this onsite treatment plant and receive wastewater services from a local municipality

BLN has reviewed the draft report of the Clear Welcome Center Wastewater Utility Feasibility Study completed by DLZ in November 2019. The report investigated two options for wastewater utility services to the Clear Creek Welcome Center with the Town of West Terre Haute being the more cost-effective option for sanitary service.

1.2. Recommended Alternative

BLN has proceeded in discussions with the Town of West Terre Haute to provide sanitary service to the Clear Creek Welcome Center. The Town will accept the wastewater flow and the Town will take over ownership after the facilities are constructed. INDOT will be responsible for construction of the infrastructure and pay a monthly fee for service. INDOT will coordinate the Agreement directly with the Town of West Terre Haute.

BLN has prepared two alternatives for possible connection points to the West Terre Haute system. The recommended alternative is Option A which will connect into an existing lift station. This option is the shortest route and least expensive. The sanitary service will be 6,500 LF or 1.2 miles of 3-inch force main. The estimated construction cost for the sanitary service is \$1,193,000.00. Both options are described in Section 2 of the report.

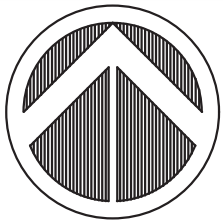
2. SERVICE ROUTES

2.1. Sanitary Service

Two routes have been investigated for the sanitary service.

Option A starts with a duplex grinder station at the Welcome Center then the force main crosses I-70 and continues North to the north side of National Highway to an existing lift station. Based on information from Straeffer Pump, this lift station was designed for 80 gpm. It is our understanding that the only homes connected are the trailer park to the Northwest of the station. Based on an aerial house count there are 30 trailers. Using 200 GPD per trailer (from 327 IAC), the average daily flow is 6,000 GPD. This means the station would run an average of 75 minutes per day. Using a peaking factor of 4, the peak flow rate would be 17 GPM. The new lift station at the Welcome Center will have a design capacity of 40 GPM. Therefore, it is our opinion that this lift station will have sufficient capacity. Due to terrain issues and the apparent location of other utilities, the most feasible location for the new force main is within the county right-of-way in the pavement area. BLN has been in contact with Vigo County Highway Department and they are agreeable to this. They did request that we do try to avoid their right-of-way for the Clear Creek crossing. The road structure that is currently in that location is in poor condition and will be replaced in the near future. The sanitary service will be 6,500 LF or 1.2 miles of 3-inch force main. The estimated construction cost for the sanitary service is \$1,193,000.00. It is estimated that there will be 5 easements required for the force main. One of the easements would be on the north side of I-70 as the main crosses the interstate, two would be for the creek crossing and two will be where the force main connects to the lift station.

Option B starts with a duplex grinder station at the Welcome Center then the force main crosses I-70 and continues North to Old US 40. From there, the route continues to the East to Darwin Road where it will connect to an existing 8-inch gravity sewer. Due to terrain issues and the apparent location of other utilities, the most feasible location for the new force main is within the county right-of-way in the pavement area. The sanitary service will be 13,000 LF or 2.5 miles of 3-inch force main. The estimated construction cost for the sanitary service is \$1,722,000.00. It is estimated there would be 3 easements required for this option. The two at the connection point in Option A would not be required but the other three mentioned above would be the same.



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SCALE: 1"=500'



CLEAR CREEK REST STOP

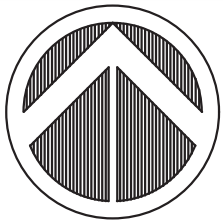
5494 W 21ST RD, WEST TERRE HAUTE, IN 47885

INDOT

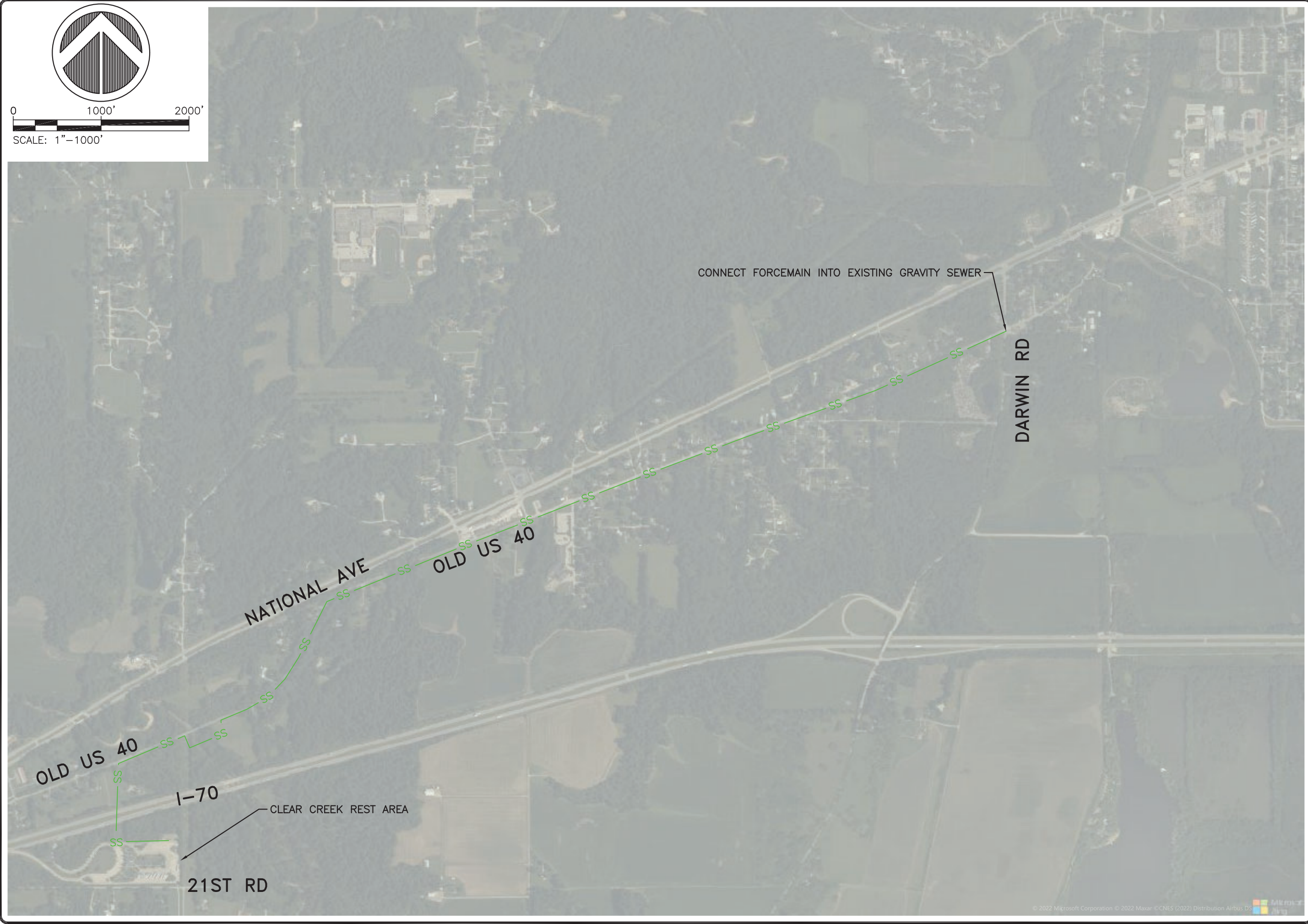
100 N SENATE AVE, INDIANAPOLIS, IN 46204

WASTEWATER ALIGNMENT – OPTION A

DATE: 05/25/2022	CHECK: BAB
DESIGN: LMM	DRAWN: TBE
PROJECT NO. 220005	
SHEET NO. 1 OF 01	



0 1000' 2000'
SCALE: 1" = 1000'



CLEAR CREEK REST STOP

5494 W 21ST RD, WEST TERRE HAUTE, IN 47885

INDOT

100 N SENATE AVE, INDIANAPOLIS, IN 46204

WASTEWATER ALIGNMENT - OPTION B

DATE: 05/25/2022	CHECK: BAB
DESIGN: LMM	DRAWN: TBE
PROJECT NO. 220005	
SHEET NO. 1 OF 01	

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated March 2022)

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

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.

All **Tables** Maps Pages

American Community Survey

B17001 | POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

2021: ACS 5-Year Estimates Detailed Tables | Universe: Population for whom poverty status is determined

Notes | Geos | Years | Topics | Surveys | Codes | Hide | Transpose | **Margin of Error** | Restore | Excel | CSV | ZIP | Print | Map

	Sugar Creek township, Vigo County, Indiana		Census Tract 104, Vigo County, Indiana	
Label	Estimate	Margin of Error	Estimate	Margin of Error
▼ Total:	6,760	±169	3,546	±395
▼ Income in the past 12 months below poverty level:	1,498	±529	840	±486

American Community Survey

B03002 | HISPANIC OR LATINO ORIGIN BY RACE

2021: ACS 5-Year Estimates Detailed Tables | Universe: Total population

Notes | Geos | Years | Topics | Surveys | Codes | Hide | Transpose | **Margin of Error** | Restore | Excel | CSV | ZIP | Print | Map

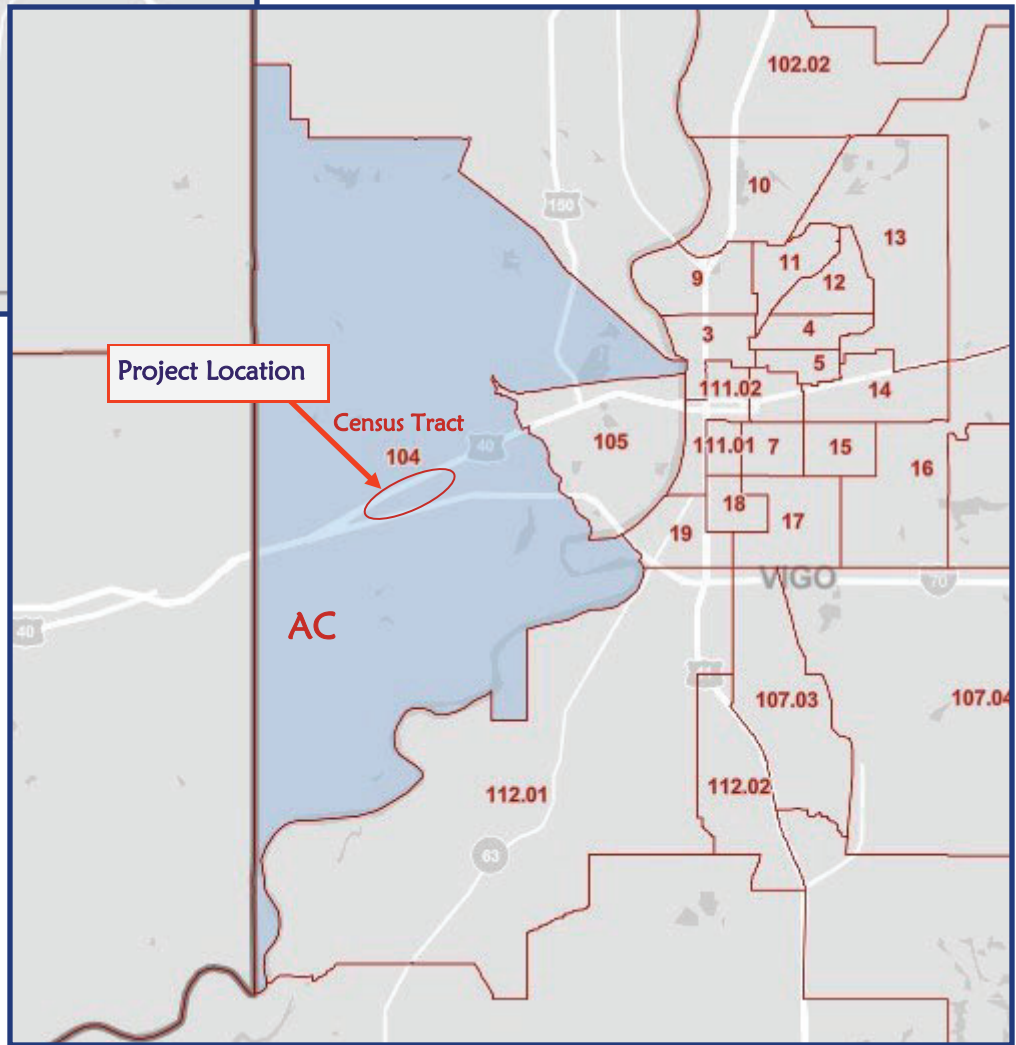
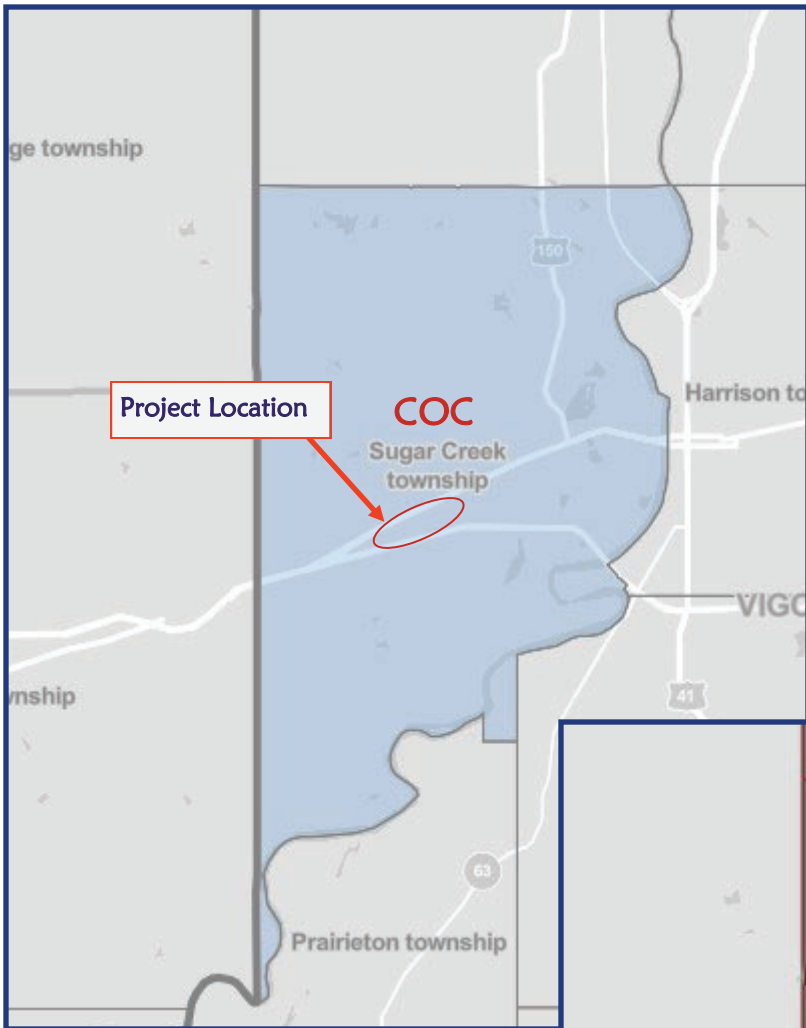
	Sugar Creek township, Vigo County, Indiana		Census Tract 104, Vigo County, Indiana	
Label	Estimate	Margin of Error	Estimate	Margin of Error
▼ Total:	7,162	±25	3,697	±433
▼ Not Hispanic or Latino:	7,125	±42	3,697	±433
White alone	6,885	±130	3,605	±438
Black or African American alone	107	±81	49	±57
American Indian and Alaska Native alone	6	±10	6	±10
Asian alone	0	±17	0	±12
Native Hawaiian and Other Pacific Islander alone	0	±17	0	±12
Some other race alone	0	±17	0	±12
▼ Two or more races:	127	±90	37	±43
Two races including Some other race	0	±17	0	±12
Two races excluding Some other race, and three or more races	127	±90	37	±43
▼ Hispanic or Latino:	37	±35	0	±12

Source: U.S. Census Bureau
2021 American Community Survey 5 year Estimates

Environmental Justice

Clear Creek Rest Area Modernization Project
Des. No. 1902855
Vigo County, Indiana





Source: U.S. Census Bureau
2021 American Community Survey 5 year Estimates

Environmental Justice

Clear Creek Rest Area Modernization Project
Des. No. 1902855
Vigo County, Indiana

