



INDIANA DEPARTMENT OF TRANSPORTATION

Vincennes District
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Vincennes, Indiana 47591

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Mike Braun, Governor
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Lead DES. # 2100258

LEGAL NOTICE OF PLANNED IMPROVEMENT

The Indiana Department of Transportation (INDOT) is developing plans for a hot mix asphalt (HMA) overlay and preventative maintenance (Des. No. 2100258 (lead)), intersection improvement with added turn lanes (Des. No. 2400775), sidewalk construction (Des. No. 2400828), traffic signal modernization (Des. No. 2400774), and interchange lighting (Des. No. 2400776) projects along US 41, from approximately from 0.50 mile south of SR 241 to 0.58 mile south of the east intersection with US 50 (Kelso Creek Bridge) in Knox County.

The purpose of these projects is to address the deteriorated roadway conditions to improve the existing IRI rating, extend the service life of the pavement, and improve roadside drainage within ditches along this section of US 41 by repairing or replacing deteriorated pipes and restoring ditches to provide adequate drainage capacities. In addition, the purpose of the project is to improve traffic movement for the traveling public at NB US 41 to WB McCrary Road, SB US 41 to EB Mays Road, NB US 41 to WB Firemen Road, and SB US 41 to EB Stokley Road, at the northwest ramp to Willow Street, and the US 41/Hart Street Interchange by upgrading the intersections to the most recent design standards. Furthermore, the purpose of this project is to reduce crash frequencies and cost at NB US 41 and Industrial Park Boulevard. Additionally, the purpose of the project is to improve visibility at the Hart and Willow Street interchanges. Additionally, the purpose of this project is to improve pedestrian facilities along Hart Street from Veterans Drive to Kimmel Road and to modernize traffic signals along the Hart Street Interchange.

The need for Des. No. 2100258 stems from the condition, age, and deterioration of the existing road surface on US 41 from 0.50 mile south of SR 241 to 0.58 mile south of the east intersection with US 50 (Kelso Creek Bridge), and poor roadside drainage. According to the 2019 Condition Data referenced as a Supporting Document to the Indiana Department of Transportation (INDOT) Pavement Scoping Application Report dated April 5, 2021, the existing US 41 pavement surface exhibits an average International Roughness Index (IRI) of 56.2 (good). An IRI rating of less than 95 is good, 95-170 is acceptable, and greater than 170 is poor. This section of US 41 has drainage issues due to sediment that has accumulated over time within the ditches at multiple locations. The debris buildup on the edge of the shoulder is causing stormwater to not drain sufficiently, causing pooling on the highway surface that is resulting in deterioration. According to a field review of culverts referenced as Supporting Documents of the INDOT Pavement Scoping Application Report, Culvert CLV-71851 (CLV US 41 - 53.545 - MP - N/L#7) has a barrel condition rating of 3 (poor), the grade at outflow of the pipe is higher than pipe flow line, and the pipe has been infiltrated by another pipe causing drainage issues. The rating scale ranges from 0 to 9, with a rating of 0 applied to structures in failed condition and a rating of 9 applied to structures in excellent condition. The inlet and outlet of Culvert CLV-72489 (CLV US 41 - 50.570 - C - N/C #1) is partially blocked with silt, estimated at a 40% drainage reduction, and is not draining properly. Culvert CLV-68394 (CLV US 41 - 52.506 - PP - N/H #1) has a large scour pool 15 to 20 feet from the outlet that is causing extreme danger to mowing crews.

The need for Des. No. 2400775 stems from traffic movement concerns with the at-grade intersections at northbound (NB) US 41 to westbound (WB) McCrary Road, southbound (SB) US 41 to eastbound (EB) Mays Road, NB US 41 to WB Firemen Road, SB US 41 to EB Stokley Road, the northwest ramp to Willow Street, and the US 41/Hart Street Interchange due to road features providing inadequate flow of traffic.

The need for Des. No. 2400775 also stems from safety concerns at the US 41 and Industrial Park Boulevard intersection. According to the INDOT Road Hazard Analysis Tool (RoadHAT) crash data, the current intersection of US 41 and Industrial Park Boulevard has an index of crash frequency (ICF) of 0.05 and an index crash cost (ICC) of 0.43. The RoadHAT measures are expressions of standard deviation, comparing crash data for similar roadways and intersections throughout the state. An average ICC and ICF score for an intersection of this type and traffic volume would be 0.00. Both index values are above average, indicating that the intersection has more crashes and a higher cost associated with those crashes than similar intersections.

The need for Des. No. 2400776 stems from the unlit conditions at Willow Street and Hart Street interchanges with US 41 which may contribute to visibility limitations for drivers.

The need for Des. No. 2400828 stems from the lack of pedestrian facilities along the northwestbound lanes of Hart Street from Veterans Drive to Kimmel Road.

The need for Des. No. 2400774 stems from the current traffic signals at the Hart Street interchange not meeting current INDOT design standards.

The project proposes a mill and overlay of both northbound and southbound US 41 within the project corridor. At various locations, roadside ditching will be completed along with clipping of shoulders which may improve the drainage concerns. The project includes rehabilitation of three existing culverts (CLV-71851, CLV-72489, CLV-68394) along US 41 within the project area. Intersection improvements will occur at various locations. Additional overhead lighting will be added along US 41 located 3.25 miles south of the US 50 interchange to 1.43 miles south of the US 50 interchange. Sidewalk construction with curb ramps and pedestrian push button signals will be constructed along the northwestbound lane of Hart Street from Kimmell Road to the Hart Street bridge, 041-42-05081 G (NBI 014670) and from the Hart Street bridge, 041-42-05081 G (NBI 014670) to Veterans Drive. Existing sidewalk along Hart Street bridge will not be impacted. Existing overhead traffic signals at the US 41 on/off ramps to Hart Street will be replaced with modernized overhead traffic signals. The project will include the construction of reduced conflict intersection (RCI) The existing intersection at NB US 41 and Industrial Park Boulevard will be replaced with a RCI to address safety and traffic flow concerns. The existing intersection has above average crash costs and crash frequencies. Additional various businesses have been developed in the area, which has increased industrial and commuter traffic flow at the intersection.

This project will occur within existing ROW. No permanent or temporary ROW will be required for this project. No relocations or displacements will occur as a result of this project.

The maintenance of traffic (MOT) plan proposes lane closures along sections of US 41, an official INDOT designed detour route for the Hart Street and Willow street ramp work, and pedestrian detours along Hart Street during the sidewalk work. The detours are anticipated to be in place for approximately four to five months. Local roads may be used by local traffic. Access to all properties will be maintained throughout construction. School corporations and emergency services will be notified of closures prior to construction. The proposed start of construction is Spring of 2026.

The project will result in a total of 5.19 acres of wetland impacts, 0.03 acres of open water impacts and 534 linear feet of stream impacts. These impacts were determined to be exempt from regulation under Section 404 of the Clean Water Act by the United States Army Corps of Engineers (USACE).

The cost associated with this bundled contract is approximately \$27,002,180 which includes preliminary engineering and construction with both federal and state funds anticipated to be used. The Federal Highway Administration (FHWA) and INDOT have agreed this project falls within the guidelines of a Categorical Exclusion (CE) Level 1 environmental document. Preliminary design plans along with the CE-1 are available for review at the following locations:

1. Knox County Public Library – 502 North 7th Street, Vincennes, IN 47591
2. INDOT Vincennes District Office – 3650 South U.S. Highway 41, Vincennes, IN 47591 - 1-855-INDOT4U (463-6848)
3. INDOT Vincennes District website – <https://www.in.gov/indot/about-indot/central-office/welcome-to-the-vincennes-district/vincennes-district-projects/>

All interested persons may request a public hearing be held and/or express their concerns by submitting comments to the attention of Kenan Lochmueller at Lochmueller Group, Inc., 6200 Vogel Road, Evansville, Indiana 47715 or at (812)-759-4177 or kenan.lochmueller@lochgroup.com on or before Wednesday, October 29, 2025.

In accordance with the Americans with Disabilities Act (ADA), persons and/or groups requiring project information be made available in alternative formats are encouraged to contact Lochmueller Group, Inc. for the arrangement and coordination of services. Please contact Kenan Lochmueller at kenan.lochmueller@lochgroup.com or (812)-759-4177. In accordance with Title VI of the Civil Rights Act of 1964, persons and/or groups requiring project information be made available in another language are encouraged to contact Kenan Lochmueller, Lochmueller Group, Inc. at kenan.lochmueller@lochgroup.com or (812)-759-4177.

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, “Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program.”; 2) 23 CFR 450.210(a)(1)(ix) stating, “Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate.”; and 3) The *INDOT Project Development Public Involvement Procedures* approved by the Federal Highway Administration on July 7, 2021.