



INDIANA DEPARTMENT OF TRANSPORTATION

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Indianapolis, Indiana 46204

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Eric J. Holcomb, Governor
Michael Smith, Commissioner

LEGAL NOTICE OF PLANNED IMPROVEMENT

DES.# 1700135

Interstate 65 (I-65) Added Travel Lanes and Road Reconstruction From 0.5 mile North of Blue Lick Road to 0.5 Mile South of State Road (SR) 56 Clark and Scott Counties

The Indiana Department of Transportation (INDOT) have developed preliminary plans to reconstruct the existing roadway include an additional travel lane on I-65 from 0.5 mile North of Blue Lick Road to 0.5 Mile South of State Road (SR) 56 in Clark and Scott Counties, Indiana.

The purpose of the project is to extend the remaining service life to a minimum of 20 years, by addressing underlying subgrade and drainage issues, address the projected transportation demand in design year 2043 by improving the level of service to a LOS of C or higher, and ensuring compliance with 4R Freeway design criteria, all of which impact the mobility and safety of the traveling public.

The project proposes a full mainline roadway replacement for the entire project limits from 0.5 miles north of the I-65 Blue Lick Creek Interchange (RP 16+27) north to a point 0.5 miles south of the I-65 / SR 56 Interchange (RP 29+10). An additional added travel lane will be included to a portion of northbound and southbound I-65 by widening toward the median. The added travel lane cross-section will start from 0.5 mile north of the I-65 Blue Lick Creek Interchange (RP 16+27) north to approximately 2.24 miles south of the I-65 / SR 56 Interchange (RP 27+12). From 1.56 miles south of SR 56 to 0.5 mile south of SR 56, the preferred alternative will consist of full mainline replacement, but without the northbound and southbound added travel lane to the median. The total project length is 12.8 miles.

The I-65 northbound (NB) and southbound (SB) cross sections will have a similar layout with a paved width that is approximately 62 feet. The cross-section will consist of three 12-foot-wide travel lanes, separated by a two-foot six-inch-wide concrete median barrier. Paved 12-foot shoulders are provided along the outside travel lanes. Paved 14-foot-wide shoulders are located adjacent to the inside travel lanes.

The proposed I-65 NB and SB cross-section from 2.3 miles south of SR 56 to 0.5 mile south of SR 56 will have a similar layout with a paved width that is approximately 44 feet that consists of two 12-foot-wide travel lanes (two NB, two SB) separated by a 60-foot depressed median and 4-foot paved shoulders and grass. Paved 12-foot shoulders are provided along the outside travel lanes and paved 8-foot shoulders are located adjacent to the inside travel lanes. Guardrail will be provided as necessary along the corridor as required. Work at the SR 160 / I-65 interchange will include shoulder replacement and resurfacing of access ramps. The interchange will remain open during construction.

The Henryville Rest Area and Tourist Information Center is on I-65 approximately 1.3 miles south of CR 600 South. The rest area includes facilities on the east side of northbound I-65 and on the west side of southbound I-65. The southbound rest area will include milling and resurfacing of approximately 760 feet on the exit ramp from I-65 to the rest area and milling and resurfacing of approximately 365 feet on the entry ramp from the rest area to I-65. The northbound rest area will also include milling and resurfacing of approximately 890 feet on the exit ramp from I-65 to the rest area and milling and resurfacing of approximately 335 feet on the entry ramp from the rest area to I-65. The rest areas are anticipated to be partially closed during the phase of construction occurring on that side of I-65.



As part of the improvement efforts, six sets of twin bridges carrying I-65 northbound and southbound over three waterways, Blue Lick Creek, Caney Fork, and Pigeon Roost Creek, will be rehabilitated, and widened towards the interior to facilitate the additional improvements. Rehabilitation efforts will include deck overlays and joint repairs, substructure repairs, guardrail upgrades and approach slab replacement. Two bridges carrying County Line Road and Lake Road over I-65 will also be rehabilitated. The I-65 bridge over Brownstown Road will be rehabilitated and widened. The County Line Road and Lake Road bridges over I-65 will be closed during construction activities. Brownstown Road will be closed during construction. All three bridges will incorporate a detour route for local traffic. There are 25 existing pipe culverts including corrugated metal pipes, reinforced concrete pipes and high-density polyethylene pipes along the preferred alternative corridor. The preferred alternative will include replacement of 14 of the 25 pipes. The remaining 11 pipes will not include any work.

Three additional bridges within the preferred alternative limits will not include any construction activities as part of the preferred alternative scope. Those bridges include Biggs Road over I-65, which is approximately 0.60 miles north of Blue Lick Road, Winding Road bridge over I-65, which is approximately 1.3 miles north of SR 160 and Leota Road over I-65, which is approximately 2.6 miles south of SR 56.

The project also currently includes a noise abatement wall approximately 1,400 feet along the east of the northbound I-65 lanes, approximately 0.5 mile south of SR 160. Based on the current studies, the State of Indiana has identified that noise abatement is likely, but not guaranteed. A re-evaluation of the noise analysis will occur during final design. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement process.

The Maintenance of Traffic (MOT) plan for I-65 will consist of phased construction in three phases. A minimum of two travel lanes in each direction will be maintained at all times except for short duration pre-phrase construction activities when a single lane closure is required; single-lane closures will only be implemented during nighttime hours, in accordance with pre-approved times. All ramps that access I-65 will remain open during construction.

Within the added travel lanes section of the corridor during Phase 1, traffic will be shifted towards each of the outside shoulders while construction of the median is completed. During Phase 2, all northbound and southbound traffic will be shifted to one side of the proposed median barrier while the opposite side of the median barrier is constructed. Crossovers will be installed within the median to accommodate the traffic shift. During Phase 3, all northbound and southbound traffic will be shifted onto pavement constructed during Phase 2. The remaining pavement will be constructed in Phase 3. Upon completion of Phase 3, all lanes will be open to traffic and unrestricted.

Within the reconstruction-only (no added travel lanes) section of the corridor, traffic will be maintained in a similar fashion as the remainder of the project, including the use of traffic shifts to the opposite side of the roadway. However, during Phase 1 temporary pavement will be constructed within the median, for purposes of maintaining traffic in subsequent phases. Upon completion of Phase 3, Phase 4 includes the removal of the temporary pavement within the median and the restoration of the median to a depressed non-paved section.

For the three bridges that will be closed the following MOT will be implemented:

I-65 Over Brownstown Road: Brownstown Road will be closed to traffic during construction on the I-65 bridge. A detour route will be incorporated for local traffic including US 31, County Line Road and Salem Road for a distance of approximately 6.3 miles. This detour route includes County Line Road so Brownstown Road and County Line Road will not be closed at the same time. Anticipated length of closure will be maximum of four months.

County Line Road over I-65: The existing bridge will be closed to traffic during construction with a detour route for local traffic including US 31, SR 356, Leota Road and CR 200 West for a distance of approximately 7.9 miles. Anticipated length of closure is four to six months. Short-term shoulder/lane closures and rolling shutdowns will occur on I-65 for demolition of the existing reinforced concrete girder bridges and installation of new beams.

Lake Road over I-65: The existing bridge will be closed to traffic during construction with a detour route for local traffic including US 31, SR 56, and CR 100 West for a distance of approximately 2.85 miles. Anticipated length of closure will be a maximum of four to six months. Short-term shoulder/lane closures and rolling shutdowns will occur on I-65 for demolition of the existing reinforced concrete girder bridges and installation of new beams.

The proposed start of construction is in Summer of 2023. Land use along the I-65 corridor within the project area is a combination of agricultural fields in row crop production, residential and commercial parcels and undeveloped forest. The undeveloped, isolated forested areas are interspersed between the agricultural fields and residential parcels. The Clark State Forest, located north of Henryville, Indiana is bisected by the I-65 corridor. Construction of the project will not require any permanent or temporary right-of-way to complete the improvements. The rehabilitation of the bridges over I-65 will take place within the limits of the existing right-of-way of the individual bridge and approach roadway. Both Federal and local funds are to be utilized for the construction of the project.

The cost associated with this project is approximately \$107,837,088, which includes preliminary engineering, right-of-way, and construction. The \$50,000 of right-of-way funding included in the State Transportation Improvement Plan (STIP) as new right-of-way acquisition was anticipated. However, design determined that no new right-of-way acquisition is required for the preferred alternative. The Federal Highway Administration (FHWA) and INDOT have agreed that this project falls within the guidelines of a Categorical Exclusion (CE) Level 4 environmental document. There are impacts to wetlands and streams.

Preliminary design plans, along with the C.E., are available for review at the following locations:

1. Henryville Public Library, 214 East Main Street, Henryville, Indiana 47126
2. Scott County Public Library, 108 South Main Street, Scottsburg Indiana 47170
3. INDOT Seymour District Office, 157 Agrico Lane, Seymour Indiana 47274
4. Beam, Longest and Neff, 8320 Craig Street, Indianapolis, Indiana 46250
5. Online at www.seymour.indot.in.gov

Persons with limited internet access may request project information be mailed; please contact Brian Shaw by email at bshaw@b-l-n.com, by phone at 317-806-3028, or by mail at 8320 Craig Street Indianapolis, IN 46250.

Emergency Situation Guidance: During emergency situations, public viewing locations may be limited or prohibited as part of the Notice of Planned Improvement. Project documents may only be available online during emergency situations. INDOT and/or Beam, Longest, and Neff will mail project documents upon request.

All interested persons may request a public hearing be held and/or express their concerns by submitting comments to the attention of Brian Shaw, Beam, Longest and Neff by email at bshaw@b-l-n.com by phone at 317-806-3028 or by mail at 8320 Craig Street, Indianapolis, Indiana 46250 **on or before September 28, 2022.**

In addition, project information, including the environmental document, may be mailed to interested persons upon request. Persons with limited internet access may request project information be mailed; please contact Brian Shaw, Beam, Longest, and Neff by email at bshaw@b-l-n.com or by phone at 317-806-3028 or by mail at 8320 Craig Street, Indianapolis, IN 46250.

In accordance with the "Americans with Disabilities Act," persons and/or groups requiring project information be made available in alternative formats are encouraged to contact Brian Shaw at Beam, Longest, and Neff for the arrangement and coordination of services. Please contact Brian Shaw at 317-806-3028 or bshaw@b-l-n.com. 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 Brian Shaw at 317-806-3028 or bshaw@b-l-n.com at Beam, Longest and Neff.

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 450.212(a)(7) 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 revision of the process as appropriate."; and 3) The *INDOT Project Development Public Involvement Procedures* approved by the Federal Highway Administration, on July 7, 2021.