



# INDIANA DEPARTMENT OF TRANSPORTATION

## **DES. NO. 1700103**

### **LEGAL NOTICE OF PLANNED IMPROVEMENT**

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) are planning to proceed with the replacement of Bridge No. 421-91-00889 A, which carries US 421 over Hoagland Ditch in White County, Indiana.

The purpose of this project is to provide an improved crossing at this location where the superstructure, substructure, and channel have condition ratings of at least an 8, which is considered to be in “very good” condition. The need for the project stems from the deteriorated condition of the existing bridge (Bridge No. 421-91-00889 A (National Bridge Inventory No. 32370)).

The project will replace the existing bridge that carries US 421 over Hoagland Ditch. The preferred alternative for the new structure is a single-span, composite prestressed concrete bulb-tee beam bridge with a span of 96 feet and a clear roadway width of 41 feet. The roadway over the new structure will be replaced to full depth and the approach roadway will be milled to a depth of 1.5 inches and a hot mix asphalt overlay will be applied. An unnamed tributary (UNT) to Hoagland Ditch that is in the northwest quadrant of the project will be realigned to the west. Approximately 250 linear feet of this stream will be filled and a new channel will be excavated approximately 17 feet west of its current alignment. A field entrance drive in the northwest quadrant will be removed and moved approximately 75 feet north of its current location. New riprap will be placed around both end bents of the new structure. The total length of the project along US 421 is 550 feet.

A total of 0.53 acre of new permanent right-of-way and 0.25 acre of temporary right-of-way will be required. No relocations will occur as a result of the project.

The Maintenance of Traffic (MOT) will require the closure of US 421 throughout construction. A marked detour utilizing US 24, SR 39, and SR 16 will be established (Appendix B, B19). The detour will be approximately 24.5 miles, for an added travel length of approximately 32.5 miles. Access to all drives will be maintained during construction. The detour is expected to last approximately 6 months.

This project will impact a total of 98 linear feet (0.07 acre) of Hoagland Ditch and 175 linear feet (0.02 acre) of the UNT to Hoagland Ditch will be considered new permanent impacts. There are no impacts to wetlands. The cost associated with this project is approximately \$2,069,582 which includes preliminary engineering, right-of-way, construction with both federal and state funds anticipated to be used. This project is being processed as a Categorical Exclusion (CE) Level 2 document due to the amount of right-of-way required and stream impacts.

The preliminary design plans and the CE-2 are available for review at the following location:

INDOT, LaPorte District website - <https://www.in.gov/indot/2705.htm>

In accordance with the Americans with Disabilities Act (ADA), persons and/or groups requiring project information be made available in alternative formats are encouraged to contact the INDOT Office of Public Involvement for the arrangement and coordination of services. Please contact Rickie Clark at (317) 232-6601 or at [rclark@indot.in.gov](mailto:rclark@indot.in.gov). In accordance with Title VI of the Civil Rights Act of 1964, persons and/or groups requiring project information be made available in another language are encouraged to contact the INDOT Office of Public Involvement.

All interested persons may request a public hearing be held and/or express their concerns by submitting comments to the attention of Chris Kunkel at 317-334-6818 or at [ckunkel@lochgroup.com](mailto:ckunkel@lochgroup.com) on or before July 22, 2020. Persons with limited internet access may request project information be mailed by contacting Chris Kunkel.

This notice is published in compliance with Title 23, Code of Federal Regulations, Section 771.11(h) entitled “Early Coordination, Public Involvement and Project Development” and the *INDOT Public Involvement Policies and Procedures Manual*, approved by the Federal Highway Administration, US Department of Transportation, on August 16, 2012.