



# INDIANA DEPARTMENT OF TRANSPORTATION

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**Eric J. Holcomb, Governor**  
**Joe McGuinness, Commissioner**

## LEGAL NOTICE OF PLANNED IMPROVEMENT INDOT Des. No. 1800052

The Indiana Department of Transportation (INDOT) with partial funding and oversight from the Federal Highway Administration (FHWA) proposes a bridge replacement project on SR 5 in Huntington County, Indiana (INDOT Des. No. 1800052). Specifically, the project is located approximately 0.30 miles North of SR 16, in Section 32, Township 29 North, Range 9 East, in Clear Creek Township, Huntington County, Indiana as illustrated on the Bippus, Indiana 7.5-minute United States Geological Survey (USGS) topographic quadrangle.

Indiana State Bridge No. 005-35-05912B (NBI No. 1530) is a single-span, adjacent concrete box beam bridge that was built in 1931. The bridge is approximately 78 ft. in length, with an out-to-out bridge deck width of 36 ft. - 6 inches. According to a review of the *Indiana Historic Bridge List* (Meade and Hunt 2010), the existing bridge is not classified as historic and is not eligible for listing on the National Register of Historic Places and is not subject to the Historic Bridges Programmatic Agreement.

The project is needed because the existing adjacent box beams of this age are a concern because water seeps into the beams, and the inside of the beams remains wet, resulting in deterioration. The 2020 bridge inspection report rated the existing beams to be in fair condition with a rating of 5 out of 9. The existing deck and wearing surface are in fair condition with a rating of 5 out of 9. The existing substructure is in fair condition with a rating of 5 out of 9. The existing channel protection is in satisfactory condition with a rating of 6 out of 9. The purpose of the project is to improve the condition of all components of the bridge including the beams, deck and wearing surface, substructure and channel protection to a rating of 7 (good) or higher.

The preferred alternative will construct a single-span precast pre-stressed concrete bulb-tee beam bridge. The proposed cross section will provide one, 12 ft. travel lane in each direction, bordered by 6 ft. shoulders and 1 ft.- 8 inch bridge railing offset with a clear roadway width of 39 ft.- 4 inches. The bridge length will be approximately 104 ft. with a proposed out-to-out deck width of 42 ft. - 4 inches. The single-span bridge option is proposed to reduce the impact to the stream during construction and future maintenance. The proposed bridge will have a skew of 25 degrees, which allows the proposed abutments to be parallel to the existing stream. The proposed alignment within the project corridor will be slightly revised from the existing alignment to meet the required design elements. The proposed alignment involves the creation of a horizontal curve that extends through the limits of the proposed bridge and the bridge deck and bridge railings will follow this alignment. New, v-shaped and trapezoidal drainage ditches with slopes varying from 4:1 to 3:1 will be constructed for drainage within all four quadrants and riprap will be installed along the banks of Clear Creek for erosion control. In addition, new guardrail will be placed in all four quadrants of the bridge crossing including guardrail transitions and end treatments. Project limits will extend approximately 1,440 ft. (0.26 mile) including the incidental construction along SR 5. The preferred alternative will meet the purpose and need of the project and upon completion, all bridge component including beams, deck and wearing surface, substructure and channel protection ratings are expected to be in excellent condition with a rating of 9 out of 9.

INDOT will need to reacquire approximately 1.19 acres of unrecorded right-of-way to construct the project. The 1.19 acres of reacquired right-of-way consists of 0.75 acre of residential land, 0.16 acre of commercial land and 0.28 acre of agricultural land. In addition, the project will require approximately 3.10 acres of new, additional permanent right-of-way. Approximately 1.50 acres of the new, additional permanent right-of-way consists of residential land; 0.40 acres consists of commercial land 1.20 acres consist of wooded/wetlands within the floodplain of Clear Creek. The project will not require any temporary right-of-way. The proposed permanent right-of-way limits vary from a maximum of 135 ft. to a minimum of 25 ft. from the centerline of SR 5.

Traffic will not be maintained on SR 5 during construction and a detour will be necessary. The detour will utilize US 24, SR 9 and SR 114. The total length of this proposed detour is approximately 14.2 miles. The proposed detour adds approximately six travel miles to the existing route. Access to all residential properties located north and south of the bridge will be maintained for the duration of construction. The project is planned to begin in early 2023 and will be completed by late Fall 2023.

The FHWA and the INDOT have agreed that this project falls within the guidelines of a Level 3 Categorical Exclusion (CE-3). No significant adverse impacts to the human or natural environment were identified as part of this environmental documentation. There are no endangered species of plants or animals that will be impacted. The project will result in a total of approximately 0.859 acre of permanent wetland impacts and approximately 150 linear feet of permanent impacts to Clear Creek to construct the project. In addition, UNT 1 to Clear Creek will be relocated to the south of its current location.



Approximately 747 ft. of UNT 1 will be permanently impacted to channelize and straighten the UNT and install riprap for erosion control. UNT 1 will be shortened by approximately 184 linear ft. due to the relocation and straightening of UNT 1.

Preliminary design plans and the draft CE-3 are being made available for review at the following locations:

- Huntington City-Township Public Library, located at 255 West Park Drive, Huntington, IN, 46750.
- The project materials can also be viewed at the following web link [www.in.gov/indot/about-indot/central-office/welcome-to-the-fort-wayne-district/sr-5-over-clear-creek-bridge-project-in-huntington-county](http://www.in.gov/indot/about-indot/central-office/welcome-to-the-fort-wayne-district/sr-5-over-clear-creek-bridge-project-in-huntington-county)

Accommodations for persons with Limited English Proficiency can be requested, if necessary. In accordance with the “Americans with Disabilities Act”, if you have a disability for which INDOT needs to provide accessibility to the above documents such as interpreters or readers, please contact Ms. Elayna Stoner at Metric Environmental via telephone (317) 315-3322 or email her at [elaynas@metricenv.com](mailto:elaynas@metricenv.com). Furthermore, if you require hard copies of project information to be mailed, please also contact Ms. Elayna Stoner and accommodations will be made for mailing of project documents, upon request.

All interested persons may request a public hearing or express their concerns or comments on the project by submitting written comments to the attention of Ms. Elayna Stoner at Metric Environmental, address: 6958 Hillside Court, Indianapolis, IN 46250; by telephone at (317) 315-3322 or via email at [elaynas@metricenv.com](mailto:elaynas@metricenv.com). You may also contact Mr. Dan Delgado, project designer at Lawson-Fisher Associates at telephone 574-234-3167 or [ddelgado@lawson-fisher.com](mailto:ddelgado@lawson-fisher.com).

All comments or requests for a public hearing should be submitted before November 20, 2021. If a hearing is determined to be in the best interest of the public, the community will be notified. Otherwise, any comments or materials received as a result of this legal notice will be considered in the decision-making process. The design plans are not yet final until after these public involvement requirements are finalized. The CE-3 will be updated to reflect all public comments and inquiries.

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 Manual (PIM)* approved by the Federal Highway Administration on July 7, 2021.