Appendix G

Public Involvement

VS ENGINEERING, INC.
Civil • Structural • Transportation • Environmental

NOTICE OF SURVEY

June 5, 2018

RE: SR 22 over Central Railroad
Grant County, Indiana

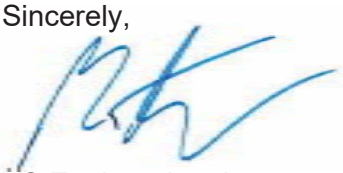
Dear Property Owner:

Our information indicates that you own or occupy property near this proposed highway project. Our employees will be doing a survey of the project area in the near future. It may be necessary for them to come onto your property to complete this work. This is allowed by law by Indiana Code IC 8-23-7-26. They will show you their identification, if you are available, before coming onto your property. If you have sold this property, or it is occupied by someone else, please let us know the name and address of the new owner or current occupant so we can contact them about the survey.

At this stage we generally do not know what effect, if any, our project may eventually have on your property. If we determine later that your property is involved, we will contact you with additional information.

The survey work will include mapping the location of features such as trees, buildings, fences and drives, and obtaining ground elevations. The survey work may also include the identification and mapping of wetlands, archaeological investigations (which may include excavation of small shovel test probes), and various other environmental studies. The survey is needed for the proper planning and design of this highway project. Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If any problems do occur, please contact our field crew or contact me at the phone number or address shown herein.

Sincerely,



VS Engineering, Inc.
Matthew R. Healy, P.S.
Project Surveyor
317-293-3542, x-140

Des. No. 1383460

4275 North High School Road Indianapolis, Indiana 46254
(317) 293-3542 Tel (317) 293-4737 Fax
www.vsengineering.com

VS ENGINEERING, INC.

Civil • Structural • Transportation • Environmental

NOTICE OF SURVEY

June 28, 2019

RE: State Road 22 Pavement Replacement
Upland, Indiana

Dear Property Owner:

Our information indicates that you own or occupy property near this proposed highway project. Our employees will be doing a survey of the project area in the near future. It may be necessary for them to come onto your property to complete this work. This is allowed by law by Indiana Code IC 8-23-7-26. They will show you their identification, if you are available, before coming onto your property. If you have sold this property, or it is occupied by someone else, please let us know the name and address of the new owner or current occupant so we can contact them about the survey.

At this stage we generally do not know what effect, if any, our project may eventually have on your property. If we determine later that your property is involved, we will contact you with additional information.

The survey work will include mapping the location of features such as trees, buildings, fences and drives, and obtaining ground elevations. The survey work may also include the identification and mapping of wetlands, archaeological investigations (which may include excavation of small shovel test probes), and various other environmental studies. The survey is needed for the proper planning and design of this highway project. Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If any problems do occur, please contact our field crew or contact me at the phone number or address shown herein.

Sincerely,

VS Engineering, Inc.
Matthew R. Healy, P.S.
Project Surveyor
317-293-3542, x-140

Des. Nos. 1702864 & 1800168

4275 North High School Road Indianapolis, Indiana 46254
(317) 293-3542 Tel (317) 293-4737 Fax
www.vsengineering.com

Public Involvement Plan

SR 22 over Central Railroad of Indianapolis (CERA) and Roadway Project

Des. Nos. 1383460, 1702864, and 1800168

Updated March 2021

Introduction

This Public Involvement Plan has been developed for the proposed SR 22 Bridge Replacement and Roadway Reconstruction Project, Des. Nos. 1383460, 1702864, and 1800168, by the consulting firm Parsons Transportation Group ("Parsons"), on behalf of the Indiana Department of Transportation (INDOT) and the Town of Upland. The purpose of this plan is to establish the goals and strategies for engaging with the public and key stakeholders in accordance with the *INDOT Public Involvement Procedures Manual* (March 2019). Successful public involvement establishes communication between the public and INDOT in order to integrate the views, community concerns, transportation needs, and environmental considerations of the public into the transportation decision-making process.

Project Description

INDOT and the Town of Upland, with funding from the Federal Highway Administration (FHWA), are planning a bridge replacement, roadway reconstruction and streetscape project on SR 22 in the Town of Upland. The proposed undertaking is located on SR 22 (locally designated as Main Street) from 1.82 miles north of SR 26 to SR 26.

The purpose of the bridge replacement project is to extend the service life of the SR 22 crossing over Central Railroad of Indiana (CERA) railroad by at least 75 years, and meet federal standards including minimum vertical clearance and site distance criteria. The purpose of the roadway reconstruction project is to extend the life of SR 22 pavement and provide pedestrian facilities that meet current standards. An additional project purpose is to provide streetscaping with parking and lighting amenities in downtown Upland.

The recommended alternative would replace the current bridge over CERA railroad with a new, three-span bridge. Existing pavement would be replaced from Urban Street to the entrance of Taylor University. The roadway would be 22-feet to 24-feet wide, with a two-foot curb and gutter. Sidewalks would average five feet wide, and curb ramps and pedestrian signals will be installed or upgraded where needed. Stormwater management systems would be upgraded, including replacement of the two existing culverts. Additionally, within downtown Upland, streetscaping that includes parking spaces, sidewalk bump-outs, and upgraded lighting is proposed.

The recommended alternative would require strips of new right-of-way from both sides of SR 22 to accommodate the construction of upgraded sidewalks and drainage improvements. Approximately 1.94 acres of permanent right-of-way, 5.60 acres right-of-way reacquisition, and 0.5 acre of temporary right-of-way will be acquired for this project. No relocations are proposed. Some of the permanent and temporary right-of-way are from public parks and a trailhead; therefore, Section 4(f) coordination and analyses are required.

The maintenance of traffic (MOT) includes closures and an official detour using County Road 900 East, SR 22, I-69, and SR 26 will be provided. Construction is scheduled to begin in the spring of 2023.

An analysis of environmental impacts is ongoing. Natural resource impacts are minimal due to the urban setting. Cultural resource impacts were initially anticipated. However, based on the Indiana Department of Natural Resources (IDNR) Division of Historic Preservation and Archaeology (DHPA) concurrence letter dated March 15, 2021, the Section 106 finding is anticipated to be "No Historic Properties Affected". Due to the proposed grade raise and the proximity of Depot Park, a public park, there is a *de minimis* impact to a Section 4(f) resource. Therefore, the project is anticipated to require a Categorical Exclusion, Level 4 (CE-4) environmental document as part of the National Environmental Protection Act (NEPA) process.

Goals for the Public Involvement Plan

INDOT recognizes that local residents and business owners play an important role in shaping the transportation decisions that will affect their community. They count on a safe and reliable transportation network to travel throughout the community and the state. Residents depend upon this network to reach their workplaces, leisure destinations, and to return home safely. Businesses require an efficient and safe transportation network to transport products and materials to their production facilities, clients, and customers. In addition to being users of the transportation network, these community members have a stake in transportation decisions because they are taxpayers. As INDOT makes decisions on transportation improvement projects, it must incorporate:

- Input from the public
- Input from local governmental agencies, including local and regional transportation/transit agencies whose facilities and routes may be impacted by the project
- Input from resource agencies, such as federal and state agencies, that are responsible for environmental resources, such as historic resources, air quality, and endangered species
- Input from local business owners

The goals established for this Public Involvement Plan are:

- Effectively communicating the project's benefits and schedule
- Responding quickly and clearly to community and user concerns
- Identifying potential project stakeholders, such as local officials and community members impacted by the project
- Establishing an inclusive and collaborative relationship with the various community members and key stakeholders throughout the public involvement process
- Developing partnering activities that assist with gathering information from stakeholders
- Adequately evaluating potential levels of controversy to address specific concerns and developing context sensitive solutions
- Working together to develop a transportation solution that has broad public support
- Providing productive forums for members of the public to provide comments

The Public Involvement Process

Open communication between local officials, key stakeholders, the public, and the Project Management Team (Team) is essential for developing a transportation plan that aligns with the needs of the community. The Team leading public involvement efforts for this project consists of the INDOT Public Information Office, INDOT Fort Wayne District Customer Service, Town of Upland officials, and Parsons. This Team will manage the public involvement activities outlined in this document and coordination with agency stakeholders.

The public involvement process begins with coordination between the Team, local officials, and other stakeholders that will be involved with the project. Initial coordination meetings with local officials will include information on the scope and schedule of the project, as well as an opportunity to discuss potential project impacts as they relate to their jurisdiction. The process continues by providing information to these same stakeholders and keeping them informed of the project's direction.

The use of virtual public involvement methods to broaden public participation and promote safe and prudent practices, particularly during emergencies, in a manner that meets all federal and state public involvement requirements. The most recent interim virtual INDOT Public Involvement Guidance effective May 26, 2020: https://www.in.gov/indot/4039.htm [in.gov].

Stakeholders

Stakeholders are people and organizations that may be affected by the project, and agencies with jurisdiction related to project activities. Throughout the public involvement process, the Team will need to engage, educate, communicate, and coordinate with various categories of stakeholders. While such meetings are intended to focus on concerns related to a specific group of individuals, they are open to the public but will not be advertised. The Team will prepare the agenda and necessary handouts for all such meetings. Team members will also have numerous contacts with stakeholders throughout the project and will answer any questions and address comments throughout the project via e-mail and by telephone. Different outreach tools and engagement activities will need to be implemented depending on the targeted group of stakeholders.

The stakeholder categories for the SR 22 project include:

- Elected officials
- Federal, local, and regional transportation agencies
- Public safety and emergency responders
- Federal, state, and local resource agencies
- General public
- Major businesses and employers in the project area
- Community, neighborhood, and non-profit groups, including churches
- Historical/archeological consulting parties
- Native American Tribes

Stakeholder Communication Strategies

The groups of stakeholders described below will be coordinated with at different phases of the public involvement process. The phases of the process, and the level of stakeholder involvement at each phase, are as follows:

Communication Phases

Date	Phase Description
December 2019 March 2020	Early Coordination Letters (ECL) Section 106 Consulting Parties (CPs) ECL – Agency and Local Stakeholders
February 2021	Published *De Minimis* Section 4(f) Legal Notice in *Chronicle Tribune* (twice) • Also sent to stakeholders along with invitation to public information meeting (below)
February 10, 2021	Virtual Public Information Meeting: Discuss the project purpose and need and project scope. One public meeting was held: • Public Informational Meeting/Virtual Meeting
March 2021	Published Section 106 Legal Notice - Finding of No Historic Properties Affected • Distributed to CPs list
June 2021	Notice of Planned Improvement Offering of Public Hearing Opportunity (Notice): Following release of the CE-4 document for public involvement, the public will have the opportunity to comment on the findings of the environmental document and request a public hearing • Publish Notice in *Chronicle Tribune* (twice) • Distribute to stakeholder list

Elected Officials

The Team will conduct outreach via email or by telephone to inform elected officials about the project. These officials will be included on stakeholder mailing list. Elected officials will be informed about road closures and detours during the early coordination phase. The Team will conduct meetings with elected officials at their request. The PIP will be updated as appropriate to reflect any changes in the following offices.

Elected Officials

Name	Office
Governor Eric Holcomb	Governor of Indiana
Senator Mike Braun	U.S. Senator
Senator Todd Young	U.S. Senator
Representative Victoria Spartz	U.S. Congress 5th District of Indiana
State Senator Travis Holdman	Senate District 19
State Representative Anthony Cook	House District 32
Town Manager Jonathan Perez	Town of Upland
Councilor John Bonham, President	Town of Upland Council
Councilor Heath Crouch, Vice President	Town of Upland Council
Councilor Warren Ross	Town of Upland Council
Councilor Heath Slain	Town of Upland Council
Councilor Ron Sutherland	Town of Upland Council
Trustee Craig Luthy	Grant County
Commissioner Mike Burton	Grant County Commission
Commissioner Ron Mowery	Grant County Commission
Commissioner Mark Bardsley	Grant County Commission

Federal, Local, and Regional Transportation Agencies

The federal transportation agency with authority over the project is the Federal Highway Administration (FHWA). Local and regional transportation agencies and providers include:

- INDOT, Central Office
- INDOT, Rail Programs Office
- INDOT, Fort Wayne District
- Grant County Highway Department
- Central Railroad Company of Indianapolis
- Eastbrook Community Schools
- Taylor University

Eastbrook Community Schools manage transportation services for students within the SR 22 project area. The Central Railroad Company of Indianapolis owns the railroad under SR 22. Coordination between the Team and these agencies will include ECLs and the stakeholder mailing list.

Public Safety and Emergency Responders

Public safety and emergency responders must be able to effectively respond to incidents in the Upland area. Public safety and emergency response agencies within this jurisdiction include:

- Indiana State Police
- Upland Police Department
- Upland Fire Department
- Grant County, Emergency Management
- Grant County, Highway Department
- Grant County, Sheriff's Department

Each of these organizations requires specific coordination efforts to solicit input on how their response routes and response times may be impacted by the project. These agencies will be included on the stakeholder mailing list.

Major Businesses and Employers

The major employers in the Town of Upland include:

- Taylor University
- Upland Health and Diagnostics Center

The Team will reach out via email or by telephone to determine each of these organizations' interest in the project. Organizations' participation as stakeholders will be voluntary.

Neighborhoods, Community Non-Profits, and Religious Organizations

The Team will coordinate with the Town of Upland throughout the project, including the initial public open house and consulting party meetings. This project has right-of-way acquisition, and affected landowners will be included as stakeholders. There are currently no "kitchen table meetings" (one-on-one) proposed.

Various types of neighborhood associations, nonprofit community development corporations, and other community nongovernmental organizations operate within the project area. The nature of their work generally consists of community outreach programs, community and neighborhood development, and advocacy. The Team will coordinate with these organizations during the public involvement process. Coordination may involve outreach via email or by telephone. At the organizations' requests, the Team may hold a meeting to discuss how the project may affect the work they do, and how the specific communities they interact with may be affected. As potentially affected populations are identified, these groups may be included in specific Environmental Justice (EJ) outreach.

Neighborhoods and Community Non-Profits

Name	Association Type
Marion-Grant County Chamber of Commerce	Chamber of Commerce for Metro-Area
Marion-Grant County Convention and Visitors Bureau	Umbrella Organization of Neighborhood Associations and Community Development Corporations
Grant County Economic Growth Council	Community Improvement Nonprofit
Community Foundation of Grant County	Community Nonprofit
Grant County Visitors Bureau	Tourism Association
Upland Chamber of Commerce	Community Development Corporations
Upland Community Church New Hope Baptist Church Upland United Methodist Church Upland Community Church Upland Friends Church Lightrider Ministries	Churches/Religious Institutions
Briarwood Apartments Fieldcrest Apartments Casa Patricia Apartments Delta Apartments University Nursing Center (senior)	Residential Communities

General Public

Engagement with the general public will occur during the one public information meeting and public notices. Throughout the project, INDOT's website, traditional media, and social media will be used to communicate with the public. This is discussed in greater detail below.

Community Advisory Committee (CAC)

A CAC meeting is not required for this project. Agencies were coordinated with via ECLs and the stakeholder mailing list

Environmental Justice (EJ) Outreach

As described in its Public Involvement Manual, "INDOT considers the needs of low-income and minority populations as it undertakes public involvement activities in the planning, programming, and project development processes. INDOT seeks opportunities to reach out to and solicit input from these populations." Federal law, including Title VI of the Civil Rights Act of 1964, the Federal Highway Act of 1973, and the Age Discrimination Act of 1975, prohibits discrimination on the basis of race, color, national origin, gender, and age. Furthermore, Executive Order 12898, titled "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," obligates Federal actions (those receiving federal funding) to avoid or minimize and mitigate adverse impacts to low-income and minority populations and to assure that disproportionately high and adverse impacts on these populations are identified and addressed.

In accordance with these regulations, INDOT policy requires that EJ populations be identified and provided an opportunity for meaningful participation in the process. Based on the preliminary review of US Census data

and the US Department of Housing and Urban Development (USHUD) Resource Locator mapping tool (https://resources.hud.gov/), there are no EJ populations present within the project area.

Public Informational Meeting/Open House

One virtual public informational meeting will be conducted to gather input from the full range of project stakeholders. Typically, on projects of this type and magnitude, the open house format is most effective, as it provides the public flexibility on time and provides for one-on-one discussion between stakeholders and the Team. It is currently anticipated that one public meeting will be held during the project development phase of the project. A summary of the public meetings will be included in the environmental document. The Team may seek to implement virtual public involvement tools or activities as needed.

Public meetings will be advertised on the project's website and in local media outlets, and notices will be sent to all members of the project mailing list. As appropriate, meeting notices will be placed in neighborhood and/or non-English publications, foreign language materials and translators will be provided, and, to the extent possible, meeting locations will be transit accessible.

To ensure compliance with the Americans with Disabilities Act (ADA), all public meetings will be held in places that are accessible to individuals in wheelchairs, and meeting notices will include a contact person for requests for accommodation for hearing or sight-impaired individuals (e.g., sign language interpreter, telecommunications device for the deaf, etc.).

Resource Agency Coordination

The National Environmental Policy Act of 1969 (NEPA) calls for an examination and consideration of impacts of a proposed action on sensitive resources for a project of this scale. These resources include, but are not limited to, floodplains, wetlands, endangered species, historic and archaeological sites, parks, air quality, wildlife habitat, etc. There also are the transportation needs that must be fulfilled and socio-economic impacts that require consideration. Because of impacts to resources, socio-economic impacts, and needed transportation improvements, there is a balanced decision-making process that considers a range of factors of both impacts to the resources and the transportation needs. To produce better environmental decisions, agencies with special expertise or jurisdiction by law are included in the study process. This resource agency involvement begins early in the study to identify important issues related to the proposed action and continues throughout the study to avoid conflict later, ensuring full input from the various agencies. These agencies will receive early coordination letters. Individual meetings will occur as-needed. A resource agency meeting is not currently scoped for this project. Resource agencies invited to consult on this project will include:

- US Army Corps of Engineers (USACE)
- US Fish and Wildlife Service (USFWS)
- Natural Resources Conservation Service (NRCS)
- National Park Service (NPS)
- US Department of Housing and Urban Development (USHUD)
- Indiana Department of Natural Resources (IDNR), Division of Fish and Wildlife (DFW)
- Indiana Geological and Water Survey (IGWS)
- Indiana Department of Environmental Management (IDEM)
- Grant County Highway Department
- Grant County Emergency Management
- Upland Town Council
- Parks Board, Town of Upland

Section 106 Consulting Party Coordination

Congress set forth the importance of historic and archaeological resources upon the fabric of American life as a part of the National Historic Preservation Act (1966) (NHPA), which states that "the historical and cultural foundations of the Nation should be preserved as part of our community life and development in order to give a sense of orientation to the American people." As a result of the NHPA, federal agencies are required to take into account the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts within the Area of Potential Effects (APE). This consulting party involvement begins early in the study to identify important issues related to the proposed action and continues throughout the study to avoid conflict later, ensuring full input from the various agencies.

Full Section 106 will be required. Stakeholders invited to be consulting parties include:

- IDNR Division of Historic Preservation and Archeology (DHPA)
- Indiana Landmarks, Eastern Regional Office
- Indiana National Road Association
- Jefferson Township Trustee
- Grant County Commission
- Grant County Highway Department
- Grant County Historian
- Grant County Historical Society
- Grant County Economic Growth Council
- Grant County Area Plan
- Upland Area Historical Society
- Native American Tribes with Jurisdiction

Updates on INDOT's Website

To provide the public with access to the most current project information available, the Team will provide project-related information to INDOT, who will be responsible for maintaining the project's website. Information that will be available on this website includes, but is not limited to:

- Project News and Updates
- Specific Project Information Such As:
    - Project Schedules
    - Listings of Project Meetings
    - Copies of Various Project-Related Documents
- Contact Information for Providing Comments
- Project Maps
- Links to other Websites including INDOT and FHWA.

News Releases

The Team will provide news releases during the study process. The releases will be distributed to regional media and social media, and they will be posted on the Town of Upland and INDOT web sites at key project milestones. This will be the primary method for informing and involving a wide public audience.

Noise Study Information Meeting

It is assumed that this project will qualify as a Type III project, and that a noise study will not be required.

Public Hearing

A public hearing will be offered once the draft CE-4 has been released by INDOT for public involvement. The draft CE-4 will be posted on the project's website, and copies can be mailed upon request. A Notice of Planned Improvement Offering of Public Hearing Opportunity (Notice) will be advertised twice in the legal section of the area's most widely circulated newspaper, the *Chronicle-Tribune*. The Notice will be posted on the project's website, mailed to the project's stakeholder list, including adjoining landowners, and sent to project stakeholders on INDOT's statewide mailing lists. This Notice will provide a minimum of 15-days in which the public may request a Public Hearing. In addition, the Notice will offer the public the opportunity to submit comments, concerns, and/or questions related to the proposed improvement. The Notice will include contact information for requesting assistance for persons with disabilities or communication barriers. A summary of the public comments and responses to all substantive comments will be included in the final environmental document for the project. If INDOT decides to hold a Public Hearing, then this PIP would be updated accordingly.

AFFP

Des. Nos. 1383460 & 1800168 NO

Also included proposed streetscape project, Des. 1702864.

In April 2021, the recommended alternative for the bridge project Des. 1383460 was revised from a bridge replacement to a superstructure replacement. There is no change to project limits or impacts.

Affidavit of Publication

STATE OF IN } SS
COUNTY OF GRANT }

Shelva Garrison, being duly sworn, says:

That she is A CUSTOMER SERVICE REP of the CHRONICLE TRIBUNE, a Daily newspaper of general circulation, printed and published in MARION, GRANT County, IN; that the publication, a copy of which is attached hereto, was published in the said newspaper on

February 04, 2021
February 09, 2021

Publisher's Fee: $ 71.88

That said newspaper was regularly issued and circulated on those dates.

SIGNED: Shelva Garrison

Subscribed to and sworn to me this 9th day of February 2021.

Rebecca Jo Barr

Rebecca Jo Barr, Notary Public 08/22/2024

REBECCA JO BARR
Notary Public, State of Indiana
Grant County
Commission # 689780
My Commission Expires
August 22, 2024

60130782 61173996 (317) 233-4929

BRIAN JONES
Indiana Department of Transportation - Office of T
100 North Senate, Room N955
INDIANAPOLIS, IN 46204

Des. Nos. 1383460 & 1800168
NOTICE OF PUBLIC MEETING

The Indiana Department of Transportation (INDOT) will host a virtual public information meeting on, Wednesday February 10, 2021, beginning at 6:00 p.m. The presentation will be conducted via Microsoft Teams. To access the meeting please navigate to the below listed link.

Meeting Link: https://bit.ly/2MwcocU

The purpose of the public information meeting is to offer all interested persons an opportunity to review and comment on preliminary plans for the proposed SR 22 Bridge and Road Reconstruction Project in Grant County, Indiana. The proposed undertaking is located on SR 22 (locally designated as Main Street) from 1.82 miles north of SR 26 to SR 26 in the town of Upland, IN.

The need for the SR 22 over Central Railroad of Indianapolis (CERA) railroad bridge project (Des. No. 1383460) stems from the deteriorating condition of the structure, along with several substandard elements. The purpose of the bridge project is to extend the service life of the SR 22 crossing over CERA railroad by at least 75 years, and meet current design standards including a minimum vertical clearance of 23.0 feet and site distance criteria.

The need for the SR 22 roadway project (Des. No. 1800168) stems from deteriorating pavement conditions and a lack of Americans with Disabilities Act (ADA) compliant pedestrian facilities throughout the project area.

Furthermore, within downtown Upland, there is a lack of continuous streetscape, street parking, and lighting. The purpose of the roadway project is to extend the life of SR 22 pavement and provide ADA-compliant pedestrian facilities, while meeting drainage/stormwater standards. An additional project purpose is to provide streetscaping with parking, plantings, and lighting amenities in downtown Upland.

The recommended alternative would replace the current bridge over CERA railroad with a new, three-span bridge and replace existing pavement from Urban Street to the entrance of Taylor University. The improved roadway would be 22-feet to 24-feet wide, with a two-foot curb and gutter. Sidewalks would average 5-feet wide, and ADA- compliant curb ramps would be installed or upgraded where needed. Stormwater management systems would also be upgraded. Additionally, within downtown Upland, streetscaping that includes parking spaces, sidewalk bump-outs, and upgraded lighting is proposed.

Project information, including a copy of the presentation and graphics, will be available on INDOT's website: www.in.gov/indot/2703.htm and the Town of Upland's website: uplandindiana.com at least two days prior to the February 10th public information meeting.

With advance notice, the Project Team can provide special accommodation for persons with disabilities and/or limited English speaking ability and persons needing auxiliary aids or services such as interpreters, signers, readers, or large print. Should special accommodation be needed, please contact Alex Lee, Senior Environmental Planner, Parsons at (317) 616-1011, or email alexander.lee@parsons.com by February 9, 2021.HSPAXLP.02/04,02/09/2021

AFFP

Des. 1383460 LEGAL NOTICE The

In April 2021, the recommended alternative for the bridge project Des. 1383460 was revised from a bridge replacement to a superstructure replacement. There is no change to project limits or impacts.

Affidavit of Publication

STATE OF IN }
COUNTY OF GRANT } SS

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February 04, 2021

Publisher's Fee: $ 58.32

That said newspaper was regularly issued and circulated on those dates.

SIGNED:

Shelva Garrison

Subscribed to and sworn to me this 4th day of February 2021.

Rebecca Jo Barr

Rebecca Jo Barr, Notary Public 08/22/2024

REBECCA JO BARR
Notary Public, State of Indiana
Grant County
Commission # 689780
My Commission Expires
August 22, 2024

60130782 61173997 (317) 233-4929

BRIAN JONES
Indiana Department of Transportation -
Office of T
100 North Senate, Room N955
INDIANAPOLIS, IN 46204

Des. 1383460
LEGAL NOTICE

The Indiana Department of Transportation (INDOT), in cooperation with the Federal Highway Administration (FHWA) and the Town of Upland, are planning a project involving State Road 22 (SR 22) in Upland, Grant County. The proposed undertaking is located on SR 22 (locally designated as Main Street) from 1.82 miles north of SR 26 to SR 26. The recommended alternative includes replacement of the current bridge over Central Railroad of Indianapolis (CERA) railroad. Existing pavement, curbs, and sidewalks will be replaced from Urban Street to just south of the entrance of Taylor University. The sidewalks will be five feet wide, and curb ramps will be installed or upgraded where needed. Stormwater management systems will be upgraded. Additionally, within downtown Upland, a streetscape that includes parking spaces, sidewalk bump-outs, plantings, amenities, and upgraded lighting is proposed.

Depot Park is located at the southwest corner of SR 22 and Railroad Street, which is northwest of the proposed bridge replacement over CERA railroad. The height of the new bridge will be raised by approximately three feet to allow for proper vertical clearance of the railroad. Accordingly, the SR 22 approaches will be raised to tie the current grades into the new bridge and meet sight distance criteria along SR 22. The eastern edge of the park is in the area where the bridge approach needs to be raised. In order to accomplish this work, 0.0571 acre of new permanent right-of-way, and 0.0134 acre of temporary right-of-way, are required from the Depot Park property, which is owned by the Town of Upland.

Avoiding the Depot Park property is not feasible because it is adjacent to the bridge that needs to be replaced and raised. In order to minimize and mitigate impacts to the Depot Park, several measures are proposed. Due to the grade changes, the existing walkway that connects the depot building to the SR 22 sidewalk will be removed and reconstructed. The new walkway will be closer to Railroad Street and will connect to the existing parking area walkway. This will allow for continued pedestrian access from SR 22 to the depot building and park amenities. The clock, and if necessary, a light fixture, will be removed from their current location to another location on the Depot Park property, to be determined by the Town of Upland. Access to the park must remain open during construction. Features and amenities of the park that are outside of the proposed construction area will be labeled "Do Not Disturb" on project plans. These minimization measures will be included as firm commitments in the environmental document.

The Depot Park is a public park that qualifies for protection under Section 4(f) of the Department of Transportation Act of 1966 and SAFETEA-LU Section 6009(a). Based on the proposed minimization measures, this project will not adversely impact the activities, features, or attributes that qualify the property for protection under Section 4(f). As such, the FHWA is anticipated to approve this Section 4(f) use as a de minimis impact, and the Town of Upland has been informed of the intended finding. In accordance with 23 CFR 774.5(b)(2) and SAFETEA-LU Section 6009(a), the views of the public are being sought regarding the effect of the proposed project on the Depot Park and the proposed Section 4(f) de minimis impact finding. Project information is available online at uplandindiana.com and in.gov/indot/2703.htm, and is available by mail upon request. Please respond with any comments no later than March 5, 2021 to the contact information below.

Daniel J. Miller
Parsons
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204
Daniel.j.miller@parsons.com
HSPAXLP.02/04/2021

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642

Eric Holcomb, Governor
Joe McGuinness, Commissioner

In April 2021, the recommended alternative for the bridge project, Des. 1383460, was revised from a bridge replacement to a superstructure replacement. There is no change to project limits or impacts.

Des. Nos. 1383460 & 1800168

Also included proposed streetscape project, Des. 1702864.

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The Indiana Department of Transportation (INDOT) will host a virtual public information meeting on, Wednesday February 10, 2021, beginning at 6:00 p.m. The presentation will be conducted via Microsoft Teams. To access the meeting please navigate to the below listed link.

Meeting Link: https://bit.ly/2MwcocU

The purpose of the public information meeting is to offer all interested persons an opportunity to review and comment on preliminary plans for the proposed SR 22 Bridge and Road Reconstruction Project in Grant County, Indiana. The proposed undertaking is located on SR 22 (locally designated as Main Street) from 1.82 miles north of SR 26 to SR 26 in the town of Upland, IN.

The need for the SR 22 over Central Railroad of Indianapolis (CERA) railroad bridge project (Des. No. 1383460) stems from the deteriorating condition of the structure, along with several substandard elements. The purpose of the bridge project is to extend the service life of the SR 22 crossing over CERA railroad by at least 75 years, and meet current design standards including a minimum vertical clearance of 23.0 feet and site distance criteria.

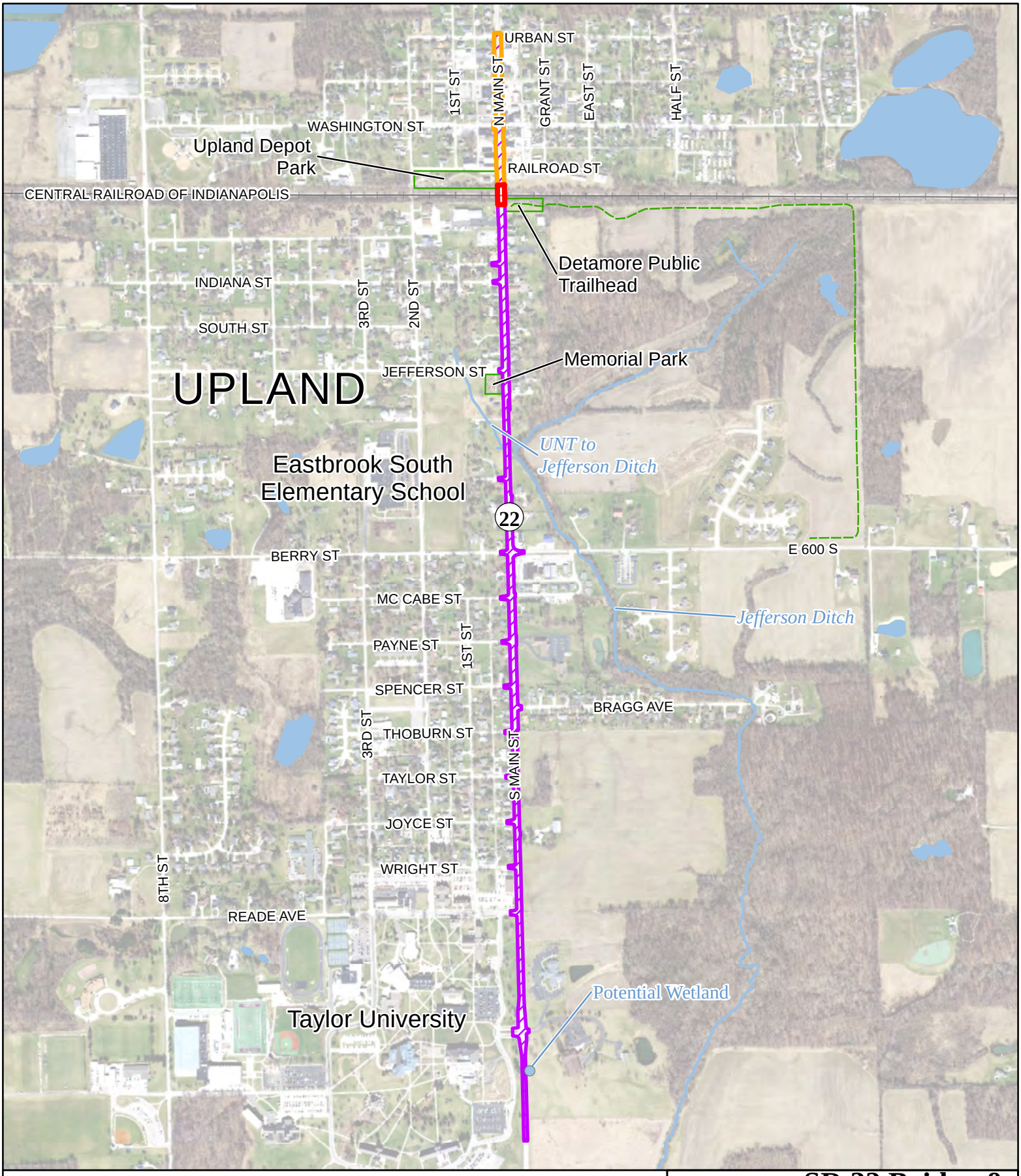
The need for the SR 22 roadway project (Des. No. 1800168) stems from deteriorating pavement conditions and a lack of Americans with Disabilities Act (ADA) compliant pedestrian facilities throughout the project area. Furthermore, within downtown Upland, there is a lack of continuous streetscape, street parking, and lighting. The purpose of the roadway project is to extend the life of SR 22 pavement and provide ADA-compliant pedestrian facilities, while meeting drainage/stormwater standards. An additional project purpose is to provide streetscaping with parking, plantings, and lighting amenities in downtown Upland.

The recommended alternative would replace the current bridge over CERA railroad with a new, three-span bridge and replace existing pavement from Urban Street to the entrance of Taylor University. The improved roadway would be 22-feet to 24-feet wide, with a two-foot curb and gutter. Sidewalks would average 5-feet wide, and ADA-compliant curb ramps would be installed or upgraded where needed. Stormwater management systems would also be upgraded. Additionally, within downtown Upland, streetscaping that includes parking spaces, sidewalk bump-outs, and upgraded lighting is proposed.

Project information, including a copy of the presentation and graphics, will be available on INDOT's website: www.in.gov/indot/2703.htm and the Town of Upland's website: uplandindiana.com at least two days prior to the February 10th public information meeting.

With advance notice, the Project Team can provide special accommodation for persons with disabilities and/or limited English speaking ability and persons needing auxiliary aids or services such as interpreters, signers, readers, or large print. Should special accommodation be needed, please contact Alex Lee, Senior Environmental Planner, Parsons at (317) 616-1011, or email alexander.lee@parsons.com by February 9, 2021.

Sent to project stakeholders on February 1, 2021.



Streetscaping

Bridge Replacement

Road & Sidewalk Reconstruction

SR 22 Bridge & Road Reconstruction

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

0 500 1,000
Feet

In April 2021, the recommended alternative for the bridge project, Des. 1383460, was revised from a bridge replacement to a superstructure replacement (Appendix I-35 to I-38). There is no change to project limits or impacts.

Des. Nos. 1383460

LEGAL NOTICE

Lead Des. was revised from 1383460 to 1800168.

The Indiana Department of Transportation (INDOT), in cooperation with the Federal Highway Administration (FHWA) and the Town of Upland, are planning a project involving State Road 22 (SR 22) in Upland, Grant County. The proposed undertaking is located on SR 22 (locally designated as Main Street) from 1.82 miles north of SR 26 to SR 26. The recommended alternative includes replacement of the current bridge over Central Railroad of Indianapolis (CERA) railroad. Existing pavement, curbs, and sidewalks will be replaced from Urban Street to just south of the entrance of Taylor University. The sidewalks will be five feet wide, and curb ramps will be installed or upgraded where needed. Stormwater management systems will be upgraded. Additionally, within downtown Upland, a streetscape that includes parking spaces, sidewalk bump-outs, plantings, amenities, and upgraded lighting is proposed.

Depot Park is located at the southwest corner of SR 22 and Railroad Street, which is northwest of the proposed bridge replacement over CERA railroad. The height of the new bridge will be raised by approximately three feet to allow for proper vertical clearance of the railroad. Accordingly, the SR 22 approaches will be raised to tie the current grades into the new bridge and meet sight distance criteria along SR 22. The eastern edge of the park is in the area where the bridge approach needs to be raised. In order to accomplish this work, 0.0571 acre of new permanent right-of-way, and 0.0134 acre of temporary right-of-way, are required from the Depot Park property, which is owned by the Town of Upland.

Avoiding the Depot Park property is not feasible because it is adjacent to the bridge that needs to be replaced and raised. In order to minimize and mitigate impacts to the Depot Park, several measures are proposed. Due to the grade changes, the existing walkway that connects the depot building to the SR 22 sidewalk will be removed and reconstructed. The new walkway will be closer to Railroad Street and will connect to the existing parking area walkway. This will allow for continued pedestrian access from SR 22 to the depot building and park amenities. The clock, and if necessary, a light fixture, will be removed from their current location to another location on the Depot Park property, to be determined by the Town of Upland. Access to the park must remain open during construction. Features and amenities of the park that are outside of the proposed construction area will be labeled “Do Not Disturb” on project plans. These minimization measures will be included as firm commitments in the environmental document.

The Depot Park is a public park that qualifies for protection under Section 4(f) of the Department of Transportation Act of 1966 and SAFETEA-LU Section 6009(a). Based on the proposed minimization measures, this project will not adversely impact the activities, features, or attributes that qualify the property for protection under Section 4(f). As such, the FHWA is anticipated to approve this Section 4(f) use as a *de minimis* impact, and the Town of Upland has been informed of the intended finding. In accordance with 23 CFR 774.5(b)(2) and SAFETEA-LU Section 6009(a), the views of the public are being sought regarding the effect of the proposed project on the Depot Park and the proposed Section 4(f) *de minimis* impact finding. Project information is available online at uplandindiana.com and in.gov/indot/2703.htm, and is available by mail upon request. Please respond with any comments no later than March 5, 2021 to the contact information below.

Daniel J. Miller
Parsons
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204
Daniel.j.miller@parsons.com

Mailed to adjoining landowners on February 1, 2021.

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue

Eric Holcomb, Governor
…inness, Commissioner

In April 2021, the recommended alternative for the bridge project, Des. 1383460, was revised from a bridge replacement to a superstructure replacement (Appendix I-35 to I-38). There is no change to project limits or impacts.

Des. Nos. 1383460

LEGAL NOTICE

Lead Des. was revised from 1383460 to 1800168.

The Indiana Department of Transportation (INDOT), in cooperation with the Federal Highway Administration (FHWA) and the Town of Upland, are planning a project involving State Road 22 (SR 22) in Upland, Grant County. The proposed undertaking is located on SR 22 (locally designated as Main Street) from 0.19 mile north of SR 26 to 1.74 miles north of SR 26. The recommended alternative includes replacement of the current bridge over Central Railroad of Indianapolis (CERA). Existing pavement, curbs, and sidewalks would be replaced from Urban Street to the entrance of Taylor University. Sidewalks would average five feet wide, and ADA-compliant curb ramps will be installed or upgraded where needed. Stormwater management systems would be upgraded, including replacement of the two existing culverts. Additionally, within downtown Upland, streetscaping that includes parking spaces, sidewalk bump-outs, and upgraded lighting is proposed.

Detamore Trailhead (Trailhead) is located at the southeast corner of SR 22 and CERA railroad. The height of the new bridge will be raised by approximately three feet to allow for proper vertical clearance of the railroad. Accordingly, the SR 22 approaches will be raised to tie the current grades into the new bridge and meet sight distance criteria along SR 22. The western edge of the trailhead property is in the area where the bridge approach needs to be raised. In order to accomplish this work, 0.0668 acre of new permanent right-of-way, and 0.0365 acre of temporary right-of-way, are required from the Trailhead property owned by the Town of Upland. Additionally, 0.0057 acre of permanent right-of-way and 0.0286 acre of temporary right-of-way are required from the Trailhead property owned by Upland Area Greenways.

Avoiding the Trailhead property is not feasible because it is adjacent to the bridge that needs to be replaced and raised. In order to minimize impacts to the Trailhead, several measures are proposed. The driveway will be reconstructed and disturbed areas will be restored. Access to the park must remain open during construction. Features and amenities of the park that are outside of the proposed construction area will be labeled “Do Not Disturb” on project plans. These minimization measures will be included as firm commitments in the environmental document.

The Detamore Trailhead is a public trail that qualifies for protection under Section 4(f) of the Department of Transportation Act of 1966 and SAFETEA-LU Section 6009(a). Based on the proposed minimization measures, this project will not adversely impact the activities, features, or attributes that qualify the property for protection under Section 4(f). As such, the FHWA is anticipated to approve this Section 4(f) use as a *de minimis* impact, and the Town of Upland and Upland Area Greenways have been informed of the intended finding. In accordance with 23 CFR 774.5(b)(2) and SAFETEA-LU Section 6009(a), the views of the public are being sought regarding the effect of the proposed project on the Detamore Trailhead and the proposed Section 4(f) *de minimis* impact finding. Project information is available online at in.gov/indot/2703.htm, and is available by mail upon request. Please respond with any comments no later than May 3, 2021 to the contact information below.

Mailed to adjoining landowners on March 30, 2021.

Daniel J. Miller
Parsons
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204
Daniel.j.miller@parsons.com

AFFP
INDOT-SR22 UPLAND

Affidavit of Publication

See attached

STATE OF IN
COUNTY OF GRANT

Shelva Garrison, being duly sworn, says:
That she is A CUSTOMER SERVICE REP of the CHRONICLE-TRIBUNE, a Daily newspaper of general circulation, printed and published in MARION, GRANT County, IN; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:
April 1, 2021

Publisher's Fee: $66.23
That said newspaper was regularly issued and circulated on those dates.
SIGNED:

Shelva Garrison

Subscribed to and sworn to me this 1st day of April, 2021

Rebecca Jo Barr

Rebecca Barr, Notary Public 08/22/2024

STATE OF INDIANA NOTARY SEAL
REBECCA JO BARR
Notary Public, State of Indiana
Grant County
Commission # 689780
My Commission Expires
August 22, 2024

00006664 70002319

Francie Sizemore
Town of Upland
P.O. Box 428
87 North Main Street
Upland, IN 46989

LEGAL NOTICE Des. Nos. 1383460.

The Indiana Department of Transportation (INDOT), in cooperation with the Federal Highway Administration (FHWA) and the Town of Upland, are planning a project involving State Road 22 (SR 22) in Upland, Grant County. The proposed undertaking is located on SR 22 (locally designated as Main Street) from 0.19 mile north of SR 26 to 1.74 miles north of SR 26. The recommended alternative includes replacement of the current bridge over Central Railroad of Indianapolis (CERA). Existing pavement, curbs, and sidewalks would be replaced from Urban Street to the entrance of Taylor University. Sidewalks would average five feet wide, and ADA-compliant curb ramps will be installed or upgraded where needed. Stormwater management systems would be upgraded, including replacement of the two existing culverts. Additionally, within downtown Upland, streetscaping that includes parking spaces, sidewalk bump-outs, and upgraded lighting is proposed.

Detamore Trailhead (Trailhead) is located at the southeast corner of SR 22 and CERA railroad. The height of the new bridge will be raised by approximately three feet to allow for proper vertical clearance of the railroad. Accordingly, the SR 22 approaches will be raised to tie the current grades into the new bridge and meet sight distance criteria along SR 22. The western edge of the trailhead property is in the area where the bridge approach needs to be raised. In order to accomplish this work, 0.0668 acre of new permanent right-of-way, and 0.0365 acre of temporary right-of-way, are required from the Trailhead property owned by the Town of Upland. Additionally, 0.0057 acre of permanent right-of-way and 0.0286 acre of temporary right-of-way are required from the Trailhead property owned by Upland Area Greenways.

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Daniel J. Miller
Parsons
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204
Daniel.j.miller@parsons.com hspaxlp.4/1/2021

In April 2021, the recommended alternative for the bridge project, Des. 1383460, was revised from a bridge replacement to a superstructure replacement. There is no change to project limits or impacts.

Lead Des. No. was revised from 1383460 to 1800168.

STATE ROUTE 22 BRIDGE AND ROAD RECONSTRUCTION – TOWN OF UPLAND, IN
DES. 1383460 & 1800168

Also included proposed streetscape project, Des. 1702864.

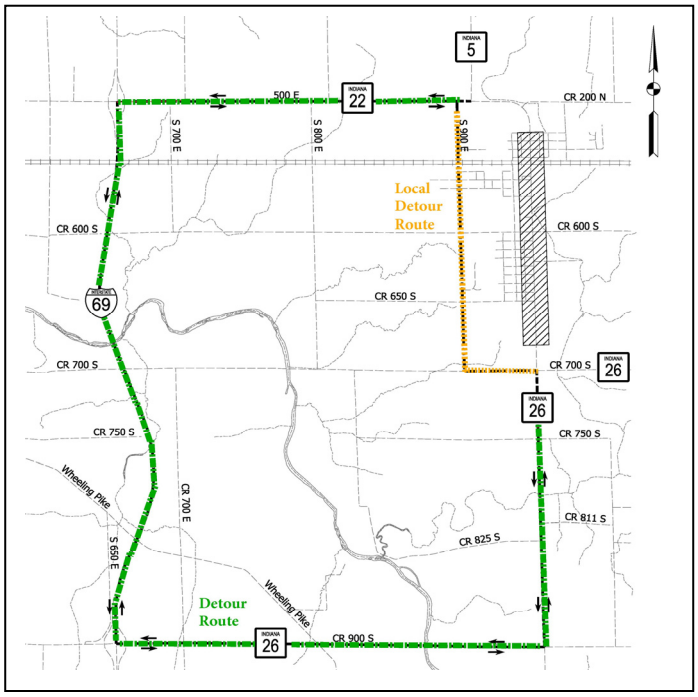
PROJECT DETAILS

The purpose of this project is to address deteriorated pavement conditions on SR 22 within the project limits and the degraded condition of the bridge over the Central Railroad of Indianapolis (CERA), improve pedestrian facilities, and provide streetscape amenities within downtown Upland. Proposed improvements include a bridge replacement over the CERA railroad, full-depth pavement replacement from Urban Street to the entrance of Taylor University, improved pedestrian facilities as needed, and drainage improvements. Additionally, within downtown Upland, streetscape, including on-street parking, sidewalk bump-outs, and upgraded lighting is proposed.

During construction, SR 22 will be closed to through traffic. One-lane, one-way operations will be maintained in the construction zone for local access only. The planned detour will utilize SR 22, SR 26, and I-69 (shown in the graphic to the right-in green). Access to residences and businesses will be provided at all times.

Permanent and temporary right-of-way (ROW) is anticipated in order to construct the proposed project improvements, currently estimated at 7.61 acres of permanent ROW and 0.50 acre of temporary ROW.

PROJECT NUMBER: 1383460 & 1800168
PROJECT STATUS: In Design
ANTICIPATED CONSTRUCTION START: Spring 2023
ESTIMATED CONSTRUCTION COSTS: Approx. $12.7M



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FOR MORE INFORMATION

https://www.in.gov/indot/2703.htm
855-463-6848
INDOT4U@indot.in.gov

INDOT's mission is to collaboratively plan, build, and maintain safe and innovative transportation infrastructure that enhances quality of life, drives economic growth, and accommodates new modes of transport.

Attendee List from the February 10, 2021 Virtual Public Information Meeting held on Microsoft Teams

Participant Id	Full Name	UserAgent	UTC Event Timestamp *(not Eastern time)*	Action	Role
	Alexander Lee	Mozilla/5.0 (Windows N	1/27/2021 7:46:19 PM	Joined	Attendee
	Matthew Yarian	Mozilla/5.0 (Windows N	1/27/2021 8:29:17 PM	Joined	Attendee
	Lael Boren	Mozilla/5.0 (Macintosh;	2/5/2021 6:53:01 PM	Joined	Attendee
	Doug Burgess	Mozilla/5.0 (Windows N	2/10/2021 9:32:47 PM	Joined	Attendee
	Thomas Rueschhoff	Mozilla/5.0 (Windows N	2/10/2021 9:33:34 PM	Joined	Attendee
	Sean Porter	Mozilla/5.0 (Windows N	2/10/2021 10:16:54 PM	Joined	Attendee
	Monic Black	Mozilla/5.0 (Windows N	2/10/2021 10:28:15 PM	Joined	Event Team Member
	Eric Jagger	Mozilla/5.0 (Windows N	2/10/2021 10:30:38 PM	Joined	Event Team Member
	Matt Taylor	Mozilla/5.0 (Windows N	2/10/2021 10:30:38 PM	Joined	Event Team Member
	Daniel Miller	Mozilla/5.0 (Windows N	2/10/2021 10:31:02 PM	Joined	Event Team Member
	Kimberly Saunders	Mozilla/5.0 (Windows N	2/10/2021 10:32:36 PM	Joined	Event Team Member
	Alexander Lee	Mozilla/5.0 (Windows N	2/10/2021 10:32:41 PM	Joined	Event Team Member
	Matthew Yarian	Mozilla/5.0 (Windows N	2/10/2021 10:32:50 PM	Joined	Event Team Member
	Matt Taylor	Mozilla/5.0 (Windows N	2/10/2021 10:33:12 PM	Joined	Event Team Member
	Kyle Muellner	Mozilla/5.0 (Windows N	2/10/2021 10:33:30 PM	Joined	Event Team Member
	Kimberly Saunders	Mozilla/5.0 (Windows N	2/10/2021 10:33:54 PM	Joined	Event Team Member
	Monic Black	Mozilla/5.0 (Windows N	2/10/2021 10:34:53 PM	Joined	Event Team Member
	Charity Bailey	Mozilla/5.0 (Macintosh;	2/10/2021 10:44:02 PM	Joined	Attendee
	Jenny Bass	TeamSpaceApp/2.3.1 (iF	2/10/2021 10:55:17 PM	Joined	Attendee
	Jeremy VanErman	TeamSpaceApp/2.3.1 (iF	2/10/2021 10:55:52 PM	Joined	Attendee
		SignalR (lang=Java; os=li	2/10/2021 10:56:00 PM	Joined	Attendee
	Charity Bailey	Mozilla/5.0 (Macintosh;	2/10/2021 10:56:50 PM	Joined	Attendee

Participant Id	Full Name	UserAgent	UTC Event Timestamp *(not Eastern time)*	Action	Role
	Madeline Mettler	Mozilla/5.0 (Windows N	2/10/2021 10:56:53 PM	Joined	Attendee
	Doug Burgess	Mozilla/5.0 (Windows N	2/10/2021 10:57:03 PM	Joined	Attendee
	Matthew James FENTON	Mozilla/5.0 (Windows N	2/10/2021 10:57:03 PM	Joined	Attendee
	Ron Sutherland	SignalR (lang=Java; os=li	2/10/2021 10:57:14 PM	Joined	Attendee
	Thomas Rueschhoff	Mozilla/5.0 (Windows N	2/10/2021 11:00:22 PM	Joined	Attendee
	Angela Nicholson	Mozilla/5.0 (Windows N	2/10/2021 11:00:55 PM	Joined	Attendee
	Carl Daudt	Mozilla/5.0 (Windows N	2/10/2021 11:01:01 PM	Joined	Attendee
	Sean Porter	TeamSpaceApp/2.3.1 (iP	2/10/2021 11:06:05 PM	Joined	Attendee
	Jeremy VanErman	Mozilla/5.0 (Windows N	2/10/2021 11:06:27 PM	Joined	Attendee
	Jenny Bass	TeamSpaceApp/2.3.1 (iP	2/10/2021 11:06:44 PM	Joined	Attendee
	Dianne Hovermale	Mozilla/5.0 (Windows N	2/10/2021 11:08:18 PM	Joined	Attendee
		TeamSpaceApp/2.3.1 (iP	2/10/2021 11:10:03 PM	Joined	Attendee
		TeamSpaceApp/2.3.1 (iP	2/10/2021 11:12:02 PM	Joined	Attendee
		SignalR (lang=Java; os=li	2/10/2021 11:39:32 PM	Joined	Attendee

WELCOME TO THE PUBLIC INFORMATION MEETING

SR 22
Bridge and Road Reconstruction Project
Des. Nos. 1383460 & 1800168

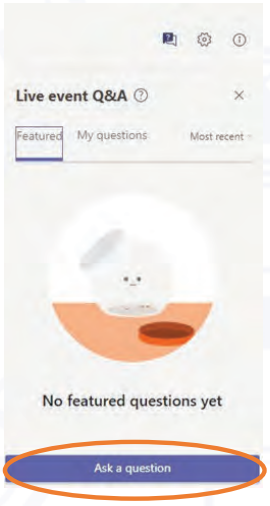
Upland, Grant County, Indiana
February 10, 2021

Also included proposed streetscape project, Des. 1702864.

Thank You for Joining the Public Information Meeting

Please use the Q&A Feature to submit a comment, and we will be happy to respond.

We will have a questions and answer period after this presentation.



Virtual Public Information Meeting: Welcome

- Introductions of Project Team

Matt Yarian, INDOT
Project Manager

Kyle Muellner, Parsons
Project Manager

Dan Miller, Parsons
Environmental Lead

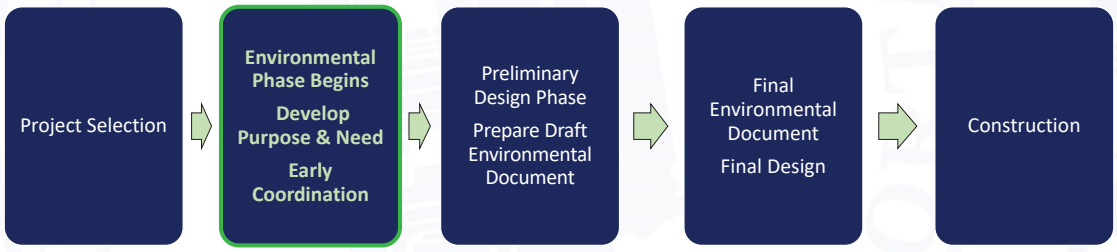
Matt Taylor, Parsons
Roadway Lead

Alex Lee, Parsons
Public Involvement Lead

NextLevel INDIANA

Project Development

Categorical Exclusion – Level 4 (CE-4) Project



NextLevel INDIANA

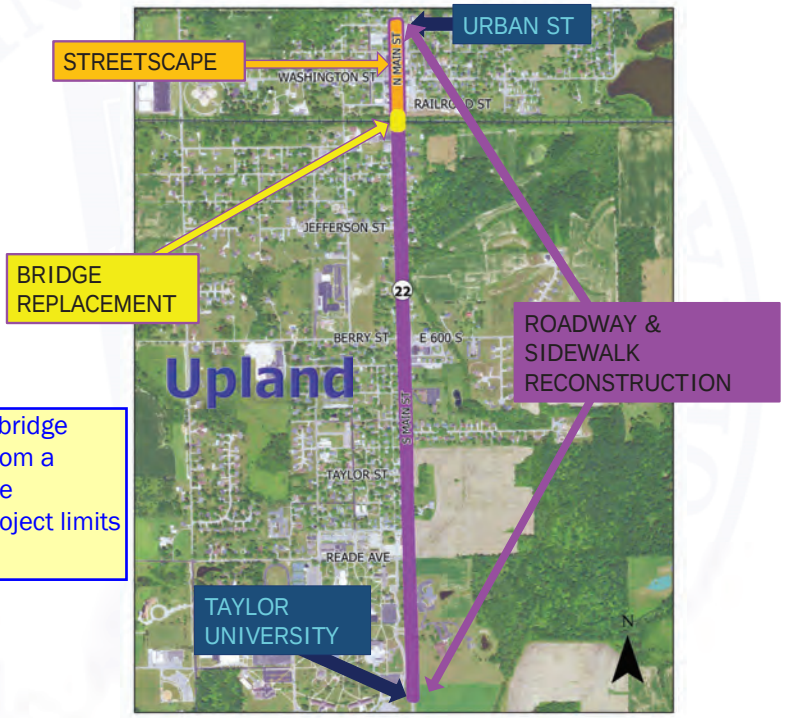
Purpose of the Virtual Public Information Meeting

Stakeholders:

- Opportunity to provide input throughout the Environmental Process
- Discuss key issues
- Promote collaboration
- Build understanding and support throughout the project

NextLevel INDIANA

Project Location



The recommended alternative for the bridge project, Des. 1383460, was revised from a bridge replacement to a superstructure replacement. There is no change to project limits or impacts.

NextLevel INDIANA

Project Purpose

- Meet federal standards (including A.D.A., Bridge vertical clearance and others)
- Provide compliant pedestrian facilities
- Streetscaping plan in the downtown area of Upland

NextLevel INDIANA

The recommended alternative for the bridge project, Des. 1383460, was revised from a bridge replacement to a superstructure replacement. There is no change to project limits or impacts.

Recommended Alternative

Bridge Reconstruction

- Meet federal standards
- New bridge will provide lane, shoulder and sidewalk widths matching adjacent roadway segments
- The need for pedestrian protective fencing will be assessed

Looking east at the Main Street bridge

NextLevel INDIANA

Recommended Alternative

Road Reconstruction

- Reconstruct existing pavement from Urban Street to the entrance of Taylor University
- Pedestrian facilities will be upgraded in accordance with the Americans with Disabilities Act

NextLevel INDIANA

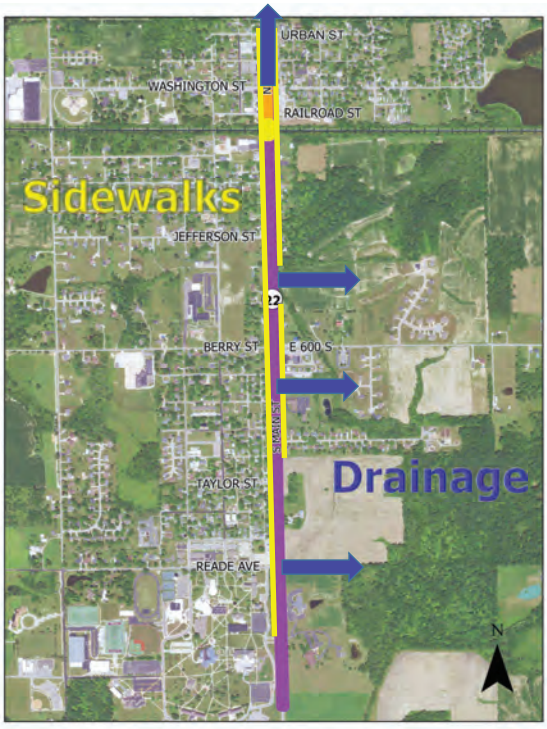
Recommended Alternative

Sidewalks

West Side
- Taylor University throughout the project on the west side

East Side
- Bragg Avenue to Montgomery Street
- South of Jefferson Street through the project limits

Drainage



NextLevel INDIANA

Recommended Alternative

Road Reconstruction

Looking north along SR 22 (Main Street)

Rendering looking north along SR 22 (Main Street)

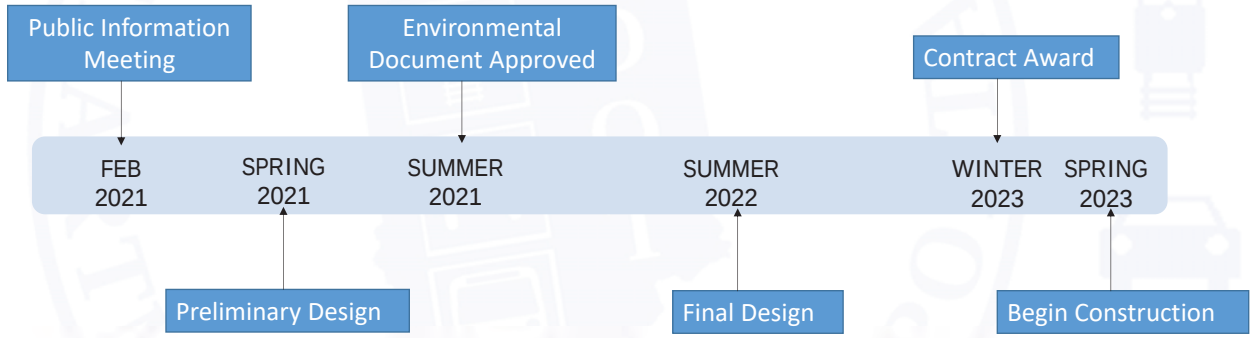
Recommended Alternative

Downtown Streetscape

Looking north along SR 22 (Main Street)

Streetscape rendering looking north along SR 22 (Main Street)

Project Schedule



Next Steps

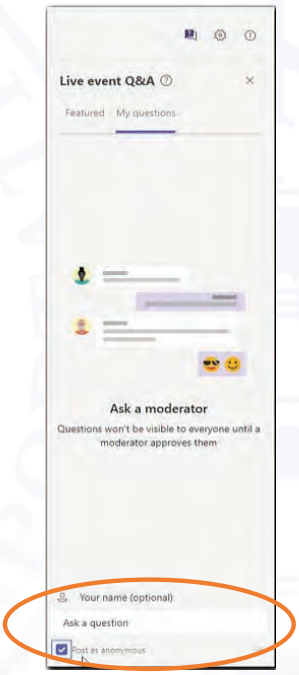
- Public and project stakeholder input
- Information on website https://www.in.gov/indot/2703.htm
- Preliminary design and Environmental process
- Communicate a decision
  - INDOT will notify project stakeholders as the project proceeds through planning and design
  - Work through local media, social media outlets, and legal notice

Submitting a Comment

The team is interested in hearing your feedback either tonight or if you have questions after this meeting.

Please use the Q&A Feature to submit a comment and we will be happy to respond.

Type your name (optional) and question or comment.



NextLevel INDIANA

Thank You

- Questions or comments:

ATTN:
INDOT, c/o Alex Lee
Parsons
101 W Ohio St, Suite 2121
Indianapolis, IN 46204

Alexander.Lee@parsons.com

INDOT Next Level Customer Service

855-INDOT4U (855-463-6848)

www.indot4u.com

indot@indot.in.gov

855 INDOT4U
855-463-6848

Please mention "State Road 22 Bridge and Road Project" in your comments.

NextLevel INDIANA

Jagger, Eric

From: Lee, Alexander
Sent: Thursday, February 18, 2021 3:55 PM
To: rcwright72@att.net
Cc: Jagger, Eric
Subject: RE: INDOT State Road 22 Project in Upland

Mrs. Wright,
Please see the link to the presentation that was presented virtually last week: https://www.in.gov/indot/files/SR%2022%20Upland%20Virtual%20Public%20Information%20Presentation.pdf

If you have any questions, please let me know. For your information, I will be out tomorrow; I am cc my colleague Eric Jagger. Have a good weekend.
Alex Lee

Alexander Lee, AICP
Senior Environmental Planner

101 West Ohio Street, Suite 2121 - Indianapolis, IN 46204
alexander.lee@parsons.com – P: 317-616-1011 M: 571-294-4555

PARSONS - Envision More
www.parsons.com | LinkedIn | Twitter | Facebook

From: Lee, Alexander
Sent: Wednesday, February 10, 2021 7:35 PM
To: rcwright72@att.net
Cc: Jagger, Eric <Eric.Jagger@parsons.com>
Subject: INDOT State Road 22 Project in Upland

Mrs. Wright,
Please see the attached fact sheet.
INDOT will post a copy of the virtual presentation later this week. Here is the weblink: https://www.in.gov/indot/2703.htm
Scroll down to Proposed Project to S.R. 22 Town of Upland, Grant County

Like you mentioned on the call: During the reconstruction, you (283 N. Main St) would not want the grass strip replaced as part of the reconstruction. Your comment. "will be recorded in the environmental document." was unintentionally omitted.

Have a good evening.
Alex Lee

Alexander Lee, AICP
Senior Environmental Planner

101 West Ohio Street, Suite 2121 - Indianapolis, IN 46204
alexander.lee@parsons.com – P: 317-616-1011 M: 571-294-4555

Question and Answer Session from the February 10, 2021 Virtual Public Information Meeting held on Microsoft Teams

Source	Type	Identity	Date / Time	Question	Responses
Attendee	Question	Anonymous (Unverified)		Will the height of the bridge over the railroad be the same as it is today?	The new bridge will be less than one foot higher than the existing structure, and will provide 23 feet of vertical clearance over the railroad.
Attendee	Question	Anonymous (Unverified)		Will the bridge over the railroad be open during construction?	The project will require a full closure of the SR 22 over CERA bridge, from Michigan Street to Railroad Street. An official detour will be provided using SR 26, I-69, and SR 22.
Attendee	Question	Carl Daudt (Unverified)		Will there be a way for pedestrians to cross the highway at (or preferably under) the bridge?	No pedestrain crossing is proposed at this location. There will be sidewalks along both sides of the roadway.
Attendee	Question	Anonymous (Unverified)		Will there be access to the businesses and homes along Main Street during construction?	Construction will be phased with one side of the roadway constructed at a time. The reminaing width of pavement will be used for one-way, one-directional travel through the construction zone and to provide access for local residences and businesses.
Attendee	Question	Anonymous (Unverified)		Will there be any major utilities that will need to be relocated and will be there an outage?	The preferred alternative includes relocating two light poles and a fiber optic line. Utility coordination is ongoing. Power service will be continuous, there will not be any power outages.
Attendee	Question	Anonymous (Unverified)		Is right-of-way acquisition required for this project and if so how/when will I find out if my property is affected?	Yes, right-of-way acquisition is required for this project.
Attendee	Question	Anonymous (Unverified)		Will there be any future public involvement for the project?	Yes. Following the release of the CE-4 document for public involvement, the public will have the opportunity to comment on the findings of the environmental document and request a public hearing.
Attendee	Question	Anonymous (Unverified)		For emergency vehicles, how will they respond to the south side if the bridge is closed?	The official detour will be provided using SR 26, I-69, and SR 22. However, a local route will also be available that uses 8th Street.
Attendee	Question	Anonymous (Unverified)		Is the trail mentioned part of this project or a current/future local project?	The Detamore Trailhead is a previous project between the Town of Upland and Upland Area Greenways. However, this project will require right-of-way from both owners to accommodate the raised grade of the roadway and bridge. Access will remain open to the trail via a temporary drive.
Attendee	Question	Anonymous (Unverified)		Under the current plan, what is the proposed length of the construction period?	Construction is proposed to begin in the spring of 2023 and last up to spring 2025.
Attendee	Question	anne Hovermale (Unverifie		1. Is the February 26 date the final date for residents and businesses to submit questions and/or concerns? 2. How will residents and businesses be notified of this date and the manner to submit questions/concerns?	This is not the last opportunity. There will be future public involvement opportunities. These opportunities will be published in the *Chronicle Tribune* and distributed to stakeholders in the form of a public notice.
Attendee	Question	Anonymous (Unverified)		Can you revisit the streetscape improvements and discuss how it will be different from what is out there today?	The designer revisited the graphics in the presentation to explain the streetscape improvements.
Attendee	Question	Anonymous (Unverified)		I'm not sure if I understood the proposed construction period length: Spring 2023 to Fall 2023 or until Spring 2025?	Construction is proposed to begin in the spring of 2023 and last up to spring 2025.
Attendee	Question	Charity (Unverified)		Does the plan include landscaping?	The project includes streetscaping along SR 22 from the north bridge approach to Urban Street. The streetscaping includes parking spaces, sidewalk bump-outs, trees, and upgraded lighting.
Attendee	Question	Carl Daudt (Unverified)		After construction, will the road to the depot still be accessible from Main Street?	Yes, access will not be changed.

Appendix H

Air Quality

Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2020 - 2024

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
Indiana Department of Transportation	41565 / 1800168	Init.	SR 22	Pavement Replacement	From 1.82 Miles North of SR 26 to SR 26 (Town of Upland).	Fort Wayne	1.824	STBG		Road Construction	CN	$5,778,141.60	$1,444,535.40				$7,222,677.00	
										Road ROW	RW	$220,000.00	$55,000.00			$275,000.00		
Performance Measure Impacted: Pavement Condition																		
Indiana Department of Transportation	41565 / 1800168	A 18	SR 22	Pavement Replacement	From 1.82 Miles North of SR 26 to SR 26 (Town of Upland).	Fort Wayne	1.824	STBG	$8,775,177.00	Road Consulting	PE	$1,022,000.00	$255,500.00	$1,277,500.00				
Performance Measure Impacted: Pavement Condition																		
Comments:No MPO for DES 1800168. Adding $1,277,500 PE to FY 2020.																		
Indiana Department of Transportation	41567 / 1800164	Init.	US 35	Replace Superstructure	Bridge Over Bell Creek, 0.39 miles South of SR 37.	Fort Wayne	.528	NHPP		Bridge Construction	CN	$676,384.00	$169,096.00				$845,480.00	
										Bridge ROW	RW	$20,000.00	$5,000.00			$25,000.00		
Performance Measure Impacted: Bridge Condition																		
Indiana Department of Transportation	41823 / 1600288	Init.	SR 18	HMA Overlay, Preventive Maintenance	I-69 to SR 3 (0.13 mile W of I-69 to 0.04 mile W of SR 3)	Fort Wayne	9.597	STBG		Road Construction	CN	$4,220,918.40	$1,055,229.60	$5,276,148.00				
Performance Measure Impacted: Pavement Condition																		
Indiana Department of Transportation	41832 / 1701343	Init.	SR 9	Concrete Pavement Restoration (CPR)	From SR 37 to 2.71 miles N of SR 37	Fort Wayne	2.78	NHPP		Road Construction	CN	$1,184,340.00	$296,085.00	$1,480,425.00				
Performance Measure Impacted: Pavement Condition																		
Grant County	41951 / 1802916	A 01	IR 1021	Bridge Rehabilitation Or Repair	Bridge No. 254 on Pennsylvania St over the Mississinewa River	Fort Wayne	.25	STBG	$2,075,000.00	Local Funds	CN	$0.00	$414,920.00		$414,920.00			
										Local Bridge Program	CN	$1,659,680.00	$0.00		$1,659,680.00			
Performance Measure Impacted: Bridge Condition																		
Comments:Add new Project to STIP. No MPO																		
Indiana Department of Transportation	42338 / 1900112	A 04	SR 26	Bridge Deck Overlay	SR 26 over LITTLE CREEK, 00.7 5 W SR 9	Greenfield	0	STBG	$808,000.00	Bridge Construction	CN	$474,400.00	$118,600.00					$593,000.00
										Bridge Consulting	PE	$160,000.00	$40,000.00	$200,000.00				
										Bridge ROW	RW	$12,000.00	$3,000.00			$15,000.00		
Performance Measure Impacted: Bridge Condition																		
Comments:New Project Addition Grant County No Air Quality Conformity.																		
Indiana Department of Transportation	42338 / 1900112	A 07	SR 26	Bridge Deck Overlay	SR 26 over LITTLE CREEK, 00.7 5 W SR 9	Greenfield	0	STBG	$808,000.00	Bridge Consulting	PE	$160,000.00	$40,000.00	$200,000.00				
										Bridge Construction	CN	$474,400.00	$118,600.00					$593,000.00

Report Created:6/1/2021 1:58:00PM

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

Appendix I

Engineering Documents

Excerpts

Bridge Inspection Report

022-27-02130 A

SR 22
over
CENTRAL RR CO OF INDY

Inspection Date: 07/01/2019

Inspected By: Andrew Herber

Inspection Type(s): Routine

GEOMETRIC DATA

(48) LENGTH OF MAX SPAN:	**0048.5 FT**
(49) STRUCTURE LENGTH:	**00146.0 FT**
(50) CURB/SIDEWALK WIDTHS:	
A) LEFT	**04.5 FT**
B) RIGHT:	**04.5 FT**
(51) BRDG RDWY WIDTH CURB-TO-CURB:	**040.0 FT**
(52) DECK WIDTH, OUT-TO-OUT:	**052.0 FT**
(32) APPROACH ROADWAY	**041.0 FT**
(33) BRIDGE MEDIAN:	**0 - No median**
(34) SKEW:	**00 DEG**

(35) STRUCTURE FLARED:	**0 - No flare**
(10) INV RTE, MIN VERT CLEARANCE:	**99.99 FT**
(47) TOT HORIZ CLEARANCE:	**040.0 FT**
(53) VERT CLEAR OVER BR RDWY:	**99.99 FT**
(54) MIN VERTICAL UNDERCLEARANCE:	
A) REFERENCE FEATURE:	**R**
B) MIN VERT UNDERCLEAR:	**22.5 FT**
(55) LATERAL UNDERCLEARANCE RIGHT:	
A) REFERENCE FEATURE:	**R**
B) MIN LATERAL UNDERCLEAR:	**016.5 FT**
(56) MIN LATERAL UNDERCLEAR ON LEFT:	**00.0 FT**

INSPECTIONS

(90) INSPECTION DATE:	**07/01/2019**
(92) CRITICAL FEATURE INSPECTION:	
A) FRACTURE CRITICAL REQUIRED/FREQUENCY:	**N**
B) UNDERWATER INSPECTION REQUIRED/FREQUENCY:	**N**
C) OTHER SPECIAL INSPECTION REQUIRED/FREQUENCY:	**N**

(91) DESIGNATED INSPECTION FREQUENCY:	**24 MONTHS**
(93) CRITICAL FEATURE INSPECTION DATE:	
A) FRACTURE CRITICAL DATE:	
B) UNDERWATER INSP DATE:	
C) OTHER SPECIAL INSP DATE:	

CONDITION

(58) DECK:	**5 - Fair Condition (minor section loss)**
(58.01) WEARING SURFACE:	**5 - Fair Condition**
(59) SUPERSTRUCTURE:	**5 - Fair Condition (minor section loss)**

(60) SUBSTRUCTURE:	**6 - Satisfactory Condition (minor deterioration)**
(61) CHANNEL/CHANNEL PROTECTION:	**N - Not Applicable**
(62) CULVERTS:	**N - Not Applicable**

CONDITION COMMENTS

(58) DECK: **5 - Fair Condition (minor section loss)**

Comments:
Unable to see deck directly.
Top: refer to Wearing Surface
Underside: several gaps between box beams have wetness and light efflorescence, especially between box beams 7 & 8; a few spots of rust staining; can see rust and efflorescence coming from bottom of deck not box beams;

(58.01) WEARING SURFACE: **5 - Fair Condition**

Comments:
Box beams are not tied together with rods, so beams can move independently, which causes the deck to crack longitudinally at small gaps between box beams. 7 longitudinal cracks, located at box beam gap locations. Some transverse cracks. 10' x 1' sound patch at the north joint in NBL & a 20' x 1' sound patch at the south joint.

(59) SUPERSTRUCTURE: **5 - Fair Condition (minor section loss)**

Comments:
Span A. Box 3, 10' x 4" corner edge spall/ delamination; Box 5, 3' x 2' spall/ delamination over bearing; Box 8, 4' x 2.5' spall/ delamination over bearing; Between boxes 2 & 3 wet area, mid-span; Boxes 7 & 8, 15' wet area. Boxes 9 & 10, 3' wet area. Boxes 10 & 11, 5' wet area.
Span B. Box 7, 4' x 6" corner edge spall with exposed strand; Boxes 5 & 6, 15' west area. Boxes 7 & 8, 20' wet area.
Span C. Box 6, minor spall 5" x 1" with exposed strand, mid-span; Heavy rust staining from weep holes; Boxes 7 & 8, 12' wet area; Boxes 11 & 12, 10' wet area, few random areas of rust staining; Moderate efflorescence between boxes 7 & 8; small spall with exposed rebar to box 7

(60) SUBSTRUCTURE: **6 - Satisfactory Condition (minor deterioration)**

Comments:
Abutment 4: few vertical cracks, wetness. Overall good condition.
Bent 3: a few minor surface spalls on columns; overall in Good Condition;
Bent 2: Good Condition;
Abutment 1, 10' wide area of heavy spalling with E/R, spalling appears to be close to bearing areas of a few boxes; an additional 10' heavy cracking, delamination, rust staining, water staining, slight efflorescence. Also 10' of moderate cracking, heavy rust staining, water staining. Totaling 30'.

(61) CHANNEL/CHANNEL PROTECTION **N - Not Applicable**

Comments:

(62) CULVERTS: **N - Not Applicable**

Comments:

LOAD RATING AND POSTING

(31) DESIGN LOAD:	**5 - HS 20**	(66) INVENTORY RATING:	**27**
(70) BRIDGE POSTING	**5 - Equal to or above legal loads**	(65) INVENTORY RATING METHOD:	**1 - Load Factor (LF)**
		(66B) INVENTORY RATING (H):	**21**
(41) STRUCTURE OPEN/POSTED/CLOSED:	**A - Open**	(66C) TONS POSTED :	
		(66D) DATE POSTED/CLOSED:	
(64) OPERATING RATING:	**47**		
(63) OPERATING RATING METHOD:	**1 - Load Factor (LF)**		

APPRAISAL

SUFFICIENCY RATING:	**75.8**	(36) TRAFFIC SAFETY FEATURE:	
STATUS:	**0**	36A) BRIDGE RAILINGS:	**1**
(67) STRUCTURAL EVALUATION:	**5**	36B) TRANSITIONS:	**0**
(68) DECK GEOMETRY:	**5**	36C) APPROACH GUARDRAIL:	**0**
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL:	**6**	36D) APPROACH GUARDRAIL ENDS:	**0**

(71) WATERWAY ADEQUACY: **N - Not Applicable**
Comments:

(72) APPROACH ROADWAY ALIGNMENT: **8 - Equal to present desirable criteria**
Comments:

Excerpts

State Road 22 over Central Railroad of Indianapolis Bridge Project

DESIGNATION NUMBER: 1383460

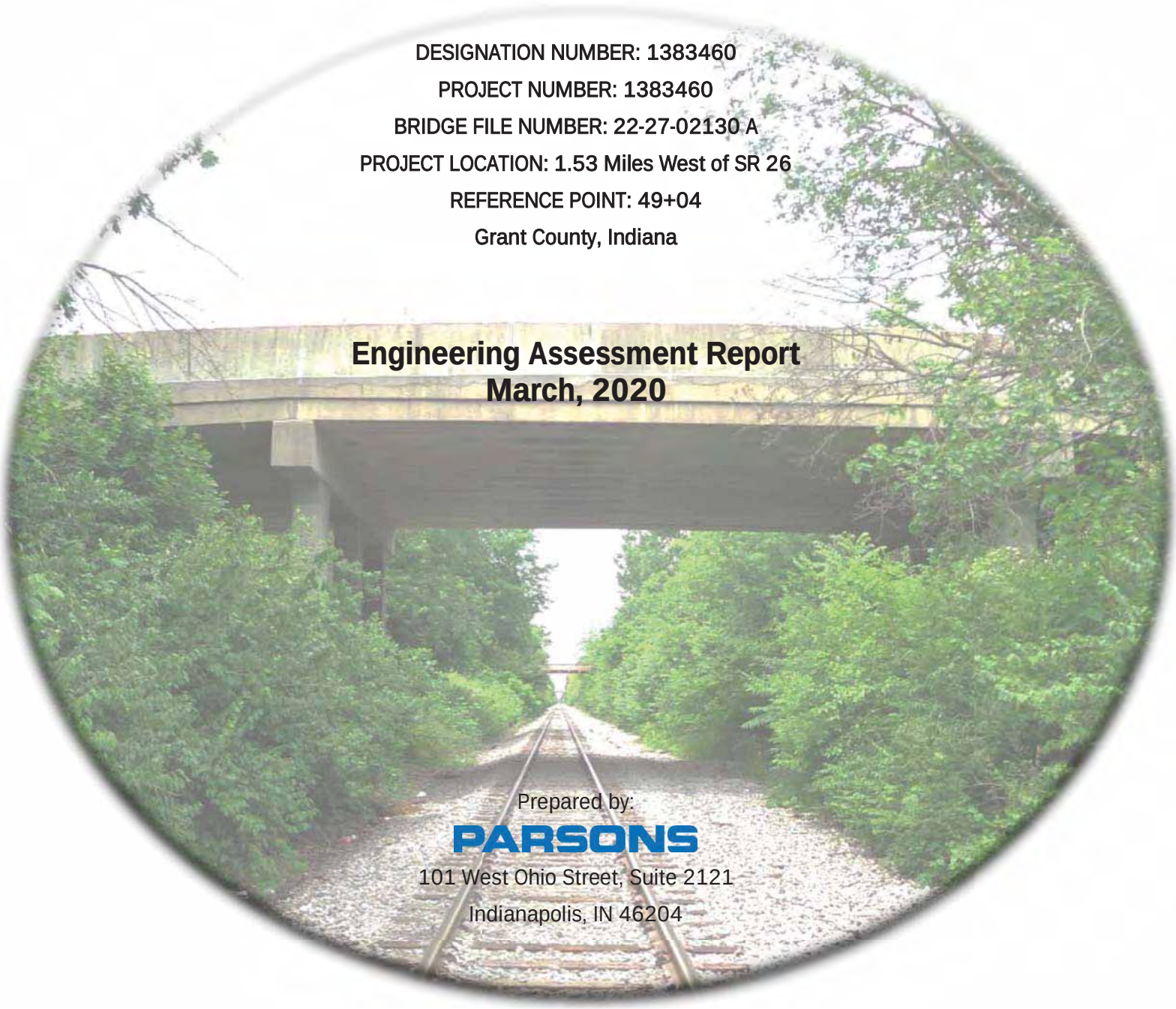
PROJECT NUMBER: 1383460

BRIDGE FILE NUMBER: 22-27-02130 A

PROJECT LOCATION: 1.53 Miles West of SR 26

REFERENCE POINT: 49+04

Grant County, Indiana



Engineering Assessment Report
March, 2020

Prepared by:

PARSONS

101 West Ohio Street, Suite 2121

Indianapolis, IN 46204

1.0 Purpose of Report

This Engineer's Report documents the Engineering Assessment phase of the SR 22 bridge over Central Railroad of Indianapolis (CERA) Bridge Project. The INDOT Structure No. is 22-27-02130A, and the Designation Number is 1383460.

This report details the essential engineering aspects of the proposed bridge project, contains relevant background data, and provides conclusions with recommendations to guide ongoing environmental and design phases. Refinements to the conceptual designs presented in this Engineer's Report will be made during the design process.

2.0 Project Location

Located in Grant County, the existing 3-span bridge crosses over the Central Railroad Company of Indiana (CERA). Refer to Figure 2.1 for a location map.

This structure is in Upland, Indiana in the INDOT Fort Wayne District at reference post (RP) 49+34.

SR 22 continues north and south past the bridge approaches. The CERA railroad tracks continue east and west past the intersection.

Figure 2A – Project Location Map

3.0 Project Purpose and Need

The purpose of the SR 22 over CERA Bridge Replacement Project is to provide a cost-effective, operationally safe, and structurally sound bridge for the traveling public. A superstructure replacement or complete replacement is needed to address the following issues:

1. The fair to poor condition of the 51-year old bridge superstructure.
2. Substandard vertical clearance between the low structure and the railroad underneath.
3. The vertical curvature does not meet "K" criteria, stopping sight distance, nor intersection sight distance criteria. Insufficient sight distance is a product of the severe crest vertical curve on the existing bridge.
4. The existing bridge does not meet current design standards for shoulder width, nor sidewalk width.
5. The current vertical clearance is 22'-5", while the minimum standard is 23'-0"

These primary deficiencies will factor into the decision for the preferred alternative.

Additionally, two projects adjacent to the SR 22 over CERA Bridge are anticipated to take place within the same contract.

1. **Des. 1800168** is a pavement replacement project set to take place from the intersection of SR 26 and SR 22 up to Urban St. (the northern end of the town of Upland). This project will take place at the northern terminus of the SR 22 over CERA Bridge project and will thus tie into the proposed profile of the bridge.
2. **Des. 1702864** is a road reconstruction along Main St. from the North approach of the bridge to Urban Street. This will project will also include a streetscape for downtown Upland, entailing wider sidewalks, "pocket parking", and lighting amenities (see Figure 3A). Due to the proximity of the

10.1.1 ALTERNATIVE 1: SINGLE SPAN, PRESTRESSED CONCRETE BULB-TEE BEAM BRIDGE REPLACEMENT WITH MSE WALL ABUTMENTS AND PROFILE RAISE WITH IMPACTS TO DOWNTOWN UPLAND

Description

This alternative proposes to replace the current structure and raise the existing bridge profile. The grade raise would allow for a cost-effective, single-span structure, while re-grading the approaches to meet current design criteria. The railroad grade would not require adjustment for this alternative.

The proposed bridge cross section for this alternative is comprised of a total of six 36" x 49" hybrid bulb-tee beams spaced at 9.83' with a span length of 95'-0" (see Appendix H for typical section). An 8" reinforced concrete deck will be provided with a cross slope of 2%. The proposed structure depth is approximately 4'-3" from the top of deck at the PG, to the bottom of beam. Bents 1 and 2 will be integral end bents supported on piles with MSE walls. The railroad will remain untouched, while achieving the necessary 23'-0" vertical clearance. Pedestrian height concrete bridge railing, 6' sidewalks, and a 6" tall curb will be installed.

Beyond the limits of the bridge the roadway will consist of a 12' travel lane with a 6' paved shoulder and 2'-7" curb and gutter. The proposed section matches curb face locations with the bridge and road. Behind the roadway the sidewalk will be constructed 6' wide. The downtown streetscape project conceptually has a 10' sidewalk on both sides of the roadway with a 5' buffer strip. However, due to the limitation on width for the bridge and the southern end of the beautification project near Railroad Street, it was determined that the narrower sidewalk was reasonable between Railroad Street and the bridge. With no current plans to extend the wider pedestrian way south of the bridge, the 6' sidewalk was continued to the southern limits of construction. The proposed profile creates more gradual transitions through the project's profile than currently exist.

The alternative includes the installation of a switchback style ramp to provide access between the roadway and Upland Depot Park.

An enclosed drainage system will be installed to drain the pavement. It is anticipated that the outlet of this system will be the adjacent projects to the north and south of the bridge. If these projects are not pursued, then significant increases in project scope and cost will be incurred to run the drainage to a positive outlet.

The preliminary cost estimate for this alternative, including R/W costs, is **$3.9 million.**

Analysis

This alternative would satisfy all necessary sight distance, vertical curve, and vertical clearance requirements. Additionally, no piers would be needed as this option would be a single span. However, due to a greater structure depth, the profile of SR 22 would need to be raised by approximately 2 feet, which would in-turn result in impacts to downtown Upland.

Roadway and surrounding areas of concern:

- Along the roadway in front of the building northwest of the Railroad Street and SR 22 intersection the roadway will be raised by over one foot. One concept that was considered to mitigate this grade raise was removal of the on-street parking lane and using that cross sectional width for a sidewalk behind the roadway curb. A short retaining wall and handrail could be used to separate the upper sidewalk and a lower sidewalk at the building elevation. This configuration would allow access across the closed Railroad Street intersection to the

park and may be an alternative to impacts at the Depot Park. Additional drainage structures would be required for the lower sidewalk location.

- The grade raise at Railroad Street is approximately 1.5'. Due to existing building in the northwest corner and limited availability to change grade at that location, it will not be practical to maintain the intersection with SR 22. The intersection will be eliminated and access to Upland Depot Park will be maintained from the west via 1st and 2nd Streets.
- The grade raise adjacent to the Upland Depot Park will require installation of a pedestrian ramp to provide connectivity between SR 22 and the park. The ramp will require approximately 145' of ramp length. Use of a switchbacks will be made to limit the length of ramp along the roadway, though it will increase the impacts to the width and potentially conversion of park property to a transportation purpose. The location will require retaining walls to minimize the width of the switchbacks. Due to the length of ramp required it is necessary to route the ramp to the north and will impact the clock along SR 22 on the park property.
- South of the bridge, the increase in grade will require reconstruction and reconfiguration of the driveway west of SR 22. The reconfiguration will result in the loss of at least six parking spaces.
- At the first house south of the bridge the location of the home and drive will potentially necessitate the total take of the property. The property is currently owned by Upland Area Greenways and is vacant. This house is owned by the Town for trail purposes. The Upland Town Manager has indicated he is amenable to the idea of closing Railroad Street if needed. A drive way is possible to the property, however, it will require removal of the existing home to grade the slopes. Additionally, the existing lead walk cannot be reconstructed without steps or switchback ramp similar to the ramp proposed for the Park. The grading for the driveway.
- This option is anticipated to require portions of right-of-way acquisition within 10 parcels. One house is anticipated to require demolition for this alternative and a business would lose some parking and require a sign relocation.

Environmental resources and right-of-way concerns:

- Three 4(f) properties and potential historic properties are adjacent to the project.
  - Section 4(f) properties include Depot Park, the planned Detamore trailhead, and a house currently being used by the Upland Area Greenways Association.
  - Potential Section 106 properties impacted include a commercial building north of Depot Park, relocation of a potentially historic clock within Depot Park, and the historic gas station.
- This alternative would also require closure of Railroad Street reducing direct access to Depot Park.
- There also appear to be risks of hazardous material impacts at the historic gas station to the northeast of the bridge.
- This alternative would affect one end of the downtown business district.
- The planned streetscape would be affected at the south end, as extra sidewalk would reduce area for parking.
- The profile meets minimum accessibility requirements in accordance with PROWAG.
- This option is anticipated to require portions of right-of-way acquisition within 10 parcels.
- The house currently being used by the Upland Area Greenways Association would be removed.
- A business would lose some parking and require a sign relocation.

Within downtown Upland, there will be added retaining walls required to raise the roadway, while maintaining the sidewalks at the existing building entry grade. Walls appear to be necessary along the historic Depot Park property, in order to minimize Section 106 and 4(f) impacts.

Anticipated Utility Impacts:

- Relocate one set of Overhead Electric lines (90 feet north of the bridge). It appears these lines could be simply raised up to accommodate the 4-foot grade raise.
- Relocate two light poles. It is anticipated that this will be incorporated into the streetscape project.
- Relocate buried Fiber Optic line running North-South along west side of road, including under the bridge.

The primary benefits of this proposal would be: improved Stopping Sight Distance on SR22 in the area as well as the planned Detamore trailhead and future trail, and the elimination of unsafe turning movements at Railroad Street. The more gradual transitions allow the profile to meet all vertical curve sight distance requirements within the construction limits.

This alternative reduces costs by avoiding railroad work, but, incurs greater costs by raising the profile in the downtown area. In summary, this alternative would meet project requirements, but would impact downtown Upland.

10.1.2 ALTERNATIVE 2A: THREE SPAN, STEEL BEAM SUPERSTRUCTURE REPLACEMENT WITH MINOR PROFILE RAISE AND NO IMPACTS TO DOWNTOWN UPLAND

Description

Alternative 2 proposes to replace the current superstructure and raise the existing bridge profile. The new profile of SR 22 would be limited such that it does not encroach into downtown Upland. This option will meet vertical clearance criteria, but will require a Level One design exception for Stopping Sight Distance.

The proposed bridge cross section for this alternative is comprised of ten W14x145 steel rolled beams spaced at 5'-8" with spans of 50'-7", 48'-6", 50'-7" (See Appendix H). The steel beams would be comprised of weathering steel, painted at the beam ends. An 8" reinforced concrete deck will be provided with a cross slope of 2%. The proposed structure depth is approximately 2'-6". Pedestrian height concrete bridge railing, 5' of sidewalk, and a 6" tall curb will be installed. Bents 1 and 4 will be new integral abutments supported on piles with concrete spillslopes. Existing piers 2 and 3 will remain in-place. Existing piers are located within the clear zone of the railroad, therefore crash walls will be added to the piers and attached to the columns and footings.

Beyond the limits of the bridge the roadway will consist of a 12' travel lane with a 6' paved shoulder and 2'-7" curb and gutter. The proposed section matches curb face locations with the bridge and road. Behind the roadway the sidewalk will be constructed 6' wide. The downtown streetscape project conceptually has a 10' sidewalk on both sides of the roadway with a 5' buffer strip. However, due to the limitation on width for the bridge and the southern end of the beautification project near Railroad Street, it was determined that the narrower sidewalk was reasonable between Railroad Street and the bridge. With no current plans to extend the wider pedestrian way south of the bridge, the 6' sidewalk was continued to the southern limits of construction.

The alternative includes the installation of a switchback style ramp to provide access between the roadway and Upland Depot Park.

An enclosed drainage system will be installed to drain the pavement. It is anticipated that the outlet of this system will be the adjacent projects to the north and south of the bridge. If these projects are not pursued, then significant increases in project scope and cost will be incurred to run the drainage to a positive outlet.

The preliminary cost estimate for this alternative, including R/W costs, is **$3.0 million.**

Analysis

Alternative 2 would satisfy the necessary vertical clearance requirements. Existing piers will be patched prior to adding the crashwall. The added load from the crashwall to the footing of the piers will be negligible due the load reduction from the proposed superstructure in contrast to the existing. This alternative minimizes costs by utilizing shorter spans, which allows for shallower beams. Additionally, substantial cost savings are realized by re-use of existing substructures.

Roadway and surrounding areas of concern:

- The grade raise adjacent to the Upland Depot Park will require installation of a pedestrian ramp to provide connectivity between SR 22 and the park. The ramp will require approximately 80' of ramp length. Use of switchbacks will be made to limit the length of ramp along the roadway, though it will increase the impacts to the width and potentially conversion of park property to a transportation purpose. The location will require retaining walls to minimize the width of the switchbacks. Due to the length of ramp required it is necessary to route the ramp to the north and will impact the clock along SR 22 on the park property.

- South of the bridge, the increase in grade will require reconstruction and reconfiguration of the driveway west of SR 22. The reconfiguration will result in the loss of at least three parking spaces.

The proposed profile improves sight distance over the bridge and will meet crest vertical sight distance requirements. The profile does not improve the crest condition to provide adequate intersection sight distance for vehicles turning from Railroad Street onto SR 22. Additional consideration should be given to restricting access at Railroad Street or development of a Level Two Design Exception.

To reduce impacts to downtown Upland, the grade north of the bridge will be increased, and minimum comfort length sag curves are utilized. These sag curves do not meet vertical sight distance criteria. While this "K" value-based criteria is not met, the basis of sag curve sight distance is the illumination of the roadway by the vehicle's headlight. This location is urban, and lighting is proposed as part of the beautification project. Therefore, a defensible basis for a design exception exists and the safety of the roadway is maintained within the sag curves and increased overall through the improvements to the crest curve.

Based on previous Level One Exception requests, the Federal Highway Administration does not recognize sag curve SSD as a level one design criteria. Therefore, it is suggested that this alternative provides a reasonable solution minimizing negative impacts and additional costs.

Environmental resources and right-of-way concerns:

- Three 4(f) properties and potential historic properties are adjacent to the project.
  - Section 4(f) properties include Depot Park, the planned Detamore trailhead, and a house currently being used being used by the Upland Area Greenways Association.
  - Potential Section 106 properties impacted include the relocation of a potentially historic clock within Depot Park.
- This option requires small portions of right-of-way acquisition within 6 parcels.
- One business would lose some parking and require a sign relocation.
- The profile meets minimum Accessibility requirements in accordance with PROWAG.

Anticipated Utility Impacts:

- It is assumed the Overhead electric lines are clear of a slight grade raise.
- Relocate two light poles. It is anticipated that this will be incorporated into the streetscape project.
- Relocate buried Fiber Optic line running North-South along west side of road, including under the bridge.

The primary benefits of this proposal would be an improved structure with improved stopping sight distance for SR22 and in the area of the planned Detamore trailhead, while minimizing impacts to the southern end of the business district.

In summary, this alternative would provide an economical rehabilitation, would not impact the profile of the railroad tracks, and would avoid significant impacts to downtown Upland. However, it would require one Level 1 Design Exception.

10.1.3 ALTERNATIVE 2B: THREE SPAN, STEEL BEAM BRIDGE REPLACEMENT WITH MINOR PROFILE RAISE AND NO IMPACTS TO DOWNTOWN UPLAND

Description

Alternative 2 proposes to replace the current structure and raise the existing bridge profile. The new profile of SR 22 would be limited such that it does not encroach into downtown Upland. This option will meet vertical clearance criteria, but will require a Level One design exception for Stopping Sight Distance.

The proposed bridge cross section for this alternative is comprised of ten W14x176 and W14x74 steel beams spaced at 5'-8" with spans of 52'-0", 58'-0", 46'-0" (See Appendix H). The steel beams would be comprised of weathering steel, painted at the beam ends. An 8" reinforced concrete deck will be provided with a cross slope of 2%. The proposed structure depth is approximately 2'-6". Pedestrian height concrete bridge railing, 6' of sidewalk, and a 6" tall curb will be installed. Bents 1 and 4 will be new integral abutments supported on piles with concrete spillslopes. Piers 2 and 3 will be wall piers on concrete footings with piles. Proposed piers will be located within the 25' "clear zone" of the railroad, therefore crash walls will be required. The wall piers will be 2'-6" thick to meet crash wall criteria, and provide 18' of horizontal clearance to avoid a Standard Deviation Request from CERA RR. Proposed piers and end bents will be located outside of existing foundations as possible, to both reduce structure removal costs and to meet minimum horizontal clearances for the railroad.

Beyond the limits of the bridge the roadway will consist of a 12' travel lane with a 6' paved shoulder and 2'-7" curb and gutter. The proposed section matches curb face locations with the bridge and road. Behind the roadway the sidewalk will be constructed 6' wide. The downtown streetscape project conceptually has a 10' sidewalk on both sides of the roadway with a 5' buffer strip. However, due to the limitation on width for the bridge and the southern end of the beautification project near Railroad Street, it was determined that the narrower sidewalk was reasonable between Railroad Street and the bridge. With no current plans to extend the wider pedestrian way south of the bridge, the 6' sidewalk was continued to the southern limits of construction.

The alternative includes the installation of a switchback-style ramp to provide access between the roadway and Upland Depot Park.

An enclosed drainage system will be installed to drain the pavement. It is anticipated that the outlet of this system will be the adjacent projects to the north and south of the bridge. If these projects are

not pursued, then significant increases in project scope and cost will be incurred to run the drainage to a positive outlet.

The preliminary cost estimate for this alternative, including R/W costs, is **$3.4 million.**

Analysis

Alternative 2B would satisfy the necessary vertical and horizontal clearance requirements. This alternative minimizes costs by utilizing shorter spans than a 1-span, which allows for shallower beams.

Roadway and surrounding areas of concern:

- The grade raise adjacent to the Upland Depot Park will require installation of a pedestrian ramp to provide connectivity between SR 22 and the park. The ramp will require approximately 80' of ramp length. Use of switchbacks will be made to limit the length of ramp along the roadway, though it will increase the impacts to the width and potentially conversion of park property to a transportation purpose. The location will require retaining walls to minimize the width of the switchbacks. Due to the length of ramp required it is necessary to route the ramp to the north and will impact the clock along SR 22 on the park property.

- South of the bridge, the increase in grade will require reconstruction and reconfiguration of the driveway west of SR 22. The reconfiguration will result in the loss of at least three parking spaces.

The proposed profile improves sight distance over the bridge and will meet crest vertical sight distance requirements. The profile does not improve the crest condition to provide adequate intersection sight distance for vehicles turning from Railroad Street onto SR 22. Additional consideration should be given to restricting access at Railroad Street or development of a Level Two Design Exception.

To reduce impacts to downtown Upland, the grade north of the bridge will be increased, and minimum comfort length sag curves are utilized. These sag curves do not meet vertical sight distance criteria. While this "K" value-based criteria is not met, the basis of sag curve sight distance is the illumination of the roadway by the vehicle's headlight. This location is urban, and lighting is proposed as part of the beautification project. Therefore, a defensible basis for a design exception exists and the safety of the roadway is maintained within the sag curves and increased overall through the improvements to the crest curve.

Based on previous Level One Exception requests, the Federal Highway Administration does not recognize sag curve SSD as a level one design criteria. Therefore, it is suggested that this alternative provides a reasonable solution minimizing negative impacts and additional costs.

Environmental resources and right-of-way concerns:

- Three 4(f) properties and potential historic properties are adjacent to the project.
  - Section 4(f) properties include Depot Park, the planned Detamore trailhead, and a house currently being used being used by the Upland Area Greenways Association.
  - Potential Section 106 properties impacted include the relocation of a potentially historic clock within Depot Park.
- This option requires small portions of right-of-way acquisition within 6 parcels.
- One business would lose some parking and require a sign relocation.
- The profile meets minimum Accessibility requirements in accordance with PROWAG.

Anticipated Utility Impacts:

- It is assumed the Overhead electric lines are clear of a slight grade raise.

- Relocate two light poles. It is anticipated that this will be incorporated into the streetscape project.
- Relocate buried Fiber Optic line running North-South along west side of road, including under the bridge.

The primary benefits of this proposal would be an improved structure with improved stopping sight distance for SR22 and in the area of the planned Detamore trailhead, while minimizing impacts on the southern end of the business district.

In summary, this alternative would provide an economical new structure, would not impact the profile of the railroad tracks, and would prevent significant impacts to downtown Upland. However, it would require one Level 1 Design Exception. The cost of this bridge replacement is a 12% increase over the cost of bridge rehabilitation in a similar configuration (See Alt. 2B), therefore it appears to present a more desirable alternative with a completely new structure.

10.1.4 ALTERNATIVE 3A: THREE SPAN STEEL BEAM SUPERSTRUCTURE REPLACEMENT WITH MINOR PROFILE RAISE AND IMPACTS TO DOWNTOWN UPLAND

Description

Alternative 3 proposes to replace the current superstructure and raise the existing bridge profile. The new profile of SR 22 would be corrected such that it would encroach into downtown Upland. This option will meet vertical clearance, stopping sight distance and vertical curve criteria and will not require a Level One design exception.

The proposed bridge cross section for this alternative is comprised of ten W14x145 steel rolled beams spaced at 5'-8" with spans of 50'-7", 48'-6", 50'-7" (See Appendix H). An 8" reinforced concrete deck will be provided with a cross slope of 2%. The steel beams would be comprised of weathering steel, painted at the beam ends. The proposed structure depth is approximately 2'-6" from top of deck at PG to bottom of beam. Pedestrian height concrete bridge railing, 5' of sidewalk, and a 6" tall curb will be installed. Bents 1 and 4 will be new integral abutments supported on piles with concrete spillslopes. Existing piers 2 and 3 will remain in-place. Existing piers are located within the clear zone of the railroad, therefore crash walls will be added to the piers and attached to the columns and footings. This option is anticipated to require right-of-way acquisition.

Beyond the limits of the bridge the roadway will consist of a 12' travel lane with a 6' paved shoulder and 2'-7" curb and gutter. The proposed section matches curb face locations with the bridge and road. Behind the roadway the sidewalk will be constructed 6' wide. The downtown streetscape project conceptually has a 10' sidewalk on both sides of the roadway with a 5' buffer strip. However, due to the limitation on width for the bridge and the southern end of the beautification project near Railroad Street, it was determined that the narrower sidewalk was reasonable between Railroad Street and the bridge. With no current plans to extend the wider pedestrian way south of the bridge, the 6' sidewalk was continued to the southern limits of construction.

The alternative includes the installation of a switchback style ramp to provide access between the roadway and Upland Depot Park.

An enclosed drainage system will be installed to drain the pavement. It is anticipated that the outlet of this system will be the adjacent projects to the north and south of the bridge. If these projects are not pursued, then significant increases in project scope and cost will be incurred to run the drainage to a positive outlet.

The primary benefits of this proposal would be satisfactory stopping sight distance in the area of a future trail, and the elimination of unsafe turning movements at Railroad Street.

The preliminary cost estimate for this alternative, including R/W costs, is **$3.5 million.**

Analysis

Alternative 3A would satisfy the necessary vertical clearance requirements. Existing piers will be patched prior to adding the crashwall. The added load from the crashwall to the footing of the piers will be negligible due the load reduction from the proposed superstructure in contrast to the existing. This alternative minimizes impacts by utilizing shorter spans, which allows for shallower beams. Additionally, substantial cost savings are realized by re-use of existing substructures. In summary, this alternative would meet project requirements, but would also impact downtown Upland similar to Alternatives 1 and 2A.

Roadway and surrounding areas of concern:

- At the intersection with Railroad Street: Due to existing building in the northwest corner and limited availability to change grade at that location, it will not be practical to maintain the intersection with SR 22. The intersection will be eliminated and access to Upland Depot Park will be maintained from the west via 1st and 2nd Streets.

- The grade raise adjacent to the Upland Depot Park will require installation of a pedestrian ramp to provide connectivity between SR 22 and the park. The ramp will require approximately 110' of ramp length. Use of a switchback will be made to limit the length of ramp along the roadway, though it will increase the impacts to the width and potentially conversion of park property to a transportation purpose. The location will require retaining walls to minimize the width of the switchbacks. Due to the length of ramp required it is necessary to route the ramp to the north and will impact the clock along SR 22 on the park property.

- South of the bridge, the increase in grade will require reconstruction and reconfiguration of the driveway west of SR 22. The reconfiguration will result in the loss of at least three parking spaces.

The proposed profile improves sight distance over the crest of the bridge and will meet all vertical sight distance requirements.

Environmental resources and right-of-way concerns:

- Three 4(f) properties and potential historic properties are adjacent to the project.
  - Section 4(f) properties include Depot Park, the planned Detamore trailhead, and a house currently being used by the Upland Area Greenways Association.
  - Potential Section 106 properties impacted include a commercial building north of Depot Park, relocation of a potentially historic clock within Depot Park, and the historic gas station.
- This alternative would also require closure of Railroad Street reducing direct access to Depot Park.
- There also appear to be risks of hazardous material impacts at the historic gas station to the northeast of the bridge.
- This alternative would affect one end of the downtown business district.

- The planned streetscape would be affected at the south end, as extra sidewalk would reduce area for parking.
- The profile meets minimum accessibility requirements in accordance with PROWAG.
- This option is anticipated to require portions of right-of-way acquisition within 10 parcels.
- The house currently being used by the Upland Area Greenways Association would be removed.
- A business would lose some parking and require a sign relocation.

Anticipated Utility Impacts:

- It is assumed the Overhead electric lines are clear of about a 1-foot grade raise.
- Relocate two light poles. It is anticipated that this will be incorporated into the streetscape project.
- Relocate buried Fiber Optic line running North-South along west side of road, including under the bridge.

The primary benefits of this proposal would be an improved structure with improved stopping sight distance for SR22 and in the area of the planned Detamore trailhead. Negative impacts would be realized at the southern end of the business district.

In summary, this alternative would provide a substantive bridge rehabilitation, meet all design criteria, would not impact the profile of the railroad tracks, but it would propose significant impacts to downtown Upland.

10.1.5 ALTERNATIVE 3B: THREE SPAN STEEL BEAM BRIDGE REPLACEMENT WITH MINOR PROFILE RAISE AND IMPACTS TO DOWNTOWN UPLAND

Description

Alternative 3B proposes to replace the current structure and raise the existing bridge profile. The new profile of SR 22 would be corrected such that it would encroach into downtown Upland. This option will meet vertical clearance, stopping sight distance and vertical curve criteria and will not require a Level One design exception.

The proposed bridge cross section for this alternative is comprised of ten W14x176 and W14x74 steel rolled beams spaced at 5'-8" with spans of 52'-0", 58'-0", 46'-0" (See Appendix H). An 8" reinforced concrete deck will be provided with a cross slope of 2%. The steel beams would be comprised of weathering steel, painted at the beam ends. The proposed structure depth is approximately 2'-6" from top of deck at PG to bottom of beam. Pedestrian height concrete bridge railing, 6' of sidewalk, and a 6" tall curb will be installed. Bents 1 and 4 will be new integral abutments supported on piles with concrete spillslopes. Piers 2 and 3 will be wall piers on concrete footings with piles. Proposed piers will be located within the clear zone of the railroad, therefore crash walls will be required. However, the wall piers will be 2'-6" thick and thus meet crash wall criteria. Proposed piers and end bents will be located outside of existing foundations to avoid structure removal costs and to meet horizontal clearance requirements for the railroad.

Beyond the limits of the bridge the roadway will consist of a 12' travel lane with a 6' paved shoulder and 2'-7" curb and gutter. The proposed section matches curb face locations with the bridge and road. Behind the roadway the sidewalk will be constructed 6' wide. The downtown streetscape project conceptually has a 10' sidewalk on both sides of the roadway with a 5' buffer strip. However, due to the limitation on width for the bridge and the southern end of the beautification project near Railroad Street, it was determined that the narrower sidewalk was reasonable between Railroad Street and the

bridge. With no current plans to extend the wider pedestrian way south of the bridge, the 6' sidewalk was continued to the southern limits of construction.

The alternative includes the installation of a switchback style ramp to provide access between the roadway and Upland Depot Park.

An enclosed drainage system will be installed to drain the pavement. It is anticipated that the outlet of this system will be the adjacent projects to the north and south of the bridge. If these projects are not completed together, then significant increases in project scope and cost will be incurred to run the drainage to a positive outlet.

The primary benefits of this proposal would be satisfactory stopping sight distance in the area of a future trail, and the elimination of unsafe turning movements at Railroad Street.

The preliminary cost estimate for this alternative, including R/W costs, is **$3.8 million.**

Analysis

Alternative 3B would satisfy the necessary vertical clearance requirements. This alternative minimizes costs by utilizing shorter spans than a 1-span, which allows for shallower beams.

Roadway and surrounding areas of concern:

- At the intersection with Railroad Street: Due to existing building in the northwest corner and limited availability to change grade at that location, it will not be practical to maintain the intersection with SR 22. The intersection will be eliminated and access to Upland Depot Park will be maintained from the west via 1st and 2nd Streets.

- The grade raise adjacent to the Upland Depot Park will require installation of a pedestrian ramp to provide connectivity between SR 22 and the park. The ramp will require approximately 110' of ramp length. Use of a switchback will be made to limit the length of ramp along the roadway, though it will increase the impacts to the width and potentially conversion of park property to a transportation purpose. The location will require retaining walls to minimize the width of the switchbacks. Due to the length of ramp required it is necessary to route the ramp to the north and will impact the clock along SR 22 on the park property.

- South of the bridge, the increase in grade will require reconstruction and reconfiguration of the driveway west of SR 22. The reconfiguration will result in the loss of at least three parking spaces.

The proposed profile improves sight distance over the crest of the bridge and will meet all vertical sight distance requirements.

Environmental resources and right-of-way concerns:

- Three 4(f) properties and potential historic properties are adjacent to the project.
  - Section 4(f) properties include Depot Park, the planned Detamore trailhead, and a house currently being used by the Upland Area Greenways Association.
  - Potential Section 106 properties impacted include a commercial building north of Depot Park, relocation of a potentially historic clock within Depot Park, and the historic gas station.
- This alternative would also require closure of Railroad Street reducing direct access to Depot Park.

- There also appear to be risks of hazardous material impacts at the historic gas station to the northeast of the bridge.
- This alternative would affect one end of the downtown business district.
- The planned streetscape would be affected at the south end, as extra sidewalk would reduce area for parking.
- The profile meets minimum accessibility requirements in accordance with PROWAG.
- This option is anticipated to require portions of right-of-way acquisition within 10 parcels.
- The house currently being used by the Upland Area Greenways Association would be removed.
- A business would lose some parking and require a sign relocation.

Anticipated Utility Impacts:

- It is assumed the Overhead electric lines are clear of about a 1-foot grade raise.
- Relocate two light poles. It is anticipated that this will be incorporated into the streetscape project.
- Relocate buried Fiber Optic line running North-South along west side of road, including under the bridge.

The primary benefits of this proposal would be an improved structure with improved stopping sight distance for SR22 and in the area of the planned Detamore trailhead, though negative impacts would be realized at the southern end of the business district.

In summary, this alternative would provide a new bridge structure, meet all design criteria, would not impact the profile of the railroad tracks, but would propose significant impacts to downtown Upland.

10.1.6 ALTERNATIVE 4: SINGLE SPAN STEEL BEAM BRIDGE REPLACEMENT WITH MSE WALL ABUTMENTS AND LOWERING OF BRIDGE AND RAILROAD GRADE

Description

This alternative proposes to replace the current structure, lower the existing bridge profile, and lower the railroad profile. This option will meet vertical clearance, stopping sight distance and vertical curve criteria.

The proposed bridge cross section for this alternative is comprised of eight W24x207 steel rolled beams spaced at 7'-3 ½" with a span of 72'-0" (See Appendix H). An 8" reinforced concrete deck will be provided with, a cross slope of 2%. Pedestrian height concrete bridge railing, 6' wide sidewalk, and a 6" tall curb will be installed. The proposed structure depth is approximately 3'-2" from top of deck at PG to bottom of beam. Bents 1 and 2 will be integral abutments supported on MSE walls. The MSE walls will be placed so that they are outside the railroad's clear zone and thus will not need crashwalls.

Beyond the limits of the bridge the roadway will consist of a 12' travel lane with a 6' paved shoulder and 2'-7" curb and gutter. The proposed section matches curb face locations with the bridge and road. Behind the roadway the sidewalk will be constructed 6' wide. The downtown streetscape project conceptually has a 10' sidewalk on both sides of the roadway with a 5' buffer strip. However, due to the limitation on width for the bridge and the southern end of the beautification project near Railroad Street, it was determined that the narrower sidewalk was reasonable between Railroad Street and the bridge. With no current plans to extend the wider pedestrian way south of the bridge, the 6' sidewalk was continued to the southern limits of construction.

The alternative includes the installation of a switchback style ramp to provide access between the roadway and Upland Depot Park.

An enclosed drainage system will be installed to drain the pavement. It is anticipated that the outlet of this system will be the adjacent projects to the north and south of the bridge. If these projects are not pursued, then significant increases in project scope and cost will be incurred to run the drainage to a positive outlet.

The preliminary cost estimate for this alternative, including railroad and R/W costs, is **$5.7 million.**

Analysis

Alternative 4 would satisfy all necessary sight distance, vertical curve, and vertical clearance requirements. No piers would be necessary, as this would be a single span. In summary, this alternative would meet project requirements, be cost efficient, and not require impacts to downtown Upland, but would carry significant impacts on the railroad profile.

Roadway and surrounding areas of concern:

- The grade raise adjacent to the Upland Depot Park will require installation of a pedestrian ramp to provide connectivity between SR 22 and the park. The ramp will require approximately 40' of ramp length. Use of a switchback will be made to limit the length of ramp along the roadway, though it will increase the impacts to the width and potentially conversion of park property to a transportation purpose. The location will require retaining walls to minimize the width of the switchbacks.

- South of the bridge, the increase in grade will require reconstruction and reconfiguration of the driveway west of SR 22. The reconfiguration will result in the loss of at least three parking spaces, but the impacts can be limited to the northern portion of the driveway and it may be possible to avoid impacts to the parking on the south side of the driveway.

The proposed profile improves sight distance over the crest of the bridge and will meet crest vertical sight distance requirements. The profile does not adequately improve the crest condition to provide adequate intersection sight distance for vehicles turning from Railroad Street onto SR 22. Additional consideration should be given to restricting access at Railroad Street or development of a Level Two Design Exception.

Railroad Impacts: The length of railroad work would be approximately 2500 feet, lowering the railroad by about 4 feet. The issues confronting this alternative are as follows:

- Railroads occasionally require a bypass during construction
  - A temporary bypass was not assumed.
  - This track ends at Hartford City, and appears to be used for storage. It may not cause substantial loss of income during construction.
- The railroad revision will require drainage considerations. The addition of a low point will require a pump station alternative or a substantially long pipe to a nearby water feature. Based on a conceptual comparison of each cost, it is evident that the costs are similar, but that a bored pipe may be slightly less. A bored pipe will require perpetual easements, and those costs were addressed.

Environmental resources and right-of-way concerns:

- Three 4(f) properties and potential historic properties are adjacent to the project.
  - Section 4(f) properties include Depot Park, the planned Detamore trailhead, and a house currently being used being used by the Upland Area Greenways Association.

  - Potential Section 106 properties impacted include the relocation of a potentially historic clock within Depot Park.
- Grading for the Railroad work will be required to lower the railroad about 4' under the bridge and provide drainage and has the potential to impact hazardous materials.
- This option requires small portions of right-of-way acquisition within 6 parcels.
- One business would lose some parking and require a sign relocation.
- The profile meets minimum Accessibility requirements in accordance with PROWAG.

Anticipated Utility Impacts:

- Relocate two light poles. It is anticipated that this will be incorporated into the streetscape project.
- Relocate buried Fiber Optic line running North-South along west side of road, including under the bridge.

The primary benefits of this proposal would be improved stopping sight distance in the area of the planned Detamore trailhead and minimized impacts on the southern end of the business district.

Per discussion with INDOT and the Railroad, lowering the profile of the railroad tracks would more than likely not be viable for the railroad owners. This is due to impacts to railroad traffic during construction, drainage issues, and the overall cost to do so. For these reasons, the Single Span, Steel Beam Replacement and Lowering of Railroad Grade Alternative was not chosen to be the preferred alternative.

10.1.7 ALTERNATIVE 5: THREE SPAN, STEEL BEAM REPLACEMENT AND LOWERING OF BRIDGE AND RAILROAD GRADE

Description

This alternative proposes to replace the current structure and raise the existing bridge profile. This option will meet vertical clearance, stopping sight distance and vertical curve criteria.

The proposed typical cross section for this alternative is comprised of ten W14x159 steel rolled beams spaced at 5'-10" with an 8" reinforced concrete deck. The spans will be 37'-0", 64'-0", 37'-0", and the cross slope will be 2% (See Appendix H). The proposed structure depth is approximately 2'-6" from top of deck at PG to bottom of beam. Bents 1 and 4 will be new integral abutments supported on piles with concrete spillsopes. Piers 2 and 3 will be wall piers on concrete footings with piles. Crash walls will not be needed as the piers will be outside the clear zone of the railroad. Pedestrian height concrete bridge railing, 6' of sidewalk, and a 6" tall curb will be installed.

Beyond the limits of the bridge the roadway will consist of a 12' travel lane with a 6' paved shoulder and 2'-7" curb and gutter. The proposed section matches curb face locations with the bridge and road. Behind the roadway the sidewalk will be constructed 6' wide. The downtown streetscape project conceptually has a 10' sidewalk on both sides of the roadway with a 5' buffer strip. However, due to the limitation on width for the bridge and the southern end of the beautification project near Railroad Street, it was determined that the narrower sidewalk was reasonable between Railroad Street and the bridge. With no current plans to extend the wider pedestrian way south of the bridge, the 6' sidewalk was continued to the southern limits of construction.

The alternative includes the installation of a switchback style ramp to provide access between the roadway and Upland Depot Park.

An enclosed drainage system will be installed to drain the pavement. It is anticipated that the outlet of this system will be the adjacent projects to the north and south of the bridge. If these projects are not pursued, then significant increases in project scope and cost will be incurred to run the drainage to a positive outlet.

The preliminary cost estimate for this alternative, including railroad and R/W costs, is **$5.2 million.**

Analysis

Alternative 5 would satisfy the necessary sight distance, vertical curve, and vertical clearance requirements. The span over the railroad in this alternative is shorter than the single span in alternative 4 which allows for a shallower beam and thus less distance the railroad profile must be lowered. Therefore, this alternative would meet project requirements, be cost efficient, not require impacts on downtown Upland, but would have impacts on the railroad profile.

Roadway and surrounding areas of concern:

- The grade raise adjacent to the Upland Depot Park will require installation of a pedestrian ramp to provide connectivity between SR 22 and the park. The ramp will require approximately 40' of ramp length. Use of a switchback will be made to limit the length of ramp along the roadway, though it will increase the impacts to the width and potentially conversion of park property to a transportation purpose. The location will require retaining walls to minimize the width of the switchbacks.

- South of the bridge, the increase in grade will require reconstruction and reconfiguration of the driveway west of SR 22. The reconfiguration will result in the loss of at least three parking spaces, but the impacts can be limited to the northern portion of the driveway and it may be possible to avoid impacts to the parking on the south side of the driveway.

The proposed profile improves sight distance over the crest of the bridge and will meet crest vertical sight distance requirements. The profile does not adequately improve the crest condition to provide adequate intersection sight distance for vehicles turning from Railroad Street onto SR 22. Additional consideration should be given to restricting access at Railroad Street or development of a Level Two Design Exception.

Railroad Impacts: The length of railroad work would be approximately 2500 feet, lowering the railroad by about 4 feet. The issues confronting this alternative are as follows:

- Railroads occasionally require a bypass during construction
  - A temporary bypass was not assumed.
  - This track ends at Hartford City, and appears to be used for storage. It may not cause substantial loss of income during construction.
- The railroad revision will require drainage considerations. The addition of a low point will require a pump station alternative or a substantially long pipe to a nearby water feature. Based on a conceptual comparison of each cost, it is evident that the costs are similar, but that a bored pipe may be slightly less. A bored pipe will require perpetual easements, and those costs were addressed.

Environmental resources and right-of-way concerns:

- Three 4(f) properties and potential historic properties are adjacent to the project.
  - Section 4(f) properties include Depot Park, the planned Detamore trailhead, and a house currently being used being used by the Upland Area Greenways Association.
  - Potential Section 106 properties impacted include the relocation of a potentially historic clock within Depot Park.

- Grading for the Railroad work will be required to lower the railroad about 4' under the bridge and provide drainage and has the potential to impact hazardous materials.
- This option requires small portions of right-of-way acquisition within 6 parcels.
- One business would lose some parking and require a sign relocation.
- The profile meets minimum Accessibility requirements in accordance with PROWAG.

Anticipated Utility Impacts:

- Relocate two light poles. It is anticipated that this will be incorporated into the streetscape project.
- Relocate buried Fiber Optic line running North-South along west side of road, including under the bridge.

The primary benefits of this proposal would be improved stopping sight distance in the area of the planned Detamore trailhead and minimized impacts on the southern end of the business district.

Per discussion with INDOT and the Railroad, lowering the profile of the railroad tracks would more than likely not be viable for the railroad owners. This is due to impacts to railroad traffic during construction, drainage issues, and the overall cost to do so. For these reasons, the Three Span, Steel Beam Replacement and Lowering of Railroad Grade Alternative was not selected as the preferred alternative.

10.1.8 ALTERNATIVE 6: THREE-SIDED BOX AND LOWERING OF RAILROAD GRADE

Description

This replacement alternative would lower the profile grade of the railroad and lower the profile grade of SR 22 to create better sight distance on SR 22. Existing bridge elements will be removed with fill and proper drainage structures. 6' of sidewalk, and a 6" tall curb will be installed. This option will meet vertical clearance, stopping sight distance and vertical curve criteria

Beyond the limits of the bridge the roadway will consist of a 12' travel lane with a 6' paved shoulder and 2'-7" curb and gutter. The proposed section matches curb face locations with the bridge and road. Behind the roadway the sidewalk will be constructed 6' wide. The downtown streetscape project conceptually has a 10' sidewalk on both sides of the roadway with a 5' buffer strip. However, due to the limitation on width for the bridge and the southern end of the beautification project near Railroad Street, it was determined that the narrower sidewalk was reasonable between Railroad Street and the bridge. With no current plans to extend the wider pedestrian way south of the bridge, the 6' sidewalk was continued to the southern limits of construction.

The alternative includes the installation of a switchback style ramp to provide access between the roadway and Upland Depot Park.

An enclosed drainage system will be installed to drain the pavement. It is anticipated that the outlet of this system will be the adjacent projects to the north and south of the bridge. If these projects are not pursued, then significant increases in project scope and cost will be incurred to run the drainage to a positive outlet.

The preliminary cost estimate for this alternative, including railroad and R/W costs, is **$6.4 million.** Based on environmental impacts, right of way impacts, and railroad and drainage impacts, this alternative is not preferred.

Analysis

Per discussion with INDOT and the Railroad, lowering the profile of the railroad tracks would more than likely not be viable for the railroad owners. This is due to impacts to railroad traffic during construction, drainage issues, and the overall cost to do so. For these reasons, the Three-Sided Box Alternative was not selected as the preferred alternative.

Anticipated Utility Impacts:

- Relocate two light poles. It is anticipated that this will be incorporated into the streetscape project.
- Relocate buried Fiber Optic line running North-South along west side of road, including under the bridge.

10.1.9 ALTERNATIVE 7: AT-GRADE CROSSING

Description

This replacement alternative would raise the profile grade of the railroad and lower the profile grade of SR 22 to create an at-grade crossing. The existing bridge will be removed and replaced with fill, new tracks, and drainage elements to eliminate the need for a structure. The downtown streetscape project conceptually has a 10' sidewalk on both sides of the roadway with a 5' buffer strip. However, due to the limitation on of the cross section for the lowered roadway imposed by adjacent properties and the southern end of the beautification project near Railroad Street, it was determined that the narrower sidewalk was reasonable between Railroad Street at-grade crossing. With no current plans to extend the wider pedestrian way south of the bridge, the 6' sidewalk was continued to the southern limits of construction. Proper traffic signals with arms will be installed to warn traffic of train traffic. This option will meet desirable Accessibility criteria, stopping sight distance and vertical curve criteria, while substantially improving sight lines toward and from downtown. The town manager of Upland has indicated that he would be in support of this alternative for both safety and public perception reasons.

The alternative includes the installation of a switchback style ramp to provide access between the roadway and Upland Depot Park. In contrast to other alternatives the ramp will slope upwards from the roadway to the park access. A new Pedestrian Bridge will also be provided at the existing 2nd Street Pedestrian Bridge location, due to the reduced Vertical Clearance at that location. The anticipated bridge type would be a single-span prefabricated truss.

An enclosed drainage system will be installed to drain the pavement. It is anticipated that a lift station will be required to pump the collected runoff at the sump of the roadway into a force main system that will outlet to one of the adjacent projects to the north or south of the bridge. If these projects are not pursued, then significant increases in project scope and cost will be incurred to run the drainage to a positive outlet.

The primary benefits of this proposal would be optimal Stopping Sight Distance throughout the corridor and near the planned Detamore trailhead and minimized impacts on the southern end of the business district.

The preliminary cost estimate for this alternative including railroad and R/W costs, is **$7.5 million**.

Analysis

Alternative 7 would satisfy the necessary sight distance and vertical curve requirements. This alternative reduces long-term costs by eliminating the bridge structure, although it is very costly to raise the railroad profile up to meet the lowered road. Additionally, the road can only be lowered a certain amount, in order to avoid significant to adjacent buildings and residences along SR 22.

The provided Stopping Sight Distance will be not only adequate, but significantly improves the overall safety of the intersection by eliminating the tall crest curve. The future Detamore trail crossing, which is planned just to the south of the railroad will be significantly safer, since pedestrians will be visible for a longer distance. The grades through this project would also be reduced from over 10% to under 5%, resulting in a project which provides improved Accessibility.

Roadway and surrounding areas of concern:

- The grade lowering adjacent to the Upland Depot Park will require installation of a pedestrian ramp to provide connectivity between SR 22 and the park. The ramp will require approximately 64' of ramp length. Use of a switchback will be made to limit the length of ramp along the roadway, though it will increase the impacts to the width and potentially conversion of park property to a transportation purpose. The location will require retaining walls to minimize the width of the switchbacks. Due to the length of ramp required it is necessary to route the ramp to the north and will impact the clock along SR 22 on the park property.

Railroad concerns:

- The railroad (G&W) has expressed concern with, and does not desire to add, an at-grade crossing.
- INDOT Railroad Section has indicated that the addition of an at-grade crossing at this location, would require the creation of a grade separation elsewhere. If this were incorporated into this contract, it would drastically increase the project cost, and affect letting and construction timelines.
- It is inherent that with an at-grade intersection, comes the potential for vehicular collisions. However, this railroad has very limited train traffic. According to the INDOT Fort Wayne District, CERA plans to potentially increase trains soon, to 8 trains per week. This would equate to 1.15 trains per day. According to *the Illinois DOT Design Manual* (40-2.01), the number of vehicle-train collisions can be approximated as follows:

  ECF = A x B x T
  ECF = .00083, or about **1 collision every 1200 years.**

  Where: ECF = Expected Crash Frequency
  A = Traffic factor = 0.009005 (based on AADT <7000 in 2033)
  B = Component factor = 0.08 (based on urban signal with gate)
  T = Current number of trains per day = 1.15 tpd

  Therefore, this alternative could meet project requirements with a very low anticipated probability of train-vehicle collisions. This would appear desirable compared with the one sight distance accident experienced over a 3-year timeframe. It is noted that the severity of a train collision could be much higher than that of two vehicles. That said, this option appears to increase overall safety much more substantially than all other estimates.

Environmental resources and right-of-way concerns:

- Two 4(f) properties and potential historic properties are adjacent to the project.
  - Section 4(f) properties include Depot Park and the planned Detamore trailhead.
  - Potential Section 106 properties impacted include the relocation of a potentially historic clock within Depot Park.
- This option presents substantial improvements to safety and town visibility, as well as minimization of Section 4(f), Section 106 and right-of-way impacts. This alternative will improve visual aesthetics for the Section 4(f) and potential Section 106 properties.

- There also appear to be risks of hazardous material impacts at the historic gas station to the northeast of the bridge.
- Grading for the Railroad work and drainage structures and has the potential to impact hazardous materials.
- The profile meets desirable accessibility requirements in accordance with PROWAG.
- This option is anticipated to require portions of right-of-way acquisition within 10 parcels.
- A business would lose some parking and require a sign relocation.

From a future planning perspective, this alternate also removes a bridge, which eliminates future maintenance and replacement costs. This is a substantial savings, which offsets a large portion of the added costs for the project.

Anticipated Utility Impacts:

- Relocate 3" Vectren gas line (plastic) running north-south but not crossing the bridge, on west side of street.
- Relocate 2" Vectren gas line (steel) (running east-west under SR 22 on south side of Railroad street)
- Relocate two light poles. It is anticipated that this will be incorporated into the streetscape project.
- Relocate buried Fiber Optic line running North-South along west side of road, including under the bridge.
- No change anticipated to Town of Upland water.

The primary benefits of this proposal would be improved stopping sight distance near the planned Detamore trailhead and minimized impacts on the southern end of the business district.

Per discussion with INDOT, raising the profile of the railroad tracks would more than likely not be viable for the railroad owners. This is due to impacts to railroad traffic during construction, drainage issues, the requirement for the train to sound its horn when entering the city, and the overall cost to do so. Additionally, INDOT's current policy states that if an at-grade crossing is constructed, another existing at-grade crossing must be removed somewhere else. For these reasons, the At-Grade Crossing Alternative was not chosen to be the preferred alternative.

10.1.10 ALTERNATIVE 8: NO BUILD

Description

The No-build Alternative involves no work on the structure and assumes INDOT would continue to monitor the structure through regular inspections and continue its current maintenance efforts.

Analysis

This alternative does not provide an operationally safe bridge. It does not address the Stopping Sight and Intersection Sight Distance deficiencies, nor does it provide adequate vertical clearance between the bridge and the railroad. Not properly addressing these deficiencies will result in the continued degradation of the existing bridge, maintaining a poor level of safety of the traveling public. This alternative does not improve ADA access. This alternative would not improve visual aesthetics for Section 4(f) or potential Section 106 properties. For these reasons, the No-Build Alternative was not selected.

TABLE 14.0 – SR 22 OVER CENTRAL RAILROAD OF INDIANAPOLIS RIGHT-OF-WAY SUMMARY

	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Parcels	10	6	10	6
Permanent R/W (acres)	0.58	0.36	0.58	0.36
Temporary R/W (acres)	0.37	0.34	0.37	0.34
Relocations	1	0	0	0
Total Takes	1	0	0	0
	Alternative 5	Alternative 6	Alternative 7	Alternative 8
Parcels	6	6	10	n/a
Permanent R/W (acres)	0.36	0.36	0.58	
Temporary R/W (acres)	0.34	0.34	0.37	
Relocations	0	0	0	
Total Takes	0	0	0	

CONCURRENCE

The contents of this report and attachments regarding SR 22 over Central Railroad of Indianapolis (Des. No. 1383460), has been reviewed and agreed upon by the following parties:

Susan J. Doell, P.E.

Digitally signed by Susan J. Doell, P.E.
Date: 2020.05.12 13:00:07 -04'00'

Signature Date

Susan Doell P.E., INDOT Fort Wayne District Scoping Manager

Kyle R. Muellner 3-6-2020

Signature Date

Kyle Muellner P.E., Parsons Design Engineer

Matthew Yarian 5/12/2020

Signature Date

Matthew Yarian, INDOT Project Manager

Parsons

Subject: SR 22 over Central Railroad — Job No.: 1383460
Title: Life Cycle and Present Value Costs
Made By: KCW — Date: 3/4/20 — Chk By: KRM — Date: 3/6/2020

Economic Analysis - Life Cycle and Present Value Costs

Life Cycle Cost Analysis

Rate of Return: 7.00%
Inflation Rate: 3.00% *Inflation accounted for in discount rate

Real Interest Rate or Discounted Rate (DR): 4.00% *Matches Rate in IDM 50-2.02, Item #2*

Discount Factor = $\frac{1}{(1 + DR)^n}$ Present Value (PV) = $\frac{\text{Present Cost}}{(1 + DR)^n}$

Life Cycle and Maintenance Matrix

Alternative 1: Full Replacement - Single Span Concrete Bulb Tee

	Year	Discount Factor	Rehabilitation - Bridge Costs	Rehabilitation - Present Value
Initial Capital Costs *	0	1.000	$3,750,226.00	$3,750,226.00
	5	0.822		
	10	0.676		
Deck Overlay	25	0.375	$216,000.00	$81,025.23
Deck Replacement	45	0.171	$479,520.00	$82,093.06
Deck Overlay	65	0.078	$216,000.00	$16,876.67
Bridge Replacement *	75	0.053	$1,687,552.00	$89,075.18
Residual Value	75	0.053	($1,687,552)	($89,075)

Net Present Value (NPV) = $ 3,930,221

Overlay Cost		$ 75/sft
Deck Replacement Cost		$ 120/sft
	Year	
Condition Rating	0	9
Condition Rating	75	3
Condition Rating	0	9

Alternative 2A: SS Replacement - Three Span Steel Beam without Grade Raise

	Year	Discount Factor	Rehabilitation - Bridge Costs	Rehabilitation - Present Value
Initial Capital Costs *	0	1.000	$2,944,948.00	$2,944,948.00
	5	0.822		
	10	0.676		
Deck Overlay	20	0.456	$216,000.00	$98,579.58
Bridge Replacement *	45	0.171	$2,044,882.00	$350,080.55
Deck Overlay	65	0.078	$216,000.00	$16,876.67
	70	0.064		
	75	0.053		
Residual Value	75	0.053	($1,226,929)	($64,762)

Net Present Value (NPV) = $ 3,345,723 < Least Cost Alternative

Original Bridge Built in 1966

Overlay Cost		$ 75/sft
	Year	
Condition Rating	0	9
Condition Rating	75	3
Condition Rating	30	6.6

Alternative 2B: Full Replacement - Three Span Steel Beam without Grade Raise

	Year	Discount Factor	Rehabilitation - Bridge Costs	Rehabilitation - Present Value
Initial Capital Costs *	0	1.000	$3,357,772.00	$3,357,772.00
	5	0.822		
	10	0.676		
Deck Overlay	25	0.375	$462,000.00	$173,303.96
Deck Replacement	45	0.171	$1,025,640.00	$175,587.94
Deck Overlay	65	0.078	$462,000.00	$36,097.32
Bridge Replacement *	75	0.053	$2,323,837.00	$122,660.64
Residual Value	75	0.053	($2,323,837)	($122,661)

Net Present Value (NPV) = $ 3,742,761

Overlay Cost		$ 75/sft
Deck Replacement Cost		$ 120/sft
	Year	
Condition Rating	0	9
Condition Rating	75	3
Condition Rating	0	9

Alternative 3A: SS Replacement - Three Span Steel Beam with Grade Raise

	Year	Discount Factor	Rehabilitation - Bridge Costs	Rehabilitation - Present Value
Initial Capital Costs *	0	1.000	$3,377,669.00	$3,377,669.00
	5	0.822		
	10	0.676		
Deck Overlay	20	0.456	$216,000.00	$98,579.58
Bridge Replacement *	45	0.171	$2,044,882.00	$350,080.55
Deck Overlay	65	0.078	$216,000.00	$16,876.67
	70	0.064		
	75	0.053		
Residual Value	75	0.053	($1,226,929)	($64,762)

Net Present Value (NPV) = $ 3,778,444

Original Bridge Built in 1966

Overlay Cost		$ 75/sft
	Year	
Condition Rating	0	9
Condition Rating	75	3
Condition Rating	30	6.6

* Estimated Cost (For Comparision Use Only)

Parsons

Subject: SR 22 over Central Railroad — Job No. 1383460
Title: Life Cycle and Present Value Costs
Made By: KCW — Date: 3/4/20 — Chk By: KRM — Date: 3/6/2020

Alternative 3B: Full Replacement - Three Span Steel Beam with Grade Raise

	Year	Discount Factor	Rehabilitation - Bridge Costs	Rehabilitation - Present Value
Initial Capital Costs *	0	1.000	$3,790,492.00	$3,790,492.00
	5	0.822		
	10	0.676		
Deck Overlay	25	0.375	$462,000.00	$173,303.96
Deck Replacement	45	0.171	$1,025,640.00	$175,587.94
Deck Overlay	65	0.078	$462,000.00	$36,097.32
Bridge Replacement *	75	0.053	$2,323,837.00	$122,660.64
Residual Value	75	0.053	($2,323,837)	($122,661)

Net Present Value (NPV) = $ 4,175,481

Overlay Cost $ 75/sft
Deck Replacement Cost $ 120/sft

	Year	
Condition Rating	0	9
Condition Rating	75	3
Condition Rating	0	9

Alternative 4: Full Replacement - Three Span Steel with Beam Railroad Grade Lowering

	Year	Discount Factor	Rehabilitation - Bridge Costs	Rehabilitation - Present Value
Initial Capital Costs *	0	1.000	$5,156,018.00	$5,156,018.00
	5	0.822		
	10	0.676		
Deck Overlay	25	0.375	$414,000.00	$155,298.36
Deck Replacement	45	0.171	$919,080.00	$157,345.04
Deck Overlay	65	0.078	$414,000.00	$32,346.95
Bridge Replacement *	75	0.053	$2,044,882.00	$107,936.37
Residual Value	75	0.053	($2,044,882)	($107,936)

Net Present Value (NPV) = $ 5,501,008

Overlay Cost $ 75/sft
Deck Replacement Cost $ 120/sft

	Year	
Condition Rating	0	9
Condition Rating	75	3
Condition Rating	0	9

Alternative 5: Full Replacement - Single Span Steel Beam with Railroad Grade Lowering

	Year	Discount Factor	Rehabilitation - Bridge Costs	Rehabilitation - Present Value
Initial Capital Costs *	0	1.000	$5,668,158.00	$5,668,158.00
	5	0.822		
	10	0.676		
	25	0.375	$414,000.00	$155,298.36
	45	0.171	$919,080.00	$157,345.04
	65	0.078	$414,000.00	$32,346.95
	75	0.053	$1,387,513.00	$73,238.02
Residual Value	75	0.053	($1,387,513)	($73,238)

Net Present Value (NPV) = $ 6,013,148

Overlay Cost $ 75/sft
Deck Replacement Cost $ 120/sft

	Year	
Condition Rating	0	9
Condition Rating	75	3
Condition Rating	0	9

Alternative 6: Full Replacement - Three Sided Box

	Year	Discount Factor	Rehabilitation - Bridge Costs	Rehabilitation - Present Value
Initial Capital Costs *	0	1.000	$6,275,096.00	$6,275,096.00
	5	0.822		
	10	0.676		
	25	0.375		
	45	0.171		
	65	0.078		
	70	0.064		
Three Sided Box Replacement*	75	0.053	$1,646,051.00	$86,884.61
Residual Value	75	0.053	-$1,646,051.00	-$86,884.61

Net Present Value (NPV) = $ 6,275,096

Overlay Cost $ 75/sft

	Year	
Condition Rating	0	9
Condition Rating	75	3
Condition Rating	0	9

Alternative 7: At-Grade Crossing

	Year	Discount Factor	Rehabilitation - Bridge Costs	Rehabilitation - Present Value
Initial Capital Costs *	0	1.000	$7,250,972.00	$7,250,972.00
	5	0.822		
	10	0.676		
	20	0.456		
	45	0.171		
	65	0.078		
	70	0.064		
Roadway Replacement *	75	0.053	$755,000.00	$39,851.67
Residual Value**	75	0.053	-$1,288,676.64	-$68,021.08

Net Present Value (NPV) = $ 7,222,803

Overlay Cost $ 75/sft

	Year	
Condition Rating	0	9
Condition Rating	75	3
Condition Rating	0	9

* Estimated Cost (For Comparision Use Only)
** Value incorporates savings realised by not building future Bridge

Excerpts

PARSONS

Abbreviated Engineering Assessment Report:

State Road 22

Designation Number: 1702864 & 1800168

Project Number: 1800168

Project Location: SR 26 to Urban Street, Upland, Indiana

Prepared for INDOT Fort Wayne District

July 2020

delivering a better world

Parsons • 101 West Ohio Street, Suite 2121 • Indianapolis, Indiana 46204 • (317) 616-1000

Figure 1: Location Map

3 Project Purpose and Need

The purpose of the SR 22 pavement replacement and rehabilitation project is to replace deteriorating pavement and curb and gutter, replace and widen existing sidewalks to comply with ADA requirements, and add ADA compliant curb ramps throughout the project. Drainage inlet and storm sewer pipes will be needed to address the lack of existing stormwater management throughout both projects. The existing pavement grade does not provide a grade conducive to curb and sidewalk replacement while providing positive drainage to the curb line. The grade change required does not provide for a mill and fill type of pavement treatment. The existing pavement structure on SR22 will undergo a complete removal and replacement to a new profile grade to facilitate positive drainage and set conditions to allow improvement to streetscape facilities within the corridor.

Section 1 (see Figure 1), Des No. 1800168, will consist of pavement replacement from the intersection of SR 26 and SR 22 up to the southern approach of the railroad bridge, and include a short section of incidental work from Urban Street to Garfield Street. Section 2 (see Figure 1), Des No. 1702864, will be a local streetscape with road reconstruction along Main St. from the North approach of the railroad bridge to Urban Street. The streetscape project for downtown Upland will include ADA compliant sidewalks, and "pocket parking". Lighting amenities will be included, contingent on funding participation by the Town of Upland for the ornamental lighting. The combination of section 1 and section 2 gives a length of 1.82 miles.

4 Existing Conditions

OVERVIEW

SR 22 serves as an important mobility route between Muncie and Fort Wayne. The corridor provides not only connection from Taylor University to the downtown business district, but access to multiple commercial and residential properties, and direct access to the I-69/US-35/SR 22 interchange west of town.

This portion of SR 22 is neither on the National Truck Network or on the National Highway System (NHS) and is functionally classified as a non-freeway urban collector.

Posted speed limits throughout the corridor vary from 25 mph through the business district of Upland to 35 mph south of railroad bridge to the intersection of SR 26 and SR 22. There are a total of 21 intersections through the corridor, 16 local streets and four roads of higher classifications. The four higher classification intersections are listed below from south the north:

- Reade Ave and SR 22
- Berry St and SR 22
- Washington St and SR 22

ROAD HISTORY

Parsons requested and received existing plans from INDOT Research and Documents Library. The earliest plans found were of a pavement overlay and widening that was approved for construction in 1940. The project started at Berry Street and ran north through the town of Upland business district and ended at Garfield Street. The typical sections show an existing pavement composition of 6" blacktop. These plans show a wooden truss bridge spanning the existing railroad tracks. This bridge was eventually replaced in 1966 with a prestressed reinforced concrete box beam.

In 2005, at the very south end of our project limits, INDOT constructed an intersection improvement project (Des. No. 9901080) for the intersection of SR22 and SR26. This project consisted of widening and resurfacing SR 26 as well as widening, resurfacing, and full depth construction of SR 22 through the existing intersection.

In 2009, INDOT performed HMA resurfacing (Des. No. 0710801) that encompassed all of the project limits. The project started on SR 22 just east of the I69 and SR22 interchange and ended at the SR 22 and SR 26 intersection, roughly 4.35 miles long. These plans confirm that the existing pavement composition through the project limits is full depth asphalt.

In 2019, INDOT resurfaced a portion of SR 22, south of the project, as part of Des. No. 1383503, Contract RS-37706. The resurfacing work extended 985 feet north of the SR 26 intersection and consisted of a two inch mill and four inch thick overlay.

PAVEMENT CONDITIONS

The most recent treatment of the pavement was resurfacing in 2009. The intersection of SR 22 and SR 26, including approximately 1000' north of SR 26, was resurfaced in 2019 with milling and a two-lift overlay. The existing pavement surface is showing age related distresses such as block cracking, distresses in the longitudinal joints, reflective cracking from underlying layers, transverse cracking and isolated bottom-up structural cracking. Given the relatively low truck volume, approximately 200 trucks per day, and the condition of the existing pavement a rehabilitation, at a minimum, will be warranted by 2023.

The existing curbing, where it exists along the roadway is generally in good condition. The curbing starts approximately 300 feet south of Jefferson Street and continues through the north end of the project.

UTILITIES

Due to the project being in an urban setting, utility facilities will be found throughout. Coordinating the proposed design with the existing utilities will be a critical component to success in delivering this project. After doing initial research and collecting information from utilities, the following is a general summary of known operators of utilities in the project area:

1. **American Electric Power** has overhead transmission and distribution in the area.
2. **AT&T** has buried copper and fiber facilities throughout the project limits.
3. **Comcast** has buried facilities and aerial facilities attached to AEP power poles.
4. The water and sanitary facilities are provided by the **Town of Upland**.
5. **Vectren** has 3" medium pressure distribution facility along the west side of the project south of the Railroad and multiple 2" lines crossing the project north of the railroad.
6. **Panhandle Eastern Pipeline** has two natural gas pipelines to the north near the project route but are not within the proposed project limits. They have another pipeline south of SR 26 that can be avoided if positive drainage can be achieved north of SR 26.
7. **IN Gas** has a 10" pipeline in the northern project limits crossing near 8th St.
8. **Eastern Indiana WIFI** is reported to have buried and aerial facilities in the project area.
9. **Indiana Fiber Network** is reported to have buried and aerial facilities in the project area.
10. **Town of Upland** may have maintenance responsibilities for the storm drains north of the railroad, in Section 2.

Existing Utilities have been located by **performing advanced utility investigations ("SUE" Level B) in addition to the normal "One Call" procedure**. Some utilities have sent record information to be compiled with these utility field investigations.

A 24" storm line exists within the paved area of the southbound lane of Main Street within Section 2. This facility is found from Anson Street to the northern limits of the project and continues north approximately 0.2 miles to its outlet. There are two inlets located at the intersection of Anson Street, and no underground storm sewer is known to exist south of Anson Street to the bridge over the Norfolk Southern Railroad. At the bridge there are existing inlets on each side of the north end of the bridge, these are connected with a 12" storm line and continue west outside of the project limits. Video inspection was performed on the existing truckline from Anson Street northward. Debris was found approximately 220' north of Anson Street, but the line appeared in otherwise suitable condition to remain. Initial calculations show that the line will have sufficient capacity for the additional drainage area, but must be confirmed during the design of the project.

Overhead electric lines and sanitary sewers are run outside of the pavement area along the northbound lane throughout Section 1. There are also several overhead electrical transmission lines that cross SR 22 just south of Railroad Street. These AEP transmission lines are reported to be located within AEP property interests and if impacted would be reimbursable. An underground telephone line runs along the north side of Urban Street and turns north on SR 22 then continues under the grass strip between the sidewalk and northbound lane of SR 22. There is another underground telephone line that runs along the south side of Railroad Street and turns south along the southbound lane of SR 22 and continues over the bridge. A water line crosses SR 22 in 4 locations within Section 2. Water line crossings are at Urban Street, approximately 165-feet south of Urban Street, approximately 165-feet south of Anson Street and at Railroad

MEETING SUMMARY

SR 22 Upland, Response to Town comments
Des. Nos. 1800168, 1383460, 1702864
April 5, 2021 11:00 virtual

ATTENDANTS

Name	Organization	Email	Telephone
Steve Seculoff	INDOT – PM	SSeculoff@indot.in.gov	(260) 399-7337
Jonathan Perez	Town of Upland	jperez@uplandindiana.com	(317) 234-7701
Brad Felver	Town of Upland	bfelver@uplandindiana.com	
Kyle Muellner	Parsons – PM	Kyle.Muellner@parsons.com	317) 616-4672
Matt Taylor	Parsons – Design Lead	Matt.Taylor@parsons.com	(317) 697-2085
Tim Haney	Parsons	Timothy.Haney@parsons.com	(317) 616-1020
Beatriz Joyce	Parsons	Beatriz.Joyce@parsons.com	(317) 616-1007
Kenny Franklin	Parsons	Kenny.Franklin@parsons.com	(317) 590-8763
Michael Hernick	Parsons	Michael.Hernick@parsons.com	(317) 616-4665
Natalie Schelling	Commonwealth Engineers	nschelling@contactcei.com	
Jeremy Hardy	Commonwealth Engineers	jhardy@contactcei.com	

SUMMARY

1. Plan Review of Upland comments regarding utilities and drainage

- Drainage outlet at ~30+00 (south of Taylor University drive)
  - Additional design will be performed to have an outlet for drainage structures south of the drive.
  - The outlet will be separate from the Taylor / Upland system that also outlets at this location
  - Swales west of SR 22 will be drained through the proposed system.
- Water line gap near 35+00 will be connected based on Town comments
- Drainage outlet near 39+40 (south of Reade Avenue)

- Potential to create combined outlet for INDOT and the Town. The proposed path is along the north and east lines of the pharmacy property to approximately south of the outlet for the property's detention basin.
- Will require a cost sharing agreement for design and construction.
- INDOT and the Town are interested in further investigating this alternative.
- Town will provide design data (time of concentration, drainage areas, drainage coefficients, inverts, etc.)
- Parsons will evaluate the impacts and determine cost differences for the added flows.

- Storm south of Bragg Avenue.
  - The storm structure begins at a catch basin located ~600' east of SR 22 and flows east through the field. It is in an easement and could be an outlet for SR 22, though it would have to be evaluated for capacity. It is in an easement.
- Spencer Street and SR 22 intersection
  - A 42" storm drain is not shown that crosses SR 22 along the north edge of pavement of Spencer Street. The line should be evaluated to determine if there is a conflict with the proposed storm drain system.
- Drainage outlet at ~59+85
  - A detention basin is being considered to prevent an increase in flows from this location to the east.
  - The Town does not have specific drainage standards, so Parsons will coordinate with INDOT for requirements.
- Drainage outlet at ~76+00
  - The existing arch structure will be removed. A drainage conduit will be installed to convey the existing 24" pipe flow to the upstream end of the existing structure. Based on Town comments, additional flow will be directed to this location via a 36" future pipe. The replacement structure under SR 22 can be upsized via agreement between INDOT and the Town.
  - The Town will need to provide design information for the sizing of the proposed combined outlet to the systems.
- Drainage outlets near the bridge.
  - These outlets will be abandoned. We cannot outlet drainage into the railroad property. New inlets will connect the storm system flowing north and south from the bridge.
- Town of Upland sanitary forcemain

  - Not shown on the plans. Runs under the east sidewalk from north of the project to south of Railroad Street, then east and off of the project limits. The line will be replaced in the future to run north-south along Grant Street, but the timing is unknown at this point.
- Isolated inlets along Washington and Anson Street
  - Three locations are requested to connect to the proposed system from individual or paired drainage inlets. This may be added to the project via similar cost sharing agreement, but Parsons design team was cautious that the existing outlet system may not be able to handle additional capacity beyond what is already being added due to the SR 22 work.
- Waterline and fire hydrants
  - Conflicts and potential conflicts occur throughout the project. The Town will be responsible for identifying required relocations. INDOT is willing to consider adding these items to the construction contract as "Z items".
- Conflict analysis for utility coordination
  - The allotted conflict analysis period has expired and the Town was encouraged to respond soon with their analysis to maximize the flexibility of the designs.
  - Doug Kelly has taken over as the INDOT Fort Wayne District Utility Oversight Agent for this project.

The above summary represents our recollection of the pertinent discussion points, decisions, and action items from the meeting. Please contact the preparer, Matt Taylor at Matt.Taylor@parsons.com, within three days from your receipt of this document if you wish to make any additions or corrections. If revisions are made, the updated summary will be re-sent to all the attendants. Otherwise, this summary shall stand as the official record of the meeting.

Port, Juliet

From: Muellner, Kyle
Sent: Wednesday, April 28, 2021 9:03 AM
To: Port, Juliet
Cc: Taylor, Matt
Subject: FW: 1343860 CM request cost discussion

Juliet, the PM's email direction on the bridge below.
Thanks,
Kyle

Kyle Muellner, PE
PMC – Bridge Project Manager
kyle.muellner@parsons.com 317.616.4672 Mobile 317.750.0563

PARSONS

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From: Seculoff, Steven <SSeculoff@indot.IN.gov>
Sent: Thursday, April 8, 2021 3:02 PM
To: Muellner, Kyle <Kyle.Muellner@parsons.com>
Cc: Taylor, Matt <Matt.Taylor@parsons.com>
Subject: [EXTERNAL] FW: 1343860 CM request cost discussion

Hi Kyle,

I have received concurrence from district and central office asset management groups on moving forward with what you describe below for Alternative 2a as the approach we seek for the Des 1383460 bridge. A couple of questions/updates…

1. I am currently revising the CM to request the additional funding minus $400k, as well as to move this project out into FY 23 to be placed with the other two upland Projects.
2. Does an engineer's report addendum/revision need to occur due to this pivot on design guidance?
3. When would the next plan submittal be in? I ask because our RR Coordinator would need to pass updated plans onto the RR to continue the agreement/coordination.
    a. Would you be able to send over any revised pages sooner? Your thoughts?

Thank you,

Steve

From: Post, Adam <APost@indot.IN.gov>
Sent: Thursday, April 8, 2021 11:18 AM
To: Rearick, Anne <arearick@indot.IN.gov>; Edwards, Nathan <NEdwards1@indot.IN.gov>; Lytton, Keith <KLytton@indot.IN.gov>; Seculoff, Steven <SSeculoff@indot.IN.gov>; Nicholson, Angela <ANicholson1@indot.IN.gov>
Subject: RE: 1343860 CM request cost discussion

I also concur.

Thanks for the additional follow-up.

Adam C. Post, P.E.
Bridge Asset Manager
100 N. Senate Ave., Rm. N758 – Bridge Management
Indianapolis, IN 46204
Office: (317) 234-8578
Email: apost@indot.in.gov
[in.gov] [in.gov]
[in.gov]

From: Rearick, Anne <arearick@indot.IN.gov>
Sent: Wednesday, April 07, 2021 3:40 PM
To: Edwards, Nathan <NEdwards1@indot.IN.gov>; Lytton, Keith <KLytton@indot.IN.gov>; Seculoff, Steven <SSeculoff@indot.IN.gov>; Post, Adam <APost@indot.IN.gov>; Nicholson, Angela <ANicholson1@indot.IN.gov>
Subject: RE: 1343860 CM request cost discussion

I concur.

Anne Rearick
Director of Bridge Management
100 N. Senate Ave. Rm. N758-BR
Indianapolis, IN 46204
Cell: (317) 946-3373
Email: arearick@indot.in.gov
[facebook.com] [twitter.com] [youtube.com] [in.gov] [in.gov]
[in.gov]

From: Edwards, Nathan <NEdwards1@indot.IN.gov>
Sent: Wednesday, April 7, 2021 9:18 AM
To: Lytton, Keith <KLytton@indot.IN.gov>; Seculoff, Steven <SSeculoff@indot.IN.gov>; Rearick, Anne <arearick@indot.IN.gov>; Post, Adam <APost@indot.IN.gov>; Nicholson, Angela <ANicholson1@indot.IN.gov>
Subject: RE: 1343860 CM request cost discussion

Anne, Adam,

With regards to our previous conversation, please see Keith's recommendation below. If you concur we will proceed with updating the CM.

With Regards,

Nathan Edwards, PE
System Asset Manager
INDOT, Fort Wayne District

5333 Hatfield Rd.

Fort Wayne, IN 46808
Cell: (260) 240-0079
Email: nedwards1@indot.in.gov

[facebook.com] [twitter.com] [youtube.com] [in.gov]

[in.gov]

From: Lytton, Keith <KLytton@indot.IN.gov>
Sent: Wednesday, April 7, 2021 8:42 AM
To: Seculoff, Steven <SSeculoff@indot.IN.gov>; Edwards, Nathan <NEdwards1@indot.IN.gov>; Rearick, Anne <arearick@indot.IN.gov>; Post, Adam <APost@indot.IN.gov>; Nicholson, Angela <ANicholson1@indot.IN.gov>
Subject: FW: 1343860 CM request cost discussion

I would recommend that we keep the work type as superstructure replacement…I feel we also should use alternative 2A where we keep the piers and do patching and fiber wrap to them. Place the crashwalls as planned. This option reduces the cost by $400,000.

Keith

From: Muellner, Kyle <Kyle.Muellner@parsons.com>
Sent: Saturday, April 3, 2021 2:59 PM
To: Seculoff, Steven <SSeculoff@indot.IN.gov>; Lytton, Keith <KLytton@indot.IN.gov>
Cc: Wilbur, Keegan <Keegan.Wilbur@parsons.com>; Taylor, Matt <Matt.Taylor@parsons.com>
Subject: 1343860 CM request cost discussion

Steve and Keith,

Per our conversation, it has been asked what costs potentially could be reduced on this project.
Here is a brief synopsis of the selection process:

1. Numerous options were considered for this structure, including single-span, multi-span, 3-side box, lowering railroad, even “at-grade crossing”.
2. Alternatives 2A and 2B were selected as the most desirable options, due to the costs and impacts of other options.
    a. 2A proposed to replace the superstructure.
        i. Low-profile steel superstructure to increase R.R. V.C. while not raising already-tight vertical curve.
        ii. Slightly less dead load than existing box beam bridge.
        iii. Everything except piers was to be replaced.
        iv. Existing piers are relatively lean 2-column frames, but in good condition for their age.
        v. Needed to add costly crashwalls to both piers due to R.R. proximity.
        vi. Age of bridge will still be “controlled” by the piers, which are already 55 years old.
    b. 2B proposed to replace entire bridge

i. Same bridge as Alt. 2A, except replacing piers.
ii. Cost is approximately $400,000 more (~13%)
iii. Based on the relatively small investment, a completely new bridge was preferred.

c. "Old" Fig. 72-2C of the IDM showed the 87% cost of the rehab was less efficient than replacement.
d. An LCCA also showed it was cost-effective to replace the bridge.

3. **All that said, if we go to rehabilitation, we can reduce the CM request by $400,000 on this project.**

Let us know how INDOT would like to proceed.
Also if any clarification is needed.
Thanks,
Kyle

Kyle Muellner, PE
PMC – Bridge Project Manager
kyle.muellner@parsons.com 317.616.4672 Mobile 317.750.0563

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Appendix J

Additional Studies

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Joe McGuinness, Commissioner

March 23, 2021

Superintendent Brett Garrett
Eastbrook Community Schools
560 South 900 East
Marion, IN 46953

Re: **Proposed *Temporary Occupancy* at Memorial Park**
Des. Nos. 1383460, 1702864, & 1800168, SR 22 Bridge and Road Project, 0.19 mile north of SR 26 to 1.74 miles north of SR 26, Grant County, Indiana

Dear Superintendent Garrett,

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) are planning a project involving State Road 22 (SR 22) in Upland, Grant County. An early coordination letter was sent to you on April 4, 2020 with preliminary information about the project. We did not receive a response to the early coordination letter from your organization.

The proposed undertaking is located on SR 22 (locally designated as Main Street) from 0.19 mile north of SR 26 (975 feet south of the entrance to Taylor University), to 1.74 miles north of SR 26 (Urban Street) (Attachment 1). The recommended alternative includes replacement of the current bridge over Central Indiana railroad. Existing pavement, curbs, and sidewalks would be replaced from Urban Street to the entrance of Taylor University. Sidewalks would average five feet wide, and ADA-compliant curb ramps will be installed or upgraded where needed. Stormwater management systems would be upgraded, including replacement of the two existing culverts. Additionally, within downtown Upland, streetscaping that includes parking spaces, sidewalk bump-outs, and upgraded lighting is proposed.

This work would include reconstructing the sidewalk and curb ramps at the southwest corner of SR 22 and Jefferson Street. This would require right-of-way from property owned by Eastbrook Community School Corporation where Memorial Park is located, as shown on the attached draft plan sheet (Attachment 3). The proposed right-of-way includes approximately 0.0924 acre of permanent reacquisition, a width of approximately 24 feet west from the centerline of SR 22. This area is considered reacquisition because it is already in a transportation use as roadway and sidewalk. Additionally, a one-foot wide strip of temporary right-of-way is needed from Memorial Park to allow for the reconstruction of the sidewalk. The temporary right-of-way would total approximately 0.008 acre and consists mostly of maintained lawn, except at the entrance to the park where pavers and landscaping are present abutting the sidewalk (see Photograph 4 on Attachment 2).

The contractor will be required to restore the temporary right-of-way to current conditions. All of the features and attributes of the park will remain, and access will not change. The restoration of the temporary right-of-way, and avoidance of all features and attributes of the park, will be firm commitments in the environmental and contract documents.

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation projects unless there is no feasible and reasonable alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and National Register of Historic Places eligible or listed historic properties. Lands subject to this law are considered Section 4(f) resources. Based on its public ownership and local significance, Memorial Park at the southwest corner of SR 22 and Jefferson Street is a Section 4(f) resource.

We are reaching out to you as the "Official with Jurisdiction" (OWJ) for the park. Per the FHWA *Section 4(f) Policy Paper,* dated July 12, 2012, an OWJ is "the officials of the agency or agencies that own or administer the property in question and who are empowered to represent the agency on matters related to the property" (https://www.environment.fhwa.dot.gov/legislation/section4f/4fpolicy.pdf).

Per the referenced FHWA policy paper, for public parks, a temporary occupancy will not constitute a Section 4(f) use when all of the conditions listed in 23 CFR 774.13(d) are satisfied:

1) Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
2) Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
4) The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and
5) There must be documented agreement of the OWJ over the Section 4(f) resource regarding the above conditions.

The above list applies to the project because the occupancy will be temporary with no change in ownership, the scope of work is minor, there will be no permanent impacts, the project will not interfere with the activities, features, or attributes of the park, and the land will be fully restored upon completion. Therefore, INDOT respectfully requests your signature below to document your concurrence.

Please let us know within fourteen (14) business days if you have any questions or concerns about this matter. I can be reached at juliet.port@parsons.com or 317-965-3816. Thank you in advance for your input.

Sincerely,

Juliet Port

Juliet Port, LPG
Principal Environmental Planner
Parsons

Concurrence:

Brett Garrett

Superintendent Brett Garrett

03-24-2021

Date

Attachments
Site Location Map
Photograph
Preliminary Project Plan (Excerpt)

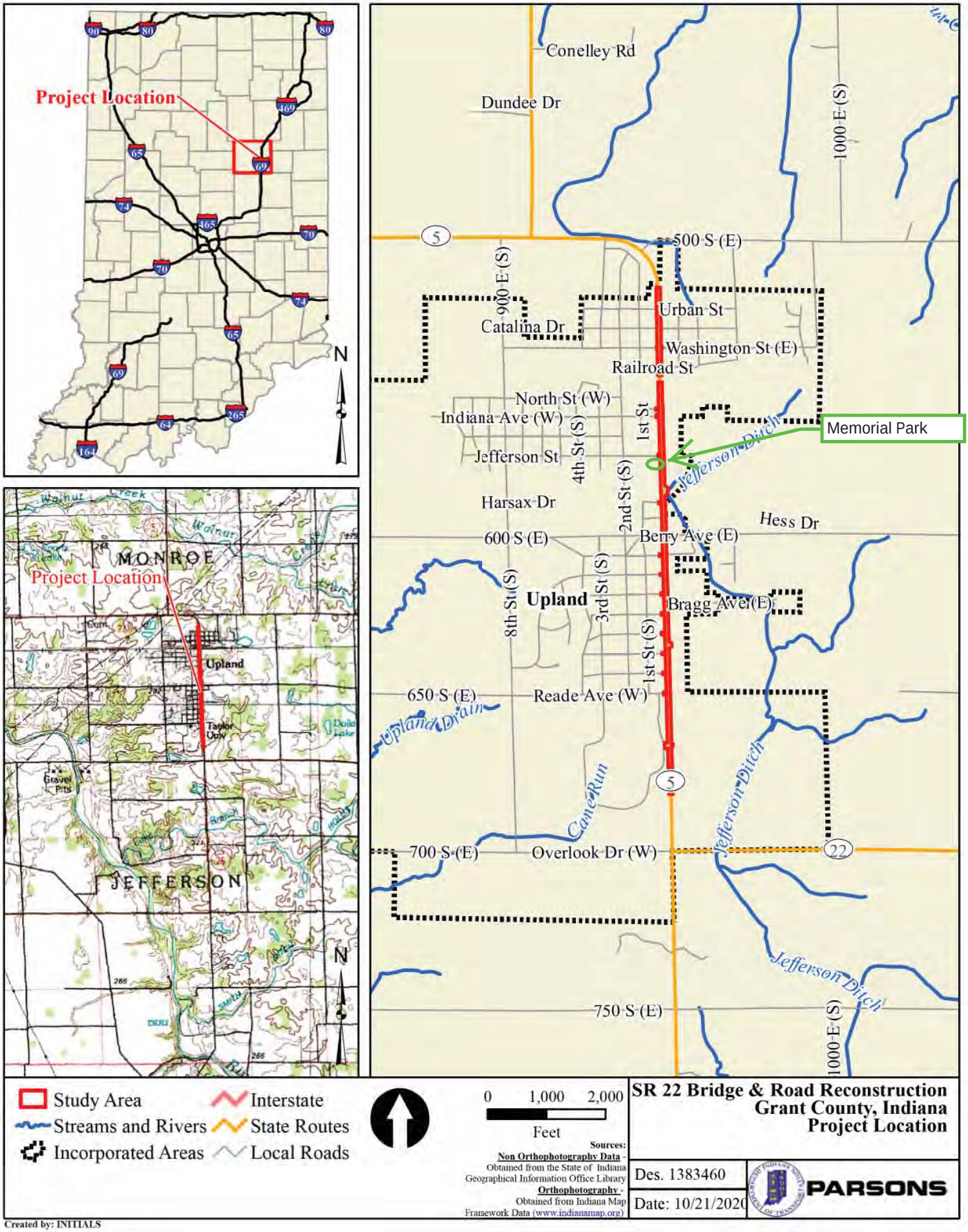

Project Location
N
Project Location
MONROE
Upland
JEFFERSON
Taylor Univ
Gravel Pits
Conelley Rd
Dundee Dr
1000 E (S)
500 S (E)
900 E (S)
Catalina Dr
Urban St
Washington St (E)
Railroad St
North St (W)
Indiana Ave (W)
Jefferson St
4th St (S)
1st St
Memorial Park
Jefferson Ditch
Harsax Dr
2nd St (S)
Hess Dr
600 S (E)
Berry Ave (E)
8th St (S)
Upland
3rd St (S)
Bragg Ave (E)
1st St (S)
650 S (E)
Reade Ave (W)
Upland Drain
Cane Run
700 S (E)
Overlook Dr (W)
750 S (E)
Study Area
Streams and Rivers
Incorporated Areas
Interstate
State Routes
Local Roads
0 1,000 2,000
Feet
Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
SR 22 Bridge & Road Reconstruction
Grant County, Indiana
Project Location
Des. 1383460
Date: 10/21/2020
PARSONS
Created by: INITIALS

Photo 1 – View of the sidewalk and SR 22 roadway facing north. Memorial Park is on the left. The retaining wall is outside the project area and will be labeled “Do Not Disturb”. (04-22-20)

Photo 2 – View of features within Memorial Park facing west from the sidewalk. This area is outside the project and will not be disturbed. (04-22-20)

Photo 3 – View of existing pedestrian crossing at the southwest corner of SR 22 and Jefferson Street, facing east. Memorial Park is on the right. This crossing will be reconstructed. (04-22-20)

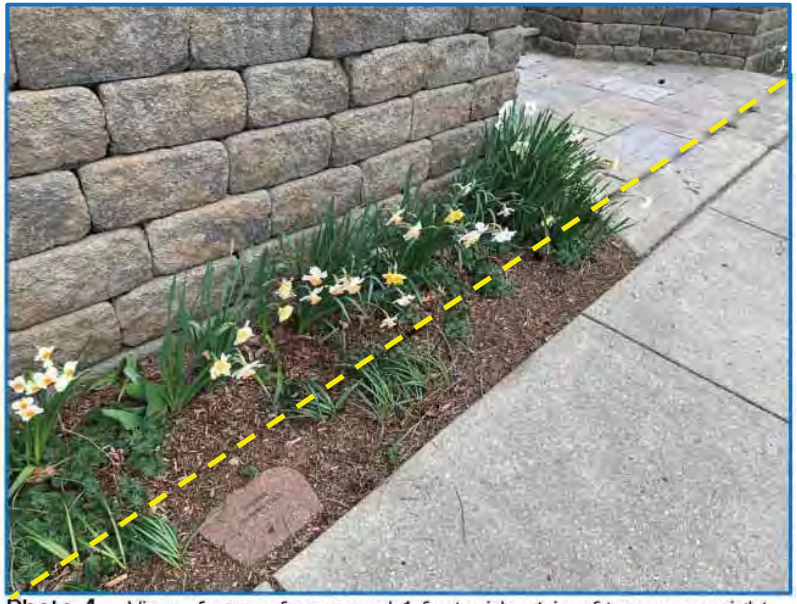
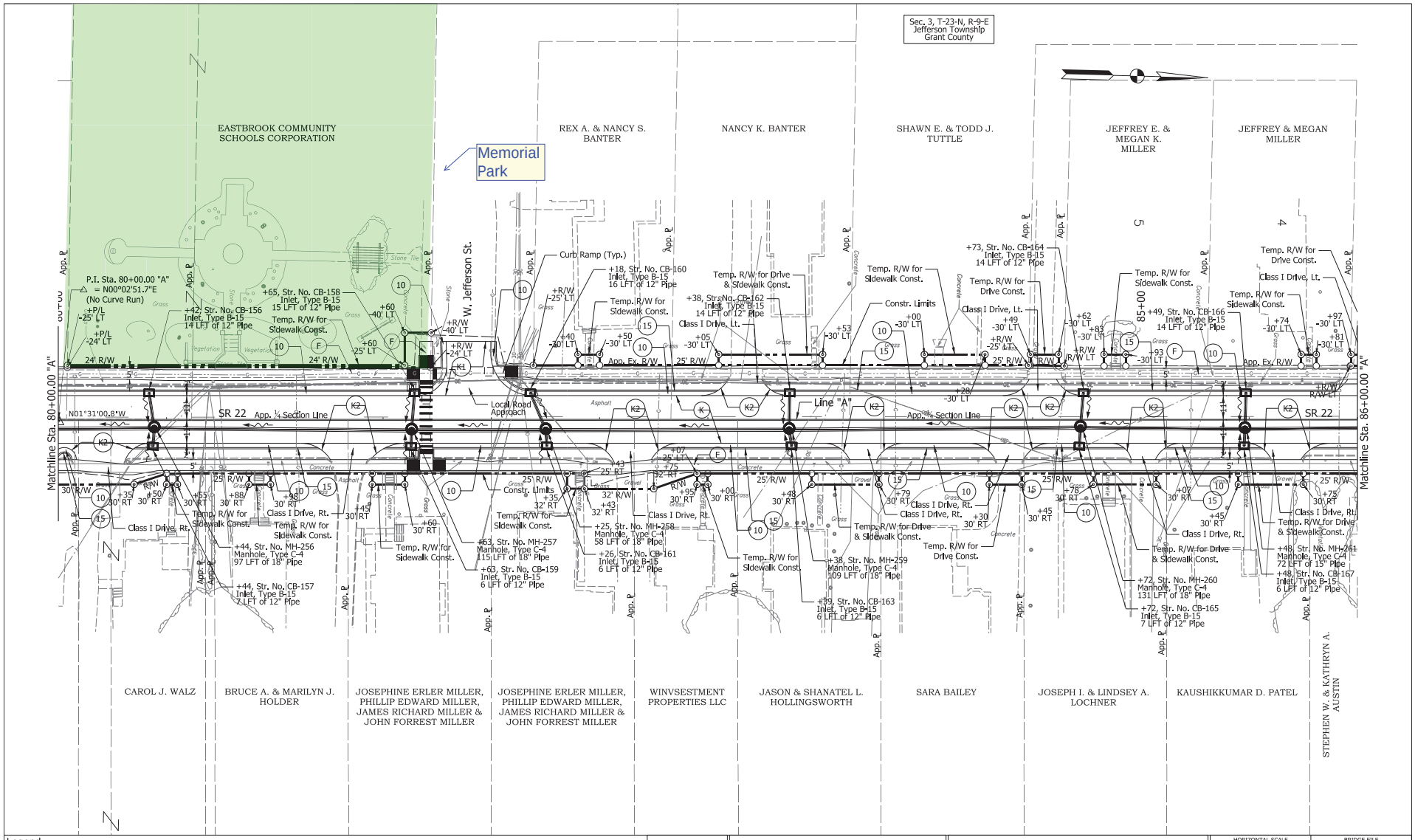


Photo 4 – View of area of proposed 1-foot wide strip of temporary right-of-way along entrance to Memorial Park facing down. The sidewalk will be replaced in the same location. Any features, if disturbed, will be restored including pavers and landscaping. (04-22-20)



Legend

(K) Full Depth Replacement, Consisting of: 165 #/SYS QC/QA-HMA, 2, 64, Surface, 9.5 mm on 275 #/SYS QC/QA-HMA, 2, 64, Intermediate, 19.0 mm on 660 #/SYS QC/QA-HMA, 2, 64, Base, 25.0 mm on 300 #/SYS QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 6" Compacted Aggregate No. 53 on Subgrade Treatment, Type IC

(K1) Milling, Asphalt, 1.5", then 165 #/SYS QC/QA-HMA, 2, 64, Surface, 9.5 mm on Existing Pavement

(K2) Class I Drive, Consisting of: PCCP for Approaches, 6 IN. on 6" Dense Graded Subbase on Subgrade Treatment, Type II

(K3) Class III Drive, Consisting of: PCCP for Approaches, 9 IN. with Geogrid, Type IB on 6" Dense Graded Subbase on Subgrade Treatment, Type II

(R) Public Road Approach, Consisting of: 1100 #/SYS HMA for Approaches, Type B on SubgradeTreatment, Type IC

(F) Sidewalk, Concrete

(S) Saw Cut

(10) Curb and Gutter, Concrete

$FILE$
$DATE$

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MTH DRAWN: SJC

CHECKED: TJH CHECKED: TJH

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN SHEET
LINE "A" - SR 22

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	TBD
VERTICAL SCALE	DESIGNATION
N/A	1702864 & 1800168
SURVEY BOOK	SHEETS
ELECTRONIC	33 of 172
CONTRACT	PROJECT
R-41565	1800168

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Joe McGuinness, Commissioner

March 25, 2021

Mr. Ron Sutherland, President
Upland Area Greenways
87 N. Main Street
P.O. Box 419
Upland, IN 46989

In April 2021, the recommended alternative for the bridge project, Des. 1383460, was revised from a bridge replacement to a superstructure replacement. There is no change to project limits or impacts.

Re: **Proposed *De Minimis* Impacts to Detamore Trailhead**
Des. Nos. 1383460, 1702864, & 1800168, SR 22 Bridge and Road Project, 0.19 mile north of SR 26 to 1.74 miles north of SR 26, Grant County, Indiana

Dear Mr. Sutherland,

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA), in coordination with the Town of Upland, are planning a project involving State Road 22 (SR 22) in Upland, Grant County. An early coordination letter was sent to you on April 4, 2020 with preliminary information about the project.

The proposed undertaking is located on SR 22 (locally designated as Main Street) from 0.19 mile north of SR 26 (975 feet south of the entrance to Taylor University), to 1.74 miles north of SR 26 (Urban Street) (Attachment 1). The recommended alternative includes replacement of the current bridge over Central Indiana railroad. Existing pavement, curbs, and sidewalks would be replaced from Urban Street to the entrance of Taylor University. Sidewalks would average five feet wide, and ADA-compliant curb ramps will be installed or upgraded where needed. Stormwater management systems would be upgraded, including replacement of the two existing culverts. Additionally, within downtown Upland, streetscaping that includes parking spaces, sidewalk bump-outs, and upgraded lighting is proposed.

This work would include raising the grade of the bridge approaches, including the area where the Detamore Trailhead is located, as shown on the attached graphics (Attachments 1 and 3). The trailhead property owned by the Town of Upland includes the concrete driveway, parking lot, a bench, and trail. Additionally, there is a concrete path to a small shade structure on the south adjoining parcel, which is owned by Upland Area Greenways. Photographs are provided on Attachment 2.

The proposed right-of-way from these parcels is summarized in the following table:

Parcel Owner	Permanent acres	Temporary acres	Reacquisition acres
Town of Upland	0.0668	0.0365	0.1339
Upland Area Greenways	0.0057	0.0286	0.0239

The area considered reacquisition consists of the existing SR 22 roadway and sidewalk. The new permanent right-of-way includes the grassy roadside embankment, railroad side, and the driveway entrance for the Detamore Trailhead parking lot. The proposed temporary right-of-way is needed to reconstruct the driveway entrance and tie it into the new bridge approach. This driveway will provide shared access to the Town of Upland and Upland Area Greenways parcels.

The contractor will be required to:

- Reconstruct the driveway to tie it into the reconstructed SR 22 and sidewalk;
- Provide access to the trailhead property during construction; and,
- Restore the temporary right-of-way.

Additionally,

- All of the features and attributes of the trailhead will remain, and access will not change.
- Nearby features such as the bench will be labeled “Do Not Disturb” on project plans.

These minimization measures will be firm commitments in the environmental document.

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation projects unless there is no feasible and reasonable alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and National Register of Historic Places eligible or listed historic properties. Lands subject to this law are considered Section 4(f) resources. Based on its public ownership and local significance, the Memorial Park at the southwest corner of SR 22 and Jefferson Street is a Section 4(f) resource.

We are reaching out to you as the “Official with Jurisdiction” (OWJ) for the park. Per the FHWA *Section 4(f) Policy Paper,* dated July 12, 2012, an OWJ is “the officials of the agency or agencies that own or administer the property in question and who are empowered to represent the agency on matters related to the property” (https://www.environment.fhwa.dot.gov/legislation/section4f/4fpolicy.pdf).

Per the referenced FHWA policy paper, for public parks, a *de minimis* impact is one that, after taking into account any measures to minimize harm (such as avoidance, minimization, mitigation or enhancement measures), results in a determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f). The proposed work and associated strip of right-of-way required to change the grade of the bridge and SR 22 approaches will not adversely affect the activities, features, or attributes of the trailhead property because,

1) The above-listed minimization measures will be required; and
2) there will be no change in access.

In accordance with 23 CFR 774.5(b), INDOT intends to make a *de minimis* impact determination, which requires the opportunity for public review and comment. After considering any comments received from the public, if the OWJ concurs in writing that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection, then FHWA may issue a finding of *de minimis*. A public notice will be prepared for publication in the *Chronicle-Tribune* and a copy will be mailed to adjacent landowners. Following receipt of public comments, we will contact you with a log of those comments and a request for final concurrence.

Please let us know within five (5) business days if you have any questions or concerns about this *de minimis* determination. I can be reached at juliet.port@parsons.com or 317-965-3816. Thank you in advance for your input.

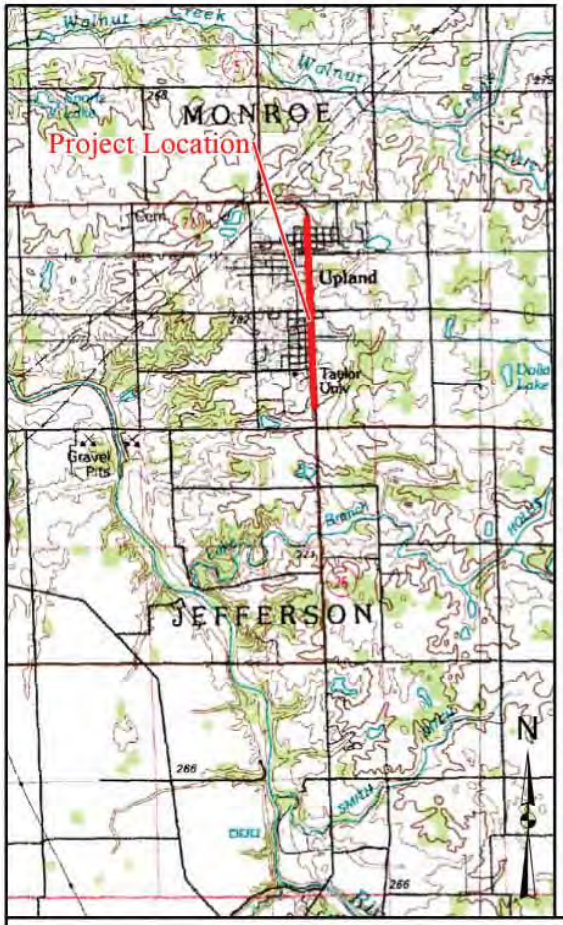
Sincerely,

Juliet Port

Juliet Port, LPG
Principal Environmental Planner
Parsons

CC:
Mr. Jonathan Perez, Town of Upland
Project File

Attachments
Site Location Map
Photographs
Preliminary Project Plan (Excerpt)



Study Area
Streams and Rivers
Incorporated Areas
Interstate
State Routes
Local Roads

0 1,000 2,000
Feet

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

SR 22 Bridge & Road Reconstruction
Grant County, Indiana
Project Location

Des. 1383460
Date: 10/21/2020

PARSONS

Created by: INITIALS

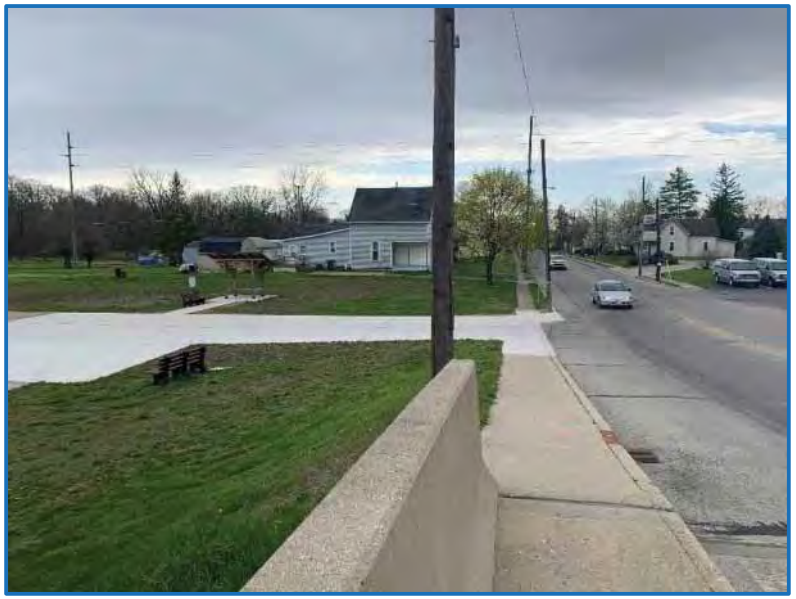
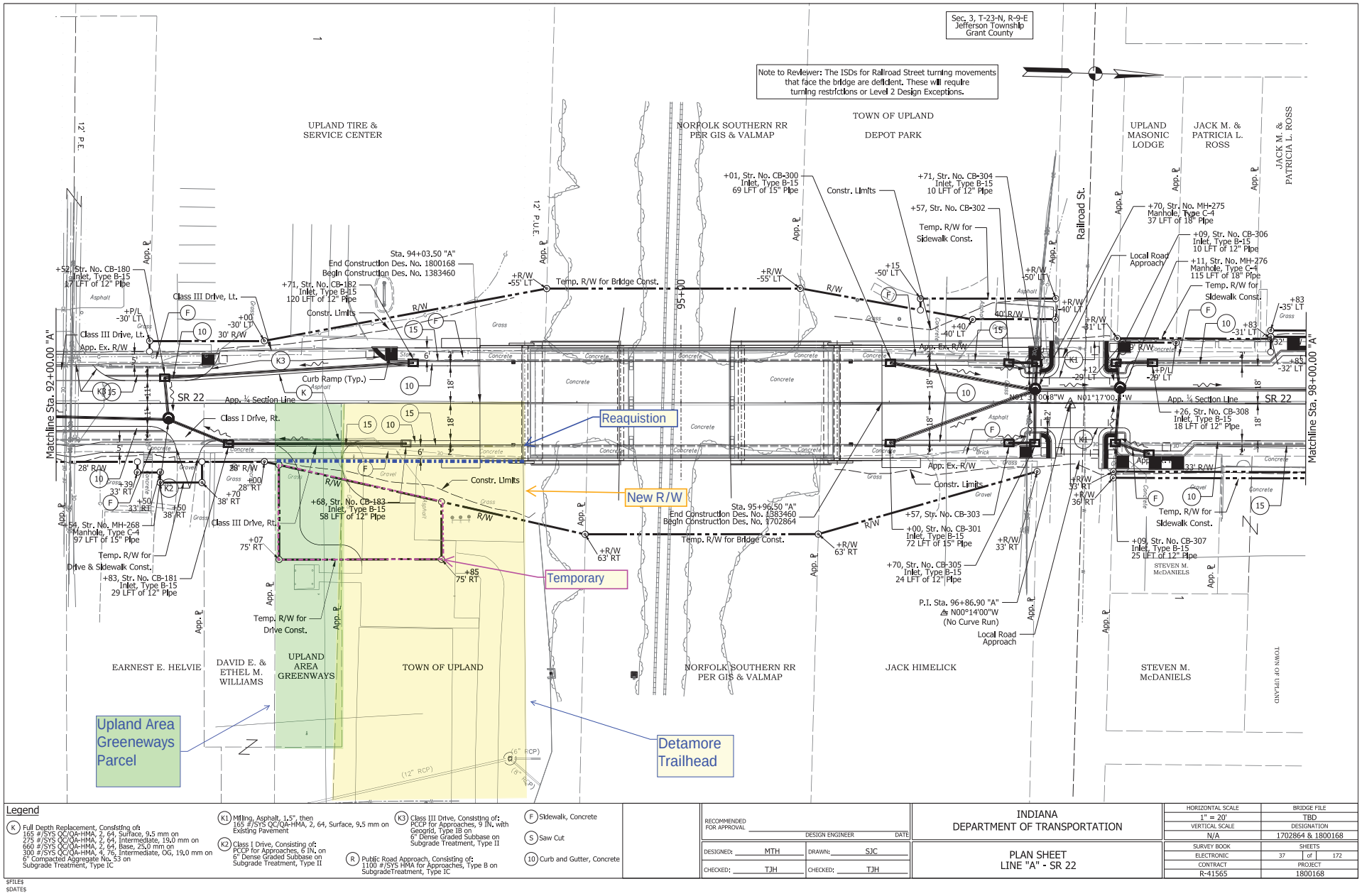


Photo 1 – View from the SR 22 bridge facing south. The trailhead entrance, parking lot, and benches are visible. (04-22-20)

Photo 2 – View of features within the Detamore Trailhead from the SR 22 bridge facing southeast. (04-22-20)

Photo 3 – View of SR 22 facing south from the west side of the SR 22 bridge over CERA railroad. The trailhead entrance is on the left. (04-22-20)


Sec. 3, T-23-N, R-9-E
Jefferson Township
Grant County
Note to Reviewer: The ISDs for Railroad Street turning movements that face the bridge are deficient. These will require turning restrictions or Level 2 Design Exceptions.
UPLAND TIRE & SERVICE CENTER
NORFOLK SOUTHERN RR PER GIS & VALMAP
TOWN OF UPLAND
DEPOT PARK
UPLAND MASONIC LODGE
JACK M. & PATRICIA L. ROSS
Railroad St.
SR 22
Matchline Sta. 92+00.00 "A"
Matchline Sta. 98+00.00 "A"
Reaquistion
New R/W
Temporary
Upland Area Greeneways Parcel
Detamore Trailhead
EARNEST E. HELVIE
DAVID E. & ETHEL M. WILLIAMS
UPLAND AREA GREENWAYS
TOWN OF UPLAND
NORFOLK SOUTHERN RR PER GIS & VALMAP
JACK HIMELICK
STEVEN M. McDANIELS
Class III Drive, Lt.
Class I Drive, Rt.
Class III Drive, Rt.
Curb Ramp (Typ.)
Constr. Limits
Temp. R/W for Bridge Const.
Temp. R/W for Drive & Sidewalk Const.
Temp. R/W for Drive Const.
Temp. R/W for Sidewalk Const.
Local Road Approach
App. ¼ Section Line
App. Ex. R/W
Sta. 94+03.50 "A"
End Construction Des. No. 1800168
Begin Construction Des. No. 1383460
Sta. 95+96.50 "A"
End Construction Des. No. 1383460
Begin Construction Des. No. 1702864
P.I. Sta. 96+86.90 "A"
N00°14'00"W
(No Curve Run)
+52, Str. No. CB-180 Inlet, Type B-15 17 LFT of 12" Pipe
+71, Str. No. CB-182 Inlet, Type B-15 120 LFT of 12" Pipe
+68, Str. No. CB-183 Inlet, Type B-15 58 LFT of 12" Pipe
+83, Str. No. CB-181 Inlet, Type B-15 29 LFT of 12" Pipe
+54, Str. No. MH-268 Manhole, Type C-4 97 LFT of 15" Pipe
+01, Str. No. CB-300 Inlet, Type B-15 69 LFT of 15" Pipe
+71, Str. No. CB-304 Inlet, Type B-15 10 LFT of 12" Pipe
+57, Str. No. CB-302
+57, Str. No. CB-303
+00, Str. No. CB-301 Inlet, Type B-15 72 LFT of 15" Pipe
+70, Str. No. CB-305 Inlet, Type B-15 24 LFT of 12" Pipe
+70, Str. No. MH-275 Manhole, Type C-4 37 LFT of 18" Pipe
+09, Str. No. CB-306 Inlet, Type B-15 10 LFT of 12" Pipe
+11, Str. No. MH-276 Manhole, Type C-4 115 LFT of 18" Pipe
+26, Str. No. CB-308 Inlet, Type B-15 18 LFT of 12" Pipe
+09, Str. No. CB-307 Inlet, Type B-15 25 LFT of 12" Pipe
Legend
(K) Full Depth Replacement, Consisting of: 165 #/SYS QC/QA-HMA, 2, 64, Surface, 9.5 mm on 275 #/SYS QC/QA-HMA, 2, 64, Intermediate, 19.0 mm on 660 #/SYS QC/QA-HMA, 2, 64, Base, 25.0 mm on 300 #/SYS QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 6" Compacted Aggregate No. 53 on Subgrade Treatment, Type IC
(K1) Milling, Asphalt, 1.5", then 165 #/SYS QC/QA-HMA, 2, 64, Surface, 9.5 mm on Existing Pavement
(K2) Class I Drive, Consisting of: PCCP for Approaches, 6 IN. on 6" Dense Graded Subbase on Subgrade Treatment, Type II
(K3) Class III Drive, Consisting of: PCCP for Approaches, 9 IN. with Geogrid, Type IB on 6" Dense Graded Subbase on Subgrade Treatment, Type II
(R) Public Road Approach, Consisting of: 1100 #/SYS HMA for Approaches, Type B on SubgradeTreatment, Type IC
(F) Sidewalk, Concrete
(S) Saw Cut
(10) Curb and Gutter, Concrete
RECOMMENDED FOR APPROVAL
DESIGN ENGINEER
DATE
DESIGNED: MTH
DRAWN: SJC
CHECKED: TJH
CHECKED: TJH
INDIANA DEPARTMENT OF TRANSPORTATION
PLAN SHEET
LINE "A" - SR 22
HORIZONTAL SCALE 1" = 20'
VERTICAL SCALE N/A
BRIDGE FILE TBD
DESIGNATION 1702864 & 1800168
SURVEY BOOK R-41565
SHEETS 37 of 172
ELECTRONIC
CONTRACT
PROJECT 1800168
$FILE$
$DATE$

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Joe McGuinness, Commissioner

May 5, 2021

Mr. Ron Sutherland, President
Upland Area Greenways
87 N. Main Street
P.O. Box 419
Upland, IN 46989

In April 2021, the recommended alternative for the bridge project, Des. 1383460, was revised from a bridge replacement to a superstructure replacement. There is no change to project limits or impacts.

Re: **Proposed *De Minimis* Impacts to Detamore Trailhead**
Des. Nos. 1383460, 1702864, & 1800168, SR 22 Bridge and Road Project, 0.19 mile north of SR 26 to 1.74 miles north of SR 26, Grant County, Indiana

Dear Mr. Sutherland,

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA), in coordination with the Town of Upland, are planning a project involving State Road 22 (SR 22) in Upland, Grant County. A letter was sent to you about this topic, the proposed *de minimis* impacts to Detamore Trailhead, on March 25, 2021. Please refer to the previous letter for graphics.

The proposed undertaking is located on SR 22 (locally designated as Main Street) from 0.19 mile north of SR 26 (975 feet south of the entrance to Taylor University), to 1.74 miles north of SR 26 (Urban Street). The recommended alternative includes replacement of the current superstructure over Central Railroad of Indianapolis (CERA). Note, this was recently changed from a bridge replacement to a superstructure replacement; however, proposed impacts remain the same. Existing pavement, curbs, and sidewalks would be replaced from Urban Street to the entrance of Taylor University. Sidewalks would average five feet wide, and ADA-compliant curb ramps will be installed or upgraded where needed. Stormwater management systems would be upgraded, including replacement of the two existing culverts. Additionally, within downtown Upland, streetscaping that includes parking spaces, sidewalk bump-outs, and upgraded lighting is proposed.

This work would include raising the grade of the bridge approaches, including the area where the Detamore Trailhead is located. The trailhead property owned by the Town of Upland includes the concrete driveway, parking lot, a bench, and trail. Additionally, there is a concrete path to a small shade structure on the south adjoining parcel, which is owned by Upland Area Greenways.

The proposed right-of-way from these parcels is summarized in the following table:

Parcel Owner	Permanent acres	Temporary acres	Reacquisition acres
Town of Upland	0.0668	0.0365	0.1339
Upland Area Greenways	0.0057	0.0286	0.0239

The area considered reacquisition consists of the existing SR 22 roadway and sidewalk. The new permanent right-of-way includes the grassy roadside embankment, railroad side, and the driveway entrance for the Detamore Trailhead parking lot. The proposed temporary right-of-way is needed to reconstruct the driveway entrance and tie it into the new approach. This driveway will provide shared access to the Town of Upland and Upland Area Greenways parcels.

The contractor will be required to:

- Reconstruct the driveway to tie it into the reconstructed SR 22 and sidewalk;
- Provide access to the trailhead property during construction; and,

- Restore the temporary right-of-way.

Additionally,

- All of the features and attributes of the trailhead will remain, and access will not change.
- Nearby features such as the bench will be labeled "Do Not Disturb" on project plans.

These minimization measures will be firm commitments in the environmental document.

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation projects unless there is no feasible and reasonable alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and National Register of Historic Places eligible or listed historic properties. Lands subject to this law are considered Section 4(f) resources. Based on its public ownership and local significance, the Memorial Park at the southwest corner of SR 22 and Jefferson Street is a Section 4(f) resource.

We are reaching out to you as the "Official with Jurisdiction" (OWJ) for the park. Per the FHWA *Section 4(f) Policy Paper,* dated July 12, 2012, an OWJ is "the officials of the agency or agencies that own or administer the property in question and who are empowered to represent the agency on matters related to the property" (https://www.environment.fhwa.dot.gov/legislation/section4f/4fpolicy.pdf).

Per the referenced FHWA policy paper, for public parks, a *de minimis* impact is one that, after taking into account any measures to minimize harm (such as avoidance, minimization, mitigation or enhancement measures), results in a determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f). The proposed work and associated strip of right-of-way required to change the grade of the superstructure and SR 22 approaches will not adversely affect the activities, features, or attributes of the trailhead property because,

1) The above-listed minimization measures will be required; and
2) there will be no change in access.

In accordance with 23 CFR 774.5(b), INDOT intends to make a *de minimis* impact determination, which requires the opportunity for public review and comment. After considering any comments received from the public, if the OWJ concurs in writing that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection, then FHWA may issue a finding of *de minimis*. A public notice was published in the *Chronicle-Tribune* on April 1, 2021, and a copy was mailed to adjacent landowners. The comment period ended on May 3, 2021. No comments regarding the proposed impacts to Detamore Trailhead were received. Therefore, INDOT respectfully requests your signature below to document your concurrence.

Please let us know within five (5) business days if you have any questions or concerns about this *de minimis* determination. I can be reached at juliet.port@parsons.com or 317-965-3816. Thank you in advance for your input.

Sincerely,

Juliet Port

Juliet Port, LPG
Principal Environmental Planner
Parsons

Concurrence:

Ron B. Sutherland

Mr. Ron Sutherland, President, Upland Area Greenways

5/20/21

Date

CC: Mr. Jonathan Perez, Town of Upland
Project File

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Joe McGuinness, Commissioner

May 5, 2021

Mr. Jonathan Perez
Town of Upland
87 N. Main Street
P.O. Box 428
Upland, IN 46989

Re: Proposed *De Minimis* Impacts to Detamore Trailhead
Des. Nos. 1383460, 1702864, & 1800168, SR 22 Bridge and Road Project, 0.19 mile north of SR 26 to 1.74 miles north of SR 26, Grant County, Indiana

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- Provide access to the trailhead property during construction; and,

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Additionally,

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These minimization measures will be firm commitments in the environmental document.

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation projects unless there is no feasible and reasonable alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and National Register of Historic Places eligible or listed historic properties. Lands subject to this law are considered Section 4(f) resources. Based on its public ownership and local significance, the Memorial Park at the southwest corner of SR 22 and Jefferson Street is a Section 4(f) resource.

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1) The above-listed minimization measures will be required; and
2) there will be no change in access.

In accordance with 23 CFR 774.5(b), INDOT intends to make a *de minimis* impact determination, which requires the opportunity for public review and comment. After considering any comments received from the public, if the OWJ concurs in writing that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection, then FHWA may issue a finding of *de minimis*. A public notice was published in the *Chronicle-Tribune* on April 1, 2021, and a copy was mailed to adjacent landowners. The comment period ended on May 3, 2021. No comments regarding the proposed impacts to Detamore Trailhead were received. Therefore, INDOT respectfully requests your signature below to document your concurrence.

Please let us know within five (5) business days if you have any questions or concerns about this *de minimis* determination. I can be reached at juliet.port@parsons.com or 317-965-3816. Thank you in advance for your input.

Sincerely,

Juliet Port

Juliet Port, LPG
Principal Environmental Planner
Parsons

Concurrence:

JPG

_____ 5/10/2021

Mr. Jonathan Perez, Manager, Town of Upland — Date

CC: Ron Sutherland, President, Upland Area Greenways
Project File

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Joe McGuinness, Commissioner

December 3, 2020

Mr. Jonathan Perez
Manager, Town of Upland
87 N. Main Street
P.O. Box 428
Upland, IN 46989

Re: **Proposed *De Minimis* Impacts to Depot Park**
Des. Nos. 1383460, 1702864, & 1800168, SR 22 Bridge and Road Project, 1.82 miles north of SR 26 to SR 26, Grant County, Indiana

Dear Mr. Perez,

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA), in coordination with the Town of Upland, are planning a project involving State Road 22 (SR 22) in Upland, Grant County. An early coordination letter was sent to you on April 4, 2020 with preliminary information about the project. Although we did not receive a response to the early coordination letter from your organization, this issue was discussed at the preliminary field check meeting held on October 20, 2020.

The proposed undertaking is located on SR 22 (locally designated as Main Street) from 1.82 miles north of SR 26 to SR 26. (Attachment 1). The recommended alternative includes replacement of the current bridge over Central Railroad of Indianapolis (CERA) railroad. Existing pavement, curbs, and sidewalks will be replaced from Urban Street to the entrance of Taylor University. Sidewalks will be five feet wide, and curb ramps will be installed or upgraded where needed. Stormwater management systems will be upgraded. Additionally, within downtown Upland, a streetscape that includes parking spaces, sidewalk bump-outs, plantings, amenities, and upgraded lighting is proposed.

Depot Park
Depot Park is located northwest of the proposed bridge replacement over CERA railroad (Attachments 1 and 2). The height of the new bridge will be raised by approximately three feet to allow for proper vertical clearance of the railroad (Attachment 5). Accordingly, the SR 22 approaches will be raised to tie the current grades into the new bridge and meet sight distance criteria along SR 22. The eastern edge of the park is in the area where the bridge approach needs to be raised (Attachments 2, 4 and 5). Photographs of existing conditions are provided in Attachment 3. The right-of-way needed to accomplish this work is summarized below and shown on Attachment 2.

Parcel Owner	Proposed Right-of-Way Amount (Acre)		
	Re-acquisition*	New	Temporary
Town of Upland	**0.0706**	**0.0571**	**0.0134**

*Includes existing SR 22 roadway and sidewalk

Avoiding the Depot Park property is not feasible because it is adjacent to the bridge that needs to be replaced and raised. Therefore, in order to minimize and mitigate impacts to the Depot Park, the following measures are proposed:

- Due to the grade changes, the existing walkway that connects the depot building to the SR 22 sidewalk will be removed and reconstructed. The new walkway will be closer to Railroad Street and will connect to

the existing parking area walkway. This will allow for continued pedestrian access from SR 22 to the depot building and park amenities.

- The clock, and if necessary, a light fixture, will be removed from their current location to another location on the Depot Park property, to be determined by the Town of Upland.
- Access to the park must remain open during construction.
- Features and amenities of the park that are outside of the proposed construction area will be labeled "Do Not Disturb" on project plans.

These minimization measures will be included as firm commitments in the environmental document.

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation projects unless there is no feasible and reasonable alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and National Register of Historic Places eligible or listed historic properties. Lands subject to this law are considered Section 4(f) resources. Based on its public ownership and local significance, the Depot Park at the northwest corner of SR 22 and Railroad Street is a Section 4(f) resource.

We are reaching out to you as the "Official with Jurisdiction" (OWJ) for the park. Per the FHWA *Section 4(f) Policy Paper,* dated July 12, 2012, an OWJ is "the officials of the agency or agencies that own or administer the property in question and who are empowered to represent the agency on matters related to the property" (https://www.environment.fhwa.dot.gov/legislation/section4f/4fpolicy.pdf).

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1) The above-listed minimization measures will be required; and
2) there will be no change in access.

In accordance with 23 CFR 774.5(b), INDOT intends to make a *de minimis* impact determination, which requires the opportunity for public review and comment. After considering any comments received from the public, if the OWJ concurs in writing that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection, then FHWA may issue a finding of *de minimis*. A public notice will be prepared for publication in the *Chronicle-Tribune* and a copy will be mailed to adjacent landowners along with an invitation to the upcoming virtual public information meeting. Following receipt of public comments, we will contact you with a log of those comments and a request for final concurrence.

Please let us know within fourteen (14) business days if you have any questions or concerns about this *de minimis* determination. I can be reached at juliet.port@parsons.com or 317-965-3816. Thank you in advance for your input.

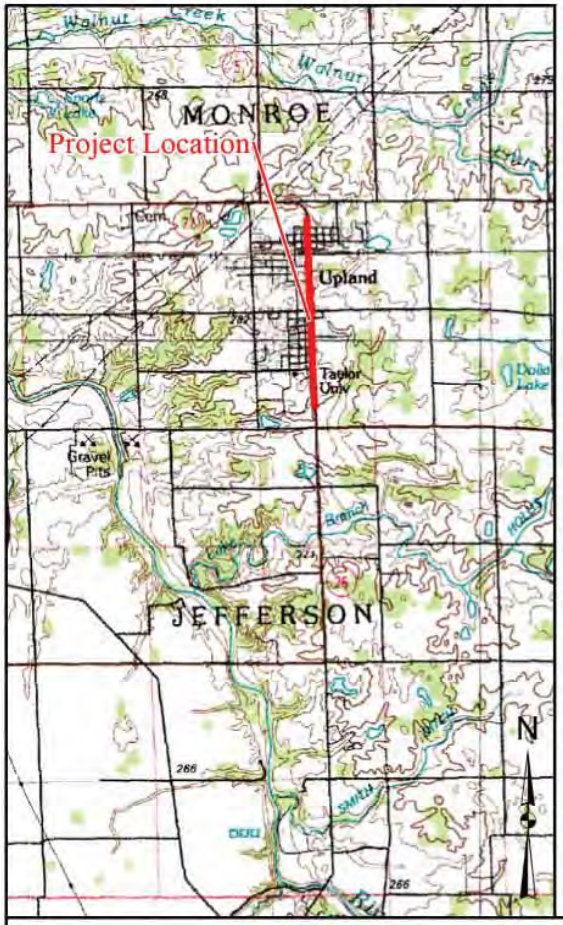
Sincerely,

Juliet Port

Juliet Port, LPG
Principal Environmental Planner
Parsons

Attachments

Site Location Map
2019 Aerial Photographs
Photographs
Project Plans (excerpts)



Study Area
Streams and Rivers
Incorporated Areas
Interstate
State Routes
Local Roads

0 1,000 2,000
Feet

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

SR 22 Bridge & Road Reconstruction
Grant County, Indiana
Project Location

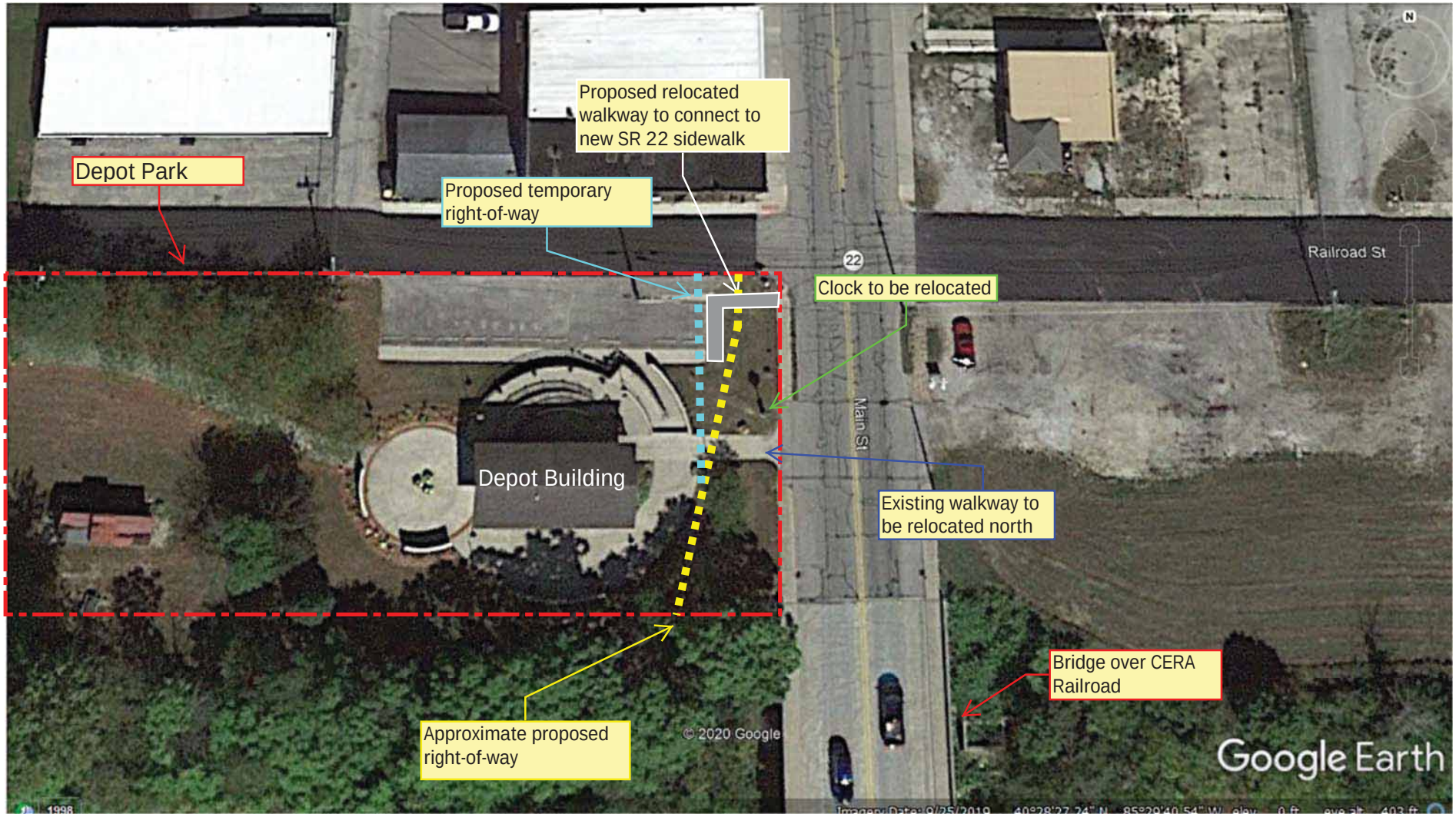
Des. 1383460
Date: 10/21/2020

PARSONS

Created by: INITIALS

2019 Aerial Photograph

Depot Park



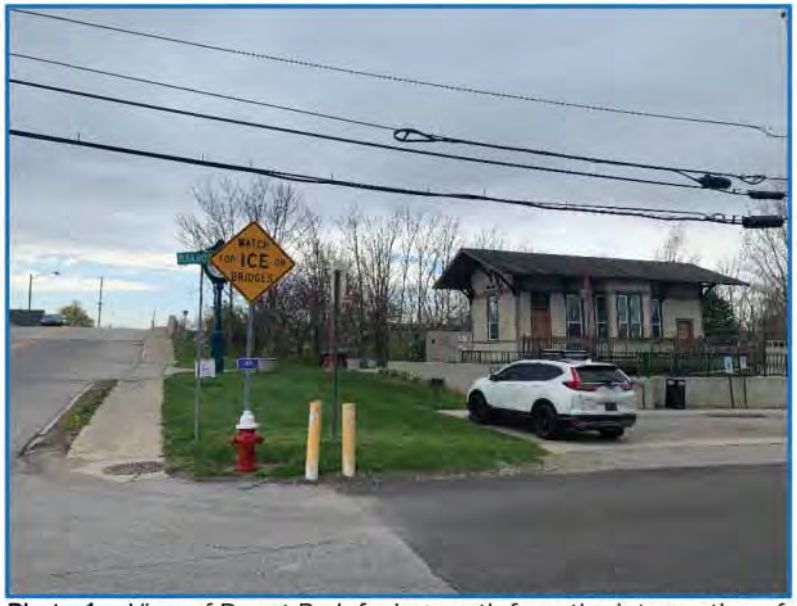
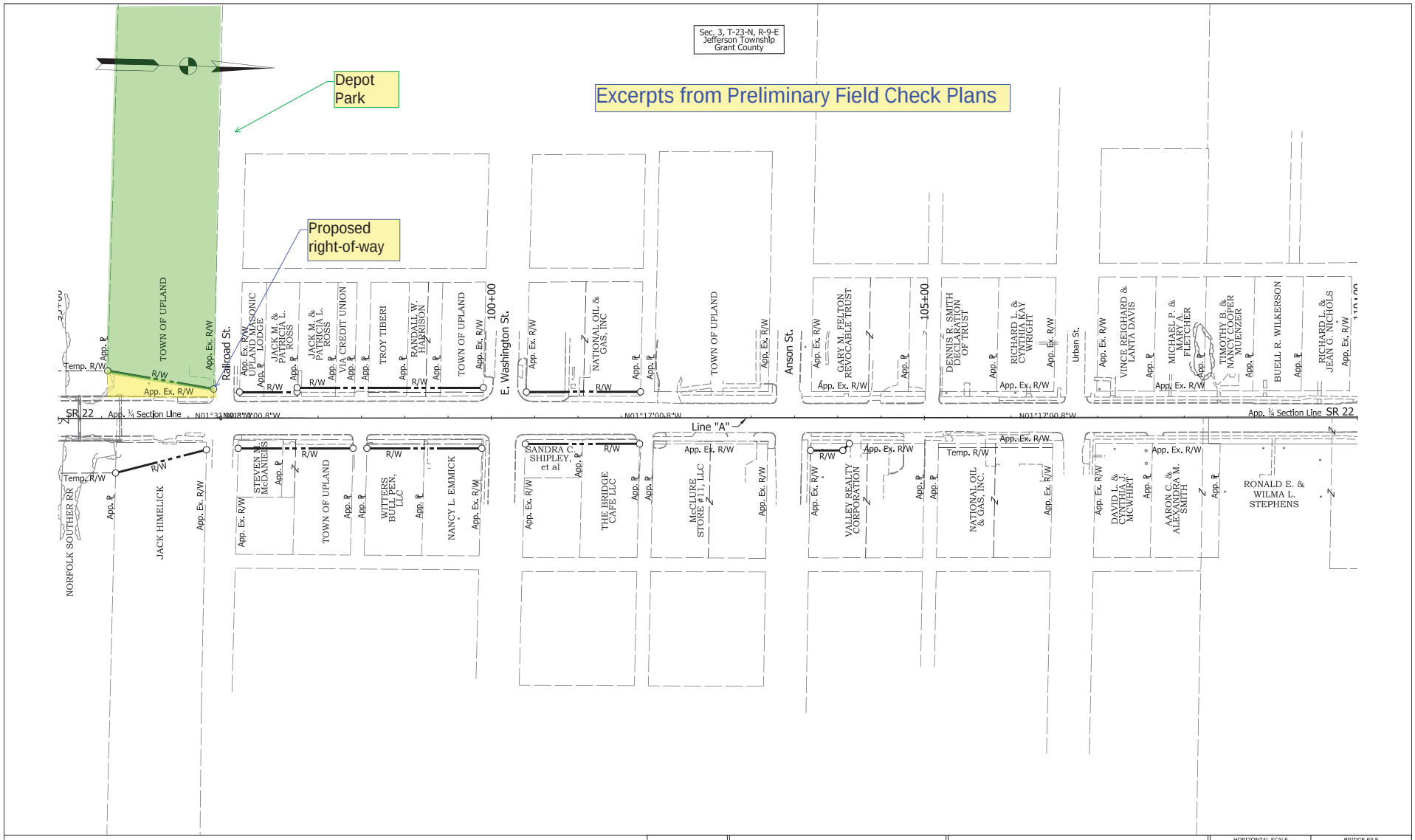


Photo 1 – View of Depot Park facing south from the intersection of SR 22 and Railroad Street. The SR 22 bridge over CERA railroad is on the left.(04-22-20)

Photo 2 – View of clock and walkway within proposed right-of-way, which are proposed for relocation, facing south. SR 22 is on the left. Light fixture that may be relocated is on the right (04-22-20).

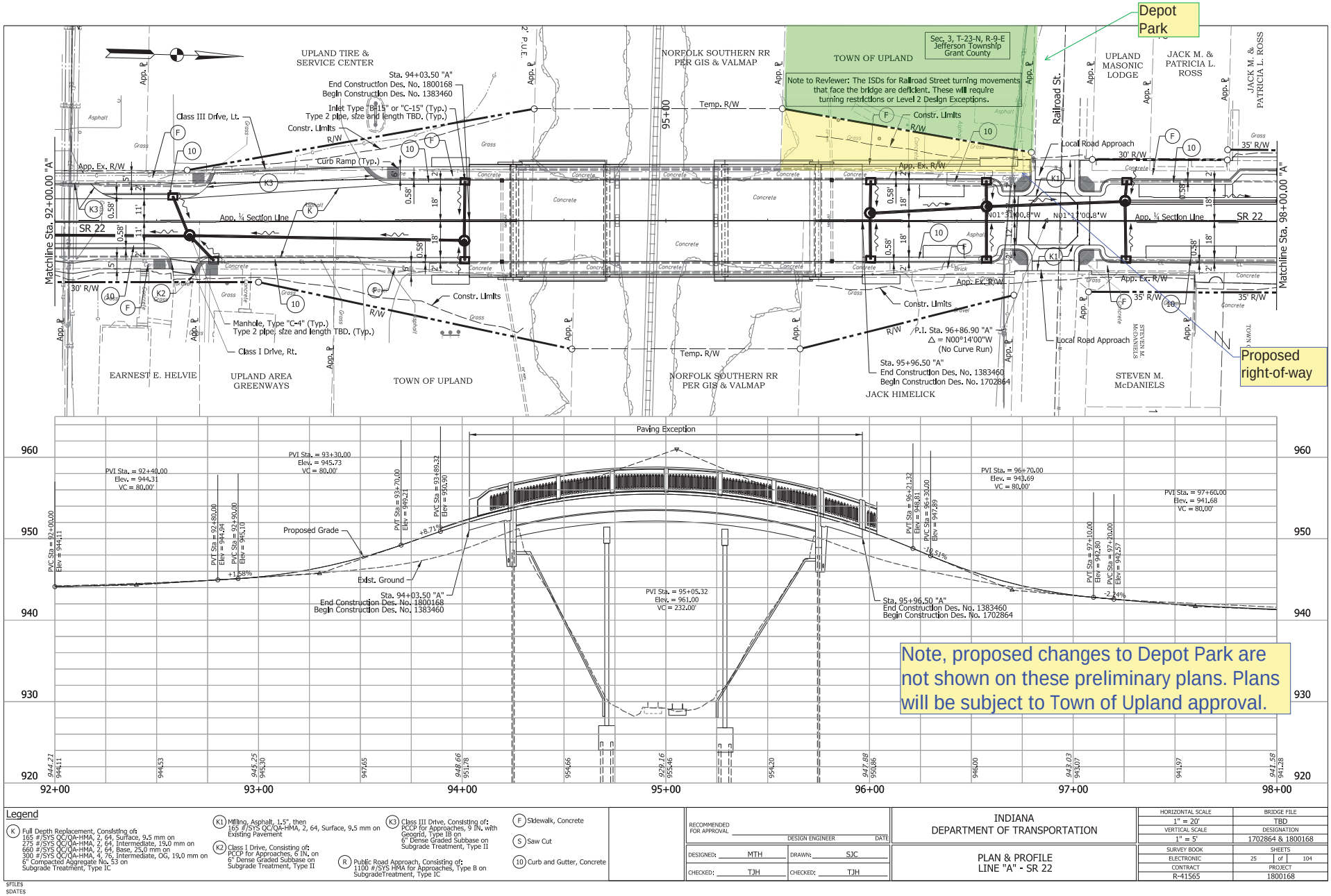
Photo 3 – View of existing walkway, light, and depot building facing west from SR 22. (04-22-20)

Photo 4 – View of the west side of the SR 22 bridge over CERA railroad facing south. The Depot Park is on the left in the background. (04-22-20)



RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 50'	BRIDGE FILE TBD
		VERTICAL SCALE N/A	DESIGNATION 1702864 & 1800168
DESIGNED: TJH DRAWN: SJC	PLAT NO. 1	SURVEY BOOK ELECTRONIC	SHEETS 10 of 104
CHECKED: _____ CHECKED: _____		CONTRACT R-41565	PROJECT 1800168

$FILE$
$DATE$



Legend

(K) Full Depth Replacement, Consisting of: 165 #/SYS QC/QA-HMA, 2, 64, Surface, 9.5 mm on 275 #/SYS QC/QA-HMA, 2, 64, Intermediate, 19.0 mm on 660 #/SYS QC/QA-HMA, 2, 64, Base, 25.0 mm on 300 #/SYS QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 6" Compacted Aggregate No. 53 on Subgrade Treatment, Type IC

(K1) Milling, Asphalt, 1.5", then 165 #/SYS QC/QA-HMA, 2, 64, Surface, 9.5 mm on Existing Pavement

(K2) Class I Drive, Consisting of: PCCP for Approaches, 6 IN. on 6" Dense Graded Subbase on Subgrade Treatment, Type II

(K3) Class III Drive, Consisting of: PCCP for Approaches, 9 IN. with Geogrid, Type IB on 6" Dense Graded Subbase on Subgrade Treatment, Type II

(R) Public Road Approach, Consisting of: 1100 #/SYS HMA for Approaches, Type B on SubgradeTreatment, Type IC

(F) Sidewalk, Concrete

(S) Saw Cut

(10) Curb and Gutter, Concrete

$FILE$
$DATE$

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MTH DRAWN: SJC

CHECKED: TJH CHECKED: TJH

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE LINE "A" - SR 22

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	TBD
VERTICAL SCALE	DESIGNATION
1" = 5'	1702864 & 1800168
SURVEY BOOK	SHEETS
ELECTRONIC	25 of 104
CONTRACT	PROJECT
R-41565	1800168

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room 758-ES
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Joe McGuinness, Commissioner

May 5, 2021

Mr. Jonathan Perez
Manager, Town of Upland
87 N. Main Street
P.O. Box 428
Upland, IN 46989

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Please let us know within five (5) business days if you have any questions or concerns about this *de minimis* determination. I can be reached at juliet.port@parsons.com or 317-965-3816. Thank you in advance for your input.

Sincerely,

Juliet Port

Juliet Port, LPG
Principal Environmental Planner
Parsons

Concurrence:

Mr. Jonathan Perez, Manager, Town of Upland

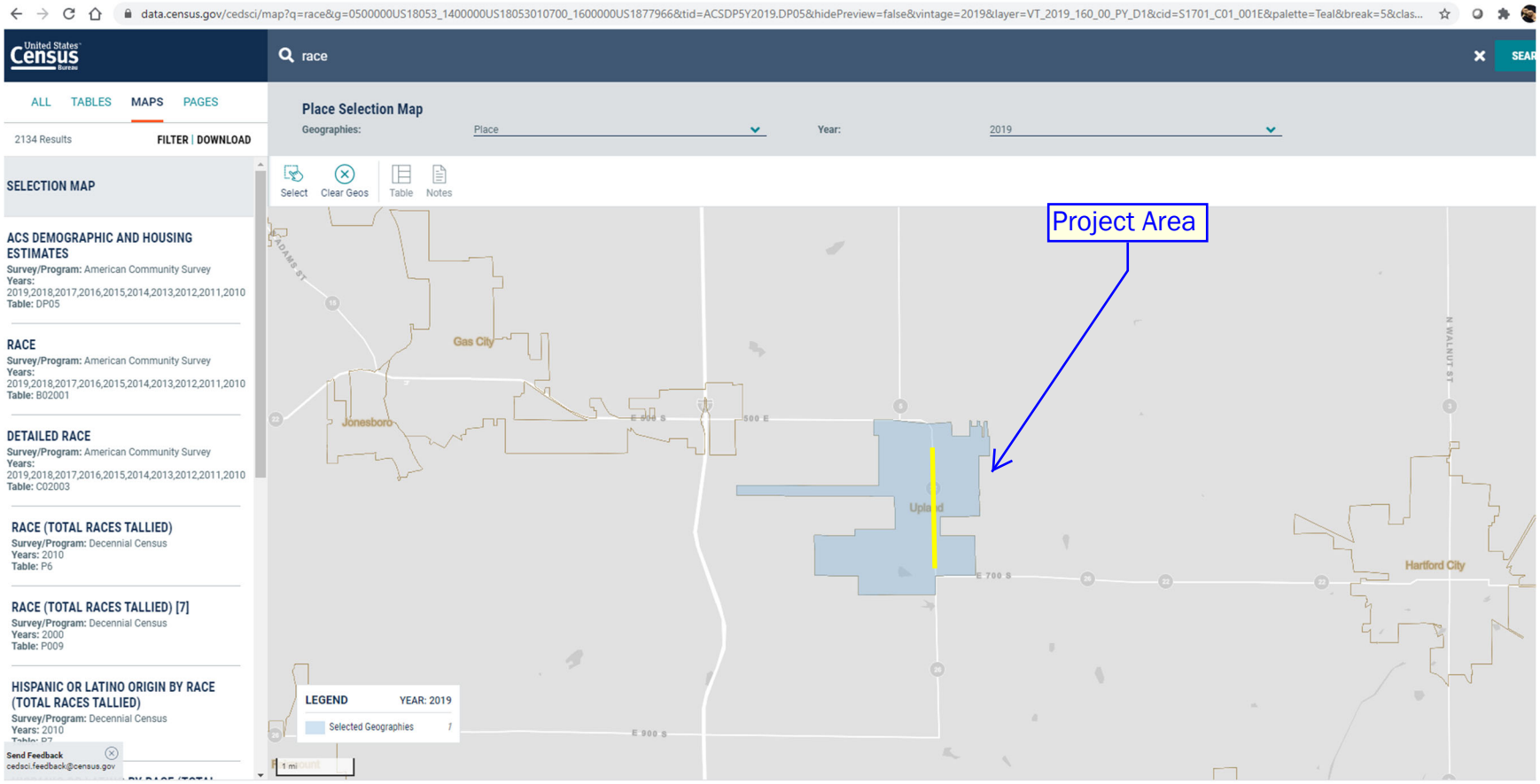
5/6/2021
Date

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated July 2020)

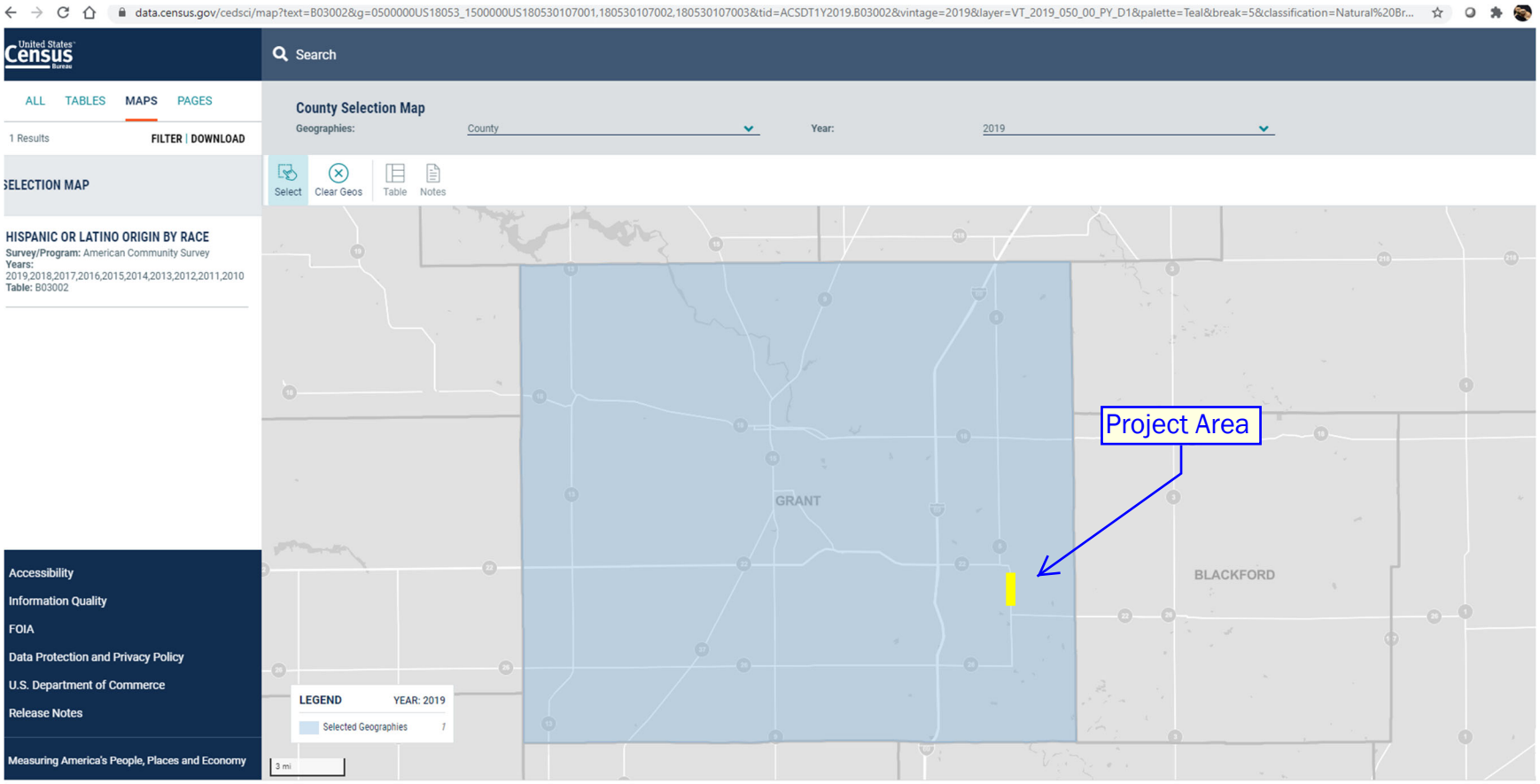
ProjectNumber	SubProjectCode	County	Property
1800025	1800025	Grant	Gas City, Mississinewa Community Park
1800083	1800083	Grant	Gas City, Mississinewa Community Park
1800196	1800196	Grant	Gas City, Mississinewa Community Park
1800267	1800267	Grant	Swayzee West Side Park
1800369	1800369C	Grant	Play Acres City Park
1800372	1800372	Grant	Seybold Pool (South Marion Pool)

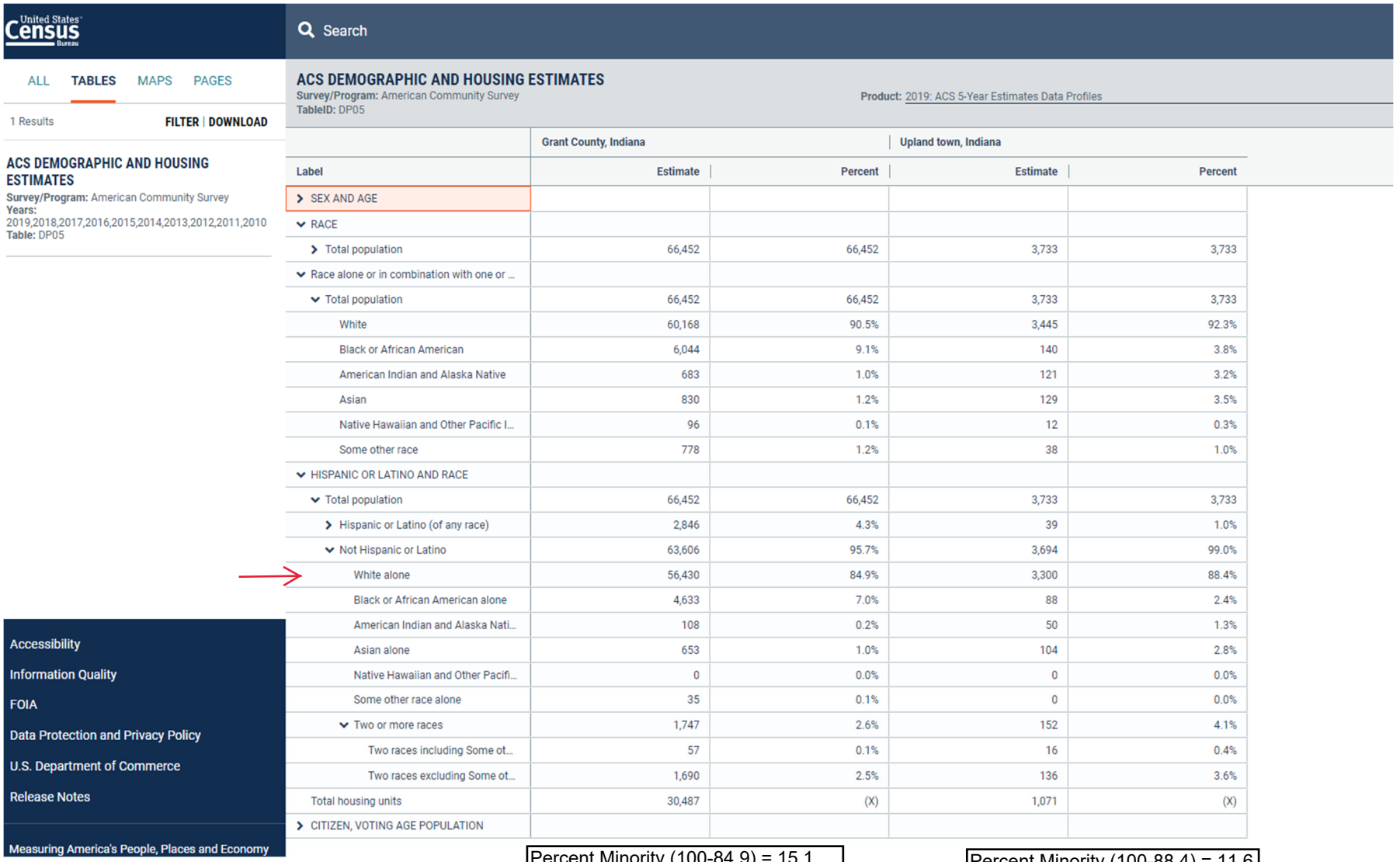
Updated July 2020
Source: https://www.in.gov/indot/files/IN%20LWCF%20sites%20by%20county.xlsx

Map of Affected Community, Town of Upland



Map of Community of Comparison, Grant County





United States Census Bureau

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ACS DEMOGRAPHIC AND HOUSING ESTIMATES
Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
Table: DP05

ACS DEMOGRAPHIC AND HOUSING ESTIMATES
Survey/Program: American Community Survey
TableID: DP05
Product: 2019: ACS 5-Year Estimates Data Profiles

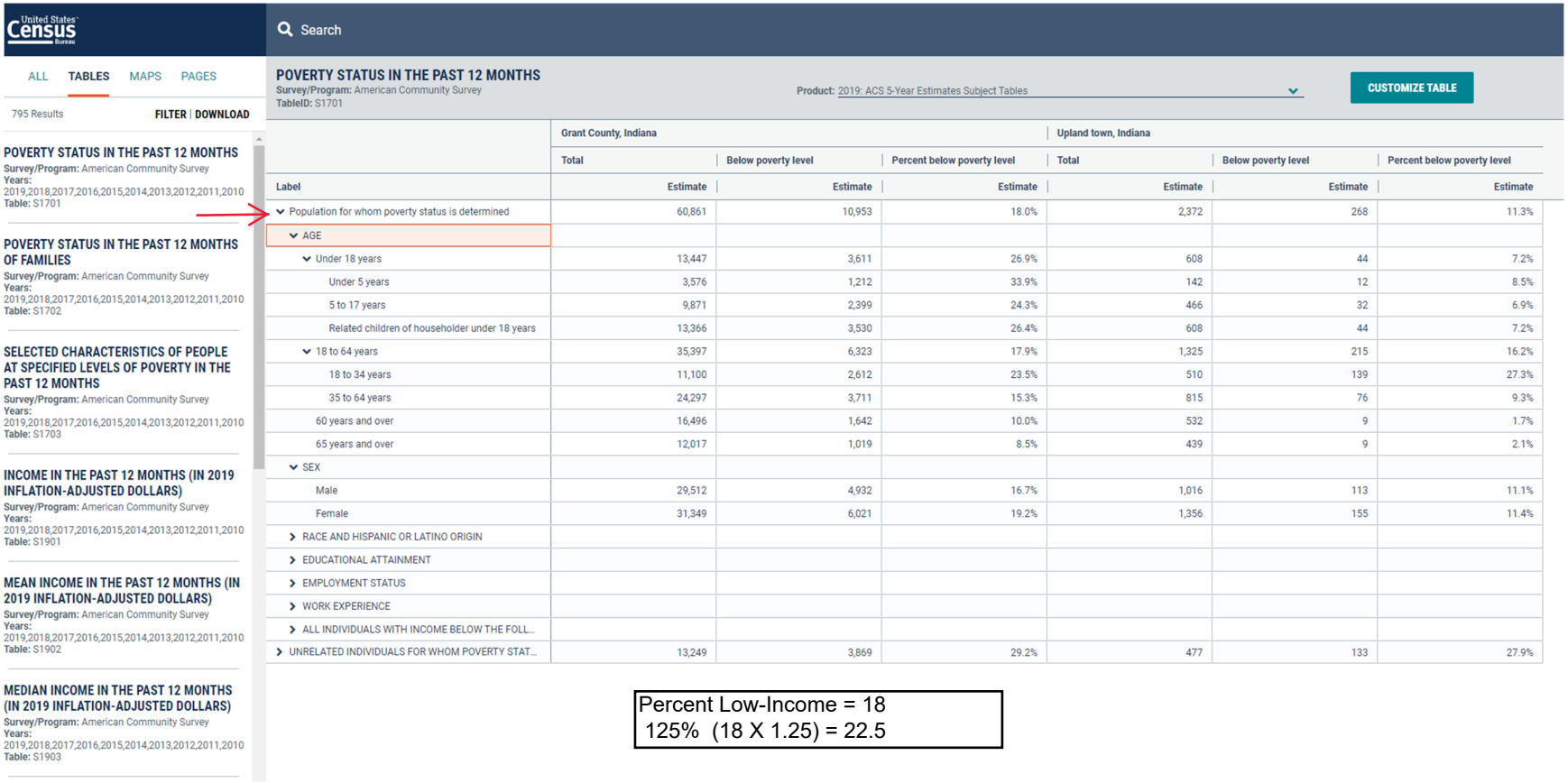
Label	Grant County, Indiana		Upland town, Indiana	
	Estimate	Percent	Estimate	Percent
SEX AND AGE				
RACE				
Total population	66,452	66,452	3,733	3,733
Race alone or in combination with one or ...				
Total population	66,452	66,452	3,733	3,733
White	60,168	90.5%	3,445	92.3%
Black or African American	6,044	9.1%	140	3.8%
American Indian and Alaska Native	683	1.0%	121	3.2%
Asian	830	1.2%	129	3.5%
Native Hawaiian and Other Pacific I...	96	0.1%	12	0.3%
Some other race	778	1.2%	38	1.0%
HISPANIC OR LATINO AND RACE				
Total population	66,452	66,452	3,733	3,733
Hispanic or Latino (of any race)	2,846	4.3%	39	1.0%
Not Hispanic or Latino	63,606	95.7%	3,694	99.0%
White alone	56,430	84.9%	3,300	88.4%
Black or African American alone	4,633	7.0%	88	2.4%
American Indian and Alaska Nati...	108	0.2%	50	1.3%
Asian alone	653	1.0%	104	2.8%
Native Hawaiian and Other Pacifi...	0	0.0%	0	0.0%
Some other race alone	35	0.1%	0	0.0%
Two or more races	1,747	2.6%	152	4.1%
Two races including Some ot...	57	0.1%	16	0.4%
Two races excluding Some ot...	1,690	2.5%	136	3.6%
Total housing units	30,487	(X)	1,071	(X)
CITIZEN, VOTING AGE POPULATION				

Accessibility
Information Quality
FOIA
Data Protection and Privacy Policy
U.S. Department of Commerce
Release Notes

Measuring America's People, Places and Economy

Percent Minority (100-84.9) = 15.1
125% (15.1 X 1.25) = 18.9

Percent Minority (100-88.4) = 11.6



United States Census Bureau

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POVERTY STATUS IN THE PAST 12 MONTHS
Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
Table: S1701

POVERTY STATUS IN THE PAST 12 MONTHS OF FAMILIES
Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
Table: S1702

SELECTED CHARACTERISTICS OF PEOPLE AT SPECIFIED LEVELS OF POVERTY IN THE PAST 12 MONTHS
Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
Table: S1703

INCOME IN THE PAST 12 MONTHS (IN 2019 INFLATION-ADJUSTED DOLLARS)
Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
Table: S1901

MEAN INCOME IN THE PAST 12 MONTHS (IN 2019 INFLATION-ADJUSTED DOLLARS)
Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
Table: S1902

MEDIAN INCOME IN THE PAST 12 MONTHS (IN 2019 INFLATION-ADJUSTED DOLLARS)
Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
Table: S1903

POVERTY STATUS IN THE PAST 12 MONTHS
Survey/Program: American Community Survey
TableID: S1701

Product: 2019: ACS 5-Year Estimates Subject Tables

CUSTOMIZE TABLE

	Grant County, Indiana			Upland town, Indiana		
	Total	Below poverty level	Percent below poverty level	Total	Below poverty level	Percent below poverty level
Label	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate
Population for whom poverty status is determined	60,861	10,953	18.0%	2,372	268	11.3%
AGE						
Under 18 years	13,447	3,611	26.9%	608	44	7.2%
Under 5 years	3,576	1,212	33.9%	142	12	8.5%
5 to 17 years	9,871	2,399	24.3%	466	32	6.9%
Related children of householder under 18 years	13,366	3,530	26.4%	608	44	7.2%
18 to 64 years	35,397	6,323	17.9%	1,325	215	16.2%
18 to 34 years	11,100	2,612	23.5%	510	139	27.3%
35 to 64 years	24,297	3,711	15.3%	815	76	9.3%
60 years and over	16,496	1,642	10.0%	532	9	1.7%
65 years and over	12,017	1,019	8.5%	439	9	2.1%
SEX						
Male	29,512	4,932	16.7%	1,016	113	11.1%
Female	31,349	6,021	19.2%	1,356	155	11.4%
RACE AND HISPANIC OR LATINO ORIGIN						
EDUCATIONAL ATTAINMENT						
EMPLOYMENT STATUS						
WORK EXPERIENCE						
ALL INDIVIDUALS WITH INCOME BELOW THE FOLL...						
UNRELATED INDIVIDUALS FOR WHOM POVERTY STAT...	13,249	3,869	29.2%	477	133	27.9%

Percent Low-Income = 18
125% (18 X 1.25) = 22.5

Port, Juliet

From: Bales, Ronald <rbales@indot.IN.gov>
Sent: Wednesday, April 14, 2021 7:56 AM
To: Port, Juliet; Novak, Karen
Cc: Miller, Daniel J; Jagger, Eric; Fair, Terri
Subject: [EXTERNAL] RE: questions re: EJ analysis for SR 22 Des. 1383460
Attachments: EJ Maps_draft_SR22_Des1383460_20210413.pdf

Thank you for the email. If the project is fully contained within limits of town of Upland would use that as your AC. If it is outside, would use the CT. If using the Block Groups would just need to discuss the methodology of selection of the datasets. This is an acceptable approach as it is your demographic analysis but it does take some additional steps in discussion for block groups.

Overall I have no concerns with the approach being taken for the EJ analysis. Again, thank you for the email.

Ron Bales
INDOT-Environmental Services Division
Office: (317) 515-7908
Email: rbales@indot.in.gov

From: Port, Juliet <Juliet.Port@parsons.com>
Sent: Tuesday, April 13, 2021 5:34 PM
To: Novak, Karen <KNovak@indot.IN.gov>; Bales, Ronald <rbales@indot.IN.gov>
Cc: Miller, Daniel J <Daniel.J.Miller@parsons.com>; Jagger, Eric <Eric.Jagger@parsons.com>
Subject: questions re: EJ analysis for SR 22 Des. 1383460

RE: EJ Analysis – seeking guidance on available data to use for CE-4
SR 22 Bridge and Road Reconstruction Project
Town of Upland, Grant County
Des. Nos. 1383460, 1702864, & 1800168

Karen and Ron,

The preferred alternative will require strips of new right-of-way (ROW) from both sides of SR 22 to accommodate the construction of upgraded sidewalks and drainage improvements. Temporary ROW is also needed to reconstruct private drives. Approximately 1.94 acres of permanent new ROW, approximately 5.60 acres of re-acquisition of existing apparent ROW, and approximately 0.50 acre of temporary ROW will be acquired for this project.

Regarding the available data from Census.gov, I have been looking at using Grant County as the Community of Comparison. For the Affected Community, there are a few choices (see attached maps):

Port, Juliet

From: Port, Juliet
Sent: Friday, July 9, 2021 10:52 AM
To: rsutherland@uplandindiana.com
Cc: jperez@uplandindiana.com; Taylor, Matt
Subject: RE: quick question Re: Upland Greenways / SR 22 and Detamore Trailhead

Ron,

Thank you for taking my call just now. Based on our conversation, the trailhead property is called “Detamore Trailhead”, named after the previous owners. The owner now is Town of Upland. You stated that the trail at the Detamore Trailhead isn’t formerly named, it’s loosely named “Main Street Trail” and the website was recently updated to reflect that. There is only one other trail in town, on the west side.

Please let us know if there are any mis-understandings.

Thank you,
Juliet Port
Parsons

From: Port, Juliet <Juliet.Port@parsons.com>
Sent: Thursday, July 8, 2021 10:04 AM
To: rsutherland@uplandindiana.com
Cc: jperez@uplandindiana.com; Taylor, Matt <Matt.Taylor@parsons.com>
Subject: quick question Re: Upland Greenways / SR 22 and Detamore Trailhead

Ron,

We noticed that the Urban Area Greenways website "website link" is now referring to "Main Street Trail". We've been calling it "Detamore Trail Head" in our public / environmental documentation, Was there a recent name change/re-branding?

Thank you,
Juliet Port
Parsons

From: Port, Juliet
Sent: Wednesday, May 19, 2021 1:34 PM
To: rsutherland@uplandindiana.com <rsutherland@uplandindiana.com>
Cc: Miller, Daniel J <Daniel.J.Miller@parsons.com>; Taylor, Matt <Matt.Taylor@parsons.com>; jperez@uplandindiana.com <jperez@uplandindiana.com>
Subject: Upland Greenways re: SR 22 and Detamore Trailhead

RE: Request for signature from Upland Area Greenways
SR 22 Bridge and Road Reconstruction Project
Town of Upland, Grant County
Des. Nos. 1383460, 1702864, & 1800168