

LEGAL NOTICE OF PLANNED IMPROVEMENT
INDOT Des. No. 2101684

White County, with partial funding from the Federal Highway Administration (FHWA) and oversight from the Indiana Department of Transportation (INDOT) intend to proceed with a bridge replacement project on County Road (CR) South 150 West in White County, Indiana.

The need for this project is due to the deterioration of the existing bridge. The purpose of this project is to address the deficiencies, improve the condition rating of the structure, and improve the roadway geometry.

CR South 150 West is a two-lane facility classified as a local roadway. A typical cross section of CR South 150 West consists of two 11 foot (ft.) wide through-lanes. Bridge No. 91-00237, National Bridge Inventory (NBI) No. 9100191 carries CR South 150 West over Moots Creek.

The pavement width on the bridge is approximately 22 ft. with varied width shoulders in each direction. No sidewalks are provided in either direction; however, steel guardrails are present along the structure. The posted speed limit on CR South 150 West is 55 miles-per-hour (mph). Land use within and adjacent to the project area is primarily forested and agricultural.

The existing bridge is a three span (18 ft.-58 ft.-22 ft.) bridge consisting of precast adjacent concrete box beams built in 1932 and reconstructed in 1964 with an asphalt wearing surface. The substructure consists of reinforced concrete end bents supported by steel shell piles, and reinforced concrete pier caps on steel shell piles.

The preferred alternative includes replacing the existing bridge with a three-span (40 ft.-40 ft.-40 ft.) continuous reinforced concrete slab bridge with a 32 ft. clear roadway width and a 35-degree skew to the right. The proposed project will utilize W-Beam guardrails with 6 ft. 3 inch (in.) spacing, a guardrail transition type Trinity Guardrail System (TGS)-1, a guardrail end treatment type Outside Shoulder (OS) Sequential Kinking Terminal (SKT)-350 and a guardrail terminal system W-Beam Curved Type 4. CR South 150 West will be widened 5 ft. on each side of the roadway throughout the project area to improve the roadway geometry to county standards. A full-depth pavement replacement will be conducted within the construction limits and transition milling and hot mix asphalt (HMA) overlay will occur in the incidental construction areas at the northern and southern project termini. A 12 in. Corrugated Metal Pipe (CMP) and a 15 in. CMP will be removed from the north side of the project area, east of Moots Creek. Below the structure, revetment riprap over geotextiles will be installed on each slope, a livestock crossing will be installed on the south slope and a 6 ft. wildlife crossing will be installed on the north slope. A portion of CR 950 South will be replaced with 12 in. compacted aggregate. The approach from CR 950 South to CR South 150 West will be treated with an HMA overlay. The existing culvert under CR 950 South will be removed and replaced with a 48 linear feet (lft.) 24 in. pipe with two pipe end sections.

The replacement of the culvert under CR West 950 South will result in approximately 0.06 acre of permanent impact to Wetland A. The replacement of the bridge will result in approximately 135 lft. of permanent impacts to Moots Creek. Approximately 0.088 acre of trees will be removed from the northeastern edge of the project area. The project will require a total of 1.439 acres of permanent right-of-way (ROW). To aid in minimizing project impacts to the environment, the project limits will be reduced to what is necessary to replace the culvert, replace the bridge, and protect the streambed from erosion with riprap.

The Maintenance of Traffic for this project will be accomplished by utilizing a full road closure on CR South 150 West and CR 950 South with 24 lft. Type III barricades and signs redirecting traffic. The detour will direct traffic west of CR South 150 West using CR West 900 South, CR South 300 West, and State Road (SR) 18, adding 3.92 miles for the traveling public. The detour will add approximately 6 minutes to drivers' commutes and be in place for approximately four months. Temporary traffic management is not required as this project is on a local road and deemed as non-significant. Access to private drives shall be available at all times during construction.

The FHWA and the INDOT have agreed that this project falls within the guidelines of a Level 2 Categorical Exclusion (CE-2). No significant adverse impacts to the human or natural environment were identified as part of this environmental documentation.

Preliminary design plans and the draft CE-2 are available for review at the following locations:

- White County Highway Department, 371 East US Highway 24, Reynolds, IN 47980
- White County website at <https://www.in.gov/counties/white/>

Accommodations for persons with Limited English Proficiency can be requested, if necessary. In accordance with the “Americans with Disabilities Act”, if you have a disability for which accessibility to the above documents such as interpreters or readers are necessary, please contact White County ADA & Title VI Coordinator for arrangement and coordination of services. Please contact Leigh Ann Ezra at leighann.ezra@whitecounty.in.gov or at 574-583-4585.

All interested persons may request a public hearing or express their concerns or comments on the project by submitting written comments to the attention of Jacob Isenburg, at 135 N. Pennsylvania Street, Suite 2800, Indianapolis, IN 46240, or at 317-981-1254, or jisenburg@hwcengineering.com. All comments or requests for a public hearing should be submitted on or before July 31, 2025. If a hearing is determined to be in the best interest of the public, the community will be notified. Otherwise, any comments or materials received as a result of this legal notice will be considered in the decision-making process. The design plans are not yet final until after these public involvement requirements are finalized. The CE-2 will be updated to reflect all public comments and inquiries. Furthermore, if you require hard copies of project information to be mailed, please also contact Mr. Jacob Isenburg and accommodations will be made for mailing of project documents, upon request.

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