



LEGAL NOTICE OF PUBLIC HEARING

Proposed Improvement Bridge Rehabilitation in Parke County

The Indiana Department of Transportation (INDOT) will host a public hearing on Wednesday, February 24, 2021 at the Parke County Co-Op Extension Office, located at 1472 North US 41, Rockville, Indiana 47872, the hearing will begin at 6:00 p.m. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans for the proposed project involving Bridge No. 041-61-05864B, on US 41 over Roaring Creek, approximately 0.40 miles south of SR 47 in Penn Township, Parke County, Indiana.

The need for the project comes from the Indiana Department of Transportation (INDOT) that has identified facility deficiencies that will be addressed by this project: the structural deficiencies, the superstructure's condition, lack of scour protection at the north abutment, and level one design criteria deficiencies. The structural deficiencies and superstructure condition are a result of the heavy deterioration and distress exhibited by some of the floor beams. The bridge's floor beams, and the floor system (deck, stringers, and floor beams) were load tested and an analytical load rating model was created by Purdue University. The analysis found that the floor beams controlled the load rating with rating factors between 0.8 and 1.0 at the operating (legal load) level and need to be replaced to improve their load capacity. The deterioration noted has resulted in a superstructure condition rating of fair (5). The north abutment is considered scour critical. A scour critical designation indicates the current status of the bridge's vulnerability to scour. The channel follows along U.S. 41 for a short length but then turns about 90 degrees and is directed towards the north abutment. Although this bridge is supported on a spread footing that is on rock, this channel erosion and migration are below the bottom of the bridge's north abutment's spread footing so there is a possibility that the north footing could be undermined thus the bridge is considered scour critical. Also, there are 3 level one design criteria deficiencies noted (stopping sight distance (SSD) of vertical alignment, travel lane cross slope, and bridge rail safety performance criteria). The level one controlling design criteria are those design elements that are judged to be the most critical indicators of highway's safety and its overall serviceability. Improving the vertical alignment SSD is beyond the current project scope and this structure may be considered "to remain in place" for the SSD evaluation; therefore, the vertical alignment SSD will not need to be improved. The travel lane cross slope is 1.5% and is less than the 2% required. The current bridge railing safety performance criteria requires a TL-3 crash tested rail whereas, the existing bridge rail provides a TL-2 rail.

The purpose of this project is to improve the overall condition of the bridge's superstructure to satisfactory (6) or better and improve the structural capacity of the floor beams and floor system so that all operating (legal) loads have rating factors greater than 1.0. In addition, adequate scour countermeasures for the north abutment will be placed so that the bridge is no longer scour critical. The level one design criteria for travel lane cross slope and current bridge railing safety performance will be satisfied (TL-3 bridge rail and 2% travel lane cross slope). Meeting the needs, while preserving the qualities for which the bridge possesses significance is INDOT's purpose. This historic bridge is subject to the conditions of select bridges and prescribed in the Historic Bridge

Programmatic Agreement (HBPA). As such, a Historic Bridge Alternative Analysis (HBAA) was completed that describes the project's purpose and need, as well as an evaluation of alternatives to meet the purpose and need.

As proposed, the project involves the rehabilitation of the existing bridge and minimal approach roadway reconstruction. The rehabilitation activity will include replacing portions of the w-beam guardrail at all four corners with MGS w-beam guardrail that will tie into the existing guardrail. The approach work will include milling and resurfacing the existing bituminous approaches to tie the new construction in with the existing roadway. Full depth pavement will be placed within the limits of the approach slab extensions to tie the resurfacing work to the concrete approach slabs. The concrete deck, concrete approach slabs, and concrete approach slab extensions will be replaced with a standard 2% cross slope and installation of deck drains if required. The bridge rail will be replaced with a modified concrete bridge railing, type TX (modified type TX rail). The modified type TX rail will be placed over the arch. This railing was chosen since it satisfies the TL-4 criteria, the rail looks similar to the original bridge railing that has open windows, and it meets the NCHRP geometric requirements. The concrete bridge transition railing will be replaced with a modified concrete bridge railing transition, type TTX (modified type TTX rail). The modified type TTX rail will be placed over the approach slabs. The proposed modified type TTX rail will match the modified type TX rail except there are no windows and the center area will have a bush-hammered surface to match the original bridge construction.

All the concrete stringers (longitudinal beams) will be replaced, except for the stringers in the center bays will only have the top 6 inches replaced. All of the concrete floor beams (transverse beams) will be replaced. All stringers will be reconstructed with a constant depth, except the exterior stringers at both bridge copings will have an arch profile matching the original construction. Some of the concrete columns will be replaced that have heavy deterioration and the Contractor will patch spalled areas on all other columns. The spalled areas on all arches will be patched and wrap the patches with fiberglass reinforced plastic (FRP). Also, in the areas where the arches meet the concrete abutment walls, a small amount of concrete will be placed on top of the arches to provide a sacrificial barrier on the arch to prevent dirt and water accumulation. The top portion of the concrete abutments will also be replaced and patch all other spalled areas of the abutments and wings, install a drainpipe at each abutment, and clean the existing abutment weep drains. In order to correct the scour critical north abutment, all fallen boulders in the stream will be moved against the rock face along the north abutment and riprap will be added to fill in voids between the boulders. Revetment riprap turnouts will be placed at all four corners to eliminate the existing drainpipes. The new bridge deck will have the same out to out width of 41-feet and clear roadway width of 38-feet. The approach roadway would be maintained to provide two 12-foot-wide travel lanes with 7-foot paved shoulders. The rehabilitation will require approximately 175 feet of approach work to the north and south of the existing bridge.

The Maintenance of Traffic (MOT) plan for the project involves maintaining traffic on US 41 for the duration of the construction period utilizing phased construction. Temporary signals will be placed on the adjacent tangents outside of the adjacent horizontal curves. Signage will be placed at the top of each adjacent hill with rumble strips added to alert traffic of the impending lane closure. MOT details will be presented during the public hearing. Access to all properties will be maintained during construction. INDOT will coordinate with emergency services, local school corporation officials and project stakeholders to ensure potential disruptions and impacts are minimized as much as possible. Coordination will be required for all the affected utilities in the area and is ongoing. The project will require approximately 1.5 acres of permanent new right-of-way, in addition to 1.0 acre of reacquired right-of-way needed during construction.

Properties listed in or eligible for the National Register of Historic Places (NRHP) located within the Area of Potential Effects (APE) for the project include INDOT Bridge No. 041-61-05864B and the William B. and Laura Guthrie House. INDOT Bridge No. 041-61-05864B is eligible for the NRHP. As part of the Indiana Historic Bridge Inventory project, the bridge was determined to be Select. The Guthrie House was listed in the NRHP in 2020. The proposed action impacts properties listed in or eligible for the NRHP. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued a “No Adverse Effect” finding for the project because the project will not diminish the integrity of the characteristics that qualify the historic properties within the APE for inclusion in the NRHP. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4).

Pursuant to 36 CFR 800.4(d)(2), the documentation specified in 36 CFR 800.11(e) can be viewed electronically by accessing INDOT’s Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents>. This documentation serves as the basis for the “No Adverse Effect” finding. The views of the public on this effect finding are being sought. Please reply with any comments to INDOT Project Manager, Arshad Ahmed at ArAhmed@indot.in.gov or (765) 361-5258 or Brian Shaw, Beam Longest and Neff (BLN), at bshaw@b-l-n.com or (317) 806-3028.

Federal and state funds are proposed to be used for construction of this project. INDOT and the Federal Highway Administration have agreed that this project poses minimal impact to natural environment. A Categorical Exclusion (CE) environmental document has been prepared for the project. Project materials are available to view at <https://www.in.gov/indot/4217.htm>.

Persons with limited internet access may request project information be mailed to them. Please contact Brian Shaw, BLN, 8320 Craig Street, Indianapolis, Indiana 46250 or bshaw@b-l-n.com or 317-806-3028 for information.

The in-person public hearing will include appropriate social distancing measures. Meeting attendees and the project team are required to wear masks and will practice social distancing. Attendees who do not have a mask will be provided one, and hand sanitation stations will be available.

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to INDOT’s Project Manager, Arshad Ahmed, Indiana Department of Transportation Crawfordsville District, 41 West 300 North, Crawfordsville, Indiana 47933 or ArAhmed@indot.in.gov or (765) 361-5258 or Brian Shaw, BLN, 8320 Craig Street, Indianapolis, Indiana 46250 or bshaw@b-l-n.com or 317-806-3028. **INDOT respectfully requests comments be submitted by March 10, 2021.**

With advance notice, INDOT will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the hearings process including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired and other services as needed. In addition, INDOT will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids including language interpretation services and document conversion. Should accommodation be required please contact Brian Shaw, BLN 8320 Craig Street, Indianapolis, Indiana 46250 or bshaw@b-l-n.com or 317-806-3028 for information.

WINTER WEATHER NOTICE

In the event of inclement weather resulting in hazardous driving conditions, please call the Indiana Department of Transportation's Office of Public Involvement (list contact) to learn of any postponement of the public hearing. If the public hearing is postponed due to inclement weather, it will be rescheduled for Wednesday March 3, 2021 at the Parke County Co-Op Extension Office, 1472 North US 41, Rockville, Indiana 47872 and the public comment period would then be extended to March 17, 2021.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary." approved by the Federal Highway Administration, U.S. Department of Transportation on August 16, 2012.