



INDIANA DEPARTMENT OF TRANSPORTATION

August 20, 2020

RE: Bridge No. 027-38-06182 B, US 27 over the Salamonie River (Des. No. 1702940)
Public Hearing – Project Information Packet

Dear Concerned Citizens, Local Residents, and Elected Public Officials:

Welcome to the Indiana Department of Transportation's public hearing regarding the US 27 (Meridian Street) Bridge Project over the Salamonie River in Portland, Jay County, Indiana.

The purpose of the public hearing is to explain the proposed project to interested people and to receive comments, concerns, and suggestions. We appreciate the opportunity to be here this evening and look forward to listening to the concerns and issues that are important to this community. Comments can be presented in several ways.

1. You may verbally express your concerns here tonight during the public comment session held after the formal presentation. **All statements will be recorded and transcribed in order to be included in the official public hearing transcript.**
2. You may complete a comment sheet (attached) and submit using one of the following methods.
 - a. Drop it in the comment box at the sign-in table.
 - b. Mail it to Chad Costa at Lochmueller Group, Inc., 3502 Woodview Trace, Suite 150, Indianapolis, IN 46268.
 - c. Email it to ccosta@lochgroup.com. If a comment is emailed, we will respond acknowledging its receipt.

Should you choose to submit comments by mail, please have them postmarked by Friday, September 4, 2020. All comments submitted will become part of the transcript and be addressed in subsequent project documentation, along with the verbal comments presented here tonight.

All substantial comments received will be evaluated and responded to in writing within subsequent project documentation. The documentation will address all concerns raised during the public hearing process and describe the final decisions reached following careful consideration of the views and concerns of the public.

Thank you for your participation in the public involvement process for this project.



Hearing Agenda

1. Hearing Called to order (7:00 PM)
 - a. Introduction of Project Team
 - b. Project Stakeholders
2. Hearing Information
 - a. Project Development
 - b. Public Hearing Intent & Format
 - c. Public Comment Process
3. Project Information
 - a. Environmental Document
 - b. Project Location
 - c. Historic Bridge Information
 - d. Purpose & Need
 - e. Project Alternatives Considered
 - f. Environmental Considerations
4. Review of Design Information
 - a. Description of Preferred Alternative
 - b. Maintenance of Traffic (MOT)
 - c. Right-of-Way, Cost, & Schedule
5. Next Steps
 - a. Project Resource Locations
 - b. Communication of Project Decisions
 - c. Project Contacts
6. Public Comment Session
7. Open House Session



Project Location:

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT), Greenfield District is proceeding with a federal aid bridge project along US 27, which is also known as Meridian Street, 0.11 mile south of SR 26 in Portland, Jay County, Indiana. The project involves Bridge No. 027-38-06182 B, which carries US 27 (Meridian Street) over the Salamonie River. The total project length is 123.5 feet (0.023 mile).

This project was previously bundled with two other projects, an HMA overlay of US 27 from Williamson Drive to SR 26 (Water Street) and from SR 67 (Votaw Street) to W CR 100 North (Des. No. 1700811) and a roadway “right sizing” project and HMA overlay from SR 26 (Water Street) to SR 67 (Votaw Street) (Des. No. 1800009). However, the project scope was reduced to just include the maintenance activities associated with Bridge No. 027-38-06182 B (Des. No. 1702940). Des. Nos. 1700811 and 1800009 have been suspended. If these projects are renewed at a later date, they will be discussed in a separate environmental process.

Project Description:

The bridge is a reinforced concrete through arch structure that was originally constructed in 1914 and reconstructed in 1997. It is considered a contributing resource to the Portland Commercial Historic District, which is listed in the National Register of Historic Places. The bridge is considered eligible for the National Register due to its unique design which is a great example of a concrete through arch structure in the state. Such structures were popular in the early 1900’s and this one remains a testament to a thriving downtown Portland.

The bridge is listed in the *Indiana Historic Bridge Inventory* as a Select Bridge. This designation means it is suitable for preservation and considered an excellent example of its structure type when compared to other similar types of bridges throughout the state. Designation as a Select Bridge also means the bridge must be preserved when using funds from the FHWA. Because the bridge is considered Select in status, the project must follow the conditions set forth in the *Historic Bridges Programmatic Agreement*. An Historic Bridge Alternatives Analysis (HBAA) was prepared by Lochmueller Group on December 16, 2019. In addition to the “Do Nothing” alternative, the HBAA evaluated an alternative that included the rehabilitation of the bridge for continued vehicular use (two-lane option) that met the Secretary of the Interior’s Standards for rehabilitation. This alternative was advanced as the preferred alternative. A description of what this alternative involves follows.

The existing bridge thin deck overlay will be removed by a milling operation. All unsound concrete on the deck will be removed and patched with partial depth patching. A new flexible polymeric concrete bridge deck overlay will be installed. The existing steel railing components and light fixtures will be removed from the bridge. The existing paint system will be completely removed. The steel components will be shop galvanized and then painted using a powder coating method in a black matte finish to match the original appearance. The newly painted steel components will be reinstalled on the bridge with all new steel hardware.

The existing masonry coating on the arch, columns, and concrete portion of the railing will be cleaned. The existing concrete patch on the east arch column will be removed along with any deteriorated concrete on the other columns, arch or concrete portion of the railing. Patching concrete structures, with a special microsilica concrete mix, and welded steel wire reinforcement will be used to patch the areas of removed



concrete. A patch material consisting of a concrete mix with microsilica will match the texture and color of the existing concrete components.

After cleaning and patching the existing arch, columns and concrete portion of the railing, the appearance of the concrete components will be reviewed. If the appearance of the cleaned masonry coating is not a good representation of the existing structure aesthetic, the masonry coating will be completely removed using a chemical concrete cleaner and stain removal and hand tools. Once removed, the concrete components will be surface sealed with a tinted seal for protection. The tint would provide color uniformity on the structure and closely resemble the existing masonry coating.

The surface of the sidewalk, curbs and face of the curbs will be surface sealed with a sealer/healer coating. This will repair existing open cracks, preventing the underlying bridge deck floor system from penetrating chloride infiltration, slowing future deterioration.

From each end of the bridge deck 50 feet of US 27 will be milled 1 ½ inches and a new HMA overlay placed atop the roadway surface. The new HMA overlay will provide a sufficient transition from the bridge floor back into the existing roadway elevation. The total length of the project is 123.5 feet (0.023 mile).

Purpose and Need:

The need for the project is due to the deteriorated existing bridge thin deck overlay of Bridge No. 027-38-06182 B. According to the most recent bridge inspection report, dated May 15, 2019, the wearing surface is in poor condition (condition rating of 4 out of 9). The bridge inspection report noted several deficiencies in the wearing surface. The estimated service life of the existing wearing surface is 5 years.

Secondary to the primary need of the project, is improving the appearance and condition of the coatings on the structure and its features. The paint coat on the existing steel railing and lamp posts is peeling and exposing the steel underneath. In addition, the existing masonry coating on the arch and columns is discolored, cracked and starting the peel. The City of Portland also desires improvements to the appearance of the bridge as the bridge serves as a gateway to the historic downtown area.

The primary purpose of this project is to improve the condition of the deck wearing surface to at least a rating of 8 out of 9, which is considered “very good” and to extend the overall life of the structure. The secondary purpose of the project is to improve the appearance of the structure and its features which will act to slow future deterioration and meet the desires of the City of Portland.

Right-of-Way (ROW):

The existing ROW is typically 60 feet wide (generally 30 feet wide either side of the centerline). This project will occur within existing ROW. No permanent or temporary ROW will be required for this project.

Schedule:

- Public Comments Due: September 4, 2020
- Finalize Environmental Document: October 2020
- Finalize Design: October 2020
- Contractor Award of Project (Letting): February 2021
- Construction Begins: Spring 2021

**Cost:**

The construction cost is estimated to be \$515,000 (2021 dollars).

Maintenance of Traffic (MOT):

The MOT for the project will require the closure of US 27. A detour will be established utilizing SR 26, SR 67, SR 1, and SR 28. The detour length is approximately 24 miles and is anticipated to be in place for the duration of construction. Access to properties within the project limits will be maintained at all times during construction. Additionally, sidewalk and curb ramp construction will only take place on one side of the road/bridge at a time. Pedestrian access to sidewalks will be maintained at all times and signs will be posted to direct pedestrian traffic around construction. The MOT will be implemented per the *Indiana Design Manual* guidelines.

Project Resource Locations:

The project design plans and environmental document are currently available for in-person public review at a number of locations, which include the following.

INDOT Greenfield District Office
32 South Broadway Street
Greenfield, Indiana 46140
1-855-463-6848
eastcentralin@indot.in.gov

Portland City Hall (by appointment please)
321 North Meridian Street
Portland, Indiana 47371
(260) 726-9395

Jay County Public Library
315 North Ship Street
Portland, Indiana 47371
(260) 726-7890

Lochmueller Group, Inc.
3502 Woodview Trace, Suite 150,
Indianapolis, Indiana 46268
ccosta@lochgroup.com
(317) 222-3880

You are also encouraged to visit the project webpage (<https://www.in.gov/indot/4075.htm>) to learn more about this project and review the project documents.



Figure 1: Project Location Map:



