



Proposed Bridge Project: US 40 over Sallust Branch of Mill Creek (040-67-01838C) Des. No. 1601094

Public Hearing

Thursday, September 17, 2020

Stilesville Fire Station

8353 N. Hendrick St., Stilesville, IN



Welcome

- Social Distancing Reminder
- Meeting Format
 - A. Presentation
 - B. Public Comments
- Informal Q and A in project display area with project engineers and environmental professionals following the meeting
- Information Packet
- Introductions



Purpose of Hearing

- Introduce this project to the community.
- Discuss purpose and need for the project.
- Present a preliminary proposal for consideration.
- Solicit input from the community.
- National Environmental Policy Act (NEPA) and Historic Bridge Programmatic Agreement (PA)
 - Evaluate potential impacts.
 - Public involvement and comment on the decision-making process of said impacts.



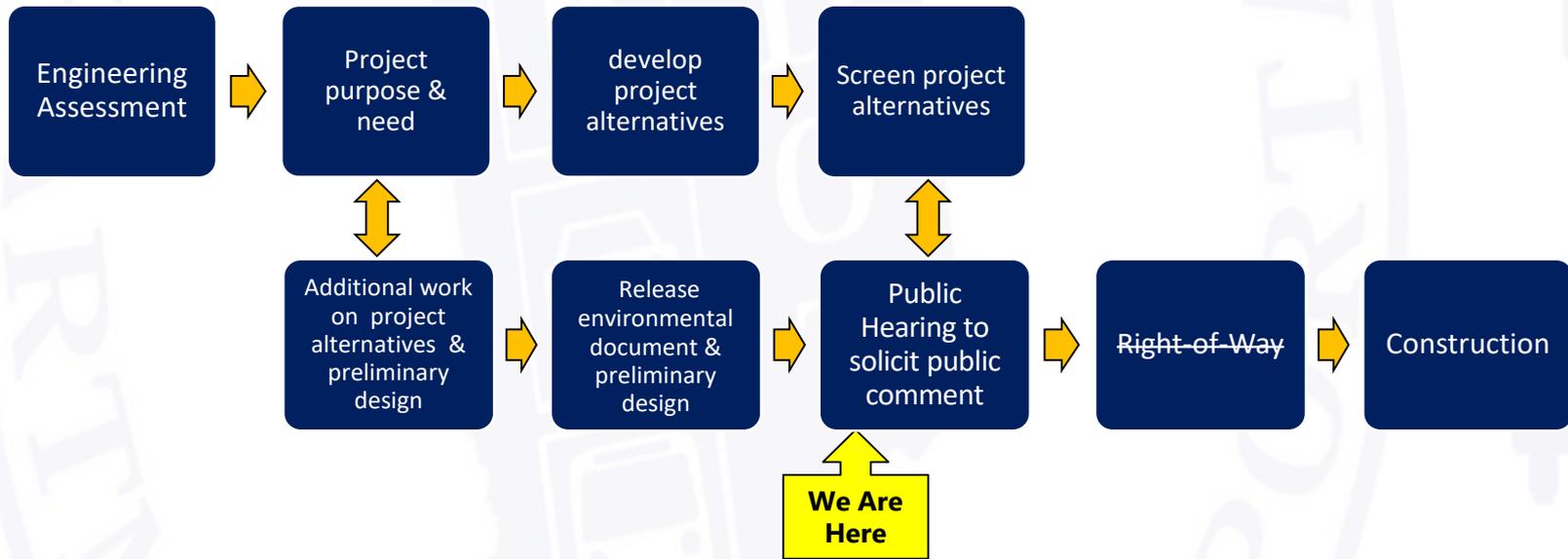
Environmental Document and Public Hearing

- **Level 4 Categorical Exclusion NEPA document**
 - Classification means the actions do not have a significant effect on the environment.
 - Released for Public Involvement on August 11, 2020.
- **Legal Notice of Public Hearing was published in the *Banner Graphic* on the following dates:**
 - Friday, August 28, 2020
 - Tuesday, September 8, 2020
- **Copies of the legal notice were emailed to consulting parties and project stakeholders on project mailing list.**
- **Project mailing list will be updated following the public hearing, please make sure that you sign in tonight.**
- **Project documents available for viewing online, in-person, or mailed.**
 - INDOT Crawfordsville District website
 - Putnam County Library in Greencastle





Project Development Process





Purpose and Need



Purpose

- Continue providing the public with a structure that perpetuates vehicular crossing on US 40 at current safety standards and requirements for at least 25 years with a structurally sufficient structure that preserves its overall structural capacity for its designed loads.
- And to achieve a superstructure and substructure condition ratings, and structural evaluation rating of 6 (satisfactory condition) or greater out of 9.



Purpose and Need



Need

- Superstructure (beams) is in poor condition (rated 4 on a 0-9 scale)
 - Some beams are in good condition. Eight beams exhibit some advanced section loss, deterioration in cracks with efflorescence and stains, and spalls with exposed reinforcing.
 - Deck in fair condition (rated 5 on a 0-9 scale). Bridge deck underside has hairline transverse and longitudinal cracks with white efflorescence between the beamlines.
- Substructure (abutments and foundations) is in fair condition (rated 5 on a 0-9 scale)
 - A large spall located at the east bent of the construction joint.





Environmental Studies

Elements of Environmental Documents

- Right-of-way
- Hazardous Materials
- **Threatened & Endangered Species**
 - Indiana Bat
 - Northern Long-eared Bat
 - Birds protected under the Migratory Bird Treaty Act
- **Historic & Archaeological**
 - “Select” bridge
- Community Impacts
- Floodplains
- Land Use
- **Wetlands & Waterways**
 - Sallust Branch
 - UNT 1 to Sallust Branch
- Noise
- Air Quality
- Public Involvement



Environmental Studies

- No permanent right-of-way or temporary right-of-way is required for this project.
- No wetland impacts.
- Approximately 135 linear feet of Sallust Branch impacts for installing riprap along the bank for scour protection.
- Historic Bridge Project Development Process per Historic Bridge PA due to historic “Select” bridge
- Historic: Section 106 - procedural law that requires federal agencies to consider the effects of projects they carry out, approve, or fund on historic properties.
 - “No Historic Properties Affected” Section 106 finding.
 - State Historic Preservation Officer concurred on July 6, 2020.



National Register of Historic Places

Eligible for Listing on the National Register of Historic Places

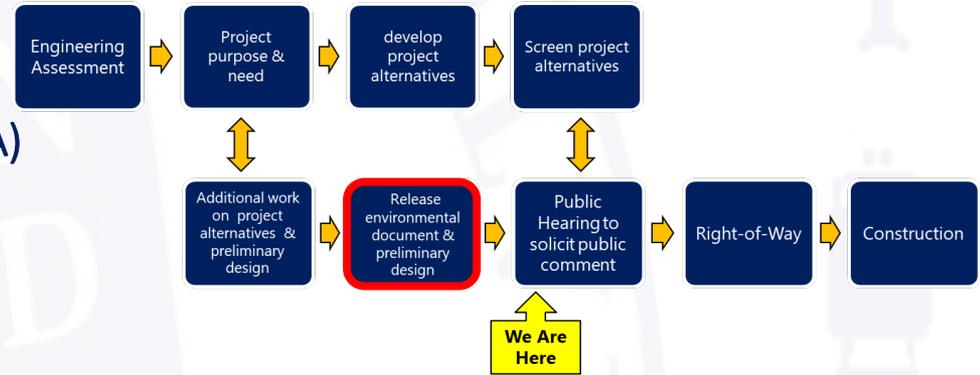
- Original structure built in 1921 with an addition in 1938 to widen the structure to the north and south. A second structure was also added for eastbound traffic.
- Significant as a crossing built to serve Main Market No. 3 and represents early development to the state highway system and pre-World War II widening to serve as a U.S. Highway.



- Determined “Select” in the 2009 Indiana Historic Bridge Inventory
- “Select” means:
 - Suitable candidate for preservation
 - Considered excellent example
 - FHWA will not participate in its removal



Historic Bridge Project Development Process



- **Historic Bridge Alternative Analysis (HBAA)**

- Detailed Alternatives Analysis required
- Rehabilitation for Continued Vehicular Use Meeting Secretary of Interior's Standards for Rehabilitation identified as preliminary preferred alternative

- **Seek Consulting Party Comment**

- State Historic Preservation Officer (SHPO), Indiana Landmarks, Indiana National Road Association.
- Preliminary Preferred Alternative switch and HBAA Addendum
- SHPO agreed that Alternative B1 Addendum, consisting of patching and fiber wrapping the beams, and patching the abutments and railings, would be an appropriate treatment for this Select Bridge."

- **Holding Public Hearing**

- September 17, 2020

- **Environmental Document Approval**

- After hearing comment period ends and comments are addressed.



Project Alternatives

4 Alternatives Analyzed

- A. No Build/ Do Nothing
- B1. Rehabilitation for Continued Vehicular Use Meeting Secretary of Interior's Standards for Rehabilitation – replace railing
- B1 (Addendum). Rehabilitation for Continued Vehicular Use Meeting Secretary of Interior's Standards for Rehabilitation – patch railing
- B2. Rehabilitation for Continued Vehicular Use NOT Meeting Secretary of Interior's Standards for Rehabilitation



Do Nothing and Rehabilitation Alternatives

Alternative A. No Build/Do Nothing

- The bridge would continue to deteriorate.
- Eventually resulting in complete failure of the structure.
 - Load restriction within approximately 2 years.
 - Bridge closure within approximately 15 to 20 years.

Alternative B1. Rehabilitation for Continued Vehicular Use Meeting Secretary of Interior's Standards for Rehabilitation – replace railing

- Replace railing with historic appearance type

Alternative B1 (Addendum).

Rehabilitation for Continued Vehicular Use Meeting Secretary of Interior's Standards for Rehabilitation – patch railing

- This is the preferred alternative as this alternative meets the project's purpose and need
- Determined more feasible due to lower cost and fewer modifications to the historic features of the bridge.

Alternative B2. Rehabilitation for Continued Vehicular Use NOT Meeting Secretary of Interior's Standards for Rehabilitation

- Replace railing with a standard, approved Test Level 4 INDOT FC type

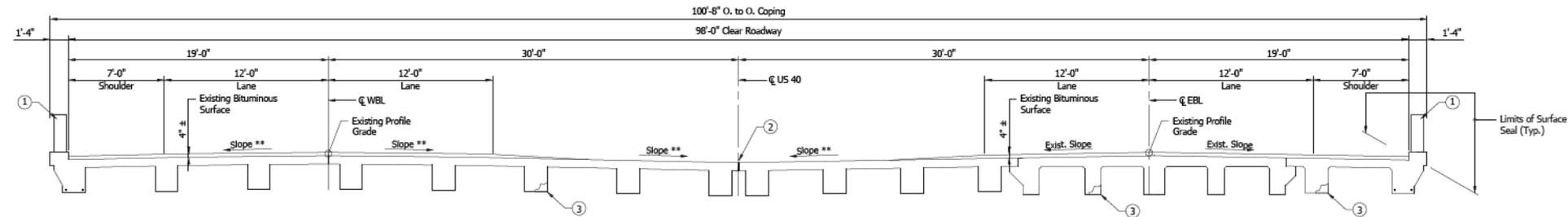


Preliminary Preferred Alternative

- Project Limits – Approximately 25 feet north and south of the bridge except in the northeast quadrant where construction limits will extend approximately 240 feet to accommodate construction of a temporary haul road.
- Repairing, preserving, and maintaining the bridge
 - Remove unsound concrete
 - Patch and fiber wrap beams to prevent further deterioration
 - Patch the abutments and railing with pneumatically placed mortar
 - Install riprap for scour protection
- Maintain existing 12'-0" wide travel lanes and 7'-0" wide paved shoulders.
- Estimated total cost of the project is approximately \$600K.



Typical Bridge Section



TYPICAL SECTION
Scale: 1/4" = 1'-0"

GENERAL NOTES:

Plans for the existing structure are on file in the Central Office of the Indiana Department of Transportation as bridge files: 040-67-01838, 040-67-01838A and 040-67-01838B.

Stationing, elevations and dimensions shown in these plans are based on the existing plans and are for reference only.

Reinforcing bar cover shall be 2 1/2" min. in top and 1" min. in bottom of bridge deck and 2" in all other locations unless noted otherwise.

Removal of unsound concrete shall be as directed by the Engineer. It is the intent of these plans that all unsound concrete be removed.

Epoxy Resin Adhesive shall be used where new concrete abuts existing concrete.

Surface Seal all exposed surfaces of the new concrete bridge railing, bridge railing transitions and the new approach slabs.

All pavement markings disturbed during construction shall be replaced in kind.

Where new work is to be fitted to old work, the contractor shall check all elevations, dimensions and conditions in the field and report any errors or discrepancies to the engineer and assume responsibility for the fit of the new part to old.

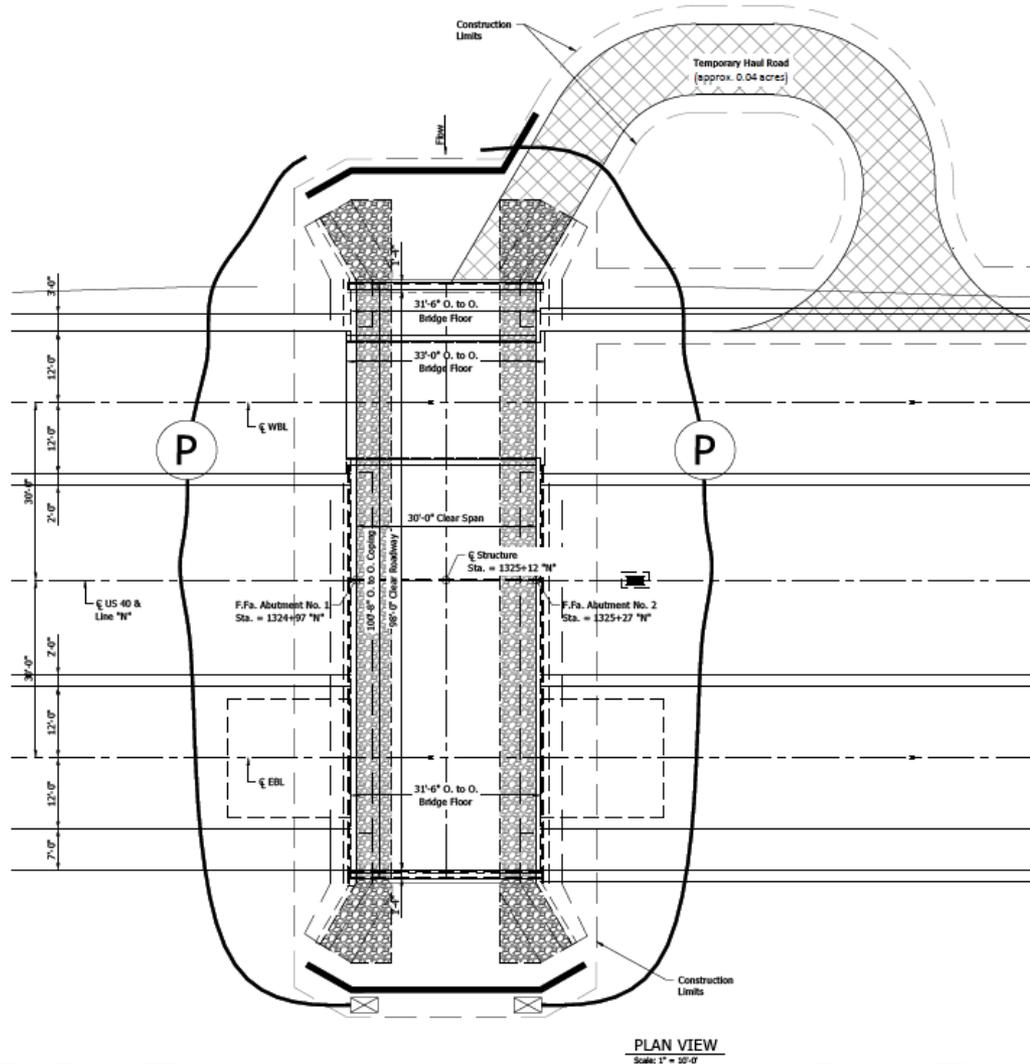
LEGEND

- ① Patch existing concrete bridge railing (Est. 48 sft.) and portions of concrete curb, and surface seal (Est. 562 sft.) for limits shown on Typical Section.
- ② Clean existing joint at the centerline of structure, and place new Pre-Compressed Foam Joint. (Est. 33 lf.)
- ③ Patch existing reinforced concrete beams, abutments and wingwalls and Fiber wrap. (Est. 1,057 Sft. patching)
- ④ Remove and reset existing Guardrail as required to install haul road for work under existing structure. (Est. 65 Lft.)
- ⑤ Place 234 Tons Class I Riprap on 264 Sys. Geotextiles for Riprap type 1A for scour protection.



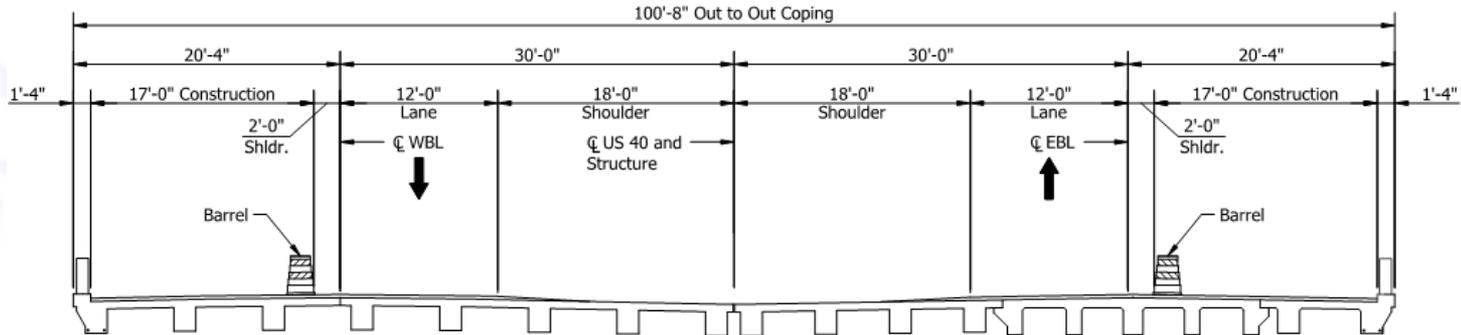
Proposed Design Information

Plan Project Overview

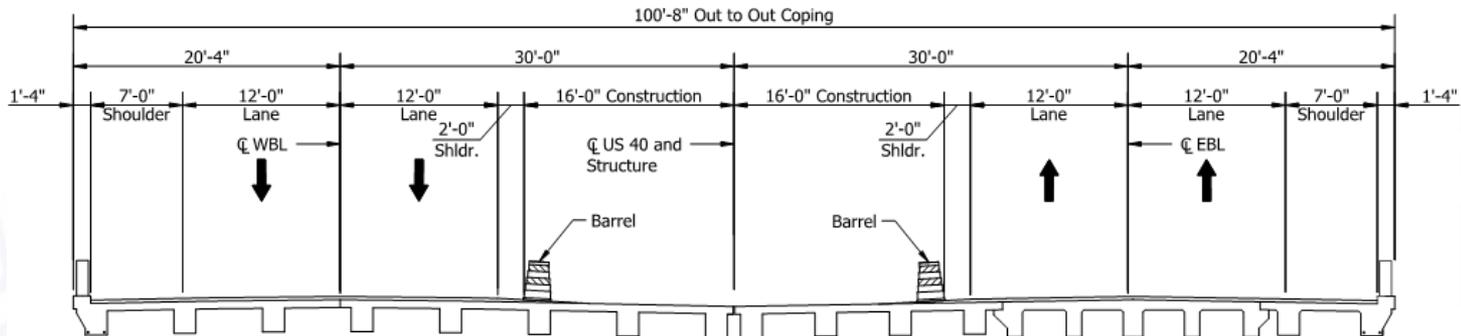




Maintenance of Traffic



TYPICAL SECTION - PHASE I



TYPICAL SECTION - PHASE II

- MOT scheme will feature 2 phases as shown above.
- The maximum length of any lane/shoulder closure is approximately 1,400 LFT, including any necessary merging tapers.



Project Schedule

- Design/Environmental Documentation (2018 – 2020)
- **Public Hearing (September 2020)**
 - Comment Period Ends October 1, 2020
- Complete Environmental Document (October 2020)
- Complete Design Activities (2020)
- Project Letting (January 2021)
- **Anticipated Construction (Spring/Summer/Fall 2021)**
- Anticipated project completion (December 2021)



How Can I Make a Comment?

- **Verbally as a Public Statement**
 - Statements are recorded
- **Comment Form**
 - Submit via mail, email, or drop box
 - All contact information is on the form
- **Email**
 - jdabkowski@rqaw.com
- **Mail**

RQAW
ATTN: Joe Dabkowski
8770 N. Street, Ste. 110
Fishers, IN 46038
- **Comment Period ends**
 - October 1, 2020

Please feel free to use any and all methods.



How Will Comments be Addressed?

- All comments will be addressed in the Final Environmental Document as a result of:
 - The public statements recorded at a public hearing.
 - All written comments, concerns, and suggestions such as letters, and emails received during the comment period ending October 1, 2020.

Informal comments are always welcome; however, please note that general conversations are not part of the official record.



Questions in the future Contact Us:

Technical Questions?

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Environmental Questions?

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