

LEGAL NOTICE OF PLANNED IMPROVEMENT
INDOT Des. No. 1900059

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a proposed bridge project on CR 10 over Interstate 69 (I-69) in Dekalb County. Specifically, the project is located approximately 2.28 miles south of SR 4 in Section 17, Township 35 North, Range 13 East as illustrated on the *Waterloo*, Indiana 7.5-minute United States Geological Survey (USGS) topographic map.

Indiana Bridge No. I 69-338-04714 is four-span reinforced concrete girder, four-span continuous, steel beam bridge, that is 207 ft. in length with a deck width of 29 ft. and 3 inches. The existing steel bridge rails and approach guardrails are standard and not in compliance with current design standards for crash worthiness. The bridge was built in 1963 and carries CR 10 over I-69. The bridge is not historic and is not eligible for listing on the National Register of Historic Places.

The need for this project is due to the deteriorated physical condition of Indiana Bridge No. I 69-338-04714. The most recent bridge inspection report rates the deck in fair condition with minor section loss. The deck has diagonal cracks some with slight efflorescence and slight rust staining. The deck over span C has been raised 7 inches to correct a construction issue with the vertical clearance of the northbound lanes of I-69; however, span D of the bridge has not been raised, just wedged over with HMA to meet the new roadway surface. The substructure is rated in fair condition with minor section loss. Deficiencies include spalling with exposed rebar, vertical cracking and efflorescence in the concrete bents between spans and the east and west abutments. The purpose of this project is to address the deteriorated condition of Indiana Bridge No. I 69-338-04714.

The preferred alternative will replace the existing bridge with a two-span continuous composite prestressed concrete wide flange bulb tee bridge. The new bridge will be approximately 237 ft. and 6 inches in length with a 30 ft. and 4 inch out-to-out deck width and a 28 ft. clear roadway width. The new bridge will continue to provide a 10 ft. travel lane in each direction bordered by 4 ft. paved shoulders. The bridge will increase the vertical clearance over I-69 to 16 ft. and 8 inches for the northbound lanes and 17 ft. for the southbound lanes. The bridge will be constructed on steel piles. A concrete bridge railing will be installed and the steel guardrail transitions in each quadrant will be replaced with new crash tested guardrail per current design standards. The approach roadway sections of CR 10 within the project limits will be bordered by 2 ft. paved shoulders. Project limits will extend approximately 700 ft. west and 650 ft. east along CR 10 for a total of 1,350 ft. (0.254 mile).

Traffic will not be maintained on CR 10 during construction and a detour will be necessary. The detour will utilize SR 27, US 4 and SR 35. The detour duration will be approximately 120 days. The detour length is approximately 3.07 miles and results in approximately 3.75 additional travel miles. In addition, there will be rolling lane closures on I-69 during the demolition of the existing bridge and erection of the new bridge beams. These nighttime closures on I-69 will last for approximately 14 days. Daytime shoulder closures and restrictions on I-69 will be in place for the length of the construction period.

Approximately 0.602 acres of permanent right-of-way will be required to complete the project. The proposed permanent right-of-way consists of 0.426 acre of agricultural land and 0.176 acres of residential land. In addition to the permanent right-of-way, approximately 0.089 acre of land will be re-acquired along CR 10 where no existing right-of-way limits are recorded. This re-acquired area consists of land beneath the existing pavement of CR 10. Approximately 0.029 acre of temporary right-of-way will be required for private driveway reconstruction.

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. There will be no wetland or waterway impacts and there are no endangered species of plants or animals that will be impacted. Preliminary design plans and the draft CE-2 are available for review at the INDOT Ft. Wayne District Office, located at 5333 Hatfield Road, Ft. Wayne, IN, 46808. 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 INDOT needs to provide accessibility to the above documents such as interpreters or readers, please contact Ms. Elayna Stoner at (317) 315-3322 or via email at elaynas@metricenv.com. Furthermore, if you require hard copies of project information to be mailed, please also contact Ms. Elayna Stoner and accommodations will be made for mailing of project documents, upon request.

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 Ms. Elayna Stoner at Metric Environmental 6958 Hillside Court, Indianapolis, IN 46250 or via email at elaynas@metricenv.com. All comments or requests for a public hearing should be submitted before August 4, 2022. 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. 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.