

US 31 over Norfolk Southern Railroad Grade Separation

Public Hearing

Des. Nos.: 1592421

Information Packet

Wednesday, July 29, 2020

CW Mount Community Center & Banquet Facility
341 West Jefferson Street
Tipton, Indiana 46072
6:00 p.m.



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July 29, 2020

Dear Resident:

Welcome to the public hearing regarding the US 31 Grade Separation Project. The Indiana Department of Transportation desires to improve the flow of traffic on US 31 across the Norfolk Southern Railroad, reduce traffic disruptions for those traveling on US 31 and to reduce vehicle collisions. Additional project details can be found at: <https://www.in.gov/indot/4050.htm>.

The purpose of the public hearing is to explain the project and receive comments. There are several ways that your comments may be presented.

1. You may present comments verbally during the public statement session, which follows the presentation. You may do this by signing up on the Speaker's Schedule located on the table with the handout materials.
2. You may complete a comment sheet and return it to a United Consulting representative. A comment sheet is attached to this packet and extra copies are available on the table with the other handout materials.
3. You may mail your comments to United Consulting within the next two weeks. All written comments received by August 14, 2020 will become part of the transcript.
4. You may also e-mail your comments to MLOVEALL@indot.IN.gov

All comments that United Consulting receives will be evaluated and answered in the public hearing transcript report for this project. This report will address all concerns raised during the public involvement process. Every comment received as part of this process will be addressed.

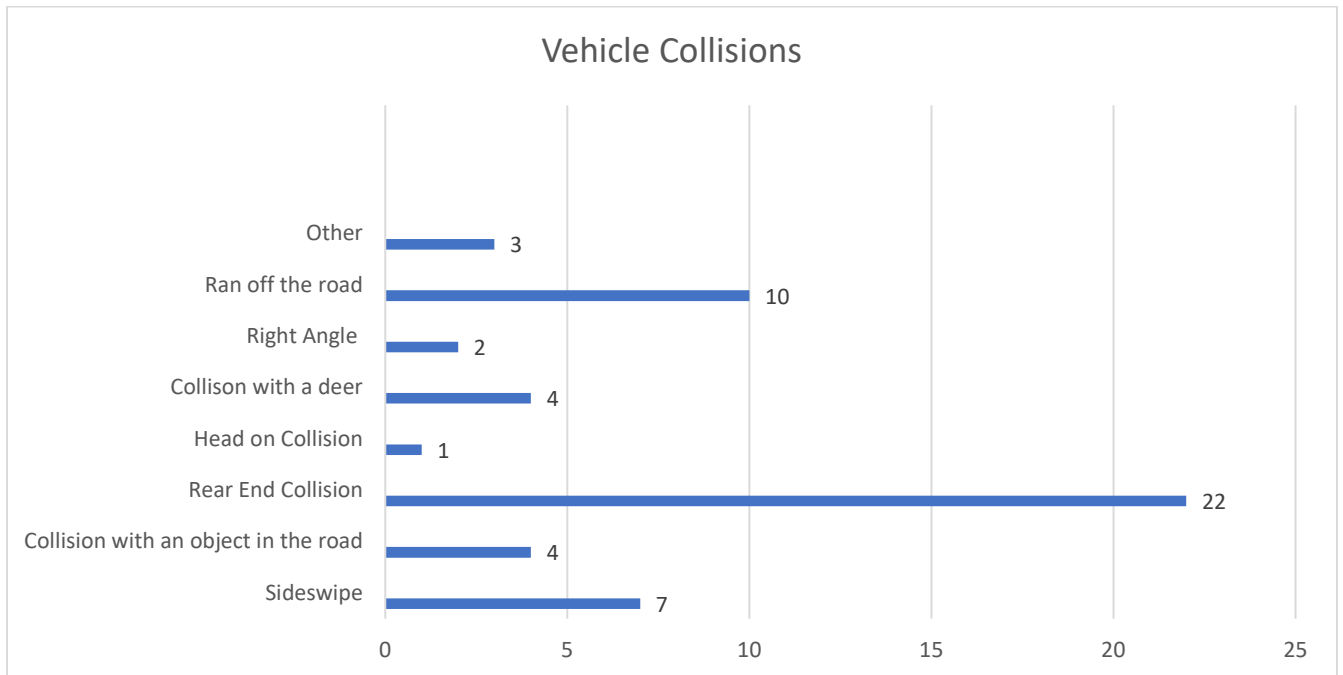
Presentation Agenda

1. Meeting called to order – 6:00 pm
 - Introduction of the hearing panel
 - Explanation of the meeting purpose and process
2. Description of the project
3. Description of the environmental document
4. Description of land acquisition process
5. Explanation of comment addressing process
6. Public statement session
7. Adjournment
8. Question and Answer - Engineers will be available in the display area to answer additional questions (Please note that these conversations are not part of the official comment).

Project Description

Purpose and Need:

The need for this project stems from the frequency of traffic disruptions, number of individuals impacted daily by the train crossing, and a history of vehicle collisions. Approximately seven trains utilize the existing rail facilities each day crossing this segment of US 31. The train crossing stops traffic flow increasing the potential for vehicle collisions and results in delayed travel times. The stopped traffic flow has led to a history of vehicle collisions near the railway intersection. From 2015-2019, 53 crashes of all varieties occurred along US 31 near this intersection. The following table shows accident data for the five-year period 2015-2019 along US 31:



The purpose of this project is to improve the flow of traffic on US 31 across the Norfolk Southern Railroad, reduce traffic disruptions for those traveling on US 31 and to reduce vehicle collisions.

Existing Conditions:

US 31 is functionally classified as a Rural Other Principal Arterial with an estimated Annual Average Daily Traffic (AADT) of 27,840 vehicles per day with 11% Trucks (2020). The cross section consists of two – 12.0 foot lanes with a 4.0 foot inside shoulder and a 10.0 foot outside shoulder in each direction. The grass median varies from 52 feet to 86 feet within the project

limits. The existing pavement consists of 5.5 inches of bituminous over 8.0 to 9.0 inches of concrete pavement on a stone subbase south of County Road 100 South and 6.0 inches of bituminous over 8.0 to 9.0 inches of concrete pavement on a stone subbase north of County Road 100 South. The existing cross slope is 3/16 inch per foot per the 1991 and 1995 resurfacing plans. Overall the pavement is in fair condition.

The horizontal alignment includes slight horizontal curves north and south of County Road 100 South. The vertical profile is generally level with a maximum existing grade of 0.26%. There are approximately six median crossovers and twelve drives along US 31 within the project limits. County Road 100 South is functionally classified as a Rural Local Road with an estimated ADT of 317 vehicles per day. County Road 100 South is located immediately south of the Norfolk Southern Railroad. County Road 100 South is stop controlled at US 31 and is posted with a 45 miles per hour (mph) speed limit. The cross section consists of two – 8.0 foot lanes bordered by two foot aggregate shoulders. The existing pavement consists of chip and seal pavement that is in poor to fair condition. The horizontal alignment is tangent and the grade is fairly level with a slight rise through the intersection with US 31.

There is no existing structure at this location. The existing intersection of US 31 and County Road 100 South is stop controlled along County Road 100 South. The at-grade crossing of US 31 and Norfolk Southern Railroad utilizes railroad crossing signals and crossing arms.

Proposed Conditions:

The preferred alternative includes construction of a single span twin structure carrying US 31 over County Road 100 South, the existing Norfolk Southern Railroad. The project limits are approximately 5,940 feet in length. The project begins 1,850 feet south of the Norfolk Southern Railroad and extends 4,120 feet north of the Norfolk Southern Railroad (to compensate for poor soil conditions). The project limits only includes the area necessary to reconstruct the approach roadway on both sides the bridge. As a result, the limits of the project exhibit logical termini and independent utility.

The proposed structures will be single span twin bridges with a 44.5 foot out-to-out coping width and 41.58 foot clear roadway. The bridge cross section consists of two 12.0 foot travel lanes, and varying-width shoulders with a minimum width of 5.67 feet to the inside and 11.67 feet to the outside. F shaped truck height (Type FT) bridge railing is warranted along each coping.

The superstructures are composed of an 8 inch concrete deck on prestressed hybrid concrete BulbT beams. The bridges will be constructed with a 2% cross slope sloping outward from the median. The superstructures will be supported on semi-integral end bents behind mechanically stabilized earth (MSE) walls. The structures will be constructed with no skew.

The structures will provide a 23 foot minimum vertical clearance over the railroad tracks and a 14.5 foot minimum vertical clearance over County Road 100 South. The proposed structures will consist of an 120 foot span from centerline of bent to centerline of bent. MSE walls will be constructed to retain the proposed embankments. MSE Walls No.1 and No. 2 will flare at 45 degrees outside the limits of the end bents to reduce the overall wall area, MSE wall No. 3 is located approximately 700 feet north of the railroad and is necessary to protect the northeast shared drive.

The US 31 approach roadway consists of two 12.0 foot travel lanes, a 4.0 foot inside shoulder, and a ten foot outside shoulder. The roadway will be constructed with a 2% normal crown cross slope with an earthen median. In the areas where median barrier is used, the cross slope will be 2% outward away from the median. New horizontal alignments, Line PR-NBL and Line PR-SBL, have been established for the centerline of the northbound and southbound lanes of US 31, respectively.

Access to County Road 50 South will be removed and a cul-de-sac will be constructed. After shifting the proposed alignment of US 31 to west, the existing NB lanes of US 31 will be converted to a 20 foot wide driveway that extends 1800 feet south of the cul-de-sac. This will be a shared drive that provides access for 5 parcels to County Road 50 South.

The project requires the acquisition of approximately 13.97 acres of permanent right-of-way and 0.85 acres of temporary right-of-way for driveway construction. Proposed right-of-way widths along US 31 would be 150 feet from centerline. The proposed right-of-way has increased by 4.17 acres of new permanent agricultural and residential right-of-way from what was stated in the early coordination letter. This is due to the removal of two retaining walls in the vicinity of County Road 100 South. The overall design of the project has not changed.

This alternative satisfies the purpose and need of this project by improving the flow of traffic on US 31 across the Norfolk Southern Railroad, reducing traffic disruptions for those traveling on US 31 and reducing vehicle collisions.

Right of Way:

The project requires the acquisition of approximately 13.97 acres of permanent right-of-way and 0.85 acres of temporary right-of-way for driveway construction. Proposed right-of-way widths along US 31 would be 150 feet from centerline. The proposed right-of-way has increased by 4.17 acres of new permanent agricultural and residential right-of-way from what was stated in the early coordination letter. This is due to the removal of two retaining walls in the vicinity of County Road 100 South. The overall design of the project has not changed.

The existing right-of-way varies from 87 feet to 150 feet along US 31. The total existing right-of-way width along County Road 100 South varies between 72 feet to 82 feet.

The proposed project will raise the grade along US 31 by approximately 32 feet which will result in right-of-way acquisition in all four quadrants. It is anticipated that right-of-way will need to be acquired from 22 parcels. Five relocations are anticipated.

Additionally, this project involves 13.97 acres of new permanent right-of-way with 180 acres of excess land acquired through advanced acquisition with state funds. A MAP-21 CE was approved for the advanced right-of-way acquisition on July 19, 2019. All acquisition complied with the Uniform Act and it did not influence the selection of alternatives.

Maintenance of Traffic:

One lane of traffic in each direction will be maintained on US 31 at all times by using temporary crossovers. Phase I will require shifting all southbound lanes onto the northbound lanes while the southbound lanes and bridge are being constructed. A wire face MSE wall is anticipated to retain the southbound embankment fill along the phase line. Phase II will require shifting all lanes of traffic onto the southbound lanes while the northbound lanes are being constructed.

The existing railroad crossing warning signal and crossing arm will need to be modified for the Phase I maintenance of traffic. Traffic will not be maintained on County Road 100 South through duration of construction. The roadway will be closed to through traffic during construction. A posted detour that is coordinated with Tipton County and the City of Tipton will be utilized during the closure. Local access to all properties within the project limits will be maintained during construction.



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Be assured your comments will be included in the official project file if forwarded within two weeks of the hearing date.

Hearing Date: Wednesday, July 29, 2020

**Project: US 31 Grade Separation Project
Des. No.: 1592421**

Name (please print):

Address:

COMMENTS:

Signature: _____