

**February 8<sup>th</sup>, 2024**

RE: Allen County Bridge No. 277, Monroeville Rd. over Hoffman Drain (Des. No. 1902826)  
Public Hearing – Project Information Packet

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

**Welcome to Allen County Highway Department public hearing regarding proposed Allen County Bridge 277 Replacement Project at Monroeville Rd. over Hoffman Drain in Allen County, Indiana (Des. No. 1902826).** Clark Dietz, serving as the agent for the proposed project, will be conducting the public hearing this evening.

The purpose of this public hearing is to offer all interested persons an opportunity to comment on the environmental document, Section 106 document, and current design plans for this project. There are several ways your comments may be presented this evening and following tonight's public hearing. You may submit comments in the following manner:

1. You may participate as speaker during the public comment session following tonight's presentation. **All statements will be recorded and transcribed in order to be included in the official public hearing transcription.**
2. You may complete a comment sheet (attached) and submit using one of the following methods. **All comments submitted will become part of the official transcript and be addressed in subsequent project documentation.**
  - a. Return it to a Clark Dietz (Consultant) representative attending the public hearing.
  - b. Mail it to Kevin Loiselle at Clark Dietz, 8900 Keystone Crossing, Suite 475, Indianapolis, IN 46240. If you choose to submit via mail, please have the letter postmarked by **February 22, 2024**.
  - c. Email it to Kevin Loiselle at [kevin.loiselle@clarkdietz.com](mailto:kevin.loiselle@clarkdietz.com). If a comment is emailed, a response will be sent acknowledging its receipt.

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 attending this evening's public hearing. Your attendance and participation in the public involvement process is appreciated.

# **Hearing Agenda**

1. Hearing Called to Order (February 8<sup>th</sup>, 5:45 PM)
  - a. Welcome
  - b. Introduction of Project Team
  - c. Hearing Comment Process
  - d. Hearing Purpose/Information
  
2. Project Information
  - a. Project Location
  - b. Purpose and Need
  - c. Overview of Environmental Documentation
  - d. Historic Bridge Information
  
3. Review of Design Information
  - a. Discussion of Proposed Alternatives
  - b. Preferred Alternative and Typical Section
  - c. Maintenance of Traffic (MOT)
  - d. Right-of-Way
  - e. Project Schedule and Cost
  
4. Next Steps
  - a. Project Resource Locations
  - b. Communication of Project Decisions
  - c. Public Comment Reminders
  - d. Wrap-Up / Closing
  
5. Public Comment Session
  
6. Adjournment
  
7. Informal Session

## **PROJECT DESCRIPTION**

The Allen County Highway Department (ACHD), with funding from the Federal Highway Administration (FHWA), is proposing to proceed with the Allen County Bridge No. 277 Replacement project (Des. No. 1902826). The proposed project is located in Allen County, Indiana at Monroeville Rd. over Hoffman Drain. Specifically, the project is located in Sections 9, 10, 15 & 16, Township 29 North, Range 14 East, in Madison Township, Allen County, Indiana.

### **Purpose and Need**

The purpose of this project is to provide a structurally sufficient bridge that perpetuates vehicular crossing on Monroeville Road over Hoffman Drain while achieving a superstructure and substructure condition rating of 7 (good condition) or greater out of 9. In addition, the purpose of the project is to repair or stop the noted areas of deterioration and extend the life of the structure.

### **Existing Condition**

The existing roadway of Monroeville Road functions as a Rural Minor Collector and consists of two 10-foot-wide lanes with 2-foot-wide shoulders. No median or sidewalks are present within the project area.

The existing bridge, (Structure Number 02-00277 and National Bridge Inventory number (NBI) 0200207), has been classified as a Non-Select bridge by the INDOT Historic Bridge Inventory (2010). The decorative railing for this structure is a character-defining feature. The bridge carries Monroeville Road over Hoffman Drain. The bridge is a prestressed concrete box beam structure with a total length of 52.5 feet (single span length 49.5 feet) and a width of 30 feet. The bridge has had no rehabilitation or reconstruction projects since it was constructed in 1960. Per the May 24, 2022, INDOT Bridge Inspection Report, the overall structural condition of the existing bridge is rated poor (rating 4 out of 9) due to the deterioration on all parts of the bridge. The sufficiency rating for this bridge is 48.5 which is considered low. The bridge deck is in poor condition because of the advanced deterioration on the north curb with spalling and exposed rebar. The existing bridge rail and approach guardrail is non-standard and considered inadequate. The wearing surface has longitudinal hairline cracks over the beam edges but is in satisfactory condition (rating 6 out of 9). The superstructure is in poor condition because of the advanced deterioration on the bottom of the beam with spalling and exposed rusted through strands. The top of the prestressed box beams forming the deck are not visible due to the wearing surface. The substructure is in fair condition with minor section loss. The abutments from the previous bridge were left in place and have minor cracking.

### **Proposed Improvements**

The preferred alternative is demolition and replacement of the existing bridge. The new bridge will meet all INDOT requirements for reconstruction regarding vertical and horizontal alignment, stopping sight distance, bridge width for two-lanes, and structural capacity. The new bridge will be approximately 40.67 feet in width (clear roadway width of 38.67 feet) and 71 feet in length. The anticipated superstructure type is spread concrete box beams, which will be placed to meet appropriate geometric and hydraulic requirements. The bridge will be lengthened, and the profile raised to accommodate the

hydraulic needs of the site for a Q100 flow event. The Q100 flow event, also referred to as the 100-year flood event, is a flood event with a 1% probability of occurring in any given year.

Steel piles will be driven into the ground to support the end bents. Revetment riprap over geotextiles will be placed on the fill slopes at both pile end bents. A cofferdam and pump around will be utilized to dewater the channel bank to place the riprap toe and fill slopes at each end bent. Guardrail and guardrail end treatments will be constructed. Bridge railing will be placed along both edges of the deck and will connect to concrete bridge rail transitions, guardrail, and guardrail end treatments. A surface seal will be applied to the concrete bridge railing, the copings of the deck, and the underside to the face of the box beams.

The roadway profile within the construction limits will be raised to tie the existing roadway in with the new bridge. Both reinforced concrete bridge approaches (RCBAs) will be replaced. The roadway approaches will be widened to accommodate the new bridge. The roadway approaches will be graded to add fill for the wider roadway embankment. Full depth hot mix asphalt (HMA) pavement replacement and asphalt milling/resurfacing will occur throughout the project area, as needed. The total project length will be approximately 0.136 miles.

#### **Estimated Cost, Schedule, Right of Way**

Estimated project construction cost is \$1.9 Million. Approximately 80% of the project will be paid for using federal funds, with the remaining 20% from Allen County.

The project will require approximately 0.62 acre of permanent new right-of-way, in addition to some temporary right-of-way needed during construction (no displacements are necessary).

The project is anticipated to begin Construction in April 2025.

#### **Maintenance of Traffic during Construction**

The Maintenance of Traffic (MOT) plan for the project involves closure of Monroeville Road at the bridge site and implementation of a full detour utilizing Houk Road, Flatrock Road, and Grotrian Road (increasing thru-travel distance by 2 miles). MOT details will be presented during the public hearing. Access to all drives will be maintained during construction. ACHD will coordinate with emergency services, local school corporation officials and project stakeholders to ensure potential disruptions and impacts are minimized as much as possible.

#### **Project Resource Location**

The project design plans and environmental document are currently available online at the project webpage (<https://www.clarkdietz.com/bridge-277-des-no-1902826/>).

**PUBLIC HEARING COMMENT SHEET**

Please submit comments, concerns, and/or suggestions regarding proposed Allen County Bridge No. 277 Replacement Project by **Thursday, February 22, 2024**, for inclusion into the public hearings transcript. Comments may be mailed or submitted via email to the following contact:

Clark Dietz, Inc.  
ATTN: Kevin Loiselle  
8900 Keystone Crossing, Suite 475  
Indianapolis, IN 46240  
Phone: (317) 808-3138  
Email: [kevin.loiselle@clarkdietz.com](mailto:kevin.loiselle@clarkdietz.com)

Hearing Date: **February 8<sup>th</sup>, 2024**  
Project: **Allen County Br. No. 277 Replacement, Monroeville Rd. over Hoffman Drain Des. 1902826**

**Name:** (Please print) \_\_\_\_\_

**Address:** \_\_\_\_\_

**COMMENTS:** \_\_\_\_\_

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