



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758-ES  
Indianapolis, Indiana 46204

**Eric Holcomb, Governor**  
**Michael Smith, Commissioner**

## Legal Notice of Planned Improvement

### Des. No. 2002000

The Indiana Department of Transportation (INDOT) Crawfordsville District, with funding from the Federal Highway Administration (FHWA), intends to proceed with a bridge replacement (Des. No. 2002000) along State Road (SR) 18 in Benton County, Indiana. The project is located on SR 18, 6.84 Miles East of United States (US) Highway 52 and between County Roads (CR) 700 East and 850 East.

The need for the project is due to the condition of the superstructure and substructure of the SR 18 bridge over Greenwood Ditch. The superstructure and substructure both exhibit cracking, efflorescence, and spalling that has exposed rebar reinforcement. In the bridge inspection from January 4, 2022, the bridge superstructure and substructure both received condition ratings of 5 (fair) out of 9, indicating that the bridge is in overall fair condition (an overall rating of 5). The purpose of this project is to perpetuate the SR 18 crossing of Greenwood Ditch with a structure that is in good or better condition (a condition rating 7 or higher).

The project involves replacing the existing bridge with a precast, concrete, flat-topped, three-sided culvert-style bridge (new Structure No. 018-04-10730). Per the current design, the new bridge will have the same 34-foot span and 10-inch as the existing bridge, but to meet design standards, it will be widened by approximately 16 feet, giving the bridge a total width of 46 feet. The grade along the road surface of the bridge will be raised by up to six inches, and it will be installed at a seven-degree skew in order to be better aligned with Greenwood Ditch. The bridge will have 11-foot lanes and four-foot shoulders. The guardrail used along the roadway approaches will extend across the bridge, serving as the barrier. In each quadrant, the wingwalls will be extended and riprapped to the stream bank. Beneath the bridge on each side of the creek, wildlife crossings will be incorporated by adding four-foot wide flat, level surfaces consisting of No. 53 graded stone on top of the riprap.

The approach roads at the bridge will be reconstructed with the same 11-foot lanes and two to three-foot shoulders. In the northeast and southwest quadrants, guardrail will be extended by approximately 50 feet. To accommodate the wider roadway, the roadside ditches will be realigned. Approximately 90 feet of milling and paving will be performed on each side of the project to transition it back into the existing roadway. There are two field entrances located within the project limits. The northeast field entrance will be reconstructed, but the entrance in the southwest quadrant will be abandoned due to design requirements. Relocation of the entrance, if necessary, will be handled by the property owner and addressed in the right-of-way acquisition documents. Utilities are located on both sides of the road and will require relocation during construction. Temporary lighting may be used if INDOT or the contractor determine to conduct nighttime construction operations. Based on the current design plans, the total project length, including incidental construction, is approximately 750 feet (0.143 mile).

Approximately 0.652 acre of new permanent right-of-way (ROW), 0.032 acre of temporary ROW, and 0.689 acre of reacquisition of apparent existing ROW will be required. No relocations are anticipated. Up to 0.13 acre of tree clearing may be required to construct the project as designed. Approximately 80 feet



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of Greenwood Ditch will be permanently impacted, and 40 feet will be temporarily impacted. No other streams or wetlands will be impacted.

The maintenance of traffic (MOT) during construction will require the closure of the bridge with an official detour. The detour will utilize US 231 and US 52. The additional travel distance is approximately 14.5 miles. The detour is anticipated to be in place for about four months. Signage will notify motorists of the closure and the detour. Construction is anticipated to begin in early 2025. Project stakeholders including local school corporations and emergency services will be notified of potential closures prior to construction.

The cost associated with this project is approximately \$2,145,031 which includes preliminary engineering, right-of-way, and construction with both federal and state funds anticipated to be utilized. The FHWA and INDOT have agreed that this project falls within the guidelines of a Categorical Exclusion Level 2 (CE-2) environmental document. Preliminary design plans along with the draft CE are available for review at the following locations:

- INDOT Crawfordsville District Website: [on.in.gov/SR18BridgeReplacement](https://on.in.gov/SR18BridgeReplacement)
- INDOT Crawfordsville District Office: 41 W 300 N, Crawfordsville, IN 47933
- Benton County Public Library: 102 N Van Buren Avenue, Fowler, IN 47944

In accordance with the “Americans with Disabilities Act”, persons and/or groups requiring project information be made available in alternative formats or persons of Limited English Proficiency (LEP) are encouraged to contact Chaila Jordan at (765) 361-5226 or [cjordan2@indot.in.org](mailto:cjordan2@indot.in.org) to provide accommodations pertaining to the accessibility to the above documents.

All interested persons may request a public hearing or submit comments to Lochmueller Group, attention to Samantha Beaupre at [SBeaupre@lochgroup.com](mailto:SBeaupre@lochgroup.com) or at (317) 334-6828 on or before May 8, 2024. Any person with limited internet access may request a hard copy of the project information and can contact Samantha Beaupre using the contact information above. If a hearing is determined to be in the best interest of the public, additional notification will be prepared, and the public notified. Otherwise, any comments or materials received will be considered in the decision-making process.

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* approved by the Federal Highway Administration on July 7, 2021.