



LEGAL NOTICE OF PLANNED IMPROVEMENT

The Indiana Department of Transportation (INDOT) is developing plans for a small structure replacement project involving the structure carrying State Road (SR) 32 over McFarland Ditch, located approximately 0.27 mile west of SR 25 in Riley Civil Township, Montgomery County, Indiana. Project limits will extend approximately 275 linear feet west and 415 linear feet east of the center of the structure.

The need for this project is derived from the deteriorating conditions of the existing structure carrying SR 32 over McFarland Ditch, which consists of two corrugated metal pipe arch (CMPA) culverts. Each pipe has a span of ten feet, a rise of seven feet, and an overall length of 44 feet. The project involves both CMPA culverts, bundled under two Designation Numbers (Des. No.). The western structure is CLV 032-054-27.50 A and is included under Des. No. 2100803, and the eastern structure is CLV 032-054-27.50 B and is included under Des. No. 2100804. In the most recent INDOT structure inspections on May 8, 2024, both structures exhibited rust holes along the edges and waterline, flaking rust along the bolt lines, and debris blocking channel flow. The western structure was given an overall condition rating of 3 out of 9 (serious condition) and the eastern structure was given an overall condition rating of 4 out of 9 (poor condition). Conditions ratings range from 0 to 9, with 0 indicating a failed structure and 9 indicated a structure in excellent condition. Both structures also have erosion and stream channel deterioration in McFarland Ditch; the structure inspections found the channel protection at the western structure to be rated a 4 out of 9 (severe damage, channel protection severely undermined), and the channel protection at the eastern structure to be rated a 5 out of 9 (major damage, bank eroded).

This project proposes replacing the existing twin CMPA culverts with one new small structure. The proposed structure is a 46-foot-long reinforced concrete box (RCB) culvert with a span of 18 feet, a rise of eight feet, and a 12-inch sump. New wingwalls will be constructed in all quadrants of the structure and a new retaining wall will be constructed on the north side of SR 32, extending approximately 158 feet east of the wingwall in the northeast quadrant. The SR 32 pavement in the vicinity of the structure will be replaced at full depth at the structure and will be milled with a new Hot Mixed Asphalt (HMA) overlay on the approach roadway for approximately 290 feet east and 140 feet west of the structure to tie into existing pavement. Roadway shoulders immediately adjacent to the structure will be widened to 4 feet and will be tapered into the existing 3-foot-wide shoulders. New guardrails will be installed along both sides of SR 32, with a total length of approximately 475 linear feet of guardrails on the north side and 325 linear feet on the south side. New riprap over geotextiles will be placed at the inlet and outlet of the new structure for erosion prevention and to improve channel scour protection.

The project requires approximately 0.917 acre of permanent right-of-way from agricultural and roadside properties adjacent to the structure. An additional 0.268 acre of right-of-way will be required; however, this reacquired right-of-way is not included within the total amount of new permanent right-of-way. No temporary right-of-way will be required. The proposed right-of-way will allow for the replacement of the existing structures; installation of new wingwalls, retaining wall, and riprap; and incidental construction access. No relocation of residents or businesses will be required for the project. Right-of-way will be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (the Uniform Act). No relocations or disruptions to public utilities are currently anticipated to occur; however, coordination is ongoing between utility companies and the project designer. Project construction activities will cause an estimated 0.43 acre of terrestrial habitat disturbance and 0.05 acre of trees to be cleared. The small structure replacement and associated riprap installation will cause approximately 144 linear feet of permanent stream impacts to McFarland Ditch. The use of a temporary dewatering system involving a pumparound and impervious cofferdams will cause approximately 13 linear feet of temporary stream impacts to McFarland Ditch. Impacts to terrestrial habitat, trees, and streams will be minimized to the greatest extent possible; mitigation may be required for these impacts and will be determined during the permitting process. An archaeological site was identified near the project area but will not be impacted by the project.

Maintenance of Traffic for the project will require closing the section of SR 32 in the vicinity of the project structure over McFarland Ditch. During the road closure, a posted detour will utilize SR 341, US 136, and SR 25. This detour will be approximately 15 miles long and will cause an additional 12 minutes or 9.6 miles of travel. The closure and detour are anticipated to be in place for approximately three months. Safety signage will be placed along the route and impacts to



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traffic will be minimal and temporary during construction. Provisions will be made for local traffic access to homes, services, and businesses and will be posted. School corporations, local officials, and emergency services will be notified of closures prior to construction. Construction is currently anticipated to take place during Summer 2026. The cost associated with this project is approximately \$1.5 million which includes engineering, right-of-way acquisition, and construction costs. Both federal and state funding will be utilized for the project.

The Federal Highway Administration (FHWA) and INDOT have agreed that this project falls within the guidelines of a Categorical Exclusion (CE) Level 2 environmental document. Preliminary design plans along with the CE document are available for review at the following locations:

- Crawfordsville District Public Library (205 S Washington St, Crawfordsville, IN 47933)
- INDOT Crawfordsville District Office (41 W 300 N, Crawfordsville, IN 47933)
- INDOT Crawfordsville District Website:
<https://www.in.gov/indot/about-indot/central-office/welcome-to-the-crawfordsville-district/>

All interested persons may request a public hearing be held and/or submit comments to the attention of Shelby Lutz, SJCA Inc., at Shelby@sjcainc.com or 317-566-0629 on or before **November 13, 2024. In addition, project information, including the environmental document, may be mailed to interested persons upon request.**

In accordance with the Americans with Disabilities Act (ADA), persons and/or groups requiring project information be made available in alternative formats are encouraged to contact the INDOT Crawfordsville District for the arrangement and coordination of services. Please contact the INDOT Project Manager, Josie Crane, at JoCrane@indot.in.gov. In accordance with Title VI of the Civil Rights Act of 1964, persons and/or groups requiring project information be made available in another language are encouraged to contact Josie Crane at JoCrane@indot.in.gov. Special accommodations related to accessibility and auxiliary aids or services, such as interpreters, signers, readers, or large print can be provided upon request.

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.