



Photo 25: Access road along top of earthen dam, facing northeast.



Photo 26: Sylvan Lake, facing south.



Photo 27: Roadside embankment to the west of S.R. 9, facing north.



Photo 28: Roadside embankment to the west of S.R. 9, facing southwest.



Photo 29: UNT to Middle Branch Elkhart River, facing southwest.



Photo 30: Source spring of UNT to Middle Branch Elkhart River, facing west.



Photo 31: Roadside embankment to the west of S.R. 9, facing southwest.

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: 5/7/2021

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Mathew Aldridge; Burgess & Niple, Inc.;
251 N. Illinois St.; Capital Center Suite 920; Indianapolis, IN 46204

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

The proposed project for Des. Nos. 1601984 & 2000041 is located at the intersection of State Route (S.R.) 9 and Northport Road (3.74 mi. north of U.S. Route 6) in Orange Township, Noble County, Indiana. The proposed project includes the demolition of the existing bridge over SR 9 (#009-57-02086 C, NBI: 2850) and its subsequent replacement with an at grade intersection. The bridge was originally built to bridge an existing parallel railroad to SR 9, which is no longer in use. The bridge is now in need of major repair, and no longer serves its intended function.

(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: IN County/parish/borough: Orange Township City:

Center coordinates of site (lat/long in degree decimal format):

Lat.: 41.50472 Long.: -85.37056

Universal Transverse Mercator: 16N

Name of nearest waterbody: Sylvan Lake

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

Office (Desk) Determination. Date:

Field Determination. Date(s):

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH “MAY BE” SUBJECT TO REGULATORY JURISDICTION.

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource “may be” subject (i.e., Section 404 or Section 10/404)
UNT to Middle Branch Elkhart River	41.503698	-85.371154	17 ft. (0.001 acre)	Perennial Stream	Section 404

- 1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.
- 2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring “pre-construction notification” (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant’s acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there “*may be*” waters of the U.S. and/or that there “*may be*” navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:


SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
Map: indianamap.org
- Data sheets prepared/submitted by or on behalf of the PJD requestor.
 - Office concurs with data sheets/delineation report.
 - Office does not concur with data sheets/delineation report. Rationale: _____
- Data sheets prepared by the Corps: _____
- Corps navigable waters' study: _____
- U.S. Geological Survey Hydrologic Atlas: indianamap.org
 - USGS NHD data.
 - USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: Wolcottville, IN - 7.5 Minute
- Natural Resources Conservation Service Soil Survey. Citation: websoilsurvey.nrcs.usda.gov
- National wetlands inventory map(s). Cite name: fws.gov/wetlands/Data/Mapper.html
- State/local wetland inventory map(s): _____
- FEMA/FIRM maps: indianamap.org
- 100-year Floodplain Elevation is: _____.(National Geodetic Vertical Datum of 1929)
- Photographs: Aerial (Name & Date): www.indianamap.org
or Other (Name & Date): Site Visit: April 26, 2021
- Previous determination(s). File no. and date of response letter: _____
- Other information (please specify): See attached Waters Report - INDOT Des. No.: 2000041

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Signature and date of
Regulatory staff member
completing PJD



Signature and date of
person requesting PJD
(REQUIRED, unless obtaining
the signature is impracticable)¹ 5/7/2021

¹ Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

Des 1601984 & 2000041

Appendix G

Public Involvement

BURGESS & NIPLE

251 North Illinois Street | Capital Center Suite 920 | Indianapolis, IN 46204 | 317.237.2760

SAMPLE LETTER

Date: October 13,2017

NOTICE OF SURVEY

RE: Bridge on Northport Road over S. R. 9, Noble County, Orange Twp., Rome City



Our company has been contracted by the Indiana Department of Transportation to perform a survey for this proposed highway project. Our employees will be doing a survey of the project area in the near future. It may be necessary for them to come onto your property to complete this work. This is allowed by IC 8-23-7-26. They will show you their identification, if you are available, before coming onto your property. If you have sold this property, or if it is occupied by someone else, please let us know the name and address of the new owner or current occupant so we can contact them about the survey.

At this stage we generally do not know what effect, if any, this project may eventually have on your property. If we determine later that your property is involved, we will contact you with additional information.

The survey work will include mapping the location of features such as trees, buildings, fences, drives and property boundary information, and obtaining ground elevations. It will also involve certain environmental work needed for the project. The survey is needed for the proper planning and design of the highway project. Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If you have any questions, please contact myself at the phone number or address shown below.

Sincerely,

Mark W. Teepe PLS / Survey Manager

BURGESS & NIPLE

www.burgessniple.com

251 N. Illinois Street

Indianapolis, IN 46204

Capital Center Suite 920

Indianapolis, IN 46204

317 237-2760 X 4431

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mark.teepe@burgessniple.com

g r e e n • 3



SAMPLE LETTER

September 30, 2020



Notice of Entry for Survey/Investigation

Re: SR 9 at Intersection of Northport Road, Noble County, Indiana (Des. 2000041)

Dear [Redacted],

The Indiana Department of Transportation (INDOT) proposes to proceed with the replacement of the existing bridge on Northport Road over SR 9 and abandoned railroad with an at grade intersection north of the Town of Rome City, Noble County, Indiana (Des. 2000041).

Our information indicates that you own property near or within the proposed limits of the above proposed transportation project. We have been contracted by INDOT and the designer (Burgess and Niple), to perform environmental and archaeological survey work for this proposed project. Our employees will be doing survey of the project area in the near future. It may be necessary for them to come onto your property to complete this work. This is allowed by Indiana Code 8-23-7-26. They will show their identification, if you are available, before coming onto your property. If you have sold this property, or if it is occupied by someone else, please contact us at the name and number below with the name and address of the new owner or current occupant so we can contact them.

At this stage, we generally do not know what effect, if any, this project may eventually have on your property. If, at a later time, it is determined that your property is involved, you will be contacted with additional information.

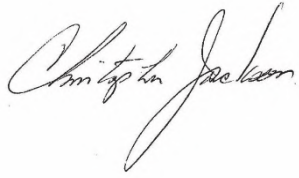
The archaeological survey will entail the excavation of shovel probes at 50-foot intervals in a linear transect in the proposed right-of-way. The shovel probes will be approximately 30 inches in diameter and will consist of the removal of the sod cap, which will be set aside, and then excavation of the dirt until subsoil is encountered. The depth of the shovel probe will be approximately 12 inches. The dirt will be screened through 0.25-inch hardware mesh with the purpose of collecting any artifacts (i.e., projectile points, chert flakes, nails, pieces of glass, ceramic fragments, etc.) that would suggest human occupation/utilization of the area. If artifacts are encountered, they will be collected in order to be taken to the laboratory for analysis. Once excavation of the shovel probe has been completed, it will be filled in and the sod cap will be placed on top of the shovel probe.

A report presenting the results of the study will be submitted to INDOT and the Indiana Department of Natural Resources (IDNR) Division of Historic Preservation and Archaeology, the state authorities responsible for Section 106 of the National Historic Preservation Act of 1966 compliance. Once the report has been accepted by these authorities, the artifacts will be returned to the landowner.

These surveys are required for the proper planning and design of the transportation project. Please be assured of our sincere desire to cause you as little inconvenience as possible during these surveys. If you have any questions or concerns regarding the project or our visit to the site, please don't hesitate to contact me at cjackson@sjcainc.com or 317-797-5439.

Thank you in advance for your assistance.

Sincerely,



Christopher Jackson, M.S., RPA
Archaeologist
c. 317-797-5439
e. cjackson@sjcainc.com

g r e e n • 3



Phone Conversation on 4/13/2021

INDOT PM- Miguel Tucker

Orange Township FD Employee/INDOT Technician- John Wakeman

John and Miguel spoke over the phone to discuss Orange Townships concerns in regarding the MOT routes once SR 9 is closed. John Wakeman states that his fire chief is not favorable of the designated MOT Route, Orange Townships fire department expressed that the MOT plan would add significant time to any runs North of the Northport Bridge over SR 9.

Concern 1) Original MOT Route

- Will not favor their runs as that would add on at least 11 minutes to a run, Orange township FD runs all the way out to the opposite county line in Wolcottville.

Concern 2) Wolcottville FD possible getting emergencies redirected to them to assist with response time.

- Orange Township FD is paid hourly so they feel that by redirecting their calls will affect their income of living. Wolcottville FD supposedly does not have enough manpower to cover emergencies on their own, which is why Orange Township runs as far out as they do within Wolcottville. Orange Township FD also has expressed their discomfort on not being able to serve their community which are the individuals that pays for the Orange Township FD running/equipment expenses.

Concern 3) Wolcottville FD potentially being able to store a Truck or two on the other side to assist with response time where MOT would make it more difficult to respond to in a timely matter. (INDOT has in the past used this technically in similar situations)

- Would not meet the purpose due to only 3 Orange Township fire fighters live on the north side of the Northport Bridge, meaning all others would have to still travel on the designed MOT route, which would not correct the concern.

Concern 4) Wolcottville FD went to look at potential other routes and seemed to believe there was a path to the before the Northport bridge when traveling north bound. They mentioned the potential of getting it graveled so emergency vehicles have access to EB Northport road.

- After speaking internally with INDOT, it does not seem this would be an option due to a handful of reasons.

This discussion was not meant to have any official resolutions. The meeting was an opportunity for the fire department to provide their concerns and for INDOT's consideration as the project advances through the project development process.



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 233-2095

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Meeting Minutes

Meeting to Discuss:

Northport Road Bridge over SR 9, Des 1601984

Date/Time/Location:

January 25, 2018/1 pm/Rome City Town Hall

Attendees:

Leigh A. Pranger, Town Manager, Rome City
Roberta Stone, President, Rome City Chamber of Commerce
Susan Doell, Scoping Engineer, INDOT – Fort Wayne
Donya LaRue, Project Manager, INDOT – Capital Program
Brad McNair, Project Manager, INDOT – Capital Program
Keith Lytton, Bridge Asset Engineer, INDOT – Fort Wayne
Meagan Froman, Graduate Engineer, INDOT – GEDP
Cole Johnson, Graduate Engineer, INDOT – GEDP
Michael Black, Bridge Engineer, INDOT – Bridge Design
Stephanie Wagner, Bridge Engineer, INDOT – Bridge Design

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SDoell@indot.IN.gov
DLarue@indot.IN.gov
BMcnair@indot.IN.gov
KLytton@indot.IN.gov
MFroman@indot.IN.gov
JJohnson6@indot.IN.gov
MiBlack@indot.IN.gov
Swagner2@indot.IN.gov

Agenda:

INTRODUCTION

Ms. Wagner opened the meeting with a brief history of the project and stated her team has been assigned the project as a bridge replacement. Through the process of writing an Engineering Assessment, the design team came to the conclusion an intersection modification may be a better alternative to bridge replacement. When the concept was brought to the district, the team was made aware of local stakeholders' concerns with not replacing the bridge. In order to assure the concerns were addressed by the bridge replacement this meeting was organized to open discussions between the stakeholders' and INDOT.

LAND USE CHANGES

Ms. Stone noted a number of land use changes in the area that have and will continue to change the traffic demands. Sylvan Cellars, in the northwest quadrant of the bridge, opened as an event center about 2 years ago and within the last year opened a tasting room. Additionally, Our Lady Mother of Mercy Center, a historic property in the southwest quadrant of the bridge, is in the process of becoming a conference center. Traffic safety is a major concern in this area.

TRAILS

Ms. Pranger noted the Noble Trails organization has plans to extend the existing trails from the Gene Stratton Porter site through Rome City to Northport Road. The organization is actively trying to acquire the former



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 233-2095

Eric Holcomb, Governor
Joe McGuinness, Commissioner

railroad right of way running along the east side of SR 9. She mentioned Terry Gaff and Lynn Spidel were spearheading the effort. There is concern as to how the future trail, which is proposed along the east side of SR 9 will cross the state route in the vicinity of Northport Road. Ms. Wagner brought up the point that a bridge may complicate trail access because of the grade separation. An at-grade intersection would allow for more flexibility as trail development progresses. Ms. Pranger agreed that the intersection may better support trail access and would like to see a proposed layout of the intersection. She also will send the current trail plans to Ms. Wagner for consideration during design.

SAFETY

Ms. Stone stated previous concerns with the intersection option were related to the safety associated with the off-set intersection, which she understood to be the only intersection option available during previous discussions with INDOT. Ms. Wagner, in agreement with Ms. Doell, stated if the bridge is removed and an at-grade intersection (either a traditional 4-leg or off-set) is the chosen option, the project will be required to meet all current design standards for geometrics and safety while providing adequate mobility.

Ms. Stone said she was also concerned with the number of through vehicles that would have to take the “jughandle” if the off-set intersection was chosen. Mr. Black presented 2013 traffic study numbers provided to the design team by the district which indicate a higher percentage of Northport Road traffic is accessing SR 9 relative to the through traffic. Ms. Stone brought up that point these numbers are from late August which may not be indicative of the traffic when schools are out, which significantly impacts traffic patterns in the area. Additional Sylvan Cellers was not open during the 2013 traffic study. INDOT staff agreed and offered to look for more recent traffic numbers.

HISTORIC PROPERTY

A discussion was also had concerning the potential impacts to the historic site, Our Lady Mother of Mercy. The area is also listed as Kneipp Spring Sanitarium on the Indiana GIS Map. Through this discussion, it was noted that both scenarios (either a new bridge or a new intersection) would both impact the site. The intersection may actually have less impacts since the bridge and embankments were built after the historic site. Returning the area to an at-grade intersection could be less impactful to the site than adjusting the embankments for the new bridge as prior to 1932 those bridge embankments were not there. Further historical investigations will be performed. Findings will be presented and addressed as a detailed design is developed.

Action Items:

Ms. Doell will search for more recent traffic counts and talk to the district traffic section about possible intersection layouts.

Ms. Pranger will send the most recent Noble Trails plan to Ms. Wagner.

Ms. Wagner will discuss potential impacts to the historic property INDOT Environmental.

PREPARED BY: Stephanie Wagner

PUBLIC OPEN HOUSE

**TUESDAY
JUNE
26th**

**S.R. 9 at
Northport Road**

ROME CITY TOWN HALL
5-7 P.M.

View INDOT's conceptual plans and share feedback on the proposed S.R. 9 intersection improvement at Northport Road

ROME CITY TOWN HALL * 402 KELLY STREET * ROME CITY, IN

- >Community is invited to drop in at their convenience to review plans
- >INDOT representatives will be available to answer questions
- >Evening concludes at 7 p.m.



Presented by
the Indiana Department
Of Transportation



S.R. 9 at Northport Rd

Rome City



At-Grade Intersection



The current bridge was built in 1937 to allow traffic to bypass the railroad. As the railroad is no longer a need, there is an opportunity to streamline the intersection. A conventional intersection will enhance economic growth and meet todays traffic demands.

Efficiency	Long Term Benefits	Future Local Advantages
<ul style="list-style-type: none"> • New turn lanes on State Route 9 • Improved sight distance • Minimal construction impact during lake season 	<ul style="list-style-type: none"> • Reduced impact to historical properties • Supports existing business by enhancing visibility • Improved mobility for local residents and visitors. 	<ul style="list-style-type: none"> • Potential for local trail creation • Community connectivity through trail expansion • Growth opportunities due to direct access on SR 9



Bridge Replacement



State Road 9 at Northport Road

Conceptual Bridge Option Drawing

Noble County, Indiana



Replacing the bridge will update standards to adhere to clearance requirements while minimizing alterations to current traffic patterns. The bridge will require additional design considerations to accommodate future trail access and reduce impacts to historical properties..

Efficiency

- Engineered to current design standards
- Lowered grade to improve vertical clearance

Long Term Benefits

- Minimal alteration to the current bridge configuration
- Limited additional right of way required

Contact INDOT customer service
INDOT4U.COM
INDOT@indot.in.gov
Download the INDOT Mobile App

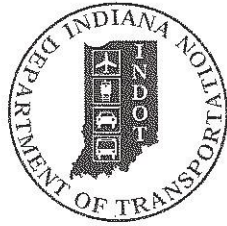
INDOT4U

855-463-6848

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For the most up to date information





Name

Address

Phone

Email

Steve Garbacz

102 W Main St Kendallville

Ruby Ramey

453 Jackson St Rome City

Roberta Stone

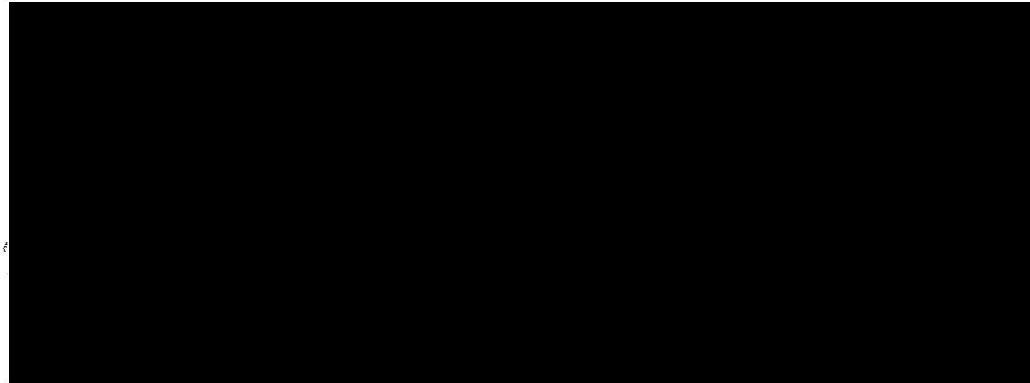
1001 Pleasant Pt, Rome City

Nathan Schirmer

Rome City

Leigh A Pranger

110 Toplett Pt RC





Name

Address

Phone

Email

Anthony Peck 230 Spring Beach Dr

RICHARD NOACK 1560 NORTH SHORE DR

Jackie Boyle 540 Bayview Dr.

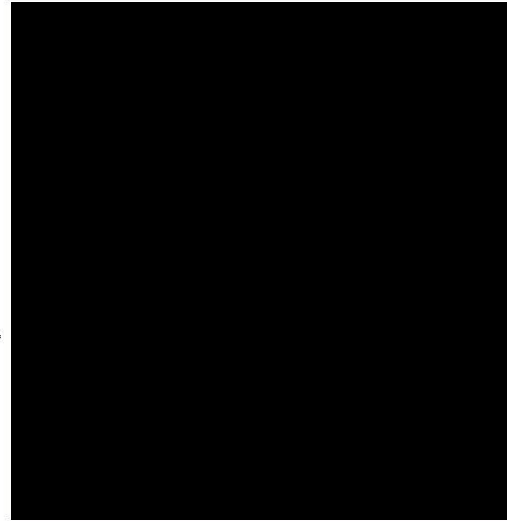
ALBERT CARO 530 Daywood Dr

Cindy O'Brien 516 Lakeside Drive

Steph Costello PO Box 637 Spring Beach 600

Joe Costello 600 Spring Beach

Jan Westrick 2730E Northport Rd.



https://www.kpcnews.com/newssun/article_ob222fe6-410b-5a4e-883f-df22af08753e.html

INDOT discusses Rome City bridge

By Steve Garbacz sgarbacz@kpcmedia.com

Jun 28, 2018



INDOT presented this conceptual drawing of what a proposed intersection at S.R. 9 and Northport Road north of Rome City would look like during an informational meeting in June 2018. The state is discussing plans to remove the overpass around 2022.

File photo

ROME CITY — After 80 years, it's time for the state to do something about the Northport Road overpass just north of Rome City.

What, exactly, the Indiana Department of Transportation will do is still up for discussion, although it's likely the state will remove the bridge in favor of a standard at-grade intersection.

Still, INDOT hosted an open house in Rome City Tuesday evening to explain its ideas to residents and to get their feedback about what think should be done and what issues they experience on the highway in that area.

There's no rush, since the state won't be doing anything with the overpass until 2022 at the earliest.



- 1 Click Continue
- 2 Answer 20 Questions
- 3 Get your IQ

myconstantchallenges.com

“INDOT has a preference. Our preference is for it to be an at-grade intersection,” INDOT Northeast District spokeswoman Nichole Hacha-Thomas said. “No bridge maintenance costs or concerns, but we also understand the bridge is very important to the community.”

The bridge over S.R. 9, which is located just north of Rome City's northern town line, was built in 1937. Although you can't tell it now, it was built as a railroad overpass, carrying Northport Road over train tracks that used to exist on the east side of the highway.

With no railroad tracks any more, the Northport Road bridge doesn't make much sense. Replacing it would be the most costly option for the state, since not only are bridge project pricey but the size of the structure would need to be expanded.

“The design standards have changed a lot since the original construction,” INDOT bridge asset engineer Keith Lytton said. “Right now it has a little over 14 foot clearance. It has a history of being hit. They did have a beam that had to be replaced. If we were to replace it it would have to raised to 16 feet.”

INDOT's current concept is to remove the bridge and establish a standard two-way stop at the highway. The hills that current support the bridge would be cut down and the intersection widened out to create appropriate site lines so drivers on Northport Road could see traffic approaching on the highway.

Other configurations, such as putting in a traffic light at the intersection are a possibility, but INDOT will continue to study the location and decide what kind of intersection controls are necessary.



"A two-way stop would be the least invasive to the S.R. 9 traffic," Hacha-Thomas said. "We'll most likely be making some further decisions as we move forward in the summer and we'll come back to the community with a plan, maybe fall, early winter."

Rome City officials expressed some concern about the bridge removal in winter when the topic came up for discussion at a town council meeting. But after meeting with INDOT and reviewing the plans for how the state would create an intersection, town council members said they were sold on the plan.

INDOT will be conducting a traffic study in the area this summer. The state wants to get traffic counts around the July 4 holiday when Rome City is at its busiest with seasonal visitors to Sylvan Lake.

At Tuesday's open house, INDOT engineers explained conceptual drawings and took feedback from residents. Several people who showed up appeared to be less concerned about the intersection but more concerned about the speed limit in the area.

Once cars exit Rome City, the speed limit increases back up to 55 mph, which many residents thought was too fast for the northern gateway into the town. It's one aspect the state will review as it locks in plans to reconfigure the area.

STEVE GARBACZ

Des 1601984 & 2000041

Appendix H

Air Quality

Indiana Department of Transportation (INDOT)
 State Preservation and Local Initiated Projects FY 2020 - 2024

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
Indiana Department of Transportation	2001165	A 22	US 6	HMA Overlay, Preventive Maintenance	From US 33 West Jct. to SR 5.	Fort Wayne	5.78	NHPP	\$3,263,057.00	Toll Lease Amendment Proceeds	PE	\$283,180.00	\$70,795.00		\$353,975.00			
Performance Measure Impacted: Pavement Condition																		
Comments:MACOG MPO TIP Resolution A17-20 date 5-13-2020 for DES 2001165. Adding PE top FY 2021 for \$353,975 and CN to phase is illustrative of FY 2024 for \$2,636,258. AQC except 4-30-20.																		
Indiana Department of Transportation	2002254	A 47	US 6	Small Structure Replacement	Large Culvert for UNT ELKHART RIVER, 0.26 Miles East of US 33 & SR 5.	Fort Wayne	0	NHPP	\$0.00	Bridge Consulting	PE	-\$120,000.00	-\$30,000.00			(\$150,000.00)		
										Bridge ROW	RW	-\$20,000.00	-\$5,000.00					(\$25,000.00)
Performance Measure Impacted: Bridge Condition																		
Comments:No MPO. DES 2002254 removing PE for \$150,000 from FY 2022 and RW for \$25,000 from apparent FY 2024. Removing from STIP as project is being eliminated.																		
Indiana Department of Transportation	38564 / 1401741	Init.	SR 9	Small Structure Pipe Lining	2.32 miles N of US 33, over Parker Branch-Brown Ditch	Fort Wayne	.039	STBG		Bridge Construction	CN	\$976,081.60	\$244,020.40	\$1,220,102.00				
Performance Measure Impacted: Safety																		
Indiana Department of Transportation	40473 / 1601984	Init.	SR 9	Bridge Replacement, Other Construction	Northport Road over SR 9, 3.74 miles N of US 6	Fort Wayne	.2	STBG		Bridge Construction	CN	\$2,420,720.00	\$605,180.00			\$3,025,900.00		
Note: Des No. 2000041 is included in this contract under the Lead Des. No. 1601984.										Bridge ROW	RW	\$176,000.00	\$44,000.00	\$15,000.00	\$115,000.00	\$90,000.00		
Noble County	40489 / 1600697	Init.	IR 1022	Sight Distance Improvement	Baseline Road at CR 600 E	Fort Wayne	.22	STBG		Local Funds	CN	\$0.00	\$88,500.00			\$88,500.00		
										Local Safety Program	CN	\$796,500.00	\$0.00			\$796,500.00		
Performance Measure Impacted: Safety																		
Noble County	40489 / 1600697	M 21	IR 1022	Sight Distance Improvement	Baseline Road at CR 600 E	Fort Wayne	.22	Safety	\$885,000.00	Local Funds	CN	\$0.00	\$0.00		\$88,500.00	(\$88,500.00)		
										Local Safety Program	CN	\$0.00	\$0.00		\$796,500.00	(\$796,500.00)		
Performance Measure Impacted: Safety																		
Comments:Move CN funds from FY '22 to FY '21. No MPO																		
Noble County	40490 / 1600678	Init.	IR 1017	Bridge Replacement, Steel	CR 400 E, Bridge No 136 over CSX RR	Fort Wayne	.13	STBG		Local Funds	CN	\$0.00	\$532,375.00			\$532,375.00		
										Local Bridge Program	CN	\$2,129,500.00	\$0.00			\$2,129,500.00		
Noble County	40490 / 1600678	A 04	IR 1017	Bridge Replacement, Steel	CR 400 E, Bridge No 136 over CSX RR	Fort Wayne	.13	STBG	\$3,529,000.00	Local Funds	RW	\$0.00	\$20,000.00		\$20,000.00			
										Local Bridge Program	RW	\$80,000.00	\$0.00		\$80,000.00			

Indiana Department of Transportation (INDOT)
 State Preservation and Local Initiated Projects FY 2018 - 2021

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2018	2019	2020	2021
										Bridge ROW	RW	\$14,000.00	\$3,500.00				\$17,500.00
Comments:NO MPO. Adding PE to FY 2018, PE FY2019, and RW to FY 2021 into FY 2018 - 2021 STIP.																	
Indiana Department of Transportation	40473 / 1601984	A 02	SR 9	Bridge Replacement, Other Construction	Northport Road over SR 9, 3.74 miles N of US 6	Fort Wayne	.2	STP	\$2,083,000.00	Bridge ROW	RW	\$68,000.00	\$17,000.00				\$85,000.00
										Bridge Consulting	PE	\$240,000.00	\$60,000.00	\$75,000.00	\$225,000.00		
Comments:NO MPO. Adding PE to FY 2018, PE to FY 2019, and RW to FY 2021 into FY 2018 - 2021 STIP.																	
Indiana Department of Transportation	40473 / 1701382	A 01	SR 5	Small Structure Replacement	Carrying UNT of Cromwell Ditch , 2.08 Miles South of US 33	Fort Wayne	0	STP	\$893,000.00	Bridge ROW	RW	\$12,000.00	\$3,000.00			\$15,000.00	
										Bridge Consulting	PE	\$120,000.00	\$30,000.00	\$150,000.00			
Comments:NO MPO. Adding PE to FY 2018 and RW to FY 2020 into FY 2018 - 2021 STIP.																	
Noble County	40489 / 1600697	A 37	IR 1022	Sight Distance Improvement	Baseline Road at CR 600 E	Fort Wayne	.22	Safety	\$885,000.00	Local Funds	RW	\$0.00	-\$10,450.00		\$9,550.00	(\$20,000.00)	
										Local Safety Program	RW	\$85,950.00	\$0.00		\$85,950.00		
Comments:Add Federal ROW to STIP for 2019. No MPO																	
Noble County	40489 / 1600697	M 22	IR 1022	Sight Distance Improvement	Baseline Road at CR 600 E	Fort Wayne	.22	Safety		Local Funds	RW	\$0.00	\$0.00		(\$9,550.00)	\$9,550.00	
										Local Safety Program	RW	\$0.00	\$0.00		(\$85,950.00)	\$85,950.00	
Comments:Move ROW from 2019 to 2020. No MPO																	
Noble County	40489 / 1600697	A 04	IR 1022	Sight Distance Improvement	Baseline Road at CR 600E	Fort Wayne	.22	Safety	\$905,000.00	Local Funds	PE	\$0.00	-\$87,542.50	(\$87,542.50)			
										Local Safety Program	PE	\$157,117.50	\$0.00	\$157,117.50			
Comments:No MPO. Add Federal PE to STIP.																	
Noble County	40490 / 1600678	A 06	IR 1017	Bridge Replacement, Steel	CR 400 E, Bridge No 136 over CSX RR	Fort Wayne	.13	STP	\$2,661,900.00	Local Funds	PE	\$0.00	\$73,094.00	\$73,094.00			
										Local Bridge Program	PE	\$292,376.00	\$0.00	\$292,376.00			
Comments:Add Project PE to STP. No MPO																	
Indiana Department of Transportation	41018 / 1801105	A 17	US 6	Small Structure Maint and Repair	Over UNT Elkhart River, 0.26 Miles East of US 33	Fort Wayne	0	NHPP	\$87,615.00	Bridge Construction	CN	\$46,092.00	\$11,523.00			\$57,615.00	
										Bridge Consulting	PE	\$24,000.00	\$6,000.00		\$30,000.00		
Comments:NO MPO. Adding PE to FY 2019 and CN to FY 2020 into FY 2018 - 2021 STIP.																	

Des 1601984 & 2000041

Appendix I

Additional Studies and Information

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated July 2020)

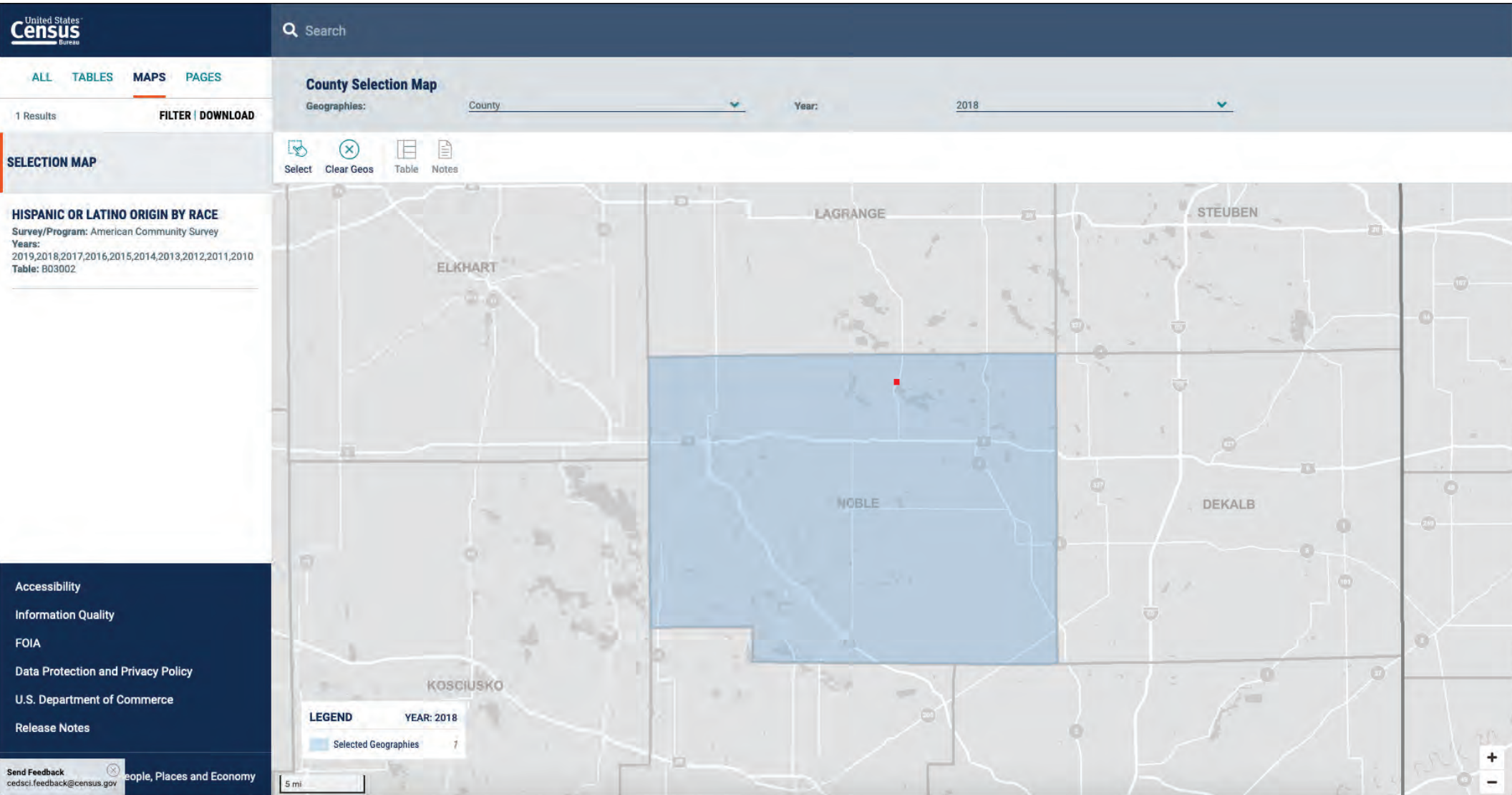
ProjectNumber	SubProjectCode	County	Property
1800002	1800002	Noble	Chain O'Lakes State Park
1800118	1800118A	Noble	Chain O' Lakes
1800135	1800135	Noble	Noble Co. Fairgrounds, Kendallville Fair Grounds
1800161	1800161G	Noble	Chain O' Lakes State Park
1800171	1800171B	Noble	Chain O' Lakes State Park
1800305	1800305H	Noble	Chain O' Lakes State Park
1800312	1800312B	Noble	Chain O' Lakes State Park
1800319	1800319	Noble	G. Martin Kenney Memorial Park
1800327	1800327C	Noble	Chain O' Lakes State Park
1800353	1800353	Noble	Kelly St. Park
1800358	1800358	Noble	Avilla Park
1800363	1800363D	Noble	Chain O' Lakes State Park
1800369	1800369E	Noble	Gaff Park (Mainland Park)
1800378	1800378A	Noble	Chain O' Lakes State Park
1800391	1800391	Noble	Cromwell Community Park
1800405	1800405B	Noble	Big Lake Public Access Site
1800405	1800405AA	Noble	Crane Lake Public Access Site
1800405	1800405J	Noble	Eagle Lake Wetland Conservation Area
1800405	1800405T	Noble	Rome City Wetlands Fish and Wildlife Area
1800405	1800405U	Noble	Smalley Lake Public Access Site
1800413	1800413J	Noble	Chain O' Lakes State Park
1800492	1800492	Noble	Hidden Diamonds Community Park
1800513	1800513	Noble	Hidden Diamonds Community Park

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.

Environmental Justice Analysis for SR 9/Northport Rd Intersection Improvement (Des. 1601984, Des. 2000041)

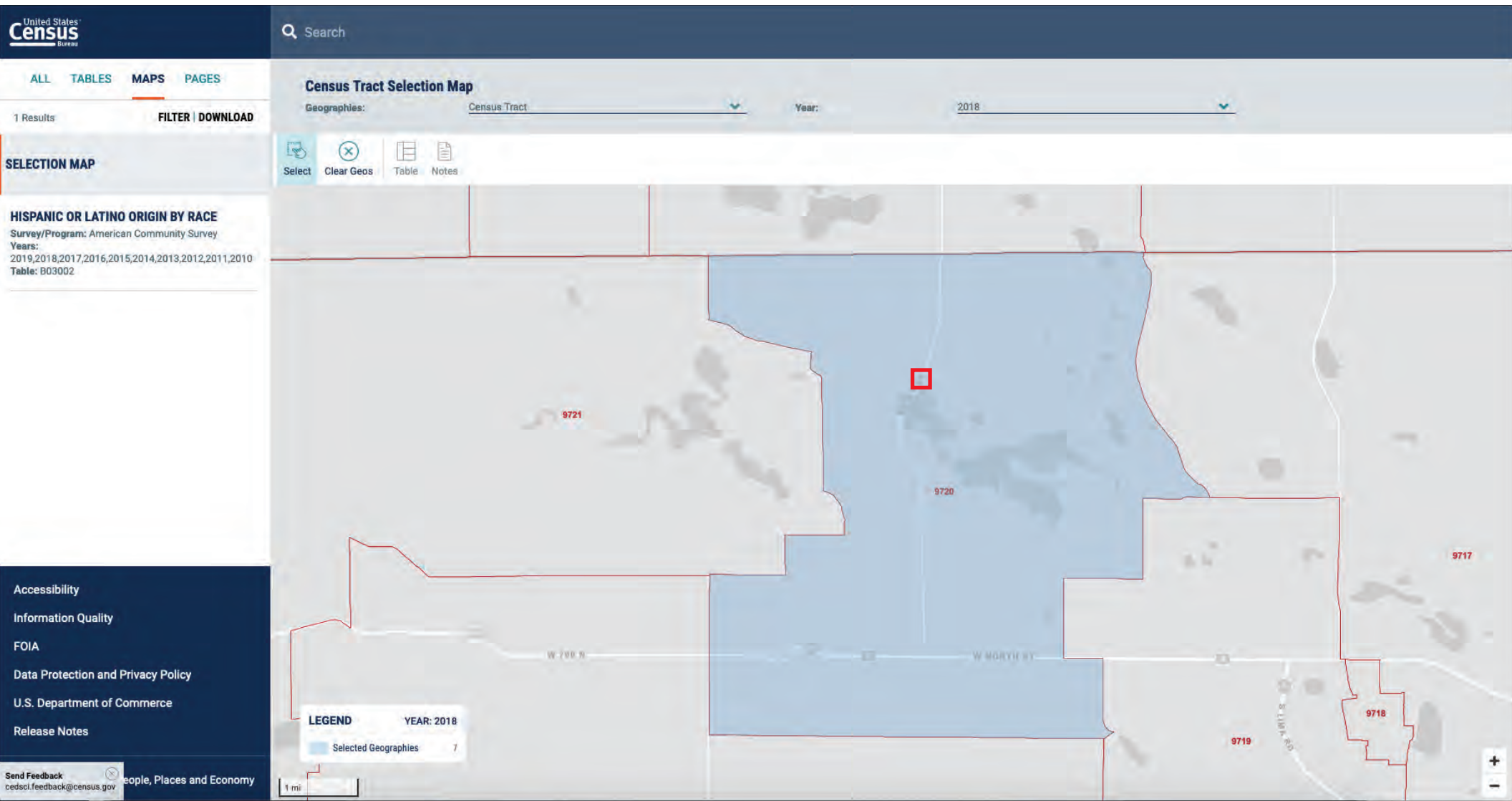
		COC	AC1
		Noble County, Indiana	Census Tract 9720, Noble County, Indiana
LOW-INCOME			
B 17001001	Population for whom poverty status is determined: Total	46,379	3,094
B 17001002	Population for whom poverty status is determined: Income in past 12 months below poverty	3,461	289
Percent Low-Income		7.5%	9.3%
125 Percent of COC		9.3%	AC=125% COC
Potential Low-Income EJ Impact?			Yes
MINORITY			
B 03002001	Total population: Total	47,451	3,154
B 03002002	Total population: Not Hispanic or Latino	42,593	3,093
B 03002003	Total population: Not Hispanic or Latino; White alone	41,384	3,032
B 03002004	Total population: Not Hispanic or Latino; Black or African American alone	243	2
B 03002005	Total population: Not Hispanic or Latino; American Indian and Alaska Native alone	21	0
B 03002006	Total population: Not Hispanic or Latino; Asian alone	302	24
B 03002007	Total population: Not Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	0	0
B 03002008	Total population: Not Hispanic or Latino; Some other race alone	0	0
B 03002009	Total population: Not Hispanic or Latino; Two or more races	643	35
B 03002010	Total population: Hispanic or Latino	4,858	61
B 03002011	Total population: Hispanic or Latino; White alone	4,548	61
B 03002012	Total population: Hispanic or Latino; Black or African American alone	0	0
B 03002013	Total population: Hispanic or Latino; American Indian and Alaska Native alone	0	0
B 03002014	Total population: Hispanic or Latino; Asian alone	5	0
B 03002015	Total population: Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	0	0
B 03002016	Total population: Hispanic or Latino; Some other race alone	158	0
B 03002017	Total population: Hispanic or Latino; Two or more races	147	0
Number Non-White/Minority (P007001-P007003)		6,067	122
Percent Non-White/Minority		12.8%	3.9%
125 Percent of COC		16.0%	AC<125% COC
Potential Minority EJ Impact?			No

Des. No. 1601984 & 2000041
SR 9 & Northport Rd Intersection Improvement



 Project Location

Des. No. 1601984 & 2000041
SR 9 & Northport Rd Intersection Improvement



 Project Location

HISPANIC OR LATINO ORIGIN BY RACE

Survey/Program: American Community Survey
TableID: B03002

Product: 2018: ACS 5-Year Estimates Detailed Tables
Universe: Total population

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HISPANIC OR LATINO ORIGIN BY RACE
Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
Table: B03002

Label	Noble County, Indiana		Census Tract 9720, Noble County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error
▼ Total:	47,451	*****	3,154	±191
▼ Not Hispanic or Latino:	42,593	*****	3,093	±192
White alone	41,384	±68	3,032	±198
Black or African American alone	243	±181	2	±3
American Indian and Alaska Native alone	21	±18	0	±11
Asian alone	302	±51	24	±49
Native Hawaiian and Other Pacific Islander alone	0	±24	0	±11
Some other race alone	0	±24	0	±11
▼ Two or more races:	643	±203	35	±30
Two races including Some other race	57	±68	0	±11
Two races excluding Some other race, and three or more races	586	±187	35	±30
▼ Hispanic or Latino:	4,858	*****	61	±72
White alone	4,548	±118	61	±72
Black or African American alone	0	±24	0	±11
American Indian and Alaska Native alone	0	±24	0	±11
Asian alone	5	±9	0	±11
Native Hawaiian and Other Pacific Islander alone	0	±24	0	±11
Some other race alone	158	±70	0	±11
▼ Two or more races:	147	±85	0	±11
Two races including Some other race	95	±71	0	±11
Two races excluding Some other race, and three or more races	52	±54	0	±11

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POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

Survey/Program: American Community Survey
TableID: B17001

Product: 2018: ACS 5-Year Estimates Detailed Tables
Universe: Population for whom poverty status is determined

CUSTOMIZE TABLE

10 Results FILTER | DOWNLOAD

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
Table: B17001

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE (WHITE ALONE)

Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
Table: B17001A

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE (BLACK OR AFRICAN AMERICAN ALONE)

Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
Table: B17001B

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE (AMERICAN INDIAN AND ALASKA NATIVE ALONE)

Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
Table: B17001C

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE (ASIAN ALONE)

Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
Table: B17001D

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE (NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER ALONE)

Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010

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Label	Noble County, Indiana		Census Tract 9720, Noble County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error
▼ Total:	46,379	±204	3,094	±205
▼ Income in the past 12 months below poverty level:	3,461	±560	289	±108
▼ Male:	1,661	±319	110	±59
Under 5 years	140	±62	7	±12
5 years	16	±19	0	±11
6 to 11 years	178	±95	3	±4
12 to 14 years	57	±40	4	±6
15 years	48	±47	0	±11
16 and 17 years	83	±58	6	±7
18 to 24 years	168	±120	4	±5
25 to 34 years	223	±75	3	±5
35 to 44 years	139	±66	11	±12
45 to 54 years	188	±73	28	±41
55 to 64 years	237	±91	13	±10
65 to 74 years	124	±62	26	±23
75 years and over	60	±43	5	±8
▼ Female:	1,800	±307	179	±67
Under 5 years	105	±66	5	±8
5 years	15	±14	6	±7
6 to 11 years	143	±72	8	±9
12 to 14 years	116	±65	9	±7
15 years	13	±20	2	±4
16 and 17 years	88	±60	4	±7
18 to 24 years	197	±77	34	±26
25 to 34 years	316	±106	27	±25
35 to 44 years	153	±93	11	±9
45 to 54 years	216	±97	35	±28
55 to 64 years	174	±70	12	±15
65 to 74 years	132	±48	19	±18

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

Survey/Program: American Community Survey
TableID: B17001

Product: 2018: ACS 5-Year Estimates Detailed Tables
Universe: Population for whom poverty status is determined

CUSTOMIZE TABLE

10 Results FILTER | DOWNLOAD

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
Table: B17001

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE (WHITE ALONE)

Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
Table: B17001A

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE (BLACK OR AFRICAN AMERICAN ALONE)

Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
Table: B17001B

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE (AMERICAN INDIAN AND ALASKA NATIVE ALONE)

Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
Table: B17001C

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE (ASIAN ALONE)

Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
Table: B17001D

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE (NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER ALONE)

Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
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Label	Noble County, Indiana		Census Tract 9720, Noble County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error
65 to 74 years	132	±48	19	±18
75 years and over	132	±55	7	±8
Income in the past 12 months at or above poverty level:	42,918	±609	2,805	±207
Male:	21,655	±348	1,481	±132
Under 5 years	1,388	±115	46	±36
5 years	350	±122	34	±24
6 to 11 years	1,837	±215	85	±87
12 to 14 years	933	±172	116	±50
15 years	317	±129	4	±8
16 and 17 years	705	±124	42	±27
18 to 24 years	1,852	±120	136	±105
25 to 34 years	2,530	±81	148	±50
35 to 44 years	2,701	±85	147	±47
45 to 54 years	3,044	±76	239	±68
55 to 64 years	3,000	±104	243	±66
65 to 74 years	2,007	±78	110	±35
75 years and over	991	±76	131	±43
Female:	21,263	±359	1,324	±139
Under 5 years	1,289	±86	57	±42
5 years	288	±136	0	±11
6 to 11 years	1,854	±218	95	±46
12 to 14 years	808	±144	56	±32
15 years	251	±83	25	±20
16 and 17 years	642	±97	27	±22
18 to 24 years	1,748	±84	106	±63
25 to 34 years	2,374	±133	129	±44
35 to 44 years	2,757	±123	165	±62
45 to 54 years	2,895	±109	236	±67
55 to 64 years	3,091	±93	186	±53

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

Survey/Program: American Community Survey
TableID: B17001

Product: 2018 ACS 5-Year Estimates Detailed Tables
Universe: Population for whom poverty status is determined

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POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
Table: B17001

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE (WHITE ALONE)

Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
Table: B17001A

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE (BLACK OR AFRICAN AMERICAN ALONE)

Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
Table: B17001B

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE (AMERICAN INDIAN AND ALASKA NATIVE ALONE)

Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
Table: B17001C

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE (ASIAN ALONE)

Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010
Table: B17001D

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE (NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER ALONE)

Survey/Program: American Community Survey
Years: 2019,2018,2017,2016,2015,2014,2013,2012,2011,2010

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Label	Noble County, Indiana		Census Tract 9720, Noble County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error
Income in the past 12 months at or above poverty level:	42,918	±609	2,805	±207
Male:	21,655	±348	1,481	±132
Under 5 years	1,388	±115	46	±36
5 years	350	±122	34	±24
6 to 11 years	1,837	±215	85	±87
12 to 14 years	933	±172	116	±50
15 years	317	±129	4	±8
16 and 17 years	705	±124	42	±27
18 to 24 years	1,852	±120	136	±105
25 to 34 years	2,530	±81	148	±50
35 to 44 years	2,701	±85	147	±47
45 to 54 years	3,044	±76	239	±68
55 to 64 years	3,000	±104	243	±66
65 to 74 years	2,007	±78	110	±35
75 years and over	991	±76	131	±43
Female:	21,263	±359	1,324	±139
Under 5 years	1,289	±86	57	±42
5 years	288	±136	0	±11
6 to 11 years	1,854	±218	95	±46
12 to 14 years	808	±144	56	±32
15 years	251	±83	25	±20
16 and 17 years	642	±97	27	±22
18 to 24 years	1,748	±84	106	±63
25 to 34 years	2,374	±133	129	±44
35 to 44 years	2,757	±123	165	±62
45 to 54 years	2,895	±109	236	±67
55 to 64 years	3,091	±93	186	±53
65 to 74 years	2,005	±85	167	±42
75 years and over	1,261	±90	75	±30

Subject: RE: EJ Analysis- SR 9/Northport Rd Intersection, Des 1601984 & 2000041
Date: Thursday, February 25, 2021 at 2:51:45 PM Eastern Standard Time
From: Fair, Terri
To: Erin Mulryan
CC: Bales, Ronald, Miller, Brandon
Attachments: image001.png, image002.png, image003.png, image004.png, image005.png, image006.png, image007.png, image008.png, image009.png, image010.png, image011.png, image012.png, image013.png, image014.png, image015.png, image016.png

INDOT-Environmental Services Division (ESD) has reviewed the project information along with the Environmental Justice (EJ) Analysis for the above referenced project. With the information provided, the project may require minimal right-of-way, require no relocations, and would not disrupt community cohesion or create a physical barrier. With the information provided, INDOT-ESD would not consider the impacts associated with this project as causing a disproportionately high and adverse effect on minority and/or low income populations of EJ concern relative to non EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. No further EJ Analysis is required.

From: Erin Mulryan <emulryan@sjcainc.com>
Sent: Sunday, February 14, 2021 12:16 PM
To: Fair, Terri <TFair@indot.IN.gov>
Cc: Bales, Ronald <rbales@indot.IN.gov>
Subject: EJ Analysis- SR 9/Northport Rd Intersection, Des 1601984 & 2000041

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Hello, attached is the EJ analysis for the above project for review. I've also attached maps and photos for reference. One AC population was equal to 125% of the COC- I've never had that happen before. I looked in the new manual and it states "greater than or equal to" so I marked it yes for impacts.

Please feel free to call if you have any questions (317-525-1192 in case my email signature below is not visible- it's been doing weird things lately). Thanks!

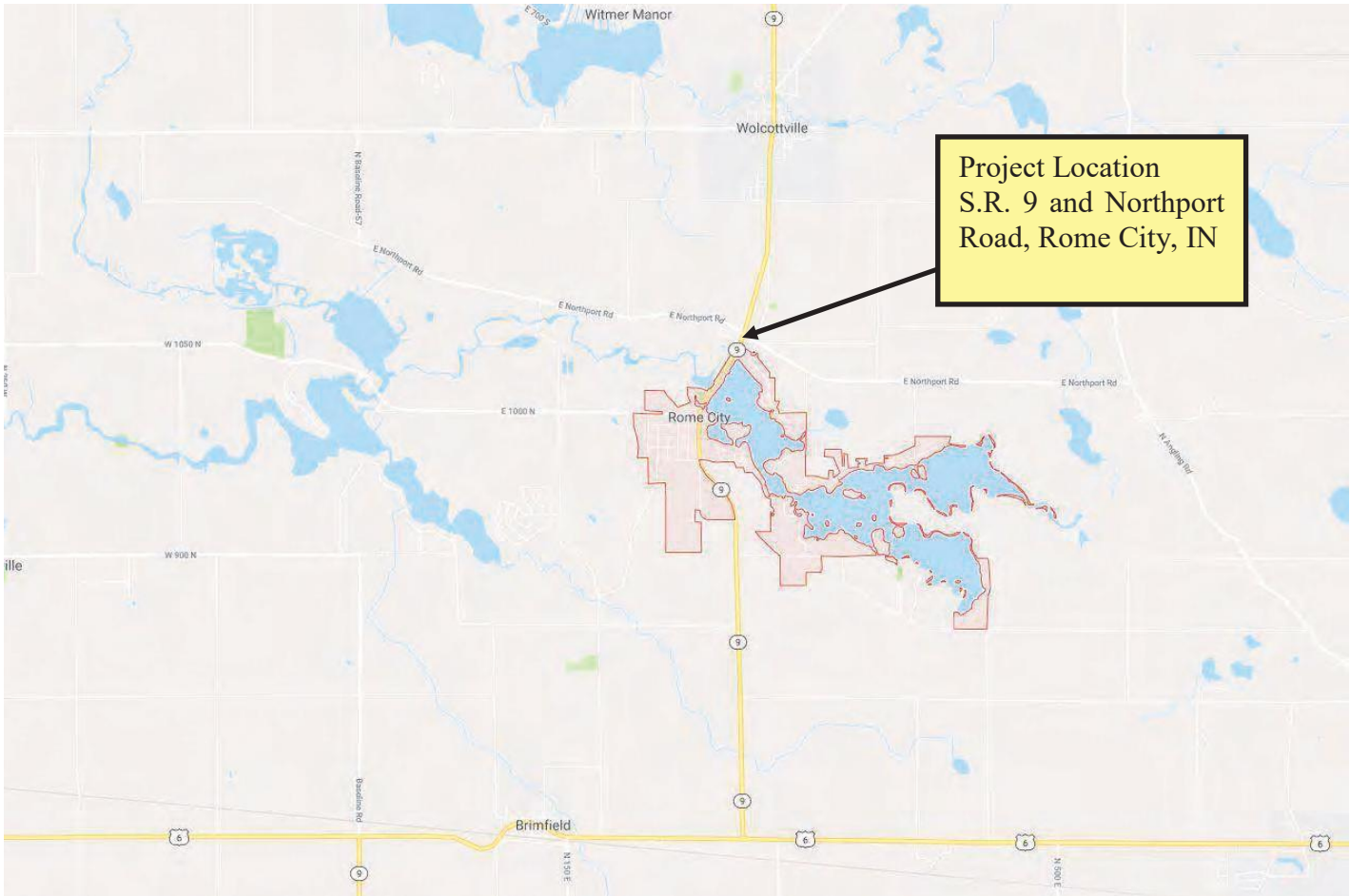
Erin Mulryan
Director of Environmental Services

SJCA Inc.
1104 Prospect Street
Indianapolis, IN 46203

Tel: 317-566-0629 | Mobile: 317-525-1192



Abbreviated Engineer's Report



Indiana Department of Transportation
Northport Road over SR 9
RP 177+53
Des. 1601984
Rome City, Noble County – Fort Wayne District
October 5, 2018

Note to Reader: some pages from this report were removed to reduce the overall size of this CE document and can be made available upon request.

Purpose of the Report:

The purpose of this report is to assess options for providing an at grade intersection in place of the existing bridge for crossing of Northport Road and SR 9. This is a preliminary evaluation of the proposed scope of work for this project while taking into consideration construction costs, Geometric Design Criteria, and safety.

Project Location:

The project is located at the Northport Road and SR 9 intersection in Noble County, Indiana; north of Rome City in the Fort Wayne District. A bridge currently carries Northport Road over SR 9 and is located at RP 208+53 on SR 9. The Structure Number is 009-57-02086 C.

Project Purpose and Need:

The purpose of this project is to provide an at grade intersection in place of the existing bridge for Northport Road over SR 9. The bridge was built to bridge an existing parallel railroad to SR 9, which is no longer in use. The bridge is in need of major repair, and no longer serves its intended function. An at grade intersection of Northport Road and SR 9 has been proposed to maintain connectivity of the two roads.

Existing Conditions:

<u>Route</u>	<u>Classification</u>	<u>Posted Speed</u>
Northport Road	Rural Major Collector	35 MPH
SR 9	Rural Minor Arterial	50 MPH

According to a traffic study performed by the Fort Wayne District in 2013, a majority of traffic is using the bridge to access SR 9 via Kelly Street, and around 85% of the traffic turning left onto Kelly Street from northbound SR 9 is ultimately traveling east to cross the Northport Bridge over SR 9.

The original bridge spanned SR 9 and a railroad, but the railroad has since been abandoned. The right-of-way is no longer owned by the railroad, so coordination with the railroad will not be required.

The existing bridge is a four-span continuous steel beam superstructure originally constructed in 1937 and rehabilitated in 1974, 1983, and 1985. The current vertical clearance over State Road 9 is 15'-2" according to the Bridge Clearance Map which is less than the minimum 16'-6" clearance. The bridge floor is 177'-0". The roadway cross section of Northport Roadway is approximately 28 feet wide, consisting of two 12-foot lanes and two-foot shoulders. The existing roadway pavement is HMA.

The existing SR 9 roadway has a typical section of approximately 40 feet in width, consisting of two 12-foot-wide travel lanes with eight-foot paved shoulders. The existing pavement is HMA with HMA shoulders. Guardrail is present within the limits of the project.

Basic Design Elements

<i>Design Feature</i>	S.R. 9
Functional Classification	Minor Arterial
Lane Width	12'
Shoulder Width	Varies, 8' Min.
Roadside Drainage	Open Ditches
Right-of-Way	Varies, 80' Min. Width
Posted Speed Limit (mph)	50

Basic Design Elements

<i>Design Feature</i>	Northport Raod
Functional Classification	Local Road
Lane Width	12'
Shoulder Width	Varies, 2' Min.
Roadside Drainage	Open Ditches
Right-of-Way	Varies, 40' Min. Width
Posted Speed Limit (mph)	35

Crash Data Analysis:

According to the INDOT Crash Location Report which shows crash data from 2013 to 2017, 17 crashes involving 22 vehicles occurred on SR 9 near the Northport Road Bridge or the adjacent Kelly Street intersection with SR 9. There were no crashes reported for this time period on Northport Road near the bridge. All four rear-end crashes were due to Northbound cars stopped or slowed to turn left onto Kelly Street. The four off-road crashes and the nine animal related crashes could be attributed to this stretch of SR 9 not providing the updated Geometric Design Criteria. The intersection adjacent to the bridge was investigated because two of the alternatives are at-grade intersections.

Table 1: Kelly St. Intersection Crash Data

Year	Summary Data					Crash Type*		
	Crashes	Vehicles Involved	Property Damage Only Crashes	Non-Incapacitating Injury Crashes	Fatal and Incapacitating Injury Crashes	Rear-End	Off-Road	Animal in Roadway
2017	1	2	1	0	0	1	0	0
2016	1	3	0	1	0	1	0	0
2015	1	2	0	1	0	1	0	0
2014	0	0	0	0	0	0	0	0
2013	1	2	0	1	0	1	0	0
Total	4	9	1	3	0	4	0	0
% Total			25%	33%	0%	100%	0%	0%

Table 2: SR 9 Straight Section Crash Data

Year	Summary Data					Crash Type*		
	Crashes	Vehicles Involved	Property Damage Only Crashes	Non-Incapacitating Injury Crashes	Fatal and Incapacitating Injury Crashes	Rear-End	Off-Road	Animal in Roadway
2017	3	3	3	0	0	0	1	2
2016	3	3	3	0	0	0	2	1
2015	3	3	3	0	0	0	0	3
2014	1	1	1	0	0	0	0	1
2013	3	3	3	0	0	0	1	2
Total	13	13	13	0	0	0	4	9
% Total			100%	0%	0%	0%	31%	69%

* Rear-End, Off-Road, and Animal-in-the-Roadway were the only three crash types recorded between 2013 and 2017.

In the RoadHat analysis program, the Index of Crash Frequency and the Index of Crash Cost are outputs which assess the safety of the roadway being analyzed. Each index indicates the number of standard deviations higher (positive) or lower (negative) than the state average for that particular type of roadway or intersection. According to the RoadHat analysis for the intersection of SR 9 and Kelly Street from 2013 to 2017, the Index of Crash Frequency was determined to be 0.14, and the Index of Crash Cost was 0.20. This means that both the frequency and cost of crashes for this intersection are slightly above the state average. The RoadHat analysis for the straight section of SR 9 which includes ¼ mile before and after the Northport Road Bridge crossing determined that the Index of Crash Frequency was 1.68, and the Index of Crash Cost was -0.36. This means that the crash frequency was slightly more than 1.5 standard deviations above the state average crash frequency, and the crash cost was slightly below the state average. Since the only injuries reported were for the intersection of Kelly St. and SR 9, the index of crash cost was higher than the SR 9 straight section crashes which had no injuries but a high crash rate. The four-legged at grade intersection would result in a widened SR 9 which would, theoretically, decrease the number of crashes on the SR 9; however, the staggered at-grade intersection alternate would not result in changes or improvements. The roundabout option would reduce both the frequency and severity of the intersection accidents, resulting in an improvement in intersection accidents. The FHWA focus on traffic safety is reducing the number of crashes which lead to injuries and deaths, not reducing the number of property-damage-only crashes. For this reason, addressing the crashes at the intersection is higher priority because all three crashes which reported injuries were at the Kelly St. intersection.

Traffic Data:

According to the INDOT Traffic Count Database System (TCDS) the Annual Average Daily Traffic count for Northport Road in 2016 was 985, 7% of which were commercial vehicles. The annual growth has been 1% every year since 2013, so this is the growth percentage that was used for determining the AADT for 2042 which is the design year. The AADT in 2042 is projected to be 1,276 with 7% being commercial vehicles because the commercial vehicle percentage has remained at 7% since 2012.

The AADT in 2016 for SR 9 which is the road under the Northport Road Bridge was 7,231 with 8% commercial vehicles. The projected AADT for the design year of 2042 with a 2% annual growth rate is 12,100 with 8% commercial vehicles.

Updated traffic counts taken on July 17, 2018 yielded 9,834 vehicles on SR 9 and 2,006 vehicles on Northport Road. Utilizing a 2% growth rate the projected AADT for the design year of 2042 is 15,817 for SR 9 and 3,227 for Northport Road.

Alternatives and Project Recommendations:

1. Four-Legged at Grade Intersection

A Four-Legged At-Grade Intersection option would include the demolition of the Northport Road Bridge and excavation to lower the grades of both the East and West approaches of Northport Road. The grade of SR 9 would be raised to meet at intersection with Northport Road. The at-grade intersection would meet all Level 1 Geometric Design Criteria and include dedicated left turn lanes on SR 9. This would also include the removal of the Kelly Street access to SR 9 while leaving part of Kelly Street in place to

maintain the existing parking lot access. SR 9 would have 450 feet of combined storage and deceleration length within the added left turn lanes. A signal warrant analysis was performed and determined that no signal was needed; SR 9 would remain free-flow with Northport Road being stop controlled. This alternative would require a detour of both SR 9 and Northport Road while the existing roadway profiles are changed. The Straight At-Grade Intersection Option would also eliminate all future bridge maintenance and inspection costs included in the proposed bridge options. Additional right-of-way will be required to construct this option. Based on the GIS property and right-of-way limits available; an additional 2.9 acres of right-of-way will be required. Of that right-of-way, 0.17 acres will be from the historic property in the southwest quadrant. Further investigation of these impacts will be required.

2. Staggered At-Grade Intersection

The Staggered At-Grade Intersection option would include demolition of the Northport Road Bridge and excavation to lower the grade of the East approach of Northport Road to meet SR 9. The west approach would utilize the existing connection of Kelly Street to SR 9. The at-grade intersection would not meet all Level 1 Geometric Design Criteria; a design exception would be required for horizontal curve radius and super-elevation on Kelly Street. This alternative would create a dedicated right turn lane on SR 9 for Kelly Street and a dedicated right turn from SR 9 to Northport Road. A dedicated left lane would also be added from SR 9 to Northport Road and a dedicated left turn lane from SR 9 to Kelly Street. This left turn lane would not meet the required distance for deceleration or required storage; due to the proximity of the two intersections. This intersection configuration also creates a dangerous weave condition; where traffic wishing to continue on Northport Road must enter SR 9, accelerate and cross the northbound lanes before reaching the dedicated turn lane. This creates additional conflict points and a dangerous weave condition that is not present in the other alternatives. The Northport Road south leg would become an "T" with a left and right turn lane. The Staggered At-Grade Intersection Option would also eliminate all future bridge maintenance and inspection costs included in the proposed bridge options. Right-of-way impacts to the historic properties would be approximately 0.1 acres, with all widening done to the eastern side of SR 9. This alternative will increase the number and severity of accidents for traffic continuing across Northport Road; having to enter SR 9, cross traffic, and quickly exit the roadway at the staggered crossing points. Since this option has a similar cost and historic property impacts as other options and results in a higher accident rate than the base condition, this option will not be considered further.

3. Roundabout at Grade Intersection

A Roundabout At-Grade Intersection option would include the demolition of the Northport Road Bridge and excavation to lower the grades of both the East and West approaches of Northport Road to meet SR 9. The roundabout would be a single lane roundabout with an inscribed diameter of 150' and would meet all Level 1 Geometric Design. The roundabout geometrics result in a fastest path analysis of approximately 32 mph. This would also include the removal of the Kelly Street access to SR 9 while leaving part of Kelly Street in place in order to maintain the existing parking lot access. Curb and gutter would be utilized within the roundabout and splitter island; with inlets or curb turnouts conveying storm runoff to the existing ditches along SR 9. This alternative would require limited work to be done on SR 9. The roundabout option would also eliminate all future bridge maintenance and inspection costs included in the proposed bridge options. The roundabout would result in a shift in the roadway alignments of both Northport Road and SR 9; the roundabout center would be shifted to the northwest of the current

intersection. The realignment of the roadway helps to reduce earthwork and impacts to the adjacent properties. Based on the GIS property and right-of-way limits available; this option will require 1.74 acres of additional right-of-way, with 0.01 acres from the historic property in the southwest quadrant. Further investigation of these impacts will be required.

4. Do Nothing, No Build

The no build option would result in continued deterioration of the existing bridge, resulting in eventual bridge closure at the point when the structure can no longer safely carry the required loads. The closure would significantly impact traffic in the area including access to the nearby historic property and other local businesses.

Estimated Costs:

The table below shows the estimated cost for each alternative listed previously. The cost estimates used to create this summary are included in Appendix 2 of this report. There is a 20% contingency built into each final value for construction cost, and all costs listed are for present value (2018).

Table 3: Estimated Construction Cost Comparison

Alternative	Estimated Cost
Four-legged At-Grade Intersection	\$1,623,000.00
Staggered At-Grade Intersection*	\$1,460,900.00*
Roundabout At-Grade Intersection	\$1,567,500.00
Do Nothing, No Build	\$0.00

*not in consideration due to traffic safety concerns

Level of Service:

The three design alternatives were analyzed for Level of Service (LOS) at the design year. The Four-legged at-Grade Intersection produces an intersection LOS of C, with north and southbound approach LOS of A and east and westbound approach LOS of C. The Staggered At-Grade intersection produces an intersection LOS of C, with north and southbound approach LOS of A and east and westbound approach LOS of C. The Roundabout Intersection produces an intersection LOS of A, with all approaches achieving a LOS of A.

Coordination:

A conference call was held on July 31, 2017 to discuss this project. District representatives brought up a number of concerns associated with the project, including local involvement and right-of-way. The call resulted in the early outreach to community representatives. The meeting minutes can be found in the appendix as attached to the Bridge Scoping Study. A Public Information was also held on June 26, 2018 at the Rome City, City Hall Building.

Community Considerations:

During the Public Information Meeting interest was expressed by both private citizens and public officials at the desire to pursue the inclusion of a roundabout as one of the design options; citing the traffic calming effect of a roundabout, slowing traffic as vehicles enter the City, and the ability to provide

a gateway into Rome City.

Pedestrian Access Considerations:

While not currently included as part of this project, the local government has expressed a desire to convert the existing railroad corridor into a pedestrian pathway. Pedestrian usage is assumed to traverse from Rome City to the venue at the intersection of SR 9 and Northport Road. The 4-legged at grade intersection does not currently meet the warrant to add a traffic signal; and would require pedestrians to cross 3-lanes of SR 9 at an uncontrolled crossing with a traffic speed of 55mph. The roundabout option would require pedestrians to a single lane of SR 9 at a time, with a pedestrian refuge at each splitter island and an estimated traffic speed of 32mph. In both options the pathway would run from Rome City along the existing railroad corridor; cross Northport Road from the southeast quadrant to the northeast quadrant, and then cross SR 9 from the northeast quadrant to the northwest quadrant.

Environmental Considerations:

Since this project does not involve a stream crossing and the existing ditches will be maintained, no waterway permits are anticipated. When the Environmental Document is being prepared, the project area will need to be investigated for wetlands. The property in the southwest quadrant has been deemed historic and will require 106 and 4(f) coordination. All environmental concerns will need to be addressed in the Environmental Document.

Right-of-Way Considerations:

One major factor which influenced the development of the crossing alternatives was the right-of-way. The properties along the west approach to the bridge are historic, so limiting the amount of required right-of-way to be purchased on that end was a constraint used in deciding how to improve the crossing. The Four-legged Intersection will require excavation to lower the Northport Road approaches and will impact the properties in question. Based on the GIS property and right-of-way limits available; an additional 2.9 acres of right-of-way will be required. Of that right-of-way, 0.17 acres will be from the historic property in the southwest quadrant. The Roundabout Intersection will require excavation to lower the approaches on Northport Road, but the placement of the roundabout can be centered away from the historic properties. Based on the GIS property and right-of-way limits available; this option will require 1.74 acres of additional right-of-way, with 0.01 acres from the historic property in the southwest quadrant.

Maintenance of Traffic:

All alternatives which have been discussed in this report will require detours for Northport Road traffic. The removal of the existing bridge for the roundabout or at-grade intersection will require detours for SR 9. The at-grade intersection would be constructed entirely under detour for both SR 9 and Northport Road, while the roundabout option could allow SR 9 to be partially open during the intersection construction. The SR 9 detour would route traffic from US 6 to SR 3 to US 20. The Northport Road detour would route traffic through CR 300 E and Kelly Street during construction, with Kelly Street at SR 9 being removed after traffic on Northport Road and SR 9 is restored.

Preferred Alternate:

Both the 4-legged at-grade intersection and roundabout are viable options, with no preferred option selected at this point. The construction cost and level of service for both the roundabout and 4-legged at grade intersection are nearly the same. The roundabout does provide an increase in roadway safety by both reducing traffic speed and eliminating traffic conflict points however results in the addition of a traffic restriction to a previously free-flowing movement. Based on the available right-of-way and property line information through GIS, the Roundabout option has the least required amount of additional right-of-way and the least amount of right-of-way from the historic property in the southwest quadrant. The actual right-of-way and historic property impacts will be further vetted as the project progresses and a location route survey can be completed; once this information is available and impacts can be reassessed, a final preferred option will be selected.

Changes to the Proposal

The Fort Wayne District Technical Services Department shall be consulted if deviation from this document is determined to be necessary during a later phase of project development. The person initiating the change should send a memo to the Fort Wayne District Technical Services Director for concurrence. This memo should be routed through the Fort Wayne District Project Manager and the Technical Services System Assessment Manager. It should include justification for the change and the estimated cost difference.

APPENDICES

- 1. Alternative Plan View
- 2. Cost Estimate
- 3. Traffic Analysis
- 4. Traffic Data
- 5. Bridge Scoping Study

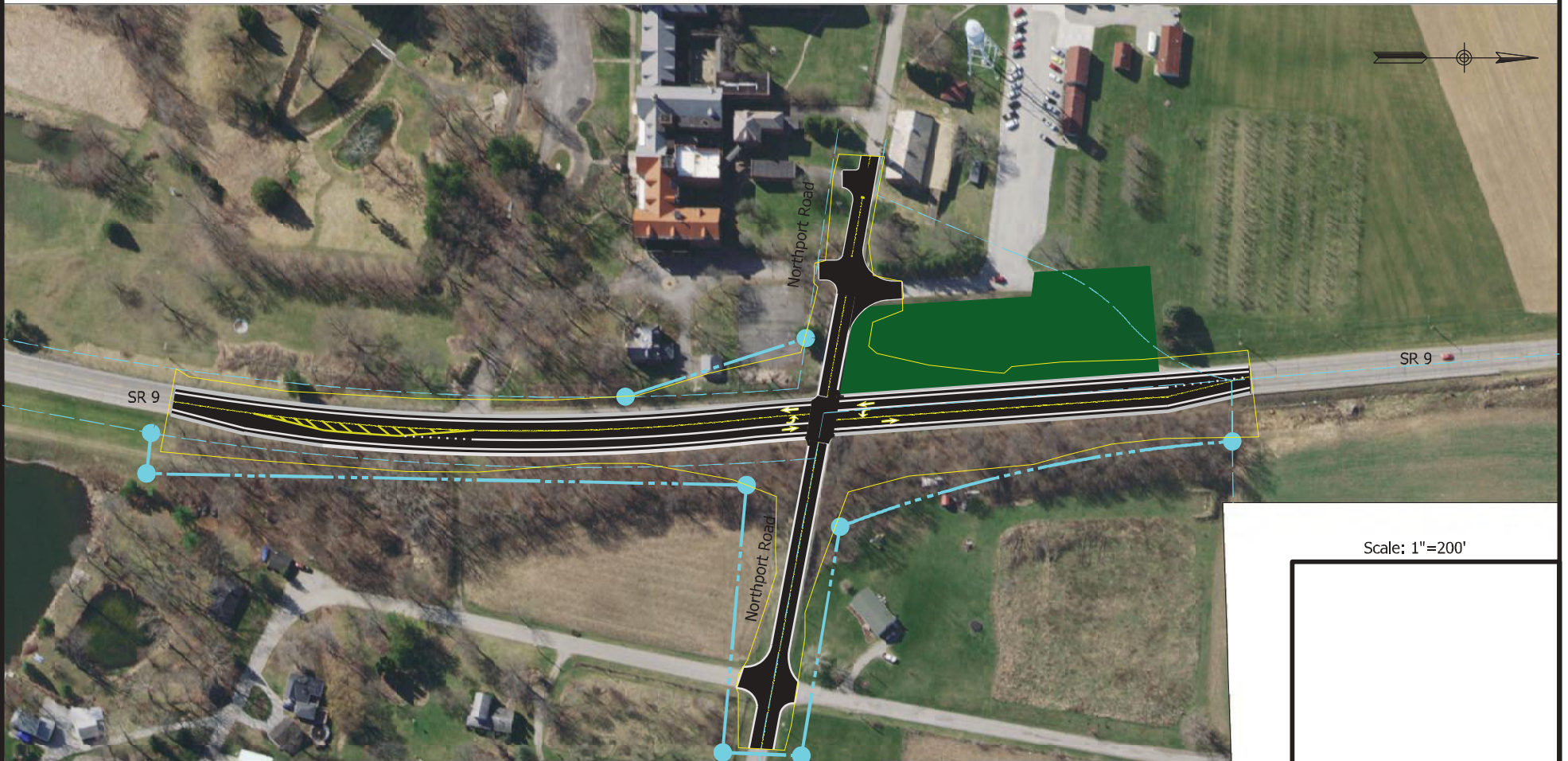
Prepared by: Jeffrey R. Andrews Date: 11/9/2018
Jeff Andrews P. E., M.B.A. , Project Manager, Burgess & Niple, Inc.

Concur: Donya LaRue Date: 01/04/2019
Donya LaRue, Project Manager

Concur: Randall Post Date: 2019.02.26 12:30:53 -05'00'
Randall Post, System Asset Manager

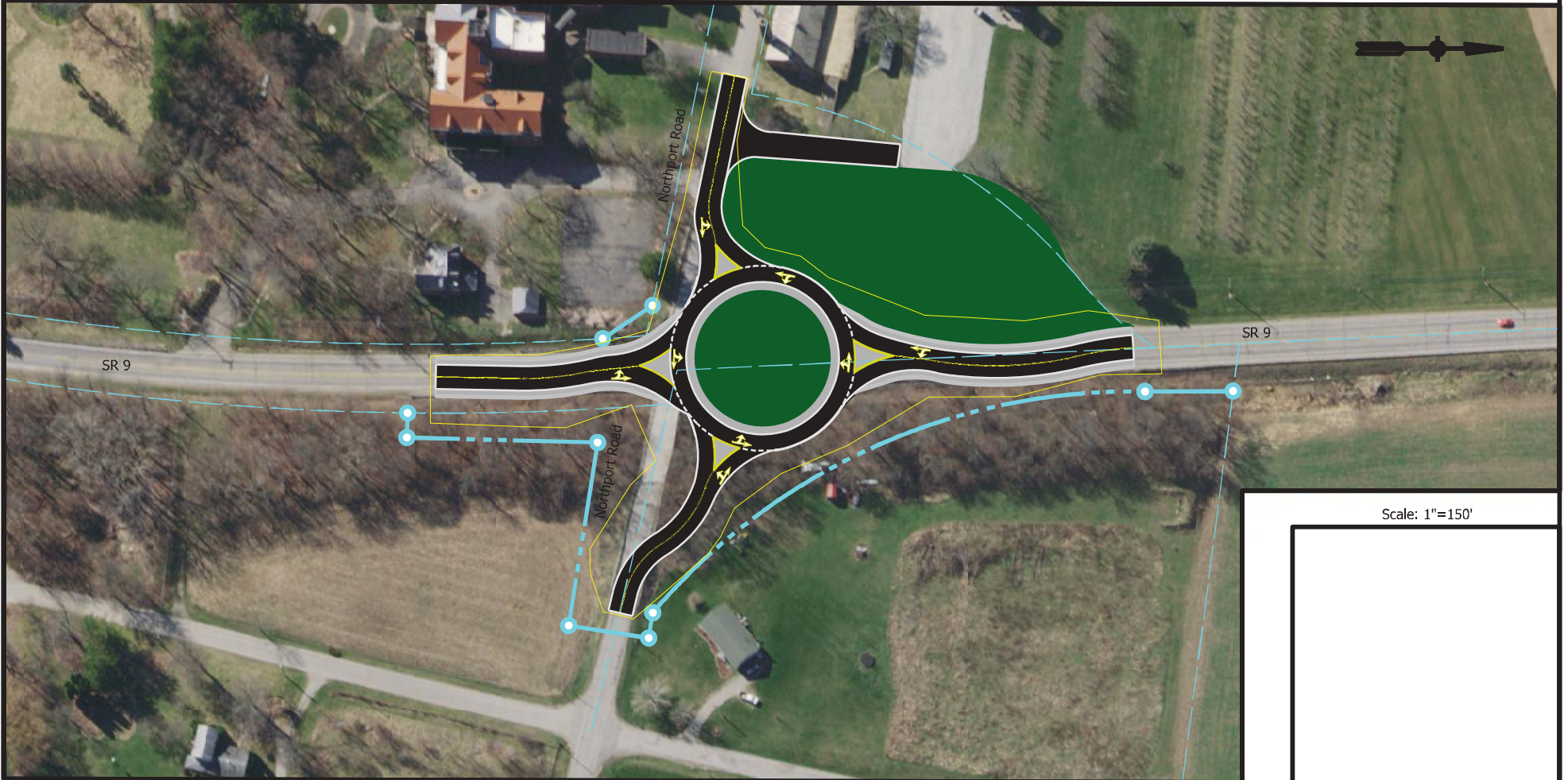
Concur: Susan J. Doell Date: 1/4/19
Susan Doell, Technical Services Scoping Manager

Four-Legged At-Grade Intersection

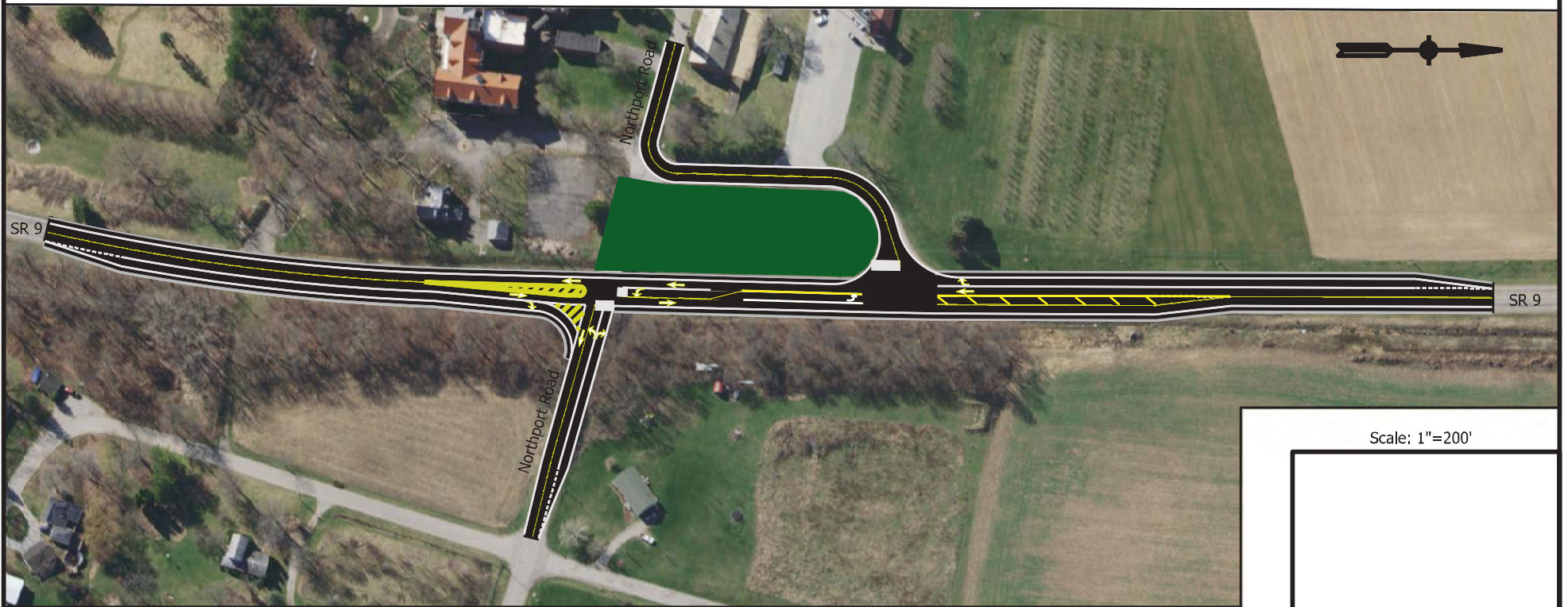


Scale: 1"=200'

Roundabout At-Grade Intersection



Staggered At-Grade Intersection



Bridge Inspection Report

009-57-02086 C
NORTHPORT ROAD
over
SR 9, ABANDONED RR



Inspection Date: 03/08/2021

Inspected By: Joshua Biller

Inspection Type(s): Routine

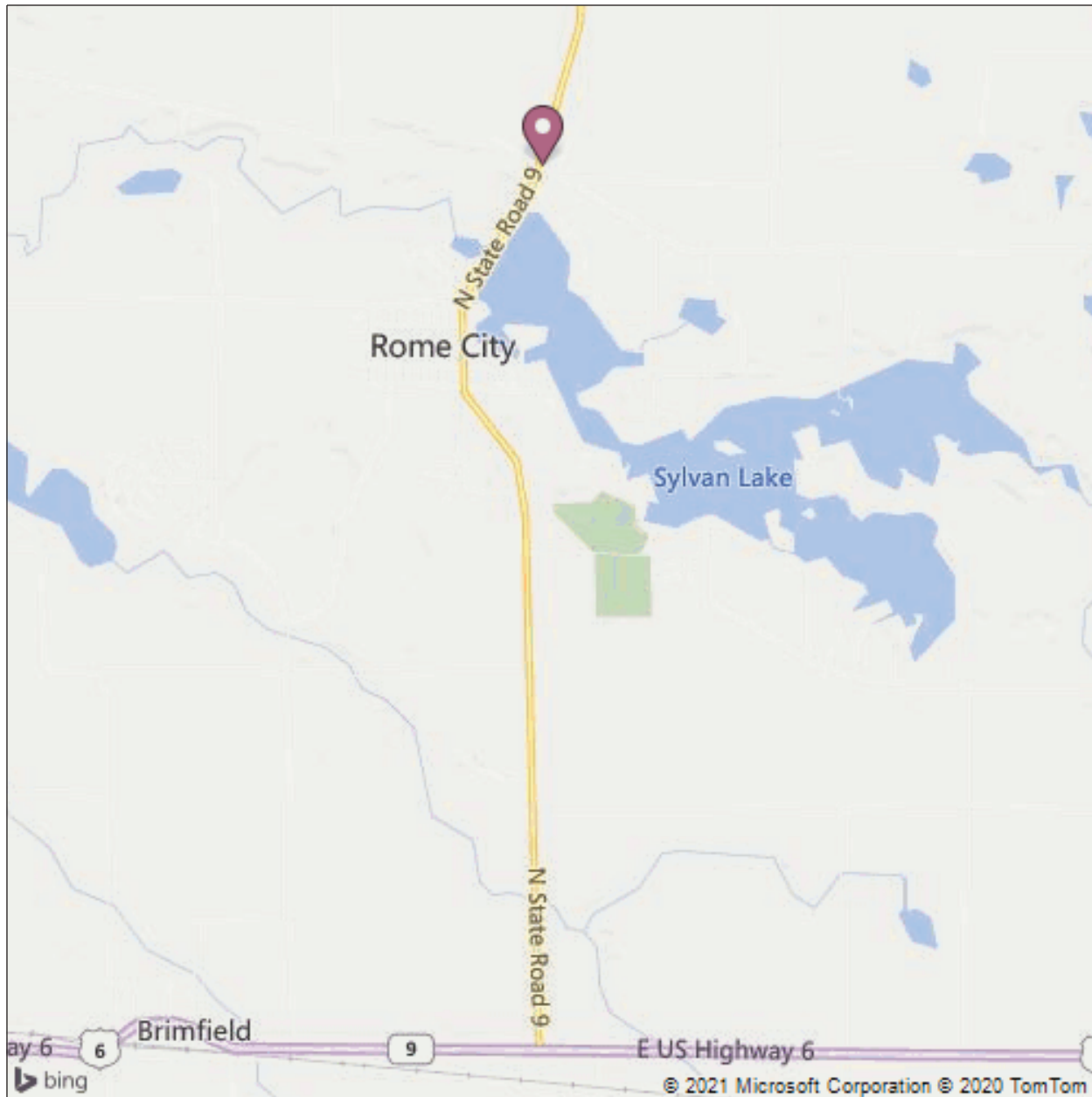
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Inspector: Joshua Biller
Inspection Date: 03/08/2021

Asset Name: 009-57-02086 C
Facility Carried: NORTHPORT ROAD

Bridge Inspection Report



Latitude: 41.50476
Longitude: -85.37052

Inspector: Joshua Biller
Inspection Date: 03/08/2021

Asset Name: 009-57-02086 C
Facility Carried: NORTHPORT
ROAD

Bridge Inspection Report

Northport Road over SR 9 & Abandoned Railroad {RP 177+53}

4-span-continuous, steel beam bridge built in 1937 {B-1486}.

"A" Rehab in 1976 {B-9869; approaches added, new deck and railings, bituminous overlay & membrane, partial substructure replacement}.

"B" Rehab in 1983 {B-14189; replace north fascia beam of Span B, with partial deck replacement}.

"C" Rehab in 1986 {B-15815; remove bituminous overlay, place rigid overlay, new joints, new railing posts & reset rails}.

Scheduled for removal and replacement with an at-grade intersection {B-40473, Des. 1601984, letting 2022-02-09}.

The railroad track under Span C was abandoned in 1982.

OVERALL: Fair Condition

Wearing Surface is 35 years old. Extensive patching with additional adjacent delamination/spalling. A few narrow-to-wide cracks. Tining is in poor condition (little grip).

Deck is 45 years old (a portion of Span B is 38 years old). Several full-depth patches. Outside of curb (fascia) has spalling with exposed rebar in places, but drip bead areas are still good. A few marbled areas and some longitudinal cracks with efflorescence along fillet edges (thicker areas above beams).

Superstructure is 84 years old (a portion of Span B is 38 years old). Heavy corrosion (minor section loss) above both end bents. Sliding shoe expansion bearings at end bents are no longer functional. Additional traffic damage to Span B beams (since 1983 work). A few touches of corrosion on top flanges (below deck cracks).

Substructure is 84 years old (with portions of all units 45 years old). Spalling/delamination to west abutment cap. Delamination and/or spalling with exposed rebar to a couple columns near roadway.

Inspector: Joshua Biller
 Inspection Date: 03/08/2021

Asset Name: 009-57-02086 C
 Facility Carried: NORTHPORT ROAD

Bridge Inspection Report

IDENTIFICATION

(1) STATE CODE:	185 - Indiana	(12) BASE HIGHWAY NETWORK:	0
(8) STRUCTURE:	002850	(13A) INVENTORY ROUTE:	
(5 A-B-C-D-E) INV. ROUTE:	1 - 4 - 1 - 00000 - 0	(13B) SUBROUTE NUMBER:	
(2) HIGHWAY AGENCY DISTRICT:	02 - Fort Wayne	(16) LATITUDE:	41.50476
(3) COUNTY CODE:	057 - NOBLE	(17) LONGITUDE:	-85.37052
(4) PLACE CODE:	85076 - WOLCOTTVILLE	(98) BORDER	
(6) FEATURES INTERSECTED:	SR 9, ABANDONED RR	A) STATE NAME:	
(7) FACILITY CARRIED:	NORTHPORT ROAD	B) PERCENT	%
(9) LOCATION:	03.74 N US 6	(99) BORDER BRIDGE STRUCT. NO:	
(11) MILEPOINT:	0000.000		

STRUCTURE TYPE AND MATERIAL

(43) STRUCTURE TYPE, MAIN:		(45) NUMBER OF SPANS IN MAIN 004 UNIT:	
A) KIND OF MATERIAL/DESIGN:	4 - Steel continuous	(46) NUMBER OF APPROACH SPANS:	0000
B) TYPE OF DESIGN/CONSTR:	02 - Stringer/Multi-beam or Girder	(107) DECK STRUCTURE TYPE:	1 - Concrete Cast-in-Place
(44) STRUCTURE TYPE, APPROACH SPANS:		(108) WEARING SURFACE/PROT SYS:	
A) KIND OF MATERIAL/DESIGN:	0 - Other	A) WEARING SURFACE:	3 - Latex Concrete or similar additive
B) TYPE OF DESIGN/CONSTR:	00 - Other	B) DECK MEMBRANE:	0 - None
		C) DECK PROTECTION:	0 - None

AGE OF SERVICE

(27) YEAR BUILT:	1937	(28) LANES:	
(106) YEAR RECONSTRUCTED:	1986	A) ON BRIDGE:	02
(42) TYPE OF SERVICE:		B) UNDER BRIDGE:	02
A) ON BRIDGE:	1 - Highway	(29) AVERAGE DAILY TRAFFIC:	000963
B) UNDER BRIDGE:	1 - Highway, with or w/out pedestrian	(30) YEAR OF AVERAGE DAILY TRAFFIC:	2019
		(109) AVERAGE DAILY TRUCK TRAFFIC:	09 %
		(19) BYPASS DETOUR LENGTH:	004 MI

Inspector: Joshua Biller
 Inspection Date: 03/08/2021

Asset Name: 009-57-02086 C
 Facility Carried: NORTHPORT ROAD

Bridge Inspection Report

GEOMETRIC DATA

(48) LENGTH OF MAX SPAN: 00048.0 FT	(35) STRUCTURE FLARED: 0 - No flare
(49) STRUCTURE LENGTH: 00179.0 FT	(10) INV RTE, MIN VERT CLEARANCE: 99.99 FT
(50) CURB/SIDEWALK WIDTHS:	(47) TOT HORIZ CLEARANCE: 025.6 FT
A) LEFT 00.0 FT	(53) VERT CLEAR OVER BR RDWY: 99.99 FT
B) RIGHT: 00.0 FT	(54) MIN VERTICAL UNDERCLEARANCE:
(51) BRDG RDWY WIDTH CURB-TO-CURB: 025.6 FT	A) REFERENCE FEATURE: H
(52) DECK WIDTH, OUT-TO-OUT: 028.6 FT	B) MIN VERT UNDERCLEAR: 14.97 FT
(32) APPROACH ROADWAY 026.0 FT	(55) LATERAL UNDERCLEARANCE RIGHT:
(33) BRIDGE MEDIAN: 0 - No median	A) REFERENCE FEATURE: H
(34) SKEW: 14 DEG	B) MIN LATERAL UNDERCLEAR: 009.8 FT
	(56) MIN LATERAL UNDERCLEAR ON LEFT: 000.0 FT

INSPECTIONS

(90) INSPECTION DATE: 03/08/2021	(91) DESIGNATED INSPECTION FREQUENCY: 12 MONTHS
(92) CRITICAL FEATURE INSPECTION:	(93) CRITICAL FEATURE INSPECTION DATE:
A) FRACTURE CRITICAL REQUIRED/FREQUENCY: N	A) FRACTURE CRITICAL DATE:
B) UNDERWATER INSPECTION REQUIRED/FREQUENCY: N	B) UNDERWATER INSP DATE:
C) OTHER SPECIAL INSPECTION REQUIRED/FREQUENCY: N	C) OTHER SPECIAL INSP DATE:

CONDITION

(58) DECK: 4 - Poor Condition (advanced deterioration)	(60) SUBSTRUCTURE: 4 - Poor Condition (advanced deterioration)
(58.01) WEARING SURFACE: 3 - Serious Condition	(61) CHANNEL/CHANNEL PROTECTION: N - Not Applicable
(59) SUPERSTRUCTURE: 4 - Poor Condition (advanced deterioration)	(62) CULVERTS: N - Not Applicable

CONDITION COMMENTS

(58) DECK: 4 - Poor Condition (advanced deterioration)
 Comments:
 Top: covered by rigid overlay;
 Underside:
 Span A: minor spalls to fillets over beams {all spans}; hairline transverse cracks with some light efflorescence;
 Span B: narrow, irregular transverse cracks at Bent 2; hairline crack with light efflorescence and some map cracks over SB side of roadway; a few hairline longitudinal cracks along edges of fillets (thicker areas above beams);
 Span C: similar to Span B; full-depth patching; map cracks with rust stains over Bent 4; numerous surface patches (from construction);
 Span D: similar to Span B; diagonal strip of map cracks with rust stains and light efflorescence; some full-depth patching; curbs/copings have delamination and spalling with exposed rebar below aluminum railing posts (especially SE corner);

Inspector: Joshua Biller
Inspection Date: 03/08/2021

Asset Name: 009-57-02086 C
Facility Carried: NORTHPORT ROAD

Bridge Inspection Report

(58.01) WEARING SURFACE: 3 - Serious Condition

Comments:

Approximately 10% of the deck was patched in 2016, with total delaminated area still remaining above 25% (contract did not allow additional quantity; selective applied to stabilize surface). Some of the patching is unsound, and adjacent areas are spalling (at least 20 SFT will need immediate repair).

(59) SUPERSTRUCTURE: 4 - Poor Condition (advanced deterioration)

Comments:

Span A: heavy corrosion (with some section loss) at west ends (1' each) of beams & end diaphragms; moderate corrosion a few more feet on many beams;

Span B: Beam 1 has collision damage (deflected by roughly 3" to the south, the north edge of the bottom flange is flared upward by 2"). The damage is 1' from an interior diaphragm, the lower portion of the web is bent outward by less than 1/2" by the diaphragm. A few other beams have minor traffic damage.

Span C: heavy corrosion (with some section loss) at west ends (1' each) of beams; with moderate corrosion a few more feet on all beams; most of the end diaphragms have heavy section loss;

Note: some uplift of deck ends due to pack rust at bearings;

(60) SUBSTRUCTURE: 4 - Poor Condition (advanced deterioration)

Comments:

Abutment 1 (west): cap has extensive delamination and spalling (with some exposed rebar); backwall has some deterioration;
Bent 2: cap has a delaminated area; Column 1 has a spall with exposed rebar;
Bent 3: Column 1 has a delamination/spall; cap has an area of delamination;
Bent 4: cap has a few areas of delamination; Column 2 has an area of delamination (covered with paint);
Abutment 5: cap has a few cracks with rust stains and some minor delamination; backwall has minor spalling and some rust stains;

(61) CHANNEL/CHANNEL PROTECTION N - Not Applicable

Comments:

(62) CULVERTS: N - Not Applicable

Comments:

LOAD RATING AND POSTING

(31) DESIGN LOAD:	4 - H 20	(66) INVENTORY RATING:	23
(70) BRIDGE POSTING	5 - Equal to or above legal loads	(65) INVENTORY RATING METHOD: 1 - Load Factor (LF)	
(41) STRUCTURE OPEN/POSTED/CLOSED:	A - Open	(66B) INVENTORY RATING (H):	16
(64) OPERATING RATING:	38	(66C) TONS POSTED :	
(63) OPERATING RATING METHOD:	1 - Load Factor (LF)	(66D) DATE POSTED/CLOSED:	

Inspector: Joshua Biller
 Inspection Date: 03/08/2021

Asset Name: 009-57-02086 C
 Facility Carried: NORTHPORT ROAD

Bridge Inspection Report

APPRAISAL

SUFFICIENCY RATING:	41.0	(36) TRAFFIC SAFETY FEATURE:	
STATUS:	1	36A) BRIDGE RAILINGS:	0
(67) STRUCTURAL EVALUATION:	4	36B) TRANSITIONS:	0
(68) DECK GEOMETRY:	4	36C) APPROACH GUARDRAIL:	0
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL:	5	36D) APPROACH GUARDRAIL ENDS:	0
(71) WATERWAY ADEQUACY:	N - Not Applicable		
Comments:			
(72) APPROACH ROADWAY ALIGNMENT:	6 - Equal to present minimum criteria		
Comments:			
(113) SCOUR CRITICAL BRIDGES:	N - Not over waterway		
Comments:			

CLASSIFICATION

(20) TOLL:	3 - On Free Road	(21) MAINT. RESPONSIBILITY:	01 - State Highway Agency
(22) OWNER:	01 - State Highway Agency	(26) FUNCTIONAL CLASS OF INVENTORY RTE:	07 - Rural - Major Collector
(37) HISTORICAL SIGNIFICANCE:	5 - Not eligible	(100) STRAHNET HIGHWAY:	Not a STRAHNET route
(101) PARALLEL STRUCTURE:	N - No parallel structure	(102) DIRECTION OF TRAFFIC:	2-way traffic
(103) TEMPORARY STRUCTURE:		(104) HIGHWAY SYSTEM OF INVENTORY ROUTE:	0 - Structure/Route is NOT on NHS
(105) FEDERAL LANDS HIGHWAYS:	0-Not Applicable	(110) DESIGNATED NATIONAL NETWORK:	Inventory route not on network
(112) NBIS BRIDGE LENGTH:	Yes		

NAVIGATION DATA

(38) NAVIGATION CONTROL:	N - Not applicable, no waterway	(39) NAVIGATION VERTICAL CLEAR:	000.0 FT
(111) PIER OR ABUTMENT PROTECTION:		(116) MINIMUM NAVIGATION VERT. CLEARANCE, VERT. LIFT BRIDGE:	FT
		(40) NAV HORIZONTAL CLEARANCE:	0000.0 FT

PROPOSED IMPROVEMENTS

(75A) TYPE OF WORK:		(95) ROADWAY IMPROVEMENT COST:	\$ 000000
(75B) WORK DONE BY:		(96) TOTAL PROJECT COST:	\$ 000000
(76) LENGTH OF IMPROVEMENT:	00000.0 FT	(97) YR OF IMPROVEMENT COST EST:	
(94) BRIDGE IMPROVEMENT COST:	\$ 000000	(114) FUTURE AVG DAILY TRAFFIC:	003113
		(115) YR OF FUTURE ADT:	2032

Inspector: Joshua Biller
Inspection Date: 03/08/2021

Asset Name: 009-57-02086 C
Facility Carried: NORTHPORT ROAD

Bridge Inspection Report



PHOTO 1

Description North Side



PHOTO 2

Description West Joint and Approach

Bridge Inspection Report



PHOTO 3

Description Wearing Surface (NW corner, looking SE)



PHOTO 4

Description Wearing Surface (above Bent 2, looking NE)

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Inspection Date: 03/08/2021

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Facility Carried: NORTHPORT ROAD

Bridge Inspection Report



PHOTO 5

Description Wearing Surface (SE corner, looking NW)



PHOTO 6

Description East Approach and Joint

Bridge Inspection Report



PHOTO 7

Description Looking West (across bridge)



PHOTO 8

Description Along South Fascia (SE corner)

Bridge Inspection Report



PHOTO 9

Description Span D Bearings at Abutment 5



PHOTO 10

Description Span D Underside and Abutment 5

Bridge Inspection Report



PHOTO 11

Description Span D Underside and Bent 4



PHOTO 12

Description Span C Underside and Bent 4

Bridge Inspection Report



PHOTO 13

Description Bent 3 (north column, looking NE)



PHOTO 14

Description Span B Underside and Bent 3

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Inspection Date: 03/08/2021

Asset Name: 009-57-02086 C
Facility Carried: NORTHPORT ROAD

Bridge Inspection Report



PHOTO 15

Description Span B Underside (north fascia in upper left)



PHOTO 16

Description Bent 2 Columns (looking SW)