

PRELIMINARY DRAFT DRAFT FINAL DESIGN SUMMARY
Road Bridge or Culvert Project

March 28, 2013

Route: **Tracy Street**

Des. No.: **1005995**

Project No.: **1005995**

Structure File: **N/A**

Over: **N/A**

County: **Wells**

Federal Oversight: Yes No

Location and Project Description

The project is located in Section 6 of Township 27 North, and Range 11 East in Markle, in Wells County, Indiana.

The proposed design will be a reconstruction of Tracy Street between S.R. 116 and C.R. 600N. The typical section of Tracy Street will include two 12-foot lanes of composite pavement (HMA over aggregate) with a left-turn lane from the gravel entrance of Wayne Metals to U.S. 224. The section will also include a 2.6-foot wide combined curb and gutter and a 5-foot wide concrete sidewalk with a 5-foot wide parkway on the west side of Tracy Street from S.R. 116 to Country Side Drive.

The existing street approaches will be reconstructed with the mainline pavement design, and curb and gutter will be installed. The roadway will drain to a proposed storm sewer system located under the roadway from U.S. 224 south toward an existing 24-inch outfall pipe near the intersection of Red Willow Way. Right-turn deceleration lanes will be constructed for the eastbound traffic on the south side U.S. 224 and for the westbound traffic on the north side of S.R. 116. The project will also include curb ramps at all public road crossings conforming to American with Disabilities Act (ADA) standards. Ground-mounted signage and pavement markings are also included in the project.

Need for Improvement

The existing Tracy Street corridor consists of a chip-and-seal roadway of varying width at an average of 16 feet. The reconstruction of Tracy Street will support the commercial and residential expansion, including the truck traffic generated by Wayne Metals.

Currently, pedestrians walking north toward the Walking Park walk in the street. The addition of a sidewalk on the west side of Tracy Street will provide connectivity and a safe route for pedestrians traveling from the subdivisions south of S.R. 116 and Red Willow Way.

Prior Studies and Considerations

Fish and Wildlife Meeting Held: **N/A**

Environmental Document Type and Approval Date: **Level 2 CE, Approved for Public Comment: 5/7/12**

Environmental Document Addendum Type and Approval Date: **N/A**

Preliminary Field Check Held: **6/3/12**

Environmental Permit Required, Date Received

IDEM Rule 5, Pending

IDNR Construction in a Floodway, Pending

Design Data

Project Design Criteria: **The Indiana Design Manual, Chapters 203 & 302**

Functional Classification: **Urban Collector**

Terrain: **Level**

Design Speed: **45 mph**

Posted Speed Limit: **35mph**

Access Control: **None**

Number of Lanes and Width: **2 at 12' each**

Shoulders Width and Type: **N/A**

Maximum Right-of-Way Width: **40'**

Minimum Right-of-Way Width: **28'**

Traffic Data

	Tracy Street	Morse Street (S.R. 116)	Logan Street (U.S. 224)
AADT (2010)	470 VPD	2,447 VPD	2,896 VPD
AADT (2034)	756 VPD	3,935 VPD	4,658 VPD
DHV (2034)	76 VPH	400 VPH	470 VPH
Comm. Veh. (DHV)	3% AADT	30% AADT	44% AADT
Comm. Veh. (DHV)	3% DHV	30% DHV	44% DHV

Description of Right of Way

- The proposed project will not require additional permanent right of way.
 The proposed project will require an additional total of 1.509 acres of permanent right of way from the properties as follows:

Parcel	Owner	Permanent Right-of-Way	Station	Offset
1	Kevin & Linda Woodward	0.051	10+40 - 12+15 Rt.	30'
2	Rodney L. Brenda S. Zeddis	0.061	12+15 - 15+00 Rt.	30'
3	Mary V. Smith	0.061	15+50 - 17+92 Rt.	30'
4	Kedric Joe & Sharleen M. Carnes	0.061	17+92 - 20+33 Rt.	30'
5	Deborah A. Rudig	0.073	20+33 - 23+24 Rt.	30'
6, 6A	Phyllis A. Rittenhouse	0.285	23+24 - 26+15 & 28+45 - 35+88 Rt.	30'
7	William D. & Phyllis Rittenhouse	0.058	26+15 - 28+45 Rt.	30'
8	Brian W. & Lisa Street	0.024	35+88 - 37+34 Rt.	28'
9	State of Indiana DNR	0.036	38+52 - 39+78 Rt.	30'
10	Mark E. & Rebecca D. Hauenstein	0.037	38+53 - 39+79 Rt.	30'
11,11A, 11B,11C	HJM LLC	0.347	28+00 - 37+21 Lt.	30' & 40'
12	Phyllis A. Rittenhouse & Et Al	0.041	25+61 - 27+25 Lt.	30'
13	Markle 1041 LLC	0.136	20+53 - 25+61 Lt.	30'
14	Trent A. & Jamie E. Winkler	0.037	18+56 - 20+03 Lt.	30'
15	Gary Lee & Michelle A. Roeback	0.037	17+07 - 18+56 Lt.	30'
16	Jedidiah C Stout	0.062	14+59 - 17+07 Lt.	30'
17	Rashell & Jeffrey A. Humbarger	0.047	12+71 - 14+59 Lt.	30'
18	Harold D. & Liz L. Clark	0.027	11+63 - 12+71 Lt.	30'
19	Cozette L. Weaver	0.028	10+40 - 11+63 Lt.	30'

- Relocations of businesses or residents will not be required.
 Relocations of businesses or residents will be required of the properties as follows:

- The proposed project will not require additional temporary right of way.
- The proposed project will require an additional total of 0.134 acres of temporary right of way from the properties as follows:

Parcel	Owner	Temporary Right-of-Way	Station	Offset
1A & 1B	Kevin & Linda Woodward	0.010	10+40 - 12+15 Rt.	30'
2A	Rodney L. Brenda S. Zeddis	0.003	12+15 - 15+00 Rt.	30'
3A	Mary V. Smith	0.004	15+50 - 17+92 Rt.	30'
4A	Kedric Joe & Sharleen M. Carnes	0.010	17+92 - 20+33 Rt.	30'
5A	Deborah A. Rudig	0.003	20+33 - 23+24 Rt.	30'
7A	William D. & Phyllis Rittenhouse	0.007	26+15 - 28+45 Rt.	30'
8A	Brian W. & Lisa Street	0.015	35+88 - 37+34 Rt.	28'
10A	Mark E. & Rebecca D. Hauenstein	0.007	38+53 - 39+79 Rt.	30'
11D, 11E, 11F	HJM LLC	0.022	28+00 - 37+21 Lt.	30' & 40'
13A	Markle 1041 LLC	0.013	20+53 - 25+61 Lt.	30'
15A	Gary Lee & Michelle A. Roeback	0.011	17+07 - 18+56 Lt.	30'
16A	Jedidiah C Stout	0.007	14+59 - 17+07 Lt.	30'
17A	Rashell & Jeffrey A. Humbarger	0.003	12+71 - 14+59 Lt.	30'
18A	Harold D. & Liz L. Clark	0.012	11+63 - 12+71 Lt.	30'
19A	Cozette L. Weaver	0.007	10+40 - 11+63 Lt.	30'

Estimated Costs

	Year: 2012	Year*: 2014
Preliminary Engineering:	\$ 244,760.00	\$ 244,760.00
Right of Way:	\$ 96,100.00	\$ 96,100.00
Construction:	\$ 1,609,564.75	\$ 1,707,587.25*
 Total Cost:	 \$ 1,930,424.75	 \$ 2,028,447.25

* 3 % annual inflation is used for projection

Maintenance of Traffic During Construction

During construction, traffic will be

- maintained by utilizing the existing roadway of Tracy Street.
- placed onto an official detour over State-maintained routes, using portions of _____, and _____, adding _____ to a through trip. Local routes can be used by local traffic, adding _____ to a through trip. Delay to emergency and public services will be about _____ minutes using the detours. The cost to the public to use the detours will be \$ _____, assuming

that _____ % use the local detour, or _____ AADT, during a _____-day detour, and \$ _____ / user cost.

Mitigation Measures

The following project-specific mitigation measures are required.

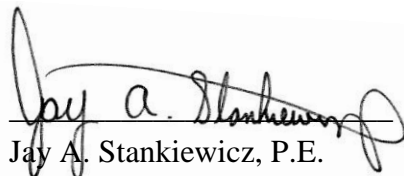
- Woody revegetation will be placed in specific areas.
- “Do Not Mow or Spray” signs will be posted along the right of way.
- “Do Not Spray” signs will be posted along the right of way, since legume seed mixture will be used.

Other Specific Mitigation Measures: **N/A**

Public Involvement

No views or opinions other than those of the officials of the highway organizations and the affiliated workers have been expressed in this report.

- An opportunity for a public hearing will be offered through advertising in local newspapers. All opinions or comments received by the published deadline will be attached to this report.
- An opportunity for a public hearing will not be offered through advertising in local newspapers.
- A public hearing will be scheduled. All comments received at the public hearing will be attached to this report including their resolutions.
- A public hearing will not be scheduled.



Jay A. Stankiewicz, P.E.
Project Manager

Attachments:

- Fish and Wildlife Meeting Report
- Field Check Report
- Public Hearing Transcript
- Public Hearing Comments and Resolutions

ABBREVIATED ENGINEER'S ASSESSMENT