
BRISTOL STREET ROADWAY RECONSTRUCTION PROJECT

ELKHART, ELKHART COUNTY, INDIANA
DES. NO. 1801611

PROJECT INFORMATION PACKET



AMERICAN
STRUCTUREPOINT
INC.

Contact: Scott Farrell, American Structurepoint, Inc.

(317) 547-5580 or sfarrell@structurepoint.com

January 19, 2023

Welcome Concerned Citizens, Local Residents, and Elected/Local Public Officials to the Town of Elkhart's public hearing regarding the proposed Bristol Street Roadway Reconstruction Project (Des. No. 1801611).

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

1. **Complete a comment form** and return it to American Structurepoint, Inc. (see below) Comment forms are available at the sign-in table and also included in your information packet. Comment forms are also available at the project website at www.structurepointpublic.com/bristolstreet
2. **Participate as a speaker** during the comment session following tonight's presentation.
3. **Complete the digital comment box** on the project website at www.structurepointpublic.com/bristolst.
4. **E-mail comments** to Scott Farrell of American Structurepoint, Inc. at sfarrell@structurepoint.com.
5. **Mail comments** to Scott Farrell of American Structurepoint, Inc. at 9025 River Road, Suite 200, Indianapolis, Indiana 46240.
6. **Fax comments** to Scott Farrell of American Structurepoint, Inc. at (317) 547-2070.

Please submit comments by (or have comments postmarked by) **February 6, 2022**. Comments will be reviewed and considered as part of the decision making process. If you have any questions concerning the proposed project or submitting comments, please contact Scott Farrell of American Structurepoint, Inc. at (317) 547-5580 or sfarrell@structurepoint.com.

Preliminary design plans along with the CE document and other project documents are available for review at following locations:

1. In-person at:
 - a. Information stations around the room at the hearing
 - b. Elkhart Public Library, 300 South 2nd Street, Elkhart, IN 46516
2. Online at the American Structurepoint, Inc. Website - www.structurepointpublic.com/bristolstreet

Public Hearing Agenda

1. Meeting Called to Order
2. Formal Presentation
3. Public Comment Session
4. Project Open House

All substantive comments received will be evaluated and responded to in writing within subsequent project documentation. The documentation will address concerns presented during the public comment process and describe project decisions reached following careful consideration of views and/or concerns of the public.

The project team will be available at the information stations around the room to explain project details and address questions prior to and following the public hearing.

After the hearing, anyone may view the presented information (formal presentation, environmental document with preliminary project plans, project exhibits, etc.) at the project website:

www.structurepointpublic.com/bristolstreet.

Project Description

The City of Elkhart, with administrative oversight from the Indiana Department of Transportation (INDOT) and funding from the Federal Highway Administration (FHWA), is developing plans for the proposed Bristol Street Roadway Reconstruction Project (Des. No. 1801611) located in Elkhart, Elkhart County, Indiana.

The need is evidenced by the backup of vehicles along this section of Bristol Street, a result of vehicles stopping while attempting to turn left across the roadway, ponding of water during rain events, and the lack of pedestrian facilities.

Currently, there are approximately 46 access points along this portion of Bristol Street at intersecting roadways, businesses, and residences. This results in vehicles attempting left turn movements from the eastbound/westbound lanes for access to residences and businesses along the roadway, including truck traffic, which accounts for 10% of the project area traffic. Currently, the only stop controlled intersections through the project area between Jeanwood Drive and CR 15 are stop lights at Jeanwood Drive, Cobblestone Boulevard, Homeland Road, and CR 15. Due to this, traffic flows relatively freely between Jeanwood Drive and CR 15 and requires left turn movements to be dependent on the amount and frequency of gaps occurring in traffic flow. These attempted turns create stopped traffic conditions due to the wait time for a gap to occur in the traffic flow and additional vehicles waiting behind the turning vehicle. Additionally, insufficient storm water drainage along Bristol Street within the project area leads to ponding of water along sections of the roadway during rain events.

Currently, the only existing sidewalks along this portion of Bristol Street include a 4-foot wide sidewalk along the north side of Bristol Street beginning just west of Pinewood Elementary School and terminating at Stone Court and a 5-foot wide sidewalk along the south side of Bristol Street beginning at the western termini for the project area and terminating at the Elkhart Public Library. No other sidewalks exist along this portion of Bristol Street, in part, due to the presence of steep drop-offs located adjacent south of the roadway in some areas. The existing sidewalks within the area lack connectivity, which results in pedestrians utilizing the roadway or an area immediately adjacent to the roadway. Therefore, there is an increased potential for vehicle and pedestrian conflict. The lack of sidewalks along this portion of Bristol Street, as well as the lack of connectivity between existing sidewalks, prevent pedestrians from moving safely along the corridor to access residences and businesses.

The purpose of the proposed project is to improve left turn mobility for vehicles, improve existing surface drainage facilities, and to reduce the potential of vehicle and pedestrian conflicts while also increasing pedestrian mobility along Bristol Street.

The current project consists of widening Bristol Street to accommodate one 11-foot wide through lane in each direction (one westbound/one eastbound) with a center two way-left-turn lane (TWTL) throughout the majority of the project corridor. The existing four-lane section between Jeanwood Drive to just east of Pinewood Elementary School will be reduced to the proposed three-lane typical roadway section allowing the roadway cross-section to be reallocated for other uses (i.e. the proposed sidewalk along the north side of the road and multi-use path along the south side of the road discussed below). The existing two-lane section between Pinewood Elementary School and just west of Glenwood Park Drive will be maintained due to minimal driveways and/or access points. The existing two-lane section from just west of Glenwood Park Drive to CR 15 will be widened to the three-lane typical roadway section. A 5-foot wide sidewalk will be constructed along the north side of the roadway and a sodded buffer strip, typically 5-foot wide, will be installed between the curb and sidewalk. Locations exist through the project corridor

where the existing sidewalk along the north side of the roadway will remain in place and new sidewalk will be tied in. The existing sidewalk is in good condition and is compliant with the American Disabilities Act (ADA); therefore, reconstruction of the existing sidewalk at this location is not warranted. A 10-foot wide multi-use path will be constructed along the south side of the roadway and a sodded buffer strip, typically 5-foot wide, will be installed between the curb and multi-use path. The multi-use path is being constructed along the south side of the roadway in order to tie into the existing Walker Park/Pinewood School Trail. Additionally, a mid-block crossing for the multi-use path will be constructed approximately 50 feet east of the western Pinewood School exit.

A retaining wall is proposed at a location in the project corridor where a steep drop-off is present. By constructing a retaining wall at the location of the steep drop-off along the roadway, the multi-use path along the south side of the roadway can be constructed closer to the shoulder of Bristol Street; therefore, eliminating the need to construct a 3:1 slope reducing the amount of right-of-way acquisition. Concrete curb and gutters, curb inlets, and storm sewers will be constructed from just west of Glenwood Park Drive to the end of the project.

New curb and gutters, curb inlets, and modifications to the existing storm sewer will occur along the section where the number of lanes will be reduced. Extending from the southwest quadrant of the intersection of Bristol Street and CR 15, the storm sewer will extend south along the west side of CR 15 for approximately 800 feet (approximately 0.16 mile), terminating at an outlet point conveying storm water toward UNT-1. Excavation will occur to approximately 12-feet below ground surface (bgs) for the installation of a 30-inch storm sewer. Construction limits along CR 15, required for the installation of the storm sewer, consist of an approximately 9-foot wide corridor extending from Bristol Street south to the storm sewer outlet. All work along CR 15 will be conducted within the existing right-of-way, and is only limited to storm sewer installation. No roadway improvement work associated with CR 15 is planned as part of this project.

Work occurring between 100 to 300 feet from the roadway includes the construction of a storm sewer outfall approximately 190 feet east of the intersection of Bristol Street and Evergreen Place on the south side of Bristol Street. An approximately 100-foot long storm sewer will be constructed south of Bristol Street. A riprap pad will be placed at the south end of the storm sewer outfall and a ditch will be graded for approximately 80 feet to the south where it will drain to UNT-1, an Elkhart County Legal Drain.

Signal modifications will occur at the intersections of Bristol Street with Jeanwood Drive, Cobblestone Boulevard, and Homeland Road. At the intersections of Jeanwood Drive and Cobblestone Boulevard, signal heads will be added or moved as needed. At the intersection of Homeland Road, a new signal pole will be added in the southwest corner. Pedestrian push buttons will be added as needed. All intersections will require updated pavement markings to account for the new configuration of Bristol Street. Additionally, reconstruction of Homeland Road will be completed at the intersection of Bristol Street for approximately 80 feet to the north and approximately 90 feet to the south from the center of the intersection. This reconstruction is required to account for the steep grade of Homeland Road in relation to the construction of ADA compliant pedestrian crossings at the intersection.

The acquisition of approximately 5.247 acres of new permanent right-of-way and 1.296 acres of temporary right-of-way is anticipated for the completion of the project. In addition to the permanent and temporary right-of-way acquisition, approximately 3.550 acres of right-of-way will be reacquired for the completion of the project. Total right-of-way width throughout the project corridor will vary from 75 feet to 125 feet from the centerline of the roadway.

Project Schedule

Milestone	Completed/Expected Dates
Environmental Document Release for Public Involvement	October 6, 2022
Public Comment Opportunity	January 6 – February 6, 2023
Right-of-Way Appraising Begins	Spring 2023
Anticipated Construction Start	2024/2025

Description of Right-of-Way

The project will require the acquisition of right-of-way. Acquisition information is available at the hearing information stations and at the project website at www.structurepointpublic.com/bristolstreet or http://www.fhwa.dot.gov/real_estate/. The project will acquire approximately 5.247 acres of new permanent right-of-way. Approximately 3.550 acres of apparent right-of-way will be reacquired. And 1.296 acres of temporary right-of-way will be acquired for construction of the project. There will be no relocations due to the acquisition of right-of-way for this project.

Estimated Project Cost

The estimated cost for this project is approximately \$9,200,000 which includes design, right-of-way, and construction. Both federal and local funding will be used. The project is included in the 2022-2026 Statewide Transportation Improvement Program (STIP).

Maintenances of Traffic (MOT)

The MOT for the project will require phased construction while maintaining one lane of traffic in each direction. Temporary short-term closures (less than 30 days) will be required to complete construction at isolated locations along the corridor. The detour will close Bristol Street to through traffic between Jeanwood Drive and Greenwood Park Drive. The detour will divert eastbound traffic from Jeanwood Drive to Evergreen Place, and then back to Bristol Street. The inverse will be used for westbound traffic.

Access to all properties along the project corridor will be maintained during construction. New curb ramp and sidewalk construction will result in the temporary closure and detour of existing sidewalks. Advanced warning signs will be used to detour pedestrian traffic to avoid construction areas at existing sidewalks. Temporary asphalt pavement and a temporary barrier will be constructed along the south side of Bristol St. for pedestrian use during Phase I. Pedestrian traffic will then be directed to use the newly-constructed sidewalks along the north side of Bristol St. during Phase 2 and Phase 3. Pedestrian detours will be ADA-compliant and access will be maintained to all facilities within and adjacent to the project corridor. The MOT along Bristol Street will require lane restrictions and will be conducted in three phases.

MOT for Phase 1a will close the south side of Bristol Street while temporary pavement is constructed. The temporary pavement will be utilized during future MOT phases. Traffic will be shifted to the north and two approximate 10-foot wide travel lanes (one in each direction) will be maintained.

MOT for Phase 1b will close the westbound travel lane as well as the shoulder and sidewalk along the north side of the roadway. Westbound traffic will be shifted south to the eastbound travel lane. Eastbound traffic will be shifted south to the temporary pavement that was constructed in Phase 1a. Two lanes of

traffic (one in each direction) will be maintained while construction commences on the westbound travel lane and the TWTL.

MOT for Phase 2 will close the eastbound travel lane as well as the shoulder and temporary pavement along the south side of the roadway. Eastbound traffic will be shifted north to the TWTL that was constructed in Phase 1b. Westbound traffic will utilize the newly constructed westbound travel lane. Two lanes of traffic (one in each direction) will be maintained.

MOT for Phase 3 will close Bristol Street to through traffic between Jeanwood Drive and Greenwood Park Drive. The detour will divert eastbound traffic to the north along Jeanwood Drive for approximately 0.38 mile to Evergreen Place. The detour route will then move east/southeast along Evergreen Place for approximately 0.71 mile, and then back to Bristol Street. The inverse will be used for westbound traffic

The MOT will remain in place for approximately 22 months.

Environmental Documentation

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) have reviewed the Categorical Exclusion (CE) Level 3 environmental document prepared by American Structurepoint, Inc. for this project and released the document for public involvement on October 6, 2022. The CE evaluates the impact of the Bristol Street Roadway Reconstruction Project on the natural and human environment. No area of potentially significant impacts have been identified.

Water Resources

A wetland delineation was completed on December 15, 2021 that identified any water resources within the project area. It was determined that one stream, UNT 1 (Coe-Meyer-Fisher Ditch), and two wetlands, Wetland A and Wetland B, were located within the project area. UNT 1, Wetland A, and Wetland B would likely be considered jurisdictional waters of the U.S. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

UNT 1 is located approximately 0.3 mile south and 0.3 mile east of the intersection of Bristol Street and Evergreen Place. The OHWM of UNT 1 is 28-feet wide by 3.5-feet deep. Approximately 2 linear feet of permanent stream impacts are anticipated to UNT 1 for construction of the storm sewer outlet as well as for the placement of riprap for erosion control purposes. Due to the placement of fill below the OHWM of UNT 1, a Section 401 Regional General Permit (RGP) from Indiana Department of Environmental Management (IDEM) and a Section 404 RGP from the USACE are anticipated for impacts to waters of the U.S. Complete avoidance of the stream was not practical due to the culvert requiring the placement of riprap for erosion control. Mitigation for stream impacts is not anticipated, but will be determined during permitting.

Wetland A is located along UNT 1, approximately 0.03 mile east of Evergreen Place and approximately 0.02 mile south of Bristol Street. Approximately 0.007 acre of impacts are anticipated for the placement of riprap for a storm sewer outlet.

Wetland B is within a low-lying drainage swale approximately 0.16 mile south of the intersection of Bristol Street and CR 15 and is possibly associated with the remnant channel of UNT 1 or larger wetland, which

existed prior to channelization. Approximately 0.001 acre of impacts are anticipated for the placement of riprap for a storm sewer outlet.

Cultural Resources

Section 106 of the National Historic Preservation Act requires that all above ground structures 50 years old or older be evaluated for eligibility for the National Register of Historic Places (NRHP). It also requires below ground, or archaeological investigation, to look for things that people have made, used, or left behind.

To meet the requirements of Section 106, archaeological investigations were conducted: Three archaeological sites were identified within the project area. All three of these sites were determined to be not eligible for listing in the National Register. No further investigation is warranted.

On June 30, 2022, the INDOT CRO determined that this project falls within the guidelines of Category B, Type 1, Type 3, Type 8, and Type 9 under the Minor Projects Programmatic Agreement.

Category B, Type 1 covers “replacement, repair, or installation of curbs, curb ramps, or sidewalks, including when such projects are associated with roadway work such as surface replacement, reconstruction, rehabilitation, or resurfacing projects including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking under condition A-ii, which states “work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT CRO determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area.” And condition B-i which states “work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource”.

Category B Type 3 covers “construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration and deceleration lanes) and shoulder widening under condition A-ii, which states “work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT CRO determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area”. And condition B which states “work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource”.

Category B Type 8 covers “construction of pedestrian facilities including trails, multi-use paths, greenways, and associated minor activities under condition A-ii, which states “work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT CRO determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area”. And condition B which states “work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource”.

For more information regarding the project plans and potential impacts of the proposed project, please refer to the CE document, which is available at the following locations:

1. In-person at:
 - a. Information stations around the room at the hearing
2. Elkhart Public Library, 300 S. 2nd Street, Elkhart, IN 46516
3. Online at the American Structurepoint, Inc. website – www.structurepointpublic.com/bristolstreet

