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# SOUTH MARKET STREET ROADWAY RECONSTRUCTION PROJECT

ROCKVILLE, PARKE COUNTY, INDIANA  
DES. NO. 1600821

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## PROJECT INFORMATION PACKET



AMERICAN  
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INC.

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## Project Description

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The Town of Rockville, with administrative oversight from the Indiana Department of Transportation (INDOT) and funding from the Federal Highway Administration (FHWA), is developing plans for the proposed South Market Street Roadway Reconstruction Project (Des. No. 1600821) located in Rockville, Parke County, Indiana.

The need is evidenced by the poor condition of the current roadway and pedestrian facilities, including the existing brick and asphalt pavement having cracking and corner breaks, cracking of the existing sidewalks, and lack of Americans with Disabilities Act (ADA)-compliant curb ramps. Drainage issues also exist along the corridor resulting from a combination of both the lack of continuous storm sewer and undersized existing storm sewer pipes where present. In addition, there are areas of uneven and multi-level walking surfaces within the courthouse square which can prove challenging to pedestrians, especially during situations with high pedestrian volumes like town events. These areas include:

- Curb and sidewalk on the east side of the roadway along the courthouse square
- Curb with an additional varying height step to the sidewalk on the west side of the roadway across from the courthouse square
- Brick pavement of the roadway has areas of loose or crumbling brick-work

The purpose of the project is to address the failing pavement conditions and drainage issues, and to improve pedestrian accessibility and walkability through the project corridor.

The project will include a full depth pavement reconstruction of South Market Street. From the southern project limits to Pennsylvania Street, the typical roadway section will consist of two 10-foot wide travel lanes (one northbound and one southbound) with 5-foot wide bike lanes and 5-foot wide sidewalks along both sides of the roadway. New sidewalk will be constructed along the west side of the roadway beginning approximately 0.47 mile south and continuing north to existing sidewalk. This roadway section will continue north to High Street; however, the bike lanes will end at Pennsylvania Street. Additionally, the existing parallel parking lane along the west side of the road from High Street to the alley north of Pennsylvania Street will be reconstructed to be a 7-foot wide parallel parking lane with curb and gutter. Along the east side, the road width will be reduced to construct an 8-foot wide sidewalk bordered by curb and gutter.

At the courthouse square, the existing loose and crumbling brick pavement will be removed and replaced with new brick pavers that are of a standard size, which is anticipated to be similar to the existing pavers. The roadway section will be modified to include two travel lanes (one 13-foot wide northbound lane and one 12-foot wide southbound lane), which will be separated by a 3-foot wide raised center curb with an 8-foot wide parallel parking lane between the raised center curb and the northbound lane. Along the outside of the travel lanes, there will be diagonal parking lanes, curb and gutter, and sidewalks. The number of parking spaces will be reduced from 56 to 49 since the existing parking spaces are substandard or smaller than required and are too close to pedestrian crossings. The new parking spaces will be the standard size and appropriately spaced from pedestrian crossings.

Additionally, the existing curb will be replaced with a flush curb or curb that is level with the roadway pavement. The travel lanes will be slightly sloped towards the center to direct stormwater flow along the raised concrete center curb to the storm sewer. A mid-block pedestrian crossing will be installed. The retaining wall west of the courthouse lawn will be removed and replaced with a 6-inch curb and the west courthouse lawn will be graded. At the Market and High Street intersection, ADA-compliant ramps and curb bump outs will be installed at all four corners of the intersection. Pedestrian amenities including benches, trash receptacles, and landscaping will also be added.

There is an existing culvert approximately 0.38 miles south of US 36 that conveys an Unnamed Tributary under South Market Street. Wingwalls will be added to the downstream end of the culvert to tie into the roadway slopes and riprap will be installed for scour protection. The project also includes additional improvements throughout the corridor that include utility upgrades, a new storm sewer system, and lighting.

## Project Schedule

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Milestone	Completed/Expected Dates
Environmental Document Release for Public Involvement	October 28, 2021
Public Comment Opportunity	December 1 – December 31, 2021
Right-of-Way Appraising Begins	Spring 2022
Anticipated Construction Start	2023/2024

## Description of Right-of-Way

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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/southmarket](http://www.structurepointpublic.com/southmarket) or [http://www.fhwa.dot.gov/real\\_estate/](http://www.fhwa.dot.gov/real_estate/). The project will acquire approximately 1.001 acres of new permanent right-of-way. Approximately 1.327 acres of apparent right-of-way will be reacquired. And 0.496 acres of temporary right-of-way will be acquired for construction of the project. No right-of-way will be acquired within the Rockville Historic District and there will be no relocations.

## Estimated Project Cost

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The estimated cost for this project is approximately \$5,773,320 which includes design, right-of-way, and construction. Both federal and local funding will be used. The project is included in the 2020-2024 Statewide Transportation Improvement Program (STIP).

## Maintenances of Traffic (MOT)

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The MOT plan for the project involves full closure of South Market Street during construction with detours established to route traffic around the closure. Timing of the closure will be coordinated with the Town of Rockville to accommodate special events. The official detour includes utilizing US 36, US 41 (Lincoln

Road), and County Road (CR) 150 South (S). Access to all properties within and adjacent to the project limits will be maintained at all times during project construction. Access for pedestrians will also be maintained and adequate pedestrian detour routes will be provided as needed. The MOT will remain in place for approximately 18 months.

## Environmental Documentation

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The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) have reviewed the Categorical Exclusion (CE) Level 4 environmental document prepared by American Structurepoint, Inc. for this project and released the document for public involvement on October 28, 2021. The CE evaluates the impact of the South Market Street Roadway Reconstruction Project on the natural and human environment. No area of potentially significant impacts have been identified.

## Water Resources

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A wetland delineation was completed on January 17, 2020 that identified any water resources within the project area. It was determined that one stream, UNT 1, and one wetland, Wetland A, were located within the project area. UNT 1 and Wetland A 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 0.38 mile south of US 36 and flows east under the roadway via a CMP. The OHWM of UNT 1 east of the CMP is 4-feet wide by 5-inches deep. The OHWM of UNT 1 west of the CMP is 1-foot wide by 2.5-inches deep. Approximately 25 linear feet of permanent stream impacts are anticipated to UNT 1 for CMP wingwall work 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 addition of new wingwalls at the downstream end to tie into the new roadway slopes and to reduce scour as well as 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, outside of the construction limits of the project. The plans are labeled “Do Not Disturb” for this wetland. Therefore, no impacts are expected.

## Cultural Resources

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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: Eight archaeological sites were identified within the project area. Seven of these sites were determined to be not eligible for listing in the National Register. One site was determined to be potentially eligible for listing in the National Register. Further investigation is being conducted to determine the eligibility of this archaeological site. A historic property report was completed for this project to identify any resources eligible for the National Register. One historic district, the Rockville Historic District, was identified as listed in the National Register. The Rockville Historic District is located at the north end of the project area from the alley north of Pennsylvania Street to the northern limits of the project.

The Section 106 finding for this project was “Adverse Effect” due to the changes within the Rockville Historic District. The project will change the character and physical features of the Rockville Historic District along Market Street, including the removal of the existing circa 1930 brick pavers from High Street to US 36. The project will also alter the existing setting through the introduction of new materials and roadway design into the district, including bump outs, flush concrete curbs, an inverted roadway crown, and a replacement retaining wall and grading of the west courthouse lawn.

A Memorandum of Agreement (MOA) was prepared that outlined the “Adverse Effect” the project would have on the Rockville Historic District, as well as the proposed mitigation for those adverse effects. The MOA was signed by all signatories and finalized on April 21, 2021. The MOA was sent to the Advisory Council on Historic Preservation (ACHP) and consulting parties on April 21, 2021. To mitigate for this Adverse Effect, photo documentation of the district will be completed prior to the start of project activities. This documentation will then be submitted to the State Historic Preservation Officer, the Indiana State Archives, and a local repository. Plans that detail the removal/replacement of brick pavers as well as the placement of any lighting or amenities will be provided for review to the State Historic Preservation Officer and consulting parties. Finally, further investigation of the potentially eligible archaeological site will be conducted.

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**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
  - a. Parke County Public Library, 106 N Market Street, Rockville, IN 47872
2. Online at the American Structurepoint, Inc. website – [www.structurepointpublic.com/southmarket](http://www.structurepointpublic.com/southmarket)

