



## LEGAL NOTICE OF PLANNED IMPROVEMENT

The Indiana Department of Transportation (INDOT) is developing plans for the proposed SR 827 Roadway Improvement Project located on SR 827 from 1.06 miles south of SR 120 to SR 120 within the town of Fremont in Steuben County. Please note, these limits have been extended as described below.

The purpose of this project is to improve the roadway along the SR 827 project corridor and provide a smooth riding surface by addressing the deterioration of the existing pavement, curbs, and sidewalks, and inadequate roadway drainage. In addition, the substandard roadway curvature and existing safety concerns at the Indiana Northeastern Railroad crossing at the SR 827 and Swager Drive intersection will be addressed. The need for the project is evidenced by the age-related deterioration of the existing pavement which includes moderate longitudinal and transverse cracking, and deteriorated curbs and sidewalks. Some of the curb ramps along the project corridor also do not appear to meet current Americans with Disability Act (ADA) standards. Additionally, the curves located north and south of the SR 827 and Swager Drive intersection are tighter than current design standards allow. The Indiana Northeastern Railroad also crosses diagonally over the east and south approaches of this intersection, enabling vehicles to make illegal movements while trains are present in the intersection. The town of Fremont is also experiencing drainage issues along the project corridor.

The project proposes to mill and resurface the top 4 inches of pavement with a Hot Mix Asphalt (HMA) overlay. Minor structural pavement rehabilitation and sections of full pavement replacement will also occur as needed. In addition, the section of SR 827 located just south of Swager Drive to just north of Broad Street will be realigned, shifting the intersection of Swager Drive and SR 827 east. No other intersection improvements are proposed. This shift will allow the railroad crossing to be positioned near the center of the intersection, helping discourage vehicles from continuing from SR 827 southbound to Swager Drive westbound and from Swager Drive eastbound to SR 827 northbound (all illegal movements when a train is present). Signals with gate arms will also be added at the SR 827 approaches; therefore, vehicles on all approaches will be required to stop when a train is present and not allowed to proceed until the train clears the intersection. On the north approach, a cantilever mast with flashing lights and a crossing gate will be in the northwest quadrant. On the east approach, a cantilever mast with flashing lights and a crossing gate will be in the northeast quadrant. On the south approach, a cantilever mast with flashing lights and crossing gate with flashing lights will be in the southeast quadrant. On the west approach, a cantilever mast with flashing lights will be in the southwest quadrant. Additionally, the curves located immediately north and south of the Swager Drive and SR 827 intersection, which are currently tighter than standards allow, will be straightened and require full-depth pavement replacement.

Sidewalk will be repaired or replaced as needed. Existing sidewalk that meets ADA requirements and is in good condition will be left in place whenever possible. On the east side of SR 827, sidewalk will extend from the industrial drive just south of the cemetery to just north of Albion Street. On the west side of SR 827, sidewalk is proposed from Pearl Street to just north of Albion Street. Curb ramps throughout the project area will be reconstructed as needed to be ADA-compliant.

A new storm sewer with drainage inlets will be installed in curbed segments and drain to the existing detention pond located north of the intersection of SR 827 and Broad Street. Two culverts would be replaced. The existing detention pond will be expanded to handle the increase in runoff. Existing curb will be replaced with curb and gutter. New curb and gutter will also be extended south to Swager Drive.

The proposed construction of this project will require approximately 5.921 acres of permanent right-of-way (which includes 4.127 acres of reacquisition of apparent existing right-of-way) and 0.485 acre of temporary right-of-way. No relocations are anticipated.

The maintenance of traffic (MOT) plan proposes the use of a detour during construction. Construction would be phased to minimize disruption of traffic with a one-way travel lane during construction for local traffic to allow circulation within the town along SR 827. An official state route detour utilizing SR 127 and SR 120 will be used during construction. Local roads may be used by local traffic. Access to all properties will be maintained throughout construction. Pedestrian detour routes will be provided during construction to maintain pedestrian connectivity within Fremont. School corporations and emergency services will be notified of closures prior to construction. The proposed start of construction is 2022.

The cost associated with this project is approximately 6.2 million which includes preliminary engineering, right-of-way, construction with both federal and state funds anticipated to be used. The Federal Highway Administration (FHWA) and INDOT have agreed this project falls within the guidelines of a Categorical Exclusion (CE) Level 2 environmental document. Please note, after the release of the environmental document for public involvement, the southern limits of the roadway milling and resurfacing as described in the environmental document have been extended by 633.6 feet. The final environmental document will be updated to reflect this change after completion of public involvement. Preliminary design plans along with the CE are available for review at the following locations:

1. Online at the project website – <https://www.structurepointpublic.com/sr827fremont>
2. Online at the INDOT Fort Wayne District website – <https://www.in.gov/indot/2703.htm>
3. In person at the Fremont Public Library, 1004 West Toledo Street, Fremont, IN 46737

Persons may also request the project information and/or CE be mailed. Please contact Mrs. Leah Perry at (317) 547-5580 or [lperry@structurepoint.com](mailto:lperry@structurepoint.com).

**All interested persons may request a public hearing be held and/or express their concerns by submitting comments to the attention of Mrs. Leah Perry at (317) 547-5580 or [lperry@structurepoint.com](mailto:lperry@structurepoint.com) on or before February 24, 2021.**

In accordance with the Americans with Disabilities Act (ADA), persons and/or groups requiring project information be made available in alternative formats are encouraged to contact the INDOT Office of Public Involvement for the arrangement and coordination of services. Please contact Mrs. Leah Perry at (317) 547-5580 or [lperry@structurepoint.com](mailto:lperry@structurepoint.com). In accordance with Title VI of the Civil Rights Act of 1964, persons and/or groups requiring project information be made available in another language are encouraged to contact the INDOT Office of Public Involvement.

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, “Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program.”; 2) 23 CFR 450.210(a)(1)(ix) stating, “Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate.”; and 3) The INDOT *Public Involvement Policies and Procedures* approved by the Federal Highway Administration on August 16, 2012.