

An aerial night photograph of a city street. The central focus is a large, multi-story building with a prominent, illuminated red and white checkered dome. The building has classical architectural features like columns and a pediment. The surrounding streets are lit up with streetlights, and other buildings are visible in the background. A parking lot with several cars is in the foreground. The overall scene is dark, with the lights from the buildings and streets providing the main illumination.

ELMWOOD DRIVE BRIDGE REPLACEMENT PUBLIC MEETING

NEIGHBORHOOD OPEN HOUSE 11/16/2022 – ULEN COUNTRY CLUB

MEETING AGENDA

- INTRODUCTION OF PROJECT TEAM
- PROJECT NEED AND OVERVIEW
- PROJECT SCHEDULE
- MAINTENANCE OF TRAFFIC ITEM
- PREVENTATIVE MEASURES
- TOWN OF ULEN AND ELMWOOD DRIVE RESIDENT CONCERNS
- FAQ'S
- GENERAL Q/A



PROJECT TEAM

LEBANON ENGINEER – KEVIN KRULIK, PE

BOONE COUNTY

ENGINEER – MIKE GORALSKI, PE

DESIGN TEAM – CLARK DIETZ

CONTRACTOR – DUNCAN ROBERTSON

INSPECTION TEAM – USI CONSULTANTS



PROJECT NEED

Existing Structure

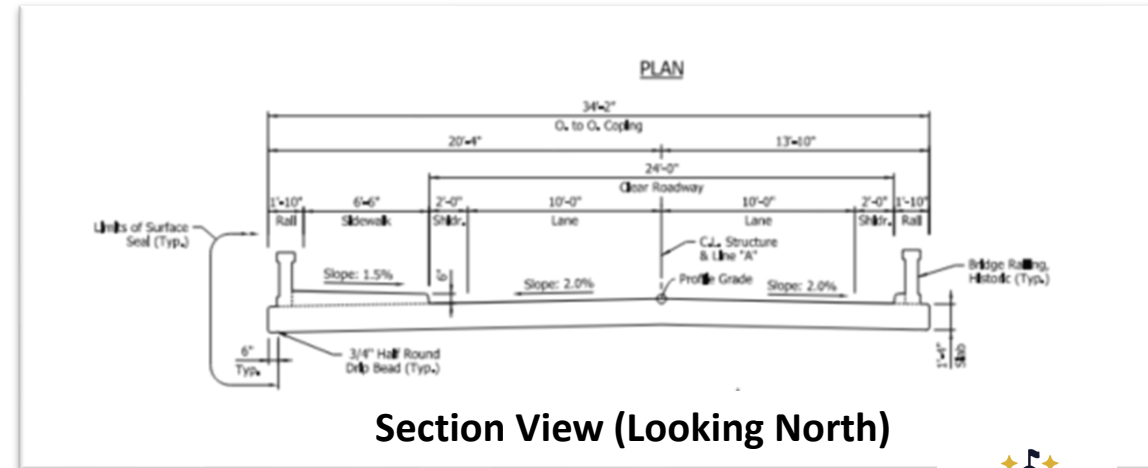
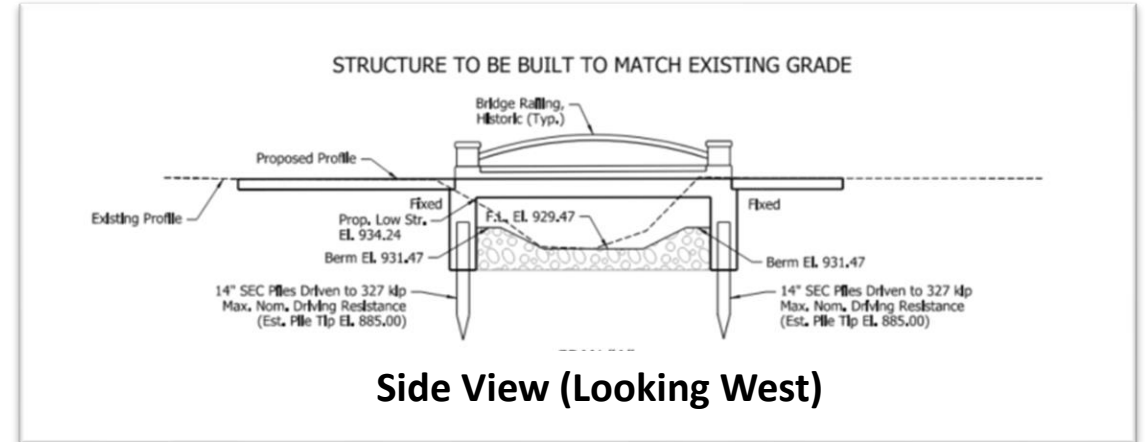
- CONSTRUCTED AS A PRIVATE STRUCTURE BUT HAS EXCEEDED ITS USEFUL LIFE
- DETERIORATING EXISTING STRUCTURE
- NO CURRENT PEDESTRIAN ACCESS ACROSS THE BRIDGE



PROJECT OVERVIEW

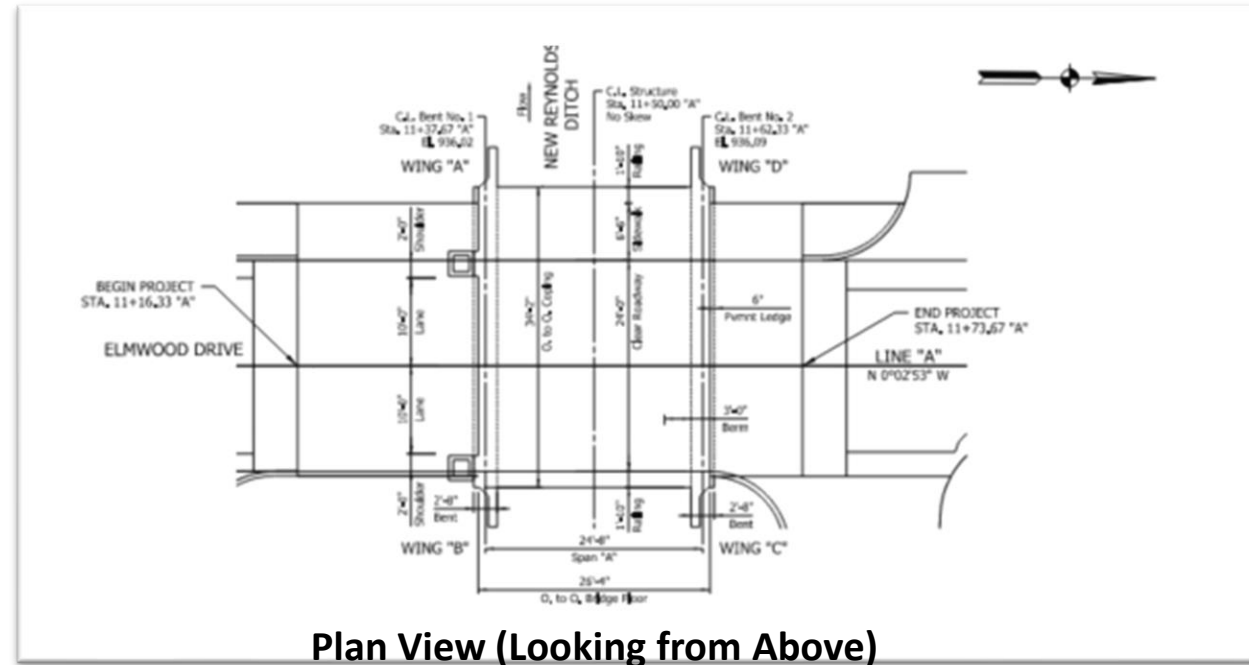
Proposed Structure

- SINGLE SPAN STRUCTURE
- ONE 10' LANE IN EACH DIRECTION
- HISTORIC RAILING BEING REBUILT TO MATCH ORIGINAL CONDITION
- 6.5' WIDE SIDEWALK ON THE WEST SIDE OF BRIDGE



PROGRESSION OF WORK

- REMOVE THE EXISTING BRIDGE
- DRIVE 10 PILES (VERY NOISY ACTIVITY BUT SHORT ACTIVITY)
- PLACE CONCRETE FOUNDATIONS
- PLACE CONCRETE END BENTS
- INSTALL REBAR AND CONCRETE FOR BRIDGE DECK
- MILLING/ASPHALT WORK
- OPEN TO TRAFFIC



PROJECT SCHEDULE

CLOSE ROAD – NOVEMBER 28, 2022

REMOVE EXISTING STRUCTURE – END OF
NOVEMBER/FIRST WEEK DECEMBER

DRIVE PILING – 12/8/22-12/14/22

CONCRETE END BENTS –DECEMBER AND
JANUARY

CONCRETE RAILING – END OF JANUARY

OPEN ROAD ON STONE – GOAL IS END OF
FEBRUARY

PAVE ROAD – APRIL 2023



MAINTENANCE OF TRAFFIC

- CLOSURE DATE – 11/28/22
- MAXIMUM CLOSURE TIME – 90 DAYS
- ELMWOOD DRIVE RESIDENTS MUST USE GRAVEL DRIVE NORTH OF PERDUE PROPERTY
- ULEN RESIDENTS CONTINUE USUAL ROUTES



MAINTENANCE OF TRAFFIC CONT'D

- CONSTRUCTION SIGNS WILL BE PLACED IN AND OUTSIDE OF ULEN TO HELP DIRECT TRAFFIC
- DELIVERIES TO RESIDENTS WILL NEED TO USE GRAVEL DRIVE
- CONTRACTOR WILL ADD SIGNS WITH ARROWS ON ELM SWAMP ROAD
- ALL CONSTRUCTION DELIVERIES WILL HAVE TO COME THROUGH ULEN



PREVENTATIVE MEASURES

- VIBRATION MONITORS ARE BEING INSTALLED AT PROPERTIES NEAREST TO BRIDGE DURING PILING OPERATION
- NOISE OF CONSTRUCTION IS UNAVOIDABLE, BUT THE CONTRACTOR WILL ADHERE TO TYPICAL WORKING HOURS TO MINIMIZE INCONVENIENCE
- SATURDAY WORK WILL ONLY BE AS NEEDED



TOWN OF ULEN ITEMS

- JASON JONES HAS AGREED TO BE TOWN'S POINT PERSON. CONSTRUCTION TEAM WILL REGUARLY CONTACT HIM WITH UPDATES
- THERE SHOULD NEVER BE ANY CLOSURES ON ULEN ROADS TO COMPLETE THIS PROJECT
- MINOR DELAYS DURING MAJOR DELIVERIES

The Town of
Ulen

FREQUENTLY ASKED QUESTIONS

- WHO DO I CALL IF I HAVE AN ISSUE?
 - Kevin Krulik 317-697-9780
- WHAT ARE TYPICAL WORK HOURS?
 - M-F 8:00 AM TO 5:00 PM



FREQUENTLY ASKED QUESTIONS

- WHAT IF CONTRACTOR KEEPS ROAD CLOSED LONGER THAN 90 DAYS?
 - THINGS CAN HAPPEN DURING CONSTRUCTION BUT CONTRACTOR CONTRACT HAS A FINANCIAL PENALTY IF ROAD IS CLOSED LONGER THAN 90 DAYS
- WHY WILL IT NOT BE PAVED PRIOR TO OPENING THE ROAD?
 - ASPHALT PLANTS ARE CLOSED 12/1 TO 4/1 ON A TYPICAL YEAR



FREQUENTLY ASKED QUESTIONS

- WHY IS THE SIDEWALK ON THE WEST SIDE OF THE BRIDGE?
 - THE EXISTING BRIDGE IS NOT EXACTLY CENTERED IN THE RIGHT OF WAY. IT SITS SLIGHTLY EAST OF CENTER, SO WIDENING TO THE WEST WAS PREFERABLE. THE EAST SIDE OF THE BRIDGE ALSO POSED SEVERAL CONFLICTS, THE “ELMWOOD” SIGN, FIRE HYDRANT, WATER VALVE, SANITARY SEWER MANHOLE, AND BURIED ELECTRICITY. MAINTAINING PEDESTRIAN TRAFFIC ON THE WEST ALSO PROVIDE A MORE DIRECT ROUTE TO THE ULEN COUNTRY CLUB



FREQUENTLY ASKED QUESTIONS

- WILL ELMWOOD DRIVE BE RECONSTRUCTED?
 - THERE ARE NO PLANS TO RESURFACE, WIDEN, OR RECONSTRUCT ELMWOOD DRIVE NORTH OF THE BRIDGE. EVENTUALLY THERE WILL BE A NEED FOR RECONSTRUCTION, BUT THIS IS NOT INCLUDED IN ANY CITY CAPITOL PLANS AT THIS TIME.



FREQUENTLY ASKED QUESTIONS

- IF ELMWOOD DRIVE IS EVER RECONSTRUCTED WILL ANY CHANGES BE MADE?
 - WHEN WE COORIDNATED RIGHT-OF-WAY DEDICATIONS IN ASSOCIATION WITH THE VOLUNTARY ANNEXATION OF THE ELMWOOD NEIGHBORHOOD THE DEDICATIONS SLIGHTLY STRAIGHTENED ELMWOOD DRIVE, EFFECTIVELY SHIFTING THE CENTER OF THE ROAD EAST IN THE MIDDLE OF THE NEGIBORHOOD. THIS WAS DONE TO MINIMIZE THE IMPACTS TO HOMES ALONG THE WEST SIDE OF THE STREET, WHICH ARE CLOSER TO THE STREET.



FREQUENTLY ASKED QUESTIONS

- IF ELMWOOD DRIVE IS EVER RECONSTRUCTED WILL ANY CHANGES BE MADE? - **CONTINUED**
 - **THE RIGHT-OF-WAY WILL ACCOMMODATE TWO 12' LANES AND A TREE LAWN AND SIDEWALK ALONG ONE SIDE OF THE STREET. IT IS NOT ANTICIPATED THAT CURBS WOULD BE ADDED.**



FREQUENTLY ASKED QUESTIONS

- WHEN ELMWOOD DRIVE IS RECONSTRUCTED IS THE ADDITION OF A SIDEWALK REQUIRED?
 - NOT NECESSARILY, BUT AS A CITY LEBANON STRIVE TO IMPROVE PEDESTRIAN SAFETY AND WALKABILITY WHERE POSSIBLE, SO PROVIDING SEPARATED PEDESTRIAN INFRASTRUCTURE IS OUR PREFERRED POSITION.



GENERAL Q/A

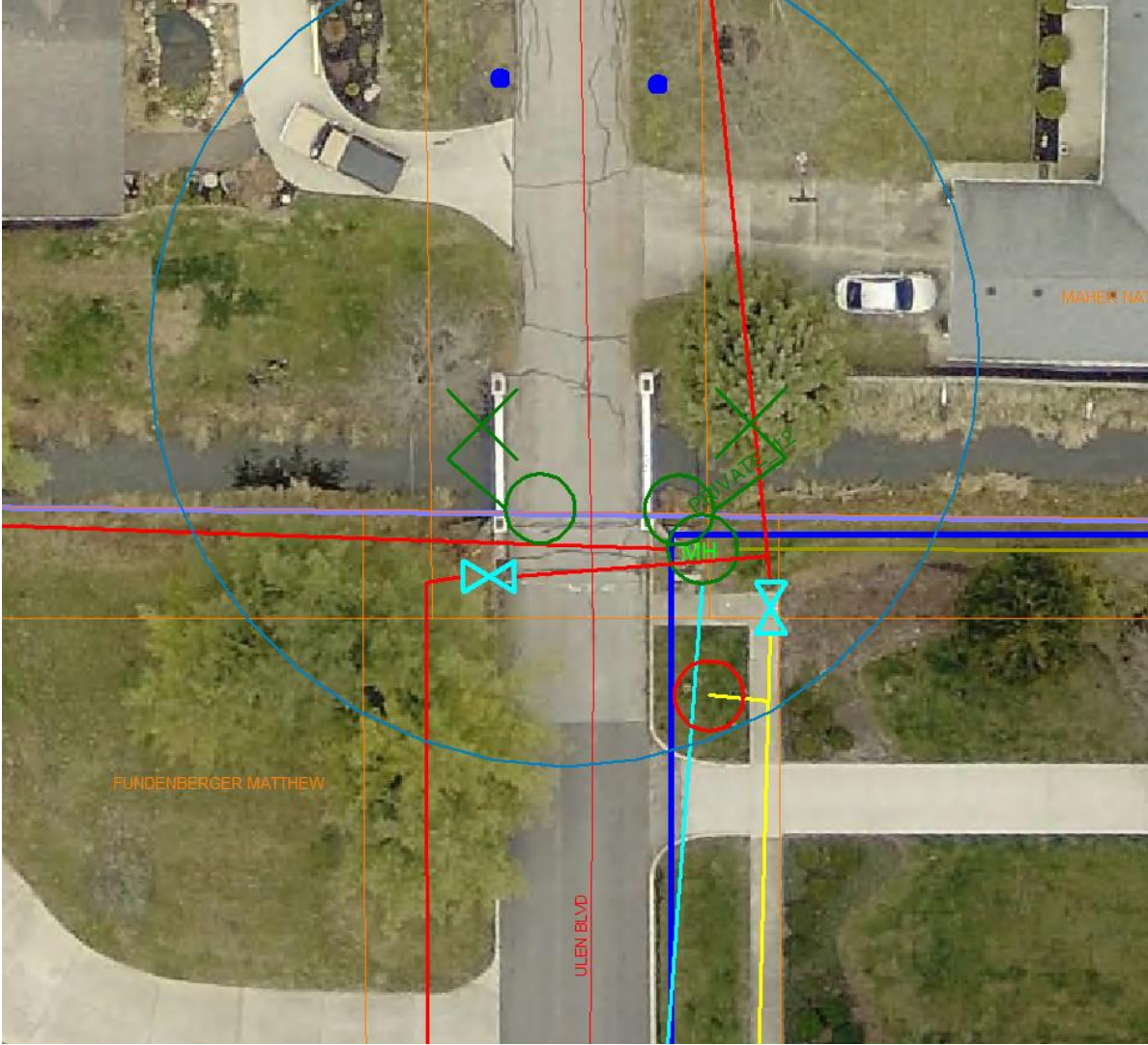
- WHAT OTHER QUESTIONS DO YOU HAVE?
- WE LOOK FORWARD TO DELIVERING A SUCCESSFUL PROJECT!!



ELMWOOD DRIVE ALIGNMENT

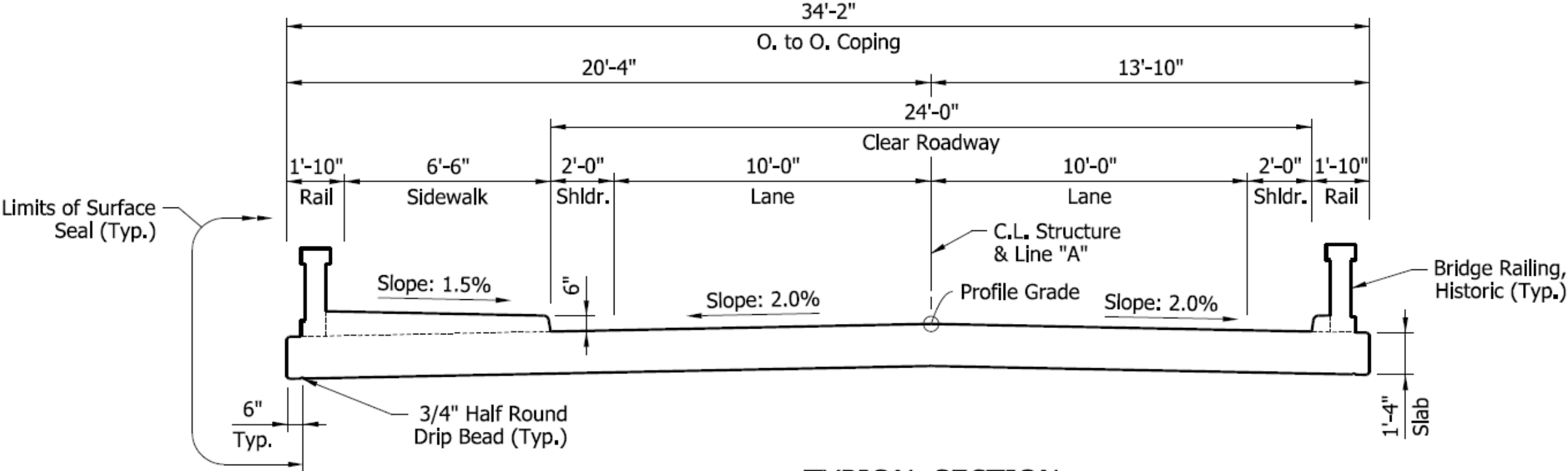


UTILITY CONFLICTS



CROSS SECTION

PLAN



TYPICAL SECTION

CROSS SECTION

STRUCTURE TO BE BUILT TO MATCH EXISTING GRADE

