

**RESOLUTION NO. 2012-01  
OF THE ZIONSVILLE TOWN COUNCIL**

**A RESOLUTION IN OPPOSITION TO THE CURRENT DESIGN  
OF THE PROPOSED REPLACEMENT OF  
BOONE COUNTY BRIDGE #220 ON FORD ROAD  
IN ZIONSVILLE, INDIANA**

**WHEREAS**, for several years, Boone County, Indiana has been working on the replacement of Boone County Bridge #220 crossing Eagle Creek on Ford Road just north of 96<sup>th</sup> Street in Zionsville, Indiana, along with associated road modifications, and

**WHEREAS**, the Town of Zionsville is concerned about the safety and capacity of the current Bridge #220, the 96<sup>th</sup> Street curve south of the bridge, and the intersection of 96<sup>th</sup> Street and Ford Road north of the bridge, and supports Boone County's efforts to improve the bridge and associated roads, and

**WHEREAS**, the proposed bridge design involves reconstruction and rehabilitation of another bridge at the Bridge #220 location along with minor changes to the bridge approach, the curve on 96<sup>th</sup> Street south of the bridge, and relocation of the 96<sup>th</sup> intersection with Ford Road further north from the bridge, and

**WHEREAS**, the Boone County Commissioners and Boone County Council have continued to keep the Town of Zionsville informed on the project, and

**WHEREAS**, the Town of Zionsville has reviewed the proposed replacement project/design and desires to express its position regarding aspects of the proposed bridge replacement to the Boone County Council, Boone County Commissioners, and the Indiana Department of Transportation as these bodies consider further action on this project, and

**WHEREAS**, the Town of Zionsville has considered the Indiana Department of Transportation's (INDOT), comments on the project's proposed design and is concerned that the design does not meet all current INDOT design standards, including:

- A TL-4 bridge railing is required. The railing shown is a TL-2.
- The horizontal curve at the south end of the project is substandard. The minimum radius for a low speed street with no superelevation is ~430'. The proposed curve has a 98' radius. The current project limit is set at the PT of the curve. This does not appear to be appropriate because there is still significant work being done to the vertical curve as well as the shoulder transitions in the limits of the horizontal curve.
- The design currently calls for 8' (7' paved), shoulders and transitions in a very short distance to a curb offset 1' from the roadway. The use of the curb is inconsistent with the approach roadway. This is a rural area with no other curbs. If a curb is not used, the bridge will be too narrow, and

**WHEREAS**, the Town of Zionsville is concerned if INDOT issues any design exceptions for the project, the public safety may be compromised and the Town and County may incur liabilities due to the standards not being fully met, and

**WHEREAS**, the Town of Zionsville finds the most significant impact of the project/design is the roadway geometry. Two-lane roadway segments can carry a large volume of traffic until the level of service drops to an unacceptable level requiring mitigation. What first begins to affect travel capacity are the nodes, or intersections and other physical conditions along a roadway segment. In this case, the most significant impact having a deleterious effect on the efficient movement of traffic is the curve just south of the bridge. Due to its short radius, slant of the pavement, and lack of safety features, this curve cannot be safely navigated at the posted speed and would not meet modern safety standards for a road of its category. The short sight distances at

the curve, and when approaching the bridge from the curve, also decrease safety. Left as-is or only moderately improved, this curve will become the restriction that slows traffic, and as daily trips increase along this segment, the effect of slowed traffic navigating this curve will increase and exacerbate back-ups further north and east. The more cars that utilize this route, the longer the backup will become waiting for vehicles ahead to navigate the turn. This condition is exaggerated by the narrow bridge, as well as the proximity of the west leg of 96<sup>th</sup> St. to the bridge. Currently, 7,067 vehicles use 96<sup>th</sup> Street in a 24 hour period, while 7,914 vehicles use Ford Road. These counts will only increase and exacerbate traffic concerns under this proposed design, especially in light of recent amendments to the Town of Zionsville Transportation Plan which removed a planned I-865 interchange at Cooper Road and a north-south connector road connecting Cooper Road with County Road 875 East.

Per the Transportation Plan, Ford Road has a functional classification as a minor arterial. For this classification (equivalent to INDOT's Intermediate Urban Arterial, 2 lanes), INDOT requires a minimum lane width from centerline to edge of railing of between 13'-6 1/2" and 14'-3 1/2". The proposed bridge, without width modification, is only 11' from centerline to rail.

The Zionsville Fire Department prefers a total combined lane width of 28' to better accommodate the width of fire department vehicles and increase safety. Also, the elevation of the road leading up to and departing from the bridge (which routinely floods), and the angles of both the arrival to and departure from the bridge deck can be hindrances for emergency response as well the public's general safety. With the ever expanding need for larger fire apparatus, the need for wider lanes is always a concern. The installation of a larger bridge would provide the greatest flexibility for the next 50 years.

**WHEREAS**, in summary, the Zionsville Town Council is concerned that the current proposed project does not satisfactorily address safety and present and future traffic flow/transportation needs.

**NOW, THEREFORE, BE IT RESOLVED** by the Town Council of the Town of Zionsville, Boone County Indiana that the Town Council formally opposes the replacement of Boone County Bridge #220 on Ford Road in Zionsville, Indiana as currently proposed/designed and asks the Boone County Commission and Boone County Council to:

1. ensure that all current INDOT design standards are met and that the Boone County Commissioners not request any INDOT design exceptions for the Bridge #220 project, and
2. reconsider the design of the project to better reflect the concerns enumerated.

**DULY PASSED AND ADOPTED** this 6th day of February, 2012 by the Town Council of the Town of Zionsville, Indiana having been passed by a vote of \_\_\_\_ in favor and \_\_\_\_ opposed.

**TOWN OF ZIONSVILLE, INDIANA  
BY ITS TOWN COUNCIL**

\_\_\_\_\_  
Timothy R. Haak, President

\_\_\_\_\_  
For

\_\_\_\_\_  
Opposed

\_\_\_\_\_  
Jeffrey L. Papa

\_\_\_\_\_  
For

\_\_\_\_\_  
Opposed

\_\_\_\_\_  
Candace L. Ulmer

\_\_\_\_\_  
For

\_\_\_\_\_  
Opposed

\_\_\_\_\_  
Steven W. Mundy

\_\_\_\_\_  
For

\_\_\_\_\_  
Opposed

\_\_\_\_\_  
Susana Suarez

\_\_\_\_\_  
For

\_\_\_\_\_  
Opposed

\_\_\_\_\_  
Elizabeth E. Hopper

\_\_\_\_\_  
For

\_\_\_\_\_  
Opposed

\_\_\_\_\_  
Tom Schuler

\_\_\_\_\_  
For

\_\_\_\_\_  
Opposed

ATTEST:

\_\_\_\_\_  
John J. Yeo  
Zionsville Clerk/Treasurer