



# INDIANA DEPARTMENT OF TRANSPORTATION

**Annual Report for 2015**  
**on the *Programmatic Agreement among***  
***the Federal Highway Administration,***  
***the Indiana Department of Transportation,***  
***the Indiana State Historic Preservation Officer,***  
***and the Advisory Council on Historic Preservation***  
***Regarding Management and Preservation of Indiana's Historic Bridges***  
**(Historic Bridge PA)**

**Prepared by**  
**the Cultural Resources Office,**  
**Environmental Services,**  
**Indiana Department of Transportation**

**Prepared for**  
**the Indiana Historic Bridge Task Group (Task Group)**

**January 29, 2016**

The following report is being submitted to the Indiana Historic Bridge Task Group (Task Group) per Stipulation IV.C of the *Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana's Historic Bridges* (Historic Bridge PA). Stipulation IV.C states, in part, that "INDOT will prepare an annual report that will include a list of Select and Non-Select Bridges that have been processed during the previous calendar year pursuant to this Agreement and the scope of each project. INDOT will submit this report on or before January 31 of each year to the Task Group."

The information in this report is divided into three categories and is outlined below.

Part I--List of Select and Non-Select Bridges that have been processed or for which actions came to light during 2015

Part II--List of All Known Select Bridges that have been replaced, relocated, or bypassed

Part III--List of All Known Non-Select Bridges that have been replaced, relocated, or bypassed

Part IV--Tally of Extant Select and Non-Select Bridges

This document is a reflection of how INDOT-CRO understands items to stand through January 29, 2016. Please forward any comments or corrections to Mary Kennedy via email:

[mkennedy@indot.in.gov](mailto:mkennedy@indot.in.gov).

# Part I

Part I. List of Select and Non-Select Bridges that have been processed or for which actions came to light during 2015

The following table lists the bridges for which the Indiana Department of Transportation (INDOT) Cultural Resources Office (CRO) has knowledge of actions taking place from January 2015 through January 2016. Additionally some other entries are for actions that took place prior to 2015, but had not yet been captured in an annual report. There is often lag time between when locally funded projects are implemented and bridge inspections are performed and when that new information is incorporated into INDOT's system. Support documents related to these actions are included in the Attachments portion of the report.

**Historic Bridge PA - Annual Update - Actions Taken, Jan 2015 through Jan 2016**

Bridge	Action Taken	Support Documentation	Additional Comments
Dearborn County Bridge No. 24 (NBI No. 1500021), Cold Spring Rd. over Lee's Branch/S. Hogan Creek, Dearborn County	Section 106 process for project involving this Non-Select bridge concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 10/7/15 (See Attachment 1)	Former INDOT Des. No. 1006517 has been eliminated; New Des. No. is 1383444
INDOT Bridge No. 005-92-01584A (NBI No. 1540), SR 5 over the Eel River, Whitley County	Section 106 process for project involving this Select Bridge concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 2/24/15 (See Attachment 2)	INDOT Des. No. 1006177
Marion County Bridge No. 1804F (NBI No. 4900143), Central Avenue over Fall Creek, Indianapolis, Marion County	Section 106 process for project involving this Select bridge concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 6/29/15 (See Attachment 3)	INDOT Des. No. 1382070
Wells County Bridge No. 193 (NBI No. 9000144), CR 300 W over the Wabash River, Wells County	Section 106 process for project involving this Select bridge concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 6/5/15 (See Attachment 4)	INDOT Des. No. 1297550
Marion County Bridge No. 2502F (NBI No. 4900214), Illinois St. over Fall Creek, Indianapolis, Marion County	Per Attachment B, Item 6 of the HBPA, information submitted to the Keeper of the National Register ("Keeper"; within the National Park Service [NPS]) regarding continued National Register eligibility of the bridge	INDOT letter to SHPO dated 12/9/14; SHPO letter to NPS dated 12/17/14; NPS letter to SHPO dated March 25, 2015 (See Attachment 5)	Keeper concurred that the bridge retains historic integrity following the rehabilitation work and the bridge will remain listed as a contributing structure in the Indianapolis Park and Boulevard System.
Marion County Bridge No. 1803F (NBI No. 4900142), College Ave. over Fall Creek, Indianapolis, Marion County	Section 106 process for project involving this Select bridge concluded under the HBPA procedures	Finding of "no adverse effect" dated 11/3/15; SHPO concurrence letter dated 12/14/15; Public Involvement (Hearing) Certification dated 6/29/15 (See Attachment 6)	INDOT Des. No. 1400489

**Historic Bridge PA - Annual Update - Actions Taken, Jan 2015 through Jan 2016**

Bridge	Action Taken	Support Documentation	Additional Comments
Marion County Bridge No. 2501F (NBI No. 4900213), Capitol Ave. over Fall Creek, Indianapolis, Marion County	Section 106 process for project involving this Select bridge nearly completed under the HBPA procedures	Finding of "no adverse effect" dated 8/10/15; SHPO concurrence letter dated 9/14/15 (See Attachment 7)	INDOT Des. No. 1383173; Public hearing still to be held
Hendricks County Bridge No. 00106 (NBI No. 3200078), CR 550 N over W. Fork Big Walnut Creek, Hendricks County	Section 106 process for project involving this Non-Select bridge in progress under the HBPA procedures	SHPO letter dated 8/24/15 (See Attachment 8)	INDOT Des. No. 1383451
Shelby County Bridge No. 13 (NBI No. 7300013), CR 875 W over Buck Creek, Shelby County	Bridge closed to traffic in January 2011; Stipulation IV.G. of the HBPA has been invoked due to County's demolition of another Select bridge. Project involving this bridge is being processed pursuant to 36 CFR Part 800 and would require execution of a Memorandum of Agreement (MOA) to resolve any adverse effects.	SHPO letter dated 11/23/15 (See Attachment 9)	INDOT Des. No. 0100361
INDOT Bridge No. 026-34-03651B (NBI No. 6840), SR 26 over Mud Creek, Howard County	Section 106 process for project involving this Select bridge nearly completed under the HBPA procedures	Finding of "no historic properties affected" dated 11/13/15; SHPO concurrence letter dated 12/15/15 (See Attachment 10)	INDOT Des. Nos. 1006226 & 1006341; Public hearing still to be held
INDOT Bridge No. 026-79-03346B (NBI No. 6690), SR 26 over South Fork of Wildcat Creek, Tippecanoe County	Section 106 process for project involving this Non-Select Bridge concluded under the HBPA procedures	Finding of "no historic properties affected" dated 4/2/15; SHPO concurrence letter dated 4/29/15; Public Involvement (Hearing) Certification dated 11/19/15 (See Attachment 11)	INDOT Des. No. 9608220
INDOT Bridge No. 036-83-03492A (NBI No. 11480), US 36 over Wabash River, Vermillion County	Section 106 process for project involving this Select Bridge concluded under the HBPA procedures	Finding of "no adverse effect" dated 5/4/15; SHPO concurrence letter dated 7/20/15; Public Involvement (Hearing) Certification dated 8/17/15 (See Attachment 12)	INDOT Des. No. 1296351

**Historic Bridge PA - Annual Update - Actions Taken, Jan 2015 through Jan 2016**

Bridge	Action Taken	Support Documentation	Additional Comments
INDOT Bridge No. 026-38-03430A (NBI No. 7040), SR 26 over Salamonie River, Jay County	Painting & repair project for this Non-Select Bridge exempt from Section 106 review under the Minor Projects Programmatic Agreement between the FHWA, SHPO & INDOT [MPPA]--under Category B Item 6	MPPA Category B-6 Approval Form (See Attachment 13)	INDOT Des. No. 1383052
INDOT Bridge No. (421)39-12-00930 (NBI No. 32220), US 421 over Cripe Run, Clinton County	Changed to not National Register of Historic Places eligible; removed from Select/Non-Select list	Memo Regarding Final Determination of National Register Eligibility Status and Select/Non-Select Status dated 6/22/15 (See Attachment 14)	INDOT Des. No. 1400222
INDOT Bridge No. (421)39-12-01792B (NBI No. 32200), US 421 over S. Fork Wildcat Creek, Clinton County	Bridge painting project for this Select Bridge exempt from Section 106 review under the Minor Projects Programmatic Agreement between the FHWA, SHPO & INDOT [MPPA]--under Category B Item 6	MPPA Category B-6 Approval Form (See Attachment 15)	formerly INDOT Des. No. 1296165; now INDOT Des. No. 1592367
Bartholomew County Bridge No. 26 (NBI No. 300024), CR 850 E over Clifty Creek, Bartholomew County	Section 106 process for project involving this Select bridge nearly completed under the HBPA procedures	Finding of "no adverse effect" dated 1/30/15; SHPO concurrence letter dated 3/5/15; newspaper article dated 3/19/15 (See Attachment 16)	INDOT Des. Nos. 0401196 & 1173209; Public hearing still to be held
Howard County Bridge No. 508 (NBI No. 3400126), Park Ave. over Kokomo Creek, Kokomo, Howard County	Section 106 process for project involving this Non- Select bridge nearly completed under the HBPA procedures	Finding of "no historic properties affected" dated 12/15/15; SHPO concurrence letter dated 1/6/16 (See Attachment 17)	INDOT Des. No. 1400994; Public hearing still to be held

**Historic Bridge PA - Annual Update - Actions Taken, Jan 2015 through Jan 2016**

Bridge	Action Taken	Support Documentation	Additional Comments
INDOT Bridge No. 135-55-01522A (NBI No. 26700), SR 135 over Indian Creek, near Morgantown, Morgan County	Section 106 process for project involving this bridge in progress; Proposed reclassification of bridge from not NRHP eligible to NRHP eligible & Select	SHPO letter dated 9/17/15; newspaper article dated 10/28/15 (See Attachment 18)	INDOT Des. No. 0800163
INDOT Bridge No. 135-55-01522A (NBI No. 26700), SR 135 over Indian Creek, near Morgantown, Morgan County	Emergency Action Using State Funds reported to the Department of Natural Resources (DNR), Division of Historic Preservation & Archaeology (DHPA)	INDOT letter to DHPA dated 11/25/15 (See Attachment 19)	
INDOT Bridge No. 135-55-01522A (NBI No. 26700), SR 135 over Indian Creek, near Morgantown, Morgan County	Review of 100% State-funded repair project for this bridge in progress	DHPA letter granting certificate of approval (COA) for repair work dated 1/25/16 (See Attachment 20)	INDOT Des. No. 1592437
Orange County Bridge No. 200 (NBI No. 5900102), Gospel St. over Lick Creek, Paoli, Orange County	Select Bridge collapsed due to overweight truck	Newspaper articles dated 12/28/15 & 1/6/16 (See Attachment 21)	
Marion County Bridge No. 3213F (NBI No. 4900312), Linden St. over Pleasant Run, Indianapolis, Marion County	Section 106 process for project involving this Select bridge in progress with US Army Corps of Engineers as lead federal agency	US Army Corps of Engineers letter dated 12/8/15; SHPO letter dated 1/6/16 (See Attachment 22)	Not a FHWA project; US Army Corps of Engineers is lead federal agency
INDOT Bridge No. 046-11-01316A (NBI No. 17050), SR 46 Bridge over Eel River, Clay County	Section 106 process for project involving this Select bridge in progress under the HBPA procedures	Project documents can be found on the INSCOPE website by searching under the des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 0800910
INDOT Bridge No. (25)24-09-04178A (NBI No. 6000), SR 25 over the Eel River, Cass County	Section 106 process for project involving this Non-Select Bridge in progress under the HBPA procedures	Project documents can be found on INSCOPE website by searching by des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1173393



**Historic Bridge PA - Annual Update - Actions Taken, Jan 2015 through Jan 2016**

Bridge	Action Taken	Support Documentation	Additional Comments
Marion County Bridge No. 2410F (NBI No. 4900209), 16th St./MLK Blvd. over former IWC Canal, Indianapolis, Marion County	City of Indianapolis had requested that INDOT initiate the process to reclassify the bridge as non-National Register eligible and also remove it from the list of Select bridges. Based on information submitted to them for review & a site visit, SHPO agrees with reclassification.	Nothing of note to include with this report	Next step is for City of Indianapolis to prepare materials requested by INDOT for distribution to Historic Bridge Task Group for 30-day comment period. City has put request on hold.
Delaware County Bridge No. 161 (NBI No. 1800136), CR 170 S over the White River, Delaware County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 9680560
INDOT Bridge No. 046-24-03124A (NBI No. 17430), SR 46 over Laughery Creek, Franklin County	Section 106 process for project involving this Select Bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 1296697
Washington County Bridge No. 105 (NBI No. 8800071), Becks Mill Rd. over Mill Creek, Washington County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1173265
INDOT Bridge No. 163-83-05324A (NBI No. 28430), SR 163 over Wabash River, Vermillion County	Section 106 process for project involving this Non-Select Bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 1298390
INDOT Bridge No. 032-54-03347A (NBI No. 10470), SR 32 over Sugar Creek, Montgomery County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1298423

**Historic Bridge PA - Annual Update - Actions Taken, Jan 2015 through Jan 2016**

Bridge	Action Taken	Support Documentation	Additional Comments
INDOT Bridge No. 032-54-03342C (NBI No. 10490), SR 32 over Walnut Fork, Montgomery County	Project established for this Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1400240
INDOT Bridge No. 046-15-03032 (NBI No. 17460), SR 46 over E. Fork Tanners Creek, Dearborn County	Project established for this Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1383701
INDOT Bridge No. 157-60-05190A (NBI No. 27960), SR 157 over Eel River Overflow, Owen County	Bridge thin deck overlay project for this Non-Select Bridge exempt from Section 106 review under the Minor Projects Programmatic Agreement between the FHWA, SHPO & INDOT [MPPA]--under Category A Item 13	Nothing of note to include with this report	INDOT Des. No. 1401681
Fayette County Bridge No. 25 (NBI No. 2100020), CR 300 N over Williams Creek, Fayette County	Section 106 process for project involving this Select Bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 1383454
INDOT Bridge No. 164-19-03717A (NBI No. 28450), SR 164 over Patoka River, Dubois County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet, but it's anticipated that project will be exempt from Section 106 review under the Minor Projects Programmatic Agreement between the FHWA, SHPO & INDOT [MPPA]--under Category A Item 13	Nothing of note to include with this report	INDOT Des. No. 1500705

**Historic Bridge PA - Annual Update - Actions Taken, Jan 2015 through Jan 2016**

Bridge	Action Taken	Support Documentation	Additional Comments
INDOT Bridge No. 041-26-03917E (NBI No. 14560), US 41 over White River, Gibson County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1500704
INDOT Bridge No. 105-35-05447A (NBI No. 25280), SR 105 over Salamonie River - Reservoir, Huntington County	Project established for this Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1401751
INDOT Bridge No. 162-19-01925A (NBI No. 28400), SR 162 over Straight River, Dubois County	Project established for this Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1500722
INDOT Bridge No. (933)31-71-03690 (NBI No. 11046), SR 933 over St. Joseph River, South Bend, St. Joseph County	Project established for this Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1500673
Crawford County Bridge No. 43 (NBI No. 1300071), Beechwood Rd. over Little Blue River, Crawford County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1400825
Marion County Bridge No. 1501F (NBI No. 4900100), Dandy Trail over Eagle Creek, Indianapolis, Marion County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1401722
Marion County Bridge No. 3216L (NBI No. 4900315), Garfield Park Rd. over Pleasant Run, Indianapolis, Marion County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1401724
Marion County Bridge No. 3104F (NBI No. 4900292), Oliver Ave. over White River, Indianapolis, Marion County	Section 106 process for project involving this Select bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 1383176

**Historic Bridge PA - Annual Update - Actions Taken, Jan 2015 through Jan 2016**

<b>Bridge</b>	<b>Action Taken</b>	<b>Support Documentation</b>	<b>Additional Comments</b>
Randolph County Bridge No. 305 (NBI No. 6800230), E. South St. over Salt Creek, Winchester, Randolph County	Section 106 process for project involving this Select bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 1400756
Miami County Bridge No. 159 (NBI No. 5200122), Old 31 over Wabash River, Peru, Miami County	Section 106 process for project involving this Select bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 1383463
Gibson County Bridge No. 402 (NBI No. 2600286), Antioch Church Rd. over Black River, Gibson County	Select bridge was replaced with local money in 2012	Nothing of note to include with this report	Bridge Inspection Report, NBI No. 2600350 (dated 4/23/14) indicates bridge was replaced in 2012
Bartholomew County Bridge No. 165 (NBI No. 300138), CR 600W over Branch Wolf Creek, Bartholomew County	Non-Select bridge was replaced with a culvert with local money	Nothing of note to include with this report	NBI Data indicates bridge was replaced in 2014
Decatur County Bridge No. 138 (NBI No. 1600114), CR 700 W over Branch Fall Fork Clifty Creek, Decatur County	Select bridge was replaced with a culvert with local money	Nothing of note to include with this report	NBI Data indicates was replaced between 2008-2010
Harrison County Bridge No. 58 (NBI No. 3100036), Valley View Rd. over Indian Creek, Harrison County	Select bridge was bypassed with local money and is now used as a pedestrian bridge	Nothing of note to include with this report	NBI Data indicates was bypassed in 2013
Jackson County Bridge No. 6 (NBI No. 3600005), Maumee Road over Combs Branch, Jackson County	Non-Select bridge no longer appears to be in service	Nothing of note to include with this report	Lack of inclusion in current NBI data indicates this bridge is no longer in service. Current status unknown.
Jay County Bridge No. 62 (NBI No. 3800175), CR 850 E over Limberlost Creek, Jay County	Select bridge was replaced with a new bridge with local money	Nothing of note to include with this report	Bridge Inspection Report, NBI No. 3800223 (dated 2/19/14) indicates bridge was replaced in 2012
Jennings County Bridge No. 82 (NBI No. 4000074), CR 600 S over Bear Creek, Jennings County	Non-Select bridge was replaced with a new bridge with local money	Nothing of note to include with this report	Bridge Inspection Report, NBI No. 4000211 (dated 4/9/15) indicates bridge was replaced in 2013

**Historic Bridge PA - Annual Update - Actions Taken, Jan 2015 through Jan 2016**

<b>Bridge</b>	<b>Action Taken</b>	<b>Support Documentation</b>	<b>Additional Comments</b>
Owen County Bridge No. 105 (NBI No. 6000077), CR 750 S over Lick Creek, Owen County	Non-Select bridge was replaced with a new bridge with local money	Nothing of note to include with this report	Bridge Inspection Report, NBI No. 6000152 (dated 11/14/14) indicates bridge was replaced in 2013
Pike County Bridge No. 144 (NBI No. 6300098), CR 500 E over Branch South Fork Patoka River, Pike County	Non-Select bridge was replaced with a new bridge with local money	Nothing of note to include with this report	Bridge Inspection Report, NBI No. 6300181 (dated 5/22/15) indicates bridge was replaced in 2014
Posey County Bridge No. 327 (NBI No. 6500255), Kreitenstein Road over Big Creek, Posey County	Non-Select bridge was removed with local money	Nothing of note to include with this report	Bridge Inspection Report, NBI No. 6500255 (dated 3/5/08) indicates bridge was closed in 2008; a review of historic aerial imagery indicates the bridge was removed in 2009
Shelby County Bridge No. 97 (NBI No. 7300088), Edinburgh Road over Branch of Big Blue River, Shelby County	Select bridge was replaced with a new bridge with local money	Nothing of note to include with this report	Bridge Inspection Report, NBI No. 7300196 (dated 1/19/16) indicates bridge was replaced in 2014
Warren County Bridge No. 23 (NBI No. 8600020), CR 350 S over Redwood Creek, Warren County	Non-Select bridge was replaced with a new bridge with local money	Nothing of note to include with this report	Bridge Inspection Report, NBI No. 8600117 (dated 9/15/14) indicates bridge was replaced in 2014
Ripley County Bridge No. 70 (NBI No. 6900053), CR 650 N over Little Otter Creek, Ripley County	Non-Select bridge was replaced with a new bridge with local money	Nothing of note to include with this report	Bridge Inspection Report, NBI No. 6900162 (dated 11/2/15) indicates bridge was replaced in 2015

## Part II

## Part II. Select Bridges that have been replaced, relocated, or bypassed

As outlined in the following table, INDOT-CRO has knowledge of twenty-six (26) Select Bridges that have been replaced, relocated, closed, or bypassed or are proposed for replacement. Not all of these bridges have been destroyed. Some of them are going to be reused on local trail systems, have been bypassed, have been relocated, or may have been placed in storage – as indicated.

Per Stipulation IV.G. of the Historic Bridge PA (below), when a Select Bridge is demolished with *local* funds, the County can no longer utilize the streamlining procedures of the Historic Bridge PA on other Select or Non-Select Bridge projects that utilize Federal Highway Administration (FHWA) funds. Rather, they must follow regular Section 106 procedures pursuant to 36 CFR Part 800 and would require execution of a Memorandum of Agreement (MOA) to resolve any adverse effects.

*Anticipatory Demolition – If FHWA or Indiana SHPO determine a bridge owner intentionally demolishes or otherwise diminishes the historic integrity of a Select Bridge under the bridge owner’s jurisdiction with non-Federal-aid funds, then FHWA will comply with 36 CFR Part 800 for any future federal-aid bridge project proposed by that bridge owner. After the next Bridge Survey update is completed in accordance with Stipulation II.C.2, FHWA may process federal-aid projects in accordance with this Agreement for that bridge owner.*

The following list is a list of **all known** Select Bridges that have been replaced, relocated, or bypassed, some of which have been allowably processed under the Historic Bridges PA. Therefore, this list **does not** constitute a list of counties that are no longer able to utilize the Historic Bridge PA per Stipulation IV.G. Before the environmental process is initiated for any proposed FHWA-funded projects for bridges in any of the listed counties, FHWA and INDOT will need to make an assessment of whether it is appropriate to invoke Stipulation IV.G. and therefore comply with 36 CFR Part 800 instead of utilizing the Historic Bridge PA process.

**Select Bridges That Have Been Replaced, Relocated, or Bypassed**

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Year Replaced	Source of Information	Des. No.
Bartholomew	00026	300024	CR 850 E	Clifty Creek	Proposed for Reuse on People Trail	Section 106 documents	9982690, 0401196 & 1173209
Benton	00010	0400004	CR 500 W	Sugar Creek	2011	2011 Bridge Inspection Report, Benton County Bridge Report (Janssen & Spaans Engineering)	N/A; local money
Boone	00018	0600011	CR 950 W	Goldsberry Creek	2009	Boone County, Indiana Bridge Inspection Summary Report (3/21/2012)	N/A; local money
Boone	00070	0600052	CR 600 E	Mounts Run	Proposed for replacement in 2011	2011 Historic Bridge PA Annual Report (Communication from the US Army Corps of Engineers in 2013 indicates the permit application for replacement was put on hold)	N/A; local money
Clark	00063	1000053	Elrod Rd.	Silver Creek	Bypassed in 2014	Bridge Inspection Report, NBI No. 1000053 (dated 3/28/14) states that new superstructure was built on old abutments & original structure was moved to side and is resting on temporary wooden supports	N/A; local money
Crawford	00123	1300067	Main St.	Blue River	2010	2010 Historic Bridge PA Annual Report (also confirmed through bridge inspection reports)	N/A; local money
Decatur	00138	1600114	CR 700 W	Branch Fall Fork Clifty Creek	2008-2010	NBI Data indicates this bridge was replaced with a culvert between 2008-2010	N/A; local money
DeKalb	00134	1700135	CR 75	CSX Railroad	Removed in 2014; no new structure; structure may have been stored by County/CSX	Bridge Inspection Report, NBI No. 1700135 (dated 12/18/14) shows the bridge has been removed	1173242 (eliminated); local money used



**Select Bridges That Have Been Replaced, Relocated, or Bypassed**

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Year Replaced	Source of Information	Des. No.
Delaware	00085	1800070	CR 800 E	Mississinewa River	Proposed for Reuse on Cardinal Greenway Trail	Section 106 documents	0500078
Gibson	00402	2600286	Antioch Church Rd.	Black River	2012	Bridge Inspection Report, NBI No. 2600350 (dated 4/23/14)	N/A; local money
Harrison	00058	3100036	Valley View Rd.	Indian Creek	2013* Bypassed	NBI Data indicates this bridge was bypassed to utilize as a pedestrian structure	N/A; local money
Jackson	00189	3600125	Base Rd.	Wayman Ditch	Removed in 2011; no new structure; relocated to the Jackson County Fairgrounds	Discussion on Bridge Hunter Website: <a href="http://bridgehunter.com/in/jackson/3600125/">http://bridgehunter.com/in/jackson/3600125/</a>	N/A; local money
Jay	00062	3800175	CR 850 E	Limberlost Creek	2012	Bridge Inspection Report, NBI No. 3800223 (dated 2/19/14)	N/A; local money
Lawrence	00020	4700122	Old SR 37	Gulletts Creek	2012	Lawrence County, Indiana Bridge Inspection Report, Phase II - 2012 (RW Armstrong)	0201241 (eliminated); local money used
Lawrence	00080	4700053	Twin Bridges Rd.	Branch of Rock Lick Creek	2012	Lawrence County, Indiana Bridge Inspection Report, Phase II - 2012 (RW Armstrong)	N/A; local money
Madison	00087	4800077	CR 700 N	Little Killbuck Creek	2009	Madison County, Indiana Bridge Inspection Summary Report (12/5/2011)	N/A; local money
Morgan	00161	5500125	Old SR 37	Little Indian Creek	2015* Bypassed	Section 106 Documents for Des. No. 1400880; bypassed and rehabilitated for pedestrian use	1400880
Morgan	00224	5500142	Old SR 37	Indian Creek	2013 *Closed	NBI Data indicates it's currently used for pedestrian traffic	N/A
Orange	00034	5900024	CR 350 W	Lick Creek	2008	Bridge Inspection Report, NBI No. 5900118 (dated 5/31/2012)	N/A; local money

**Select Bridges That Have Been Replaced, Relocated, or Bypassed**

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Year Replaced	Source of Information	Des. No.
Orange	00200	5900102	Gospel Street	Lick Creek	2015 *Collapsed	Collapsed due to overweight truck. Newspaper articles indicate County would like to repair/reopen	N/A
Posey	00163	6500238	Huey Rd	Branch of Big Creek	2012	Bridge Inspection Report, NBI No. 6500238 (1/18/2013)	N/A; local money
Shelby	00136	7300124	CR 200 E	S. Fork Lewis Creek	2013	Shelby County, Indiana Bridge Inspection Summary Report (7/17/2014)	N/A; local money
Shelby	00097	7300088	Edinburgh Rd.	Branch of Big Blue River	2014	Bridge Inspection Report, NBI No. 7300196 (dated 1/19/16)	N/A; local money
Tipton	00009	8000009	CR 1050 W	Wilbert Crum Ditch	2010	Tipton County, Indiana Bridge Inspection Summary Report (7/05/2011)	N/A; local money
Tipton	00059	8000051	CR 400 E	Schlater Ditch	2010	Tipton County, Indiana Bridge Inspection Summary Report (7/05/2011)	N/A; local money
Wells	00074	9000058	CR 400 W	Rock Creek	2010	Wells County, Indiana Bridge Inspection Summary Report (6/13/2012)	9382490; MOA executed in 1995 for the replacement of this bridge; not processed under Historic Bridge PA

## Part III

Part III. Non-Select Bridges that have been replaced, relocated, or bypassed

As outlined in the following table, INDOT-CRO has knowledge of sixty-nine (69) Non-Select Bridges that have been replaced, relocated, or bypassed or are currently proposed for replacement.

**Non-Select Bridges That Have Been Replaced (including proposed replacements, as indicated), Relocated, or Bypassed**

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Year Replaced	Source of Information	Des. No.
Allen	00546	0200273	State Blvd.	Spy Run Creek	Proposed for replacement	Section 106 documents	0400587
Bartholomew	00001	0300003	CR 500 S	Bear Creek	2010	Bartholomew County, Indiana Bridge Inspection Summary Report (5/14/2012)	N/A; local money
Bartholomew	00130	0300121	CR 1100 S	East Fork White Creek	2009	Bartholomew County, Indiana Bridge Inspection Summary Report (5/14/2012)	N/A; local money
Bartholomew	00165	300138	CR 600 W	Branch Wolf Creek	2014	NBI Data indicates this bridge was replaced with a culvert in 2014	N/A
Brown	00042	0700031	Elkinsville Rd.	Gravel Creek	2011	Brown County, Indiana Bridge Inspection Summary Report (7/6/2012)	0100151; SHPO letter of 3/7/2002 states bridge is not NRHP eligible; finding of "No Historic Properties Affected" signed by FHWA 3/11/2002; SHPO concurrence letter dated 4/9/2002; not processed under Historic Bridge PA
Carroll	00502	0800129	CR 750 N	Ryan Appleton Ditch	2011	Carroll County, IN Bridge Inventory & Appraisal Report, Phase 2 – November 1, 2011 (Rumschlag Technical Services)	N/A; local money
Clark	403-10-01941A	32000	SR 403	Silver Creek	Proposed for replacement	Section 106 documents	0800072
Clay	046-11-01313A	17020	SR 46	Birch Creek	2014	Section 106 documents	0800838
Crawford	00011	1300008	Bacon Hollow Rd	Whiskey Run	2008	Bridge Inspection Report, NBI No. 1300008 (10/2/2013; in progress)	N/A; local money
Crawford	00129	1300069	Main St.	Southern Railroad	Proposed for replacement	Section 106 documents	0901105; not processed under Historic Bridge PA
Dearborn	00024	1500021	Cold Spring Rd.	Lee's Branch/S. Hogan Creek	Proposed for replacement	Section 106 documents	1006517/1383444

**Non-Select Bridges That Have Been Replaced (including proposed replacements, as indicated), Relocated, or Bypassed**

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Year Replaced	Source of Information	Des. No.
Dearborn	00055	1500050	Collier Ridge Rd.	West Fork Tanners Creek	2014	Section 106 documents	1005702
Dearborn	050-15-00210A	18790	US 50	Tanners Creek and Service Rd.	Proposed for replacement	Section 106 documents	0400285 and 0800029
Decatur	00002	1600002	CR 421 N	Clifty Creek	Proposed for replacement	Section 106 documents	1005700
Delaware	00107	1800089	CR 700 N	Mississinewa River	2011	Delaware County, Indiana Bridge Inspection Summary Report (2/14/2013; in progress)	0301001 (eliminated)
Dubois	00055	1900045	Cuzco Rd. W	Davis Creek	2012	Phase I Bridge Inspection Report Dubois County, Indiana, 2014 (Butler, Fairman & Seufert)	N/A; local money
Elkhart	33-20-3906A	10970	US 33	Elkhart River	Proposed for replacement	Section 106 documents	0101525
Floyd	00023	2200022	John Pectol Rd.	Big Indian Creek	2013	Section 106 documents	8676620
Fountain	00097	2300075	CR 500 E	North Fork of Coal Creek	Proposed for replacement	Section 106 documents	1005669
Fountain	00104	2300081	CR 200 E	North Fork of Coal Creek	2009	Fountain County, Indiana Bridge Inspection Summary Report (4/18/2011)	N/A; local money
Greene	00021	2800014	CR 270 E	Richland Creek	2009	Phase II Bridge Inspection Report Greene County, Indiana, 2011 (Butler, Fairman & Seufert)	0200727; SHPO letter of 3/11/2003 states bridge is not NRHP eligible; finding of "No Historic Properties Affected" signed by FHWA 10/15/2003; not processed under Historic Bridge PA
Greene	00024	2800016	CR 390 N	Richland Creek	2014	Bridge Inspection Report, NBI No. 2800218 (dated 9/23/14)	N/A; local money
Greene	00255	2800204	CR 1400 E	Indiana RR	2010	Phase II Bridge Inspection Report Greene County, Indiana, 2011 (Butler, Fairman & Seufert)	N/A; local money

**Non-Select Bridges That Have Been Replaced (including proposed replacements, as indicated), Relocated, or Bypassed**

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Year Replaced	Source of Information	Des. No.
Greene	057-28-00341C	20710	SR 57	White River	Proposed for replacement	Section 106 documents	0400090
Greene	057-28-03042D	20720	SR 57	White River Overflow	Proposed for replacement	Section 106 documents	0400091
Hendricks	00272	3200214	CR 550 W	Conrail RR	Proposed for replacement	Section 106 documents	0800717
Howard	00508	3400126	Park Ave.	Kokomo Creek	Proposed for replacement	Section 106 documents	1400994
Jackson	00006	3600005	Maumee Rd.	Combs Branch	Current status unknown	Lack of inclusion in current NBI data indicates this bridge is no longer in service.	N/A
Jackson	00195	3600130	CR 550 W	Muscatatuck River	Proposed for replacement	Section 106 documents	1005701
Jennings	00008	4000008	CR 400 W	Bear Creek	2010	Bridge Inspection Report, NBI No. 4000008 (dated 1/4/2012)	N/A; local money
Jennings	00015	4000015	CR 400 N	Mutton Creek	2010	Bridge Inspection Report, NBI No. 4000201 (1/9/2013)	N/A; local money
Jennings	00082	4000074	CR 600 S	Bear Creek	2013	Bridge Inspection Report, NBI No. 4000211 (dated 4/9/15)	N/A
Knox	00377	4200147	Overhead Rd.	CSX RR	2009	Bridge Inspection Report, NBI No. 4200523 (1/30/2012)	0088500; SHPO letter of 5/30/2003 states bridge is not NRHP eligible; finding of "No Historic Properties Affected" signed by FHWA 7/15/2003; not processed under Historic Bridge PA
Lake	(12)912-45-02352D	33080	SR 912	Gary Avenue & E.J.E. Railroad	Proposed for replacement	Section 106 documents	0201063
Lawrence	00068	4700042	Henderson Creek Rd.	Little Salt Creek	2010	Lawrence County, Indiana Bridge Inspection Report, Phase II - 2012 (RW Armstrong)	N/A; local money

**Non-Select Bridges That Have Been Replaced (including proposed replacements, as indicated), Relocated, or Bypassed**

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Year Replaced	Source of Information	Des. No.
Lawrence	00079	4700052	Twin Bridges Rd.	Branch of Rock Lick Creek	2012	Lawrence County, Indiana Bridge Inspection Report, Phase II - 2012 (RW Armstrong)	N/A; local money
Madison	00097	4800086	CR 450 N	Killbuck Creek	Proposed for Reuse by City of Anderson	Section 106 documents	0100372
Marion	1615F	4900116	Lafayette Rd.	Conrail Railroad	Proposed for replacement	Section 106 documents	1173064
Marion	1807F	4900146	Keystone Ave.	Fall Creek Overflow	2014	Section 106 documents	1173063
Marion	4101F	4900390	Franklin Rd	Miller Ditch	Proposed for replacement	US Army Corps of Engineers & SHPO communications	N/A; local money
Martin	00022	5100006	Cale Rd. (Mt. Olive Rd.)	Sulphur Creek	2010	Martin County, IN Bridge Inventory & Appraisal Report, Phase 1 – October 1, 2010 (Rumschlag Technical Services)	N/A; local money
Martin	00073	5100040	Rusk Road	Lost River	Disassembled and moved to new location/use in Texas in 2013	Discussion found on Bridge Hunter Website: <a href="http://bridgehunter.com/in/martin/5100040/">http://bridgehunter.com/in/martin/5100040/</a>	N/A; local money
Martin	00137	5100061	Deep Cut Connector (Historic	Beaver Creek	2013	Bridge Inspection Report, NBI No. 5100068 (dated 2/21/2013)	N/A; local money
Morgan	00030	5500024	Mahalasville Rd.	Pike Creek	2010	Morgan County, Indiana Bridge Inspection Summary Report (6/03/2011)	N/A; local money
Morgan	00044	5500037	Peavine Rd.	Stotts Creek	Proposed for replacement	Section 106 documents	1173249
Morgan	252-55-01968	30720	SR 252	Long Run Creek	2014	Section 106 documents	0401165



**Non-Select Bridges That Have Been Replaced (including proposed replacements, as indicated), Relocated, or Bypassed**

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Year Replaced	Source of Information	Des. No.
Owen	00105	6000077	CR 750 S	Lick Creek	2013	Bridge Inspection Report, NBI No. 6000152 (dated 11/14/14)	N/A
Parke	00072	6100059	CR 600 W	Big Raccoon Creek	Proposed for replacement	Section 106 documents	0800716
Parke	00248	6100218	CR 1200 E	Conrail Railroad	2014	Section 106 documents	0900839
Pike	00071	6300057	Meridian Rd	Patoka River	2009	Bridge Inspection Report, NBI No. 6300187 (dated 5/14/2013); Historic Bridge Inventory	N/A; local money
Pike	00144	6300098	CR 500 E	Branch South Fork Patoka River	2014	Bridge Inspection Report, NBI No. 6300181 (dated 5/22/15)	N/A
Pike	00147	6300100	CR 350 E	Patoka River	Proposed for replacement	Section 106 documents	0902251
Posey	00091	6500247	Pfeiffer Rd.	Big Creek	2012	Posey County, Indiana Bridge Inspection Summary Report (2014)	N/A; local money
Posey	00195	6500150	Upper Mt Vernon Rd	Little Creek	2010	Posey County, Indiana Bridge Inspection Summary Report (2/14/2013)	N/A; local money
Posey	00327	6500255	Kreitenstein Rd.	Big Creek	2009	Bridge Inspection Report, NBI No. 6500255 (dated 3/5/08) indicates bridge was closed in 2008; a review of historic aerial imagery indicates the bridge was removed in 2009	N/A
Putnam	00137	6700122	CR 100 E	Big Walnut Creek	Proposed for replacement	Section 106 documents	9982470
Putnam	00199	6700173	CR 1300 S	Mill Creek	2008	Bridge Inspection Report, NBI No. 6700249 (3/31/2011)	0200745; SHPO letter of 8/9/2004 states nothing in project APE is NRHP eligible; finding of "No Historic Properties Affected" signed by FHWA
Ripley	00070	6900053	CR 650 N	Little Otter Creek	2015	Bridge Inspection Report, NBI No. 6900162 (dated 11/2/15)	N/A

**Non-Select Bridges That Have Been Replaced (including proposed replacements, as indicated), Relocated, or Bypassed**

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Year Replaced	Source of Information	Des. No.
Shelby	00149	7300137	CR 425 S	Conns Creek	Demolished in 2103	Email from County's consultant	N/A; bridge had been bypassed; bridge was reclassified from Select to Non-Select in 2013 prior to demolition
Shelby	009-73-01994B	2410	SR 9	Flatrock River	2013	Bridge Inspection Report, NBI No. 002410 (4/1/2013)	0100327
Spencer	00308	7400168	CR 700 E	Branch of Crooked Creek	2012	Spencer County, Indiana Bridge Inspection Summary Report (1/25/2013; in progress)	N/A; local money
Tippecanoe	026-79-03346B	6690	SR 26	South Fork of Wildcat Creek	Proposed for replacement	Section 106 documents	9608220
Tippecanoe	052-79-01784EEBL	19010	US 52	Wabash River & SR 43 (River Road)	Proposed for replacement	Section 106 documents	0400774
Vigo	00151	8400113	Gannon Rd.	East Little Sugar Creek	2009	Bridge Inspection Report, NBI No. 8400342 (8/3/2011)	0200751; SHPO letter of 1/8/2003 states bridge is not NRHP eligible; finding of "No Historic Properties Affected" signed by FHWA 7/15/2003; not processed under Historic Bridge PA
Warren	00023	8600020	CR 350 S	Redwood Creek	2014	Bridge Inspection Report, NBI No. 8600117 (dated 9/15/14)	N/A
Warren	055-86-03502B	19740	SR 55	Big Pine Creek	2014	Section 106 documents	0800834
Washington	00058	8800038	Canton/S. Boston Rd.	Middle Fork Blue River	2014	Washington County, IN Bridge Inventory & Appraisal Report, Phase 1 – 1/26/15 (Rumschlag Technical Services)	N/A; local money
Washington	00060	8800040	Harristown Rd.	Branch W Fork Blue River	2009	Washington County, IN Bridge Inventory & Appraisal Report, Phase 1 – April 1, 2011 (Rumschlag Technical Services)	N/A; local money

**Non-Select Bridges That Have Been Replaced (including proposed replacements, as indicated), Relocated, or Bypassed**

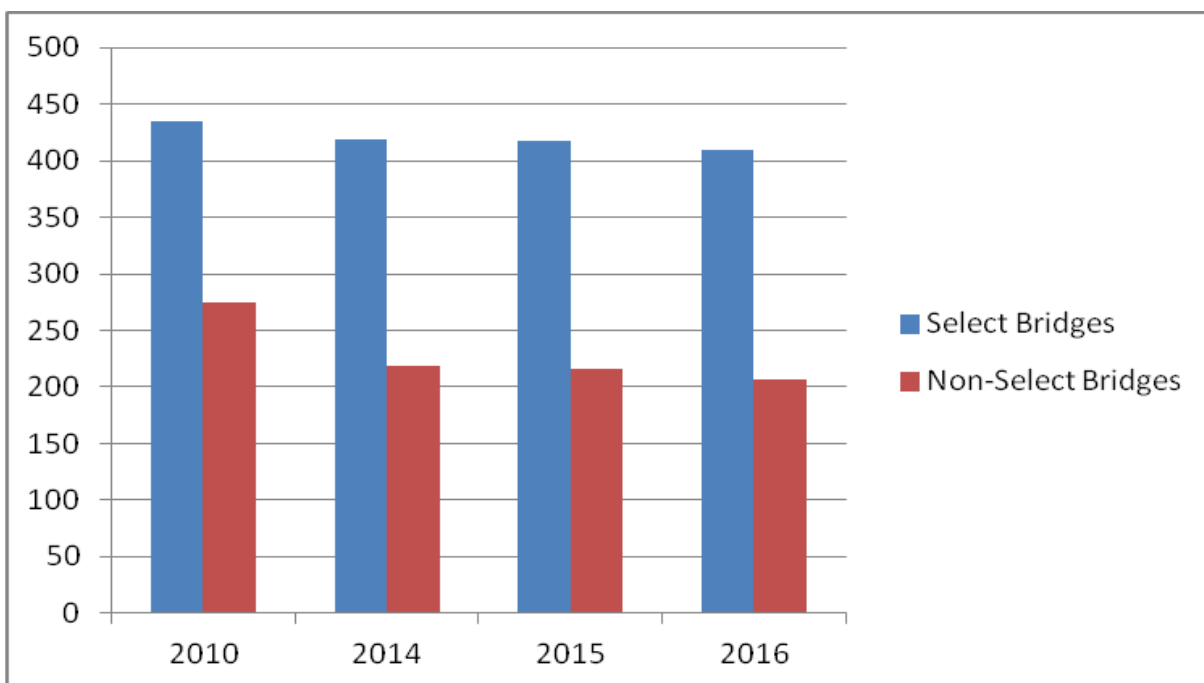
<b>County</b>	<b>Bridge No.</b>	<b>NBI No.</b>	<b>Road Carried</b>	<b>Feature Crossed</b>	<b>Year Replaced</b>	<b>Source of Information</b>	<b>Des. No.</b>
Wayne	00173	8900126	Mineral Springs Road	Greens Fork River	Proposed for replacement	Section 106 documents	0801062

## Part IV

#### Part IV--Tally of Select and Non-Select Bridges

Below is a “running tally” of extant Select and Non-Select bridges compared to previous years presented in table and chart format. For Select Bridges, to still be considered “extant” in this context, they have been preserved in place for continued vehicular use. Select Bridges that are going to be reused on local trail systems, have been bypassed, have been relocated, or may have been placed in storage are counted as a “loss” in this tally. Non-Select Bridges “proposed for replacement” have been included as a “loss” only after the public hearing for the proposed project has been held. Until that point, the procedures under the Historic Bridges PA are still on-going and the preferred alternative has not yet been finalized.

	<b>2010</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Select Bridges</b>	435	419	417	409
<b>Non-Select Bridges</b>	275	219	216	206



## **Attachments**

**Indiana Department of Transportation**

County Dearborn Route Cold Springs Road Des. No. 1383444 Project No. 1383444

**FHWA-Indiana Environmental Document  
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM  
GENERAL PROJECT INFORMATION**

<b>Road No./County:</b>	Cold Springs Road, Dearborn County
<b>Designation Number:</b>	1383444 (1006517)
<b>Project Description/Termini:</b>	The project proposes replacement of Dearborn County Bridge No. 24 and elimination of a reverse horizontal curve through the existing structure by correcting the geometry of the roadway approaches. The northwestern project terminus is approximately 525 ft northwest of the existing bridge and the southeastern project terminus is approximately 524 ft southeast of the existing bridge.

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

	<b>Categorical Exclusion, Level 2</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager).
	<b>Categorical Exclusion, Level 3</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services).
X	<b>Categorical Exclusion, Level 4</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA.
	<b>Environmental Assessment (EA)</b> – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA.

Note: For documents prepared by or for Environmental Services, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval *[Signature]* 2015.10.28 08:24:17 *Ronald E. Baker* 10-28-2015  
 ESM Signature Date ES Signature Date

*Michelle Allen* 2015.11.05 10:25:06  
 FHWA Signature Date

Release for Public Involvement *DGD* 2015.08.19 13:57:02 -04'00'  
 ESM Initials Date

*REB* 8-19-2015  
 ES Initials Date

Certification of Public Involvement *Mary Wright* 10/17/15  
 EXAMINER Manager, Public Hearings Signature Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

Reviewer Signature *[Signature]* Date 10/27/2015

Name and organization of CE/EA Preparer: Ian Chavez, ASC Group, Inc.

This is page 1 of 23 Project name: Dearborn County Bridge No. 24 Bridge Replacement Date: 8/18/2015



**Indiana Department of Transportation**

County Whitley Route SR 5 Des. No. 1006177

**FHWA-Indiana Environmental Document  
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM  
GENERAL PROJECT INFORMATION**

Road No./County:	State Road 5/ Whitley
Designation Number:	1006177
Project Description/Termini:	Bridge Rehabilitation on SR 5 over Eel River, from approximately 75 ft. northwest and 35 ft. southeast of the existing bridge, located 0.04 miles south of SR 14 at RP 48+54.

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CB):

	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
<b>X</b>	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval Juan A. Klein 5/6/15 Ronald E. Bulmer 5-6-2015  
 ESM Signature Date ES Signature Date  
Joyce E. Howland 5/8/15  
 FHWA Signature Date

Release for Public Involvement  
JAK 12-22-14 PAC 12/24/2014  
 ESM Initials Date ES Initials Date

Certification of Public Involvement Mary Wright 2/24/15  
 Office of Public Involvement Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env. Reviewer Signature: [Signature] Date: 4-23-2015  
 Name and Organization of CE/EA Preparer: Karen M. Novak – INDOT Fort Wayne District

This is page 1 of 20 Project name: SR5 over Eel River Date: 12/18/2014

**Indiana Department of Transportation**

County Marion

Route Central Avenue

Des. No. 1382070

**FHWA-Indiana Environmental Document  
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM  
GENERAL PROJECT INFORMATION**

<b>Road No./County:</b>	Central Avenue/Marion County
<b>Designation Number:</b>	1382070
<b>Project Description/Termini:</b>	Rehabilitation of Marion County Bridge 1804F carrying Central Avenue over Fall Creek. (The total project length is approximately 350 feet, with 50 feet of approach work to the south of the bridge, 50 feet of approach work to the north of the bridge, and 250 feet of work at the bridge.)

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

<input type="checkbox"/>	<b>Categorical Exclusion, Level 2</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
<input type="checkbox"/>	<b>Categorical Exclusion, Level 3</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
<input checked="" type="checkbox"/>	<b>Categorical Exclusion, Level 4</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
<input type="checkbox"/>	<b>Environmental Assessment (EA)</b> – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

**Approval**

_____	_____	_____	_____
ESM Signature	Date	ES Signature	Date
_____		_____	
FHWA Signature		Date	

**Release for Public Involvement**

_____	_____		_____
ESM Initials	Date	ES Initials	Date
			April 22, 2015

**Certification of Public Involvement**

	_____
Office of Public Involvement	Date
	6/29/15

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env.  
Reviewer Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name and Organization of CE/EA Preparer: Britta Rees (Butler, Fairman & Seufert, Inc.)

**Indiana Department of Transportation**

County Wells Route North CR 300W Des. No. 1297550

**FHWA-Indiana Environmental Document  
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM  
GENERAL PROJECT INFORMATION**

<b>Road No./County:</b>	IR 301 / Wells County, Indiana
<b>Designation Number:</b>	1297550
<b>Project Description/Termini:</b>	Rehabilitation of Wells County Bridge No. 193 and roadway approach improvements, within 300 feet north and 200 feet south of the bridge.

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

<input type="checkbox"/>	<b>Categorical Exclusion, Level 2</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - Table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
<input type="checkbox"/>	<b>Categorical Exclusion, Level 3</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - Table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
<input checked="" type="checkbox"/>	<b>Categorical Exclusion, Level 4</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - Table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
<input type="checkbox"/>	<b>Environmental Assessment (EA)</b> – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval \_\_\_\_\_

ESM Signature	Date	ES Signature	Date
_____	_____	_____	_____
FHWA Signature	Date		
_____	_____		

Release for Public Involvement

<u>JAR</u>	<u>9-22-14</u>	<u>KBR</u>	<u>23SEP14</u>
ESM Initials	Date	ES Initials	Date

Certification of Public Involvement

<u>Mary Wright</u>	<u>6/5/15</u>
Office of Public Involvement	Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env. Reviewer Signature: [Signature] Date: 9/22/14

Name and Organization of CE/EA Preparer: Jason A. Stone, DLZ Indiana, LLC

20142062

DEC 12 2014

RECEIVED



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 233-2061  
FAX: (317) 233-4929

**Michael R. Pence, Governor**  
**Karl B. Browning, Commissioner**

December 9, 2014

Paul Diebold  
Assistant Director of Preservation Services  
Indiana Department of Natural Resources  
Division of Historic Preservation and Archaeology  
Staff of the State Historic Preservation Officer  
Indiana Government Center South, Rm. W274  
Indianapolis, IN 46204

RE: Continued National Register Eligibility of Marion County Bridge No. 2502F  
Illinois Street over Fall Creek  
City of Indianapolis, Center Township, Marion County, Indiana  
INDOT Des. No. 1173302  
DHPA No. 12596

Dear Mr. Diebold:

As my staff has discussed with you, the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" ("Historic Bridges PA") states in the "Standard Treatment Approach" for rehabilitation projects that after a project is complete, if the bridge is currently listed in the National Register of Historic Places ("National Register"), then INDOT will seek approval of the Department of Interior, National Park Service ("NPS") to keep it on the Register (see Historic Bridges PA, Attachment B, Item 6).

After discussing this matter with the staff of the Keeper ("Keeper") of the National Register (housed within NPS), you provided the following information to us:

- The concept of preparing information regarding continued eligibility of a listed property is acceptable;
- The NPS / Keeper should not be sent requests for determining ongoing eligibility of a listed resource; These should be sent to your office, since you are the staff of the State Historic Preservation Officer ("SHPO"). Any such requests sent to the Keeper or NPS without SHPO recommendation will be forwarded to the SHPO by the Keeper;
- The SHPO may send such requests on to the Keeper but must do so with a recommendation. The SHPO may elect to not send the request on, if staff believes it is not warranted;
- Future agreements of this type should reflect the above.

As such, we are now submitting at this time our first request for your review under the Historic Bridges PA, Attachment B, Item 6. As you know, the Illinois Street Bridge over Fall Creek in Indianapolis (Marion County Bridge No. 2502F/NBI No. 4900214) is a contributing structure to the National Register-listed Indianapolis Park & Boulevard System. It has recently opened to traffic after a major project, which in essence reconstructed the bridge, utilizing some of the original stone components. We have gathered and attached before & after photographs of the bridge, the project description from the Section 106 consultation, and a plan sheet from the Section 106 consultation to document the changes to the bridge that might impact its eligibility.

Bridge No. 2502F is an impressive three-span concrete arch that is faced with Bedford limestone and has a limestone railing. While the bridge is a mixture of new concrete and both salvaged original stone and new stone components, and it was essentially rebuilt from the ground up, the bridge today looks nearly the same as when it was first built. The most noticeable "modern" feature of the bridge are the new railings separating the travel lanes from the sidewalk but, overall, they do not overpower the bridge's aesthetics or significantly detract from its historic character. The bridge is significant as being a design attributed to George Kessler (according to the National Register nomination). The bridge maintains its original use as a means of transporting vehicles, bicycles and pedestrians on Illinois Street across Fall Creek, which is a significant crossing in the Park & Boulevard System. The bridge continues to serve as an integral part of the system and retains the historic essence of the Kessler design. Accordingly, it would seem to us that Bridge No. 2502F continues to contribute to the Indianapolis Park & Boulevard System under Criterion A, as an example of the City Beautiful aesthetic incorporated into bridge design.

We look forward to your review of the attached information and a recommendation of whether Bridge No. 2502F should still be considered a contributing resource to the Indianapolis Park & Boulevard System. We would appreciate a response within thirty (30) days, if possible. If you have any questions regarding this matter, please contact Mary Kennedy of this section at (317) 232-5215 or [mkennedy@indot.in.gov](mailto:mkennedy@indot.in.gov). Thank you in advance for your cooperation.

Sincerely,



Patrick Carpenter  
Cultural Resources Manager  
Environmental Services

PAC/MEK/mek  
Enclosures

cc: INDOT project files  
FHWA-IN Division

# DNR Indiana Department of Natural Resources



Division of Historic Preservation & Archaeology • 402 W. Washington Street, WZ74 • Indianapolis, IN 46204-2739  
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov • www.IN.gov/dnr/historic

December 17, 2014

Carol D. Shull  
Interim Keeper of the National Register of Historic Places  
1201 Eye Street, NW, 8<sup>th</sup> floor  
Washington, D.C. 20005

Re: Request for review under the historic bridges PA for the eligibility of the Illinois Street Bridge (2502F) over Fall Creek (Des. No. 1173302; DHPA #12596)

Dear Ms. Shull,

Per the provisions of the Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges (aka, the Historic Bridges PA), we are seeking your guidance on the continued eligibility of a historic resource that is listed on the National Register of Historic Places. This is the first request under the Historic Bridges PA, and we would appreciate any thoughts the Keeper may have regarding what may become a standard for treatment for National Register-listed historic concrete or stone-veneered concrete bridges.

The Illinois Street Bridge over Fall Creek was included as a contributing structure to the Indianapolis Park and Boulevard System, listed on the National Register on March 28, 2003. The nomination includes most of the George Edward Kessler-designed park and circulation system of the city, totaling some 3,400 acres of land and including thirty bridges. The Illinois Street Bridge is considered a component of the Fall Creek Parkway sub-system, which includes eight concrete bridges, six of which are stone-faced bridges that cross Fall Creek within blocks of one another.

INDOT recently provided Federal funds for the extensive rehabilitation of the Illinois Street Bridge, and the project is now complete. Work items are specified on the attachment, but, to summarize, they included:

- Total replacement of the roadway deck and fill over arches.
- Removing portions of original structural arches back several feet from outside face. Rebuilding/rehabbing structural arches back to original width with new concrete.
- Removing stone facing blocks and railing blocks, discarding damaged blocks & replacing with limestone blocks of same finish, resetting original and new blocks.
- Installing metal guardrail on road side of walkway.

Staff inspected the bridge on December 17, 2014. We believe that the project resulted in extensive loss of historic material from the bridge. Despite the loss of materials, we believe, in this case, that the bridge still contributes to the significance of the Indianapolis Park and Boulevard System.

The bridge retains its location and setting. Of interest to staff, the wingwalls and adjacent flood protection walls were not impacted by the project. Though the flood walls are counted as a separate resource, the effect they produce as they line Fall Creek between the stone bridges is one of a continuous, City Beautiful-inspired landscape. The original stone facing of the bridge, which largely survives, reinforces this continuity. A high percentage of stones were reused in the project, and staff noted that many retain the original craftsman's marks, such as scabbling, chiseling, and bush-hammering. Other factors staff considered included the use of the bridge. In this case, the bridge retains its alignment, width, and function as a vehicular and pedestrian span.

Shull  
12/17/2014, p. 2.

In short, we believe that the bridge retains enough integrity to support the significance of the listed property as a contributing resource to the Indianapolis Park and Boulevard System. We would appreciate your findings regarding this matter. Please copy your response to Patrick Carpenter at the address below. We believe the enclosure has sufficient information for your use, but, if you require additional information, please contact Paul Diebold of my staff.

Sincerely,



Mitchell K. Zoll  
Deputy State Historic Preservation Officer

copies: Patrick Carpenter  
Cultural Resources Manager  
INDOT  
100 N. Senate Ave., Room N642  
Indianapolis, IN 46204  
and NR files.

enclosures: letter and packet from INDOT regarding Illinois St. Bridge.



# United States Department of the Interior

NATIONAL PARK SERVICE  
1849 C Street, N.W.  
Washington, DC 20240

H32(2280)

**MAR 25 2015**

Mr. Mitchell K. Zoll  
Deputy State Historic Preservation Officer  
Division of Historic Preservation and Archaeology  
Indiana Department of Natural Resources  
402 W. Washington Street, W274  
Indianapolis, IN 46204-2739

Dear Mr. Zoll:

Thank you for your letter of December 17, 2014, regarding the Illinois Street Bridge over Fall Creek, a contributing structure in the Indianapolis Park and Boulevard System, which was listed in the National Register of Historic Places on March 28, 2003.

You have requested that we review documentation on the now completed recent rehabilitation of the bridge by the Indiana Department of Transportation (INDOT) to determine whether the bridge retains historic integrity following the rehabilitation work. In your letter you summarize the work as:

- Replacement of the roadway deck and fill over the arches.
- Rebuilding/rehabbing portions of the structural arches.
- Repairing and replacing damaged stone facing blocks.
- Installing a metal guardrail on the road side of the walkway.

You note that your staff inspected the work on December 17, 2014. You have advised us that in your opinion that the bridge retains historic integrity following the rehabilitation work.

We concur with your opinion that the bridge retains historic integrity following the rehabilitation work. The Illinois Street Bridge over Fall Creek will remain listed as a contributing structure in the Indianapolis Park and Boulevard System.

Please let me know if you have any questions concerning this decision.

Sincerely,

(sgd) Patrick Andrus

Patrick W. Andrus, Historian  
National Register of Historic Places



cc: Patrick Carpenter  
Cultural Resources Manager  
INDOT  
100 N. Senate Avenue, Room N642  
Indianapolis, IN 46204

**FEDERAL HIGHWAY ADMINISTRATION  
SECTION 4(f) COMPLIANCE REQUIREMENTS (for historic properties)  
AND SECTION 106 FINDINGS AND DETERMINATIONS  
Addendum concerning AREA OF POTENTIAL EFFECT  
ELIGIBILITY DETERMINATIONS EFFECT FINDING  
REHABILITATION OF MARION COUNTY BRIDGE NO. 1804F CARRYING  
CENTRAL AVENUE OVER FALL CREEK IN THE CITY OF INDIANAPOLIS,  
CENTER TOWNSHIP, MARION COUNTY, INDIANA  
DES. NO.: 1382070/1400489**

**AREA OF POTENTIAL EFFECTS**

**(Pursuant to 36 CFR Section 800.4(a)(1))**

The project is located on Central Avenue crossing over Fall Creek in the City of Indianapolis, Center Township, Marion County, Indiana. The area of potential effect (APE) includes those areas of existing and proposed right-of-way (ROW), incidental construction, including immediately adjacent properties and those areas where a visual differentiation may occur between an existing structure and the project area. This document has been prepared to include mitigation work to be done on the bridge on College Ave crossing Fall Creek, Marion County Bridge 1803F. The APE for this addendum has not been altered from the original APE because Bridge 1803F was included in the APE previously and the proposed work is minimal from a visual and physical perspective. Additionally, the tree-lined banks of Fall Creek further limit visibility in the area (Appendix A, A4).

**ELIGIBILITY DETERMINATIONS**

**(Pursuant to 36 CFR Section 800.4(c)(2))**

As a result of previous identification and evaluation efforts for this project, three contributing resources to the National Register of Historic Places (NRHP)-listed Indianapolis Park & Boulevard System were found within the APE. These resources are:

- 1) Marion County Bridge 1803F/College Avenue Bridge
  - NBI No. 4900142; listed 2002 under Criterion C: Architecture;
- 2) Marion County Bridge 1804F/Central Avenue Bridge
  - NBI No. 4900143; listed 2002 under Criterion C: Architecture;
- 3) Marion County Bridge 1805F/Delaware Street Bridge
  - NBI No. 4900144; listed 2002 under Criterion C: Architecture.

The APE was also found to contain four properties recommended eligible for listing in the NRHP:

- 1) Sutherland Avenue Historic District/Sites #098-296-09001 through 09015
  - eligible under Criteria C: Architecture;
- 2) 556 E Fall Creek Pkwy N Dr/Site #098-296-00683
  - eligible under Criteria C as an example of a Colonial Revival House;
- 3) Broadway Methodist Episcopal Church/Site #098-296-00685
  - eligible under Criteria C as an example of a Gothic Revival Church; and
- 4) 516 Sutherland Avenue
  - eligible under Criteria C as an example of an American Four Square.

Since the APE has not been modified, no new historic properties have been identified.

**EFFECT FINDING**

**(Pursuant to 36 CFR 800.4(d)(1))**

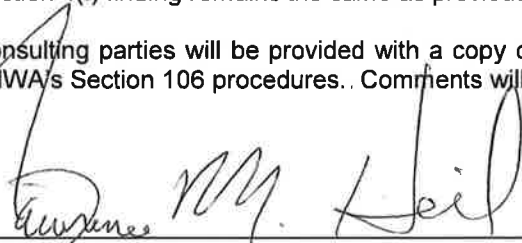
The previous effect finding (Des No. 1382070) was "*No Adverse Effect*". The Federal Highway Administration (FHWA) has determined a "*No Adverse Effect*" finding remains appropriate for this undertaking.

FHWA respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination for the project's overall finding.

**SECTION 4(f) COMPLIANCE REQUIREMENTS**

FHWA has previously determined the appropriate Section 106 finding for the overall project is "No Adverse Effect". The finding remains the same as previously established. FHWA concluded no Section 4(f) historic properties were being converted to a transportation use and no Section 4(f) evaluations were required. The Section 4(f) finding remains the same as previously established.

Consulting parties will be provided with a copy of the amended findings and determination in accordance with FHWA's Section 106 procedures. Comments will be accepted for 30 days upon receipt of findings.

  
Richard J. Marquis  
Indiana Division Administrator  
FHWA

November 3, 2015  
Approved Date

# DNR Indiana Department of Natural Resources



Division of Historic Preservation & Archaeology-402 W. Washington Street, W274-Indianapolis, IN 46204-2739  
Phone 317-232-1646-Fax 317-232-0693-dhpa@dnr.IN.gov-www.IN.gov/dnr/historic

December 14, 2015

Richard J. Marquis  
Indiana Division Administrator  
Federal Highway Administration  
575 N. Pennsylvania Street, Room 254  
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: FHWA's finding of "No Adverse Effect," with supporting documentation, and "Addendum to Federal Highway Administration Documentation of Section 106 Finding of No Adverse Effect, Submitted to the State Historic Preservation Officer Pursuant to 36 CFR Section 800.5(c): Rehabilitation of Marion County Bridge No. 1804F Carrying Central Avenue over Fall Creek in the City of Indianapolis, Center Township, Marion County, Indiana," with respect to the reopening of Section 106 consultation in regard to a commitment to perform mitigation work on Marion County Bridge No. 1803F carrying College Avenue over Fall Creek, in the form of preemptive maintenance (Des. Nos. 1382070 and 1400489; DHPA No. 14707)

Dear Mr. Marquis:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement . . . Regarding Management and Preservation of Indiana's Historic Bridges" ("Historic Bridges PA"), the staff of the Indiana State Historic Preservation Officer has reviewed the documents submitted with Butler, Fairman & Seufert's letter dated November 9, 2015, and received on November 13, for aforementioned project and mitigation work, in the City of Indianapolis, Center Township, Marion County, Indiana.

It appears that what might more accurately be called rehabilitation work on Bridge No. 1803F (College Avenue), as mitigation for what might more accurately be called reconstruction work on Bridge No. 1904F (Central Avenue), is being run through the Historic Bridges PA. In other words, one Historic Bridges PA review is directly resulting in another and is, to a degree, incorporating the second review into the first. Furthermore, we are accustomed to having more specific documentation of rehabilitation work to be done on a historic bridge than the current condition photographs and the brief summary of the scope of work provided here. We read that "[a]ny plans produced for work on Marion County Bridge No. 1803F/College Ave. Bridge will also be provided to the SHPO at the same stages" as those of Bridge No. 1804F (Central Avenue) (i.e., 30%, 60%, and 90% of completion). This might be the only way to handle this situation, given the intricacies of the Historic Bridges PA, but we find it somewhat difficult to unravel.

Even so, we are pleased that the preemptive rehabilitation work will be performed on Bridge No. 1803F (College Avenue), and we think it is possible that the work can be done in accordance with the Secretary of the Interior's Standards for Rehabilitation. Consequently, we concur with November 3, 2015, FHWA's finding of "No Adverse Effect."

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations.

If you have questions about buildings or structures, please contact John Carr at (317) 233-1949 or [jcarr@dnr.IN.gov](mailto:jcarr@dnr.IN.gov). Questions about archaeological issues should be directed to Wade T. Tharp at (317) 232-1650 or [wtharp1@dnr.IN.gov](mailto:wtharp1@dnr.IN.gov).

If there is any future correspondence about the project involving Marion County Bridge No. 1804F carrying Central Avenue over Fall Creek (Des. No. 1382070), please continue to refer to DHPA No. 14707. If there will be future correspondence regarding Marion County Bridge No. 1803F carrying College Avenue over Fall Creek (Des. No. 1400489), we may at that time decide to issue a separate DHPA No.

Very truly yours,



Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ:JLC:jlc

cc: Elizabet Biggio, Butler, Fairman & Seufert, Inc.

emc: Lawrence Heil, P.E., Federal Highway Administration, Indiana Division  
Shaun Miller, Indiana Department of Transportation  
Mary Kennedy, Indiana Department of Transportation  
Patrick Carpenter, Indiana Department of Transportation  
Shirley Clark, Indiana Department of Transportation  
Elizabet Biggio, Butler, Fairman & Seufert, Inc.  
Chad Slider, Indiana Department of Natural Resources  
John Carr, Indiana Department of Natural Resources  
Wade T. Tharp, Indiana Department of Natural Resources

**Indiana Department of Transportation**

County Marion

Route Central Avenue

Des. No. 1382070

**FHWA-Indiana Environmental Document  
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM  
GENERAL PROJECT INFORMATION**

<b>Road No./County:</b>	Central Avenue/Marion County
<b>Designation Number:</b>	1382070
<b>Project Description/Termini:</b>	Rehabilitation of Marion County Bridge 1804F carrying Central Avenue over Fall Creek. (The total project length is approximately 350 feet, with 50 feet of approach work to the south of the bridge, 50 feet of approach work to the north of the bridge, and 250 feet of work at the bridge.)

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

<input type="checkbox"/>	<b>Categorical Exclusion, Level 2</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
<input type="checkbox"/>	<b>Categorical Exclusion, Level 3</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
<input checked="" type="checkbox"/>	<b>Categorical Exclusion, Level 4</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
<input type="checkbox"/>	<b>Environmental Assessment (EA)</b> – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

**Approval**

_____	_____	_____	_____
ESM Signature	Date	ES Signature	Date
_____		_____	
FHWA Signature		Date	

**Release for Public Involvement**

_____	_____	<u>REB</u>	<u>April 22, 2015</u>
ESM Initials	Date	ES Initials	Date

**Certification of Public Involvement**

<u>Mary Wright</u>	<u>6/29/15</u>
Office of Public Involvement	Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env.  
Reviewer Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name and Organization of CE/EA Preparer: Britta Rees (Butler, Fairman & Seufert, Inc.)

**FEDERAL HIGHWAY ADMINISTRATION'S  
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND  
SECTION 106 FINDINGS AND DETERMINATIONS**

**AREA OF POTENTIAL EFFECTS  
ELIGIBILITY DETERMINATIONS**

**EFFECT FINDING**

**Rehabilitation of Marion Co. Bridge No. 2501F, carrying Capitol Ave over Fall Creek  
in the City of Indianapolis, Center Township, Marion County, Indiana  
DES. NO.: 1383173**

**AREA OF POTENTIAL EFFECTS**

**(Pursuant to 36 CFR Section 800.4(a)(1))**

The project is located on Capitol Ave over Fall Creek in the City of Indianapolis, Center Township, Marion County. The area of potential effects (APE) was established based partly on the viewshed from the project alignment in all directions. The APE includes the area of proposed construction as well as adjacent properties within the viewshed that could be affected by the project. The APE and viewshed are limited by a bend in the creek and subsequent curve in the roadway (Fall Creek Parkway) and trees surrounding it, as well as large buildings. The remainder of the APE was determined based on proximity to the site and includes as far as the Illinois Street Bridge and the sightline down the street both north and south of the project area.

The APE includes the existing and proposed right-of-way, the adjacent properties and those areas where a visual differentiation may occur between the existing structure and the project area.

**ELIGIBILITY DETERMINATIONS**

**(Pursuant to 36 CFR 800.4(c)(2))**

The APE contains two contributing resources to the National Register of Historic Places (NRHP) listed resource, the Indianapolis Parks and Boulevard System (NR #03000149). These are:

1. Marion County Bridge No. 2501F, Capitol Ave bridge over Fall Creek, NBI No. 4900213; listed in 2003 under Criterion C: Architecture
2. Marion County Bridge No. 2502F, Illinois Street bridge over Fall Creek, NBI No. 4900214; listed in 2003 under Criterion C: Architecture

**EFFECT FINDING**

**(Pursuant to 36 CFR 800.4(d)(1))**

*Indianapolis Parks and Boulevard System* (NR #03000149): The proposed project will result in a finding of “No Adverse Effect” for this resource.

FHWA has determined a “No Adverse Effect” finding is appropriate for this undertaking. INDOT, acting on FHWA’s behalf, respectfully requests the Indiana State Historic Preservation Officer (SHPO) provide written concurrence with the Section 106 determination of “No Adverse Effect.”

## SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

*Indianapolis Parks and Boulevard System* (NR #03000149; roughly bounded by 38<sup>th</sup> Street to the north; Emerson Ave to the east; Southern Ave to the south; and Tibbs Ave to the west): This undertaking will not convert property from the Indianapolis Parks and Boulevard System, a Section 4(f) historic property, to a transportation use; FHWA has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore, no Section 4(f) evaluation is required for the Indianapolis Parks and Boulevard System.



---

Patrick Carpenter, for FHWA  
Manager  
INDOT Cultural Resources

8-10-2015

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Approved Date



# DNR Indiana Department of Natural Resources

Michael R. Pence, Governor  
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology 402 W. Washington Street, W274 Indianapolis, IN 46204-2739  
Phone 317-232-1646 Fax 317-232-0693 dhp@dnr.IN.gov



September 14, 2015

Patrick Carpenter  
Manager, Cultural Resources Office  
Environmental Services  
Indiana Department of Transportation  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204

Federal Agency: Indiana Department of Transportation ("INDOT"),  
on behalf of Federal Highway Administration ("FHWA")

Re: INDOT's finding of "No Adverse Effect," with supporting documentation, and 30% design plans for the rehabilitation of Bridge No. 2501F carrying Capitol Avenue over Fall Creek, Marion County Bridge No. 2501F (NBI No. 4900213) carrying Capitol Avenue over Fall Creek in Indianapolis (Des. No. 1383173; DHPA No. 16759)

Dear Mr. Carpenter:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, the "Programmatic Agreement . . . Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," and the "Programmatic Agreement . . . Regarding Management and Preservation of Indiana's Historic Bridges," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed Green3's July 7, 2015, letter with 30% plans enclosed, Green3's August 19 response to our August 10 e-mail inquiry about the plans, and Green3's August 11 letter conveying INDOT's finding and supporting documentation, for the aforementioned project within the City of Indianapolis, Center Township, Marion County, Indiana.

We concur with INDOT's finding, on behalf of FHWA, of "No Adverse Effect" for the Rehabilitation of Marion County Bridge No. 2501F, carrying Capitol Avenue over Fall Creek in the City of Indianapolis, Center Township, Marion County, Indiana.

The revised proposal to use a shorter pole with the Washington Post Top Luminaire is an improvement over the standard height pole, although the style of the luminaire is considerably different from that which was originally installed on this bridge. We appreciate Green3's explanation of why the City of Indianapolis will not use another style. We have no other comments or concerns about the plans representing 30% of the design for this bridge rehabilitation project.

If you have questions about our comments here, please contact John Carr at (317) 233-1949 or [jcarr@dnr.IN.gov](mailto:jcarr@dnr.IN.gov). Questions about archaeological issues should be directed to Mitch Zoll at (317) 232-3492 or [mzoll@dnr.IN.gov](mailto:mzoll@dnr.IN.gov).

In all future correspondence regarding the rehabilitation of Marion County Bridge No. 2501F, please continue to refer to DHPA No. 16759.

Very truly yours,

Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ:JLC:jlc

cc: Dawn Kroh, RLA, Green3 LLC

emc: Lawrence Heil, PE, Federal Highway Administration, Indiana Division  
Patrick Carpenter, Indiana Department of Transportation  
Mary Kennedy, Indiana Department of Transportation  
Shaun Miller, Indiana Department of Transportation  
Shirley Clark, Indiana Department of Transportation  
Kevin Loiselle, PE, Clark Dietz Engineers  
Dawn Kroh, RLA, Green3 LLC  
Erin Mulryan, Green3 LLC  
Mitchell Zoll, Indiana Department of Natural Resources  
Chad Slider, Indiana Department of Natural Resources  
John Carr, Indiana Department of Natural Resources

# DNR Indiana Department of Natural Resources

Michael R. Pence, Governor  
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739  
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov



August 24, 2015

Linda Weintraut, Ph.D.  
Weintraut & Associates Historians, Inc.  
PO Box 5034  
Zionsville, IN 46077

Federal Agency: Federal Highway Administration

Re: Historic property report (Kroh, 1/2015) and historic bridge alternatives analysis (1/21/2015) and Revised Archaeological Records Check and Field Reconnaissance Report (Goldbach 2015) concerning Hendricks County Bridge No. 00106 carrying W CR 550N over the west fork of Big Walnut Creek (Designation #1383451; DHPA #16465)

Dear Dr. Weintraut:

Pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, the Indiana State Historic Preservation Officer regarding the implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer has conducted an analysis of the materials dated July 29, 2015 and received on July 30, 2015 for the above indicated project in Eel River Township, Hendricks County, Indiana.

Regarding the recommendations of the Archaeological Field Reconnaissance Report, we respectfully do not concur with the recommendation that a Phase Ib Intensive survey be conducted at site 12-He-402. This is based on the statement in the management summary that the site is outside of the current APE and will not be impacted by the project. We do, however, concur that a Phase Ic subsurface reconnaissance be conducted on the alluvial portions of the project area contained in Genesee soils as shown in Figure 2.

As stated previously, in regard to buildings and structures, we concur with Green 3's assessment that the School at 8030 West County Road 550 North (site # 063-471-15043) is not eligible for inclusion in the National Register of Historic Places and that Hendricks County Bridge No. 00106 (NBI #3200078) is eligible for inclusion in the National Register of Historic Places.

Based upon the documentation available to the staff of the Indiana SHPO, we do not have any concerns with the draft Historic Bridge Alternatives Analysis. We have noted that if a responsible party does not come forward to take ownership and responsibility of the bridge at its current location (Alternative D) or at another location (Alternative E), then demolition and replacement of the bridge (Alternative F) will be the preferred alternative. It is our understanding that the advertisement date of the public notice was November 12, 2014, therefore in accordance with INDOT's Cultural Resource Manual, Chapter 2-1.0, the six month advertisement period for the bridge will not end until May 12, 2015.

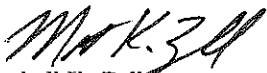
In response to your question about photographic documentation, we do want Bridge No. 106 to be documented photographically, as authorized by the Historic Bridges PA, Attachment B, Standard Treatment Approach for Historic Bridges. We ask that the photography be performed before work on or immediately around Bridge No. 106 commences. We previously enclosed is a copy of the latest version of the "Indiana DNR – Division of Historic Preservation and Archaeology Minimum Architectural Documentation Standards" (adopted July 27, 2011, with minor editorial clarifications of July 20, 2012). We ask that the applicable guidance of standards 1 and 2 be followed in producing digital images and prints of the bridge.

In addition to following the guidance in standards 1 and 2, we recommend that the photographic images include, but not be

limited to, the following: at least one shot from upstream and at least one from downstream (including, if possible, at least one view of most or all of the length of the bridge), at least one looking each way across the bridge from beyond the end of the bridge, a few from underneath the bridge, and at least one photo of each abutment with its wingwalls. Please note that the lighting must be adequate to show details on the bridge in all of the photographs. If natural lighting is not sufficient then artificial lighting may be used.

*A copy of the revised 36 C.F.R. Part 800 that went into effect on August 5, 2004 may be found on the Internet at [www.achp.gov](http://www.achp.gov) for your reference. If you have questions about archaeological issues please contact Mitchell K. Zoll at (317) 232-3492 or [mzoll@dnr.IN.gov](mailto:mzoll@dnr.IN.gov). If you have questions about buildings or structures please contact Ashley Thomas at (317) 234-7034 or [asthomas@dnr.IN.gov](mailto:asthomas@dnr.IN.gov). Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA #16465.*

Very truly yours,



Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ:ADT:

emc: Patrick A. Carpenter, Indiana Department of Transportation  
Shaun Miller, Indiana Department of Transportation  
Mary Kennedy, Indiana Department of Transportation  
Shirley Clark, Indiana Department of Transportation

# DNR Indiana Department of Natural Resources

Michael R. Pence, Governor  
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology 402 W. Washington Street, W274 Indianapolis, IN 46204-2739  
Phone 317-232-1646 Fax 317-232-0693 dhpa@dnr.IN.gov



November 23, 2015

Linda Weintraut, Ph.D.  
Weintraut & Associates, Inc.  
Post Office Box 5034  
Zionsville, Indiana 46077

Federal Agency: Indiana Department of Transportation ("INDOT"),  
on behalf of Federal Highway Administration ("FHWA")

Re: Historic bridge alternatives analysis for Shelby County Bridge No. 13 (USI Consultants, Inc., updated  
10/26/2015) (Des. No. 0100361; DHPA No. 1436)

Dear Dr. Weintraut:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement . . . Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana" ("Minor Projects PA"), the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed the alternatives analysis submitted under your cover letter dated October 29, 2015, which we received on October 30, for the aforementioned project involving the bridge (NBI No. 7300013) on CR 875 West over Buck Creek, in Moral Township, Shelby County, Indiana.

We appreciate the additional consideration that Shelby County, its consultants, FHWA, and INDOT have given to alternatives since the June 18, 2015, consulting parties meeting at the current location of Shelby County Bridge No. 13. At least two drafts of the alternatives analysis (May 15, 2015, and October 26, 2015) have now been produced and reviewed by FHWA. We note that the table in part VIII. Preliminary Preferred Alternative, comparing the alternatives in the October 26 draft contains the same construction cost figures and the same conclusions about whether each alternative either meets the projects purpose and need or is feasible or prudent as does the same table in the May 15 draft. Accordingly, we surmise that FHWA is in agreement with the October 26 alternatives analysis. Accordingly, we do not intend to comment on alternatives A through D, unless another consulting party raises issues about one of those alternatives. On the other hand, the new information provided in the October 26 draft pertains mainly to Alternative E: Relocation of Historic Bridge and New Bridge Construction, so we will take the opportunity to comment on that alternative.

As you probably realize, a variable that remains to be analyzed in connection with Alternative E is what effect, if any, the relocation of Bridge No. 13 would have on historic properties, if any, that might exist within an area of potential effects ("APE") around any of the three possible relocation sites (Alternative E; sites, 1, 2, and 3). Based on the schematic renderings of the three relocation sites and on satellite views of the areas that we have examined on a free, online website, it does not appear likely that there are historic, above-ground properties of sufficient size at or immediately adjacent to any of the relocation sites. However, because an APE has not been established for any of those sites, it is not possible for us to say for certain at this point that no above-ground historic properties (other than Bridge No. 13) would be affected by the relocation of the bridge.

Another aspect of that variable is that we believe, according to Part II, Section 7, of INDOT's *Cultural Resources Manual*, at least an archaeological records search would be required for any of the three Alternative E relocation sites, and a field reconnaissance and possibly further investigation might be required, as well.

The rehabilitation and relocation of a historic bridge typically has been treated by FHWA and INDOT as a separate undertaking from the project that replaces the bridge. Consequently, decisions about whether or not any other historic properties at or near the relocation site would be affected by the move tends to be left for the review of the future, separate undertaking. However, in our June 17, 2015, letter, we questioned whether it could be determined that relocation is not just feasible but also prudent before details about where and how Bridge No. 13 would be installed and used have been articulated. We now have been provided general descriptions and schematic representations responding to that issue. At this time, however, we do not know whether installing No. 13 at any of the three relocation sites (including Site 3, in a park adjacent to the Little Blue River) would affect any historic properties other than the bridge. The October 26 alternatives analysis points out known and potential disadvantages of sites 1 and 2 and clearly favors Site 3, which would place the bridge across an existing bioswale in the existing Blue River Park and alongside the north bank of the Little Blue River. In order to simulate the bridge's existing setting, in which it crosses a flowing stream (Buck Creek), a short channel (for

lack of a better term) would be dug into the outlet of the bioswale where it reaches the Little Blue River.

It appears to us that if it ultimately is decided that Bridge No. 13 will be relocated to Site 3, there would not be much flexibility in locating the bridge if, for example, a significant archaeological site were to be found near the proposed location of one or both of the proposed abutments. In other bridge relocation projects that we have reviewed, there often has been some flexibility in selecting the exact location for the bridge within a general area, which would allow for the avoidance of significant cultural or natural resources that otherwise would be harmed by the relocation of the bridge to a particular location. Here, however we anticipate that it would be difficult and expensive to move the outlet of the existing bioswale to the east or west. Moving the bridge location farther inland on the bioswale would require that a significantly longer channel than has been proposed would have to be dug into the bioswale in order to reach the bridge, and the proposed riverside trail would have to be moved farther inland at that point. For these reasons, we would appreciate learning FHWA's thoughts on whether the decision that it would be prudent and feasible to place Bridge No. 13 at Site 3 can be made at this time or whether, alternatively, at least the identification and evaluation of any historic properties that might be at or within the APE for Site 3 would need to be completed before it could be determined that relocation to Site 3 would be both prudent and feasible.

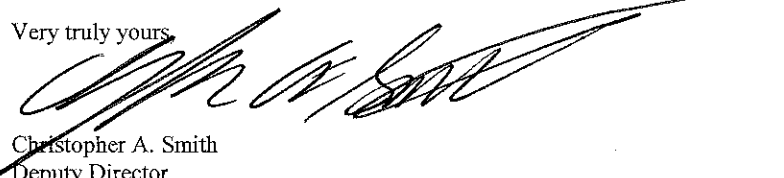
Site 3, as the October 26 alternatives analysis points out, would allow Bridge No. 13 to be located near flowing water. However, as you realize, the existing body of water would flow parallel to the bridge, rather than underneath the bridge, as currently is the case at the Buck Creek crossing. Cutting a channel part of the way up the bioswale and planting trees on either side of the relocated bridge is a start toward simulating the current setting of the bridge. However, in the renderings of Site 3 on pages 19 and 20 of the alternatives analysis, the channel appears to stop under the bridge, without extending much, if at all, to the north of the bridge. The proposed channel also is depicted as being much narrower than Buck Creek and also narrower than the distance across the bioswale that No. 13 would span. Consequently, the rendering of Site 3 indicates that the setting would not be as realistic and appropriate as it could be. To remedy this problem, we recommend that the outlet of the bioswale be widened to require that most of Bridge No. 13's length would be over open air and that the channel be dug wider and farther up the bioswale to give more of an impression that the bridge would cross a stream, rather than a narrow and short inlet. Whether or not the modifications to the proposed Site 3 setting that we have proposed would allow Bridge No. 13 to remain eligible for inclusion in the National Register probably could not be determined until more detailed plans are produced, but we do think that the modifications would provide a more realistic setting for the bridge than the current Site 3 renderings seem to propose.

Regarding the truss relocation procedure (page 20) in the October 26 draft of the alternatives analysis, we would add that the match-marked and mapped bridge components should be stored, prior to reassembly, in a secure location and off the ground, before, during, and after the rehabilitation treatments.

If you have questions about archaeological issues, please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. Questions about the bridge or other above-ground properties should be directed to John Carr at (317) 233-1949 or jcarr@dnr.IN.gov.

In all future correspondence regarding Shelby County Bridge No. 13, please continue to refer to DHPA No. 1436.

Very truly yours,



Christopher A. Smith  
Deputy Director  
Indiana Department of Natural Resources

CAS:JLC:WTT:wtt

emc: Lawrence Heil, P.E., Federal Highway Administration, Indiana Division  
Patrick Carpenter, Indiana Department of Transportation  
Mary Kennedy, Indiana Department of Transportation  
Shaun Miller, Indiana Department of Transportation  
Shirley Clark, Indiana Department of Transportation  
Bonnie Money, P.E., USI Consultants, Inc.  
Sara Dyer, USI Consultants, Inc.  
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.  
Jason Goldbach, Weintraut & Associates, Inc.  
Matt House, P.E., City Engineer, Shelbyville  
Ron Hamilton, Shelby County Historian  
Mark Dollase, Indiana Landmarks, Central Regional Office  
Paul Brandenburg, Indiana Historic Spans Task Force  
Wade T. Tharp, Indiana Department of Natural Resources  
John Carr, Indiana Department of Natural Resources

**FEDERAL HIGHWAY ADMINISTRATION'S  
SECTION 4(f) COMPLIANCE REQUIREMENTS (for historic properties) AND  
SECTION 106 FINDINGS AND DETERMINATIONS  
AREA OF POTENTIAL EFFECT  
ELIGIBILITY DETERMINATIONS  
EFFECT FINDING  
Rehabilitation of the Bridge carrying SR 26 over Mud Creek  
Union Township, Howard County, Indiana  
DES. No.: 1006226  
FEDERAL PROJECT No.:**

**AREA OF POTENTIAL EFFECT (APE)  
(Pursuant to 36 CFR Section 800.4(a)(1))**

Although the scope of work is limited and physical impacts will be limited to the bridge itself and its roadway approaches, the Area of Potential Effects (APE) for this project extends approximately 0.25 miles in all directions from Bridge #026-34-03651-B (National Bridge Inventory # 6840) in order to properly take into account any impacts that might occur due to potential design changes in the future (*see proposed APE in Appendix B*).

**ELIGIBILITY DETERMINATIONS  
(Pursuant to 36 CFR 800.4(c)(2))**

The APE contains only one property eligible for inclusion in the National Register of Historic Places (NRHP):

**Bridge #026-34-03651-B (National Bridge Inventory # 6840) (IHSSI #067-254-55015)**: The bridge is an excellent representative of a distinctive phase in bridge construction or engineering using standard ISHC designs, which still retains the historic integrity necessary to convey its engineering significance. It is, therefore, recommended eligible for the National Register of Historic Places under Criterion C – Engineering.

No other resources located within the APE for this project are eligible for or listed in the NRHP.

**EFFECT FINDING  
(Pursuant to 36 CFR 800.4(d)(1))**

**Bridge #026-34-03651-B (National Bridge Inventory # 6840) (IHSSI #067-254-55015)**: Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the Federal Highway Administration—Indiana Division (FHWA) will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Bridge #026-34-03651-B (National Bridge Inventory # 6840) (IHSSI #067-254-55015) has been classified as a "Select" bridge by the INDOT Historic Bridge Inventory and, thus, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the bridge. Additionally, because rehabilitation of the bridge is the preferred alternative, the standard treatment approach, described in Attachment B of the Historic Bridges PA (Standard Treatment Approach for Historic Bridges) will be followed.

Therefore, the finding for this project only applies to other resources located within the APE and not Bridge #026-34-03651-B (National Bridge Inventory # 6840) (IHSSI #067-254-55015). This document will satisfy the Section 106 responsibilities for other resources located within the APE.

Regarding other resources located in the project area, the INDOT, on behalf of the FHWA, has determined a "No Historic Properties Affected" finding is appropriate because no other properties listed in or eligible for listing in the NRHP are present within the APE.

INDOT respectfully requests the Indiana State Historic Preservation Officer (IN SHPO) provide written concurrence with the Section 106 determination of effect.

**SECTION 4(f) COMPLIANCE REQUIREMENTS (for historic properties)**

This undertaking will not convert property from any Section 4(f) historic property to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore no Section 4(f) evaluation is required.

Consulting parties will be provided a copy of the findings and determinations in accordance with INDOT and FHWA's Section 106 procedures. Comments will be accepted for 30 days upon receipt of the findings.



for the FHWA – Shaun Miller, Acting Manager  
INDOT, Cultural Resources Office, Environmental Services

11/13/15

Approved Date  
INDOT Cultural Resources Office



# DNR Indiana Department of Natural Resources



Division of Historic Preservation & Archaeology-402 W. Washington Street, W274 Indianapolis, IN 46204-2739  
Phone 317-232-1646 Fax 317-232-0693 dhp@dnr.IN.gov www.IN.gov/dnr/historic

December 15, 2015

Shaun Miller, Acting Manager  
Cultural Resources Office  
Environmental Services  
Indiana Department of Transportation  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204

Federal Agency: Indiana Department of Transportation ("INDOT"),  
on behalf of Federal Highway Administration ("FHWA")

Re: Purpose and need statement, historic bridge alternatives analysis (including 90% complete plans), and INDOT's finding of "No Historic Properties Affected" with supporting documentation for the Rehabilitation of the Bridge carrying SR 26 over Mud Creek, Union Township, Howard County, Indiana (Des. No. 1006226; DHPA No. 15474)

Dear Mr. Miller:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, the "Programmatic Agreement . . . Regarding Management and Preservation of Indiana's Historic Bridges" ("Historic Bridges PA"), and the "Programmatic Agreement Regarding the Implementation of the Federal Aid Highway Program in the State of Indiana" ("Minor Projects PA"), the staff of the Indiana State Historic Preservation Officer has reviewed the documents submitted with your letter dated November 13, 2015, and received on November 16, for aforementioned project involving Bridge No.026-34-03651-B (National Bridge Inventory No. 6840; Indiana Historic Sites and Structures Inventory No. 067-254-55015) in Howard County, Indiana.

In what we think is our only previous comment letter on this project (dated December 4, 2013) we indicated that we had no questions about the scope of work for the bridge. Now we have a wealth of information in the purpose and need statement, the historic bridge alternatives analysis, and the documented finding in this submission and a certificate of approval application for review under state law (Indiana Code 14-21-1-18 and 312 Indiana Administrative Code 20-4) in a parallel submission received the same day.

Your letter implied that this project is on a tight schedule. Likewise, our time is running short to review the project documents. Having made a cursory review of the purpose and need and the historic bridge alternatives analysis, we note that there is "an estimated 0 years of remaining life on the joints, . . ." We have no comments or questions about the preferred alternative, B.1. Rehabilitation for Continued Vehicular Use (two-lane or one-lane option) Meeting Secretary of Interior's Standards for Rehabilitation.

Because the Historic Bridges PA already has taken into account the effects of projects such as this on historic Select bridges, the documentation correctly states that the Section 106 finding will apply only to other historic properties that might be affected by the project. In our December 4, 2013, letter, we had agreed, in essence, that no historic buildings, structures, objects, districts, or sites had been identified, other than the SR 26 bridge.

Accordingly, we concur with INDOT's November 13, 2015, finding, on behalf of FHWA, of "No Historic Properties Affected" for the rehabilitation of the SR 26 bridge over Mud Creek in Howard County.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Department of Natural Resources

within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations.

If you have questions about buildings or structures, please contact John Carr at (317) 233-1949 or [jcarr@dnr.IN.gov](mailto:jcarr@dnr.IN.gov). Questions about archaeological issues should be directed to Wade T. Tharp at (317) 232-1650 or [wtharp1@dnr.IN.gov](mailto:wtharp1@dnr.IN.gov).

If there is any future correspondence about the rehabilitation of the SR 26 bridge over Mud Creek in Howard County (Des. No. 1006226), please continue to refer to DHPA No. 15474.

Very truly yours,



Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ:JLC:jlc

emc: Lawrence Heil, P.E., Federal Highway Administration, Indiana Division  
Shaun Miller, Indiana Department of Transportation  
Mary Kennedy, Indiana Department of Transportation  
Anuradha Kumar, Indiana Department of Transportation  
Jeffrey Laswell, Indiana Department of Transportation  
Shirley Clark, Indiana Department of Transportation  
John Carr, Indiana Department of Natural Resources  
Wade T. Tharp, Indiana Department of Natural Resources

**FEDERAL HIGHWAY ADMINISTRATION'S  
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND  
SECTION 106 FINDINGS AND DETERMINATIONS  
AREA OF POTENTIAL EFFECTS  
ELIGIBILITY DETERMINATIONS  
EFFECT FINDING  
SCOPE UNDETERMINED-BRIDGE 026-79-03346B  
CARRYING STATE ROAD 26 OVER THE SOUTH FORK WILDCAT CREEK  
PERRY TOWNSHIP, TIPPECANOE COUNTY, INDIANA  
DES. NO.: 9608220**

**AREA OF POTENTIAL EFFECTS**

**(Pursuant to 36 CFR Section 800.4(a)(1))**

The Area of Potential Effect (APE) includes the existing and proposed right-of-way (ROW), immediately adjacent properties, and those areas where a visual differentiation may occur between an existing structure and the project area. The APE is a rough ellipse extending approximately 0.25 mile to the east and west and 0.125 miles to the north and south around Bridge 026-79-03346B (NBI No. 6690) (see APE Map, Appendix B, page 4).

**ELIGIBILITY DETERMINATIONS**

**(Pursuant to 36 CFR 800.4(c)(2))**

The APE contains one property eligible for listing in the National Register of Historic Places (NRHP), Bridge 026-79-03346B. Bridge 026-79-03346B, a steel Park truss built in 1941, was previously determined NRHP-eligible in the *Indiana Historic Bridge Inventory* (HBI) under Criterion C due to its exceptional span length. Bridge 026-79-03346B retains those characteristic for which it is eligible for listing in the NRHP.

No other resources located within the project's APE are eligible for or listed in the NRHP.

**EFFECT FINDING**

According to the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridge PA), the Federal Highway Administration-Indiana Division (FHWA) will satisfy its Section 106 responsibilities for "Non-Select" bridges through the Project Determination Process (PDP) of the Historic Bridge PA (Stipulation III). Bridge 026-79-03346B has been classified as "Non-Select" in the HBI, therefore the procedures in Stipulation III.A of the Historic Bridge PA will be followed to fulfill FHWA's Section 106 responsibilities for the bridge. The standard treatment approach for demolition of a "Non-Select" bridge, described in Attachment B of the Historic Bridges PA (Standard Treatment Approach for Historic Bridges), will be followed.

As a result, the finding for this project applies only to resources within the APE besides Bridge 026-79-03346B. This document will satisfy the Section 106 responsibilities for other resources located within the project APE. INDOT, on behalf FHWA, has determined the appropriate finding for this project is "No Historic Properties Affected" because no other properties listed in or eligible for listing in the NRHP are present within the APE.

INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of "No Historic Properties Affected" for this project.

**SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)**

With regard to resources within the APE other than Bridge 026-79-03346B, this undertaking will not convert property from any Section 4(f) historic property to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore no Section 4(f) evaluation is required.

Consulting parties will be provided a copy of the project finding and determinations in accordance with FHWA and INDOT's Section 106 procedures. Comments will be accepted for 30 days upon receipt of finding.



---

Patrick Carpenter, for FHWA  
Manager  
INDOT Cultural Resources

4-2-2015

---

Approved Date

# DNR Indiana Department of Natural Resources

Michael R. Pence, Governor  
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739  
Phone 317-232-1646 • Fax 317-232-0693 • [dhpa@dnr.IN.gov](mailto:dhpa@dnr.IN.gov)



April 29, 2015

Patrick Carpenter  
Cultural Resources Manager  
Environmental Services  
Indiana Department of Transportation  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Indiana Department of Transportation's finding of "no historic properties affected" on behalf of the Federal Highway Administration concerning the replacement of Bridge No. 026-79-03346B carrying SR 26 over the south fork of Wildcat Creek (Designation #9608220; DHPA #15048)

Dear Mr. Carpenter:

Pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, the Indiana State Historic Preservation Officer regarding the implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer has conducted an analysis of the materials dated April 2, 2015 and received on April 8, 2015, for the above indicated project in Perry Township, Tippecanoe County, Indiana.

As previously indicated, based upon the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources objects listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Indiana archaeological short report (Bubb, 10/27/2014), that no further archaeological investigations appear necessary at this location.

In regard to buildings and structures, we have noted that Bridge No. 026-79-03346B (NBI No. 6990) has been classified as a "Non-Select" bridge by the INDOT Historic Bridge Inventory and, thus, the procedures outlined in Stipulation III.B. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the bridge. (Please note that the language in your effect finding stated that this project would fall under Stipulation III.A. which applies to only "Select" bridges, therefore, because this is "Non-Select" bridge it would actually fall under Stipulation III.B.) Therefore, the finding for this project only applies to other resources located within the APE and not Bridge No. 026-79-03346B (NBI No. 6990)

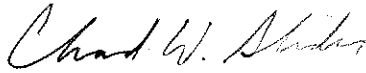
Therefore, we concur with the INDOT's April 2, 2015 finding, on behalf of the FHWA, that there are no historic buildings, structures, districts, objects, or archaeological resources within the area of potential effects that will be affected by the above indicated project.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that

adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. 800.

If you have questions about archaeological issues please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. If you have questions about buildings or structures please contact Ashley Thomas at (317) 234-7034 or asthomas@dnr.IN.gov.

Very truly yours,



Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ:ADT:adt

emc: Patrick Carpenter, INDOT - pacarpenter@indot.IN.gov  
Mary Kennedy, INDOT - mkennedy@indot.IN.gov  
Shaun Miller, INDOT - smiller@indot.IN.gov  
Shirley Clark, INDOT- sclark@indot.in.gov  
Britta A. Rees, Butler, Fairman & Seufert, Inc.  
Elizabeth Biggio, Butler, Fairman & Seufert, Inc.

**Indiana Department of Transportation**

County Tippecanoe

Route State Road 26

Des. No. 9608220

**FHWA-Indiana Environmental Document  
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM  
GENERAL PROJECT INFORMATION**

<b>Road No./County:</b>	State Road 26/Tippecanoe County
<b>Designation Number:</b>	9608220
<b>Project Description/Termini:</b>	Improvements to Bridge No. 26-79-03346B carrying State Road 26 over the South Fork of Wildcat Creek with 465 feet of work along the west approach and 425 feet of work along the east approach.

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

	<b>Categorical Exclusion, Level 2</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	<b>Categorical Exclusion, Level 3</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
<b>X</b>	<b>Categorical Exclusion, Level 4</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	<b>Environmental Assessment (EA)</b> – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

**Approval**

_____	_____	_____	_____
ESM Signature	Date	ES Signature	Date
_____		_____	
FHWA Signature		Date	

**Release for Public Involvement**

<u>AWK</u>	<u>9/25/2015</u>	<u>REB</u>	<u>9-25-2015</u>
ESM Initials	Date	ES Initials	Date

**Certification of Public Involvement**

<u>Mary Wright</u>	<u>11/19/15</u>
Office of Public Involvement	Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env. Reviewer Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name and Organization of CE/EA Preparer: Neal Bennett/Butler, Fairman, and Seufert, Inc.

**FEDERAL HIGHWAY ADMINISTRATION'S  
SECTION 4(F) COMPLIANCE REQUIREMENTS (FOR HISTORIC PROPERTIES) AND  
SECTION 106 FINDINGS AND DETERMINATIONS  
AREA OF POTENTIAL EFFECTS  
ELIGIBILITY DETERMINATIONS  
EFFECT FINDING  
US 36 OVER THE WABASH RIVER BRIDGE REHABILITATION  
RESERVE TOWNSHIP, PARKE COUNTY & HELT TOWNSHIP, VERMILLION COUNTY  
DES NO.: 1296351**

**AREA OF POTENTIAL EFFECTS  
(Pursuant to 36 CFR § 800.4(a)(1))**

The above-ground Area of Potential Effects (APE) for this undertaking incorporates the project area and includes properties that may be impacted by project activities. An APE was drawn approximately 1,320 feet from the ends of the project location to take into account the potential for visual impacts. The APE was narrowed to the northwest and southeast where denser construction obstructed the potential for visual impacts.

The APE for archaeological resources was defined as the project footprint. (See Appendix A: Plans and Appendix B: Maps.)

**ELIGIBILITY DETERMINATIONS  
(Pursuant to 36 CFR § 800.4(c)(2))**

There are three resources eligible for listing, or previously determined eligible for listing, in the National Register of Historic Places (NRHP).

**Bridge 036-83-03492B [National Bridge Inventory (NBI) No.: 11480 / Indiana Historic Sites and Structures Inventory (IHSSI) No.:121-423-16025]** – This steel, Parker thru truss bridge was completed in 1949 to carry US 36 over the Wabash River. The 1,258 foot, truss bridge has six spans in the main unit with a span length of up to two hundred feet and riveted connections. The bridge has been determined eligible under Criterion C for its “exceptional overall main span length for its type representing an innovative design and/or construction method.” The period of significance is the date of construction, 1949.

**King Hotel / Rex Theater (IHSSI No.: 121-423-16021)** - Built in the first decade of the twentieth century, the two-story, red brick building is topped by a parapet roof and features details popularly used for Queen Anne- and Romanesque-style commercial architecture. The King Hotel / Rex Theater is eligible for listing in the NRHP under Criterion A, as representative of small town commercial activity in Montezuma and Parke County, Indiana, and under Criterion C as a good example of small town commercial architecture. The period of significance is circa 1910, the date of construction.

**House on Jefferson Street (121-423-16039)** – This impressive mid-nineteenth-century I-house displays elements of the Greek Revival style in its form and most of its exterior details, but is also marked by some simple Italianate features. The house is recommended as eligible for the NRHP under Criterion C as conveying the “distinctive characteristics” of a nineteenth century I-house, an increasingly rare architectural type in the state of Indiana. The period of significance is circa 1850, the date of construction.



## EFFECT FINDING

**Bridge 036-83-03492B:** Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the Federal Highway Administration -Indiana Division (FHWA) will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Bridge 036-83-03492B has been classified as a "Select" bridge by the Indiana Department of Transportation (INDOT) Historic Bridge Inventory and, thus, the procedures outlined in Stipulation IIIA of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the bridge. Additionally, because rehabilitation of the bridge is the preferred alternative, the standard treatment approach, described in Attachment B of the Historic Bridges PA (Standard Treatment Approach for Historic Bridges) will be followed.

Therefore, the finding for this project only applies to other resources located within the APE and not to Bridge 036-83-3492B. This document will satisfy the Section 106 responsibilities for other resources located within the APE.

### **King Hotel / Rex Theater & House on Jefferson Street – No Adverse Effect**

#### **House on Jefferson Street – No Adverse Effect**

INDOT, acting on behalf of FHWA, has determined a finding of "No Adverse Effect" is appropriate for this undertaking. INDOT, acting on FHWA's behalf, respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect for these properties and the project's overall effect finding of "Historic Properties Affected: No Adverse Effect."

### **SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)**

**King Hotel / Rex Theater** - This undertaking will not convert property from the King Hotel / Rex Theater, a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect;" therefore, no Section 4(f) evaluation is required for the King Hotel / Rex Theater.

**House on Jefferson Street** - This undertaking will not convert property from the House on Jefferson Street, a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect;" therefore, no Section 4(f) evaluation is required for the House on Jefferson Street.



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Patrick Carpenter for FHWA  
Manager, INDOT Cultural Resources

5-4-2015

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Approved Date

# DNR Indiana Department of Natural Resources

Michael R. Pence, Governor  
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739  
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov



July 20, 2015

Patrick Carpenter  
Manager, Cultural Resources Section  
Environmental Services  
Indiana Department of Transportation  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

State Agency: Indiana Department of Transportation ("INDOT")

Re: DUAL REVIEW: INDOT's Section 106 finding of No Adverse Effect, with supporting documentation, and 312 Indiana Administrative Code ("IAC") 20-4-11.5 "dual review" for the US 36 over Wabash River Bridge Rehabilitation in Parke and Vermillion counties (INDOT Des. No. 1296351; American Structurepoint Project No. 2013.01488; DHPA No. 16202)

Dear Mr. Carpenter:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, the Section 106 "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana's Historic Bridges," the Section 106 "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana" ("Indiana Historic Bridges PA"), Indiana Code 14-21-1-18, and 312 Indiana Administrative Code ("IAC") 20-4, the staff of the Indiana State Historic Preservation Officer has reviewed American Structurepoint's letter, with enclosures, dated June 18, 2015, which we received on June 19, for the dual review of the aforementioned project involving INDOT Bridge No. 036-83-03492B, located within and adjacent to the Town of Montezuma, in Reserve Township, Parke County, and Helt Township, Vermillion County, Indiana.

The US 36 bridge over the Wabash River is also known as Bridge No. 036-83-03492B and National Bridge Inventory No. 11480, and the bridge was recorded in the Indiana Historic Sites and Structures Inventory ("IHSSI") as No. 121-423-16025.

As we said in our December 16, 2014, letter to American Structurepoint, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Indiana archaeological short report (Goldbach, 7/1/2014), that no archaeological investigations appear necessary at this proposed project area. However, this identification is subject to the project activities remaining within areas disturbed by previous construction of a recent and non-historical nature. If archaeological deposits are encountered from the post-contact period, they will be evaluated regarding their eligibility for the NRHP in consultation with the staff of the Indiana SHPO. Please contact our office if such deposits are encountered. The archaeological recording must be done in accordance with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716) and a report of the archaeological documentation must be submitted to our office for review and comment.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations.

As we mentioned in our March 6, 2015, letter to American Structurepoint, INDOT's and FHWA's Section 106 findings in projects governed by the Indiana Historic Bridges PA deal only with effects on historic properties *other than the historic bridge* that is the subject of the project. The Indiana Historic Bridges PA accounts for the possibility that some projects involving a historic bridge might adversely affect the bridge. Both the King Hotel/Rex Theater and the house at the northwest corner of Jefferson Street and Adams Street are located some distance from the bridge, and it seems likely that one would not have a clear view of most of the bridge or of most of the work that will be performed on the bridge from either property. It does not appear to us that this bridge rehabilitation project would alter the characteristics of either historic building that qualifies it for inclusion in the NRHP (see 36 C.F.R. § 800.16[i]).

We agree with INDOT's May 4, 2015, findings, on behalf of FHWA, that the only two properties within the area of potential effects, besides the bridge, that are eligible for inclusion in the National Register of Historic Places are the ca. 1910 King Hotel/Rex Theater (IHSSI No. 121-423-16021) and the ca. 1850 I-house with Greek Revival and Italianate features on Jefferson Street (IHSSI No. 121-423-16039).

We concur with INDOT's May 4, 2015, finding, on behalf of FHWA, of No Adverse Effect for the US 36 over Wabash River Bridge Rehabilitation (INDOT Des. No. 1296351) in Parke and Vermillion counties in Indiana.

Unless an adverse effect finding is issued for a project involving a bridge covered by the Indiana Historic Bridges PA, the conclusion of the state law review process must follow after the Section 106 finding, the state law review could be concluded with a director's letter of clearance (312 IAC 20-4-11), according to the dual review rule (312 IAC 20-4-11.5). Consequently, we had to wait until the Section 106 finding was issued before considering whether a director's letter of clearance is appropriate.

We have concluded that this partially state-funded, US 36 over Wabash River Bridge Rehabilitation (Des. No. 1296351) in Parke and Vermillion counties will *not* have an adverse impact on the historic, state-owned US 36 Bridge (see 312 IAC 20-4-11[c] and [e]) or on any other historic sites or historic structures within the project area. Accordingly, this letter is intended to be both a concurrence in the Section 106 No Adverse Effect finding and a director's letter of clearance under 312 IAC 20-4-11 and 11.5. Consequently, under Subsection 11(c) of 312 IAC 20-4-11(c), it will not be necessary for INDOT to obtain a certificate of approval from the Indiana Historic Preservation Review Board for this project.

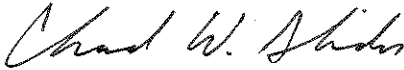
Pursuant to 312 IAC 20-4-11(g), within fifteen (15) days after this determination, an interested person may request that a member of the Indiana Historic Preservation Review Board provide a public hearing and review under 312 IAC 2-3. The designated member shall issue a determination as to whether an application for a certificate of approval must be filed. If the designated member determines that an application must be filed, the DHPA shall place the completed application on the agenda of the Review Board's next meeting. If the designated member determines that an application for a certificate is not required, the division director's letter of clearance is affirmed. A determination under this subsection is not effective until the later of the following:

- (1) fifteen (15) days after issuance of the determination; or
- (2) the day resulting from a notice given under 312 IAC 2-3-7(d).

If you have questions regarding our dual review of the rehabilitation of Bridge 036-83-03492B carrying US 36 over the Wabash River (INDOT Des. No. 1296351), please contact the Division of Historic Preservation and Archaeology. Questions about archaeological issues should be directed to Wade T. Tharp at (317) 232-1650 or [wtharp1@dnr.IN.gov](mailto:wtharp1@dnr.IN.gov). Questions about historic buildings or structures pertaining to this review should be directed to John Carr at (317) 233-1949 or [jcarr@dnr.IN.gov](mailto:jcarr@dnr.IN.gov).

If there is any future correspondence regarding the US 36 over Wabash River Bridge Rehabilitation in Parke and Vermillion counties (INDOT Des. No. 1296351), please continue to refer to DHPA No. 16202.

Very truly yours,



Mitchell K. Zoll  
Deputy State Historic Preservation Officer  
Director, Division of Historic Preservation & Archaeology

MKZ:JLC:jlc

cc: Leah Boits, American Structurepoint, Inc.  
Rachel Blacketer, Reserve Township Trustee  
Parke County Council  
Vermillion County Council  
Kevin Knoblett, Parke County Adopt-A-Bridge  
Barbara Hunter, Parke County Historic Landmarks and Preservation Society  
Vermillion County Historical Society

emc: Leah Boits, American Structurepoint, Inc.  
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.  
Lawrence Heil, P.E., Federal Highway Administration, Indiana Division  
Patrick Carpenter, Indiana Department of Transportation  
Shaun Miller, Indiana Department of Transportation  
Mary Kennedy, Indiana Department of Transportation  
Susan Branigin, Indiana Department of Transportation  
Shirley Clark, Indiana Department of Transportation  
Cathy Morgan, Clerk-Treasurer, Town of Montezuma  
Kevin Wickens, Helt Township Trustee  
Jim Meece, Parke County Commissioner  
Board of Commissioners of Parke County, c/o Pam Adams, County Auditor  
Board of Commissioners of Vermillion County, c/o Phyllis Orman, County Auditor  
Randall Wright, Parke County Historian  
Anne Lynk, Parke County, Inc.  
Mike Lewman, Parke County Historical Society and Museum  
Dail Henry, Vermillion County Historian  
John Herbst, Indiana Historical Society  
Steve Shaffner, Wabash Valley Trust for Historic Preservation  
Canal Society of Indiana  
Wabash and Erie Canal Association  
Marsh Davis, Indiana Landmarks  
Tommy Kleckner, Indiana Landmarks, Western Regional Office  
Paul Brandenburg, Indiana Historic Spans Task Force  
Dr. James L. Cooper, Professor Emeritus of History, DePauw University  
Richard Butler, Indiana Historic Preservation Review Board  
Jun Corridan, Indiana Historic Preservation Review Board  
Daniel Kloc, Indiana Historic Preservation Review Board  
Beth McCord, Indiana Historic Preservation Review Board  
Kevin Orme, Indiana Historic Preservation Review Board  
Joshua Palmer, Indiana Historic Preservation Review Board  
Cameron Clark, Director, Indiana Department of Natural Resources and Indiana State Historic Preservation Officer  
Christopher Smith, Deputy Director, Indiana Department of Natural Resources  
Mitchell Zoll, Indiana Department of Natural Resources  
Chad Slider, Indiana Department of Natural Resources  
Wade Tharp, Indiana Department of Natural Resources  
John Carr, Indiana Department of Natural Resources

**Indiana Department of Transportation**

County Parke & Vermillion Route US 36/Wabash River Des. No. 1296351

**FHWA-Indiana Environmental Document  
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM  
GENERAL PROJECT INFORMATION**

<b>Road No./County:</b>	United States Highway 36 Bridge / Parke and Vermillion Counties
<b>Designation Number:</b>	1296351
<b>Project Description/Termini:</b>	US 36 over Wabash River Bridge Rehabilitation, approximately 1.79 miles east of State Road 63 from Water Street to 1,000 feet west of the west end of the bridge over the Wabash River.

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

<input type="checkbox"/>	<b>Categorical Exclusion, Level 2</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
<input type="checkbox"/>	<b>Categorical Exclusion, Level 3</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
<input checked="" type="checkbox"/>	<b>Categorical Exclusion, Level 4</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
<input type="checkbox"/>	<b>Environmental Assessment (EA)</b> – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval Asghar ul Reh Khan Ronald E. Boles 9/25/2015  
 ESM Signature Date 9/25/2015 ES Signature Date  
Briana M. Hope 9-27-2015  
 FHWA Signature Date

**Release for Public Involvement**

CUK 6/15/2015 REB 6-16-2015  
 ESM Initials Date ES Initials Date

Certification of Public Involvement Mary Wright 8/17/15  
 Office of Public Involvement Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Div. Reviewer Signature: [Signature] Date: 9/25/15  
 Name and Organization of CE/EA Preparer: Briana M. Hope and Leah S. Boils, American Structurepoint, Inc.

Minor Projects PA Project Category B-6 Assessment Form

Project Designation Number: 1383052

Route Number: SR 26

Project Description: Bridge Project, Bridge No. 026-38-03430A, 0.78 miles east of US 27 @ Salamonie River

The bridge would be repainted using a Zinc base primer and light blue paint. The painting would be done in accordance with INDOT specifications and the Society of Protective Coatings (SPCC) standards. The bridge will be enclosed in order to control the escape of materials from and entrance of foreign materials into the work site. The entire site (active work area) would be contained while the work is in process. The existing paint would then be removed using a sand-blasting method. Following paint removal, the bridge would be primed and new coats of paint applied. A sealing coat would also be applied.

Additionally, lacing bars at the northwest and southeast end posts that are severely deteriorated would be replaced in-kind (matching material, size & shape). The existing lacing bars are rounded at the ends and the newly installed bars would be rounded as well. The existing rivets that attach the existing lacing bars would be replaced with high strength bolts. Round-headed bolts that mimic the appearance of rivets would NOT be installed as they require access on the nut side for installation with special tools. It appears that the cover plates on the other face of the end post would prevent the required access to install round-headed bolts.

Feature crossed (if applicable):

Township: Wayne

City/County: Jay County

Information reviewed (please check all that apply):

General project location map  USGS map  Aerial photograph

Written description of project area  General project area photos

Previously completed archaeology reports  Interim Report

Previously completed historic property reports

Project takes occurs in soils previously disturbed by vertical and horizontal construction activities

Soil survey data  Bridge inspection information

Other (please specify):

Signatures for concurrence that the project falls under B-6 of the Minor Projects PA:

SHPO: Chad W. Slider  
Chad W. Slider  
Printed Name

Chad W. Slider  
Signature

7/24/15  
Date

FHWA: Lawrence M. Heil  
Lawrence M. Heil  
Printed Name

Lawrence M. Heil  
Signature

7-27-2015  
Date

INDOT: Patrick Carpenter  
Patrick Carpenter  
Printed Name

Patrick Carpenter  
Signature

6-24-2015  
Date

**Additional comments:** With regard to above-ground resources, INDOT Cultural Resources personnel who meet the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 checked the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Jay County. None of the resources on these lists are located near the project area. The "Jay County Interim Report" of the Indiana Historic Sites and Structures Inventory (IHSSI) was also checked (1985; Wayne Township Scattered Sites). The National Register & IHSSI information is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and SHAARD GIS and the SHAARD information was checked against the Interim Report hard copy maps.

One IHSSI property is recorded within 600 feet of the bridge, which would serve as an adequate Area of Potential Effects (APE) given the limited project scope and heavily wooded banks of the Salomonie River. It is Site No. 075-521-30016, the Hawkins House. It is located at 936 Sandy Hollow Lane and was rated "outstanding." Properties rated "outstanding" usually possess the necessary level of significance to be considered National Register eligible, if they retain material integrity. However, this house will not be impacted by the bridge painting project. It is located over 250 feet from the bridge with the heavily wooded banks of the Salomonie River blocking the view between the house and the bridge. Even with foliage off of the trees, the bridge would not be highly visible from the house and the project will result in the bridge looking nearly identical as it does now.

Bridge 026-38-03430A itself is a metal Parker through truss built in 1941. It was determined to be eligible for the National Register in the Indiana Historic Bridges Inventory under Criterion C for its engineering significance (Volume 2, Section 1, page 87). It was also determined to be "Non-Select." The bridge is currently painted a light blue color. The proposed new color for the bridge is light blue. In addition to the painting of the bridge, lacing bars at the northwest and southeast end posts that are severely deteriorated would be replaced in-kind (matching material, size & shape). The existing lacing bars are rounded at the ends and the newly installed bars would be rounded as well. The existing rivets that attach the existing lacing bars would be replaced with high strength bolts. Round-headed bolts that mimic the appearance of rivets would NOT be installed as they require access on the nut side for installation with special tools. It appears that the cover plates on the other face of the end post would prevent the required access to install round-headed bolts. The area where the new bolts will be installed is not highly visible to the motoring public and the total amount of rivets to be replaced is minimal. Therefore, the overall impact of the installation of the bolts is not significant.

Because the project only involves the painting of the bridge and some minor lacing bar repair work, the overall scope of the project is minor in nature. Additionally, the project will help extend the life of the bridge. Therefore, based on the available information, as summarized above, no above-ground concerns exist, and it is recommended that the project be approved under Category B-6.

With regard to archaeological resources, there are no archaeological sites present in the vicinity of the SR 26 bridge over Salomonie River according to SHAARD GIS. Since the purpose of this project is to paint the bridge and replace lattice bars there is no potential for ground disturbance or impacts to archaeological resources. Therefore, there are no archaeological concerns.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, construction in the immediate area of the find will be stopped, and the INDOT Cultural Resources Section and the Division of Historic Preservation and Archaeology will be notified immediately.

*\*\*\*Be sure to attach this form to the National Environmental Policy Act documentation for this project. Also, the NEPA documentation shall indicate that the project is exempt from further Section 106 review under Category B-6 of the Minor Projects PA.*



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 233-2061  
FAX: (317) 233-4929

**Michael R. Pence, Governor**  
**Brandye L. Hendrickson,**  
**Commissioner**

## MEMORANDUM

June 22, 2015

To: Richard J. Marquis, Federal Highway Administration – Indiana Division  
Mitchell K. Zoll, Deputy Indiana State Historic Preservation Officer

From: Indiana Department of Transportation, Office of Environmental Services

RE: Final Determination of National Register Eligibility Status and Select/Non-Select Status of INDOT Bridge (421)39-12-00930, US over Cripe Run (NBI No. 32220), Clinton County, Indiana

This memo serves as the final determination of the eligibility of the Indiana Department of Transportation (INDOT)'s Bridge (421)39-12-00930 (US over Cripe Run, Clinton County, Indiana) for the National Register of Historic Places (National Register).

The *Indiana Historic Bridge Inventory* was completed by INDOT as part of the *Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana State Historic Preservation Officer, and the Advisory Council on Historic Preservation (ACHP) Regarding Management and Preservation of Indiana's Historic Bridges (Historic Bridge PA)*. A Historic Bridge Task Group (Task Group) comprising of representatives from the ACHP, Indiana SHPO, INDOT, Indiana Local Technical Assistance Program (LTAP), Historic Landmarks Foundation of Indiana (now Indiana Landmarks), Historic Spans Task Force, Indiana Association of County Highway Engineers and Supervisors and Indiana Association of County Commissioners, assisted in the development of the *Historic Bridge PA* and continue to monitor its success upon implementation.

In 2009, the *Indiana Historic Bridge Inventory* determined Bridge No. (421)39-12-00930 was eligible for listing in the National Register under Criterion A for its direct and important association with a significant transportation route, namely State Route 6. The FHWA signed a Final Determination on National Register Eligibility on February 23, 2009.

Subsequent to publication of the results of the *Bridge Inventory*, INDOT Crawfordsville staff uncovered information in INDOT's files that questioned the rationale for the National Register determination for Bridge No. (421)39-12-00930, namely that original drawings associated with this bridge do not indicate a connection between it and State Route 6. INDOT CRO staff conducted further research and determined that no direct association between this bridge and State Route 6 exists.

INDOT reassessed the National Register eligibility of Bridge No. (421)39-12-00930 using the "System for Applying the National Register Criteria for Evaluation" from the *Indiana Historic Bridge Inventory*. As a result of this reassessment in a report from March 2015, INDOT Cultural Resources Office (CRO) staff did not recommend Bridge No. (421)39-12-00930 eligible for listing in the National Register under any of the criteria, and recommended that this bridge be removed as an eligible bridge from the *Indiana Historic Bridge Inventory*. This bridge was also determined to be Select in the *Bridge Inventory*. However, once removed from the list of National Register eligible bridges, it would also be removed from the Select bridge list as well.

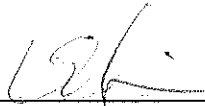


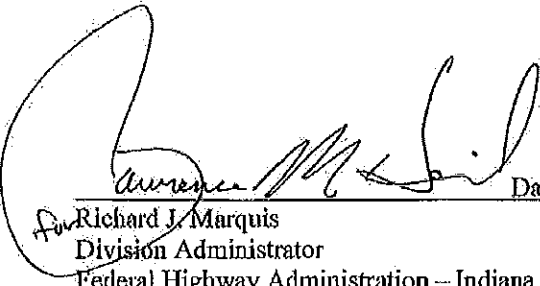
On April 16, 2015, following the process outlined in Stipulation II.C of the Historic Bridge PA, INDOT notified the Task Group (through email) and consulting parties that would normally be invited to participate in a FHWA-sponsored project for the bridge (through email & US mail notification and as identified per the INDOT Cultural Resources Manual procedures) of the request to re-classify the bridge. A public notice in a local newspaper, *The Frankfort Times*, ran on April 21, 2015. A public notice in a statewide newspaper, *The Indianapolis Star*, was placed on May 15, 2015. The deadline to respond to any of the notices was June 12, 2015.

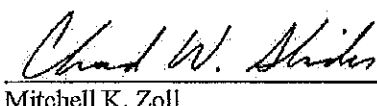
The only comments received were from the Indiana SHPO staff in a letter dated April 29, 2015. In the letter, the Indiana SHPO staff stated, in part, that Bridge (421)39-12-00930 "should be removed from the list of bridges in the *Indiana Historic Bridge Inventory* that are considered eligible for inclusion in the National Register of Historic Places. We consequently agree that this bridge should be removed from the list of Select Bridges."

In summary, after taking into consideration the March 2015 report prepared by INDOT and the comments of concurrence by the Indiana SHPO staff, FHWA and the Indiana SHPO have agreed that Bridge (421)39-12-00930 should no longer be considered National Register eligible or Select. The bridge will, therefore, be reclassified as "Non-Historic" in the *Indiana Historic Bridge Inventory*. INDOT, in accordance of Stipulation II.C.1(d) of the *Historic Bridge PA*, will notify the members of the Task Group of this decision through conveyance of this memorandum. In accordance with Stipulation IV.C of the *Historic Bridge PA*, INDOT will include this designation change in the next annual report that includes the list of Select and Non-Select Bridges that have been processed during the previous calendar year.

By signature of this Memo, INDOT, FHWA and Indiana SHPO hereby affirm their approval of a change in designation for Bridge (421)39-12-00930 from "Select" to "Non-Historic".

  
 Date: 6/22/15  
 Laura Hilden  
 Director of Environmental Services  
 Indiana Department of Transportation

  
 Date: 7-21-2015  
 Richard J. Marquis  
 Division Administrator  
 Federal Highway Administration – Indiana Division

  
 Date: 7/21/15  
 Mitchell K. Zoll  
 Deputy Indiana State Historic Preservation Officer  
 Indiana Department of Natural Resources

Minor Projects PA Project Category B-6 Assessment Form

Project Designation Number: 1296165

Route Number: SR 39 & US 421; Bridge Nos. 039-12-03953A/NBI No. 13330 (4.90 MI N OF SR 47) and (421)39-12-01792B /NBI No. 32200 (2.72 MI N OF SR 75)

Project Description: The bridges will be repainted using a Zinc base primer and light blue paint. Bridge 039-12-03953A was last painted in 1983 and Bridge (421)39-12-01792B was last painted in 1987. The painting shall be done in accordance with INDOT specifications and the Society of Protective Coatings (SPCC) standards. The bridges to be painted will be enclosed in order to control the escape of materials from and entrance of foreign materials into the work site. The entire site (active work area) will be contained while the work is in process. The existing paint is then removed using a sand-blasting method. Following paint removal, the bridge shall be primed and new coats of paint applied. A sealing coat is also applied.

Feature crossed (if applicable): Bridge 039-12-03953A crosses Reagan Run and Bridge (421)39-12-01792B crosses the South Fork of Wildcat Creek

Township: Jackson Township (Bridge 039-12-03953A) and Union Township ((421)39-12-01792B)

City/County: Clinton County

Information reviewed (please check all that apply):

- General project location map  USGS map  Aerial photograph
- Written description of project area  General project area photos
- Previously completed archaeology reports  Interim Report
- Previously completed historic property reports
- Project takes occurs in soils previously disturbed by vertical and horizontal construction activities
- Soil survey data  Bridge inspection information
- Other (please specify):

Signatures for concurrence that the project falls under B-6 of the Minor Projects PA:

SHPO:

<u>Chad W. Slider</u>	<u>Chad W. Slider</u>	<u>1/13/15</u>
Printed Name	Signature	Date

FHWA:

<u>Michelle Allen</u>	<u>Michelle allen</u>	<u>1/14/15</u>
Printed Name	Signature	Date

INDOT:

<u>Patrick Carpenter</u>	<u>Patrick Carpenter</u>	<u>12-16-2014</u>
Printed Name	Signature	Date

**Additional comments:** With regard to above-ground resources, INDOT Cultural Resources personnel who meet the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 checked the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Clinton County. None of the resources on these lists are located near the project areas. The "Clinton County Interim Report" of the Indiana Historic Sites and Structures Inventory (IHSSI) was also checked (1997; Jackson Township Scattered Sites & Union Township Scattered Sites). The National Register & IHSSI information is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and SHAARD GIS and the SHAARD information was checked against the Interim Report hard copy maps.

One IHSSI property is recorded within 0.25 mile of Bridge No. 039-12-03953A, which would serve as more than an adequate Area of Potential Effects (APE) given the project scope and terrain. It is Jackson Township Scattered Site No. 023-396-65061, a farm with a bungalow house at 6591 SR 39 that was rated "contributing." Generally, properties rated "contributing" do not possess the level of historical or architectural significance necessary to be considered National Register eligible. The bridge itself is a steel beam structure that was built in 1953. It was determined not to be National Register eligible in the Indiana Historic Bridges Inventory conducted by Mead & Hunt on INDOT's behalf (Volume 2, Section 2, page 351). The area immediately surrounding the bridge for approximately 0.1 mile is composed of agricultural fields.

One IHSSI property is recorded within 0.25 mile of Bridge No. (421)39-12-01792B. It is Jackson Township Scattered Site No. 023-221-30039, St. Luke Christian Church and Cemetery at 2193 US 421. It was rated "notable." If they retain material integrity, properties rated "notable" might possess the necessary level of significance after further research to be considered National Register eligible. However, it should be noted that typically a church is not National Register eligible unless it derives primary significance from architectural or artistic distinction or historical importance. A cemetery is not typically National Register eligible unless it derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events. Additionally, this property is located nearly 0.25 mile from the bridge with the wooded banks of the South Fork of Wildcat Creek immediately surrounding the bridge and an agricultural field in between the bridge and this property. Given the distance and the proposed project scope of work, no impacts from this project should occur to the church and cemetery property.

Bridge (421)39-12-01792B itself is a metal pony truss built in 1940. It was determined to be eligible for the National Register in the Indiana Historic Bridges Inventory (Volume 2, Section 1, page 27). It was also determined to be "Select." The bridge is currently painted a light green color. Light green and light blue are two typical colors for bridges of this era constructed by the Indiana State Highway Commission. The proposed new color for the bridge is light blue. Because the project only involves the painting of the bridge and the proposed paint color is within the range of colors typical for a state highway bridge, the overall scope of the project is minor in nature. Additionally, the painting project will help extend the life of the bridge. Therefore, based on the available information, as summarized above, no above-ground concerns exist, and it is recommended that the project be approved under Category B-6.

With regards to archaeological resources, there are no recorded sites adjacent to either of the bridges according to SHAARD GIS. Regardless, the project is of a type that has no potential to disturb soils or impact archaeological resources. Therefore, there are no archaeological concerns.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, construction in the immediate area of the find will be stopped, and the INDOT Cultural Resources Section and the Division of Historic Preservation and Archaeology will be notified immediately.

*\*\*\*Be sure to attach this form to the National Environmental Policy Act documentation for this project. Also, the NEPA documentation shall indicate that the project is exempt from further Section 106 review under Category B-6 of the Minor Projects PA.*

**FEDERAL HIGHWAY ADMINISTRATION'S  
SECTION 4(F) COMPLIANCE REQUIREMENTS (FOR HISTORIC PROPERTIES) AND  
SECTION 106 FINDINGS AND DETERMINATIONS  
AREA OF POTENTIAL EFFECT  
ELIGIBILITY DETERMINATIONS EFFECT FINDING  
PEDESTRIAN TRAIL REALIGNMENT BETWEEN 25<sup>TH</sup> STREET AND HAW CREEK  
CITY OF COLUMBUS, COLUMBUS TOWNSHIP, BARTHOLOMEW COUNTY, INDIANA  
DES NOs: 1173209 and 0401196  
FEDERAL PROJECT NO: PENDING**

**AREA OF POTENTIAL EFFECT  
(Pursuant to 36 CFR Section 800.4(a)(1))**

The APE has been drawn to encompass properties within a viewshed of the undertaking. The APE takes into account the properties on all sides of the undertaking and/or with a view of it. Please note that the project scope has been revised to include an easement of 0.12 acres along 23<sup>rd</sup> Street for use by construction traffic since the submission of the Historic Properties Report to the consulting parties for review, and thus the APE has been expanded to reflect the change. Due to the minor scope of the proposed added easement the impacts to the project's APE are deemed sufficient to be discussed within the 800.11 documentation (see Appendix B: Maps and APE).

**ELIGIBILITY DETERMINATIONS  
(Pursuant to 36 CFR 800.4(c)(2))**

There are no historic properties listed on the National Register of Historic Places (NRHP) within the project area, including the additional 0.12 acre easement. The APE contains the proposed Lincoln Park Residential Historic District (eligible for NRHP listing under Criteria A and C), Lincoln Center Ice Arena (eligible under Criteria A and C), Quinco Consulting Center (eligible under Criteria A and C), and Irwin Union Bank (eligible under Criteria A and C).

Bartholomew County Bridge No. 26, a Select bridge, will be moved to the project area and thus it was also evaluated as part of the APE for this project. The bridge is currently NRHP eligible under Criterion C. The project historian recommends that the bridge will continue to be eligible at its new location. The Indiana State Historic Preservation Officer (SHPO) will wait until their office has completed the design reviews for the bridge's rehabilitation as stipulated in its Memorandum of Agreement (MOA) before commenting on whether the SHPO agrees with the bridge's continued eligibility.

**Lincoln Park Residential Historic District**

Bound by 25<sup>th</sup> St on the north, Central Ave on the west, 17<sup>th</sup> St on the south, and Lincoln Park Dr on the east, this district contains over three hundred properties in northeast Columbus. The houses primarily date from the late 1930s to 1960. The neighborhood is characteristic of a post-World War II middle-class housing development of modest ranch and bungalow styles sharing similar setbacks, building size and scale. The east side of the district includes Lincoln Park, developed by the city c.1945 as a neighborhood park and located adjacent to scenic Haw Creek on its eastern boundary. The Lincoln Park Residential Historic District is eligible for NRHP listing under Criterion A for its association with the theme of Community Planning and Development, and for Recreation due to the inclusion of Lincoln Park. The district is also eligible under Criterion C for its embodiment of distinct architectural design and construction indicative of housing developments built during this era.

### **Lincoln Center Ice Arena**

Located within Lincoln Park, renowned Chicago architect Harry Weese designed the Lincoln Center ice rink built in 1958 in a Mountain Chalet style with distinct Modernist details. Weese was a prolific architect in Columbus during the 1950s and 60s, creating the iconic First Baptist Church that is today a National Historic Landmark. His other important works were designing the celebrated Washington D.C. Metro subway stations and the Time-Life Building in Chicago. In 1975 the Cleveland firm Koster and Associates enclosed the open-air ice rink by creating a rear addition to the building. Though this building is located within the proposed Lincoln Park Residential Historic District, it is recommended individually NRHP eligible under Criterion A for its significance with providing community recreation and entertainment, and under Criterion C for its outstanding architectural merit and association with acclaimed architect Weese.

### **Quinco Consulting Center**

Located at 2075 Lincoln Park Drive this Brutalist-style building was designed by New York City architect James Stewart Polshek in 1972. The hulking size and scale and the use of concrete and glass building materials are indicative of the style. Used for inpatient and outpatient psychiatric counseling, the design's function is displayed by its form. The entire building spans Haw Creek on slender concrete piers, making the most of its tranquil setting, and the main entry is a long curving ramp meant to evoke a bridge. The interior's open floor plan is awash in natural lighting meant to provide a place for peaceful reflection. Though the Quinco Consulting Center is not quite fifty years old, this building's unique and outstanding design is a stand out among Columbus' Modernist architecture that meets Criterion Consideration G for buildings that have achieved significance within the past fifty years. This building is recommended NRHP eligible under Criterion A for its significance with Health and Medicine, and for Criterion C for outstanding architectural merit and association with acclaimed architect Polshek.

### **Irwin Union Bank Eastbrook Branch**

Located at 2580 Eastbrook Plaza this Modernist-style building was designed by Harry Weese in 1961. The one-story brick building has six distinctive slender rectangular towers and is adjacent to Haw Creek. Weese pictured the building as a stylized castle with battlements, with Haw Creek is its moat. To enhance the natural effect of Haw Creek the waterway was dammed to create a reflecting pool and to provide the soothing sound of a waterfall. This building is recommended NRHP eligible under Criterion A for its significance with local commerce, and for Criterion C for outstanding architectural merit and association with acclaimed architect Weese.

## **EFFECT FINDING**

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the Federal Highway Administration—Indiana Division (FHWA) will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Bartholomew County Bridge No. #26 has been classified as a "Select" bridge by the INDOT Historic Bridge Inventory and, thus, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the bridge. Additionally, because rehabilitation of the bridge is the preferred alternative, the standard treatment approach, described in Attachment B of the Historic Bridges PA (Standard Treatment Approach for Historic Bridges) will be followed.

Therefore, the finding for this project only applies to other resources located within the APE and not Bartholomew County Bridge No. 26. This document will satisfy the Section 106 requirement of the other resources located in the APE.

**Lincoln Park Residential Historic District:** No Adverse Effect

**Lincoln Center Ice Arena:** No Adverse Effect

**Quinco Consulting Center:** No Adverse Effect

**Irwin Union Bank Eastbrook Branch:** No Adverse Effect

The INDOT, on behalf of the FHWA, has determined a “No Adverse Effect” finding is appropriate for this undertaking.

FHWA respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect for each property and the project’s overall effect finding.

**SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)**

FHWA will satisfy its Section 106 responsibilities for the bridge by following the Historic Bridges PA PDP and the finding for this project only applies to other resources located within the APE, and not Bridge No. 26.

**Lincoln Park Residential Historic District** – This undertaking will not convert property from the Lincoln Park Residential Historic District, a Section 4(f) historic property, to a transportation use; INDOT acting on FHWA’s behalf has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore no Section 4(f) evaluation is required for the Lincoln Park Residential Historic District.

**Lincoln Center Ice Arena** – This undertaking will not convert property from Lincoln Center Ice Arena, a Section 4(f) historic property, to a transportation use; INDOT acting on FHWA’s behalf has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore no Section 4(f) evaluation is required for the Lincoln Center Ice Arena.

**Quinco Consulting Center** – This undertaking will not convert property from Quinco Consulting Center, a Section 4(f) historic property, to a transportation use; INDOT acting on FHWA’s behalf has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore no Section 4(f) evaluation is required for the Quinco Consulting Center.

**Irwin Union Bank Eastbrook Branch** – This undertaking will not convert property from Irwin Union Bank, a Section 4(f) historic property, to a transportation use; INDOT acting on FHWA’s behalf has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore no Section 4(f) evaluation is required for the Irwin Union Bank.



---

Patrick Carpenter, for FHWA  
Manager  
INDOT Cultural Resources

1.30.2015

---

Approved Date

# DNR Indiana Department of Natural Resources

Michael R. Pence, Governor  
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739  
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov



March 5, 2015

Patrick Carpenter  
Manager  
Cultural Resources Office, Environmental Services Division  
Indiana Department of Transportation  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration (“FHWA”)

Re: Indiana Department of Transportation’s finding of “no adverse effect” on behalf of the Federal Highway Administration concerning the pedestrian trail realignment between Haw Creek and 25th Street (Designation No. 1173209; DHPA No. 16300)

Dear Mr. Carpenter:

Pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, the Indiana State Historic Preservation Officer regarding the implementation of the Federal Aid Highway Program in the State of Indiana,” the staff of the Indiana State Historic Preservation Officer has conducted an analysis of the materials dated January 30, 2015, and received on February 4, 2015, for the above indicated project in the City of Columbus, Bartholomew County, Indiana.

As previously indicated, we do not believe the characteristics that qualify the identified historic properties for inclusion in the National Register of Historic Places (“NRHP”) will be diminished as a result of this project.

Additionally, as previously indicated, based upon the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Indiana archaeological short report (Stillwell, 05/20/2014), that no further archaeological investigations appear necessary at this project location.

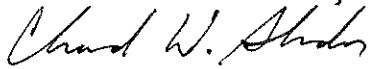
Therefore, we concur with the INDOT’s January 30, 2015, finding, on behalf of the FHWA, that there are no historic buildings, structures, districts, objects, or archaeological resources within the area of potential effects that will be adversely affected by the above indicated project.

As previously indicated, we have noted that Bartholomew County Bridge No. 26 (a Select bridge per the Indiana Historic Bridge Inventory) will be relocated for use in this trail project from its current location in Clifty Township, Bartholomew County per the 2012 Memorandum of Agreement (Designation Numbers 9982690 & 0401196) between the Federal Highway Administration and our office. Please note that we will comment on completion/satisfaction of the stipulations in the future when we receive the required information outlined in the stipulations of the MOA.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations.

If you have questions about archaeological issues please contact Wade T. Tharp at (317) 232-1650 or [wtharp1@dnr.IN.gov](mailto:wtharp1@dnr.IN.gov). If you have questions about buildings or structures please contact Ashley Thomas at (317) 234-7034 or [asthomas@dnr.IN.gov](mailto:asthomas@dnr.IN.gov).

Very truly yours,



Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ:ADT:WTT:wt

enc: Patrick Carpenter, Indiana Department of Transportation  
Shaun Miller, Indiana Department of Transportation  
Mary Kennedy, Indiana Department of Transportation  
Shirley Clark, Indiana Department of Transportation  
Candace Hudziak, H & H Associates, L.L.C.



# THE REPUBLIC



Thursday, March 19, 2015

TheRepublic.com

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## Property tax rates fall for most of county

**INSIDE, A4**

See what rates are for comparable cities  
See how your rates will change

By MEGAN BANTA  
mbanta@therepublic.com

Property tax rates for Bartholomew County are in, and most are lower than last year.  
But residents in Edinburgh and Elizabethtown will see higher rates than they did last year.  
Across the county, most areas saw a

tax rate decrease of 5 percent or less.  
The city of Columbus saw nearly a 2 percent decrease.  
And its city-only rate — which doesn't include rates for taxes that go to the county, township general and assistance funds, the library, local schools or the county's solid waste district — this year came in at the fourth-lowest for peer cities with populations 10,000

less than or greater than Columbus.  
City Clerk-Treasurer Luann Welmer attributed the decrease to an \$88 million increase in assessed value from 2014.  
Bartholomew County Assessor Lew Wilson said that increase was caused largely by:  
■ New residential construction.  
■ New commercial construction.

■ Re-evaluation of some land.  
■ Increase in agricultural land values.

Increase in assessed value often link directly to lower property tax rates, and that highlights the importance of economic development efforts, Welmer said.

SEE RATES ON PAGE A4



COMMUNITY SUPPORT

## THERAPY ON ICE

### Senior helps special-needs teens skate

By MEGAN BANTA  
mbanta@therepublic.com

ONE skate-clad foot moves up off the ice as the 18-year-old encourages her student to mimic a flamingo.

Fourteen-year-old Melissa Milvert copies her teacher, gliding on the ice with a grin on her face.

Molly Fry works with Melissa, teaching her other basics and making the lesson more engaging by having her mimic other animals, including other birds and a tiger — Shere Khan from Disney's "Jungle Book," if you want to be specific.

That one-on-one interaction is key for Melissa, who has Down syndrome and takes the skating class in addition to her behavioral and physical therapy, said her mother, Helen Milvert.

Melissa is one of two students that Fry and other instructors work with during a weekly therapeutic skating class at Hamilton Center Ice Arena.

The class started last fall as Fry's senior project and is into its third eight-week session. The Columbus East High School senior, whose mother is the ice rink's manager, has been skating since before she started school and said after helping with group classes, she really wanted to teach a class of her own.

SEE ICE ON PAGE A3

Figure skater Molly Fry, left, spins with Melissa Milvert on Feb. 4 during a skate therapy class at Hamilton Center Ice Arena.

ANDREW LAKE | THE REPUBLIC

»MARCH MADNESS

### IN THE COMPANY POOL?

Prosecutor gets in on bracket fun

By MARK WEBBER  
mwebber@therepublic.com

WITH an estimated 40 million Americans betting more than \$2 billion on March Madness office pools, it's easy to view low-risk wagers on basketball tournaments as harmless fun.

But Bartholomew County Prosecutor Bill Nash said there also are people in the Columbus area who consider such activities illegal gambling rings, although none of them have filed a complaint since he took office in 2002.

Here's what the law says: If you participate in such activities in Indiana, you have committed a Class B misdemeanor — punishable by up to 180 days in jail and a fine up to \$1,000.

And if you organize such office pools, you may be committing a Level 6 felony punishable by up to two-and-a-half years in prison, as well as

SEE POOL ON PAGE A5



BILL NASH

INSIDE

See when Indiana teams will play, A5

## Newbern Bridge's history unearthed

By MARK WEBBER  
mwebber@therepublic.com

Workers made an unexpected historic find after cranes lifted the 105-year-old iron-truss Newbern Bridge from its foundation.

It was a one-word mill print on the bridge that cannot be recognizable to the general public today: Cambria.

Project engineer Eric Brunn said that stamp proves the historic bridge, which will become part of the Columbus People Trails in a few years, is rare among surviving iron-truss bridges.

"It's in the highest category of rare historic bridges," Brunn said of

SEE HISTORY ON PAGE A5

### LAST CHANCE TO SHOW US YOUR BRACKET SKILLS

Registration is open through 11:30 a.m. today for The Republic's Bracket Challenge contest, which invites readers to pick winning teams throughout the NCAA men's basketball tournament.

Details: Play upfront and pick winners ahead of time. Or, play round by round over each of the next two weekends.

Prizes: National prizes, including the opportunity for \$1 million, plus local prizes including Visa gift

cards, and restaurant and car-wash gift cards.  
Rules: Must be 18 to win prizes. Identification required when claiming prize.

Registration and other information: therepublic.com/bracket



Attachment 16

OBITUARIES A11

Carla Bozarth, 60, Crothersville  
Ruby Ferg, 76, Colorado  
Griffith Marr, 71, Columbus  
Frank W. "Frankie" Smith, 75, North Vernon  
Charles Townsend III, 43, Jewell Street

INSIDE

AROUND TOWN	A2
BUSINESS	A10
CLASSIFIEDS	D1-D6
COMICS	D11
LOTTERIES	B2
MOVIES	D7
OPINION	A9
SPORTS	B1-B4
TV LISTINGS	D7
WEATHER	A12

OUTSIDE

DAILY

HIGH: 53  
LOW: 42

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ISSN 0422-380

## POOL

Continued from Page A1

fines of up to \$10,000.

Technically, betting on college sports is legal only in Nevada, Nash said.

So what are the chances of getting arrested?

Smaller than a 5-6 point guard, it appears.

"Most prosecutors have more important things to deal with than small amounts of money with NCAA or bracketology-type events," said Dave Powell, executive director of the Indiana Prosecuting Attorneys Council.

Nash prefers to keep his personal thoughts on such activities to himself.

"Technically speaking, playing poker for a maximum two pennies a hand is also a misdemeanor crime," Nash said. "But that doesn't seem to be the type of thing that merits pursuit by the power of the state."

Asked whether there is a March Madness office pool going in his office, Nash didn't hesitate to say "Yes."

"But there's no money involved," he said. "The

winner of our pool gets a trophy that been passed around every spring for the past 13 years."

And which team does Nash, who holds degrees from both Indiana University and Northwestern, believe will emerge victorious April 6 from the Big Dance at Lucas Oil Stadium?

"U-I, of course," Nash said.

Considering that the Hoosiers are an underdog in Friday's opening-round game, it may be a good thing Nash is only in it for the trophy.

## Let the games begin for Indiana teams

Notre Dame (3) vs. Northeastern (14), 12:15 p.m. today (CBS)

Butler (6) vs. Texas (11), 2:40 p.m. today (CBS).

Purdue (9) vs. Cincinnati (8), 7:10 p.m. today (CBS).

Indiana (10) vs. Wichita State (7), 2:45 p.m. Friday (CBS).

Valparaiso (13) vs. Maryland (4), 4:50 p.m. Friday (TNT)

## LOCAL BRIEFS

### Ivy Tech plans to host academic open house

Ivy Tech Community College Columbus will host Go Ivy Day for high school juniors, seniors and their parents.

The event will be from 5:30 to 8 p.m. April 8 in the Lecture Hall of the Columbus Learning Center, 4555 Central Ave.

An academic open house is planned, with light appetizers, followed by a general presentation and a campuswide scavenger hunt.

Participants will learn about the more than 40 degree programs that are completed in Columbus, financial aid, scholarships, career options and residential housing. They will also be able to meet faculty and students and learn about student life and clubs.

Students who attend will receive an Ivy Tech swag bag. One student will win a new iPad.

Reservations are requested. To attend and make a reservation, email mozaeta@ivytech.edu or by calling 812-376-4341.

### Well Armed Woman anniversary event set

The Well Armed Woman Southern Indiana Chapter will celebrate its one-year anniversary with a special event from 2 to 4 p.m. Sunday.

The meeting topic is Self Defense for Women. Sgt. Torrey Smith, Bartholomew County Sheriff's Department, and his wife Becky, who is retired, will be the speakers.

The meeting consists of our education and then a range time. Women who attend may shoot either a .22-caliber or a 9 mm handgun after attending a handgun and range safety session.

Participants must be at least 21 years old, and no children are allowed. Hearing and eye protection is provided. National Rifle Association Range Safety Officers will monitor and assist each woman at the range.

Cost to attend is \$5. In order to shoot at the range, the ammunition must be purchased, and only cash or checks are accepted.

To make a reservation, visit [twassouthernin.com](http://twassouthernin.com) or [thewellarmedwoman.com](http://thewellarmedwoman.com)

### Cleanup set to begin at city cemetery

Columbus City Cemetery, south of Donner Park, will have spring cleanup on April 1.

Those who have family plots in the cemetery are asked to pick up any items they wish to save by March 31.

Parks department personnel will remove and discard any worn or out-of-season decorations that remain on the grounds after March 31.

Fall cleanup is scheduled for Oct. 1.

For more information, call 812-376-2599.

### Leave brush, compost out for pick-up

The Columbus City Garage is beginning its compost/chipper program Monday and will continue until Dec. 11.

Compost bins and brush will be collected the same day as city residents' trash and should be out by 7 a.m.

Large piles of brush may be called into the City Garage at 812-376-2508.

Grass, leaves, flowers and garden debris go into the compost bins.

For more information, visit [columbus.in.gov/city-garage](http://columbus.in.gov/city-garage).

—Staff Reports

## HISTORY

Continued from Page A1

the former span over Clifty Creek along County Road 850N. "There never were many of these."

While all existing structures similar to the Newbern Bridge have historic value, the fact that the bridge is made of Cambria steel makes it exceptionally rare, Brunn said.

Founded in 1852, Cambria Ironworks of Johnstown, Pennsylvania, was the forerunner of Bethlehem Steel Co., United States Steel Corp. and other late 19th- and 20th-century steel companies, according to the National Park Service.

Iron and steel technology advances developed at Cambria signaled the end of America's reliance on British-produced rails and allowed the expansion of the nation's railroad network, according to the park service.

The narrow camel-back design of the Newbern Bridge originally was built to carry trains, former Bartholomew County Highway Engineer Charlie Day said.

But the design quickly fell out of favor because camel-backs couldn't be widened to handle the increasing number of cars and trucks in the 1920s, according to the Indiana Historic Preservation Office.



### What's next?

Work to take apart the historic Newbern Bridge, which was removed from its foundations in late January, began this month. It will likely be ready to be moved to a fenced-in area of Lincoln Park in mid-spring, said Amy Roberts, job superintendent for Force Construction.

When it is reassembled, the bridge will become a part of the People Trails system, spanning Haw Creek about

two blocks south of Eastbrook Plaza. That process will begin during the fall of 2016, with completion the following year, Bartholomew County Highway Engineer Danny Hollander said.

Meanwhile, the county's contract with Force Construction states a new bridge that will span County Road 850E, near the northwest corner of Newbern United Methodist Church, should be open by Sept. 15.

Submitted

The 105-year-old Newbern Bridge gave up another secret when it was removed from its foundation Jan. 28. Workers found a manufacturer's tag — identifying it as Cambria steel — that allowed engineers to find the bridge's blueprints in the U.S. Library of Congress.

Because of its significant contributions to American industry, the Cambria Ironworks became the only U.S. steel mill to be designated as

a National Historic Landmark in 1989.

Three years later, the Cambria steel mill closed, and its records were acquired by the

U.S. Library of Congress.

Those records, which are available online, are both historically and practically valuable to Brunn and his fellow engineers at the Strand Associates office in Columbus.

"We went to the Internet and found a Cambria Steel handbook in an archive website," Brunn said. "It has a lot of information that we can use to rehabilitate the bridge."

That rehabilitation will take place after the disassembled bridge is moved to a fenced-in area of Lincoln Park in mid-spring.

Once restored, the structure will become a pedestrian bridge, crossing Haw Creek in Columbus a few blocks south of Eastbrook Plaza.

Interestingly, an earlier historic find at the same bridge site caused engineers and county officials far more headaches.

Two years after initial federal funding was acquired to replace the bridge on the northwest side of Newbern, archaeologists uncovered in 2001 what appeared to be 350 artifacts that suggested a prehistoric camp site.


It took another few years before researchers eventually confirmed the site wasn't as historically significant as initially thought, Brunn said.


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 <p><b>2015 Chevrolet Cruze</b> F602 MSRP: \$18,870 <b>\$17,999</b> <b>SAVE \$871</b></p>	 <p><b>2014 Chevrolet Silverado</b> E1340 MSRP: \$38,925 <b>\$31,109</b> <b>SAVE \$7,500</b></p>	 <p><b>2014 Buick Verano</b> E907 MSRP: \$23,700 <b>\$18,406</b> <b>SAVE \$5,294</b></p>	 <p><b>2014 Cadillac CTS</b> E633 MSRP: \$57,400 <b>\$46,355</b> <b>SAVE \$8,000</b></p>	 <p><b>2015 Chevrolet Traverse</b> F646 MSRP: \$50,295 <b>\$45,494</b> <b>SAVE \$4,801</b></p>

E1345A	2010 Chevrolet Silverado	\$20,444	U3116B	2008 Pontiac G6	\$7,444
U3190C	2006 Isuzu Ascender	\$9,288	E436A	2012 Chevrolet Malibu	\$14,999
U31988B	2007 Ford Mustang	\$9,999	U2962B	2011 Cadillac SXR	\$19,999
U2925B	2009 Ford Edge	\$12,999	E1270B	2011 Chevrolet Traverse	\$17,999
E820A	2013 Cadillac ATS	\$28,999	U2813A	2010 Cadillac DTS	\$18,999
E1030A	2014 Chevrolet Impala	\$19,999	E882B	2008 Mazda 6	\$9,999
U3228	2010 Ford E350	\$18,999	U3267	2015 Chevrolet Captiva	\$22,111
R1012	2014 Chevrolet Cruze	\$14,777	F580A	2010 Kia Forte	\$10,999
E1217B	2012 Fiat 500	\$10,999	U3108A	2014 Jeep Compass	\$19,444
E1315A	2009 GMC Yukon	\$27,444	U3174A	2004 Cadillac DeVille	\$8,999



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**FEDERAL HIGHWAY ADMINISTRATION'S  
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND  
SECTION 106 FINDINGS AND DETERMINATIONS  
AREA OF POTENTIAL EFFECTS  
ELIGIBILITY DETERMINATIONS  
EFFECT FINDING  
SCOPE UNDETERMINED-HOWARD COUNTY BRIDGE NO. 508  
CARRYING PARK AVENUE OVER KOKOMO CREEK  
CITY OF KOKOMO, CENTER TOWNSHIP, HOWARD COUNTY, INDIANA  
DES. NO.: 1400994**

**AREA OF POTENTIAL EFFECTS**

**(Pursuant to 36 CFR Section 800.4(a)(1))**

The Area of Potential Effects (APE) includes the existing and proposed right-of-way (ROW), immediately adjacent properties, and those areas where a visual differentiation may occur between an existing structure and the project area. The APE is generally limited to adjacent properties south of Kokomo Creek, where the area is developed. North of Kokomo Creek, the APE is restricted by woods to the west and extended to 0.25 mile radius to the east to incorporate the viewshed over an open field (see APE map, Appendix B, page 3). No temporary or permanent right-of-way (ROW) acquisition is anticipated for this project.

**ELIGIBILITY DETERMINATIONS**

**(Pursuant to 36 CFR 800.4(c)(2))**

The APE contains one property eligible for listing in the National Register of Historic Places (NRHP), Howard County Bridge No. 508. Howard County Bridge No. 508, a prestressed concrete I-beam bridge built in 1963, was previously determined NRHP-eligible in the *Indiana Historic Bridge Inventory* (HBI) under Criterion C due to its curved deck. Howard County Bridge No. 508 retains those characteristic for which it is eligible for listing in the NRHP.

No other resources located within the project's APE are eligible for or listed in the NRHP.

**EFFECT FINDING**

According to the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridge PA), the Federal Highway Administration-Indiana Division (FHWA) will satisfy its Section 106 responsibilities for "Non-Select" bridges through the Project Determination Process (PDP) of the Historic Bridge PA (Stipulation III). Howard County Bridge No. 508 has been classified as "Non-Select" in the HBI, therefore the procedures in Stipulation III.A of the Historic Bridge PA will be followed to fulfill FHWA's Section 106 responsibilities for the bridge. The standard treatment approach for demolition of a "Non-Select" bridge, described in Attachment B of the Historic Bridges PA (Standard Treatment Approach for Historic Bridges), will be followed.

As a result, the finding for this project applies only to resources within the APE besides Howard County Bridge No. 508. This document will satisfy the Section 106 responsibilities for other resources located within the project APE. The Indiana Department of Transportation (INDOT), on behalf FHWA, has

determined the appropriate finding for this undertaking is “No Historic Properties Affected” because no other properties listed in or eligible for listing in the NRHP are present within the APE.

INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of “No Historic Properties Affected” for this project.

**SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)**

With regard to resources within the APE other than Howard County Bridge No. 508, this undertaking will not convert property from any Section 4(f) historic property to a transportation use; INDOT, acting on FHWA’s behalf, has determined the appropriate Section 106 finding is “No Historic Properties Affected”; therefore no Section 4(f) evaluation is required.

Consulting parties will be provided a copy of the project finding and determinations in accordance with FHWA and INDOT’s Section 106 procedures. Comments will be accepted for thirty (30) days upon receipt of finding.

*Shaun Miller*

---

Shaun Miller, for FHWA  
Acting Cultural Resources Manager  
INDOT

12/15/2015

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Approved Date

# DNR Indiana Department of Natural Resources

Michael R. Pence, Governor  
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739  
Phone 317-232-1646 • Fax 317-232-0693 • [dhpa@dnr.IN.gov](mailto:dhpa@dnr.IN.gov)



January 6, 2016

Shaun Miller  
Acting Cultural Resources Manager  
Environmental Services  
Indiana Department of Transportation  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Indiana Department of Transportation's finding of "no historic properties affected" on behalf of the Federal Highway Administration for the replacement of Howard County Bridge 508 carrying Park Avenue over Kokomo Creek (Designation #1400994; DHPA #17509)

Dear Mr. Miller:

Pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, the Indiana State Historic Preservation Officer regarding the implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer has conducted an analysis of the materials dated December 15, 2015 and received on December 18, 2015, for the above indicated project in Kokomo, Howard County, Indiana.

In terms of archaeology, no currently known archaeological resources eligible for inclusion in the National Register of Historic Places have been recorded within the proposed project area.

In regard to buildings and structures, we have noted that Howard County Bridge No. 508 carrying Park Avenue over Kokomo Creek (NBI No. 6690) has been classified as a "Non-Select" bridge by the INDOT Historic Bridge Inventory and, thus, the procedures outlined in Stipulation III.B. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the bridge. Therefore, the finding for this project only applies to other resources located within the APE and not Howard County Bridge No. 508 carrying Park Avenue over Kokomo Creek (NBI No. 6690).

Therefore, we concur with the INDOT's December 15, 2015 finding, on behalf of the FHWA, that there are no historic buildings, structures, districts, objects, or archaeological resources within the area of potential effects that will be affected by the above indicated project.

Howard County Bridge No. 508 is an example of a horizontal curved deck, which represents an important bridge construction technique requiring specially engineered substructures and/or superstructures, and should be documented photographically before it is demolished. We are not requesting hard copy prints, but we would want to review a compact disc or digital video disc containing the images and to comment on the images before approving them. We ask that the digitally-recorded images (not including prints) conform as much as possible to the guidance provided in Standard 2. of the enclosed copy of the "Indiana DNR-Division of Historic Preservation and Archaeology Minimum Architectural Documentation Standards" (adopted July 27, 2011). The first paragraph of Standard 1. provides some guidance on the number and kinds of views that should be recorded. We would add that at least a few views of various aspects of the underside of Howard County Bridge No. 508 should be included.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. 800.

If you have questions about archaeological issues please contact Wade T. Tharp at (317) 232-1650 or [wtharp@dnr.IN.gov](mailto:wtharp@dnr.IN.gov). If you have questions about buildings or structures please contact Ashley Thomas at (317) 234-7034 or [asthomas@dnr.IN.gov](mailto:asthomas@dnr.IN.gov).

Very truly yours,



Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ:ADT:adt

emc: Shaun Miller, INDOT  
Mary Kennedy, INDOT  
Shirley Clark, INDOT  
Patrick Carpenter, INDOT  
Elizabet Biggio, Butler, Fairman & Seufert, Inc.

# DNR Indiana Department of Natural Resources

Michael R. Pence, Governor  
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology-402 W. Washington Street, W274-Indianapolis, IN 46204-2739  
Phone 317-232-1646-Fax 317-232-0693-dhpa@dnr.IN.gov



September 17, 2015

Patrick Carpenter  
Cultural Resources Manager  
Environmental Services  
Indiana Department of Transportation  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: National Register of Historic Places Eligibility Analysis (Kennedy, 3/2015) for Bridge No. 135-55-01522A carrying SR135 over Indian Creek (Designation No. 0800163; DHPA No. 16877)

Dear Mr. Carpenter:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, the Indiana State Historic Preservation Officer regarding the implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials dated September 1, 2015, and received on September 2, 2015, for the above indicated project in Jackson Township, Morgan County, Indiana.


Based upon additional information provided, we concur that Bridge No. 135-55-01522A is eligible for listing on the National Register of Historic Places under Criterion A. We also support INDOT's recommendation that this bridge should be classified as a "Select" bridge.

As previously indicated, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in Indiana archaeological short report (Stillwell, 08/05/2014), that no further archaeological investigations appear necessary at this project location.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations.

*A copy of the revised 36 C.F.R. Part 800 that went into effect on August 5, 2004, may be found on the Internet at [www.achp.gov](http://www.achp.gov) for your reference. If you have questions about archaeological issues please contact Wade T. Tharp at (317) 232-1650 or [wtharp1@dnr.IN.gov](mailto:wtharp1@dnr.IN.gov). If you have questions about buildings or structures please contact Ashley Thomas at (317) 234-7034 or [asthomas@dnr.IN.gov](mailto:asthomas@dnr.IN.gov). Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA No. 16877.*

Very truly yours,

  
Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ:ADT:adt

emc: Patrick A. Carpenter, Indiana Department of Transportation  
Mary Kennedy, Indiana Department of Transportation  
Shaun Miller, Indiana Department of Transportation  
Shirley Clark, Indiana Department of Transportation  
Raina Regan, Indiana Landmarks, Central Regional Office

# Brown County Democrat



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## LATEST NEWS

### INDOT: 135 North bridge at Morgantown closed UPDATED 4 p.m. Friday

Updated on: 10.28.15

**MORGANTOWN** -- The State Road 135 bridge over Indian Creek is going to reopen tonight, an INDOT spokesman said this afternoon.

INDOT had originally reported that it would be closed for several weeks until repairs were made to the steel structure. It was closed at noon Oct. 28.

But the new plan is to "cut off the low-hanging pieces of the bridge that could be a problem" and reopen it between 9 and 10 p.m. today, said spokesman Harry Maginity.

More intensive work will have to be done to fully repair the steel pieces, which buckled, cracked and tore after something hit it -- what that "something" was, INDOT doesn't know yet.

But after this work is done tonight, "the bridge is safe for traffic," Maginity said. "That was our No. 1 concern. That's why we closed it."

About the cracks in the vertical supports that INDOT had reported yesterday: "Well, it's there," Maginity said. "I had asked about that, too."

The weight limit on the bridge is 16 tons, and Maginity said at this time, INDOT is not changing it.

He said bridge engineers and design contractors had been at the site all day.

"We do need to fix this bridge," he said. But that bigger fix, even on an expedited timeline, probably won't get through all the required steps until the end of December or first of January, Maginity said.

INDOT has been slowly replacing steel truss bridges with modern, concrete ones as individual situations dictate. Maginity said he believes the plan is to repair the steel bridge.

## THURSDAY POST:

**MORGANTOWN** — A steel truss bridge on State Road 135 at the south end of Morgantown is closed until further notice after some sort of crash cracked, buckled and tore the upper part of the structure.

INDOT spokesman Harry Maginity said it will be fixed, but it won't be soon.

"It will not be a one, two, three-week kind of deal," he said.

## OBITUARIES

[See Full List »](#)

John Edward Ellis, 70, Brown County  
Husband of Linda Sue Ellis of Brown County  
Charles Wendell Beauchamp, 76, Nashville

## CALENDAR

[See Full Calendar »](#)

**November 4**  
BC Soil & Water District  
5 p.m. SWCD Office, 802 Memorial Drive at the fairgrounds

**November 4**  
BC Commissioners  
6 p.m. County Office Building, 201 N. Locust Lane



"I'm sorry. ... It's too dangerous for them (drivers) to be on it."

The bridge is a third of a mile south of the west intersection of state roads 135 and 252, over Indian Creek.

INDOT officials don't know what hit it, or when.

The decision was made to close it at noon Oct. 28 after maintenance workers from Martinsville who were crossing it midmorning noticed the damage.

The 150-foot-long bridge, built in 1933, is 14 feet, 10 inches tall and 24 feet wide. "So whatever hit it was tall and wide, traveling northbound," Maginity said.

There's damage to the overhead steel structure that connects the east and west trusses and to two sway frames overhead, Maginity said. The vertical members have buckled inward and out of plumb. The force was so great that vertical supports on the east end have been torn or cracked between 5 and 7 inches, he said.

The bridge was last repaired in 1982, according to INDOT records.

Maginity said design consultants are being called in to further inspect and analyze the structure for repairs.

Doing the work will require a construction contract, and that needs to go through a letting and bidding process. Maginity said INDOT will work to accelerate that time frame.

Closing the bridge cuts off a major artery from Brown County north into Morgantown, Trafalgar, Bargersville and Indianapolis.

Drivers were being instructed to use State Road 252, U.S. 31, Interstate 65 and State Road 46 as a detour.

Other Brown County roads, including Lick Creek and Skinner, lead north out of the county and eventually end in downtown Morgantown past the bridge.

#### **ORIGINAL POST:**

**MORGANTOWN** — Indiana Department of Transportation bridge inspectors closed the State Road 135 bridge over Indian Creek on the south side of Morgantown at noon today. Upper members of the steel truss structure were damaged in a crash, INDOT reports.

The bridge will remain closed to all traffic while a thorough analysis takes place, INDOT said in a press release.

INDOT is routing drivers around the closure via State Road 252, U.S. 31, Interstate 65 and State Road 46.

Other Brown County roads, including Lick Creek and Skinner, lead north out of the county and eventually end in downtown Morgantown, past the bridge.



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 233-2061  
FAX: (317) 233-4929

**Michael R. Pence, Governor**  
**Brandye L. Hendrickson,**  
**Commissioner**

November 25, 2015

Chad Slider  
Assistant Director, Environmental Review  
Division of Historic Preservation and Archaeology  
Indiana Department of Natural Resources  
402 W. Washington St., Room W274  
Indianapolis, IN 46204

RE: Emergency Action Using State Funds  
Roadway: SR 135 Bridge over Indian Creek  
Location: 0.33 miles S SR 252, near Morgantown, Morgan County

Dear Mr. Slider,

This letter serves as a follow-up to the email sent by Mary Kennedy of this office on November 4, 2015, a copy of which is enclosed and which notified you that INDOT is following the Guidelines for Emergency Action Using State Funds (["Guidelines for Emergency Action"]; As approved by the Indiana Historic Preservation Review Board ["Review Board"] on April 17, 2002) for work done on the SR 135 Bridge over Indian Creek, near Morgantown in Morgan County, Indiana (Bridge No. 135-55-01522A; NBI No. 26700).

Per the Guidelines for Emergency Action, this letter also serves as our formal request for INDOT to attend the next regularly-scheduled Review Board meeting (the January 20, 2016 meeting) to explain the emergency that existed and the action taken. In this letter and attachments, you will find written and photographic documentation of the emergency that existed and of the nature and extent of the emergency action that was taken on the historic structure.

As indicated in the November 4 email, in late October 2015 it was discovered by INDOT maintenance crews that the bridge had been struck by a vehicle causing damage to the sway bracing across the portal and to some vertical members. As a result, the bridge was closed to vehicular traffic on October 28. On October 30, a team of structural experts with INDOT and an engineering consultant performed a thorough evaluation of the bridge and determined that it could be reopened after the removal of loose, damaged pieces of metal hanging overhead. After the removal of the loose metal by INDOT District Bridge Maintenance staff, the bridge reopened on October 31. (News coverage enclosed and here: <http://www.browncountyindiana.com/index.php?id=17789>)

Because we think that this bridge is a historic structure pursuant to Indiana Code (IC) 14-21-1-18 and because the bridge had to be closed to traffic for evaluation and could not be reopened until the removal of the loose metal, we think that the definition of an emergency situation has been met per the guidelines ("a demonstrable risk of harm to the health or safety of persons").

Because SR 135 is a key north-south route to Nashville and Brown County, INDOT made alterations to the structure as quickly as possible to reopen it to traffic, while limiting the work to the minimum level of action necessary to reduce or eliminate the risk posed by the emergency. Photographs of the damage to the structure and the resultant removal of damaged pieces of metal are enclosed.

It should be noted that INDOT intends to undertake repair work to the damaged sway bracing and vertical members of the bridge utilizing 100% state funds. The planning for those repairs is underway (under INDOT Des. No. 1592437) and it is anticipated that INDOT will submit a certificate of approval (COA) application for the work pursuant to IC 14-21-1-18 by December 11, 2015 so that the application may be considered for the January 20, 2016 Review Board meeting if needed. It appears to us that the currently proposed work will not have an adverse impact on the historic bridge or any other historic property, and as such, would not require a COA and could be cleared via a director's clearance letter. However, we do understand based on recent conversations with you and your staff that you may ask that we obtain a COA at the January 20, 2016 meeting to be transparent and to avoid any confusion about what has occurred and what will occur to the bridge utilizing state funds. We will submit the information regarding the proposed repair work as soon as possible pending completion of the design plans.

It should also be noted that with regard to the process for the larger, federally funded project for the bridge that is underway (Des. No. 0800163; DHPA No. 16877), INDOT will be sending out updated information for it in the near future. We also anticipate holding a consulting parties meeting for that project in the near future as well.

We have enclosed 13 (thirteen) duplicate copies of this letter and attachments for distribution to the Review Board members. If you need any additional information or if you have any questions regarding this matter, please do not hesitate to contact Mary Kennedy of this office at 317-232-5215 or [mkennedy@indot.in.gov](mailto:mkennedy@indot.in.gov).

Sincerely,



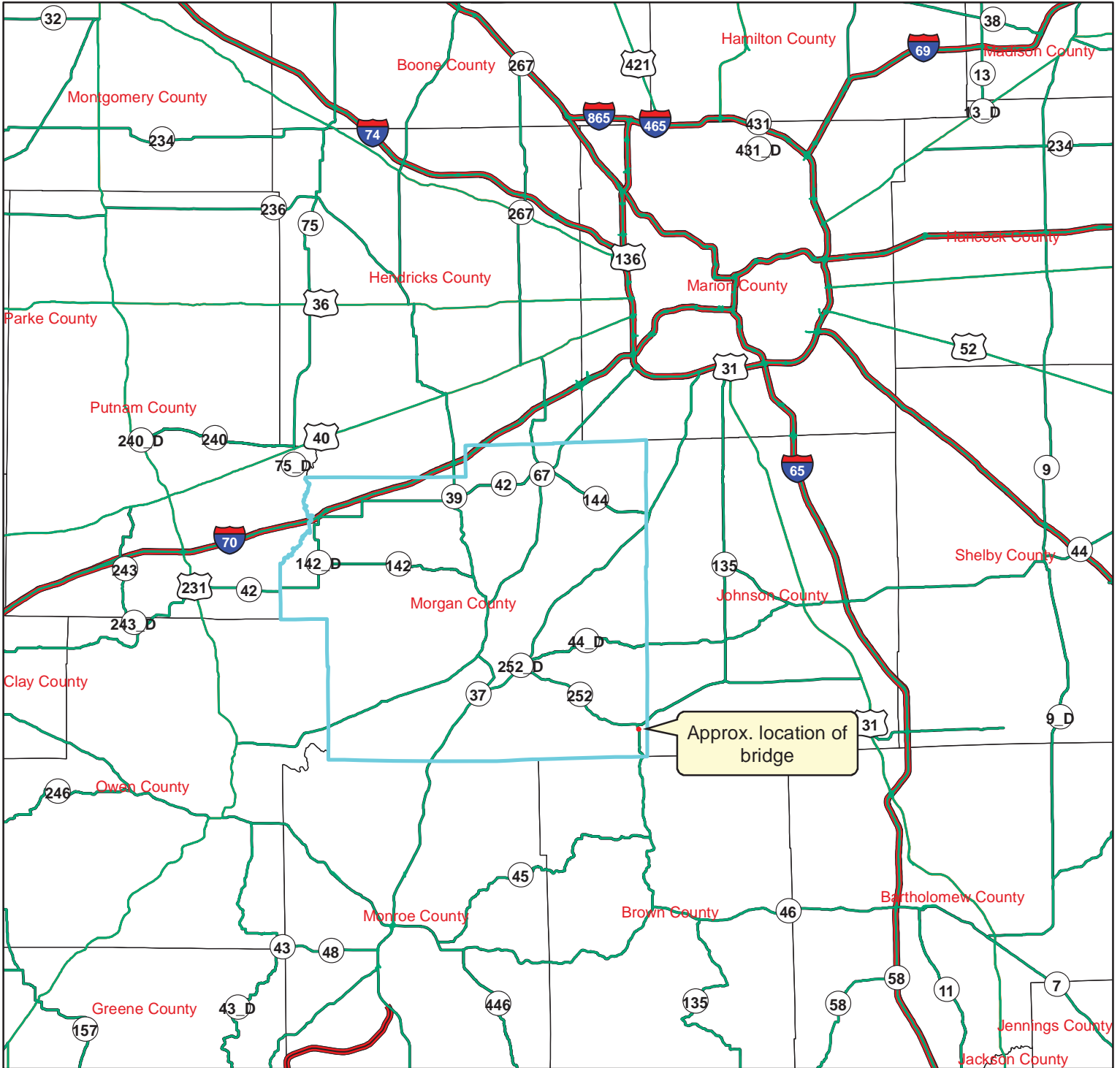
Shaun Miller, Acting Manager  
Cultural Resources Office  
Environmental Services

SM/MEK/mek  
Enclosures

emc: CRO project files  
Joseph Bell, Project Manager, INDOT Seymour District  
Greg Carleton, Bridge Asset Engineer, INDOT Seymour District  
David Dye, Environmental Scoping Manager, INDOT Seymour District  
George Snyder, Engineer, Bridge Rehabilitation Section, INDOT Central Office  
Consulting Parties for INDOT Des. No. 0800163  
Michelle Allen, Federal Highway Administration, Indiana Division

## Attachment A. Maps

**SR 135 over Indian Creek  
 Bridge No. 135-55-01522A (NBI No. 26700)  
 Near Morgantown, Morgan County, Indiana**



**Scale 1:565,743**



This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

**Sources: Non Orthophotography**

**Data** - Obtained from the State of Indiana Geographical Information Office Library

**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

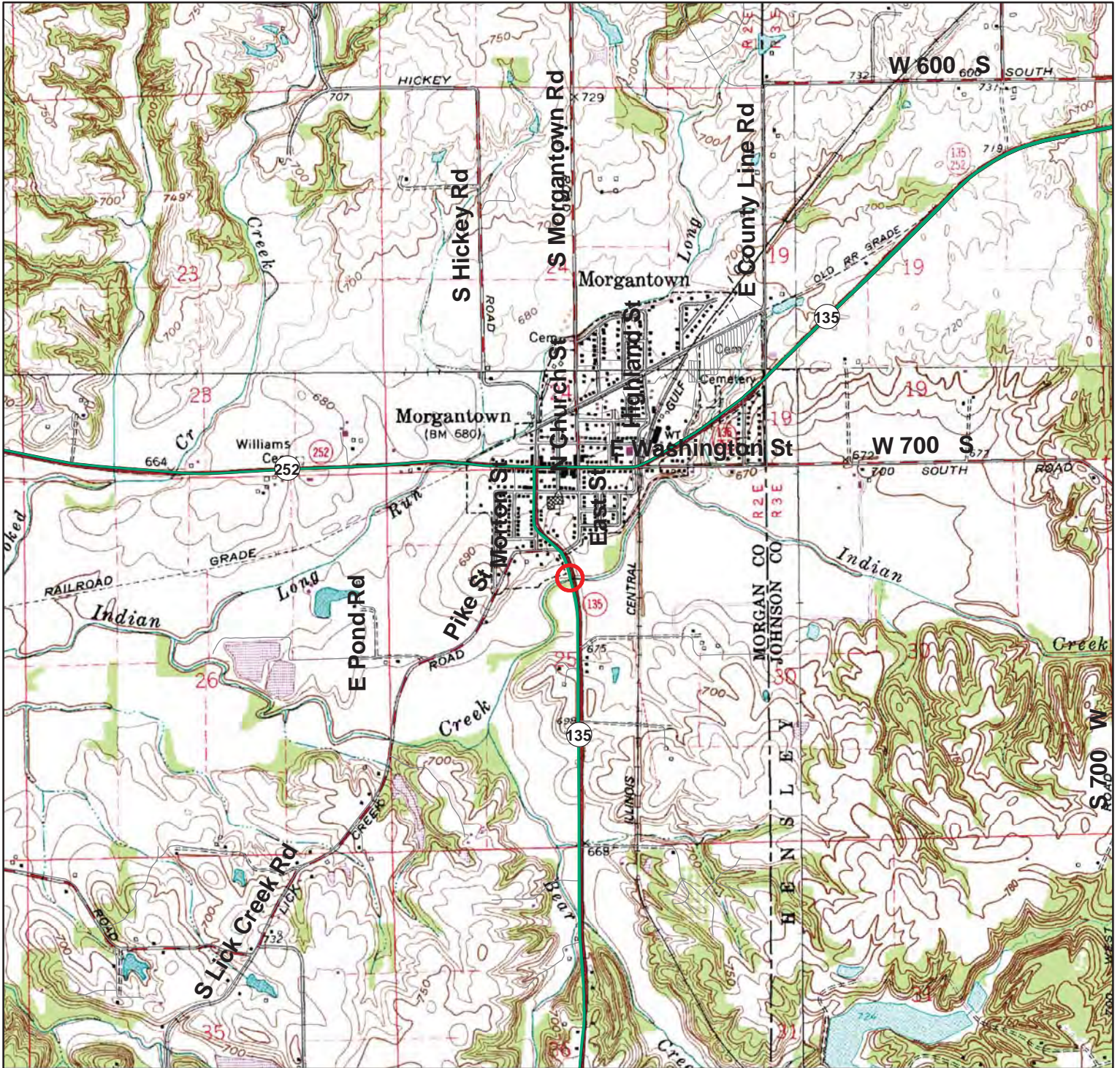
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83



Attachment 19

<b>State Routes</b>
<b>Highways</b>
Interstates
State Routes
US Routes

**SR 135 over Indian Creek  
 Bridge No. 135-55-01522A (NBI No. 26700)  
 Near Morgantown, Morgan County, Indiana**



Scale 1:24,000



This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

**Sources:** Non Orthophotography

**Data** - Obtained from the State of Indiana Geographical Information Office Library

**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

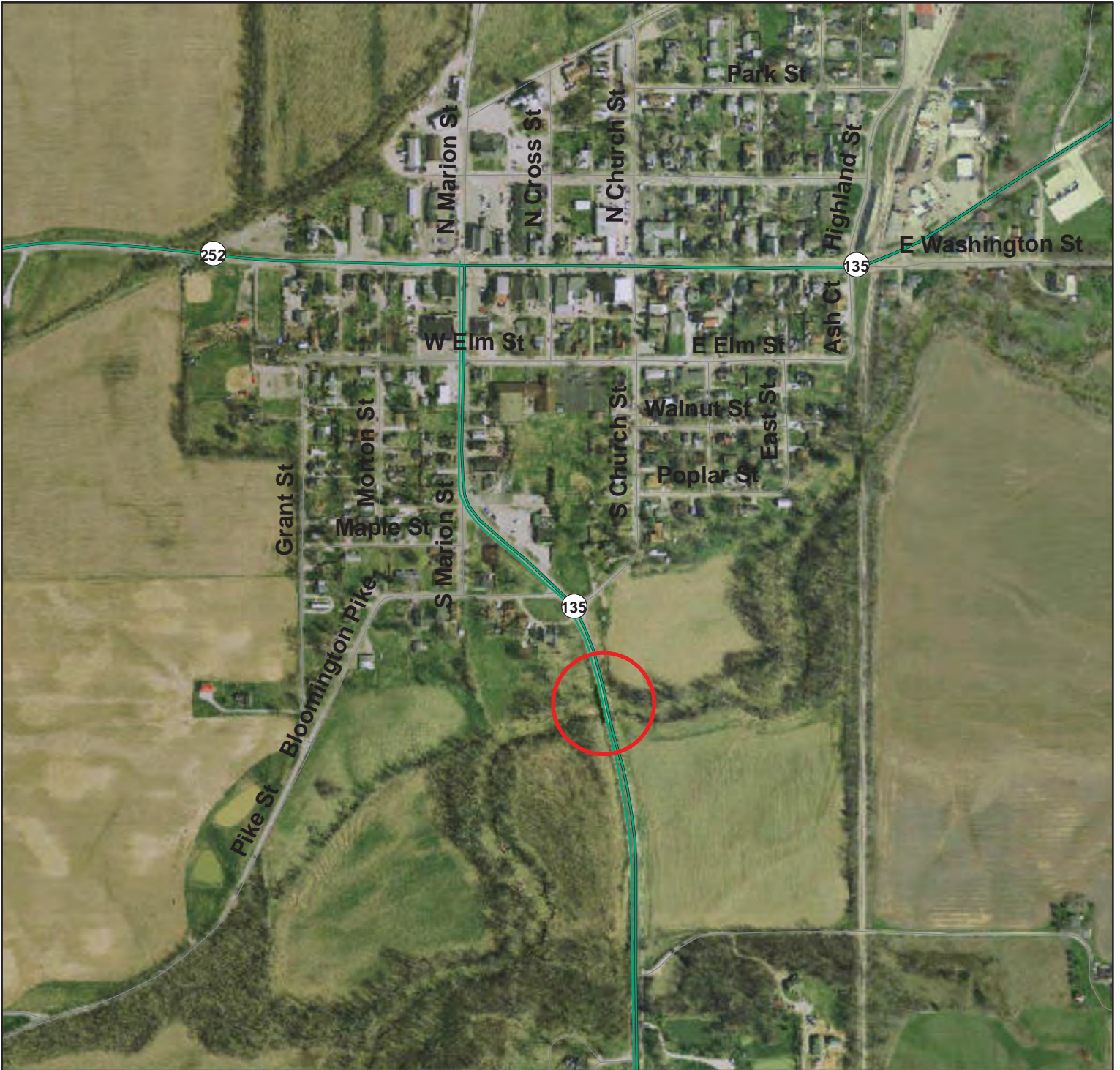
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83



Attachment 19

State Routes	
	Interstates
	State Routes
	US Routes
	Local Road

SR 135 over Indian Creek  
 Bridge No. 135-55-01522A (NBI No. 26700)  
 Near Morgantown, Morgan County, Indiana



Scale 1:6,097



This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Sources: **Non Orthophotography**





**Data** - Obtained from the State of Indiana Geographical Information Office Library

**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83

**State Routes**

**Highways**

-  Interstates
-  State Routes
-  US Routes
-  Local Road

**Attachment B. Photographs**





Bridge before recent collision & damage

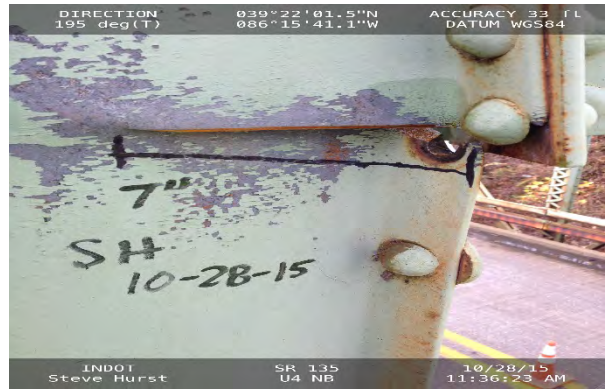


Bridge before recent collision & damage

**Detailed photographs of damage from October 2015 collision**



**Crack at Sway Bracing L4U4 East Truss Facing North 1**



**Crack at Sway Bracing L4U4 East Truss facing South**



**Crack at UC L4U4 East Truss facing North**



**Crack at UC L4U4 East Truss facing South**



**Crack close up at UC L4U4 East Truss facing North**



**Damage to Sway Bracing South Portal Facing East**



**L3U3 East Truss (L4U4 Background) facing North**



**L3U4 East Truss (L4U4 Background) facing North**



**L4U4 East Truss at Sway Bracing facing East**



**L4U4 East Truss at UC facing East**



**L4U4 East Truss facing Down**



**L4U4 west Truss facing Down**



**L4U4 West Truss facing West**



**L4U4 West Truss Vert Meas 1**



**L4U4 West Truss Vert Meas 3**

**Photographs of damage from October 2015 collision & after emergency  
was undertaken**



Damaged south portal – before



South portal after removal of damaged pieces





South portal after removal of damaged pieces

**Attachment C. Email from INDOT to DHPA regarding Emergency Action**

## Kennedy, Mary

---

**From:** Kennedy, Mary  
**Sent:** Wednesday, November 04, 2015 11:50 AM  
**To:** Zoll, Mitchell K; Slider, Chad (DNR)  
**Cc:** Bell, Joseph; Carleton, Greg; Carr, John; Tharp, Wade; Thomas, Ashley; Diebold, Paul; Miller, Shaun (INDOT); Kumar, Anuradha; Carpenter, Patrick A  
**Subject:** SR 135 over Indian Creek, Morgan County, Emergency Action Using State Funds

Mitch & Chad,

This email is to inform you that INDOT is following the Guidelines for Emergency Action Using State Funds (As approved by the Indiana Historic Preservation Review Board [Review Board] on April 17, 2002) for work done on the SR 135 Bridge over Indian Creek, near Morgantown in Morgan County, Indiana (Bridge No. 135-55-01522A; NBI No. 26700). This bridge was determined eligible for the National Register of Historic Places earlier this year through agreement between our offices.

Last week, it was discovered by INDOT maintenance crews that the bridge had been struck by a vehicle causing damage to the sway bracing across the portal and to some vertical members. As a result, the bridge was closed to vehicular traffic on October 28. On October 30, a team of structural experts with INDOT and an engineering consultant performed a thorough evaluation of the bridge and determined that it could be reopened after the removal of loose, damaged pieces of metal hanging overhead. After the removal of the loose metal by INDOT District Bridge Maintenance staff, the bridge reopened on October 31. (News coverage: <http://www.browncountyindiana.com/index.php?id=17789>)

Because we think that this bridge is a historic structure pursuant to Indiana Code (IC) 14-21-1-18 and because the bridge had to be closed to traffic for evaluation and could not be reopened until the removal of the loose metal, we think that the definition of an emergency situation has been met per the guidelines (“a demonstrable risk of harm to the health or safety of persons”).

Because SR 135 is a key north-south route to Nashville and Brown County, INDOT made alterations to the structure as quickly as possible to reopen it to traffic, while limiting the work to the minimum level of action necessary to reduce or eliminate the risk posed by the emergency. Per the Guidelines for Emergency Action Using State Funds, before the next regularly-scheduled Review Board meeting, INDOT shall submit to your office written and photographic documentation of the emergency that existed and of the nature and extent of the emergency action that was taken on the historic structure. INDOT then plans to attend the next regularly scheduled Review Board meeting (the January 20, 2016 meeting) to explain the emergency and the action taken.

It should be noted that INDOT intends to undertake repair work to the damaged sway bracing and vertical members of the bridge utilizing 100% state funds. The planning for those repairs is underway and it is anticipated that INDOT will submit a certificate of approval (COA) application for the work pursuant to IC 14-21-1-18 by December 11, 2015 so that the application may be considered for the January 20, 2016 Review Board meeting, if needed, if your office determines that a Director’s letter of clearance should not be issued and that a COA is required.

Please let me know if you have any questions or need any further information at this time.

Regards,

**Mary E. Kennedy**

*Architectural Historian/History Team Lead*

*Cultural Resources Office*

*Environmental Services*

100 N. Senate Ave., Room N642

Indianapolis, IN 46204

**Office:** (317) 232-5215

**Email:** [mkennedy@indot.in.gov](mailto:mkennedy@indot.in.gov)



## **Attachment D. News Coverage of Emergency Action**

# Brown County Democrat



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## LATEST NEWS

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Updated on: 10.28.15

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More intensive work will have to be done to fully repair the steel pieces, which buckled, cracked and tore after something hit it -- what that "something" was, INDOT doesn't know yet.

But after this work is done tonight, "the bridge is safe for traffic," Maginity said. "That was our No. 1 concern. That's why we closed it."

About the cracks in the vertical supports that INDOT had reported yesterday: "Well, it's there," Maginity said. "I had asked about that, too."

The weight limit on the bridge is 16 tons, and Maginity said at this time, INDOT is not changing it.

He said bridge engineers and design contractors had been at the site all day.

"We do need to fix this bridge," he said. But that bigger fix, even on an expedited timeline, probably won't get through all the required steps until the end of December or first of January, Maginity said.

INDOT has been slowly replacing steel truss bridges with modern, concrete ones as individual situations dictate. Maginity said he believes the plan is to repair the steel bridge.

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INDOT spokesman Harry Maginity said it will be fixed, but it won't be soon.

"It will not be a one, two, three-week kind of deal," he said.

## OBITUARIES

[See Full List »](#)

John Edward Ellis, 70, Brown County  
Husband of Linda Sue Ellis of Brown County  
Charles Wendell Beauchamp, 76, Nashville

## CALENDAR

[See Full Calendar »](#)

**November 4**  
BC Soil & Water District  
5 p.m. SWCD Office, 802 Memorial Drive at the fairgrounds

**November 4**  
BC Commissioners  
6 p.m. County Office Building, 201 N. Locust Lane

"I'm sorry. ... It's too dangerous for them (drivers) to be on it."

The bridge is a third of a mile south of the west intersection of state roads 135 and 252, over Indian Creek.

INDOT officials don't know what hit it, or when.

The decision was made to close it at noon Oct. 28 after maintenance workers from Martinsville who were crossing it midmorning noticed the damage.

The 150-foot-long bridge, built in 1933, is 14 feet, 10 inches tall and 24 feet wide. "So whatever hit it was tall and wide, traveling northbound," Maginity said.

There's damage to the overhead steel structure that connects the east and west trusses and to two sway frames overhead, Maginity said. The vertical members have buckled inward and out of plumb. The force was so great that vertical supports on the east end have been torn or cracked between 5 and 7 inches, he said.

The bridge was last repaired in 1982, according to INDOT records.

Maginity said design consultants are being called in to further inspect and analyze the structure for repairs.

Doing the work will require a construction contract, and that needs to go through a letting and bidding process. Maginity said INDOT will work to accelerate that time frame.

Closing the bridge cuts off a major artery from Brown County north into Morgantown, Trafalgar, Bargersville and Indianapolis.

Drivers were being instructed to use State Road 252, U.S. 31, Interstate 65 and State Road 46 as a detour.

Other Brown County roads, including Lick Creek and Skinner, lead north out of the county and eventually end in downtown Morgantown past the bridge.

#### **ORIGINAL POST:**

**MORGANTOWN** — Indiana Department of Transportation bridge inspectors closed the State Road 135 bridge over Indian Creek on the south side of Morgantown at noon today. Upper members of the steel truss structure were damaged in a crash, INDOT reports.

The bridge will remain closed to all traffic while a thorough analysis takes place, INDOT said in a press release.

INDOT is routing drivers around the closure via State Road 252, U.S. 31, Interstate 65 and State Road 46.

Other Brown County roads, including Lick Creek and Skinner, lead north out of the county and eventually end in downtown Morgantown, past the bridge.

# DNR Indiana Department of Natural Resources

Michael R. Pence, Governor  
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739  
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.state.in.us



JAN 25 2016

Shaun Miller  
Acting Cultural Resources Manager  
Environmental Services  
Indiana Department of Transportation  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204

Re: Certificate of approval application for the repair of Bridge No. 135-55-01522A, carrying SR 135 over Indian Creek, Jackson Township, Morgan County

Dear Mr. Miller:

You are hereby notified that the Historic Preservation Review Board ("Review Board"), at its meeting in Indianapolis on January 20, 2016, in accordance with Indiana Code § 14-21-1-18, took the following action:

In regard to Agenda Item IV.7, a certificate of approval is granted to INDOT to repair Bridge No. 135-55-01522A, carrying SR 135 over Indian Creek, Jackson Township, Morgan County, Indiana.

Copies of staff comments and recommendations are available for review and copying at the office of the Department of Natural Resources, Division of Historic Preservation and Archaeology, 402 West Washington Street, Room W274, Indianapolis, Indiana 46204 (telephone number 317-232-1646).

This action may be appealed by filing a written petition with the Natural Resources Commission, Division of Hearings, within eighteen (18) days of the mailing of this document. The petition should be addressed to:

Division of Hearings  
Natural Resources Commission  
Indiana Government Center North, Room N501A  
100 North Senate  
Indianapolis, Indiana 46204

The petition shall contain specific reasons for the appeal and shall indicate the portion or portions of the state agency action that are being appealed.

The review is a formal legal proceeding governed by the Administrative Orders and Procedures Act, I.C. § 4-21.5 and the Natural Resources Commission's rules pertaining to adjudicative proceedings, 312 I.A.C. 3-1.

Any questions regarding this matter should be directed to the Department of Natural Resources, Division of Historic Preservation and Archaeology.

Very truly yours,

Mitchell K. Zoll  
Director, Division of Historic Preservation & Archaeology

MKZ:ADT:adt

44

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43



Overcast Feels Like 37°

StormView HD



# Truck wedges itself in Paoli bridge, causing it to collapse

Posted: Dec 25, 2015 3:40 PM EST  
Updated: Dec 25, 2015 9:35 PM EST

PAOLI, Ind. (WDRB) -- A historic bridge in southern Indiana collapses in just seconds. Officials say the semi-truck crossing it was too heavy and too big to be driving across the bridge.

It was quite the sight to see on Christmas Day as dozens of Paoli residents could not believe their eyes. Many pulled out their cameras and cell phones and took pictures to save the memory.

"When I first laid eyes on it, I was like holy cow," Marty Hill said.

"I mean, I'll tell you the truth. I cried when I seen that. I mean it's been there ever since I've been here," Ed Scott said.

The downtown bridge over Lick Creek, built in 1880, now leans to one side after a semi tried passing through.

"What were they thinking?" asked Donna Hill.

Signs before the bridge show no trucks allowed and the weight limit is at six tons. Paoli Police Chief Randall Sanders says the truck carrying thousands of bottles of water weighed about 35 tons. That's nearly six times the posted limit.

"As you can tell they went in way too fast ... clipped the top of the trailer ... ripped it back about a third of the way back," Chief Sanders said.

The accident happened around 12:15 p.m. Emergency responders spent several hours unloading the water bottles to lighten the load before they could begin the clean-up.

"They really don't make a book on how to do this," Chief Sanders said.

Workers began cutting the bridge beams Friday evening to free the truck. No one was injured in the accident, and Chief Sanders says, as of right now, the woman driving the truck only has to pay \$135 for disregarding a posted sign.

"It destroyed our landmark here in Paoli, so it's kind of sad," Hill said.

"It's one of the few things left in Paoli that's historical ... that was in good shape ... It's just sad seeing it like it is," Paoli Town Council President Michael Harkness said.

Many hope the bridge can be rebuilt to look like it once did.

"I go across the bridge to go to church, and I come back across. That's my favorite bridge. Every Sunday I go across," Scott said.

The clean-up is expected to take hours. Officials say the bridge will be closed for weeks, if not months.

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Louisville, KY 40203

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25 49 31

Few Clouds

Feels Like 25°



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# Orange Co. officials want historic bridge repaired

Posted: Jan 06, 2016 6:51 PM EST  
Updated: Jan 06, 2016 8:09 PM EST

By Emily Mieure **CONNECT**

PAOLI, Ind. (WDRB) -- Orange County Commissioners had a meeting Wednesday to talk about the future of a bridge that was heavily damaged on Christmas.

A truck driver tried to drive over the historic iron bridge in Paoli on Christmas Day but her truck was too tall and too heavy, which caused the bridge to collapse.

Now county officials are trying to figure out how to reopen it.

"We're waiting on their insurance company to make an offer on what they're willing to pay," said Don Brewer, president of Orange County Commissioners.

Brewer says it will likely cost more than \$1 million to fix the bridge.

"It will have to be disassembled, removed from the site, new pieces will have to be fabricated. It will have to be reassembled, then disassembled again and brought back to the site and put back up," Brewer told WDRB.

He says the federal highway should cover whatever insurance doesn't.

Brewer says they could build a new bridge to replace the old one for about half the cost but he says many community members have said they want the bridge repaired back to its original condition.

"The bridge is on the historic register and most of the community and the county wants it put back the way it was," he said.

Brewer says the bridge has been well maintained despite its old age.

It was built in 1880, rehabbed in 2000 and a new metal decking was put on in 2010.

Brewer says it will take most of this year to complete the project.

Commissioners say they aren't in a hurry because despite the historic bridge being closed, it's not a huge inconvenience for residents because there's another bridge one block away.

The driver, Mary Lambright, is facing charges.

Officials say her truck was carrying thousands of bottles of water and its weight was nearly six times the posted limit.

"I don't understand how something like this could happen," said Brewer.

Lambright is expected to be arraigned in court Jan. 25.

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Attachment 21



DEPARTMENT OF THE ARMY  
U.S. ARMY ENGINEER DISTRICT, LOUISVILLE  
CORPS OF ENGINEERS  
P.O. BOX 59  
LOUISVILLE KY 40201-0059  
FAX: (502) 315-6677  
<http://www.lrl.usace.army.mil/>

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INST. PREF. & APRCH

DEC 10 2015

RECEIVED

December 8, 2015

Operations Division  
Regulatory Branch (North)  
ID No. LRL-2015-842-jlt

Mr. Mitch Zoll  
Division Director  
Indiana Department of Natural Resources  
Division of Historic Preservation  
& Archaeology  
402 W. Washington Street, W274  
Indianapolis, IN 46204

Dear Mr. Zoll:

This is in regard to our review of an application for a Department of the Army verification, submitted by the Indianapolis Department of Public Works, for impacts to waters of the U.S. (WOUS) associated with the proposed replacement of the Linden Street Bridge (Bridge No. 3213F), which carries Linden Street over Pleasant Run Creek. The existing bridge, constructed in 1922, is a reinforced, concrete arch bridge with a span of 70 feet and a width of 43.1 feet. The applicant proposes to demolish the bridge and replace it with a single-span, prestressed concrete Bulb-T beam bridge with a span of 96 feet and a width of 49 feet. The proposed project would result in permanent impacts to 70 linear feet to Pleasant Run associated with the placement of rip-rap and geotextile fabric.

Enclosed please find the Determination of Effects Letter dated 6 November 2015, a project location map, plans, and proposed project information. Your concurrence with the Determination of Effect is requested within 30 days from the date of this letter. If you have any questions concerning this matter, please contact me by writing to the above address, or by calling (502) 315-6710. Any correspondence on this matter should refer to our ID Number LRL-2015-842-jlt.

Sincerely,

Jim Thomas  
Regulatory Project Manager  
Regulatory Branch, North

Enclosures

Attachment 22

# DNR Indiana Department of Natural Resources

Michael R. Pence, Governor  
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739  
Phone 317-232-1646 • Fax 317-232-0693 • [dhpa@dnr.IN.gov](mailto:dhpa@dnr.IN.gov)



January 6, 2015

Jim Thomas  
Regulatory Project Manager  
U.S. Army Corps of Engineers, Louisville District  
P.O. Box 59  
Louisville, KY 40201-0059

Federal Agency: U.S. Army Corps of Engineers

Re: Project information and the U.S. Army Corps of Engineers' finding of "adverse effect" concerning the replacement of Bridge No. 3213F carrying Linden Street over Pleasant Run Creek (LRL-2015-82-jlt; DHPA #18611)

Dear Mr. Thomas:

Pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials dated December 8, 2015 and received on December 10, 2015, for the above indicated project in Indianapolis, Marion County, Indiana.

We have noted that the proposed project involves the demolition and replacement of Bridge No. 3213F carrying Linden Street over Pleasant Run Creek. As noted in your submission, Bridge No. 3213F was determined to be a Select bridge by the Indiana Department of Transportation (INDOT) state historic bridge inventory (Mead and Hunt, 2009) and is also a contributing resource within the Indianapolis Parks & Boulevard System, which was listed in the National Register of Historic Places on March 28, 2003.

Please note that according to the "Programmatic Agreement among the FHWA and INDOT, the Indiana SHPO Regarding Management and Preservation of Indiana's Historic Bridges" ("Historic Bridge PA") Stipulation IV(G) if a bridge owner "intentionally demolishes or otherwise diminishes the historic integrity of a Select Bridge under the bridge owner's jurisdiction with non-Federal-aid funds, then the Federal Highway Administration (FHWA) will comply with 36 CFR Part 800 for any future federal-aid bridge project proposed by that bridge owner." In other words, if the City demolishes this Select Bridge, then future bridge projects using funds from FHWA would have to go through full Section 106 and would not be allowed to be processed under the Historic Bridge PA.

Therefore, we concur with the U.S. Army Corps of Engineers' December 8, 2015 finding of adverse effect. We look forward to consulting with the City and the U.S. Army Corps of Engineers to consider alternatives to the project that would avoid, minimize and/or mitigate the adverse effect. We would recommend inviting the following organizations to be consulting parties on this project moving forward:

David G. Vanderstel  
Marion County Historian  
9131 S Greenridge Lane  
Bloomington, IN 47410

Carol A. Hall, President  
Marion County Historical Society  
P.O. Box 2223  
Indianapolis, IN 46206

Thomas  
January 6, 2016  
Page 2

Mark Dollase  
Director, Central Regional Office  
Indiana Landmarks  
1201 Central Avenue  
Indianapolis, IN 46202

*A copy of the revised 36 C.F.R. Part 800 regulations that took effect on August 5, 2004, may be found on the Internet at [www.achp.gov](http://www.achp.gov) for your reference. If you have questions about archaeological issues please contact Amy Johnson at (317) 232-6982 or [ajohnson@dnr.IN.gov](mailto:ajohnson@dnr.IN.gov). If you have questions about buildings or structures please contact Ashley Thomas at (317) 234-7034 or [asthomas@dnr.IN.gov](mailto:asthomas@dnr.IN.gov). Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA #18611.*

Very truly yours,



Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ:ADT:ALJ:aj

emc: Mary Kennedy, INDOT  
Shaun Miller, INDOT  
Robert Dirks, Federal Highway Administration, Indiana Division  
Bill Chappell, Indianapolis Department of Public Works  
Jay Vorisek, CrossRoad Engineers  
Leiellen Atz, US Army Corps of Engineers, Louisville District