



INDIANA DEPARTMENT OF TRANSPORTATION

Annual Report for 2017
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, 2018

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 several categories as outlined below. Several new categories have been provided to better track and analyze the status of the historic bridge population overall.

Part I--List of Select and Non-Select Bridges that have been processed or for which actions came to light during 2017

Part II--List of all known Select Bridges that have been replaced

Part III--List of all known Non-Select Bridges that have been replaced

Part IV--List of all known Select and Non-Select Bridges that have been bypassed

Part V--List of all known Select and Non-Select Bridges that have been relocated

Part VI--List of all known Select and Non-Select Bridges that have been closed to traffic

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

This document is a reflection of how INDOT-CRO understands items to stand through January 31, 2018. Please forward any comments or corrections to Mary Kennedy via email:

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Part I

Part I. List of Select and Non-Select Bridges that have been processed or for which actions came to light during 2017

The following table lists the bridges for which the Indiana Department of Transportation (INDOT) Cultural Resources Office (CRO) has knowledge of actions being processed from January 2017 through January 2018. Additionally some other entries are for actions that took place prior to 2017, 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 as appropriate.

It should be noted that most project documents for projects receiving FHWA funding and being processed under the Historic Bridge PA can be found in INDOT's public Section 106 document posting website: IN SCOPE. Therefore, less project document attachments are provided than in past years in order to streamline this report. The des. no. is the most efficient search term when utilizing IN SCOPE. IN SCOPE can be accessed at the following link:
<http://erms.indot.in.gov/Section106Documents/>.

Historic Bridge PA - Annual Update - Actions Taken, Jan 2017 through Jan 2018

Bridge	Action Taken	Support Documentation	Additional Comments
Jackson County Bridge [005] (Shieldstown Covered Bridge) (NBI No. XX021), Shields Road over East Fork White River, Jackson County	Rehabilitation construction work on this Select bridge restarted	News article dated 11/16/17 (See Attachment 1)	INDOT Des. No. 0710687
Orange County Bridge No. 200 (NBI No. 5900102), Gospel St. over Lick Creek, Paoli, Orange County	Select Bridge reopened. Repairs privately funded after collapse due to overweight truck.	News article dated 1/3/18 (See Attachment 2)	N/A
INDOT Bridge No. 163-83-05325A (NBI No. 28430), SR 163 over Wabash River, Vermillion County	Section 106 process for project involving this Non-Select Bridge concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 1/2/18 (See Attachment 3)	INDOT Des. Nos. 1298390 & 1592786
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 concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 10/16/17 (See Attachment 4)	INDOT Des. No. 1173393
INDOT Bridge No. 162-19-01925A (NBI No. 28400), SR 162 over Straight River, Dubois County	Section 106 process for project involving this Select Bridge concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 9/8/17 (See Attachment 5)	INDOT Des. No. 1500722
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; Bridge reclassified from not NRHP eligible to NRHP eligible & Select	Reclassification memo (See Attachment 6); Other project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 0800163

Historic Bridge PA - Annual Update - Actions Taken, Jan 2017 through Jan 2018

Bridge	Action Taken	Support Documentation	Additional Comments
INDOT Bridge No. 046-24-03124A (NBI No. 17430), SR 46 over Laughery Creek, Franklin County	Section 106 process for project involving this Non-Select Bridge in progress under the HBPA procedures; Bridge reclassified from Select to Non-Select; Bridge closed to traffic for emergency repairs June-August	News article dated 7/18/17 (Attachment 7) & Reclassification memo (See Attachment 8); Other project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1296697
Parke County Bridge No. 199 (NBI No. 6100148), Bloomingdale Road over Sugar Creek, Parke County	Select Bridge damaged by oversize vehicle	News article dated 5/17/17 (See Attachment 9)	Also known as the Jackson Bridge
Boone County Bridge No. 32 (NBI No. 0600022), CR 350 W over Sugar Creek, Boone County	Select Bridge closed due to damage by oversize vehicle	News article dated 12/19/17 (See Attachment 10) & Letter from FHWA to Boone County dated 12/20/17 (See Attachment 11)	N/A
Boone County Bridge No. 207 (NBI No. 0600140), O'Neal Rd./Holliday Rd. over Big Eagle Creek, Boone County	Select Bridge closed & removed from site after damage by oversize vehicle	News article dated 12/19/17 (See Attachment 10) & Letter from FHWA to Boone County dated 12/20/17 (See Attachment 11)	N/A
Dearborn County Bridge No. 77 (NBI No. 1500070), Wolluing Rd. over Taylor Creek, Dearborn County	Non-Select Bridge proposed to be replaced with Community Crossings and Local Funds	News article dated 8/30/16 (See Attachment 12) & MOA (See Attachment 13)	US Army Corps of Engineers is lead agency for MOA.
Bartholomew County Bridge No. 26 (NBI No. 300024), CR 850 E over Clifty Creek, Bartholomew County	Select Bridge relocated and rehabilitated as part of People Trail in Columbus	News article dated 9/3/17 (See Attachment 14)	INDOT Des. No. 9982690
Pike County Bridge No. 81 (NBI No. 6300061), CR 300 W over the Patoka River, Pike County	Select bridge received retrofit for additional strengthening with private funds	Correspondence dated 4/20/17 (Attachment 15) & 5/18/17 (Attachment 16)	N/A
Fountain County Bridge No. 139 (NBI No. 2300109), CR 800 N over Big Shawnee Creek, Fountain County	Select bridge reopened after several years of closure. Repairs privately funded.	News article dated 7/1/17 (See Attachment 17)	Also known as the Rob Roy Bridge

Historic Bridge PA - Annual Update - Actions Taken, Jan 2017 through Jan 2018

Bridge	Action Taken	Support Documentation	Additional Comments
Harrison County Bridge No. 58 (NBI No. 3100036), Valley View Rd. over Indian Creek	Amended MOA executed for new use for this Select bridge	MOA (See Attachment 18)	US Army Corps of Engineers is lead agency for MOA. Bridge will be disassembled & relocated from Valley View Rd. to Hayswood Park for use on Indian Creek Trail.
Delaware County Bridge No. 701 (NBI No. 1800193), Water St. over Halfway Creek, Albany, Delaware County	MOA in progress for replacement of decorative railing on this Non-Select Bridge	Nothing of note to include with this report	US Army Corps of Engineers is lead agency for MOA.
Fountain County Bridge No. 131 (NBI No. 2300103), CR 100 N over Coal Creek, Fountain County	Select Bridge reopened after closure due to impact damage. Repairs privately funded.	Information found in NBI Data	Reopened to traffic on 4/19/17 after repair work.
Orange County Bridge No. 102 (NBI No. 5900070), CR 175 E over Patoka River, Orange County	Non-Select Bridge reopened after closure due to impact damage. Repairs privately funded.	Information found in NBI Data	Reopened to traffic in December 2016 after repair work.
Parke County Bridge No. 63 (NBI No. 6100051), Tickridge Road over Rock Run Creek, Parke County	Select bridge was reopened to traffic in April 2017. Reconstruction work was privately funded.	Information found in NBI Data	Also known as the Zacke Cox Bridge
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.	Memorandum from RW Armstrong to INDOT dated 3/28/13 & SHPO letter dated 6/19/13 on file with INDOT and provided in previous annual reports	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	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. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 9680560

Historic Bridge PA - Annual Update - Actions Taken, Jan 2017 through Jan 2018

Bridge	Action Taken	Support Documentation	Additional Comments
Washington County Bridge No. 105 (NBI No. 8800071), Becks Mill Rd. over Mill Creek, Washington 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. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1173265
INDOT Bridge No. 032-54-03342C (NBI No. 10490), SR 32 over Walnut Fork, Montgomery County	Section 106 process for project involving this Select Bridge in progress under the HBPA procedures	Project documents can be found on INSCOPE website by searching by des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1400240
INDOT Bridge No. 046-15-03032 (NBI No. 17460), SR 46 over E. Fork Tanners Creek, Dearborn County	Section 106 process for project involving this Select Bridge in progress under the HBPA procedures	Project documents can be found on INSCOPE website by searching by des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1383701
Marion County Bridge No. 3216L (NBI No. 4900315), Garfield Park Road (Pagoda Drive) over Pleasant Run, Indianapolis, Marion County	Section 106 process for project involving this Non-Select bridge in progress under the HBPA procedures	Project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1401724
INDOT Bridge No. 032-54-03347A (NBI No. 10470), SR 32 over Sugar Creek, Montgomery County	Section 106 process for project involving this Non-Select bridge in progress under the HBPA procedures	Project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1298423
Crawford County Bridge No. 42 (NBI No. 1300033), South Alton Rd. over Mill Creek, Crawford County	Section 106 process for project involving this Select Bridge in progress; HBPA does not apply	Project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1400804
Crawford County Bridge No. 43 (NBI No. 1300071), Beechwood Rd. over Little Blue River, Crawford County	Section 106 process for project involving this Non-Select Bridge in progress; HBPA does not apply	Project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1400825
Marion County Bridge No. 3215L (NBI No. 4900314), Garfield Park Road (Conservatory Drive) over Pleasant Run, Indianapolis, Marion 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. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1600992

Historic Bridge PA - Annual Update - Actions Taken, Jan 2017 through Jan 2018

Bridge	Action Taken	Support Documentation	Additional Comments
INDOT Bridge No. 041-61-05864B (NBI No. 15120), US 41 over Roaring Creek, Parke 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. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1593274
Pike County Bridge No. 150 (NBI No. 6300101), CR 650 E over Patoka River, Pike 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. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. Nos. 1383291 & 1383292
INDOT Bridge No. P000-07-07101B (NBI No. 60310), Park Road over North Fork Salt Creek, Brown County State Park, Brown County, Indiana	100% State-funded project in progress for this Select Bridge under IC 14-21-1-18 & 312 IAC 20-4-9	Project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1601821
Vigo County Bridge No. 322 (NBI No. 8400211), 13th Street over Lost Creek, Terre Haute, Vigo County	Section 106 process for project involving this Non-Select bridge in progress under the HBPA procedures	Project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1700438
Newton County Bridge No. K3 (NBI No. 5600114), Kent St./Old US 41 over Kent Ditch, Newton County	Select Bridge replaced with local funds in 2016	Information found in Bridge Inspection Report for replacement bridge, NBI No. 5600165 (dated 11/17/2016)	N/A
Owen County Bridge No. 59 (NBI No. 6000048), CR 450 E over McCormick's Creek, Owen County	Select Bridge replaced with local funds in 2017	Information found in Bridge Inspection Report for replacement bridge, NBI No. 6000048 (dated 11/20/2017)	N/A
Clay County Bridge No. 122 (NBI No. 1100100), CR 650 W over Big Slough Creek, Clay County	Non-Select Bridge replaced with local funds in 2017	Information found in Bridge Inspection Report, NBI No. 1100277 (9/11/2017)	N/A
Decatur County Bridge No. 89 (NBI No. 1600069), CR 180 E over Lost Fork Sand Creek, Decatur County	Select Bridge closed in 2017 due to deterioration	Information found in Bridge Inspection Report, NBI No. 1600069 (5/17/2017)	N/A
Randolph County Bridge No. 21 (NBI No. 6800012), CR 500 N over Elkhorn Creek, Randolph County	Select Bridge closed in 2017 due to hole in deck	Information found in Bridge Inspection Report, NBI No. 6800012 (7/25/2017)	N/A

Historic Bridge PA - Annual Update - Actions Taken, Jan 2017 through Jan 2018

Bridge	Action Taken	Support Documentation	Additional Comments
Scott County Bridge No. 57 (NBI No. 7200043), Plymouth Rd. over Town Creek, Scott County, Indiana	Non-Select Bridge replaced with local funds in 2017	Information found in Bridge Inspection Report, NBI No. 7200098 (dated 9/21/2017)	N/A
Fountain County Bridge No. 142 (NBI No. 2300112), CR 230 E over Big Shawnee Creek, Fountain County	Non-Select Bridge closed in 2017 due SE lower end connection with 100% section loss to pin plates & advanced section loss to end post around pin	Information found in Bridge Inspection Report, NBI No. 2300112 (dated 6/6/2017)	N/A
Greene County Bridge No. 237 (NBI No. 2800165), CR 100 S over Buck Creek, Greene County	Select Bridge closed in 2017 due to insufficient load capacity of steel stringers	Information found in Bridge Inspection Report, NBI No. 2800165 (dated 12/11/2017)	N/A
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
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
INDOT Bridge No. 026-38-03430A (NBI No. 7040), SR 26 over Salamonie River, Jay 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. 1600828

Historic Bridge PA - Annual Update - Actions Taken, Jan 2017 through Jan 2018

Bridge	Action Taken	Support Documentation	Additional Comments
Boone County Bridge No. 41 (NBI No. 0600028), CR 200 E over Sugar Creek, Boone 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. 1600773
Clinton County Bridge No. 36 (NBI No. 1200042), CR 950 W over South Fork Wildcat Creek, Clinton 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. 1600769
INDOT Bridge No. 040-67-01835A (NBI No. 13720), US 40 over Deer Creek, Putnam 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. 1592829
INDOT Bridge No. 040-67-01838B (NBI No. 13740), US 40 over Sallust Branch, Putnam 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. 1601094
INDOT Bridge No. 075-08-03653B (NBI No. 24970), SR 75 over Wildcat Creek, Carroll 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. 1601029
INDOT Bridge Number (421)39-12-01792B (NBI No. 32200), US 421 over S. Fork Wildcat Creek, Clinton 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. 1593276
Jennings County Bridge No. 76 (NBI No. 4000069), CR 800 S over Big Graham Creek, Jennings 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. 1600797

Historic Bridge PA - Annual Update - Actions Taken, Jan 2017 through Jan 2018

Bridge	Action Taken	Support Documentation	Additional Comments
Greene County Bridge No. 272 (NBI No. 2800176), CR 200 N over Indiana Railroad Company, Greene 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. 1600888
Marion County Bridge No. 1104F (NBI No. 4900071), Kessler Blvd. West Drive over White River, 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. 1600994
INDOT Bridge No. (421)39-08-01788A (NBI No. 32290), North Street over US 421, Delphi, Carroll County Indiana	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. 1700102
INDOT Bridge No. (12)912-45-02352B (NBI No. 33080), US 12 & SR 912 over EJ&E Railroad, Gary Ave. & Dr.	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. 1700295
INDOT Bridge No. 040-30-03505 (NBI No. 13970), US 40 over Brandywine Creek, Hancock 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. 1700989
INDOT Bridge No. 218-08-03279 (NBI No. 28910), SR 218 over Paint Creek, Carroll 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. 1701151
Marion County Bridge No. 1705F (NBI No. 4900125), 30th St. over the White River, Indianapolis, Marion 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. 1700925

Historic Bridge PA - Annual Update - Actions Taken, Jan 2017 through Jan 2018

Bridge	Action Taken	Support Documentation	Additional Comments
Marion County Bridge No. 2414F (NBI No. 4900620), Washington St. over Big Eagle Creek, Indianapolis, Marion 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. 1700933
Vigo County Bridge No. 77 (NBI No. 8400056), French Drive over Prairie Creek, Vigo 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. 1700439

Part II

Part II. Select Bridges that have been replaced

As outlined in the following table, INDOT-CRO has knowledge of twenty-one (21) Select Bridges that have been replaced.* These bridges have been demolished. This list does not include bypassed or relocated structures. Since those structures are still extant, they still retain their Select designation and are listed in other sections of this report.

Per Stipulation IV.G. of the Historic Bridge PA (below), when a Select Bridge is demolished with *local* funds, the bridge owner 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.

While the following list is a list of **all known** Select Bridges that have been replaced, it **does not** automatically constitute a list of bridge owners 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 owned by bridge owners on this list, 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.

*The table does not include the following bridges that are counted as losses since the original Select/Non-Select list: Shelby County Bridge No. 149, which was changed to Non-Select before it was demolished in 2013
INDOT Bridge No. (421)39-12-00930, which was changed to not NRHP-eligible and thus no longer Select in 2015.
INDOT Bridge No. 046-24-03124A, which was changed to Non-Select in 2017.

Select Bridges That Have Been Replaced

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.
Benton	00010	0400004	CR 500 W	Sugar Creek	Replaced	2011	2011 Bridge Inspection Report, Benton County Bridge Report (Janssen & Spaans Engineering)	N/A
Boone	00018	0600011	CR 950 W	Goldsberry Creek	Replaced	2009	Boone County, Indiana Bridge Inspection Summary Report (3/21/2012)	N/A
Boone	00070	0600052	CR 600 E	Mounts Run	Proposed for Replacement	Put on hold in 2013**Not yet counted as loss in grand tally	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
Clark	00063	1000053	Elrod Rd.	Silver Creek	Replaced	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; current status unknown	N/A
Crawford	00123	1300067	Main St.	Blue River	Replaced	2010	2010 Historic Bridge PA Annual Report (also confirmed through bridge inspection reports)	N/A
Decatur	00138	1600114	CR 700 W	Branch Fall Fork Clifty Creek	Replaced	2008-2010	NBI Data indicates this bridge was replaced with a culvert between 2008-2010	N/A
DeKalb	00134	1700135	CR 75	CSX Railroad	Removed; no new structure; may have been stored by County/CSX?	2014	Bridge Inspection Report, NBI No. 1700135 (dated 12/18/14) shows the bridge has been removed	1173242 (eliminated)
Gibson	00402	2600283	Antioch Church Rd.	Black River	Replaced	2012	Bridge Inspection Report, NBI No. 2600350 (dated 4/23/14)	N/A
Jay	00062	3800175	CR 850 E	Limberlost Creek	Replaced	2012	Bridge Inspection Report, NBI No. 3800223 (dated 2/19/14)	N/A
Lawrence	00020	4700122	Old SR 37	Gulletts Creek	Replaced	2012	Lawrence County, Indiana Bridge Inspection Report, Phase II - 2012 (RW Armstrong)	0201241 (eliminated)
Lawrence	00080	4700053	Twin Bridges Rd.	Branch of Rock Lick Creek	Replaced	2012	Lawrence County, Indiana Bridge Inspection Report, Phase II - 2012 (RW Armstrong)	N/A
Madison	00087	4800077	CR 700 N	Little Killbuck Creek	Replaced	2009	Madison County, Indiana Bridge Inspection Summary Report (12/5/2011)	N/A

Select Bridges That Have Been Replaced

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.
Newton	000K3	5600114	Kent St. (Old US 41)	Kent Ditch	Replaced	2016	Bridge Inspection Report, NBI No. 5600165 (dated 11/17/2016)	N/A
Orange	00034	5900024	CR 350 W	Lick Creek	Replaced	2008	Bridge Inspection Report, NBI No. 5900118 (dated 5/31/2012)	N/A
Owen	00059	6000048	CR 450 E	McCormick's Creek	Replaced	2017	Bridge Inspection Report, NBI No. 6000048 (dated 11/20/17)	N/A
Posey	00163	6500238	Huey Rd	Branch of Big Creek	Replaced	2012	Bridge Inspection Report, NBI No. 6500238 (1/18/2013)	N/A
Shelby	00097	7300088	Edinburgh Rd.	Branch of Big Blue River	Replaced	2014	Bridge Inspection Report, NBI No. 7300196 (dated 1/19/16)	N/A
Shelby	00136	7300124	CR 200 E	S. Fork Lewis Creek	Replaced	2013	Shelby County, Indiana Bridge Inspection Summary Report (7/17/2014)	N/A
Spencer	00114	7400106	CR 1350 N	Middle Fork Crooked Creek	Replaced/Removed?	?	Lack of inclusion in current NBI data indicates this bridge is no longer in service. Current status unknown.	N/A
Tipton	00009	8000009	CR 1050 W	Wilbert Crum Ditch	Replaced	2010	Tipton County, Indiana Bridge Inspection Summary Report (7/05/2011)	N/A
Tipton	00059	8000051	CR 400 E	Schlater Ditch	Replaced	2010	Tipton County, Indiana Bridge Inspection Summary Report (7/05/2011)	N/A
Wells	00074	9000058	CR 400 W	Rock Creek	Replaced	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

As outlined in the following table, INDOT-CRO has knowledge of seventy-six (76) Non-Select Bridges that have been replaced or are currently proposed for replacement. These bridges have been demolished or soon will be demolished. This list does not include bypassed or relocated structures. Since those structures are still extant, they still retain their Non-Select designation and are listed in other sections of this report. A bridge “proposed for replacement” is not added to this list until the public hearing 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.

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

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.
Allen	00546	0200273	State Blvd.	Spy Run Creek	Proposed for replacement	2018	Section 106 documents	0400587
Bartholomew	00001	0300003	CR 500 S	Bear Creek	Replaced	2010	Bartholomew County, Indiana Bridge Inspection Summary Report (5/14/2012)	N/A
Bartholomew	00130	0300121	CR 1100 S	East Fork White Creek	Replaced	2009	Bartholomew County, Indiana Bridge Inspection Summary Report (5/14/2012)	N/A
Bartholomew	00165	300138	CR 600 W	Branch Wolf Creek	Replaced	2014	NBI Data indicates this bridge was replaced with a culvert in 2014	N/A
Brown	00042	0700031	Elkinsville Rd.	Gravel Creek	Replaced	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	Replaced	2011	Carroll County, IN Bridge Inventory & Appraisal Report, Phase 2 – November 1, 2011 (Rumschlag Technical Services)	N/A
Cass	(25)24-09-04178A	6000	SR 25/Market St.	Eel River	Proposed for replacement	2018	Section 106 documents	1173393
Clark	403-10-01941A	32000	SR 403	Silver Creek	Replaced	2017	Section 106 documents	0800072
Clay	046-11-01313A	17020	SR 46	Birch Creek	Replaced	2014	Section 106 documents	0800838

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

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.
Clay	00122	1100100	CR 650 W	Big Slough Creek	Replaced	2017	Bridge Inspection Report, NBI No. 1100277 (9/11/17)	N/A
Crawford	00011	1300008	Bacon Hollow Rd	Whiskey Run	Replaced	2008	Bridge Inspection Report, NBI No. 1300008 (10/2/2013; in progress)	N/A
Crawford	00129	1300069	Main St.	Southern Railroad	Replaced	2016	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	2018	Section 106 documents	1006517/1383444
Dearborn	00055	1500050	Collier Ridge Rd.	West Fork Tanners Creek	Replaced	2014	Section 106 documents	1005702
Dearborn	00077	1500070	Wolluing Rd.	Taylor Creek	Replaced	2017	US Army Corps of Engineers MOA	N/A
Dearborn	050-15-00210A	18790	US 50	Tanners Creek and Service Rd.	Replaced superstructure	2016	Section 106 documents	0400285 and 0800029
Decatur	00002	1600002	CR 421 N	Clifty Creek	Replaced	2016	Section 106 documents	1005700
Delaware	00107	1800089	CR 700 N	Mississinewa River	Replaced	2011	Delaware County, Indiana Bridge Inspection Summary Report (2/14/2013; in progress)	0301001 (eliminated)
Dubois	00055	1900045	Cuzco Rd. W	Davis Creek	Replaced	2012	Phase I Bridge Inspection Report Dubois County, Indiana, 2014 (Butler, Fairman & Seufert)	N/A
Dubois	00114	1900080	Schnellville Rd.	Hall Creek	Rehabilitation included superstructure replacement with new spread box beams and concrete deck, encasement of concrete bents, new railing, new approach pavement, and new riprap	2013	NBI data	N/A
Elkhart	33-20-3906A	10970	US 33	Elkhart River	Replaced superstructure	2015	Section 106 documents	0101525

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

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.
Floyd	00023	2200022	John Pectol Rd.	Big Indian Creek	Replaced	2013	Section 106 documents	8676620
Fountain	00104	2300081	CR 200 E	North Fork of Coal Creek	Replaced	2009	Fountain County, Indiana Bridge Inspection Summary Report (4/18/2011)	N/A
Fountain	00097	2300075	CR 500 E	North Fork of Coal Creek	Proposed for replacement	Put on hold in 2013**Not yet counted as loss in grand tally	Section 106 documents	1005669
Greene	00024	2800016	CR 390 N	Richland Creek	Replaced	2014	Bridge Inspection Report, NBI No. 2800218 (dated 9/23/14)	N/A
Greene	00255	2800204	CR 1400 E	Indiana RR	Replaced	2010	Phase II Bridge Inspection Report Greene County, Indiana, 2011 (Butler, Fairman & Seufert)	N/A
Greene	00021	2800014	CR 270 E	Richland Creek	Replaced	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	057-28-00341C	20710	SR 57	White River	Replaced	2015	Section 106 documents	0400090
Greene	057-28-03042D	20720	SR 57	White River Overflow	Replaced	2015	Section 106 documents	0400091
Hendricks	00106	3200078	CR 550 N	W. Fork Big Walnut Creek	Replacement in progress	2017	Section 106 documents	1383451
Hendricks	00272	3200214	CR 550 W	Conrail RR	Replaced	2016	Section 106 documents	0800717

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

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.
Howard	00508	3400126	Park Ave.	Kokomo Creek	Replacement in progress	2017	Section 106 documents	1400994
Jackson	00006	3600005	Maumee Rd.	Combs Branch	Replaced/Removed?	?	Lack of inclusion in current NBI data indicates this bridge is no longer in service. Current status unknown.	N/A
Jackson	00195	3600130	CR 550 W	Muscatatuck River	Replaced	2015	Section 106 documents	1005701
Jennings	00008	4000008	CR 400 W	Bear Creek	Replaced	2010	Bridge Inspection Report, NBI No. 4000008 (dated 1/4/2012)	N/A
Jennings	00015	4000015	CR 400 N	Mutton Creek	Replaced	2010	Bridge Inspection Report, NBI No. 4000201 (1/9/2013)	N/A
Jennings	00082	4000074	CR 600 S	Bear Creek	Replaced	2013	Bridge Inspection Report, NBI No. 4000211 (dated 4/9/15)	N/A
Knox	00377	4200147	Overhead Rd.	CSX RR	Replaced	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	Rehabilitated in 2015, but work was so extensive that it was considered a replacement in terms of historic status	2015	Section 106 documents	0201063
Lake	00245	4500137	Columbia Ave.	Little Calumet River	Reconstructed	2013	NBI Data (2016) indicates a local reconstruction project has removed the historic characteristics of the bridge	N/A

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

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.
Lawrence	00068	4700042	Henderson Creek Rd.	Little Salt Creek	Replaced	2010	Lawrence County, Indiana Bridge Inspection Report, Phase II - 2012 (RW Armstrong)	N/A
Lawrence	00079	4700052	Twin Bridges Rd.	Branch of Rock Lick Creek	Replaced	2012	Lawrence County, Indiana Bridge Inspection Report, Phase II - 2012 (RW Armstrong)	N/A
Marion	4101F	4900390	Franklin Rd	Miller Ditch	Proposed for replacement	2015**N ot yet counted as loss in grand tally	US Army Corps of Engineers & SHPO communications	N/A
Marion	1615F	4900116	Lafayette Rd.	Conrail Railroad	Replaced	2015	Section 106 documents	1173064
Marion	1807F	4900146	Keystone Ave.	Fall Creek Overflow	Replaced	2014	Section 106 documents	1173063
Martin	00022	5100006	Cale Rd. (Mt. Olive Rd.)	Sulphur Creek	Replaced	2010	Martin County, IN Bridge Inventory & Appraisal Report, Phase 1 – October 1, 2010 (Rumschlag Technical Services)	N/A
Martin	000137	5100061	Deep Cut Connector (Historic Bridge Inventory Documents list Dale Courtwright Rd)	Beaver Creek	Replaced	2013	Bridge Inspection Report, NBI No. 5100068 (dated 2/21/2013)	N/A
Morgan	00030	5500024	Mahalasville Rd.	Pike Creek	Replaced	2010	Morgan County, Indiana Bridge Inspection Summary Report (6/03/2011)	N/A
Morgan	00056	5500049	Teeters Rd.	W. Fork Clear Creek	Replaced	2016	NBI data	N/A
Morgan	252-55-01968	30720	SR 252	Long Run Creek	Replaced	2014	Section 106 documents	0401165
Morgan	00044	5500037	Peavine Rd.	Stotts Creek	Replaced	2016	Section 106 documents	1173249
Orange	00077	5900058	CR 250 S	Lick Creek	Replaced	2015	NBI data	N/A

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

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.
Owen	00103	6000075	CR 750 S	Branch of Brush Creek	Replaced	2015	NBI data	N/A
Owen	00105	6000077	CR 750 S	Lick Creek	Replaced	2013	Bridge Inspection Report, NBI No. 6000152 (dated 11/14/14)	N/A
Parke	00072	6100059	CR 600 W	Big Raccoon Creek	Replaced	2014	Section 106 documents	0800716
Parke	00248	6100218	CR 1200 E	Conrail Railroad	Replaced	2014	Section 106 documents	0900839
Pike	00144	6300098	CR 500 E	Branch South Fork Patoka River	Replaced	2014	Bridge Inspection Report, NBI No. 6300181 (dated 5/22/15)	N/A
Pike	00147	6300100	CR 350 E	Patoka River	Replaced	2017	Section 106 documents	0902251
Pike	00071	6300057	Meridian Rd	Patoka River	Replaced	2009	Bridge Inspection Report, NBI No. 6300187 (dated 5/14/2013); Historic Bridge Inventory database notes: "SHPO database status is 'replacement scheduled.'"	N/A
Posey	00195	6500150	Upper Mt Vernon Rd	Little Creek	Replaced	2010	Posey County, Indiana Bridge Inspection Summary Report (2/14/2013)	N/A
Posey	00091	6500247	Pfeiffer Rd.	Big Creek	Replaced	2012	Posey County, Indiana Bridge Inspection Summary Report (2014)	N/A
Posey	00327	6500255	Kreitenstein Rd.	Big Creek	Removed	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

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

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.
Putnam	00199	6700173	CR 1300 S	Mill Creek	Replaced	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 7/15/2004; SHPO concurrence letter dated 9/21/2004; not processed under Historic Bridge PA
Putnam	00137	6700122	CR 100 E	Big Walnut Creek	Replaced	2016	Section 106 documents	9982470
Ripley	00070	6900053	CR 650 N	Little Otter Creek	Replaced	2015	Bridge Inspection Report, NBI No. 6900162 (dated 11/2/15)	N/A
Scott	00057	7200043	Plymouth Rd.	Town Creek	Replaced	2017	Bridge Inspection Report, NBI No. 7200098 (dated 9/21/17)	N/A
Shelby	00149	7300137	CR 425 S	Conns Creek	Demolished; No replacement structure	2013	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	Replaced	2013	Bridge Inspection Report, NBI No. 002410 (4/1/2013)	0100327
Spencer	00308	7400168	CR 700 E	Branch of Crooked Creek	Replaced	2012	Spencer County, Indiana Bridge Inspection Summary Report (1/25/2013; in progress)	N/A
Tippecanoe	052-79-01784EEBL	19010	US 52	Wabash River & SR 43 (River Road)	Replaced	2016	Section 106 documents	0400774
Tippecanoe	026-79-03346B	6690	SR 26	South Fork of Wildcat Creek	Replaced	2017	Section 106 documents	9608220

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

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.
Vigo	00151	8400113	Gannon Rd.	East Little Sugar Creek	Replaced	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	Replaced	2014	Bridge Inspection Report, NBI No. 8600117 (dated 9/15/14)	N/A
Warren	055-86-03502B	19740	SR 55	Big Pine Creek	Replaced	2014	Section 106 documents	0800834
Washington	00060	8800040	Harristown Rd.	Branch W Fork Blue River	Replaced	2009	Washington County, IN Bridge Inventory & Appraisal Report, Phase 1 – April 1, 2011 (Rumschlag Technical Services)	N/A
Washington	00058	8800038	Canton/S. Boston Rd.	Middle Fork Blue River	Replaced	2014	Washington County, IN Bridge Inventory & Appraisal Report, Phase 1 – 1/26/15 (Rumschlag Technical Services)	N/A
Wayne	00213	8900160	Charles Rd.	Whitewater River	Replaced	2016	NBI data	N/A
Wayne	027-89-03748	7210	US 27	E. Fork Whitewater River	Proposed for replacement	Put on hold in 2012**N ot yet counted as loss in grand tally	Section 106 documents	9702981
Wayne	00173	8900126	Mineral Springs Road	Greens Fork River	Replaced	2015	Section 106 documents	0801062

Part IV

Part IV-- List of all known Select and Non-Select Bridges that have been bypassed or left in place

As outlined in the following table, INDOT-CRO has knowledge of twenty-three (23) Select Bridges and two (2) Non-Select Bridges that have been bypassed or left in place for bicycle/pedestrian use. Some of these bridges had already been bypassed or converted to pedestrian use at the initiation of the Historic Bridge Inventory and when their original Select/Non-Select designation was given. Others have been bypassed as a result of projects processed under the Historic Bridges PA. Most of these bridges are being utilized for bicycle/pedestrian traffic.

Select and Non-Select Bridges that have been bypassed

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.	Select/Non-Select?
Allen	00268	200201	Bostick Rd.	St. Marys River	Bypassed and rehabilitated for pedestrian use	2010	Section 106 Documents	0901914	Select
Allen	[00541]	XX032	Wells St.	St. Marys River	No change since implementation of HBPA; Utilized as pedestrian structure	N/A	Historic Bridge Inventory	N/A	Select
Daviess	00183	1400119	CR 1025 E	E. Fork White River	Pre pre-HBPA MOA, relocated & rehabilitated as pedestrian structure in Charlestown State Park	2011	Section 106 Documents	0088430	Select
Decatur	00115	1600093	CR 500 S	Sand Creek	Pre pre-HBPA MOA, bypassed & rehabilitated as pedestrian structure	2008	Section 106 Documents	0400255	Select
Elkhart		XX029	W. Jefferson St.	Hydraulic Canal	No change since implementation of HBPA; Utilized as pedestrian structure	N/A	Historic Bridge Inventory	N/A	Non-Select
Elkhart		XX019	Murray St.	Hydraulic Canal	Repaired & painted with local money; Utilized as pedestrian structure	2012	NBI Data	N/A	Select
Gibson	00398	2600279	Old SR 65	Patoka River	No change since implementation of HBPA; Utilized as pedestrian structure	N/A	Historic Bridge Inventory	0088660 & 0500816	Select
Hendricks		XX005	Near Broyles Rd.	White Lick Creek	No change since implementation of HBPA; Utilized as pedestrian structure near Washington Township Park	N/A	Historic Bridge Inventory	N/A	Select
Hendricks	00178	3200137	CR 50 S	W. Fork White Lick Creek	No change since implementation of HBPA; Utilized as pedestrian structure	N/A	Historic Bridge Inventory	N/A	Select

Select and Non-Select Bridges that have been bypassed

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.	Select/Non-Select?
Howard		XX020	north of Old Ben Dr.	Kokomo Creek	No change since implementation of HBPA; Utilized as pedestrian structure in Highland Park	N/A	Historic Bridge Inventory	N/A	Select
Lake		XX001	Interior Roadway	Drainage Ditch	No change since implementation of HBPA; Located at Lake County Fairgrounds	N/A	Historic Bridge Inventory	N/A	Select
LaPorte		XX022	Near 8th & Dixon, Michigan City	Nickelplate RR	No change since implementation of HBPA; Utilized as pedestrian structure	N/A	Historic Bridge Inventory	N/A	Select
Lawrence	000128	4700096	Huron Williams Rd.	E. Fork White River	Bypassed and rehabilitated for pedestrian use	2012	Section 106 Documents	0201239	Select
Morgan	00161	5500125	Old SR 37	Little Indian Creek	Bypassed and rehabilitated for pedestrian use	2015	Section 106 Documents	1400880	Select
Owen		XX006	Upper Falls Cataract Falls	Mill Creek	No change since implementation of HBPA; Utilized as pedestrian structure in Cataract Falls State Recreation Area	N/A	Historic Bridge Inventory	N/A	Select
Porter		XX024	West of CR 500 E	Kankakee River	No change since implementation of HBPA; Utilized as pedestrian structure	N/A	Historic Bridge Inventory	N/A	Select
Pulaski	00291	6600152	CR 625 E	Tippecanoe River	Bypassed and rehabilitated for pedestrian use	2013	Section 106 Documents	0301024	Select
Putnam	00125	6700111	CR 550 S	Big Walnut Creek	Bypassed and rehabilitated for pedestrian use	2013	Section 106 Documents	0900908 & 1006547	Select
Putnam	00010	6700009	CR 1050 N	Big Raccoon Creek	Bypassed and utilized for pedestrian use	2012	Section 106 documents	0710940	Non-Select

Select and Non-Select Bridges that have been bypassed

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.	Select/Non-Select?
Putnam	00159	6700138	CR 625 W	Big Walnut Creek	No change since implementation of HBPA; Utilized as pedestrian structure	N/A	Historic Bridge Inventory	N/A	Select
Ripley	[00081]	XX030	CR 850 W	Otter Creek	No change since implementation of HBPA; Utilized as pedestrian structure	N/A	Historic Bridge Inventory	N/A	Select
Spencer	0151A	7400139	CR 1475 E	Anderson River	No change since implementation of HBPA; Utilized as pedestrian structure	N/A	Historic Bridge Inventory	N/A	Select
St. Joseph	00213	7100019	Walking Path	St. Joseph River	No change since implementation of HBPA; Utilized as pedestrian structure	N/A	Historic Bridge Inventory	N/A	Select
Vermillion	00071	8300036	CR 40 W	Vermillion River	No change since implementation of HBPA; Utilized as pedestrian structure	N/A	Historic Bridge Inventory	N/A	Select
White	XX026	[00298]	Tioga Rd.	Lake Freeman	Closed & rehabilitated & utilized as pedestrian structure	2010	Section 106 Documents	9880600	Select

Part V

Part V-- List of all known Select and Non-Select Bridges that have been relocated

As outlined in the following table, INDOT-CRO has knowledge of seven (7) Select Bridges and one (1) Non-Select Bridge that have been relocated or are proposed for relocation. Some of these bridges had already been relocated or were proposed for relocation at the initiation of the Historic Bridge Inventory and when their original Select/Non-Select designation was given. Others have been relocated as a result of projects processed under the Historic Bridges PA. Most of these bridges are being utilized for bicycle/pedestrian traffic.

Select and Non-Select Bridges that have been Relocated or are Proposed for Relocation

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.	Select/Non-Select?
Bartholomew	00026	300024	CR 850 E	Clifty Creek	Relocated and rehabilitated on People Trail	2017	Section 106 documents	9982690, 0401196, 1173209	Select
Clay	046-11-01316A	17050	SR 46	Eel River	Proposed for Reuse on Salt Creek Trail	N/A	Section 106 documents	0800910	Select
Delaware	00085	1800070	CR 800 E	Mississinewa River	Proposed for Reuse on Cardinal Greenway Trail	N/A	Section 106 documents	0500078	Select
Harrison	00058	3100036	Valley View Rd.	Indian Creek	Proposed for reuse on Indian Creek Trail	2013	MOA executed in 2017 (lead federal agency = US Army Corps of Engineers)	N/A	Select
Jackson	00189	3600125	Base Rd.	Wayman Ditch	Relocated to the Jackson County Fairgrounds; no new structure	2011	Discussion on Bridge Hunter Website: http://bridgehunter.com/in/jackson/3600125/	N/A	Select
Madison	00097	4800086	CR 450 N	Killbuck Creek	Replaced and proposed for Reuse by City of Anderson	2015	Section 106 documents	0100372	Non-Select
Shelby	00013	7300013	CR 9875 W	Buck Creek	Closed & proposed for relocation & rehabilitation on local trail	2011	Section 106 Documents	0100361 & 1592859	Select
Washington	00113	8800075	Fredericksburg Rd.	S. Fork Blue River	Relocated and rehabilitated on trail system in Hamilton County	2016	Section 106 documents	9982610	Select

Part VI

Part VI--List of all known Select and Non-Select Bridges that have been closed to traffic

As outlined in the following table, INDOT-CRO has knowledge of eight (8) Select Bridges and twenty (20) Non-Select Bridges that are currently closed to vehicular traffic.

Select and Non-Select Bridges that have been closed to vehicular traffic

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.	Select/Non-Select?
Clay	127	1100105	CR 200 S	Birch Creek	Closed	2015	NBI Data	N/A	Select
Decatur	89	1600069	CR 180 E	Lost Fork Sand Creek	Closed	2017	NBI Data	N/A	Select
Fountain	00113	2300088	CR 30 E	Coal Creek	Closed	2012	NBI Data	N/A	Non-Select
Fountain	00142	2300112	CR 230 E	Big Shawnee Creek	Closed	2017	NBI Data	N/A	Non-Select
Greene	00110	280074	CR 150 E	Plummer Creek	Closed	2015	NBI Data	N/A	Non-Select
Greene	00237	2800165	CR 100 S	Buck Creek	Closed	2017	NBI Data	N/A	Select
Greene	00272	2800176	CR 200 N	Indiana Railroad Company	Closed	2010	NBI Data	N/A	Non-Select
Jackson	00158	3600103	CR 600 E	Smart Ditch	Closed	2011	NBI Data	N/A	Non-Select
Jennings	00007	4000007	CR 900 N	Bear Creek	Closed	?	NBI Data	N/A	Non-Select
Lawrence	00052	4700027	Washing County Bridge Rd.	E. Fork White River	Closed	2012	NBI Data	N/A	Non-Select
Lawrence	00054	4700029	Jasper McKeaigg Rd.	Guthrie Creek	Closed	2014	NBI Data	N/A	Non-Select
Marion	3313L	4900336	Hobart Avenue	Bean Creek	Closed	2014	NBI Data	N/A	Non-Select
Miami	00028	5200022	CR 100 E	Eel River	Closed	2013	NBI Data	9982330 (Eliminated in 2012)	Select
Miami	00054	5200041	CR 950 N	Eel River	Closed	2015	NBI Data	N/A	Select
Monroe	00182	5300091	Old SR 46	Branch of Jacks Defeat Creek	Closed	?	NBI Data	N/A	Non-Select

Select and Non-Select Bridges that have been closed to vehicular traffic

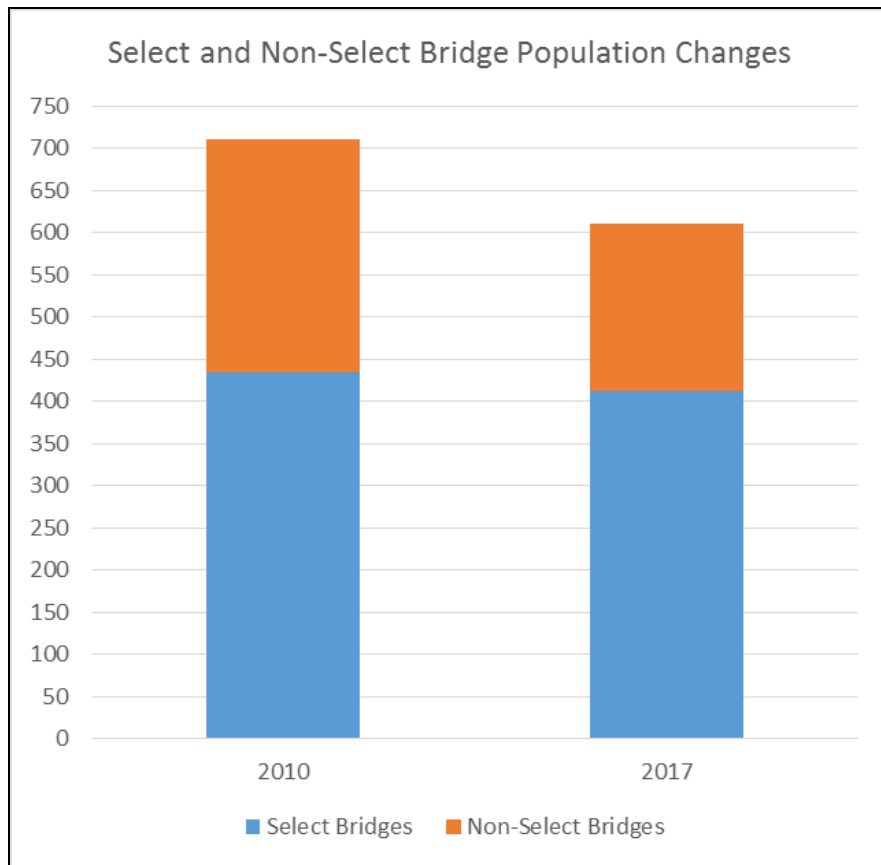
County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.	Select/Non-Select?
Morgan	00224	5500142	Old SR 37	Indian Creek	Closed	2013	NBI Data indicates it's currently used for pedestrian traffic	N/A	Select
Owen	0027	6000025	CR 150 E	Mill Creek	Closed	?	NBI Data	N/A	Non-Select
Owen	000188	6000134	CR 225 S	Sand Lick Creek	Closed	?	NBI Data	N/A	Non-Select
Pike	00169	6300110	CR 625 S	Cup Creek	Closed	2009	NBI Data	N/A	Non-Select
Posey	00066	6500200	Wilsey Road	Black River	Closed	2014	NBI Data	N/A	Non-Select
Posey	00202	6500251	John Mills Rd.	Little Creek	Closed	2016	NBI Data	N/A	Non-Select
Randolph	00021	6800012	CR 500 N	Elkhorn Creek	Closed	2017	NBI Data	N/A	Select
Randolph	00226	6800181	CR 400 S	Greenville Creek	Closed	2013	NBI Data	N/A	Non-Select
Shelby	00031	7300031	CR 800 E	Little Blue River	Closed	2014	NBI Data	N/A	Non-Select
Shelby	00041	7300041	CR 275 N	Sugar Creek	Closed	2014	NBI Data	N/A	Non-Select
Shelby	00147	7300135	Mound Rd.	Flatrock River	Closed	2016	NBI Data	N/A	Select
Wabash	00165	8500535	CR 325 E	Eel River	Closed	2012	NBI Data	N/A	Non-Select
Wayne	00191	8900141	Heiney Road	Whitewater River	Closed	?	NBI Data	N/A	Non-Select

Part VII

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

Below is a “running tally” of extant Select and Non-Select bridges compared to the original total of Select and Non-Select Bridges from 2010. For bridges to be considered a “loss” in this context, they have been demolished or their original Select designation was changed to Non-Select. Bridges that are going to be reused on local trail systems, have been bypassed, or have been relocated are not 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 ongoing and the preferred alternative has not yet been finalized. It should be noted that the tally for Select bridges reflects one “gain” - INDOT Bridge No. 135-55-01522B was changed from not NRHP-eligible to Select in 2017.

	2010	2014	2015	2016	2017
Select Bridges	435	419	417	414	412
Non-Select Bridges	275	219	216	203	199



Attachments



A contractor specializing in covered bridges plans to spend most of the winter finishing the long-delayed rehabilitation of one of Jackson County's two historic covered bridges.

The \$1.1 million project to restore the 141-year-old Shieldstown Covered Bridge, listed on the National Register of Historic Places, had originally been scheduled to be completed by July 31, 2016.

The double-span Burr arch truss bridge, built by Joseph J. Daniels in 1876, hasn't carried vehicular traffic since 1980.

Story continues below gallery

1 of 3 < >



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Duncan Robertson Inc. in Franklin was awarded the contract for the project in early 2015, and a subcontractor removed the siding from the bridge along County Road 200N in Hamilton Township in the spring of that year.

Attachment 1

The project then stalled for months because nearly 70 percent of the wood obtained for the sides of the 355-foot-long covered bridge couldn't be used after failing to meet national historic preservation standards. Shingles purchased for the roof replacement part of the project also didn't meet specifications.

This past summer, a push from the Indiana Department of Transportation and District 44 Sen. Eric Koch, R-Bedford, to get the project back on track succeeded, said Jerry Ault, superintendent of the Jackson County Highway Department.

Subcontractor Square and Level Construction in Bridgeton resumed work on the bridge Aug. 7.

That Parke County company, which specializes in covered bridge reconstruction, also completed a \$1.3 million project to rehabilitate the Medora Covered Bridge in 2011.

Work is progressing well, and the bridge now looks better than it has in a long time, Ault said.

"The bridge is standing upright, and it looks fabulous," he said.

Ault said Duncan Robertson has until July 2018 to complete the project, but Dan Collum with Square and Level Construction recently told him the work could be completed early next spring.

The current plan is to work all winter, weather permitting, Ault said.

He said the work of tuckpointing and cleaning the abutments on both ends of the bridge and the pier holding up the middle has been completed.

"Almost all of the timbers underneath that need replacing have been," he said.

Some recent flooding of the East Fork White River forced workers to switch gears and begin installing siding on both sides of the bridge because Collum didn't want to have the bridge jacked up during the flooding, Ault said.

"That's so they could keep the project going while the water was up," he said.

At that time, the west end of the bridge was sitting on temporary shoring in the river.

Ault said there's a little more support work to be completed, and siding still has to be installed on the portals on each end of the bridge. The roof also will be replaced, and the approaches both will be redone.

He said there's some work that will have to be done that requires temperatures well above freezing.

There's also a logjam behind the center pier at this time, and it will have to be removed.

As a partner in the \$1.1 million project, Jackson County is funding 20 percent of the costs. A National Historic Covered Bridge grant is funding the rest. INDOT administers the federal monies and assures compliance with federal standards.

Because of the delays, the county already has paid its portion of the project's cost, Ault said.

"That's why INDOT took over the project to keep the county from spending any more money," he said.

Aubrey Woods

Aubrey Woods is editor of The (Seymour) Tribune. He can be reached at awoods@tribtown.com or 812-523-7051.

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News



Historic Paoli Bridge Reopens To Traffic Two Years After Collapse

By BARBARA BROSHER

Posted January 3, 2018

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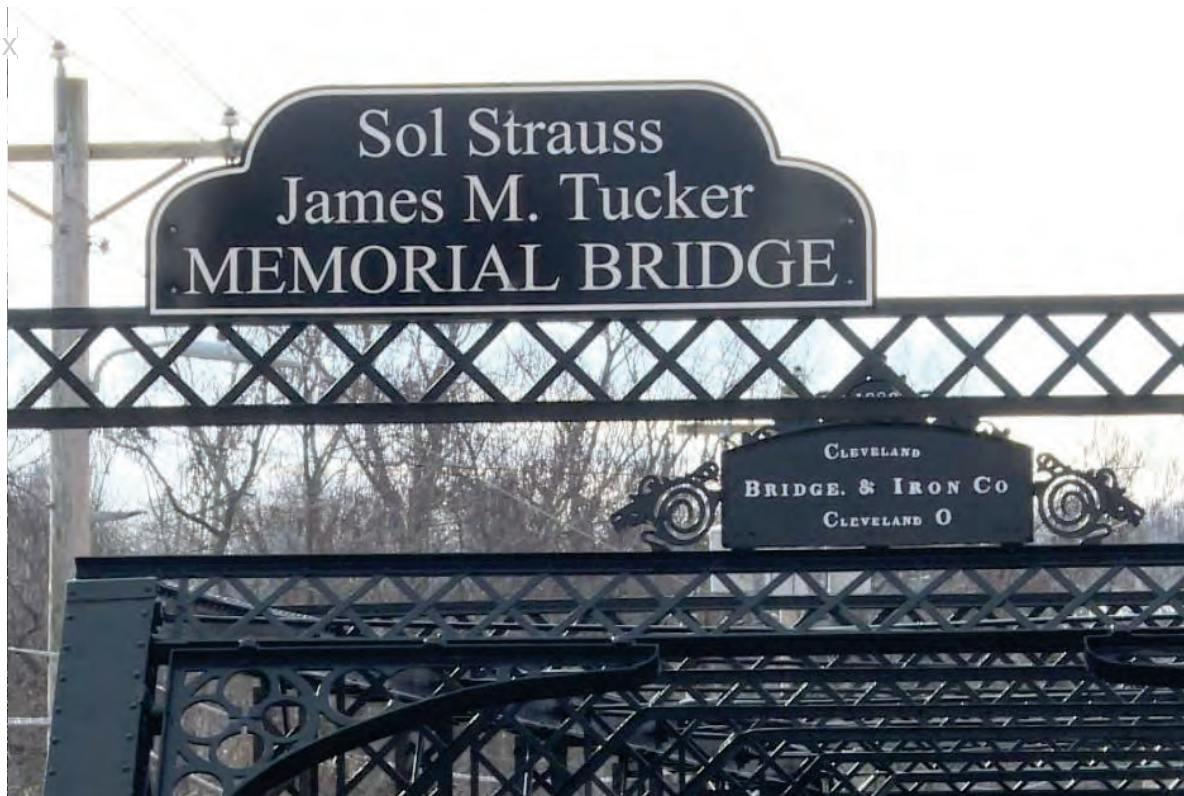


Image 2 of 3

Photo by Barbara Brosher

The bridge on South Gospel Street in Paoli, Indiana, was closed for two years after a semi-truck carrying 43,000 pounds of water onto the bridge, causing it to collapse.

After more than two years of waiting, cars can once again drive across an historic iron bridge in Paoli.

The bridge on South Gospel Street is a focal point in the small town. It collapsed under the weight of a semi on Christmas Day 2015 – a sight lifelong Paoli resident Danny Longest says broke his heart.

“When I looked at it, I said ‘Oh my God, How can a semi go over that?’” Longest says.

Attachment 2

Longest and dozens of other Paoli residents came out to see the bridge finally reopen Wednesday. Repairs took more than two years and cost \$750,000. Insurance covered the costs.

Construction includes new, special barriers on each side of the bridge that will stop large vehicles from trying to cross.

“It’s the same height as the top of the bridge here,” says Orange County Commissioner President Richard Dixon. “So, to get on this bridge again and destroy it with a semi truck, you have to knock those signs down first.”

Commissioners renamed the structure the Sol Strauss James Tucker Memorial bridge, in honor of two local philanthropists.

Earlier this year, a judge sentenced the woman who caused the damage to up to 180 days in jail.

Watch the dedication and get a closer look at the bridge:



Historic Paoli Bridge Repaired, Still Closed To Traffic



Paoli School Board Members To Choose Between Pay or Insurance



Re-Opening Of Historic Paoli Bridge Planned For Early 2018

Want to contact your legislators about an issue that matters to you? Find out how to contact your senators and member of Congress here.

Indiana Department of Transportation

County Vermillion and Parke Route SR 163 Des. No. 1298390

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

Road No./County:	SR 163 /Vermillion and Parke Counties, Indiana
Designation Number:	1298390 (Bridge Rehabilitation) 1592786 (Bridge Cleaning and Painting)
Project Description/Termini:	Rehabilitation of Bridge No. 163-83-05325A over the Wabash River 200 feet east and west 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):

	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)
X	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 _____
 ESM Signature _____ Date _____ ES Signature _____ Date _____

 FHWA Signature _____ Date _____

Release for Public Involvement

 ESM Initials _____ Date _____ REB _____ 8-9-17
 ES Initials _____ Date _____

Certification of Public Involvement Mary Wright _____ 1/2/18
 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: Christian Radcliff, Beam, Longest and Neff, LLC

This is page 1 of 25 Project name: Bridge Rehabilitation – SR 163 over the Wabash River Date: August 8, 2017

Indiana Department of Transportation

County Cass Route _____ SR 25 Des. No. 1173393

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

Road No./County:	SR 25, Cass County
Designation Number:	1173393
Project Description/Termini:	Bridge Replacement, SR 25, Bridge Over Eel River, From the intersection of Market Street and Front Street to the intersection of Market Street and Eel River Avenue

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"/>	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)
<input type="checkbox"/>	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)
<input checked="" type="checkbox"/>	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
<input type="checkbox"/>	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 _____ Date _____ Real EBL 11/2/17
 ESM Signature Date ES Signature Date

JOYCE E NEWLAND
 Digitally signed by JOYCE E NEWLAND
 DN: c=US, o=U.S. Government, ou=FHWA
 FHWAIndianapolisIN, ou=DOT FHWAIndianapolisIN,
 cn=JOYCE E NEWLAND
 Date: 2017.11.05 20:34:21 -05'00'

 FHWA Signature Date

Release for Public Involvement

 ESM Initials Date RES 8-25-17
 ESM Initials Date

Certification of Public Involvement Mary Wright 10/16/17
 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: Real EBL Date: 11/2/17

Name and Organization of CE/EA Preparer: Jessica Spiess, INDOT-LaPorte District Environmental Section

This is page 1 of 29 Project name: SR 25 Bridge Replacement over Eel River Date: August 25, 2017

Indiana Department of Transportation

County Dubois Route SR 162 Des. No. 1500722

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

Road No./County:	State Road 162 over Straight River / Dubois, County
Designation Number:	1500722
Project Description/Termini:	Bridge Rehabilitation / Approximately 300 feet north and south of the bridge span on SR 162. From Sta. 225+00 to Sta. 230+00.

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"/>	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)
<input type="checkbox"/>	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)
<input checked="" type="checkbox"/>	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
<input type="checkbox"/>	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 _____ Date 9-12-17
 ESM Signature _____ ES Signature _____
 _____ Date 9-14-17
 FHWA Signature _____ Date _____

Release for Public Involvement

_____ Date _____
 ESM Initials _____ ES Initials RSD Date 8-3-17

Certification of Public Involvement Mary Wright 9/8/2017
 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: Thomas Beauchamp Date: 9-12-17
 Name and Organization of CE/EA Preparer: Richard Connolly, HNTB Corporation

This is page 1 of 26 Project name: SR 162 over Straight River Bridge Rehabilitation Date: June 27, 2017



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168
FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness, Commissioner

MEMORANDUM

July 21, 2017

To: Mitchell K. Zoll, Deputy Indiana State Historic Preservation Officer
Mayela Sosa, Federal Highway Administration – Indiana Division

From: Laura Hilden, Indiana Department of Transportation, Office of Environmental Services

RE: Final Determination of National Register Eligibility Status and Select/Non-Select Status of INDOT Bridge 135-55-01522B (NBI No. 26700), Carrying SR 135 over Indian Creek, 0.33 miles S of SR 252, Morgantown, Morgan County, Indiana

This memo serves as the final determination of the eligibility of the Indiana Department of Transportation (INDOT)'s Bridge 135-55-01522B (SR 135 Bridge over Indian Creek, Morgan 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. 135-55-01522B was not eligible for listing in the National Register under any criteria, and the Federal Highway Administration (FHWA) signed a Final Determination on National Register Eligibility on February 23, 2009.

During the Section 106 consultation process for a roadway and bridge project along SR 135 involving Bridge No. 135-55-01522B (INDOT Des. No. 0800163), several parties requested a reevaluation of the National Register significance of Bridge No. 135-55-01522B due to potential significance under Criterion A. INDOT determined after additional research on Bridge No. 135-55-01522B that the requests had merit. INDOT reassessed the National Register eligibility of Bridge No. 135-55-01522B using the "System for Applying the National Register Criteria for Evaluation" from the *Indiana Historic Bridge Inventory*. As a result of this reassessment and as outlined in a report from March 2015, Bridge 135-55-01522B is recommended as National Register eligible under Criterion A for its association with a statewide trend of improving state roads to access Indiana's developing state park system. A copy of the report can be downloaded by accessing IN SCOPE, and searching under Des. No. 0800163, at <http://erms.indot.in.gov/Section106Documents/>.

Additionally, INDOT is recommending that Bridge No. 135-55-01522B be classified as a "Select" bridge. A Select/Non-Select analysis of the bridge was prepared by INDOT's consultant in May 2015 and indicated that Bridge No. 135-55-01522B is not well-suited for continued vehicular traffic but rather would be Select for non-vehicular use. Despite the results of the Select/Non-Select analysis, INDOT still thought it might be possible to utilize the bridge for continued vehicular use and was planning on rehabilitating the bridge for continued vehicular use. On August 11, 2015, following

the process outlined in Stipulation II.C of the Historic Bridge PA, INDOT notified the Task Group and consulting parties that would normally be invited to participate in a FHWA-sponsored project for the bridge of the request to re-classify the bridge as a National Register-eligible and Select bridge (through email and as identified per the INDOT Cultural Resources Manual procedures). A public notice in a local newspaper, *The Martinsville Reporter Times*, ran on August 17, 2015. A public notice in a statewide newspaper, *The Indianapolis Star*, ran on August 15, 2015. The deadline to respond to any of the notices was September 25, 2015.

Comments were received from five entities as summarized below and copies of all correspondence are attached:

Joanne Stuttgart, Morgan County Historian – via an email dated August 12, 2015

Indiana Landmarks, Central Regional Office – via a letter dated August 19, 2015

Indiana SHPO staff – via a letter dated September 17, 2015

Indiana Historic Spans Task Force – via a letter dated September 22, 2015

Town of Morgantown – via a letter dated September 26, 2015

All of the responses received supported the reclassification of Bridge No. 135-55-01522B to become a National Register-eligible and Select bridge. Several of the responses also requested that consulting parties be provided the opportunity to review the inspection document and resultant rehabilitation analysis that would be prepared by the design consultant.

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, 2015.

Also at the October 30, 2015 on-site meeting, an evaluation occurred to determine the appropriate measures to repair the bridge. The proposed repair measures to the damaged sway bracing and vertical members were implemented through a separate project utilizing 100% state funds. Before this work could be undertaken, the bridge was closed again in April 2016 due to corrosion damage and fracture on one of the gusset plates. Repair work was completed and the bridge was reopened in June 2016 (INDOT Des. No. 1592437; It should be noted that this project resulted in the change in Bridge Number from 135-55-01522A to 135-55-01522B).

Due to the collision to the bridge and resultant short-term closures, INDOT reconsidered the possibility of rehabilitating the bridge for continued vehicular use and proposed to bypass the structure with a new bridge and utilize the existing bridge in place for non-vehicular use, pending an alternatives analysis and results of other studies. A Consulting Party Meeting was held on January 27, 2016 in Morgantown. During the meeting, several consulting parties questioned whether the bridge was in a good location for bicycle/pedestrian use and questioned not rehabilitating the bridge for continued vehicular use based on isolated occurrences of the bridge being struck. One of the action items from the meeting was for INDOT's consultant to prepare an alternatives analysis.

The alternatives analysis document for the bridge was finalized and distributed for consulting party review in June 2017. The preferred alternative identified in the document is a comprehensive rehabilitation of the existing steel Parker through truss to continue to support two-lane vehicular traffic with no load restrictions. After a 30-day comment period, two responses were received on the alternatives analysis and they are attached:

Indiana Landmarks, Central Regional Office – via a letter dated July 14, 2017


Indiana SHPO staff – via a letter dated July 14, 2017


Both responses agreed with the preferred alternative to rehabilitate the bridge for continued vehicular use. A copy of the alternatives analysis can be downloaded by accessing IN SCOPE.



In summary, after taking into consideration the March 2015 National Register eligibility report and the June 2017 alternatives analysis document, along with the comments from several consulting parties, FHWA and the Indiana SHPO have agreed that Bridge 135-55-01522B should be considered a National Register eligible and Select bridge. The bridge

will, therefore, be reclassified as such 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 memorandum, INDOT, FHWA and Indiana SHPO hereby affirm their approval of a change in designation for Bridge 135-55-01522B from a non-historic bridge to a National Register eligible and Select bridge.

 Date: 7/24/2017
Laura Hilden
Director of Environmental Services
Indiana Department of Transportation

 Date: 8/4/2017
Mitchell K. Zoll
Deputy Indiana State Historic Preservation Officer
Indiana Department of Natural Resources

 Date: 8-8-17
 Mayela Sosa
Division Administrator
Federal Highway Administration – Indiana Division

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JULY 18, 2017



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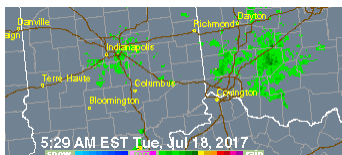
WRBI HEADLINES > [July 18, 2017] 2017 Decatur County 4-H Fair Baby



HOME > LOCAL NEWS > Timetable released for State Road 46 bridge repair

SE INDIANA WEATHER

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5:29 AM EST Tue, Jul 18, 2017
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Timetable released for State Road 46 bridge repair

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Batesville, Indiana — Contractors for the Indiana



Department of Transportation will begin work on the State Road 46 Bridge west of Batesville on Monday, July 17. Spokesman Harry MaGinnity says the goal is

86° 81° 89° 81° 86°
WED THU FRI SAT SUN

extended forecast



to have the work completed by the beginning of the 2017-18 school year, August 9.

North Vernon-based Dave O'Mara Contracting will drive steel piling on either side of the bridge and place a 50-foot crossbeam across the center. When complete, the bridge will be a two-span structure and there will be no weight limit. The value of the work is estimated to be about \$90,000.

The bridge was closed in late June after an inspection uncovered structural deficiencies. During the closure heavy traffic will be required to use State Road 229, I-74 and Decatur County Road 850 East.

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Following the Barn Quilt Trail
 July 20 @ 6:00 pm

Batesville Memorial Pool Late



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-5018
FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness, Commissioner

MEMORANDUM

September 12, 2017

To: Mitchell K. Zoll, Deputy Indiana State Historic Preservation Officer
Mayela Sosa, Federal Highway Administration – Indiana Division

From: Laura Hilden, Indiana Department of Transportation, Office of Environmental Services

RE: Final Determination of Non-Select Status of INDOT Bridge 046-24-03124A (NBI No. 17430),
Carrying SR 46 over Little Laughery Creek, 1.22 miles W of SR 229, near Batesville, Franklin
County, Indiana

This memo serves as the final determination of the Non-Select Status of the Indiana Department of Transportation (INDOT)'s Bridge 046-24-03124A (NBI No. 17430) (SR 46 over Little Laughery Creek, Franklin County, Indiana).

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 Regarding Management and Preservation of Indiana's Historic Bridges (Historic Bridge PA)*. A Historic Bridge Task Group (Task Group) comprising of representatives from the Historic Bridge PA signatories, the Indiana Local Technical Assistance Program (LTAP), Historic Landmarks Foundation of Indiana (now Indiana Landmarks), Indiana 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 (Bridge Inventory)* determined that Bridge No. 46-24-3124A is eligible for listing in the National Register of Historic Places (National Register) due to a previous determination of eligibility from the 1997 book by James L. Cooper titled, "Artistry and Ingenuity in Artificial Stone, Indiana's Concrete Bridges, 1900-1942." Cooper identified the bridge as being significant as a long example of an Indiana State Highway Commission (ISHC) designed reinforced concrete girder (45') that was also built on a skew (15 degrees). Through the *Bridge Inventory*, the bridge was programmatically determined to be "Select." Two scores were used to determine the status – Eligibility Score & Condition Score. For this bridge, due to its identification by Cooper's book as a significant bridge, it received a very high Eligibility Score. The Condition Score was "medium," just high enough to pass the bridge through to Select status without any in-depth analysis. It seems likely that an in-depth analysis of the bridge at that time would have revealed many of the rehabilitation challenges that have come to light, and the bridge would not have been classified as Select.

Because of deficiencies that need to be addressed, in mid-June 2015, the Section 106 consultation process was initiated for a project involving this bridge and following the procedures outlined in the Historic Bridge PA (INDOT Des. No. 1296697). INDOT's consultant, Strand Associates, prepared an alternatives analysis document for this bridge per the requirements of the Historic Bridge PA. This document was distributed for consulting party review and comment in 2016. A meeting was held on April 21, 2016 in Franklin County to discuss the document and visit the project area. As discussed at the meeting, the preliminary preferred alternative that resulted from the alternatives analysis proposed to replicate the existing structure by replacing all features "in kind" (railing, deck, girders, abutments). Due the bridge being composed of completely new material after the project completion, this alternative did not meet the Secretary of the Interior's Standards for Rehabilitation (Secretary's Standards). An alternative that would make repairs to the bridge per the Secretary's Standards was dismissed for not meeting the purpose and need of the project – the repairs would be unable to increase structural capacity to meet current standards. INDOT suggested in the meeting that based on the alternatives analysis, the bridge might better be classified as Non-Select. A lot of discussion ensued regarding whether the bridge could be rehabilitated. A summary of the meeting is attached.

As the April 2016 meeting wrapped up, some next steps in the process were identified, including obtaining core samples of the bridge to check for concrete condition and chloride content. A revised alternatives analysis incorporating the core sample results and providing more detail for the rehabilitation alternative was to be prepared by Strand. Nine core samples were taken throughout the bridge to determine compressive strength. Some of the samples had good results, while others fell apart in the core bit. Nine drill holes were performed to check chloric content. Of the samples, six exceeded the acceptable value (0.04) from the Indiana Design Manual (IDM). The alternatives analysis was revised incorporating updated existing conditions data based on the latest inspection in 2016, as well as the results of the core samples. The alternatives analysis document can be accessed via INDOT's Section 106 document posting website, IN SCOPE, at <http://erms.indot.in.gov/Section106Documents/>.

The revised alternatives analysis noted a current load rating of 22 tons. If the bridge were reconstructed based on its original plans, the load rating would be 33 tons, which is still below the required 36 tons per the IDM. Deterioration is present throughout the structural components of Bridge No. 046-24-03124A. As described in the alternatives analysis, the superstructure - from which the bridge derives its engineering significance - is in poor condition and a state of advanced deterioration. To attempt to rehabilitate the structure for continued vehicular use in a way that does not completely destroy the bridge's historic fabric results in a bridge that does not meet current standards for structural capacity, clear roadway width, shoulder width, or bridge railing.

"Rehabilitation" of the bridge per Alternative B2 in the alternatives analysis is more accurately described as a recreation or replication of the bridge. The nature of deterioration present in the existing concrete members renders them unsalvageable for continued traffic loads. This alternative would replace all deteriorated features "in kind." The features that would require replacement include the abutments, girders, deck, and railing – in reality, the entire bridge. This new bridge would possess substandard features, namely shoulder and clear roadway widths, and would pose constructability challenges associated with construction techniques that are outside of current construction methods (such as cast in place rectangular girders).

Alternative B2 is not in compliance with the Secretary of the Interior's Standards for Rehabilitation because of the wholesale removal of historic materials. Distinctive features and finishes of the bridge would not be preserved. At best, they will be recreated. However, one of the distinctive features of the bridge from a motoring public perspective, the trademark ISHC bush-hammered panels, is not possible to recreate. A new concrete barrier railing that meets current standards must be installed. The deteriorated features of the bridge cannot be repaired, but must be replaced. While efforts would be made to replace the bridge components "in-

kind,” the design, color, texture, and other visual qualities would not be fully matched. It is not prudent to essentially replace a bridge through replication without maintaining the historic features of the bridge, without meeting existing design criteria, and while also facing constructability challenges.

Further, SHPO’s recommendation, from a letter dated May 5, 2016, is that the bridge would no longer be National Register eligible under Alternative B2 (full letter attached):

. . .If it were to be determined that the steel reinforcement mechanism of the bridge is the only part of the bridge, at most, that could be reused, then we do not believe that rebuilding the bridge with all new concrete would retain enough of the bridge's integrity of materials to keep it eligible for inclusion in the National Register of Historic of Historic Places, even if the design of the rebuilt bridge were to be similar to that of the historic bridge. . .

Based on the information from the alternatives analysis, Bridge No. 046-24-03124A does not appear to be a suitable candidate for preservation, and therefore, INDOT started the process to seek reclassification of the bridge to “Non-Select.” Stipulation II.C.1 of the Historic Bridge PA outlines the procedures for the reclassification of a bridge from “Select” to “Non Select.” Per those procedures, on March 6, 2017, INDOT notified the Task Group and consulting parties that would normally be invited to participate in a FHWA-sponsored project for the bridge of the request to re-classify the bridge as a Non-Select bridge (through email and as identified per the INDOT Cultural Resources Manual procedures). Public notices in a local newspaper, *The Brookville Democrat*, and a statewide newspaper, *The Indianapolis Star*, ran on March 8, 2017. The deadline to respond to any of the notices was April 7, 2017. Additionally, INDOT set up a conference call to discuss the alternatives analysis document and proposed reclassification of this bridge. A notice was sent via email on March 8, 2017 that the call would take place on March 21, 2017. A summary of the call is attached.

Comments on the proposed reclassification of the bridge were received from four entities as summarized below and copies of all correspondence are attached:

Indiana SHPO staff – via a letter dated April 6, 2017

National Trust for Historic Preservation (National Trust), Indiana Landmarks, and Indiana Historic Spans Task Force – via a joint letter dated April 7, 2017

The SHPO staff letter concurred with the proposed reclassification of the bridge:

Accordingly, we also see no viable alternative to reclassifying Bridge No. 046-24-03124A from “Select” to “Non-Select.”

The National Trust, Indiana Landmarks, and Indiana Historic Spans Task Force letter disagreed with the proposed reclassification of the bridge:


Based on a careful review of the documents, we strongly oppose the reclassification of this historic bridge. . .

The National Trust, Indiana Landmarks, and Indiana Historic Spans Task Force letter requested several action items, especially if the reclassification of the bridge were to move forward. The Federal Highway Administration responded in a letter dated July 10, 2017, which indicated the intent to move forward with the reclassification of the bridge.

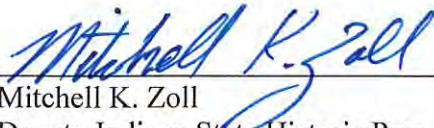
Is important to note that Bridge No. 046-24-03124A was closed on June 28, 2017 after an analysis indicated a substantial reduction in its load carrying capacity. An updated load rating showed that the bridge load capacity was down to 1.5 tons. An emergency contract was let for shoring the concrete girders to ensure the bridge could continue to function properly. The bridge reopened on August 3, 2017. These recent events substantiate the thought that an in-depth analysis of the bridge at the time of the *Bridge Inventory* would have resulted in it being classified as Non-Select.

In summary, after additional consideration of the specific data for the bridge and taking into account all comments received on the proposed reclassification per Stipulation II.C. of the Historic Bridges PA, FHWA and the Indiana SHPO have agreed that Bridge No. 046-24-03124A should be classified as a Non-Select bridge. The bridge will, therefore, be reclassified as such 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.

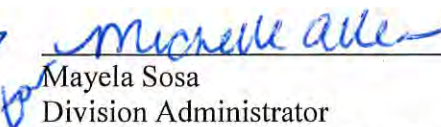
By signature of this memorandum, INDOT, FHWA and Indiana SHPO hereby affirm their approval of a change in designation for Bridge No. 046-24-03124A to a Non-Select Bridge.


Date: 9/12/2017

Laura Hilden
Director of Environmental Services
Indiana Department of Transportation


Date: 9/18/2017

Mitchell K. Zoll
Deputy Indiana State Historic Preservation Officer
Indiana Department of Natural Resources


Date: 10.3.17

Mayela Sosa
Division Administrator
Federal Highway Administration – Indiana Division

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Sheriff: Early morning fatal fire under investigation

Sullivan County Sheriff Clark Cottom said a fire early th...

Parke County covered bridge damaged

Officials looking for dark blue semi-truck

Tribune-Star staff report May 17, 2017



Tribune-Star/Joseph C. Garza Damage to the support beams: A broken support beam sits under a guard rail at the Jackson Bridge near Bloomingdale in Parke County on Wednesday.

JCG

Parke County Police are looking for a suspect after a covered bridge was damaged Monday in Parke County.

At 11:30 a.m. Monday Parke County sheriff's deputies responded to Jackson Covered Bridge on Bloomingdale Road.

Deputies found damage they believe was caused by a large truck or tractor trailer trying to drive through despite inadequate clearance.

The suspect fled before deputies arrived and is believed to be driving a dark blue semi-truck with damage to the upper-most part of the cab.

The investigation is ongoing and police are asking anyone with information regarding the incident to call the Parke County Sheriff's Department.

Tags

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NEXT UP



Two boys and a dog
They're just like two peas in a pod.

Holliday Road bridge removal starts this week

Holliday Road will dead-end at bridge for the immediate future

LEEANN DOERFLEIN leeann.doerflein@reporter.net 16 hrs ago



Elizabeth Pearl | Times Sentinel **BRIDGE CLOSED:** Barricades block off the Holliday Road Bridge.

The Holliday Road bridge remains in ruins, but the Boone County Commissioners on Monday approved several quotes for services relating to bridge clean-up.

Since commissioners declared an emergency following the bridge collapse, work was allowed to move forward without a formal contract and outside of the normal bid process.

The tractor that prompted the bridge collapse was removed Friday, while removal of the bridge in rural Zionsville will begin later this week, said Boone County Highway Engineer Craig Parks.

County Attorney Bob Clutter said that in an emergency situation the county contacted two firms for quotes relating to removal of the tractor and the bridge over Eagle Creek.

Parks said he contacted two companies with expertise with historical bridges to preserve as much of the historic bridge as possible. The firms contacted were CLR Construction of Vincennes and bridge Construction of Boggstown.

Beaty Construction was selected to complete the work with guidance from VS Engineering, after it was learned that CLR could not be available to complete the project right away.

The commissioners approved the quote relating to removal of the tractor for an amount not to exceed \$23,950. A separate quote for removal of the bridge was approved for an amount not to exceed \$101,581. A final quote for project oversight from VS Engineering was approved for an amount not to exceed \$7,600.

Clutter said he has been in contact with attorneys from the county's bridge insurer, Nationwide Insurance. He said there has not been official word on how the process will move forward, but Clutter said he hopes to have all bills for the tractor and bridge removal forwarded directly to Nationwide.

Parks said a bill for security at the collapse site, provided around the clock by the Boone County Sheriff's Office since the collapse on Dec. 2, will also be forwarded to the insurance company.

With the quotes approved, Parks said Beaty will begin removing the unsafe steel members on the bridge, likely on Wednesday. The unsafe portions are expected to be removed by Friday, allowing deputies to return to normal duty.

"They will mobilize this week and be done by Friday," Parks said. "This will remove the unsafe members that continue to be strapped to trees. The deck would remain in the creek, but everything

that could move would be gone."

Parks said Beaty is expected to remove the bridge deck after Christmas. The pieces of the bridge that can be salvaged will be stored at the highway department.

"They will then remove the deck in pieces and stack the deck at the highway department," Parks said. "It will be amazing how small this thing will look in the end."

Once the bridge is removed, the county will consider how to proceed. Holliday Road will dead-end at the bridge for the immediate future.

Bridge 32

Parks also updated commissioners on Bridge 32, the bridge over Sugar Creek in rural Boone County that was also recently ruined by a tractor too wide for the structure. Parks said he has been consulting with Randy Strain of the Indiana Department of Transportation and DLZ Engineering on how to make the repair affordable.

While Parks is unsure on how much suggested cuts will reduce the price, but he expects the new specs to yield lower bids and more bidders the second time around.

The county is re-examining bid documents in an effort to get a better price than the \$277,000 offered in response to public notice requesting bids to repair the bridge earlier this year.

Follow reporter Leeann Doerflein on Twitter @LeeannReporting for breaking news about Lebanon and Boone County.

Tags

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December 20, 2017

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<http://www.fhwa.dot.gov/indiv/>

In Reply Refer To:
HDA-IN

Craig Parks
Boone County Engineer
1955 Indianapolis Avenue
Lebanon, IN 46052

Dear Mr. Parks,

It has come to our attention that there are considerations regarding replacement of Bridge 207 and Bridge 32 in Boone County. The Federal Highway Administration (FHWA) would like to remind local entities of the Historic Bridge Programmatic Agreement (HBPA) in the State of Indiana. The HBPA outlines a process in Indiana to identify certain historic bridges as Select or Non-Select, and identifies the procedure for programmatically completing the Section 106 process on those structures. We are hopeful that you, as owner(s) of the bridge, are aware that Bridge 32 and Bridge 207 (also known as CR 350 W/Creek Rd. over Sugar Creek and Holliday/O'Neal Road over Eagle Creek) have been classified as a Select Bridges through a Historic Bridge Inventory that was completed as part of the HBPA.

As outlined within the Historic Bridge Programmatic Agreement, "FHWA will not consider demolition to be a 'prudent' alternative for any Federal-aid project involving a Select Bridge and FHWA will not participate in a project that would result in the demolition of a Select Bridge." The full HBPA can be found here: <http://www.in.gov/indot/files/HistoricBridgePA.pdf>. A Select bridge must be rehabilitated in some way if FHWA funds are being used. Rehabilitation can be in place for continued vehicular use or an alternative use can be determined prudent and feasible thorough a required alternatives analysis.

If the Select Bridge owner were to replace the bridge with 100% local funds, we direct you to Stipulation IV.G of the Historic Bridge PA for the ramifications:

- G. 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.

Section 110(k) of the National Historic Preservation Act prohibits FHWA from providing Federal-aid funds for a given project, where the bridge owner, with the intent to avoid the requirements of Section 106, has intentionally adversely affected the historic bridge prior to completion of NEPA (see 36 CFR 800.9(c)).

In other words, any future FHWA-funded projects for other historic bridges in Boone County would have to undergo full Section 106 review instead of taking advantage of the streamlining options in the HBPA.

Stipulation II.C of the Historic Bridge PA does allow for a process to ask for reclassification of a Select bridge under “unusual circumstances” to become a “Non-Select” bridge. Non-Select bridges may be replaced with FHWA funds if the alternatives analysis determines that this most prudent and feasible option (there are other requirements as well, such as marketing the bridge for re-use; all of which is spelled out in the HBPA). The reclassification process might take several months, and includes opportunity for public comment. The HBPA states that “examples of unusual circumstances may include, but are not limited to, the bridge collapsing due to a flood or an overweight vehicle.”

If you have any questions regarding the Historic Bridge Programmatic Agreement (HBPA), please contact Michelle Allen, FHWA Planning and Environmental Specialist, at (317) 226-7344 or michelle.allen@dot.gov or you may also contact Mary Kennedy, INDOT Historic Bridge Specialist, at (317) 232-5215 or mkennedy@indot.in.gov.

Sincerely,



 Mayela Sosa
Division Administrator

cc:

Laura Hilden, INDOT
Mary Kennedy, INDOT



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Joe Awad/The Journal-Press: Debbie Ault, Indiana Department of Transportation, Seymour District, left, congratulates Lawrenceburg Mayor Kelly Mollaun, city grant writer Judy McAdams, and city coordinator Bryan Messmore on the \$123,550 grant received for road improvements.

OVER \$1M DOLED OUT FOR LOCAL ROADS, BRIDGES

Tue, 08/30/2016 - 10:36 Journalpress1

State awards matching grants

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BY: STAFF REPORT

Dearborn County and the cities of Greendale, Lawrenceburg, Aurora and Rising Sun have big plans for their matching grant money awarded from the state last week.

Indiana Department of Transportation's Community Crossings matching grant

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program was created by the Indiana General Assembly and signed into law by Gov. Mike Pence in March. The program provides about \$160 million in funding this year to all Indiana cities, towns and counties on a 50/50 matching basis.

INDOT representatives headed to southern Indiana Thursday, Aug. 25, to present certificates in Dearborn and Ohio counties.

Greendale was the first to receive the certificate for the day. The city was awarded a total of \$380,695. The money will be used for two projects. One is to mill and pave two inches of existing asphalt road surface on Oberting Road. The second is a planned expansion of Urban Way, which intersects U.S. 50 just south of Lorey Lane.

Greendale Mayor Alan Weiss gave special recognition to city manager Steve Lampert for his hard work in preparing the applications for the grants, and also mentioned the contributions of clerk treasurer Mary Jo Lynch, assistant clerk treasurer Angie Walters, redevelopment executive director Al Abdon and city attorney Anthony Smart, noting that "Greendale is especially fortunate to have people like this."

Lampert said he plans to do the work on Oberting road this year, with the Urban Way project to be done early next year.

The City of Lawrenceburg will use the money for repairs to Pribble Road from Ind. 48 to Pribble Circle and for Walker Avenue from Center Street to the Lawrenceburg Fire Department. Lawrenceburg received \$123,550.

Dearborn County received \$575,443 that will be used to replace Bridge No. 77 on Woliung Road.

With an award of \$71,794.75 from Community Crossings funds, the City of Aurora plans to repave a number of streets, said Aurora Utilities Superintendent Randy Turner.

The streets and the dollar amount allotted to each:

- *Exporting from Fourth Street to the railroad tracks, \$18,562;
- *Cochran from Center to West Conwell Street, \$6,105;
- *The alley behind the Aurora Police Department headquarters, \$4,500;
- *Buena Vista, \$23,146;
- *Springdale, \$53,780;
- *Wilson Creek Road, \$28,730; and
- *Sycamore Estates, \$9,775.

In Rising Sun, INDOT officials announced an award of \$138,850. The money will be used for two projects.

The first, a \$52,700 project with half coming from the city's matching funds, will fill cracks and seal Front Street between First and William streets; and mill and pave William Street from High to Walnut streets; Plum Street from South High to South Poplar streets; and Elm Street from Main to Fourth streets, said Rising Sun Project Manager Mike Northcutt.

The second project will pave Industrial Drive with asphalt, replacing the existing cracked concrete surface, and include new curbs.

"This grant money will go a long way in maintaining our local roadways. Our roads and bridges touch every sector of our economy. After a lot of meaningful discussion this past session, we will continue to find ways to create a long-term, sustainable plan for our state's infrastructure," said State Rep. Randy Lyness, R-West Harrison.



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Last week INDOT announced 99 Southern Indiana cities, towns and counties were awarded \$49 million through the fund. Projects that are eligible for funding through Community Crossings include road resurfacing, bridge rehabilitation, road reconstruction, resurfacing, and

Americans with Disabilities Act compliance in connection with road projects. Material costs for chip sealing and crack filling operations were also eligible for funds.



Denise Freitag Burdette/The Journal-Press

Debbie Ault of Seymour District INDOT presents Dearborn County with a \$575,443 Community Crossings Matching Grant Award. Present were Todd Listerman, County Engineer; Art Little, District 2 County Commissioner and Liz Morris, County Council President. Grant will be used to replace Bridge No. 77, Woliung Road.



Chris McHenry/The Journal-Press

Greendale city manager Steve Lampert, INDOT Program Director Debra Ault, Mayor Alan Weiss, clerk-treasurer Mary Jo Lynch and city council member Jerry Abbott gather for the city's matching grant award.

**MEMORANDUM OF AGREEMENT
BETWEEN THE U.S. ARMY CORPS OF ENGINEERS, LOUISVILLE DISTRICT,
THE INDIANA STATE HISTORIC PRESERVATION OFFICER,
AND THE DEARBORN COUNTY BOARD OF COMMISSIONERS**

**REGARDING
THE PROPOSED REPLACEMENT OF DEARBORN COUNTY BRIDGE No. 77
DEARBORN COUNTY, INDIANA
LRL-2016-1090-JLT**

WHEREAS, the Dearborn County Board of Commissioners (the Applicant) proposes to replace Dearborn County Bridge No. 77 (Undertaking);

WHEREAS, the Undertaking would impact waters of the United States, requiring a permit from the Department of the Army (DA);

WHEREAS, the Applicant has applied for a DA permit (ID No. LRL-2016-1090-jlt);

WHEREAS, the U.S. Army Corps of Engineers Louisville District (the Corps) has defined the Undertaking's permit area pursuant to 33 CFR Part 325 Appendix C as the impacts to waters of the United States, the bridge, the footprint of construction, the bridge approaches and any associated access and staging areas;

WHEREAS, the Corps has coordinated the cultural resources review pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended (54 U.S.C. 300101 et seq);

WHEREAS, the Corps has consulted with the Indiana State Historic Preservation Officer (SHPO) and other consulting parties pursuant to 36 C.F.R. Part 800, regulations implementing the NHPA;

WHEREAS, the Corps and the SHPO have determined that the Undertaking would have an Adverse Effect upon Bridge 77, which has been determined eligible for the National Register of Historic Places (NRHP) under Criterion C;

WHEREAS, the applicant has been invited to sign the MOA; and

WHEREAS, in accordance with 36 C.F.R. § 800.6(a)(1), the Corps has notified the Advisory Council on Historic Preservation (ACHP) of its Adverse Effect determination, provided the specified documentation, and the ACHP has chosen not to participate in the consultation pursuant to 36 C.F.R. § 800.6(a)(1)(iii);

NOW, THEREFORE, the Corps, the Applicant, and the SHPO agree that the Undertaking shall be accomplished in accordance with the following stipulations in order to take into account the effect of the Undertaking on a historic property.

Stipulations

The Corps shall condition the permit, if issued, to ensure that the following stipulations are implemented in a timely manner:

I. DEARBORN COUNTY BRIDGE No 77

A. Recordation

1. In order to preserve a record of its history and appearance, the Applicant is responsible for ensuring that the bridge is recorded by a SHPO-approved professional architect, historian, architectural historian, or qualified engineer experienced in the documentation of engineering resources who meets or exceeds the qualifications set forth in the Secretary of the Interior's "Standards and Guidelines for Archeology and Historic Preservation" (48 FR 44716-42). Indiana Division of Historic Preservation and Archaeology Minimum Architectural Documentation Standards are specified and will include:
 - a. Archival research to gather specific historic information from appropriate data sources; a brief report describing the history and architectural significance of the bridge and history of the area will be prepared.
 - b. Digital Photodocumentation of the bridge to include prints from digital images showing the bridge's architectural and structural elements, surrounding environmental settings, views from each approach, and any other significant, character-defining details. A set of black and white prints printed on archival quality, acid free paper labeled with the bridge name, address, city, county, date, site number, and direction, in pencil or archival photographic marker shall be provided to SHPO along with a compact disc (CD) containing the electronic data files saved in uncompressed .TIF format and a digital photo log;
 - c. If available, a copy of the original construction plans and details shall be provided by the Applicant. If no construction plans are available, the applicant shall provide measured drawings of the structure prepared by an architect or architectural historian experienced in producing measured drawings. Architectural drawings may be done using Computer-Aided Drafting (CAD) or by hand with ink on translucent material; all materials must be archivally stable and clearly labeled. Architectural drawings must be reduced to 8.5" x 11" or scanned into a readily available viewing program such as PDF;
 - d. Drafts of the completed documentation will be submitted by the Applicant to the Corps and to the SHPO for review and acceptance. Upon notification of acceptance, the applicant will provide one original and one copy to the SHPO. The applicant will make the information available on its web site and will also provide copies of the completed documentation to Indiana Landmarks, Southeast Field Office. Completed documentation must be reviewed and approved by the SHPO prior to any work beginning on the bridge.

II. PROFESSIONAL QUALIFICATIONS

- A. The Applicant shall ensure that all historic documentation work undertaken and completed pursuant to this Memorandum of Agreement is accomplished by or under the direct supervision of a preservation professional meeting the qualifications set forth in the Secretary of the Interior's "Standards and Guidelines for Archeology and Historic Preservation" (48 FR 44716-42). The Applicant, through consultation with the SHPO, shall ensure that the preservation professional selected to complete the work has been approved for such work by the SHPO.

III. POST REVIEW DISCOVERY

- A. If, during the implementation of the Undertaking, a previously unidentified cultural resource is encountered, the applicant will ensure that the construction contractor stops work within 100 feet of the newly identified cultural resource and immediately notify the Corps.
- B. Upon notification of a previously unknown resource, the Corps will notify the IN SHPO and consult with the IN SHPO, the applicant and consulting parties to evaluate the newly identified resource and/or develop an appropriate treatment plan, as necessary, pursuant to 36 C.F.R. Part 800, and the Secretary of the Interior's "Standards and Guidelines for Archeology and Historic Preservation"; IC 14-21-1, 312 IAC 21, and 312 IAC 22 and the most current *Guidebook for Indiana Historic Sites and Structures Inventory—Archaeological Sites*.

IV. DISPUTE RESOLUTION

- A. Should any signatory, or invited signatory who signs the MOA object at any time in writing to the Corps regarding any action carried out or proposed with respect to the Undertaking or to the manner in which the terms of this MOA are implemented, the Corps shall consult with such party to resolve the objection. The Corps also shall notify the other signatories and concurring parties to this MOA of such objection, and provide them the opportunity to participate in any consultations to resolve the objection. If the Corps determines that such objection cannot be resolved, the Corps will forward all documentation relevant to the dispute, including the Corps's proposed resolution, to the ACHP. Within thirty (30) days after receipt of all pertinent documentation, the ACHP shall exercise one of the following options:
1. Advise the Corps that the ACHP concurs in the Corps's proposed response to the objection, whereupon the Corps will respond to the objecting party accordingly; or
 2. Provide the Corps with recommendations, which the Corps shall take into account in reaching a final decision regarding its response to the objection.
- B. Should the ACHP not exercise one of the above options within thirty (30) days after receipt of all pertinent documentation, the Corps may assume the ACHP's concurrence in its proposed response to the objection.

V. TERMINATION

- A.** If the Corps determines that it cannot implement the terms of this agreement, or if a signatory or invited signatory determines that the agreement is not being properly implemented, such party may propose to the other signatories to this agreement that it be terminated, in accordance with 36 C.F.R. § 800.6(c)(1) and (8).
- B.** The party proposing to terminate this agreement shall so notify all parties to this agreement, including the concurring parties, explaining the reasons for termination and affording the parties at least thirty (30) days to consult and seek alternatives to termination. The parties shall then consult.
- C.** If after the expiration of thirty (30) days (or such greater time period as may be agreed upon by all signatories) an agreement to avoid termination cannot be reached, the Corps or other signatory may terminate this agreement by so notifying all parties in writing.
- D.** Should this agreement be terminated, the Corps shall either:
 - 1. Consult in accordance with 36 C.F.R. § 800.6 to develop a new MOA; or
 - 2. Request the comments of the ACHP pursuant to 36 C.F.R. § 800.7.

VI. AMENDMENTS

- A.** Any signatory to this agreement that signs the MOA may propose to the Corps that the agreement be amended, whereupon the Corps shall consult with the other parties to this agreement to consider such an amendment. 36 C.F.R. § 800.6(c)(1) and (7) shall govern the execution of any such amendment. The signatures of all of the signatories shall be required for any amendment hereto to be effective.

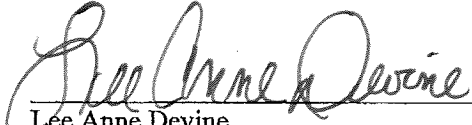
VII. DURATION

- A.** If the terms of this agreement have not been implemented within six months of the issue date of the Permit (if such a permit is issued by the Corps), this agreement shall no longer be in effect. In such event, the Corps shall so notify the parties to this agreement, and shall re-initiate review of the Undertaking in accordance with 36 C.F.R. Part 800.
- B.** This agreement shall be effective upon signature of the Corps and filing with the ACHP and shall remain in effect until the earliest of the following occurs: all of its terms are satisfied, the implementation period has expired, or it is amended or terminated and replaced.
- C.** Execution of this agreement and implementation of its terms shall evidence that the Corps has afforded the ACHP an opportunity to comment on the proposed Dearborn County Bridge 77 replacement project and its effects on historic properties, and that the Corps has taken into account the effects of the Undertaking on historic properties.

Memorandum of Agreement
Dearborn Bridge No. 77
LRL-2016-1090-JLT

SIGNATORIES:

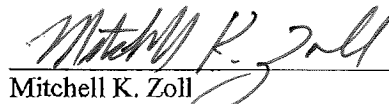
U.S. ARMY CORPS OF ENGINEERS, LOUISVILLE DISTRICT



Lee Anne Devine
Chief, Regulatory Division

7/13/17
Date

INDIANA STATE HISTORIC PRESERVATION OFFICER



Mitchell K. Zoll
Division Director
Indiana Department of Historic Preservation and Archaeology

6/30/2017
Date

Memorandum of Agreement
Dearborn Bridge No. 77
LRL-2016-1090-JLT


INVITED SIGNATORY:

DEARBORN COUNTY BOARD OF COMMISSIONERS

Shane McHenry, President, Board of Commissioners 7/5/17

Name and Title (Printed)
Dearborn County Highway Department

Date


Signature

Memorandum of Agreement
Dearborn Bridge No. 77
LRL-2016-1090-JLT

Concurring Party:

INDIANA LANDMARKS SOUTHEAST FIELD OFFICE

Jarrad Holbrook, Director

Date

New path: Bridge gets 2nd life as part of People Trail

By Mark Webber - 9/2/17 11:14 PM



A once-dilapidated bridge from Clifty Township hasn't looked this good in 100 years.

On Wednesday, weather permitting, three cranes will hoist the newly refurbished old Newbern Bridge into place over Haw Creek, just south of the 25th Street Bridge.

"It looks almost as if it's brand new," Bartholomew County Highway engineer Danny Hollander said after the bridge was reassembled, piece by piece.

Now featuring a bright-red color, the 107-year-old structure will become part of a new Columbus People Trail extension that's expected to open by mid-October.

Story continues below gallery

[Click here to purchase photos from this gallery](#)

After the old bridge was completely disassembled, each piece was transported to a specialty metal shop in northern Indiana, project consultant D. Eric Brunn said.

New parts were substituted for pieces that could not be salvaged, said Brunn, who works for the Columbus-based engineering consulting firm Strand Associates.

Old rivets were taken out, new bolts were put in, and rusted joints were replaced, Hollander said.

"If you saw how deteriorated the original bridge was, you really appreciate what a great job the contractor, shop workers, painters — everybody has done," Brunn said.

Despite the extensive amount of work, Hollander estimates about 95 percent of the original Newbern Bridge remains.

Anticipating an audience for Wednesday's event, Hollander is urging spectators to watch only from the Lincoln Park side of Haw Creek — and avoid the east side where most work crews from Dave O'Mara Construction will be stationed.

Relocation is expected to begin first thing in the morning, but Hollander anticipates it will take up to four hours for the cranes to complete their work.

Workers have a 22-page list of technical steps that must be followed in a specific order to successfully achieve the move, the highway engineer said.

Once placed over Haw Creek, temporary connections and other devices that include rubber pads will be used to hold the bridge in place until the crossing is permanently secured onto the foundation, Hollander said.

Pre-assembled wood decking, now stacked up in an unused section of a parking lot off Midway Street, will be put onto the bridge in the weeks to come.

For Brunn, Wednesday will mark the end of an almost-20-year effort full of a variety of struggles and delays to find the historic structure a new future, he said.

"I'm anticipating that I'm going to feel quite a bit of relief," Brunn said.

While the structure will carry only bicyclists and pedestrians, the bridge will still require maintenance at least every 20 years, county commissioner Larry Kleinhenz said. But once the bridge is open, long-term maintenance will become the responsibility of the City of Columbus, Hollander said.

In late February 2015, three cranes lifted the historic bridge from its foundations on both sides of Clifty Creek near the Newbern United Methodist Church. The replacement bridge along County Road 850E was completed in the early fall of 2015.

Eighty percent of all costs are being paid by federal funds administered by the state, while 20 percent comes from local funds.

Bridge timeline

1910: Original bridge constructed over Clifty Creek along County Road 850N on the northwest side of Newbern. Originally built for trains, the bridge was later modified for vehicular traffic.

1982: Bridge reconstructed.

1999: Bartholomew County Commissioners vote to replace the aging bridge and \$960,000 in federal funding is acquired for the project.

2001: Archaeologists uncover more than 350 artifacts under Clifty Creek at the site. Replacement is delayed.

2003: Despite concerns over deterioration, the 12-ton weight limit for the Newbern Bridge is maintained.

2004: Indiana first lady Nancy Kernan announces Bartholomew County will receive a \$584,000 state grant to refurbish the existing Newbern bridge once it is replaced.

2005: Amount set aside for construction of a new Newbern Bridge rises to \$1.25 million.

2010: Proposal emerges that the old bridge could be used as part of the Columbus People Trails, spanning Haw Creek south of 25th Street.

2014: A determination is made to close the 104-year-old bridge the first full week of November.

2015: Historic Newbern Bridge taken apart, transported on flatbed trucks to Lincoln Park in Columbus, where it will be stored prior to restoration.

2016: County approves funds needed to restore the bridge for its use as a pedestrian path.

2017: By mid-October, the 106-year-old structure will become part of a new Columbus People Trail extension.

Mark Webber

Mark Webber is a reporter for The Republic. He can be reached at mwebber@therepublic.com or 812-379-5636.



April 20, 2017

Re: Pike County Bridge 81 (NBI No. 6300061) Retrofit
C.R. 300W over Patoka River
Pike County, Indiana

To Whom It May Concern,

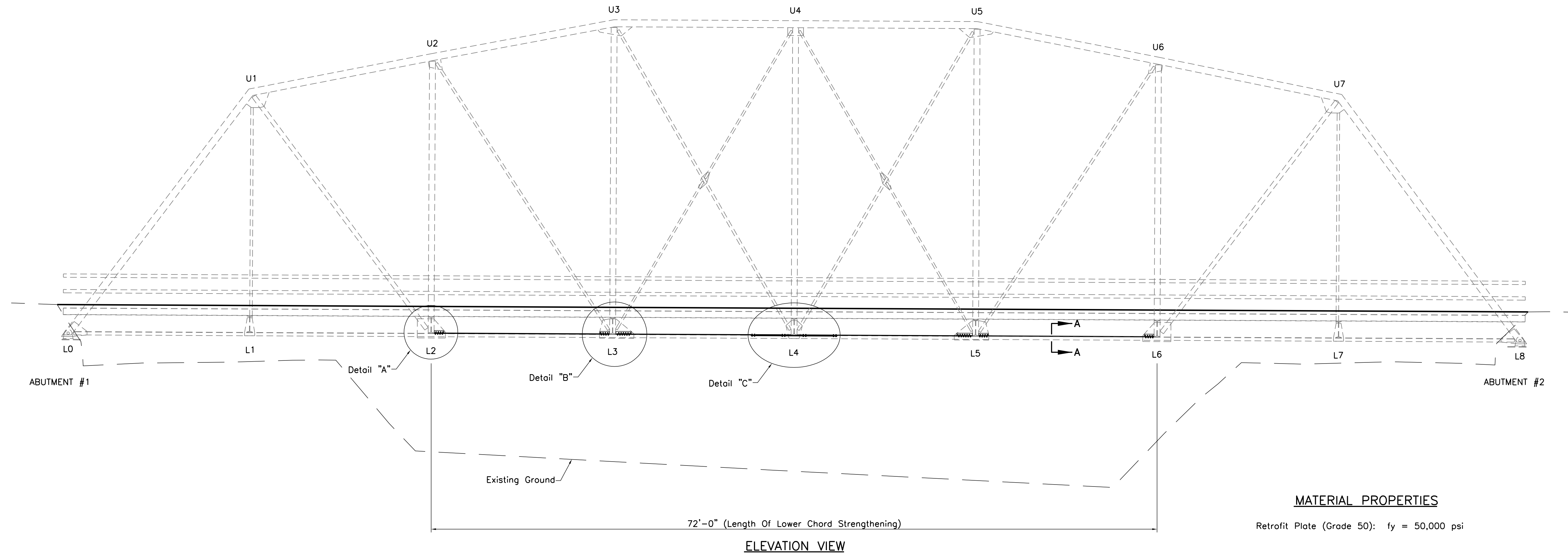
Pike County Bridge 81 was recently rehabilitated under INDOT contract number B-35717-A. After rehabilitation it was found that additional strengthening of the bottom chord of the truss would be required to meet the anticipated load capacity. A retrofit has been proposed for the bottom chord to provide the strengthening required. The proposed retrofit is not a federal undertaking and will be privately funded; however since additional work is being performed on a structure on the National Register this letter is being sent to inform necessary agencies.

Please respond with any comments or concerns within 30 days.

Sincerely,

A handwritten signature in black ink that reads "Adam Steury".

Adam Steury, PE, SE
Lochmueller Group, Inc.



ELEVATION VIEW

NOTE: For Details "A", "B" And "C" And Section A-A See Sheet 2.

BATTEN PLATE TABLE			
LOCATION	NO. OF RIVETS IN EACH PLATE	NO. OF PLATES	R SIZE
L2-L3	4	3	5" x 13 1/2"
L2-L3	6	2	7 5/8" x 13 1/2"
L3-L4	4	5	5" x 13 1/2"
L3-L4	6	1	7 5/8" x 13 1/2"
L4-L5	4	5	5" x 13 1/2"
L4-L5	6	1	7 5/8" x 13 1/2"
L5-L6	4	3	5" x 13 1/2"
L5-L6	6	2	7 5/8" x 13 1/2"

NOTE: North And South Trusses Are Identical.

MATERIAL PROPERTIES

Retrofit Plate (Grade 50): $f_y = 50,000$ psi

GENERAL NOTES

- The Existing Steel Truss Bridge (County Bridge 81) Superstructure Is A Single Span, Steel Thru Truss Bridge Originally Built Around 1930. The Contractor Shall Exercise Caution During This Restoration Work To Protect And Maintain The Structural Integrity Of The Existing Truss Structure At All Times.
- The Contractor Shall Survey The Job Site To Verify Existing Conditions. Any Conditions Found By The Contractor That Were Not Anticipated On The Contract Plans And That Will Affect Either The Cost Or Implementation Of The Specified Repairs Shall Be Immediately Brought To The Attention Of The Engineer.
- Plan Dimensions And Details Relative To The Existing Structure Have Been Developed From Field Measurements Only, And Are Subject To Nominal Construction Variations. It Shall Be The Contractor's Responsibility To Verify Such Dimensions And Details In The Field And Make Necessary Approved Adjustments Before Construction Or Ordering Materials.
- All Existing Structural Steel That Is To Remain In Place Shall Be Cleaned And Painted Black (Color No. 17038).
- New Structural Steel Shall Be Painted Black (Color No. 17038).
- All New And Repaired Connections Shall Use High Strength Bolts (A325). High Strength A325 Bolts Shall Be Used To Replace Any Missing Or Damaged Bolts Or Rivets.
- Bolt Diameter Shall Be The Greater Of 3/4" Or That Of The Bolt Or Rivet Being Replaced.
- There Is A Utility Cable In Steel Conduit Attached To The Lower Chord Of The North Truss By Clamps On The Lower Chord Batten Plates. The Utility Shall Be Temporarily Supported During Construction.
- Structural Steel Needed = 1520 lbs.
Estimated Bolts Needed = 424 Each

**C.R. 300W OVER PATOKA RIVER
STEEL THRU TRUSS**

1 SPAN @ 144'-0"
15'-8" Clear Roadway
0° SKEW

Date: Mar 20, 2017, 11:46am User Name: vaughn File: S:\projects\110-0007\pke.81_DES_1005846\CAD\FIX\Lower Chord.dwg

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2016
TO BE USED WITH THESE PLANS

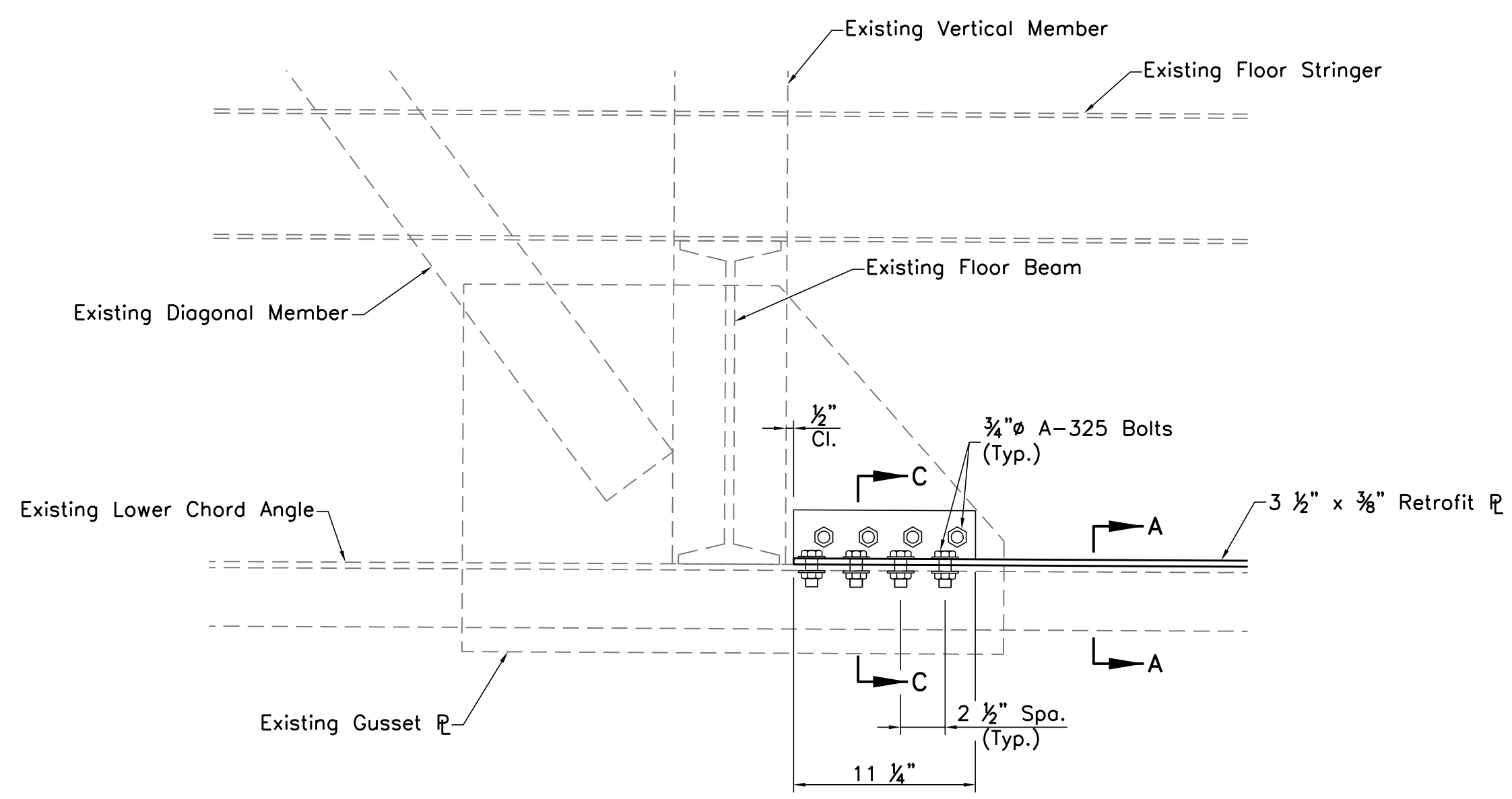
RECOMMENDED FOR APPROVAL _____
DESIGN ENGINEER DATE

DESIGNED: A.C.S. DRAWN: V.C.H.
CHECKED: J.R.G. CHECKED: A.C.S.

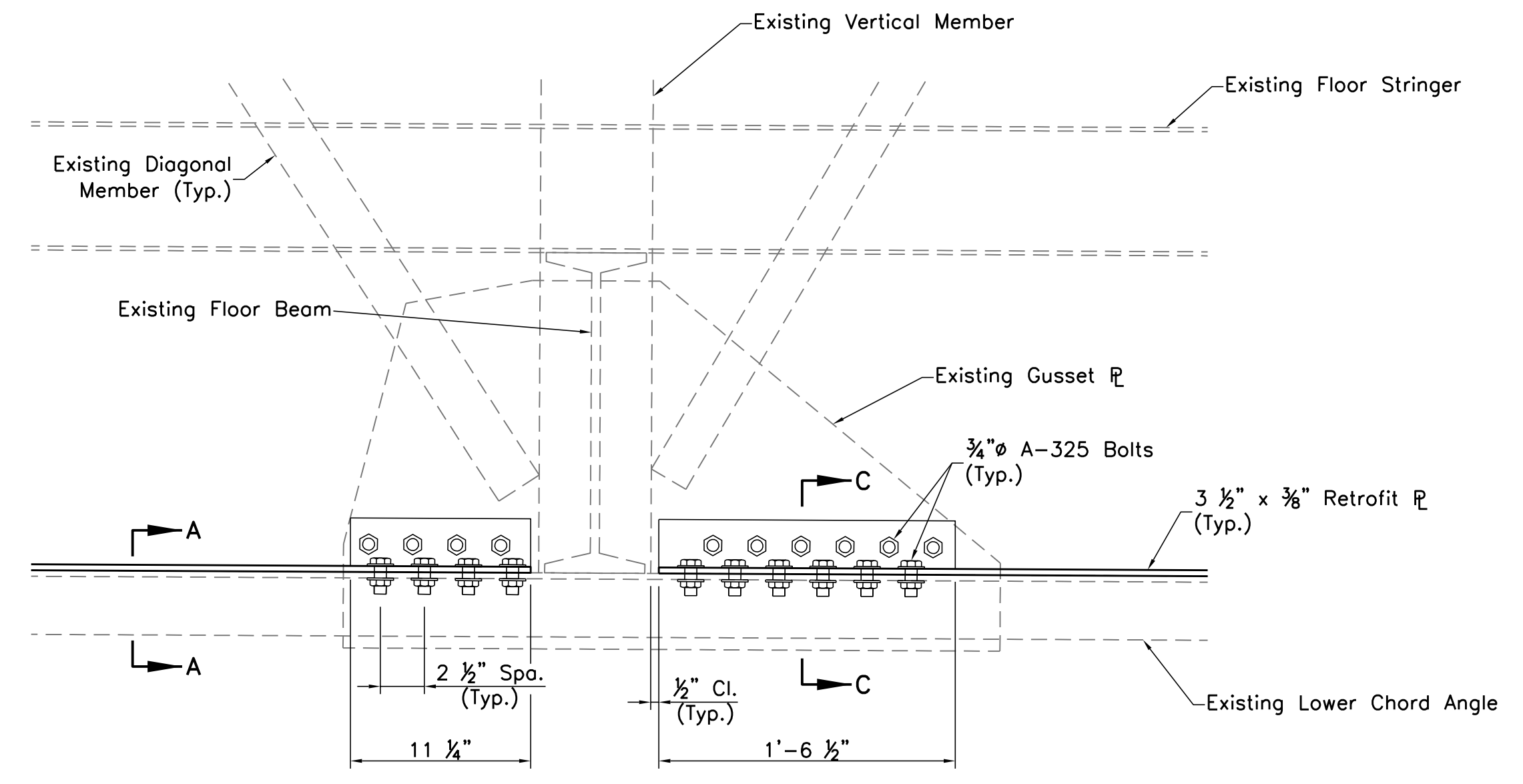
**INDIANA
DEPARTMENT OF TRANSPORTATION**

LOWER CHORD STRENGTHENING

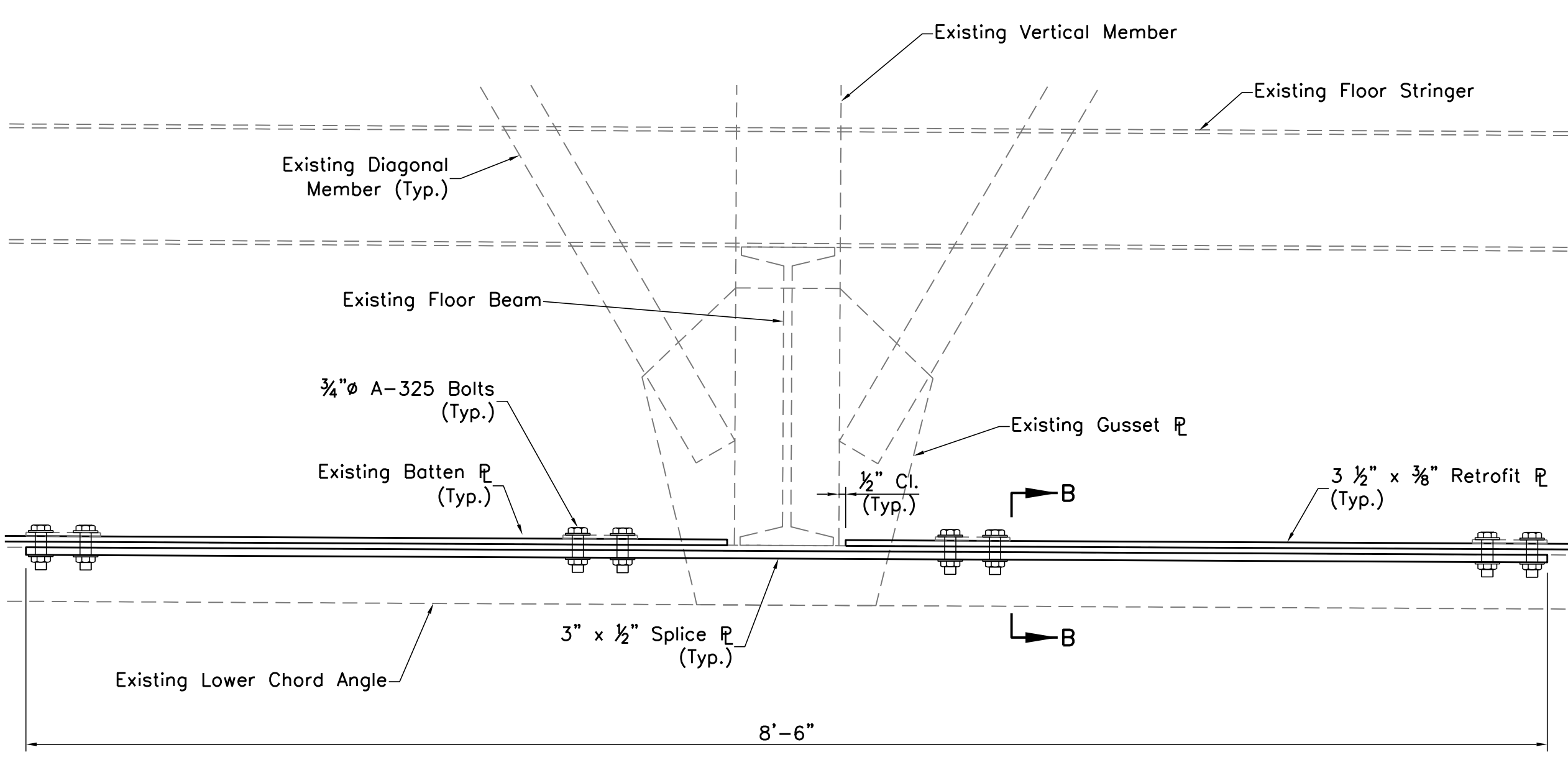
HORIZONTAL SCALE 3/16" = 1'-0"	BRIDGE FILE PIKE CO. BRIDGE #81
VERTICAL SCALE	DESIGNATION
SURVEY BOOK	SHEETS
CONTRACT	1 of 2
	PROJECT



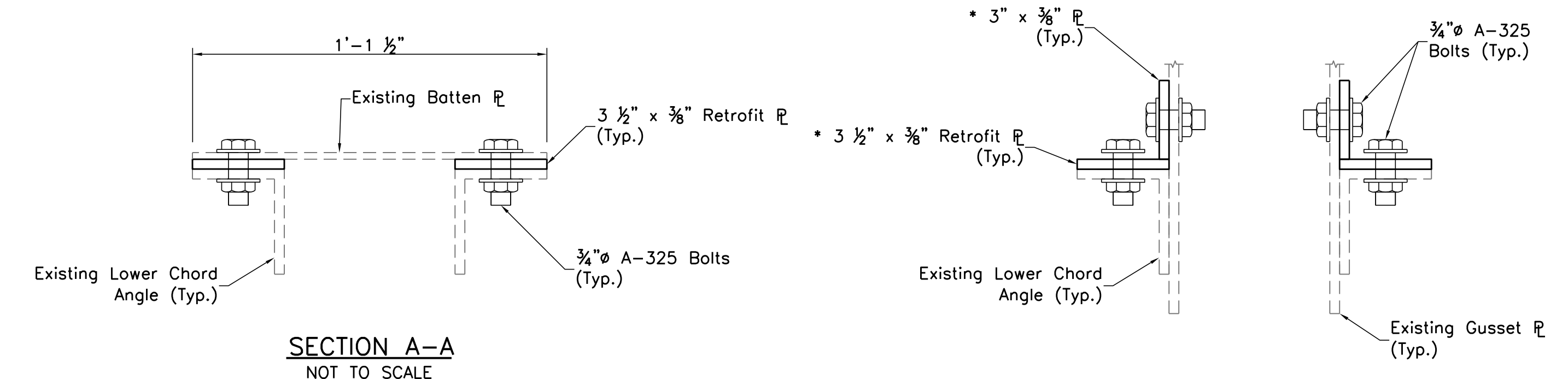
DETAIL "A"
(L2 SHOWN, L6 SIMILAR)
SCALE: 1 1/2"=1'-0"



DETAIL "B"
(L3 SHOWN, L5 SIMILAR)
SCALE: 1 1/2"=1'-0"

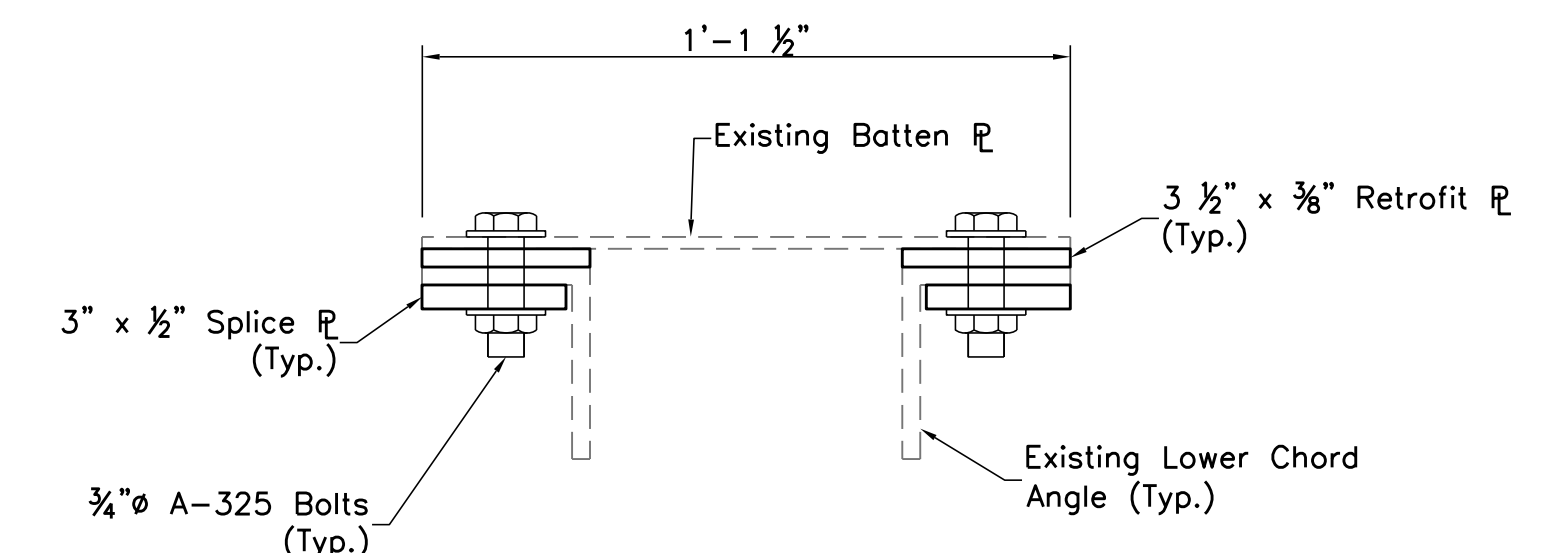


DETAIL "C"
SCALE: 1 1/2"=1'-0"

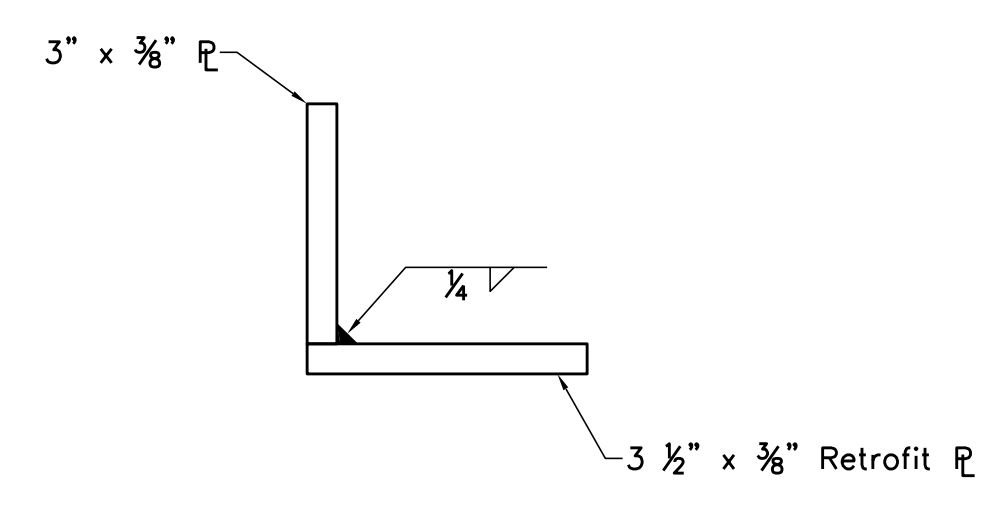


SECTION A-A
NOT TO SCALE

SECTION C-C
NOT TO SCALE



SECTION B-B
NOT TO SCALE



*** WELDED PLATES DETAIL**
NOT TO SCALE

Date: Mar 20, 2017, 11:46am User Name: vaughn
File: S:\Projects\110-0007\PIE 81_DES 1005846\CAD\FIX\Lower Chord.dwg

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE	BRIDGE FILE	
			AS SHOWN	PIKE CO. BRIDGE #81	
DESIGNED: A.C.S.	DRAWN: V.C.H.	LOWER CHORD STRENGTHENING		VERTICAL SCALE	DESIGNATION
CHECKED: J.R.G.	CHECKED: A.C.S.			SURVEY BOOK	SHEETS
				CONTRACT	PROJECT
				2	of 2



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



May 18, 2017

Gary Francis Quigg
Historian-Archaeologist/Section 106 Specialist
Lochmueller Group
6200 Vogel Road
Evansville, Indiana 47715

Federal Agency: Federal Highway Administration ("FHWA")

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

Re: Pike County Bridge 81 (NBI No. 6300061) Retrofit Project, on CR 300W over the Patoka River (Des. No. 1005848; DHPA No. 13483), which will occur subsequent to the rehabilitation of the bridge (INDOT Contract No. B-35717-A) Pursuant to Stipulation I.C. of the "Memorandum of Agreement . . . Regarding I-69 Evansville to Indianapolis Project: Section 2, From SR 64 near Oakland City to US 50 East of Washington in Columbia Township, Gibson County, Jefferson, Washington, Logan Townships, Pike County, and Washington and Veale Townships, Daviess County Indiana"

Dear Mr. Quigg:

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 Indiana Code 14-21-1-18, the staff of the Indiana State Historic Preservation Officer has reviewed your April 21, 2017, letter, with plans enclosed, which we received on April 24.

Thank you for informing us of the proposed retrofit of Pike County Bridge 81. Your letter seems to indicate that the rehabilitation funded by FHWA and INDOT has been completed and states that the proposed retrofit to strengthen the lower chord "will be privately funded." Because no federal or state funds apparently would be used in this retrofitting project, we do not think that we have any responsibility or authority to review the retrofit.

Even so, we do appreciate the effort that is being made (by whom is unclear) to enable Bridge 81 to meet the necessary load capacity requirement. As you know, Bridge 81 is listed in the National Register of Historic Places as a contributing property within the Patoka Bridges Historic District and is classified as a Select Bridge in the *Indiana Historic Bridges Inventory*.

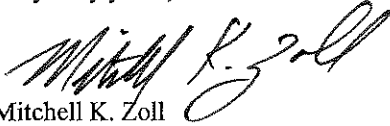
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Department of Natural Resources within two (2) business days. In 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 Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. Questions about the bridge or other structures should be directed to John Carr at (317) 233-1949 or jcarr@dnr.IN.gov.

Gary Francis Quigg
May 18, 2017
Page 2

If there is any future correspondence regarding the Pike County Bridge 81 (NBI No. 6300061) Retrofit Project, please refer to DHPA No. 13483.

Very truly yours,



Mitchell K. Zoll
Deputy State Historic Preservation Officer

MKZ:JLC:WTT:wt

emc: Michelle Allen, Federal Highway Administration, Indiana Division
Anuradha Kumar, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Patrick Carpenter, Indiana Department of Transportation
Shirley Clark, Indiana Department of Transportation
Kia Gillette, Lochmueller Group
Gary Francis Quigg, Lochmueller Group
Jason DuPont, P.E., Lochmueller Group
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.
Beth McCord, Gray & Papc, Inc.
Paul Diebold, Indiana Department of Natural Resources
Holly Tate, Indiana Department of Natural Resources
Wade T. Tharp, Indiana Department of Natural Resources
John Carr, Indiana Department of Natural Resources

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http://www.journalreview.com/news/article_c09d20d6-5de1-11e7-adf0-23e14284ab86.html

Rob Roy bridge to re-open

Cars can't cross until inspection complete

Nick Hedrick nhedrick@jrpress.com Jul 1, 2017



Rob Roy Covered Bridge, which was closed three years ago due to structural problems, will soon re-open to vehicle traffic. Barricades currently block cars from entering.

Nick Hedrick/Journal Review

**Rob Roy Covered
Bridge Grand Re-
opening & Hog Roast**

Three years after the last car crossed its historic span, Rob Roy Covered Bridge will soon re-open to traffic.

Attachment 17

On Sunday, Fountain County residents will gather to rededicate the 157-year-old landmark, which was the only covered bridge in the county still open to vehicle traffic before structural problems shut it down.

A group of neighbors came together to fix the structure and encourage the county to re-open it, pointing to its long history of ferrying residents on their daily travels.

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“We kind of owe it to this bridge to take care of it,” said Duncan Gilmore, vice president of Friends of Rob Roy Covered Bridge, a nonprofit organization that spearheaded the project.

The 105-foot, Howe Truss structure was built in 1860, making it the second-oldest of the county’s three remaining covered bridges. It crosses Big Shawnee Creek.

(Fountain County’s other two covered bridges are in southwest of Veedersburg and Wallace.)

Years of moisture caused Rob Roy’s floor to rot extensively, making the bridge structurally unsafe. County commissioners eventually decided to permanently close the bridge to traffic.

The decision saddened neighboring residents, including Gilmore, who moved to the area in 2007.

What: Rob Roy Covered
Bridge Grand Re-Opening
and Hog Roast

Where: Covered Bridge
Road, Rob Roy

When: 4 to 7 p.m. Sunday.
Ribbon cutting at 4:20 p.m.

Cost: \$8, adult plates; \$5,
children 12 and under

More Info: Pieces of original
wood branded with an
image of the bridge will be
for sale.

All proceeds benefit the Rob
Roy Covered Bridge Fund
through the Western Indiana
Community Foundation.

“We just felt the bridge had way too much historical significance for our community and county to be shut down,” he said.

A fund was set up through the Western Indiana Community Foundation to raise money for repairs. The estimated price tag was \$38,000.

Members spoke to local civic meetings about the bridge’s history and appealed for donations. Then last fall, a pair of anonymous donors came forward, covering most of the repair bill and short-term maintenance.

With money in the bank, the group asked the commissioners to consider re-opening the bridge. Not all commissioners were on board, citing safety concerns.

“They’re just looking out for the safety of their citizens,” Gilmore said. “And we can understand that.”

The plans also met resistance from some residents who didn’t want vehicles back on the bridge. After more discussions, commissioners eventually green-lighted the re-opening late last year.

Repairs began this spring and the final pieces are set to arrive this weekend. Crews also installed a new drainage system.

The county engineer must inspect the bridge and set a weight limit before vehicles can cross.

“We’re guessing within 30 days it will be open,” commissioner Don Hesler said.



General Surgeon
JOINS SURGICAL SPECIALISTS

ALEXANDRA P. TURNER, MD, FACS

Franciscan PHYSICIAN NETWORK
SURGICAL SPECIALISTS

Call Dr. Turner at (765) 361-3011 for an appointment.

**AMENDMENT NO. 1 TO THE MEMORANDUM OF AGREEMENT
AMONG THE U.S. ARMY CORPS OF ENGINEERS, LOUISVILLE DISTRICT,
THE INDIANA STATE HISTORIC PRESERVATION OFFICER,
AND HARRISON COUNTY**

REGARDING

**THE PROPOSED CONSTRUCTION OF A NEW BRIDGE ADJACENT TO THE HISTORIC
HARRISON COUNTY #58 BRIDGE
LRL-2011-151-anr/lma**

WHEREAS, Harrison County, Indiana (Applicant) constructed a new bridge over Indian Creek and a boat ramp (Undertaking); and

WHEREAS, the U.S Army Corps of Engineers, Louisville District (the Corps) issued a Department of the Army (DA) permit (ID. No. 201100151) for impacts to jurisdictional waters of the United States associated with the Undertaking; and

WHEREAS, the Corps determined, and the Indiana State Historic Preservation Officer (INSHPO) concurred, that the Undertaking would have an adverse effect upon Harrison County Bridge #58, which is considered eligible for listing in the National Register of Historic Places; and

WHEREAS, in accordance with 36 C.F.R. § 800.6(a)(1), the District previously notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination, provided the specified documentation, and the ACHP elected not to participate in the consultation pursuant to 36 C.F.R. § 800.6(a)(1)(iii); and

WHEREAS the Corps, the SHPO, and Harrison County executed a memorandum of agreement in September, 2011 to mitigate for the adverse effect on an historic property from the Undertaking; and

WHEREAS, the applicant has proposed an amendment to the Stipulation I of the MOA; and

WHEREAS the Corps, the INSHPO and the Applicant have agreed to amend the MOA to modify the mitigation requirements, which are outlined in Stipulation I of the executed MOA and which have not been completed; and

WHEREAS in accordance with 36 CFR § 800.6(a)(2), the Corps has consulted with the following parties: the Applicant, Indiana Landmarks Southern Regional Office, and the Historic Spans Task Force; and

WHEREAS pursuant to 36 CFR 800.6 (c)(3) the Corps has invited the Applicant to sign the MOA amendment as an invited signatory and the Consulting Parties to concur in this Amendment to the MOA; and

WHEREAS, this document only amends the requirements of Stipulation I in the 2011 MOA. The remaining stipulations in that document are not altered by this amendment and remain in full force and effect; and

NOW, THEREFORE, the Corps and the INSHPO agree that the Corps shall ensure that Stipulation I shall be implemented as amended herein and that the MOA, as amended shall govern the Project and all of its parts until the MOA expires or is terminated and replaced:

STIPULATIONS

Stipulation I is amended by striking the stipulation in its entirety and replacing it with the following stipulation:

- I. RELOCATION, REASSEMBLY AND REHABILITATION
- A. Prior to commencing construction, Harrison County will provide final plans for disassembly, reassembly and rehabilitation to the Corps and INSHPO for review and approval. The Corps will distribute the plans to Indiana Landmarks Southern Regional Office and the Historic Spans Task Force for review and comment. The Corps, the INSHPO Indiana Landmarks and the Historic Spans Task Force shall provide comments on the plans within 30 days of receipt.
 - B. The applicant will carefully disassemble Harrison County Bridge #58 and relocate it from its present location along Valley View Road to Hayswood Park.
 - 1. The applicant will photographically document the disassembly, reassembly, and rehabilitation of Bridge #58. Following completion of the project, the applicant will provide digital copies of the photographs to the Corps, the INSHPO, and a local library or entity approved by the INSHPO.
 - C. The applicant will reassemble, rehabilitate and utilize Harrison County Bridge #58 in its planned project for the extension of Indian Creek Trail. The trail will be extended along the west/north bank of the creek, between an existing trail terminus at the north side of the SR 62 Bridge over the creek and a second terminus located approximately 3,800 feet to the west-northwest. Harrison County Bridge #58 will be used to establish a new Indian Creek Trail crossing of the creek near the location of the second trail terminus.
 - 1. In order to provide context for the bridge, the applicant shall place interpretive signage describing the bridge and the relocation of the bridge in a prominent, visible location on or near the bridge.
 - D. The applicant will rehabilitate Harrison County Bridge #58 in accordance with the Secretary of Interior's Standards for the Treatment of Historic properties, to the extent practicable. The main elements of the Harrison County Bridge #58 rehabilitation will consist of the following activities:
 - 1. The existing open grated deck and bridge rails on Bridge No. 58 will be replaced with timber decking and rails similar to those installed on the Rothrock Bridge when it was relocated to Indian Creek Trail in 2010.
 - 2. With the exception of the open deck and bridge rails, all bridge members that are not suitable for re-use will be replaced in-kind. If the members cannot be replaced in-kind the applicant will consult with the INSHPO on suitable replacements.

3. Debris and invasive vegetation will be removed from the bridge in the spring and in the fall on a yearly basis.
- D. The applicant will notify the INSHPO and the Corps when they intend to begin disassembling the bridge and when the reassembly is complete.

Execution of this amendment and implementation of its terms shall be evidence that the Corps has taken into account the effects of the Undertaking on historic properties.

SIGNATORIES:

U.S. ARMY CORPS OF ENGINEERS CORPS, LOUISVILLE DISTRICT



Lee Anne Devine
Chief, Regulatory Division

9/26/17

Date

Amended Memorandum of Agreement
Harrison County Bridge #58
LRL-2011-151-anr/lma

INDIANA STATE HISTORIC PRESERVATION OFFICER



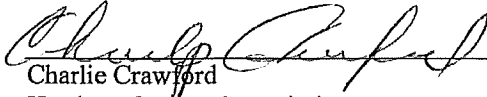
Mitchell Zoll
Deputy State Historic Preservation Officer

9-20-2017
Date

Amended Memorandum of Agreement
Harrison County Bridge #58
LRL-2011-151-anr/lma

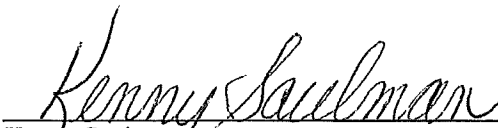
INVITED SIGNATORY

Harrison County



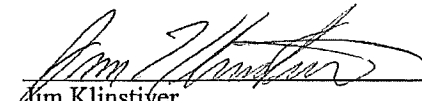
Charlie Crawford
Harrison County Commissioner

9-18-2017
Date



Kenny Saulman
Harrison County Commissioner

9-18-2017
Date



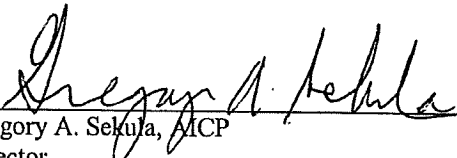
Jim Klinstiver
Harrison County Commissioner

9-18-2017
Date

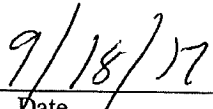
Amended Memorandum of Agreement
Harrison County Bridge #58
LRL-2011-151-anr/lma

CONCURRING PARTY

Indiana Landmarks Southern Regional Office



Gregory A. Sekula, MCP
Director

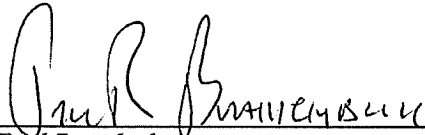


Date

Amended Memorandum of Agreement
Harrison County Bridge #58
LRL-2011-151-anr/lma

CONCURRING PARTY

Historic Spans Task Force



Paul Brandenburg
Chairman

26 - SEPTEMBER - 2017
Date