



# INDIANA DEPARTMENT OF TRANSPORTATION

**Annual Report for 2019**  
**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 Bridges PA)**

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

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

**January 30, 2020**

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 Bridges 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 categories beyond the minimum requirement to provide a list of bridges that “have been processed [by INDOT/FHWA] during the previous calendar” are 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 2019
- 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
- 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 30, 2020. Please forward any comments or corrections to Mary Kennedy via email: [mkennedy@indot.in.gov](mailto:mkennedy@indot.in.gov).

# Part I

Part I. List of Select and Non-Select Bridges that have been processed or for which actions came to light during 2019

The following table lists the bridges for which the Indiana Department of Transportation (INDOT) Cultural Resources Office (CRO) has knowledge of actions occurring from January 2019 through January 2020. Additionally some other entries are for actions that took place prior to 2019, 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 Section 106-related documents for projects receiving FHWA funding and/or being processed under the Historic Bridges PA can be found in INDOT's public Section 106 document posting website: IN SCOPE. The project designation number (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/>. Those with interest in projects listed in the report as having no environmental work initiated yet should check IN SCOPE periodically, as the project documents will be placed there when the work commences.

**Historic Bridge PA - Annual Update - Actions Taken, Jan 2019 through Jan 2020**

Bridge	Action Taken	Support Documentation	Additional Comments
Newton County Bridge No. K2 (NBI No. 5600113), East Allen St. over Kent Ditch, Newton County	Non-Select Bridge replaced with local funds	SHPO letter dated 02/20/19 (See Attachment 1)	US Army Corps of Engineers is lead agency INDOT Des. No. 1802117 (Community Crossings Matching Grant Project)
DeKalb County Bridge No. 3 (Spencerville Covered Bridge; NBI No. 1700004), Mill Street over St. Joseph River, DeKalb County	Rehabilitation proposed for this Select Bridge with local funds	SHPO letter dated 11/16/19 (See Attachment 2)	US Army Corps of Engineers is lead agency
INDOT Bridge No. 218-08-03279 (NBI No. 28910), SR 218 over Paint Creek, Carroll County	Minor rehabilitation project for this Select Bridge exempt from Section 106 review under the Minor Projects Programmatic Agreement (MPPA) between the FHWA, SHPO & INDOT-- under Category B Item 6; Also state-funded project review process completed for this Select Bridge under IC 14-21-1-18 & 312 IAC 20-4-9	DNR-DHPA letter of clearance dated 06/11/19 (See Attachment 3); Other project documents can be found on the INSCOPE website by searching under the des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1701151
INDOT Bridge No. 036-83-03492C (NBI No. 11480), US 36 over Wabash River, Vermillion County	Bridge painting project for this Select Bridge exempt from Section 106 review under the Minor Projects Programmatic Agreement (MPPA) between the FHWA, SHPO & INDOT-- under Category B Item 6; Also state-funded project review process completed for this Select Bridge under IC 14-21-1-18 & 312 IAC 20-4-9	DNR-DHPA letter of clearance dated 05/24/19 (See Attachment 4); Other project documents can be found on the INSCOPE website by searching under the des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1800417
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 concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 09/10/19 (See Attachment 5); Other project documents can be found on the INSCOPE website by searching under the des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 9680560
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 concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 03/27/19 (See Attachment 6); Other project documents can be found on the INSCOPE website by searching under the des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1173265

**Historic Bridge PA - Annual Update - Actions Taken, Jan 2019 through Jan 2020**

Bridge	Action Taken	Support Documentation	Additional Comments
INDOT Bridge No. 041-26-03917E (NBI No. 14560), US 41 over White River, Gibson County	Section 106 process for project involving this Non-Select Bridge concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 01/31/19 (See Attachment 7); Other project documents can be found on the INSCOPE website by searching under the des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1500704
Marion County Bridge No. 2527L (NBI No. 4900240), Senate Avenue over Fall Creek, Indianapolis, Marion County	Section 106 process for project involving this Select Bridge concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 02/04/19 (See Attachment 8); Other project documents can be found on the INSCOPE website by searching under the des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1401721
INDOT Bridge No. 105-35-05447A (NBI No. 25280), SR 105 over Salamonie River - Reservoir, Huntington County	Section 106 process for project involving this Select Bridge concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 10/17/19 (See Attachment 9); Other project documents can be found on the INSCOPE website by searching under the des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1401751
Marion County Bridge No. 2517F (NBI No. 4900229), Commerce Drive over Pogues Run, Indianapolis, Marion County	Section 106 process for project involving this Select Bridge concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 07/17/19 (See Attachment 10); Other project documents can be found on the INSCOPE website by searching under the des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1600988
Marion County Bridge No. 2414F (NBI No. 4900620), Washington St. over Big Eagle Creek, Indianapolis, Marion County	Section 106 process for project involving this Select Bridge concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 10/07/19 (See Attachment 11); Other project documents can be found on the INSCOPE website by searching under the des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1700933
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 concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 02/05/19 (See Attachment 12); Other project documents can be found on the INSCOPE website by searching under the des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. Nos. 1383291 & 1383292
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 concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 10/07/19 (See Attachment 13); Other project documents can be found on the INSCOPE website by searching under the des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1600992

**Historic Bridge PA - Annual Update - Actions Taken, Jan 2019 through Jan 2020**

Bridge	Action Taken	Support Documentation	Additional Comments
INDOT Bridge No. 027-89-03748 (NBI No. 7210), US 27 over East Fork Whitewater River, Richmond, Wayne County	Railing repair work for this Non-Select Bridge exempt from Section 106 review under the Minor Projects Programmatic Agreement (MPPA) between the FHWA, SHPO & INDOT-- under Category A Item 13 and Category B Item 6; Also state-funded project review process completed for this Select Bridge under IC 14-21-1-18 & 312 IAC 20-4-9	DNR-DHPA letter of clearance dated 11/14/19 (See Attachment 14); Other project documents can be found on the INSCOPE website by searching under the des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1902181
Jackson County Bridge No. [005] (Shieldstown Covered Bridge) (NBI No. XX021), Shields Road over East Fork White River, Jackson County	Rehabilitation work on this Select bridge completed	News article dated 11/07/19 (See Attachment 15)	INDOT Des. No. 0710687
Jackson County Bridge (Medora Covered Bridge) (NBI No. XX012), Old SR 235 over East Fork White River, Jackson County	Security cameras installed on this Select Bridge	News article dated 09/13/19 (See Attachment 16)	N/A
DeKalb County Bridge No. 134 (formerly NBI No. 1700135), formerly CR 75 over CSX Railroad, DeKalb County	Potential reuse under development for this Select Bridge that is currently dismantled and in storage	News articles dated 08/28/19 & 01/13/20 (See Attachment 17)	N/A
Shelby County Bridge No. 13 (NBI No. 7300013), formerly CR 875 W over Buck Creek, Shelby County	Select Bridge relocated and rehabilitated on local trail system at local park.	News article dated 08/06/19 (See Attachment 18)	INDOT Des. Nos. 0100361 & 1592859
INDOT Bridge No. P000-40-07088 (NBI No. 60380), Park Road over Muscatatuck River, Crosley Fish & Wildlife Area, Jennings County	Non-Select Bridge currently closed to traffic due to hole in deck	Bridge inspection information and DNR website advisory (See Attachment 19)	N/A
Delaware County Bridge No. 85 (formerly NBI No. 1800070), formerly CR 800 E over the Mississinewa River, Delaware County	Select Bridge moved to trail system in Muncie	News article dated 06/17/19 (See Attachment 20)	N/A
Ripley County Bridge No. [81] (Otter Creek Covered Bridge; NBI No. 6900064), CR 850 W over Otter Creek, Ripley County	Select Bridge repaired with local funds	News article dated 05/23/19 & County Commissioners' 07/29/19 Meeting Minutes (See Attachment 21)	N/A

**Historic Bridge PA - Annual Update - Actions Taken, Jan 2019 through Jan 2020**

<b>Bridge</b>	<b>Action Taken</b>	<b>Support Documentation</b>	<b>Additional Comments</b>
LaPorte County Bridge No. 505 (NBI No. 4600143), Franklin Street over Trail Creek, Michigan City, LaPorte County	Select Bridge minorly damaged by vehicular incident	News article dated 08/03/19 (See Attachment 22)	N/A
Marion County Bridge No. 1715F (NBI No. 4900135), Cold Spring Road over Crooked Creek, Indianapolis, Marion County	Rehabilitation proposed for this Non-Select Bridge with local funds	Indianapolis Department of Public Works 2019 Roadway Capital Improvement Program (See Attachment 23)	N/A
Marion County Bridge No. 2520L (NBI No. 4900233), Oriental Street over Pogue's Run, Indianapolis, Marion County	Rehabilitation proposed for this Non-Select Bridge with local funds	Indianapolis Department of Public Works 2019 Roadway Capital Improvement Program (See Attachment 23)	N/A
Marion County Bridge No. 1801F (NBI No. 4900140), 38th St. over Fall Creek, Indianapolis, Marion County	Modifications proposed to this Select Bridge as part of the Fall Creek Greenway Extension Project and the IndyGo Purple Line Bus Rapid Transit Project	Project documents for Fall Creek Greenway Extension Project can be found on INSCOPE website by searching by des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> ); Project documents for Purple Line project can be found on FTA website ( <a href="https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/environmental-decision-documents">https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/environmental-decision-documents</a> )	INDOT Des. No. 1600986 (Fall Creek Greenway Extension Project) Federal Transit Administration, Region V is lead agency for Purple Line project
Marion County Bridge No. 2501F (NBI No. 4900213), Capitol Ave. over Fall Creek, Indianapolis, Marion County	Modifications proposed to this Select Bridge as part of the Fall Creek Trail Extension Project	Project documents can be found on INSCOPE website by searching by des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1600987
INDOT Bridge No. 075-08-03653B (NBI No. 24970), SR 75 over Wildcat Creek, Carroll County	Section 106 process for project involving this Non-Select Bridge in progress under the HBPA procedures	Project documents can be found on INSCOPE website by searching by des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1601029
Jennings County Bridge No. 76 (NBI No. 4000069), CR 800 S over Big Graham Creek, Jennings County	Section 106 process for project involving this Non-Select Bridge in progress under the HBPA procedures	Project documents can be found on INSCOPE website by searching by des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1600797
Marion County Bridge No. 1104F (NBI No. 4900071), Kessler Blvd. West Drive over White River, 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 INSCOPE website by searching by des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1600994
Putnam County Bridge No. 276 (NBI No. 6700217), CR 400 W over Conrail RR, Putnam County	Section 106 process for project involving this Non-Select Bridge in progress under the HBPA procedures	Project documents can be found on INSCOPE website by searching by des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1800245



**Historic Bridge PA - Annual Update - Actions Taken, Jan 2019 through Jan 2020**

<b>Bridge</b>	<b>Action Taken</b>	<b>Support Documentation</b>	<b>Additional Comments</b>
Jackson County Bridge No. 154 (NBI No. 3600099), CR 300S over Rider Ditch, Jackson County	Section 106 process for project involving this Non-Select Bridge in progress under the HBPA procedures	Project documents can be found on INSCOPE website by searching by des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1703020
INDOT Bridge No. 026-38-03430A (NBI No. 7040), SR 26 over Salamonie River, Jay County	Section 106 process for project involving this Non-Select Bridge in progress under the HBPA procedures	Project documents can be found on INSCOPE website by searching by des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1600828
Boone County Bridge No. 41 (NBI No. 0600028), CR 200 E over Sugar Creek, Boone County	Section 106 process for project involving this Non-Select Bridge in progress under the HBPA procedures	Project documents can be found on INSCOPE website by searching by des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1600773
Greene County Bridge No. 272 (NBI No. 2800176), CR 200 N over Indiana Railroad Company, Greene County	Section 106 process for project involving this Non-Select Bridge in progress under the HBPA procedures	Project documents can be found on INSCOPE website by searching by des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1600888
Marion County Bridge No. 0409F (NBI No. 4900491), Keystone Avenue over White River, 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 INSCOPE website by searching by des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1801439
Clinton County Bridge No. 36 (NBI No. 1200042), CR 950 W over South Fork Wildcat Creek, Clinton 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. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1600769
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. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1700438
INDOT Bridge No. 040-67-01838B (NBI No. 13740), US 40 over Sallust Branch, Putnam 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. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1601094
INDOT Bridge Number (421)39-12-01792B (NBI No. 32200), US 421 over S. Fork Wildcat Creek, Clinton 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. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1593276
Marion County Bridge No. 1705F (NBI No. 4900125), 30th St. over the White River, Indianapolis, Marion 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. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1700925

**Historic Bridge PA - Annual Update - Actions Taken, Jan 2019 through Jan 2020**

<b>Bridge</b>	<b>Action Taken</b>	<b>Support Documentation</b>	<b>Additional Comments</b>
Vigo County Bridge No. 77 (NBI No. 8400056), French Drive over Prairie Creek, Vigo 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. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1700439
Rush County Bridge No. 94 (Smith Covered Bridge; NBI No. 7000084), CR 150 N over Flatrock River, Rush 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. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1702753
Vanderburgh County Bridge No. 620 (NBI No. 8200007), Franklin Street over Pigeon Creek, Evansville, Vanderburgh 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. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1802048
Warrick County Bridge No. 310 (NBI No. 8700147), Myers Road over Caney Creek, Warrick 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. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1802906
Vigo County Bridge No. 37 (NBI No. 8400021), Farmersburg Street over Turman Creek, Vigo 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. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1700437
INDOT Bridge No. 027-38-06182B (NBI No. 007350), US 27 over Salamonie River, Portland, Jay 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. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1702940
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. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1593274
Lawrence County Bridge No. 150 (NBI No. 4700111), Mill Creek Rd. over CSX Railroad, Lawrence County	Section 106 process for project involving this Select Bridge in progress; HBPA does not apply	Project documents can be found on INSCOPE website by searching by des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1600889
Crawford County Bridge No. 42 (NBI No. 1300033), South Alton Rd. over Mill Creek, Crawford County	Section 106 process for project involving relocation of this Select Bridge in progress	Project documents can be found on INSCOPE website by searching by des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1800979

**Historic Bridge PA - Annual Update - Actions Taken, Jan 2019 through Jan 2020**

Bridge	Action Taken	Support Documentation	Additional Comments
INDOT Bridge No. (12)912-45-02352B (NBI No. 33080), US 12 & SR 912 over EJ&E Railroad, Gary Ave. & Dr.	Painting project for this Non-Select Bridge that INDOT recommends as no longer NRHP-eligible due to previous rehabilitation work (Des. No. 0201063) exempt from Section 106 review under the Minor Projects Programmatic Agreement (MPPA) between the FHWA, SHPO & INDOT	Project documents can be found on INSCOPE website by searching by des. no. ( <a href="http://erms.indot.in.gov/Section106Documents/">http://erms.indot.in.gov/Section106Documents/</a> )	INDOT Des. No. 1700295
INDOT Bridge No. 046-03-03782BWBL (NBI No. 10340), SR 46 WBL over East Fork White River, Columbus, Bartholomew County	Thin bridge deck overlay & railing repair project for this Non-Select Bridge exempt from Section 106 review under the Minor Projects Programmatic Agreement (MPPA) between the FHWA, SHPO & INDOT--under Category A Item 6 and Category A Item 13	Nothing of note to include with this report	INDOT Des. No. 1800724
INDOT Bridge No. 017-09-04177B (NBI No. 4410), SR 17 (Third St.) over Eel River, Logansport, Cass County	Thin bridge deck overlay & surface sealing of the sidewalks, bridge railings, and railing transitions for this Non-Select Bridge exempt from Section 106 review under the Minor Projects Programmatic Agreement (MPPA) between the FHWA, SHPO & INDOT--under Category A Item 6 and Category A Item 13	Nothing of note to include with this report	INDOT Des. No. 1800808
Boone County Bridge No. 32 (NBI No. 0600022), CR 350 W over Sugar Creek, Boone County	Rehabilitation proposed for this Select Bridge with local funds	Nothing of note to include with this report	INDOT Des. No. 1802167 (Community Crossings Matching Grant Project)
Decatur County Bridge No. 89 (NBI No. 1600069), CR 180 E over Lost Fork Sand Creek, Decatur County	Select Bridge was replaced in 2017 with local funds	Nothing of note to include with this report	Information obtained from NBI data
Decatur County Bridge No. 159 (NBI No. 1600133), CR 1300 S over Millstone Creek, Decatur County	Non-Select Bridge was replaced in 2018 with local funds	Nothing of note to include with this report	Information obtained from NBI data

**Historic Bridge PA - Annual Update - Actions Taken, Jan 2019 through Jan 2020**

<b>Bridge</b>	<b>Action Taken</b>	<b>Support Documentation</b>	<b>Additional Comments</b>
Lawrence County Bridge No. 139 (NBI No. 4700106), Saddle Barn Rd. over Leatherwood Creek, Lawrence County	Select Bridge was repaired in 2018-2019 with local funds & reopened	Nothing of note to include with this report	Information obtained from NBI data
Greene County Bridge No. 188 (NBI No. 2800129), CR 1450 W over Black Creek, Greene County	Non-Select Bridge closed	Nothing of note to include with this report	Information obtained from NBI data
Marion County Bridge No. 1111L (NBI No. 4900078), Illinois Street over IWC Canal, Indianapolis, Marion County	Non-Select Bridge repaired (substructure patching and railing work) in 2018 with local funds	Nothing of note to include with this report	Information obtained from NBI data
Rush County Bridge No. 112 (NBI No. 7000101), Offutt Bridge Rd. over Little Blue River, Rush County	Select Bridge rehabilitated with local funds in 2019 and reopened	Nothing of note to include with this report	Information obtained from NBI data
Benton County Bridge No. 37 (NBI No. 400024), CR 500 N over Big Pine Creek Ditch, Benton County	Select Bridge replaced with local funds in 2019	Nothing of note to include with this report	Information obtained from NBI data
Putnam County Bridge No. 71 (NBI No. 6700057), CR 500 E over Clear Creek, Putnam County	Non-Select Bridge closed	Nothing of note to include with this report	Information obtained from NBI data
Posey County Bridge No. 58 (NBI No. 6500198), Eastville Road over Black River, Posey County	Select Bridge closed	Nothing of note to include with this report	Information obtained from NBI data
Spencer County Bridge No. 238 (NBI No. 7400237), CR 300 E over North Fork Little Pigeon Creek, Spencer County	Select Bridge replaced with local funds in 2019	Nothing of note to include with this report	Information obtained from NBI data
Spencer County Bridge No. 259 (NBI No. 7400196), CR 1100 E over Branch Middle Fork Crooked Creek, Spencer County	Non-Select Bridge replaced with local funds in 2019	Nothing of note to include with this report	Information obtained from NBI data
Owen County Bridge No. 158 (NBI No. 6000116), CR 200 S over McBride Branch, Owen County	Non-Select Bridge replaced with local funds in 2019	Nothing of note to include with this report	Information obtained from NBI data
Owen County Bridge No. 144 (NBI No. 6000105), CR 310 W over Branch of Lick Creek, Owen County	Non-Select Bridge closed	Nothing of note to include with this report	Information obtained from NBI data
Owen County Bridge No. 83 (NBI No. 6000058), CR 75 S over West Fork of Fish Creek, Owen County	Select Bridge replaced with local funds in 2019	Nothing of note to include with this report	Information obtained from NBI data

**Historic Bridge PA - Annual Update - Actions Taken, Jan 2019 through Jan 2020**

<b>Bridge</b>	<b>Action Taken</b>	<b>Support Documentation</b>	<b>Additional Comments</b>
Miami County Bridge No. 110 (NBI No. 5200087), CR 1100 S over Russell Ditch, Miami County	Select Bridge replaced with local funds in 2019	Nothing of note to include with this report	Information obtained from NBI data
Clinton County Bridge No. 195 (NBI No. 1200151), CR 200 E over Robinson Branch, Clinton County	Non-Select Bridge had superstructure replacement with local funds in 2019	Nothing of note to include with this report	Information obtained from NBI data
Clinton County Bridge No. 509 (NBI No. 1200001), Clay Street over Prairie Creek, Clinton County	Select Bridge rehabilitated with local funds in 2017: significant patching to the concrete arch, new wingwalls, new sidewalks	Nothing of note to include with this report	Information obtained from NBI data
Hendricks County Bridge No. 227 (NBI No. 3200173), CR 600 S over E. Fork White Lick Creek, Hendricks County	Non-Select Bridge closed	Nothing of note to include with this report	Information obtained from NBI data
Jennings County Bridge No. 24 (NBI No. 4000023), CR 75 W over Fish Creek, Jennings County	Non-Select Bridge replaced with local funds in 2019	Nothing of note to include with this report	Information obtained from NBI data
Fountain County Bridge No. 211 (NBI No. 2300140), Weaver Road over Sugar Mill Creek, Fountain County	New treated timber deck installed on this Non-Select Bridge with local funds	Nothing of note to include with this report	Information obtained from NBI data
Fountain County Bridge No. 143 (NBI No. 2300113), CR 300 E over Big Shawnee Creek, Fountain County	Work done to this Select Bridge with local funds: repairs made to truss, abutments & wingwalls in 2018; new timber deck installed in 2019	Nothing of note to include with this report	Information obtained from NBI data
Fountain County Bridge No. 62 (NBI No. 2300050), CR 270 E over East Fork of Coal Creek, Fountain County	Bottom of deck, girders, and piers of this Select Bridge patched with concrete in 2019 with local funds	Nothing of note to include with this report	Information obtained from NBI data
Orange County Bridge No. 102 (NBI No. 5900070), CR 175 E over Patoka River, Orange County	Non-Select Bridge closed	Nothing of note to include with this report	Information obtained from NBI data
Wayne County Bridge No. 701 (NBI No. 8900215), South G Street over Whitewater River, Richmond, Wayne 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. 1802930
INDOT Bridge No. 075-08-03486 (NBI No. 24960), SR 75 over Middle Fork Wildcat 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. 1703010

**Historic Bridge PA - Annual Update - Actions Taken, Jan 2019 through Jan 2020**

<b>Bridge</b>	<b>Action Taken</b>	<b>Support Documentation</b>	<b>Additional Comments</b>
INDOT Bridge No. 225-79-04016F (NBI No. 29150), SR 225 over Wabash River, Tippecanoe 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. 1593270
INDOT Bridge No. (933)31-71-03690 (NBI No. 11046), SR 933 over St. Joseph River, South Bend, St. Joseph County	Project established for this Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1900011
Clinton County Bridge No. 55 (NBI No. 1200059), CR 250 W over Kilmore 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. 1802895
INDOT Bridge No. 025-09-03841 (NBI No. 6490), SR 25 over Harvey Creek, Cass 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. 1702999
INDOT Bridge No. 028-68-04065 (NBI No. 7830), SR 28 over Mississinewa River, Randolph 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. 1702878
Jackson County Bridge No. 197 (NBI No. 3600132), CR 100S over McHargue Ditch, Jackson 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. 1703018
INDOT Bridge No. 912-45-06596B (NBI No. 33035), Ramp B over Ramp B, East Chicago, Lake 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. 1703012
INDOT Bridge No. 046-15-01987A (NBI No. 17540), SR 46 over Whitewater River, Dearborn 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. 1383721
Wells County Bridge No. 106 (NBI No. 9000080), CR 100 N over Rock Creek, Wells 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. 1702735
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

## Part II

## Part II. Select Bridges that have been replaced

As outlined in the following table, INDOT-CRO has knowledge of twenty-six (26) 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 Bridges 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 in 2015 (and, thus, no longer Select).

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	NBI data	N/A
Benton	00037	0400024	CR 500 N	Big Pine Creek Ditch	Replaced	2019	NBI data	N/A
Boone	00018	0600011	CR 950 W	Goldsberry Creek	Replaced	2009	NBI data	N/A
Clark	00063	1000053	Elrod Rd.	Silver Creek	Replaced	2014	NBI data 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	NBI data	N/A
Decatur	00089	1600069	CR 180 E	Lost Fork Sand Creek	Replaced	2017	NBI data	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	NBI data shows the bridge has been removed	1173242 (eliminated)
Gibson	00402	2600283	Antioch Church Rd.	Black River	Replaced	2012	NBI data	N/A
Jay	00062	3800175	CR 850 E	Limberlost Creek	Replaced	2012	NBI data	N/A
Lawrence	00020	4700122	Old SR 37	Gulletts Creek	Replaced	2012	NBI data	0201241 (eliminated)
Lawrence	00080	4700053	Twin Bridges Rd.	Branch of Rock Lick Creek	Replaced	2012	NBI data	N/A
Madison	00087	4800077	CR 700 N	Little Killbuck Creek	Replaced	2009	NBI data	N/A
Miami	00110	5200087	CR 1100 S	Russell Ditch	Replaced	2019	NBI data	N/A
Newton	000K3	5600114	Kent St. (Old US 41)	Kent Ditch	Replaced	2016	NBI data	N/A
Orange	00034	5900024	CR 350 W	Lick Creek	Replaced	2008	NBI data	N/A
Owen	00059	6000048	CR 450 E	McCormick's Creek	Replaced	2017	NBI data	N/A
Owen	00083	6000058	CR 75 S	West Fork of Fish Creek	Replaced	2019	NBI data	N/A
Posey	00163	6500238	Huey Rd	Branch of Big Creek	Replaced	2012	NBI data	N/A
Shelby	00097	7300088	Edinburgh Rd.	Branch of Big Blue River	Replaced	2014	NBI data	N/A

### Select Bridges That Have Been Replaced

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.
Shelby	00136	7300124	CR 200 E	S. Fork Lewis Creek	Replaced	2013	NBI data	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
Spencer	00238	7400237	CR 300 E	North Fork Little Pigeon Creek	Replaced	2019	NBI data	N/A
Tipton	00009	8000009	CR 1050 W	Wilbert Crum Ditch	Replaced	2010	NBI data	N/A
Tipton	00059	8000051	CR 400 E	Schlater Ditch	Replaced	2010	NBI data	N/A
Wells	00074	9000058	CR 400 W	Rock Creek	Replaced	2010	NBI data	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 ninety-six (96) Non-Select Bridges that have been replaced or are currently proposed for replacement. These bridges have been demolished or soon will be demolished. A bridge “proposed for replacement” is not added to this list until the public hearing for the proposed project has been held and certified, per the procedures of the Historic Bridges PA. Until that point, the preferred alternative has not yet been finalized. 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.

**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	2020	Section 106 documents	0400587
Bartholomew	00001	0300003	CR 500 S	Bear Creek	Replaced	2010	NBI data	N/A
Bartholomew	00130	0300121	CR 1100 S	East Fork White Creek	Replaced	2009	NBI data	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	Section 106 documents & NBI data	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	NBI data	N/A
Cass	(25)24-09-04178A	6000	SR 25/Market St.	Eel River	Replaced	2019	Section 106 documents	1173393
Clark	403-10-01941A	32000	SR 403	Silver Creek	Replaced	2017	Section 106 documents	0800072
Clay	00122	1100100	CR 650 W	Big Slough Creek	Replaced	2017	NBI data	N/A
Clay	046-11-01313A	17020	SR 46	Birch Creek	Replaced	2014	Section 106 documents	0800838
Clinton	00195	1200151	CR 200 E	Robinson Branch	Superstructure Replaced	2018	NBI data	N/A
Crawford	00011	1300008	Bacon Hollow Rd	Whiskey Run	Replaced	2008	NBI data	N/A
Crawford	00043	1300071	Beechwood Rd.	Little Blue River	Proposed for replacement	2020	Section 106 documents	1400825; not processed under Historic Bridge PA

**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.
Crawford	00129	1300069	Main St.	Southern Railroad	Replaced	2016	Section 106 documents & NBI data	0901105; not processed under Historic Bridge PA
Dearborn	00024	1500021	Cold Spring Rd.	Lee's Branch/S. Hogan Creek	Replaced	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
Decatur	00159	1600133	CR 1300 S	Millstone Creek	Replaced	2018	NBI data	N/A
Delaware	00107	1800089	CR 700 N	Mississinewa River	Replaced	2011	NBI data	0301001 (eliminated)
Delaware	00161	1800136	CR 170 S	White River	Proposed for replacement	2020	Section 106 documents	9680560
Dubois	00055	1900045	Cuzco Rd. W	Davis Creek	Replaced	2012	NBI data	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
Floyd	00023	2200022	John Pectol Rd.	Big Indian Creek	Replaced	2013	Section 106 documents	8676620

**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.
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
Fountain	00104	2300081	CR 200 E	North Fork of Coal Creek	Replaced	2009	NBI data	N/A
Fountain	00126	2300099	CR 670 W	Mallory Branch	Replaced	2018	NBI data	N/A
Franklin	046-24-03124A	17430	SR 46	Laughery Creek	Proposed for replacement	2020**Counted as loss in Select tally due to its original designation	Section 106 documents	1296697
Greene	00021	2800014	CR 270 E	Richland Creek	Replaced	2009	Section 106 documents & NBI data	0200727; SHPO letter of 3/11/2003 states bridge is not NRHP eligible; finding of "No Historic Properties Affected" signed by FHWA 10/15/2003; not processed under Historic Bridge PA
Greene	00024	2800016	CR 390 N	Richland Creek	Replaced	2014	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.
Greene	00110	2800074	CR 150 E	Plummer Creek	Replaced	2017	NBI data	N/A
Greene	00255	2800204	CR 1400 E	Indiana RR	Replaced	2010	NBI data	N/A
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	Replaced	2018	Section 106 documents	1383451
Hendricks	00272	3200214	CR 550 W	Conrail RR	Replaced	2016	Section 106 documents	0800717
Howard	00508	3400126	Park Ave.	Kokomo Creek	Replaced	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	NBI data	N/A
Jennings	00015	4000015	CR 400 N	Mutton Creek	Replaced	2010	NBI data	N/A
Jennings	00024	4000023	CR 75 W	Fish Creek	Replaced	2019	NBI data	N/A
Jennings	00082	4000074	CR 600 S	Bear Creek	Replaced	2013	NBI data	N/A
Knox	00377	4200147	Overhead Rd.	CSX RR	Replaced	2009	NBI data	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	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.
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
Lawrence	00054	4700029	Jasper McKeaigg Rd.	Guthrie Creek	Replaced	2018	NBI data	N/A
Lawrence	00068	4700042	Henderson Creek Rd.	Little Salt Creek	Replaced	2010	NBI data	N/A
Lawrence	00079	4700052	Twin Bridges Rd.	Branch of Rock Lick Creek	Replaced	2012	NBI data	N/A
Marion	1501F	4900100	Dandy Trail	Eagle Creek	Replaced	2019	Section 106 documents	1401722
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
Marion	3216L	4900315	Garfield Park Road (Pagoda Dr)	Pleasant Run	Replaced	2019	Section 106 documents	1401724
Marion	4101F	4900390	Franklin Rd	Miller Ditch	Proposed for replacement	2015**N ot yet counted as loss in grand tally since it's still extant	US Army Corps of Engineers & SHPO communications	N/A
Martin	00022	5100006	Cale Rd. (Mt. Olive Rd.)	Sulphur Creek	Replaced	2010	NBI data	N/A
Martin	00073	5100040	Rusk Road	Lost River	Disassembled and moved to new location/use in Texas	2013	Discussion found on Bridge Hunter Website: <a href="http://bridgehunter.com/in/martin/5100040/">http://bridgehunter.com/in/martin/5100040/</a>	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.
Martin	000137	5100061	Deep Cut Connector (Historic Bridge Inventory Documents list Dale Courtwright Rd)	Beaver Creek	Replaced	2013	NBI data	N/A
Morgan	00030	5500024	Mahalasville Rd.	Pike Creek	Replaced	2010	NBI data	N/A
Morgan	00044	5500037	Peavine Rd.	Stotts Creek	Replaced	2016	Section 106 documents	1173249
Morgan	00056	5500049	Teeters Rd.	W. Fork Clear Creek	Replaced	2016	NBI data	N/A
Morgan	00103	5500084	Briarhopper Rd.	Lambs Creek	Replaced	2018	NBI data	N/A
Morgan	252-55-01968	30720	SR 252	Long Run Creek	Replaced	2014	Section 106 documents	0401165
Newton	K2	5600113	E. Allen St.	Kent Ditch	Replaced	2019	US Army Corps of Engineers & SHPO communications	N/A
Orange	00077	5900058	CR 250 S	Lick Creek	Replaced	2015	NBI data	N/A
Owen	00027	6000025	CR 150 E	Mill Creek	Replaced	2015	NBI Data	N/A
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	NBI data	N/A
Owen	00158	6000116	CR 200 S	McBride Branch	Replaced	2019	NBI data	N/A
Owen	00188	6000134	CR 225 S	Sand Lick Creek	Replaced	2015	NBI Data	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	00071	6300057	Meridian Rd	Patoka River	Replaced	2009	NBI data	N/A
Pike	00144	6300098	CR 500 E	Branch South Fork Patoka River	Replaced	2014	NBI data	N/A
Pike	00147	6300100	CR 350 E	Patoka River	Replaced	2017	Section 106 documents	0902251

**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.
Posey	00091	6500247	Pfeiffer Rd.	Big Creek	Replaced	2012	NBI data	N/A
Posey	00195	6500150	Upper Mt Vernon Rd	Little Creek	Replaced	2010	NBI data	N/A
Posey	00327	6500255	Kreitenstein Rd.	Big Creek	Removed	2009	NBI data	N/A
Putnam	00137	6700122	CR 100 E	Big Walnut Creek	Replaced	2016	Section 106 documents	9982470
Putnam	00199	6700173	CR 1300 S	Mill Creek	Replaced	2008	Section 106 documents & NBI data	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
Ripley	00070	6900053	CR 650 N	Little Otter Creek	Replaced	2015	NBI data	N/A
Scott	00057	7200043	Plymouth Rd.	Town Creek	Replaced	2017	NBI data	N/A
Shelby	00149	7300137	CR 425 S	Conns Creek	Demolished; No replacement structure	2013 **Counted as loss in Select tally due to its original designation	Email from County's consultant	N/A; bridge had been bypassed; bridge was reclassified from Select to Non-Select in 2013 prior to demolition

**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.
Shelby	009-73-01994B	2410	SR 9	Flatrock River	Replaced	2013	Section 106 documents	0100327
Spencer	00259	7400196	CR 1100 E	Branch Middle Fork Crooked Creek	Replaced	2019	NBI data	N/A
Spencer	00308	7400168	CR 700 E	Branch of Crooked Creek	Replaced	2012	NBI data	N/A
Tippecanoe	026-79-03346B	6690	SR 26	South Fork of Wildcat Creek	Replaced	2017	Section 106 documents	9608220
Tippecanoe	052-79-01784EEBL	19010	US 52	Wabash River & SR 43 (River Road)	Replaced	2016	Section 106 documents	0400774
Vigo	00151	8400113	Gannon Rd.	East Little Sugar Creek	Replaced	2009	Section 106 documents & NBI data	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	NBI data	N/A
Warren	055-86-03502B	19740	SR 55	Big Pine Creek	Replaced	2014	Section 106 documents	0800834
Washington	00058	8800038	Canton/S. Boston Rd.	Middle Fork Blue River	Replaced	2014	NBI data	N/A
Washington	00060	8800040	Harristown Rd.	Branch W Fork Blue River	Replaced	2009	NBI data	N/A
Wayne	00173	8900126	Mineral Springs Road	Greens Fork River	Replaced	2015	Section 106 documents	0801062
Wayne	00213	8900160	Charles Rd.	Whitewater River	Replaced	2016	NBI data	N/A

## 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 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 nine (9) 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 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, Columbus, Bartholomew County	2017	Section 106 documents	9982690, 0401196, 1173209	Select
Clay	046-11-01316A	17050	SR 46	Eel River	Proposed for Reuse on Salt Creek Trail, Brown County	2020	Section 106 documents	0800910	Select
Crawford	00042	1300033	South Alton Rd.	Mill Creek	Proposed for Relocation to Sycamore Springs Park for Use as Pedestrian Bridge, Crawford County	2020	Section 106 documents	1400804	Select
Delaware	00085	1800070	CR 800 E	Mississinewa River	Relocated to Cardinal Greenway Trail, Muncie, Delaware County	2019	Section 106 documents	0500078	Select
Harrison	00058	3100036	Valley View Rd.	Indian Creek	Proposed for reuse on Indian Creek Trail, Corydon, Harrison County	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	2011	Discussion on Bridge Hunter Website: <a href="http://bridgehunter.com/in/jackson/3600125/">http://bridgehunter.com/in/jackson/3600125/</a>	N/A	Select

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?
Madison	00097	4800086	CR 450 N	Killbuck Creek	Replaced and in storage; proposed for Reuse by City of Anderson, Madison County	2015	Section 106 documents	0100372	Non-Select
Pike	00150	6300101	CR 650 E	Patoka River	Proposed for reuse on trail in Petersburg, Pike County	2020	Section 106 documents	1383291 & 1383292	Select
Shelby	00013	7300013	CR 9875 W	Buck Creek	Relocated and rehabilitated on trail system in Shelbyville, Shelby County	2019	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

As outlined in the following table, INDOT-CRO has knowledge of eleven (11) Select Bridges and twenty-four (24) Non-Select Bridges that are currently closed. They most recently carried vehicular traffic, but were closed for safety reasons. Some of them are no longer being included in the National Bridge Inventory (NBI) database. These bridges are noted as such.

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?
Boone	00032	600022	CR 350 W	Sugar Creek	Closed	2016	NBI Data	N/A	Select
Boone	00207	600140	O'Neal Road	Big Eagle Creek	Closed	2019	NBI Data	N/A	Select
Clay	00127	1100105	CR 200 S	Birch Creek	Closed	2015	NBI Data	N/A	Select
Decatur	00089	1600069	CR 180 E	Lost Fork Sand Creek	Closed	2017	NBI Data (no longer in NBI data in 2018)	N/A	Select
Fountain	00113	2300088	CR 30 E	Coal Creek	Closed	2012	NBI Data (no longer in NBI data in 2018)	N/A	Non-Select
Greene	00110	280074	CR 150 E	Plummer Creek	Closed	2015	NBI Data	N/A	Non-Select
Greene	00188	2800129	CR 1450 W	Black Creek	Closed	2019	NBI Data	N/A	Non-Select
Greene	00272	2800176	CR 200 N	Indiana Railroad Company	Closed	2010	NBI Data	N/A	Non-Select
Greene	00237	2800165	CR 100 S	Buck Creek	Closed	2017	NBI Data	N/A	Select
Hendricks	00227	3200173	CR 600 S	E. Fork White Lick Creek	Closed	2019	NBI Data	N/A	Non-Select
Jackson	00158	3600103	CR 600 E	Smart Ditch	Closed	2011	NBI Data (no longer in NBI data in 2018)	N/A	Non-Select
Jefferson	P000-39-02602	60360	Entrance Road (Madison State Hospital)	Madison Railroad	Closed	?	NBI Data	N/A	Non-Select
Jennings	00007	4000007	CR 900 N	Bear Creek	Closed	?	NBI Data	N/A	Non-Select
Jennings	P000-40-07088	60380	Park Road	Muscatatuck River	Closed	2019	NBI Data & DNR website	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?
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
Lawrence	00172	4700114	Cement Plant Rd.	Leatherwood Creek	Closed	2018	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
Morgan	00224	5500142	Old SR 37	Indian Creek	Closed	2013	NBI Data indicates it's currently used for pedestrian traffic	N/A	Select
Orange	00102	5900070	CR 175 E	Patoka River	Closed	2019	NBI Data	N/A	Non-Select
Owen	00144	6000105	CR 310 W	Branch of Lick Creek	Closed	2019	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
Posey	00058	6500198	Eastville Road	Black River	Closed	2009	NBI Data	N/A	Select
Randolph	00226	6800181	CR 400 S	Greenville Creek	Closed	2013	NBI Data	N/A	Non-Select
Randolph	00021	6800012	CR 500 N	Elkhorn Creek	Closed	2017	NBI Data	N/A	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?
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

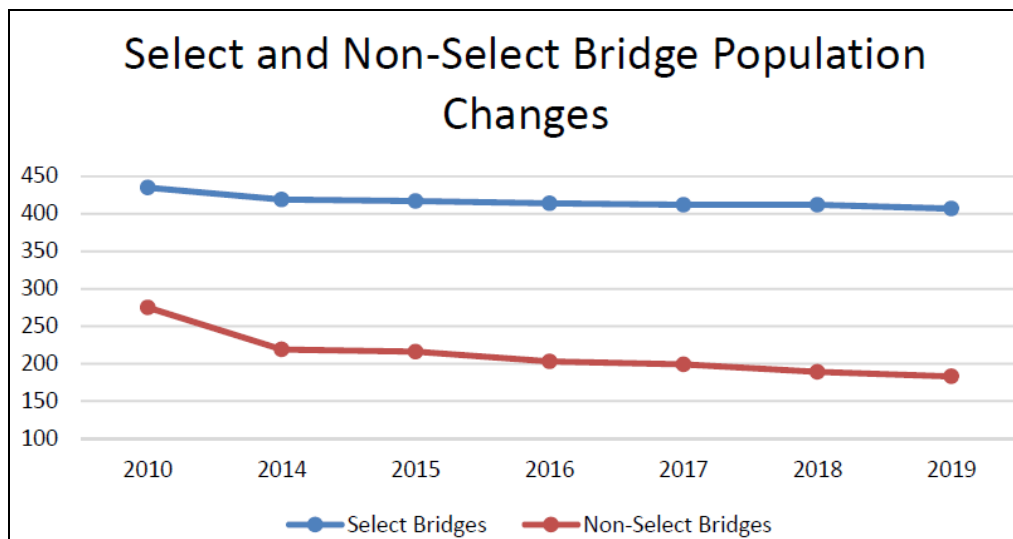
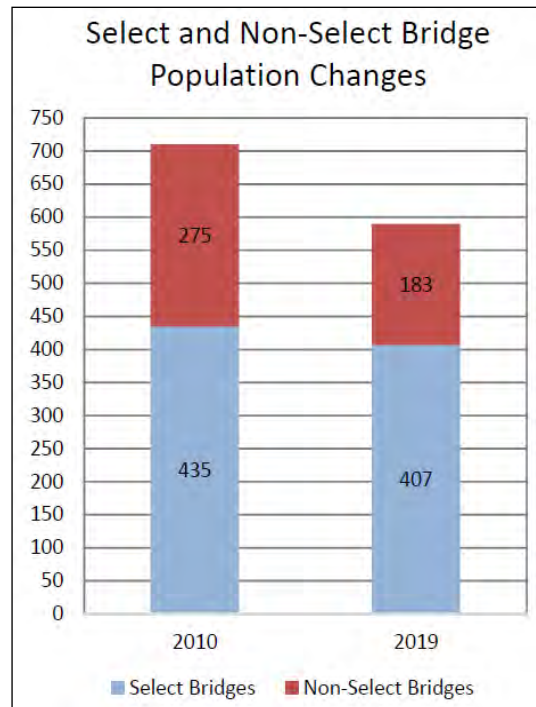
Part VII--Tally of Extant Select and Non-Select Bridges

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 Select bridges to be considered a “loss” in this context, they have been demolished and/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, as noted in Part III of this report. Until that point, the procedures under the Historic Bridges PA are still on-going and the preferred alternative has not yet been finalized.

It should be noted that the tally for Select bridges reflects one “gain” since the 2010 list - INDOT Bridge No. 135-55-01522B was changed from not NRHP-eligible to Select in 2017.

Since 2010, 93% of the Select Bridges are still extant and 67% of the Non-Select Bridges are still extant.

	2010	2014	2015	2016	2017	2018	2019
<b>Select Bridges</b>	435	419	417	414	412	412	407
<b>Non-Select Bridges</b>	275	219	216	203	199	189	183



## Attachments



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



February 20, 2019

Charles M. Simon  
U.S. Army Corps of Engineers  
2422 Viridian Drive, Suite #200  
South Bend, Indiana 46628

Federal Agency: U.S. Army Corps of Engineers

Re: Additional project information and the U.S. Army Corps of Engineers' finding of "no adverse effect" concerning the discharge of fill material into waters of the United States as a result of the removal and replacement of the Allen Street Bridge (LRE-2018-00389-156-R18; DHPA #22971)

Dear Mr. Simon:

Pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials dated January 24, 2019 and received on January 28, 2019, for the above indicated project in Kentland, Newton County, Indiana.

As previously stated regarding archaeology, no currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places have been recorded within the proposed project area. No archaeological investigations appear necessary for this project.

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

As previously stated, in regard to buildings and structures, we noted the following properties within the probable area of potential effects, and we believe that they meet the criteria of eligibility for inclusion in the National Register of Historic Places due to their historical and architectural significance:

St. Joseph Catholic Church, Rectory, Convent, and School, at 407, 409, 501, and 503 E Allen Street (Site # 111-312-47082-085 per the Newton County Interim Report) are eligible as a small district.

Additionally, we noted the Allen Street Bridge (Newton County Bridge 000K2; NBI No. 5600113) was programmatically recommended eligible for the National Register of Historic Places under Criterion "A" as part of the Indiana Historic Bridge Inventory (Mead & Hunt, 2009).

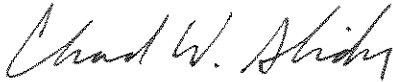
We previously noted the thorough research that you have conducted regarding the eligibility of the Allen Street Bridge. Since this information contradicted the programmatic determination of the Indiana Historic Bridges Inventory, of which the Indiana SHPO is a signatory. We recommended that the Indiana Department of Transportation and Federal Highway Administration be invited to consult on this matter, relative to the issue of the Allen Street Bridge's National Register eligibility.

It is our understanding that with further research and consulting parties' coordination there was no evidence or documentation which supports that the Allen Street Bridge was constructed as part of SR 7 or as part of the early state highway system.

Therefore, we concur with the U.S. Army Corps of Engineers' January 24, 2019 finding that there are no historic buildings, structures, districts, objects, or archaeological resources within the area of potential effects that will be adversely affected by the above indicated project.

If you have questions about archaeological issues please contact Amy Johnson at (317) 232-6982 or [ajohnson@dnr.IN.gov](mailto:ajohnson@dnr.IN.gov). If you have questions about buildings or structures please contact Kim Marie Padgett at (317) 234-6705 or [kpadgett@dnr.IN.gov](mailto:kpadgett@dnr.IN.gov).

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:KMP:ALJ:aj

cc: Diana L. Elijah, Newton County Historian  
emc: Allison Klement, U.S. Army Corps of Engineers  
Joyce Newland, Federal Highway Administration  
Anuradha Kumar, Indiana Department of Transportation  
Mary Kennedy, Indiana Department of Transportation  
Susan Branigin, Indiana Department of Transportation  
Brad Miller, Indiana Landmarks



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



November 6, 2019

Charles M. Simon  
Chief, Regulatory Office  
Engineering and Technical Services  
U.S. Army Corps of Engineers, Detroit District  
2422 Viridian Drive, Suite #200  
South Bend, Indiana 46628-3489

Federal Agency: The U.S. Army Corps of Engineers

Re: U.S. Army Corps of Engineers' finding of "no adverse effect" concerning the rehabilitation of  
DeKalb County Bridge #3 (LRE-2001-1170030-R-191 DHPA #24272)

Dear Mr. Simon:

Pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials dated October 11, 2019 and received on October 21, 2019, for the above indicated project in Spencerville, Spencer Township, DeKalb County, Indiana.

We concur with the U.S. Army Corps of Engineers' October 11, 2019 finding that there are no historic buildings, structures, districts, objects, or archaeological resources within the area of potential effects that will be adversely affected by the above indicated project.

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

If you have questions about archaeological issues please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. If you have questions about buildings or structures please contact Danielle Kauffmann at (317) 232-0582 or dkauffmann@dnr.IN.gov.

Very truly yours,

Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Ben Parker, DeKalb County Board of Commissioners  
Mary Kennedy, INDOT





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



June 11, 2019

Anuradha V. Kumar  
Manager, Cultural Resources Office  
Environmental Services  
Indiana Department of Transportation  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration, Indiana Division (“FHWA”)

State Agency: Indiana Department of Transportation (“INDOT”)

Re: Request for concurrence in the proposed application of Category B-6 under the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana” (“Indiana Minor Projects PA”) and for review of an application for a certificate of approval for what INDOT characterizes as minor rehabilitation work on the bridge carrying SR 218 over Paint Creek, 0.62 mile east of SR 75 (Bridge No. 218-08-03279; NBI No. 28910), on the east side of the Town of Camden in Jackson Township, Carroll County, Indiana (Des. No. 1701151; DHPA No. 23892)

Dear Ms. Kumar:

Pursuant to the Indiana Minor Projects PA, as well as Indiana Code 14-21-1-18 and 312 IAC 20-4, the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (“INDNR-DHPA”), which also serves as the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”), has reviewed INDOT’s May 9, 2019, letter enclosing an Indiana Minor Projects PA project category B-6 assessment form and an application for a certificate of approval for the aforementioned project, which we received on May 13.

For the benefit of members of the Indiana Historic Preservation Review Board (“Review Board”) and other recipients of an e-mailed copy of this letter who did not receive INDOT’s May 9 letter by e-mail, please be aware that a copy of the documents mentioned above can be found online at IN SCOPE ([http://erms.indot.in.gov/Section 106Documents/](http://erms.indot.in.gov/Section%20106Documents/)). From there, search by this project’s designation number: 1701151.

As INDOT’s letter indicates, the *Indiana Historic Bridge Inventory* rates the single span, reinforced concrete arch SR 218 Bridge over Paint Creek as historic (i.e., eligible for inclusion in the National Register of Historic Places) and as a Select Bridge, for the purposes 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” (“Indiana Historic Bridges PA”).

The May 9 letter and the Category B-6 assessment form explain the need and purpose of the project in the following manner:

The need derives from the current conditions on the bridge. Concrete is delaminating from the arch and spandrel walls especially at the edges on the west side. Since the bridge was built on a horizontal curve with super-elevation, water is draining to the west coping of the bridge. The existing concrete curb on the west side is extremely deteriorated and non-existent at some locations, exposing steel reinforcement. The purpose of the project is to address preventative maintenance issues on Bridge 218-08-03279.

INDOT's letter and B-6 assessment form describe the proposed, minor rehabilitation work on this bridge as follows:

Concrete patching is proposed on the spandrel walls, on the wingwalls, along the arch ring, and on the bridge railing, primarily on the west side of the structure. Deteriorated concrete would be hand-chipped and patches put in place. Reinforcement would be replaced where more than 50% of the cross section has been lost. The integral concrete curb on the west side of the bridge would be replaced. Excavation would take place near the curb and the curb would be poured back to the face of the existing bridge railing with reinforcing placed where needed. The existing drain pipe at the center of the span would be cleaned and a drain pipe extension would be added to improve the drainage on the bridge. Scour protection consisting of riprap over geotextile may be installed.

The letter and the B-6 assessment form say that "[t]he apparent existing right-of-way is at the edge of pavement; therefore permanent right-of-way acquisition would be anticipated," but "the exact amounts are unknown at this time."

INDOT's certificate of approval application elaborates somewhat on the description and significance of the bridge and on the project's anticipated effects, or lack thereof, on historic properties.

The B-6 assessment form says that, "[w]ith regards to archaeological resources, there are no recorded sites within or adjacent to the proposed project area according to SHAARD GIS. The proposed project area consists of the two-lane SR 218 road berm (fill soils), concrete bridge railings, guardrail, and roadside ditches. For the most part, work will occur on the existing structure and not impact undisturbed soils though rip rap will be placed on the sloping and eroded river bank around the bridge. Considering these factors, there are no archaeological concerns." The certificate of approval application adds that "[t]he current land use within the project area is vehicular transportation, and has been so since 1938-1939 when the state road was constructed. The road is surrounded by forested [*sic*] area around the creek. The larger vicinity contains residential, commercial [*sic*], and industrial properties. The project area has been previously disturbed by the construction of SR 218 and Bridge 218-08-03279." Elsewhere in the certificate of approval application, we are told the bridge was constructed in about 1940.

Based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. However, this identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature. If archaeological deposits are encountered from the post-contact period, they will be evaluated regarding their eligibility for the NRHP in consultation with the staff of the Indiana SHPO. Please contact our office if such deposits are encountered. The archaeological recording must be done in accordance with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716) and a report of the archaeological documentation must be submitted to our office for review and comment.

If any 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 Indiana Code 14-21-1-29) requires that the discovery be reported to INDNR-DHPA 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 Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

Although INDOT is requesting our response under both federal law (the Section 106-compliant Indiana Minor Projects PA) and under state law, we want to clarify, for the benefit of other readers, that this is not a Dual Review. This project cannot qualify for Dual Review, because once FHWA and the Indiana SHPO approve INDOT's request for to review the project under Category B-6, the Indiana SHPO will in most respects be excluded from the review process. Instead, INDOT will conduct, largely by itself, a review under the Indiana Minor Projects PA that substitutes for the usual Section 106 review process. INDOT's proposed B-6 review of this SR 218 bridge project cannot substitute for a regular review of the certificate of approval application under Indiana Code 14-21-1-18 and the Dual Review Rule, 312 IAC 20-4-11.5, because the Dual Review Rule requires "the division" (*i.e.*, the Indiana SHPO staff or INDNR-DHPA) to review the project under Section 106.

Ironically, in order to agree that the Category B-6 may be applied to this project, we must be provided sufficient information about the project and its likely effects to enable us to conclude that the application of Category B-6 (which allows INDOT to review the project by itself) is appropriate, and providing that information is the function of the Indiana Minor Projects PA project category B-6 assessment form that INDOT has submitted. Furthermore, because the Dual Review Rule does not apply, INDOT appropriately has submitted a certificate of approval application, to comply with the Indiana Code 14-21-1-18 requirements for a review of the impacts of the state funding to be used in this project. We are required to review the project under state law to determine whether it will have an adverse impact on state-owned or register-listed historic properties, and if so, whether certificate of approval application must be submitted to the Indiana Historic Preservation Review Board.

Given the broad interpretation that has been applied to the Indiana Minor Projects PA in the past, not only in no historic properties and no effect situations but also in no adverse effect situations, and given the prior application of Category B-6 to a wide variety of projects under various circumstances, including historic bridge projects that are subject to the Indiana Historic Bridges PA, we think that the project proposed here involving the SR 218 bridge over Paint Creek may be reviewed by INDOT under Category B-6 of the Indiana Minor Projects PA. Accordingly, we have signed the two-page category B-6 assessment form and have enclosed it with this letter.

Furthermore, in our opinion, it is not necessary for INDOT to obtain a certificate of approval from the Indiana Historic Preservation Review Board ("Review Board"), because we believe that the proposed minor rehabilitation work, involving concrete patching and replacement and placement of riprap, on the SR 218 bridge over Paint Creek in Camden, Carroll County, will not have an adverse impact on that historic bridge. Thus, we are issuing this comment letter as a director's letter of clearance, pursuant to 312 IAC 20-4-11(g), for this project.

Within fifteen (15) days after this determination, an interested person may request a review of the director's letter of clearance by a designated member of the Review Board, who will decide whether or not an application for a certificate of approval should be filed with the Review Board (312 IAC 20-4-11[g]). If a request for review is made, the division will place a completed application on the agenda for the next meeting of the Review Board for a determination. If no request for review is made, then the division director's letter of clearance is affirmed. A determination under this subsection is not effective until the later of the following:

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

We ask that such a request for review of the director's letter of clearance either be sent to me by mail at the address in our letterhead or be sent by e-mail to me at [bmccord@dnr.in.gov](mailto:bmccord@dnr.in.gov) and to Chad Slider at [cslider@dnr.in.gov](mailto:cslider@dnr.in.gov) and to John Carr at [jcarr@dnr.in.gov](mailto:jcarr@dnr.in.gov).

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

If there is any future correspondence regarding the minor rehabilitation work on the SR 218 Bridge over Paint Creek (Bridge No. 218-08-03279; NBI No. 28910) in Camden, Carroll County (Des. No. 1701151), please refer to DHPA No. 23892.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer  
and Director, Division of Historic Preservation and Archaeology

BKM:JLC:WTT:wtt

enclosure

emc: Michelle Allen, FHWA  
Joyce Newland, FHWA  
Robert Dirks, P.E., FHWA  
Anuradha Kumar, INDOT  
Mary Kennedy, INDOT  
Shaun Miller, INDOT  
Susan Branigin, INDOT  
Shirley Clark, INDOT  
Jackie Hockaday, INDOT, LaPorte District  
Lisa Vale, INDOT, LaPorte District  
Elizabeth Biggio, Butler, Fairman & Seufert, Inc.  
Katlyn Shergalis, Butler, Fairman & Seufert, Inc.  
Eastern Shawnee Tribe of Oklahoma  
Miami Tribe of Oklahoma  
Peoria Tribe of Indians of Oklahoma  
Pokagon Band of Potawatomi Indians  
Forest County Potawatomi Community  
Town of Camden  
Jerry Snavelly, Street Superintendent, Town of Camden  
Board of Commissioners of Carroll County  
Carroll County Highway Superintendent  
Carroll County Historian  
Carroll County Historical Society  
Carroll County Chamber of Commerce  
Heartland Heritage, Inc.  
Delphi Preservation Society  
Wabash and Erie Canal Association  
James L. Cooper, Ph.D., Professor Emeritus of History, DePauw University  
Indiana Historic Spans Task Force  
Tommy Kleckner, Indiana Landmarks, Western Regional Office  
J. Scott Keller, Review Board  
Anne Shaw Kingery, Review Board  
Daniel Kloc, AIA, Review Board  
Jason Larrison, AIA, Review Board  
Chandler Lighty, Review Board  
Joshua Palmer, AIA, Review Board  
April Sievert, Ph.D., Review Board  
Christopher Smith, Deputy Director, INDNR, and Chairman, Review Board  
Beth K. McCord, Director, INDNR-DHPA and Deputy SHPO  
Chad Slider, INDNR-DHPA  
Wade T. Tharp, INDNR-DHPA  
Danielle Kauffmann, INDNR-DHPA  
John Carr, INDNR-DHPA



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



May 24, 2019

Anuradha V. Kumar  
Manager, Cultural Resources Office  
Environmental Services  
Indiana Department of Transportation  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration, Indiana Division (“FHWA”)

State Agency: Indiana Department of Transportation (“INDOT”)

Re: Request for concurrence in the proposed application of Category B-6 under the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana” (“Indiana Minor Projects PA”) and for review of an application for a certificate of approval for the inspection (but not repair) of gussets and for the cleaning by sandblasting and repainting in the same green color of the US 36 bridge over the Wabash River, 1.79 miles east of SR 63, within and adjacent to the Town of Montezuma, in Reserve Township, Parke County, and Helt Township, Vermillion County, Indiana (Des. No. 1800417; DHPA No. 23831)

Dear Ms. Kumar:

Pursuant to the Indiana Minor PA, as well as Indiana Code 14-21-1-18 and 312 IAC 20-4, the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (“INDNR-DHPA”), which also serves as the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”), has reviewed INDOT’s April 23, 2019, letter enclosing a Minor Projects PA project category B-6 assessment form and an application for a certificate of approval for the aforementioned project involving Bridge No. 036-83-03492C (NBI No. 11480), which we received on April 24.

For the benefit of members of the Indiana Historic Preservation Review Board (“Review Board”) and other recipients of a copy of this letter who did not receive INDOT’s April 23 letter, please be aware that a copy of the documents mentioned above can be found online at IN SCOPE (<http://erms.indot.in.gov/Section106Documents/>). From there, search by this project’s designation number: 1800417.

Although INDOT is requesting our comments under both federal law (the Section 106-based Indiana Minor Projects PA) and under state law, this is not a dual review. It cannot be a dual review, because INDOT’s request for approval to review the project under Category B-6 excludes the Indiana SHPO from the review process if the project meets certain requirements. INDOT’s proposed B-6 review, therefore, cannot substitute for a regular review of the certificate of approval application under Indiana Code 14-21-1-18 and 312 IAC 20-4.

As INDOT's submission indicates, the recent (2017) rehabilitation of this bridge was previously reviewed under the Dual Review rule (312 IAC 20-4-11.5) in 2014 to 2016.

According to the *Indiana Historic Bridge Inventory*, Bridge No. 036-83-03492C is eligible for inclusion in the National Register of Historic Places and is classified as a Select Bridge.

We think that the proposed project appropriately may be reviewed by INDOT under Category B-6 of the Indiana Minor Projects PA. Accordingly, we have signed the three-page category B-6 assessment form and have attached it here.

Furthermore, **in our opinion, it is not necessary for INDOT to obtain a certificate of approval from the Indiana Historic Preservation Review Board ("Review Board"), because we believe that the proposed inspection of gussets and cleaning by sandblasting and repainting in the same green color of the US 36 bridge over the Wabash River (Bridge No. 036-83-03492C; NBI No. 11480) in Parke and Vermillion counties will not have an adverse impact on that historic bridge. Thus, we are issuing this comment letter as a director's letter of clearance, pursuant to 312 IAC 20-4-11(g), for this project.**

**Within fifteen (15) days after this determination, an interested person may request a review of the director's letter of clearance by a designated member of the Review Board, who will decide whether or not an application for a certificate of approval should be filed with the Review Board (312 IAC 20-4-11[g]). If a request for review is made, the division will place a completed application on the agenda for the next meeting of the Review Board for a determination. If no request for review is made, then the division director's letter of clearance is affirmed. A determination under this subsection is not effective until the later of the following:**

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

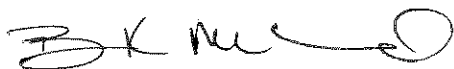
**We recommend that a request for review of the director's letter of clearance either be sent to me by mail at the address in our letterhead or be sent by e-mail to me at [bmccord@dnr.in.gov](mailto:bmccord@dnr.in.gov) and to Chad Slider at [cslider@dnr.in.gov](mailto:cslider@dnr.in.gov) and to John Carr at [jcarr@dnr.in.gov](mailto:jcarr@dnr.in.gov).**

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 INDNR-DHPA 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. Part 800.

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

If there is any future correspondence regarding the inspection of gussets and cleaning by sandblasting and repainting in the same green color of the US 36 bridge over the Wabash River (Bridge No. 036-83-03492C; NBI No. 11480) in Parke and Vermillion counties (Des. No. 1800417), please refer to DHPA No. 23831.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer  
and Director, Division of Historic Preservation and Archaeology

BKM:JLC:jlc

enclosure

cc: Vermillion County Highway Department

Montezuma Town Council

Barbara Hunter, Parke County Historic Landmarks and  
Preservation Society

Vermillion County Historical Society

emc: Robert Dirks, P.E., FHWA

Michelle Allen, FHWA

Anuradha Kumar, INDOT

Shaun Miller, INDOT

Mary Kennedy, INDOT

Susan Branigin, INDOT

Shirley Clark, INDOT

Sarah Heck, INDOT Crawfordsville District

Ken McMullen, INDOT Crawfordsville District

Chris Wheeler, INDOT Crawfordsville District

Kyle Boot, RQAW

Joseph Dabkowski, RQAW

Aaron Lawson, RQAW

Haylee Moscato, RQAW

Eastern Shawnee Tribe of Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Delaware Tribe of Indians, Oklahoma

Forest County Potawatomi Community

Board of Commissioners of Parke County, c/o Pam Adams, Parke County Auditor

C. Randy Norman, Parke County Highway Supervisor

Board of Commissioners of Vermillion County, c/o Amy Tolbert, Vermillion County Auditor

Town of Montezuma, c/o Cathy Morgan, Clerk-Treasurer

Canal Society of Indiana

Wabash and Erie Canal Association

Steve Shaffner, Wabash Valley Trust for Historic Preservation

James L. Cooper, Ph.D., Professor Emeritus of History, DePauw University

Randall Wright, Parke County Historian

Mike Lewman, Parke County Historical Society and Museum

Dail Henry, Vermillion County Historian

Indiana Landmarks, Western Regional Office

Indiana Historic Spans Task Force

J. Scott Keller, Review Board

Anne Shaw Kingery, Review Board

Daniel Kloc, AIA, Review Board

Jason Larrison, AIA, Review Board

Chandler Lighty, Review Board

Joshua Palmer, AIA, Review Board

April Sievert, Ph.D., Review Board

Christopher Smith, Deputy Director, INDNR, and Chairman, Review Board

Beth K. McCord, Director, INDNR-DHPA and Deputy SHPO

Chad Slider, INDNR-DHPA

Wade T. Tharp, INDNR-DHPA

John Carr, INDNR-DHPA



**Indiana Department of Transportation**

County Delaware Route E CR 167 S/E CR 170 S Des. No. 9680560

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

Road No./County:	East County Road (CR) 167 South/East CR 170 South, Delaware County
Designation Number:	9680560
Project Description/Termini:	Delaware County Bridge 161 Project; 50 ft. east of the intersection of E CR 167 S/E CR 170 S, E CR 172 S and S CR 660 E to approximately 0.3 mile west to the western edge of the intersection of E CR 167 S/E CR 170 S and S CR 625 E (Liberty Street).

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 N/A \_\_\_\_\_ Date \_\_\_\_\_ Robert E. Dirks \_\_\_\_\_ Date 9-12-19  
 ESM Signature \_\_\_\_\_ ES Signature \_\_\_\_\_  
Robert E. Dirks \_\_\_\_\_ Digitally signed by Robert E. Dirks  
 FHWA Signature \_\_\_\_\_ Date \_\_\_\_\_  
Date: 2019.09.13 13:54:06 -04'00'

**Release for Public Involvement**

N/A \_\_\_\_\_ Date \_\_\_\_\_ REB \_\_\_\_\_ Date 7-21-19  
 ESM Initials \_\_\_\_\_ ES Initials \_\_\_\_\_

Certification of Public Involvement Mary Wright \_\_\_\_\_ Date 9/10/19  
 Office of Public Involvement \_\_\_\_\_

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

INDOT ES/District Env. Reviewer Signature: Toni Lynn Giffin Date: 9-12-19  
 Name and Organization of CE/EA Preparer: Toni Lynn Giffin, CHA Consulting, Inc.

This is page 1 of 38 Project name: Delaware County Bridge No. 161 Project Date: July 21, 2019





**Indiana Department of Transportation**

County Knox and Gibson      Route US 41      Des. No. 1500704

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

Road No./County:	<b>US 41 over the White River, Gibson and Knox Counties</b>
Designation Number:	<b>1500704</b>
Project Description/Termini:	<b>Bridge Rehabilitation: US 41 Bridge No. 041-26-03917 E over the White River. The project extends 975 feet north and 850 feet south of the existing bridge.</b>

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

<input type="checkbox"/>	<b>Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)</b>
<input type="checkbox"/>	<b>Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)</b>
<input checked="" type="checkbox"/>	<b>Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA</b>
<input type="checkbox"/>	<b>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</b>

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 N/A      Donald E. B...      2/7/19  
 ESM Signature      Date      ES Signature      Date

Michelle Allen      2.8.19  
 FHWA Signature      Date

**Release for Public Involvement**

N/A      EDM for REB      12/3/18  
 ESM Initials      Date      ES Initials      Date

Certification of Public Involvement Mary Wright      1/31/19  
 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: Michael S. Oliphant      Date: 2/7/19

Name and Organization of CE/EA Preparer: Michael S. Oliphant, United Consulting

This is page 1 of 28    Project name: Rehabilitation of US 41 over the White River    Date: November 26, 2018

**Indiana Department of Transportation**

County Marion Route Senate Avenue over Fall Creek Des. No. 1401721

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

<b>Road No./County:</b>	<b>Senate Avenue over Fall Creek in Marion County</b>
<b>Designation Number:</b>	<b>1401721</b>
<b>Project Description/Termini:</b>	<b>Bridge Rehabilitation Project: Bridge No. 2527L carrying Senate Avenue over Fall Creek. The project limits will extend along Senate Avenue from approximately 128.63 ft. south of the structure to approximately 23.14 ft. north of the structure.</b>

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

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

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

**Approval**  
 \_\_\_\_\_  
 ESM Signature Date ES Signature Date  
 \_\_\_\_\_  
 FHWA Signature Date

**Release for Public Involvement**

N/A \_\_\_\_\_ ESM for REB 10/17/18  
 ESM Initials Date ES Initials Date

**Certification of Public Involvement** Mary Wright 2/4/19  
 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: Paul Killian, GAI Consultants, Inc.

This is page 1 of 44 Project name: Senate Avenue Bridge over Fall Creek Date: October 16, 2018



**Indiana Department of Transportation**

County Huntington Route SR 105 Des. No. 1401751

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

<b>Road No./County:</b>	<b>State Road (SR) 105/Huntington County</b>
<b>Designation Number:</b>	<b>1401751</b>
<b>Project Description/Termini:</b>	<b>Bridge Project and Scour Protection, SR 105 over Salamonie Reservoir, 2.10 mi N of SR 124</b>

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

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

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

**Approval**

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

**Release for Public Involvement**

<u>N/A</u>	_____	<u>REB</u>	<u>8-29-19</u>
ESM Initials	Date	ES Initials	Date

**Certification of Public Involvement** Mary Wright 10/07/19  
 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: Laura Jack, Michael Baker International

**Indiana Department of Transportation**

County Marion Route Commerce Ave. Des. No. 1600988

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

Road No./County:	Commerce Avenue/ Marion County
Designation Number:	1600988
Project Description/Termini:	Historic Bridge Project on Commerce Avenue over Pogues Run

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

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

Approval N/A Paul E. Dirks 8/7/19  
 ESM Signature Date ES Signature Date

Robert E. Dirks Digitally signed by Robert E. Dirks  
 FHWA Signature Date: 2019.08.08 14:14:23 -04'00'

**Release for Public Involvement**

N/A REB 5/24/19  
 ESM Initials Date ES Initials Date

Certification of Public Involvement Mary Wright 7/17/19  
 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: Paul E. Dirks Date: 8/7/19

Name and Organization of CE/EA Preparer: Harlan M. Ford/ GAI Consultants

This is page 1 of 28 Project name: Commerce Avenue over Pogues Run Date: May 6, 2019



**Indiana Department of Transportation**

County Marion Route West Washington Street Des. No. 1700933

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

<b>Road No./County:</b>	<b>West Washington Street/City of Indianapolis, Marion County</b>
<b>Designation Number:</b>	<b>1700933</b>
<b>Project Description/Termini:</b>	Marion County Bridge 2414F Project from 100 feet west to 100 feet east of existing structure located on West Washington Street. Station 309+66.57 "A" to Station 313+80.54 "A" (Appendix B-10)

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

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

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

**Approval** \_\_\_\_\_  
 ESM Signature Date ES Signature Date

\_\_\_\_\_  
 FHWA Signature Date

**Release for Public Involvement**

N/A \_\_\_\_\_ FEB 6-19-19  
 ESM Initials Date ES Initials Date

**Certification of Public Involvement** Mary Wright 10/7/19  
 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, Green 3, LLC

This is page 1 of 28 Project name: Marion County Bridge 2414F Project Date: May 20, 2019

**Indiana Department of Transportation**

County: Pike

Route: CR 650 E

Des. No.: 1383291

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

Road No./County:	CR 650E/Pike County
Designation Number:	1383291
Project Description/Terminl:	Bridge Project, Pike County Bridge No. 150, County Road (CR) 650E over the Patoka River, between a point approximately 350 feet south of the bridge and approximately 15 feet north of the bridge.

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

<input type="checkbox"/>	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 N/A \_\_\_\_\_ Date \_\_\_\_\_ [Signature] 5/2/19  
 ESM Signature \_\_\_\_\_ ES Signature REB Date  
Michelle Allen 5/7/19  
 FHWA Signature \_\_\_\_\_ Date

Release for Public Involvement  
N/A \_\_\_\_\_ Date \_\_\_\_\_ REB 11-9-18  
 ESM Initials \_\_\_\_\_ Date ES Initials \_\_\_\_\_ Date

Certification of Public Involvement Mary Wright 2/5/19  
 Office of Public Involvement \_\_\_\_\_ Date

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

INDOT ES/District Env. Reviewer Signature: [Signature] Date: 5/2/19  
 Name and Organization of CE/EA Preparer: Jason A. Stone, DLZ Indiana, LLC

## Indiana Department of Transportation

County: Pike

Route: Water Street

Des. No.: 1383292

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

Road No./County:

Water Street (Old SR 56)/Pike County

Designation Number:

1383292

Project Description/Termini:

Replacement of Pike County Bridge No. 297 (Bridge 297) with Rehabilitated Pike County Bridge 150, along Water Street, to establish a new pedestrian crossing of Pride's Creek as part of the City of Petersburg's Five-mile Improved Trail (F.I.T.).

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

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

Note: For documents prepared by or for Environmental Services 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**

NIA  
ESM Initials

Date \_\_\_\_\_

REB  
ES Initials

11-9-18  
Date

**Certification of Public Involvement**

Mary Wright  
Office of Public Involvement

2/5/19  
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: Jason A. Stone, DLZ Indiana, LLC

This is page 1 of 32 Project Name: Pike County Bridge No. 297 Pedestrian Improvements Date: April 30, 2019



**Indiana Department of Transportation**

County Marion Route Conservatory Drive over Pleasant Run Des. No. 1600992

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

Road No./County:	Conservatory Drive/Marion County
Designation Number:	1600992
Project Description/Termini:	<b>Bridge Rehabilitation/The project begins on Conservatory Drive at its intersection with Pleasant Run Parkway North Drive, extends southeast along Conservatory Drive for approximately 308 ft., and is a maximum of approximately 250 ft. wide.</b>

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

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

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

Approval N/A \_\_\_\_\_ Date 10-31-19  
 ESM Signature \_\_\_\_\_ ES Signature \_\_\_\_\_  
 \_\_\_\_\_ Digitally signed by Robert E. Dirks  
 Robert E. Dirks Date: 2019.11.01 14:51:55 -04'00'  
 FHWA Signature \_\_\_\_\_ Date \_\_\_\_\_

**Release for Public Involvement**

N/A \_\_\_\_\_ Date \_\_\_\_\_ REB \_\_\_\_\_ 8-1-19  
 ESM Initials \_\_\_\_\_ Date \_\_\_\_\_ ES Initials \_\_\_\_\_ Date \_\_\_\_\_

Certification of Public Involvement Mary Wright \_\_\_\_\_ 10/7/19  
 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: 10/31/19  
 Name and Organization of CE/EA Preparer: Jessica Peterson, MS, Metric Environmental, LLC

This is page 1 of 27 Project name: Marion County Bridge No. 3215L Rehabilitation Date: July 26, 2019



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



November 14, 2019

Anuradha V. Kumar  
Manager, Cultural Resources Office  
Environmental Services  
Indiana Department of Transportation  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration, Indiana Division ("FHWA")

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

Re: Request for concurrence with applicability of Category B-6 of the MPPA and for review of a certificate of approval application for the proposed emergency repair of the east bridge railing and sidewalk of Bridge No. 027-89-03748, carrying US 27 over the East Fork of the Whitewater River in the City of Richmond, Wayne Township, Wayne County, Indiana (Des No. 1902181; DHPA No. 24604)

Dear Ms. Kumar:

Pursuant to the federal "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding that Implementation of the Federal Aid Highway Program In the State of Indiana" ("Indiana Minor Projects PA" or "MPPA") and also pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code ("IAC") 20-4, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO staff") and of the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology ("INDNR-DHPA"), has reviewed INDOT's letter of November 1, 2019, which enclosed the aforementioned MPPA Category B-6 form and certificate of approval ("COA") application, all of which arrived on November 1.

For the benefit of interested persons who are not receiving project information as participating, Section 106 consulting parties, project documents discussed here are available through IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> by searching this project's DES Number 1902181.

We have made an effort to respond by November 15, as you have requested in a separate e-mail message. We note, however, that the entries at IN SCOPE provide for a 21-day comment period, and the director's letter of clearance discussed below allows 15 days from the date of this letter for an interested person to ask for review of this project by a designated member of the Indiana Historic Preservation Review Board ("Review Board").

This submission by INDOT may not be unique, but it is unusual enough that we think it worthwhile to explain what we are doing in this review, for the benefit of other readers of this letter. As you realize, this cannot be handled as a Dual Review under 312 IAC 20-4-11.5, even though both FHWA and INDOT funds will be expended, because the Indiana SHPO staff is not actually engaged here in a review of the *substance* of this project *under Section 106* of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108). Rather, INDOT is requesting our concurrence that this project involves only "minor actions" (MPPA Appendix B, Category B-6). INDOT may review the use of FHWA funds in the project by itself, under the MPPA (an agreement document authorized by 36 C.F.R. § 800.14[b] to substitute for the usual Section 106 process). Consequently, the state review process cannot piggy back on the outcome of the federal review, in contrast to what usually takes place in a dual review.

Instead, because of the use of state funds in this project involving a state-owned historic bridge, INDOT has submitted a COA application, pursuant to Indiana Code 14-21-1-18(a) and (b) and 312 IAC 20-4-10, to satisfy state preservation law review requirements.

Similarly, INDOT has not proposed that 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 the Management and Preservation of Indiana's Historic Bridges" ("Indiana Historic Bridges PA") be applied here. The Indiana Historic Bridges PA streamlines, to some extent, the usual Section 106 process, but it still is a review of the substance of the project and involves the Indiana SHPO and other consulting parties, rather than being a review solely to determine whether INDOT can conduct the Section 106-substitute review of the project by itself under the MPPA.

Accordingly, we actually will be commenting on two, separate review processes, even though our comments for both reviews are contained in one letter. Because our responsibility to review the substance of the project is more complete under the COA process than under the MPPA, we will comment first on the COA application.

The 1957, three-span (filled-spandrel), reinforced concrete arch US 27 bridge over the East Fork of the Whitewater River was evaluated to be eligible for inclusion in the National Register of Historic Places ("NRHP") and as Non-Select in the *Indiana Historic Bridges Inventory*, and, thus, is a historic structure, as INDOT's COA application indicates.

According to the B-6 assessment form and the COA application, a car hit the east bridge railing in October 2019, displacing a section of the metal railing (which apparently dates from 1957) and a concrete post and damaging the sidewalk and perhaps two other bridge railing posts. INDOT believes that the metal railing section and the displaced concrete post can be repaired and returned to their original location, but INDOT also commits to replacing in-kind (same type, size, and arrangement of materials) any such elements that cannot be repaired. Part of the concrete sidewalk next to the damaged railing section may also need to be replaced. Temporary scaffolding probably will need to be placed in the river during the repair work.

The COA application indicates that the nearest, potentially historic structures, other than the bridge, are two houses (NRHP-listed Jesse J. Kenworth House and William K. Foulke House, IHSSI No.177-536-52016) that are several hundred feet away from the project area.

Assuming that INDOT adheres to the general description of the proposed work, we think that the work on the bridge would comply with the "Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings" (see 312 IAC 20-4-11[e][1]). We also think that the two nearest, historic structures are too far away for the proposed work on the bridge to have any impact on their setting (see 312 IAC 20-4-11[f][3]).

In regard to archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. It is our opinion that archaeological site 12-Wy-0291 (within which portions of the proposed project area lie within, and which was identified during archaeological investigations in 2000) does not appear eligible for inclusion in the NRHP, and that no further archaeological investigations appear necessary at this proposed project area.

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 Indiana Code 14-21-29) requires that the discovery be reported to the INDNR-DHPA 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 Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

**In our opinion, it is not necessary for INDOT to obtain a certificate of approval from the Review Board, because we believe that the proposed emergency repair of the east bridge railing and sidewalk of Bridge No. 027-89-03748 carrying US 27 over the East Fork of the Whitewater River in the City of Richmond, Wayne Township, Wayne County, will not have an adverse impact on that historic bridge. Thus, we are issuing this comment letter as a director's letter of clearance, pursuant to 312 IAC 20-4-11(g), for the emergency repair of the east bridge railing and sidewalk of Bridge No. 027-89-**

03748, carrying US 27 over the East Fork of the Whitewater River in the City of Richmond, Wayne Township, Wayne County.

Within fifteen (15) days after this determination, an interested person may request a review of the director's letter of clearance by a designated member of the Review Board, who will decide whether or not an application for a certificate of approval should be filed with the Review Board (312 IAC 20-4-11[g]). If a request for review is made, the division will place a completed application on the agenda for the next meeting of the Review Board for a determination. If no request for review is made, then the director's letter of clearance is affirmed. A determination under this subsection is not effective until the later of the following:

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

We recommend that a request for review of the director's letter of clearance either be sent to me by mail at the address in our letterhead, if it sent by mail, or sent by e-mail to me at [bmccord@dnr.in.gov](mailto:bmccord@dnr.in.gov), to Chad Slider at [cslider@dnr.in.gov](mailto:cslider@dnr.in.gov), and to John Carr at [jcarr@dnr.in.gov](mailto:jcarr@dnr.in.gov).

The B-6 assessment form, as noted above, proposes substituting a review of the project solely by INDOT for a Section 106 review of the substance of the project that would include opportunities for comment by the Indiana SHPO and consulting parties. The form indicates that part of the project would fall under Category A-13, which, if literally applied, would mean that the INDOT district office could review that work without review by the INDOT Cultural Resources Office. The form does not clarify which part of the work that would be, but we think it probably refers to sidewalk repair or replacement on the historic bridge. It does not matter that the A-13 work was not specifically identified, because we think that if it is necessary to obtain FHWA's and the Indiana SHPO's approval of work under Category B-6 (which broadly includes "[o]ther minor actions if deemed appropriate for coverage under this MPPA"), then it would not seem appropriate to withhold Category A work in the same project from FHWA's and the Indiana SHPO's consideration.

In light of the opinion we expressed above about the proposed repair work's lack of an adverse impact on the bridge or any other historic property, we think that all the emergency repair work proposed here appropriately may be handled by INDOT under Category B-6. Accordingly, we have signed and enclosed the Category B-6 assessment form.

If you have questions regarding our comments on this project, please contact INDNR-DHPA. Questions about archaeological issues should be directed to Wade T. Tharp at (317) 232-1650 or [wtharp1@dnr.IN.gov](mailto:wtharp1@dnr.IN.gov). Questions about historic buildings or structures pertaining to this review should be directed to John Carr at (317) 233-1949 or [jcarr@dnr.IN.gov](mailto:jcarr@dnr.IN.gov).

If there is any future correspondence regarding the emergency repair of the east bridge railing and sidewalk of Bridge No. 027-89-03748, carrying US 27 over the East Fork of the Whitewater River in Richmond (Des. No. 1902181), please refer to DHPA No. 24604.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer  
Director, Division of Historic Preservation and Archaeology

BKM:JLC:WTT:jlc

enclosure

emc: Michelle Allen, FHWA  
Robert Dirks, P.E., FHWA  
Anuradha Kumar, INDOT  
Mary Kennedy, INDOT

Shaun Miller, INDOT  
Susan Branigin, INDOT  
Shirley Clark, INDOT  
The Honorable Dave Snow, Mayor, City of Richmond  
Greg Stiens, P.E., Richmond City Engineer  
Board of Commissioners of Wayne County,  
c/o Kimberly Walton, County Auditor  
Robert Warner, P.E., Wayne County Highway Engineer  
Carolyn Lafever, Wayne County Historian  
Wayne County Historical Museum  
Wayne County Area Chamber of Commerce  
Main Street Richmond  
Richmond Neighborhood Restoration, Inc.  
Jessie Russett, Indiana Landmarks, Eastern Regional Office  
James L. Cooper, Ph.D., Professor Emeritus of History, DePauw University  
Paul Brandenburg, Indiana Historic Spans Task Force  
J. Scott Keller, Review Board  
Anne Shaw Kingery, Review Board  
Daniel Kloc, AIA, Review Board  
Jason Larrison, AIA, Review Board  
Chandler Lighty, Review Board  
Joshua Palmer, AIA, Review Board  
April Sievert, Ph.D., Review Board  
Christopher Smith, Deputy Director, INDNR, and Chairman, Review Board  
Beth K. McCord, Deputy SHPO and Director, INDNR-DHPA  
Chad Slider, INDNR-DHPA  
Wade T. Tharp, INDNR-DHPA  
John Carr, INDNR-DHPA

# Shieldstown Covered Bridge formally opened

By **Jordan Richart** - 11/7/19 1:32 AM

The Shieldstown Covered Bridge was formally opened to visitors last week with a ribbon cutting by county officials.

The \$1,063,837.65 restoration project started in 2015 and was paid for through a grant.

The county was responsible for 20% of the cost, and the Federal Highway Administration covered the rest.

The 355-foot-long Burr arch truss wooden bridge, built by Joseph J. Daniels in 1876, carried vehicular traffic across the East Fork White River until 1980. The bridge is just off of County Road 200N in Hamilton Township.

Story continues below gallery

2 of 2 < >

*From left, State Sen. Eric Koch, County Officer Jerry Hounshel, Commissioner Drew Markel, Commissioner Bob Gillaspay, Brad Isaacs and Jackson County Highway Superintendent Jerry Ault are pictured during the ribbon cutting of the Shieldstown Covered Bridge. Jordan Richart*

Daniels also built the Medora Covered Bridge in Carr Township. That renovation was completed 2011.

Indiana Sen. Eric Koch, who represents portions of Jackson County, attended the ribbon cutting. County officials said Koch was key to helping progress the project when there were issues with contractors and the Indiana Department of Transportation.

Koch said the project helped preserve important parts of the state's history.

"It means a lot to the state, and I think it is vital that we continue to make an effort to preserve our history and assets," he said. "It was great leadership at the local level that led the way. I'm just glad the state could help support these efforts."

Koch also credited local officials who place value on historic sites.

"I think it says a lot about Jackson County and the value they place on assets like this one," he said. "A lot of effort and energy went into this from a lot of different people, and the culmination is a successful project that will be enjoyed for literally hundreds of years."

Arann Banks, executive director of the Jackson County Visitor Center, said the project adds to the county's historic landscape and other features it has become known for throughout the years.

"People want to see where we came from and how we did things before the modern conveniences of today," she said.

Banks said the area is rich with a lot of history. At one time, a mill operated in the area, and some of the most prominent farmers in the county lived in the surrounding parts. Those farmers pooled their money together to construct the bridge, she said.

Banks said she also is hopeful local volunteers will be dedicated in the same way that people in Medora have been for the bridge there.

"We're blessed to have the group at Medora Covered Bridge, and I would love to see that happen here," she said.

### **Jordan Richart**

Jordan Richart is a reporter for The (Seymour) Tribune. He covers breaking news, crime, courts, county government and general assignment, among other things. To contact him, email [jrichart@tribtown.com](mailto:jrichart@tribtown.com).



## News



# Jackson County Takes Measures To Protect Historic Bridge From Vandalism

By SEAN HOGAN

Posted September 13, 2019

[Tweet](#)

Exterior of the Medora Covered Bridge entrance. (Seth/WFIU)

An historic Indiana bridge is getting a new security system in response to issues with vandalism.

The Medora Covered Bridge in Jackson County is one of the longest river-spanning bridges in the country and crosses over the East Fork of the White River by State Road 235. It dates back to 1875.

In January, vandals spray-painted the bridge in six places, marking both the interior and exterior with graffiti.

Jackson County Commissioners recently approved a proposal by Friends of the Medora Covered Bridge and B&C Electric to install a security system.

B&C Electric Co-owner Christy Nolan says the goal is to protect the bridge from future cases of vandalism and potential damage.

"There will be a total of six cameras throughout the bridge, inside and out," says Nolan. "Some of them will be looking out to the parking lot and some will be looking inside to see if anything is being done out here."





Jackson County's Medora Covered Bridge runs parallel with St. Road 235 and crosses over The East Fork White River. (Seth Tackett, WTIU/WFIU News)

Nolan says the cameras will be routed to a wireless monitor that can be watched in real-time. The whole system will be powered by Duke Energy.

Friends of Medora Bridge will pay the entire cost of the project through fundraising events such as hosting town dinners in the bridge. But Nolan says the cost is unknown.

The cameras are set to be installed next month.

[Tweet](#)

[https://www.fwbusiness.com/fwbusiness/article\\_961831d6-39cf-5387-8e59-6270609b4507.html](https://www.fwbusiness.com/fwbusiness/article_961831d6-39cf-5387-8e59-6270609b4507.html)

## Historic bridge could span Cedar Creek in DeKalb County

By SUE CARPENTER [scarpenter@kpcmedia.com](mailto:scarpenter@kpcmedia.com) Aug 28, 2019



Ley

AUBURN — The DeKalb County Commissioners on Aug. 26 gave their blessing to investigate repurposing a century-old bridge that formerly crossed the CSX Railroad on C.R. 75.

Mike Ley, who is owner of Signature Construction in Auburn and the Republican candidate for mayor of Auburn in the November election, presented the project that would use the historic bridge to span Cedar Creek in Auburn near 11th Street, connecting the DeKalb Outdoor Theater and the DeKalb County Fairgrounds, “Thus enhancing the shaping of downtown Auburn as a destination area,” he said.

The proposed, pedestrian-only “community bridge” project would serve as a downstream continuation of the recently proposed Cedar Creek Landing initiative between 7th and 9th streets, added Ley, who spent several years in government as Noble County building inspector, state deputy building inspector for a nine-county region and as building commissioner.

CSX Railroad agreed to reimburse the county to remove the wood-and-iron bridge in late 2013 due to safety issues. Because it was considered a “select” bridge on the Indiana Historic Bridge inventory list, it was required to be preserved rather than discarded. Commissioners agreed in March 2014 to rent storage space for the bridge for \$1 on airport-owned land next to the DeKalb County Airport, with the goal that at some time and place, the bridge would be put to good use.

Ley showed photographs Aug. 26 of the dismantled bridge stored on pallets at the airport site. The original bridge, with wood decking, is 17.5 feet wide and stretches 147 feet long, but Ley’s plan showed only 96 feet would be needed to span Cedar Creek.

Ley said he sees the DeKalb Outdoor Theater as the primary beneficiary of the project, as the site, although unique, is geographically challenged, separating it from the community. Construction of the bridge would connect the theater physically and culturally with the downtown area, he said.

The DeKalb County Fair Association also would benefit by adding a second bridge across the creek, Ley said. The bridge would be owned and maintained by the DeKalb County Fair Association, of which Ley is a member. He estimated a 24- to 30-month timeline for the project after a commitment to begin.

Other advantages of the proposed bridge would add parking for downtown activities along open spaces due to floodplain management, and the bridge could be a part of the city trail system.

DeKalb Outdoor Theater President John Chalmers gave approval for the plan at the meeting Aug. 26, as did the DeKalb County Fair board at its meeting last week.

“This is a wonderful opportunity to repurpose a historic part of our county into a very active and prominent role,” Ley said of the bridge, which will be 100 years old in 2020.

Plans call for the project to be constructed by local engineering services, excavating contractors, concrete suppliers and contractors, steel fabricators and suppliers, erectors, sawmills, painters and carpenters, asphalt companies and landscape companies, he said.

Ley said he has engaged an engineering company that has an on-staff bridge expert, particularly on historic bridges, and has conferred with him.

The proposed bridge would be funded by a mix of local contractor in-kind services, supplier donations, grants and support from local and area organizations, citizens and businesses, Ley said.

“I am excited about this awesome opportunity to be able to take a piece of history from our county and resurrect it with a purpose that unites our civic and cultural needs and something our community will be very proud of,” he added.

Ley said he would be involved in the bridge project no matter the outcome of the race, either as mayor or as a community volunteer.

[https://www.kpcnews.com/thestar/article\\_ea3814ee-4db1-59dd-a7a0-497e2054b756.html](https://www.kpcnews.com/thestar/article_ea3814ee-4db1-59dd-a7a0-497e2054b756.html)

## Mayor, commissioners discuss downtown project, bridge

By Dave Kurtz [dkurtz@kpcmedia.com](mailto:dkurtz@kpcmedia.com)

Jan 13, 2020



Ley

AUBURN — New Auburn Mayor Mike Ley visited the DeKalb County Commissioners’ meeting Monday to discuss cooperation, especially on his Community Commons project.

Ley hopes to build a combination of public restrooms and a covered plaza in the 200 block of East 7th Street, one-half block northeast of the DeKalb County Courthouse.

DeKalb County owns the property where Ley proposes to build the project. The commissioners could approve selling, leasing or donating the property.

“I think we may have to lease it. I don’t know about donating it, but we can surely lease it,” Commissioners President William Hartman told Ley.

“In my view, its a joint project, city and county,” Ley said. “You’re a party to this, too, and your contribution is the real estate.”

The Community Commons would provide downtown restrooms year-round, especially during large public events. Ley said it would have been useful during last fall’s Auburn Christmas Parade, which drew a large throng to the downtown square.

Commissioner Don Grogg said he has concerns about the wall of the county’s office that lies directly east of the proposed Community Commons..

“As a part of the project, we’ll refinish the outside of that wall. Basically, we’ll make that wall new,” Ley said.

Ley said he hopes to sign a contract next week with an architectural engineering firm to begin designing the Community Commons.

“I envision it being built with participation by community people,” including donated services, and discounts by vendors of building materials, Ley said. “I want as much community participation as possible, so when it’s done, the name is representative of what happened here.”

The latest concept for the project now includes a family restroom, in addition for restrooms for men and women, Ley said.

The commissioners granted Ley permission to take soil borings of the site to determine its stability.

Commissioners also asked about Ley’s proposal for a Community Bridge. It would install a pedestrian bridge over Cedar Creek near 11th Street to connect downtown Auburn to the DeKalb Outdoor Theater.

Ley proposes to use a century-old bridge that spanned the CSX Railroad on C.R. 75 until it was removed in 2013. The commissioners stored the bridge on land at the DeKalb County Airport south of Auburn.

“We are being pushed by INDOT to do something with that bridge,” Grogg said, referring to the Indiana Department of Transportation. Because it was designated as a “select” bridge on the Indiana Historic Bridge inventory list, it was required to be preserved rather than discarded.

Ley said he hopes to sign a contract in February with an engineering firm to consult on the bridge project. He said the firm would work with five or six different agencies that need to approve the project

The mayor said he would like to bring bridge to the site by the end of this year and place it along the east side of the creek, in preparation for installation.

The creek is 31 feet wide at the site, and the bridge sections are 42 feet long, so the bridge support columns would be outside the creek bed, Ley said.

The mayor and commissioners also discussed the proposed Cedar Creek Landing.

A project proposed by the Auburn Main Street organization, Cedar Creek Landing would create a park along the west bank of Cedar Creek, between 7th and 9th streets. It would feature a pavilion, war memorial, creek overlook, canoe/kayak landing and open spaces.

The park also could become a new home for Auburn's farmers market. Commissioner Jackie Rowan observed that she believes farmers market vendors do not want to move from their present site on the west side of the courthouse.

Ley said he is looking forward to a working relationship with all county officials and other communities in the county.

"Whatever we can do for the county and vice versa— I'm looking forward to the opportunity." Ley said.

## Bridge No. 13 dedicated at local park

Aug 06, 2019

2 / 2



From left: Shelby County Commissioner Kevin Nigh, Diane Haehl, Highway Superintendent Kem Anderson, Commissioner Don Parker, Commissioner Chris Ross and Shelbyville Mayor Tom DeBaun cut the ribbon, officially opening Bridge 13 along the walking trail in Blue River Memorial Park.

By ROSS FLINT - [rflint@shelbynews.com](mailto:rflint@shelbynews.com)

With the snap of six large scissors, the dream of relocating a bridge that dates back to the presidency of Indianapolis-native Benjamin Harrison came true Monday morning.

The Clover Ford Bridge, better known as Bridge No. 13, was officially opened with a celebration that brought representatives from city, county and state governments to Blue River Memorial Park in Shelbyville.

"Today, opening this bridge has been a long time coming," Shelby County Commissioner Kevin Nigh said.

He added that they considered renaming it Diane's Bridge, in honor of Diane Haehl from the commissioner's office, who spent a considerable amount of time making the relocation of the bridge a possibility.

"Diane's been working on this a long time," Nigh said. "It's been a long process. It took the help of a lot of people."

Commissioner Chris Ross thanked numerous people and agencies for their help in completing the project, including former commissioner Dave Mohr, the City of Shelbyville, the Shelby County Highway Department, the Indiana Department of Transportation, state representatives and USI Consultants Inc.

The bridge was named a historic select bridge in 2006 and as a result, was preserved.

Five years later, the county closed it for deterioration and damage.

In 2018, the bridge was dismantled by HIS Constructors and restored by Bach Steel, then reconstructed this year by Bach in its current location.

The bridge is located south of the Blue River Memorial Park parking lot, near the Little Blue River.

Originally opened in April 1889, it previously was located on County Road 875 West.

"Appreciate the time it took here," commissioner Don Parker said. "Certainly glad to get this bridge placed here so we could build the new bridge on 875 W. It's really helped that community out tremendously to open up that part of the county. Glad to have that completed."

Mayor Tom DeBaun acknowledged the teamwork it took to complete the project.

"I get more positive comments on this trail and the work that's been done with the city and the county than anything we've done," he said.

Shelbyville Parks Department director Karen Martin, who attended Monday's ceremony, said the bridge will benefit visitors at the park.

She appreciated the fact that a space revealing the river south of the bridge was left open.

"It was an old bridge that needed (to be) restored because of its historic value and what better place than to keep it in Shelby County?" she said.

## Attachment 18

She said at first she was skeptical of putting it across the trail because she wanted it to go across the river. But after seeing the renovation, she was sold.

She envisions new brides and grooms, as well as prom-goers stopping by for photos.

"Just because now it's kind of an icon," she said. "I think it'll be great for the parks and people see it from out there (in the parking lot) and they wonder what it is and they want to walk the trail, so it's beneficial to them to walk and to see the beauty."

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## Crosley Fish & Wildlife Area



2010 S. State Highway 3  
North Vernon, IN 47265  
(812) 346-5596  
Office Hours: Weekdays, 8:00 a.m. to 2:30 p.m. ET  
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### Hunting conditions

Inclement spring weather has impacted property management efforts at some Fish & Wildlife Areas and Fish & Wildlife managed properties. As a result, hunting conditions this year may differ from past years. If you have questions about the hunting conditions at a specific property, please contact that property directly during normal business hours.

### Crosley FWA advisories

- Crosley Lake at Crosley Fish & Wildlife Area will be closed for dam renovations beginning April 2019. Work is expected to be completed in fall 2020.
- The bridge crossing on River Road at the Muscatatuck River is closed for an indefinite period of time; however, you can still access the western side of the property (including the shooting range), by taking Highway 3 north to County Road 25W, and then turning back south on County Road 75W. For more information, contact Crosley Fish & Wildlife Area at 812-346-5596.

## Cranes to hoist historic bridge over White River

Seth Slabaugh, Muncie Star Press

Published 4:29 p.m. ET June 17, 2019 | Updated 9:22 a.m. ET June 18, 2019



Buy Photo

A historic bridge awaits a lift on Wednesday to the White River near East Jackson Street (Ind. 32). (Photo: Seth Slabaugh, The Star Press)

MUNCIE, Ind. — Cranes on Wednesday morning are scheduled to hoist a restored, historic bridge to its new home over the White River, where it will enhance the eastern entrance to Muncie, connect two greenways and celebrate the river.

"People wishing to watch should park along the new Bunch Boulevard," said project manager Phil Tevis of Flatland Resources. "There is a sidewalk on the new State Road 32 Bridge where people can watch. For safety reasons, people are asked to stay clear of the cranes and construction workers."

The site is just upstream of the rehabilitated bridge carrying motor vehicles on Ind. 332/East Jackson Street over the river.

The installation contractor is scheduled to arrive at 7:30 a.m. The bridge is expected to be maneuvered into place between 8 a.m. and noon, weather permitting.

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The historic structure will carry pedestrians, bicyclists, strollers, etc. over the river between the White River Greenway on the right bank and the Cardinal Greenway on the left bank (as you look downstream).

► **RELATED:** [\\$4 million for new, historic bridges \(/story/news/local/2017/05/02/4-million-new-historic-bridges/101066550/\)](/story/news/local/2017/05/02/4-million-new-historic-bridges/101066550/)

Formerly carrying Delaware County Road 800-E over the Mississinewa River near Albany, the bridge was built around the turn of the century by Indiana Bridge Co. of Muncie.

It is a steel, overhead truss bridge variation known, Tevis said, as a camelback because of its arched appearance. It is about 175 feet long and 16 feet wide. The timber deck is being replaced with new planks to be installed this winter or next spring.

Camden Construction, a specialty contractor, restored the bridge, including repainting, in its shop in Warsaw.

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Attachment 20



An architectural illustration shows part of the transformation of the eastern entrance to Muncie. Illustration: Land Collective (Photo: Provided)

The historic bridge can't be used until completion of a trailhead, parking lot, seating area and grand lawn sloping to the water, on the east side of the river. If that area had been built before installation of the bridge, it would have been destroyed by the cranes.

The project also includes construction of a new bike trail, beginning at Bunch Boulevard near the Craddock Wetland Nature Preserve, that will pass under the State Road 32 Bridge and connect to the historic bridge.

"No one will have to cross Ind. 32 on their bike, which is a huge safety improvement," Tevis said.

► **RELATED:** [\\$60 million redevelopment of cleanup site continues \(/story/news/local/2018/08/04/60-million-redevelopment-cleanup-site-continues/882713002/\)](https://www.thestarpress.com/story/news/local/2018/08/04/60-million-redevelopment-cleanup-site-continues/882713002/)

Other improvements in the area, a major gateway to Muncie, have included cleanup and demolition of the former Indiana Steel and Wire factory, converted from a brownfield into a greenfield envisioned as an energy efficient example of light industry and "live-work" housing, and rerouting Bunch Boulevard. A future phase will focus on improvements on the west side of the river near the historic bridge.



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nd Park on the east side of Muncie. (Photo: Land Collective)  
**Attachment 20**

Also, the former wire mill's dam just above the Ind. 32 Bridge is scheduled to be removed this summer, creating more room next to the river for trail buildout, improving aquatic habitat and fishing, and making kayaking and tubing safer.

► **RELATED:** [Animals will take over if White River dams ditched \(/story/news/local/2017/09/23/animals-take-over-if-white-river-dams-ditched/682198001/\)](/story/news/local/2017/09/23/animals-take-over-if-white-river-dams-ditched/682198001/)

"This bridge and trailhead has been decades in the making," Marta Moody, Cardinal Greenway Board president, said in a news release. "So many great community leaders sat in meetings for years and years discussing how to create a meaningful entryway into Muncie coming from the east. The idea was to bridge the two greenways, celebrate the river and build an eastern gateway using art and recreation."

Many of those leaders, including Marjorie Zeigler, (</story/news/local/2018/06/21/philanthropist-environmentalist-marjorie-zeigler-dies/722502002/>) are no longer living.

"It has taken a great deal of coordination to build out this three-decades-old idea," Angie Pool, CEO of Cardinal Greenway, said in the release. "The project has required unprecedented cooperation with INDOT (Indiana Department of Transportation), the city of Muncie, the Muncie Sanitary District and the Army Corps of Engineers."

Major funding for the project was provided by federal aid/INDOT, the Ball Brothers Foundation, the Edmund F. and Virginia B. Ball Foundation, and the Community Foundation of Muncie and Delaware County's Kitzelman Fund.



*The historic bridge near Albany that was disassembled, restored and reassembled for the Kitzelman Trailhead project in Muncie. (Photo: Delaware-Muncie Metropolitan Plan Commission)*

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# Holton covered bridge to be repaired

Jared D. Rogers  
 ASSISTANT EDITOR

Published in the Versailles Republican, May 23, 2019

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## Weather

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69°  light rain  
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WANDA ENGLISH BURNETT PHOTO

Among several topics discussed and business attended to at the May 20 meeting of the Ripley County Council, many citizens present were most concerned about appropriating funds for the repair of the historic covered bridge in Otter Creek Township.

The matter had been tabled previously, leaving citizens worried that the council might not fully appreciate the importance of the bridge to the culture of the county, as it is listed on the National Register of Historic Places.

The council voted unanimously to approve two appropriations: One amount for \$22,400 which will help cover the \$25,000 insurance deductible from the wind and storm damage to the bridge, and \$10,000 to help cover said deductible as well as additional money that is not covered by insurance.

Ray Toops, Ripley County Highway Department, first spoke to the council regarding the bridge. Councilman Ron Decker asked Toops if engineers had inspected the bottom of the bridge. Toops said it had been inspected, and that the bottom and sides were both found to be structurally

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## Obituaries

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sound. Toops shared that roofers may start as early as this week on repairs.

Council President Brenda Wetzler asked Toops if he had explored other funding options, like grants, to help cover costs. Toops said that INDOT's Historical Society had nothing currently available, and neither did Indiana Landmarks. Wetzler thanked Toops for looking into those options in the hope of saving taxpayers money.

Representing the Ripley County Historical Society, as well as Otter Creek Township, Mike Stratton reiterated the historic importance of the bridge, being 135 years old. Stratton shared that there used to be seven covered bridges in the county, and now only two remain.

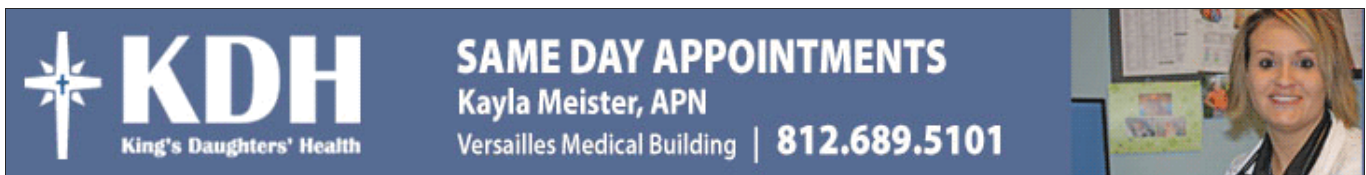
Stratton asked for an explanation as to the process of the repair. It was explained that the money appropriated would come out of the highway department's covered bridge fund and the cumulative bridge account. Toops shared that as for the actual repair, rough cuts of lumber will be used for the rafters. A ridge cap board will also be installed through the center in order to strengthen the roof. This step was not taken in 1998, which was the last time the bridge was repaired. With that board in place, Toops said the roof will be stronger than before.

Councilman Steve Gloyd then asked Toops if the "no trespassing" sign that is currently displayed near the bridge is permanent, or if it will be removed once the repair is complete. Toops said that the sign is only temporary, and since people walk across and visit the bridge, it will be

removed once it is sound again.

President Wetzler pitched the idea that a group such as the historical society, or other related organization, could hold a covered bridge festival in the county in order to raise money to continue to keep the two bridges in fine shape for years to come. Stratton agreed this was a good idea, although it would take extensive planning.

Speaking last regarding the bridge, Cheryl Corning of Osgood told the council that she applauded the decision to put it back in the way that it was. She also stated that she appreciated President Wetzler's comment about having a festival. She shared that there is a lovely stone bridge near her home, and she knew of other stone bridges in the county that might also be included in such an event.



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Ripley County Commissioners Meeting  
July 29, 2019

The Commissioners' meeting opened promptly at 8:00 a.m. Monday, July 29, 2019 at the Ripley County Annex Building, Versailles, Indiana. Commissioner Stratton, Commissioner Stutler and Commissioner Horstman were in attendance as well as Attorney Ertel and Auditor Copeland.

Commissioner Stratton opened the meeting with the Pledge to the Flag.

**EMA – Mr. Shawn Alvarado**

Mr. Alvarado was in to give the commissioners an update on the EMA office. Mr. Alvarado is meeting with the school next week and also has a fire chief meeting.

**Area Planning – Tad Brinson**

Commissioner Stratton asked Mr. Brinson about training for their office of Area Planning. Mr. Brinson stated they didn't have the money in their budget so he would make sure it is in the Area Planning budget for the year of 2020.

**Sheriff Department – Mr. Jeff Cumberworth**

Mr. Cumberworth stated that the air conditioner went out in the deputy's room. Dunlap came in with a bid of \$3,650.00 and Climate Control of \$4,100.00. Commissioner Horstman made the motion to approve the Dunlap bid of \$3,650.00 and for it to be paid out of Cum Cap, Commissioner Stutler 2<sup>nd</sup> the motion. Motion passed 3 yes.

**Highway Department – Mr. Ray Toops**

Mr. Toops came in with the budget that was completed. Gave a copy to each commissioner to review and to get back with him. Mr. Toops also stated that the covered bridge was complete.

**EMS – Scott Huffman**

Mr. Ertel stated that he nor Mr. Huffman had spoken with Keith Sieverding. Mr. Ertel also stated that maybe he can talk to the property owners that transferred it to Rescue 69 and stated at this point Rescue 69 is in control of what will happen with the property. The Commissioners and Mr. Huffman also talked about the sale of the Delaware property.

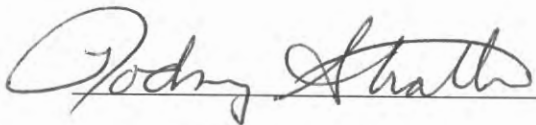
**Miscellaneous**

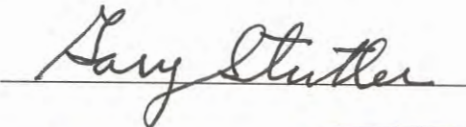
Auditor Copeland presented the commissioners with the minutes of the July 15, 2019 meeting Commissioner Stutler made the motion to approve the minutes with a second from Commissioner Horstman. Motion passed with 3 yes.


Commissioner Horstman moved to approve the claims with a 2<sup>nd</sup> from Commissioner Stutler. Motion passed with 3 yes.

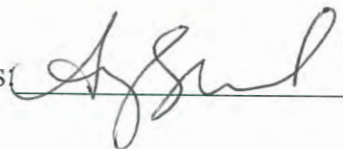
The Commissioners signed the Payroll Vouchers, Claim Vouchers, and Claims being paid from the commissioners' budget.

With no further business to attend, Commissioner Horstman moved to adjourn with a second from Commissioner Stutler. Motion passed 3 yes.

 \_\_\_\_\_ Rodney Stratton, President

 \_\_\_\_\_ Gary Stutler

 \_\_\_\_\_ Mark Horstman

Assts:  \_\_\_\_\_ Amy R Copeland-Ripley County Auditor

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TOP STORY

## Vehicle trapped by rising bridge

No injuries but Franklin Street Bridge closed for more than 3 hours

By JEFF MAYES - Staff Writer

Aug 3, 2019



Photos by Jeff Mayes No one was injured when an SUV became trapped between the decking and pavement on the south side of the Franklin Street Bridge on Friday afternoon after the vehicle was stuck on the bridge as it began to rise.

MICHIGAN CITY – On one of the busiest weekends of the year in Washington Park, drivers were detoured from the Franklin Street Bridge, which was closed for more than 3 hours after an SUV was crushed between the rising bridge deck and pavement.

No one was injured in the incident, which occurred just before 4 p.m. on the south side of the bridge, according to Tony Drzewiecki, spokesman for the Michigan City Fire Department, which was notified at 4 p.m. of a vehicle "stuck on the lower ramp of the bridge and possibly on fire.

"The vehicle was still on the bridge when it opened and became impaled on the lower section of the bridge, and wedged between the road and the bridge," he said.

Michigan City Police Chief Mark Swistek called the incident an "unfortunate" accident.

**Attachment 22**

"We were very unfortunate that it was only a property damage accident," Swistek said. "It was very fortunate for the family that no one was in the rear of the vehicle."

Charles Weitzel of Oberlin, Ohio – who was driving the GMC Arcadia with his wife in the passenger seat – said he had just driven onto the bridge when the gates went down.

"I started across the bridge and the warning arms came down behind me," Weitzel said on the scene as first responders huddled to come up with a plan to remove the vehicle from the upright bridge.

Weitzel said he thought about speeding up to cross the bridge when he noticed it was rising.

"I tried to back up, but it was too late," he said.

As the bridge kept rising, the SUV slid into the opening between the rising deck and pavement, where the back end was partially crushed between the metal and concrete.

"The truck got wedged in there and then I couldn't go forward anymore," Weitzel said.

His wife, who did not wish to be named, said, "I jumped out of there as soon as we stopped, and some people helped me out."

Weitzel stayed in the vehicle until he realized it was not going to move anymore, then was helped out by bystanders using a ladder.

While scanners initially reported a car on fire on the bridge, Weitzel said, "It started smoking a little, but there was no fire and we were not hurt."

"Several agencies were called to check on the integrity of the bridge and to assist with the removal of the vehicle without damaging the bridge," Drzewiecki said.

"The Port Authority assisted with a fork truck that was used to lift the SUV off the bridge, using lifting straps from the Fire Department."

As the Wietzels watched from the roadway, along with dozens of curious bystanders, the forklift was moved into place to try to lift the car free.

"They want to lift the car a little, then raise the bridge a bit more so they can get the car free," Mayor Ron Meer said as he watched the bridge, and the line of frustrated drivers who were being detoured from the bridge to an alternate route to Lake Shore Drive.

On the third attempt, the crane, using a sling placed through the front windows of the SUV, was able to lift it up enough to swing it free of the bridge and back onto Franklin Street, as onlookers and first responders cheered.

Then came a few nervous moments as the bridge was lowered and operators and officials inspected it to make sure no damage was done to the historic structure.

"The bridge remained closed down for two hours while it was inspected for safety," Drzewiecki said.

Swistek said Saturday that no long-term damage was found on the bridge, which will be closely watched.

"There is staff out there watching the mechanical aspects of the bridge, because something that traumatic puts a lot of pressure on the mechanical parts."

He said some decking panels, which were recently replaced, were damaged in the accident and "there is some concern for the mechanical aspect. They will be looking it over very closely for the next several weeks."

The bridge was reopened to traffic around 7:30 p.m., about 3 1/2 hours after the incident occurred.

The Weitzels were on the first day of a vacation and had not been to the area before, Charles Weitzel said.

He questioned whether the bridge was automated, and why the operator did not warn him, but some witnesses to the event gave a different story.

One man said the bridge operator "yelled at them to stop several times but they kept going as the gates came down."

Another woman said the driver seemed to "ignore several commands to stop."

Swistek said no citations will be issued, but "video of the incident will be reviewed as part of the investigation."

Police and firefighters helped the couple unload the vehicle, filled with suitcases, clothes, groceries and other vacation items.

"They were nice people and we tried to help them out," Swistek said. "We took three carloads of stuff over to the Beachwalk for them, and helped them get set up with a rental car."

The chief said he's "had fears of something like this happening, but in all my years living in Michigan City and all my time on the department, I've never seen anything like it. I was kind of in awe."

The mayor agreed. "I've never seen anything like that," he said. "I've seen where cars have broken the warning arms, and ... one bad accident ... but nothing like this in all my years here."



# 2019 ROADWAY CAPITAL IMPROVEMENT PROGRAM



This list includes only: asphalt and concrete roadway improvements, and bridge rehabilitation projects.  
This is not a comprehensive list of the larger 2019 transportation capital improvement program.

**Updated: January 23, 2019. Project list subject to change.**

Project Type	Project Number	Project Name / Segment Limits
Bridge Rehabilitation	BM-07-017	79th Street over Fall Creek (0701F)
Bridge Rehabilitation	BM-11-100	Monon Trail over Kessler Blvd
Bridge Rehabilitation	BM-14-027	63rd Street over Indian Creek (1406F)
Bridge Rehabilitation	BM-15-006	Dandy Trail over Big Eagle Creek STP FY 2019
Bridge Rehabilitation	BM-17-060	Cold Spring Road over Crooked Creek (1715F) and 38th Street EB over White River (1703F)
Bridge Rehabilitation	BM-20-002	38th Street over CSX Railroad STP FY 2019
Bridge Rehabilitation	BM-25-020	Senate Ave. over Fall Creek (2527L) STP FY 2019
Bridge Rehabilitation	BM-25-179	Commerce Ave. over Pogues Run Bridge STP FY2020
Bridge Rehabilitation	BM-25-180	Oriental St over Pogues Run (2520L)
Bridge Rehabilitation	BM-30-010	Lynhurst Drive over Mars Ditch (3002F) STP FY 2019
Bridge Rehabilitation	BM-41-016	Franklin Road over Big Run Creek (4102F) STP FY 2020
Bridge Rehabilitation	BM-41-017	Edgewood over Little Buck (4105F)
Bridge Rehabilitation	BM-45-005	Morgantown Road over Pleasant Run STP FY 2020
Bridge Replacement	BM-32-009	Pagoda Drive (Garfield Park) over Pleasant Run(3216L) STP FY 2019
Bridge Replacement	BR-11-003	Westfield Blvd over IWC Canal (1101F) STP FY 2020
Bridge Replacement	BR-13-047	Fall Creek over Blue Creek (1304F)
Bridge Replacement	BR-18-002	Monon Trail over 38th Street CMAQ FY 2020
Bridge Replacement	BR-19-008	Sheridan Avenue Bridge over Pogues Run (1920L) STP FY2020
Bridge Replacement	BR-32-133	Bridge over Pleasant Run Creek
Bridge Replacement	BR-37-030	Hanna over Dollar Hide (3612L)
Resurface	RS-18-007	Pennsylvania Street Resurfacing from 12th Street to 25th Street
Resurface	ST-19-073	College Ave from Fall Creek Pkwy to 38th St
Resurface	ST-19-075	Southport Rd from Bluff Rd to Meridian St (Highway 135)
Resurface	ST-19-075	Southport Rd from Meridian St (Highway 135) to US 31
Resurface	ST-19-104	52nd St from High School Rd to Lafayette Rd
Resurface	ST-19-104	64th St from Michigan Rd to Coburn Ave
Resurface	ST-19-104	91st St from Ditch Rd to Westfield Blvd
Resurface	ST-19-104	Ditch Rd from Westland Rd to 79th St
Resurface	ST-19-104	Harcourt Rd from Westlane Rd to Dugan Dr
Resurface	ST-19-105	21st St from Senate Blvd to Capital Ave
Resurface	ST-19-105	52nd St from Keystone Ave to Allisonville Rd
Resurface	ST-19-105	52nd St from Westfield Blvd to College Ave
Resurface	ST-19-105	Shadeland Ave from I-70 WB Exit Ramp to Kennsington Dr
Resurface	ST-19-106	16th St from Polco St to Lafayette Rd
Resurface	ST-19-106	Crawfordsville Rd from Cunningham Rd to Auburn St
Resurface	ST-19-106	Kessler Blvd NDr from 16th St to Lafayette Rd
Resurface	ST-19-108	42nd St from Flamingo W Dr to Shady Ln
Resurface	ST-19-108	42nd St from Pasadena St to Shadeland Ave
Resurface	ST-19-108	Carrol Rd from Prospect St to Warehouse Rd
Resurface	ST-19-108	Kitley Ave from Brookville Rd to Epleasant Run Pkwy S Dr
Resurface	ST-19-108	Mitthoeffer Rd from Prospect St to Washington St

Project Type	Project Number	Project Name / Segment Limits
Resurface	ST-19-108	Pleasant Run Pkwy S Dr from Kitley Ave to 10th St
Resurface	ST-19-108	Ritter Ave from Brookville Rd to Hibben Ave
Resurface	ST-19-108	Ritter Ave from Michigan St to 10th St
Resurface	ST-19-109	Bluff Rd from Troy Ave to West St
Resurface	ST-19-109	Hickory Rd from Indian Creek Rd to Edgewood Ave
Resurface	ST-19-109	Indian Creek Rd from Hickory Rd to Fairlane Dr
Resurface	ST-19-109	Meridian School Rd from Rahke Rd to Meridian St
Resurface	ST-19-109	Shelby St from County Line Rd to E Stop 10 Rd
Resurface	ST-19-109	West St from Bluff Rd to Wisconsin St
Resurface	TS-18-012	Binford Blvd from 38TH ST to 75th St
Resurface	TS-18-012	Fall Creek Pkwy from Keystone Ave to 38th St
Streets	ST-19-091	11th St from Pennsylvania St to Delaware St
Streets	ST-19-091	Holt Rd from Washington St to Rockville Rd
Streets	ST-19-091	Michigan St from Tomlinson Dr to Holt Rd
Streets	ST-19-091	Southeastern Av from Acton Rd to Village Dr
Streets	ST-19-092	30th St from Ritter Ave to Campbell Ave
Streets	ST-19-092	Arlington Av from 25th St (W) to Sexton Ave
Streets	ST-19-092	Fall Creek Pkwy N Dr from Dequincy St to Emerson Way
Streets	ST-19-092	Massachusetts Av from Brookside Ave (W) to Commerce Ave
Streets	ST-19-092	Ohio St from College St to Pine St
Streets	ST-19-092	Pine St from Vermont St to Michigan St
Streets	ST-19-093	38th St Ramps from Kessler Blvd N Dr to
Streets	ST-19-093	Georgetown Rd from 38th St to Lafayette Rd
Streets	ST-19-094	Keystone Av from Redfern Rd to Lawrence Ave
Streets	ST-19-094	Raymond St from Garfield Dr to Shelby St