



# INDIANA DEPARTMENT OF TRANSPORTATION

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**Eric J. Holcomb, Governor**  
**Michael Smith, Commissioner**

**DES. # 1383721**

## **LEGAL NOTICE OF PUBLIC HEARING**

### **PROPOSED BRIDGE IMPROVEMENT PROJECT IN DEARBORN COUNTY**

The Indiana Department of Transportation (INDOT) will host a public hearing on October 12, 2023 at the East Central High School Performing Arts Center (1 Trojan Rd A, St Leon, IN 47012) beginning at 6:00 p.m., on State Road (SR) 46 over Whitewater River, approximately 0.44 mile west of US 52 over Whitewater River, in Dearborn County, Indiana. The doors will be open at 5:30 p.m. in order to view displays and talk to the representatives prior to the start of the hearing.

The purpose of the public hearing is to offer all interested persons an opportunity to comment on the draft environmental document and preliminary design plans for the proposed bridge project involving Bridge No. 046-15-01987 on SR 46 over Whitewater River bridge (Des. 1383721), approximately 0.44 mile west of US 52 in Logan and Harrison Townships, Dearborn County, Indiana.

Bridge No. 046-15-01987 (NBI#017540) is listed as a Non-Select bridge in the Indiana Historic Bridge Inventory (Mead and Hunt 2009). The bridge is considered eligible for listing in the National Register of Historic Places (NRHP) due to being the longest example of a standard Parker design from the 1930s by I.E. Smith Construction. Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA, or HBPA), the Federal Highway Administration- Indiana Division (FHWA) will satisfy its responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the HBPA (Stipulation III.B) to comply with Section 106 of the National Historic Preservation Act (NHPA) of 1966.

The historic bridge is subject to the conditions of the Historic Bridge Programmatic Agreement (HBPA). As such, a Historic Bridge Alternative Analysis (HBAA) was completed that describes the project's purpose and need, as well as an evaluation of alternatives to meet the purpose and need. The existing structure carrying SR 46 over the Whitewater River is a 5-span, Parker through steel truss structure constructed in 1937, rehabilitated in 1985 and painted in 1996. The existing bridge has five equal 175-foot-long spans and perpetuates drainage under SR 46 for Whitewater River. The clear roadway width on the bridge measures 24 feet, with two 10-foot-wide lanes with 2-foot-wide shoulders.

The INDOT Bridge Inspection Report dated September 12, 2022, documented the structure is in poor condition overall with the wearing surface and superstructure rated as a 4 out of 9. Condition ratings range from "0" to "9", with "0" being a failed structure and "9" being a structure in excellent condition. The underside of the bridge has transverse cracking with efflorescence, delaminations, and concrete spalling with exposed steel reinforcement. All of the joints are leaking, and many of the deck drain extensions are damaged or missing. There is cracking throughout the wearing surface, as well as spalling at numerous spans. The truss members have numerous holes, moderate to heavy pitting, expansion rust and section loss throughout.



The existing SR 46 roadway approach consists of two 12-foot-wide travel lanes with 2-foot-wide shoulders (1 foot paved, 1 foot earth). The existing roadway facility is classified as a State Collector within a Rural area and is not on the US National Highway System or National Truck Network. The posted speed limit at the project location is 55 miles per hour (mph).

The project will rehabilitate the existing bridge and the east and west approach roadway to current INDOT and FHWA criteria for load capacity and condition. The concrete deck and joints will be replaced, and new PF-1 concrete bridge rail will be incorporated, reducing the clear roadway width to 23 feet 1.5 inches. Travel lanes and shoulder widths will be transitioned from the bridge (10-foot-wide lanes and 1-foot, 6.75-inch-wide shoulders) to the roadway approaches (12-foot-wide lanes and 2-foot-wide shoulders). The bridge joints will be replaced, and other deteriorated elements will be repaired or replaced in-kind. All areas of the truss will be cleaned and painted green to match the existing color. Deteriorated concrete caps of Pier 5 and the east abutment will be removed and reconstructed, and all delaminated and spalled areas of abutments and piers will be patched. The riprap scour countermeasures will be placed around all substructure units, and debris removal will also be implemented. New approach slabs will be placed, and the rehabilitation will require approximately 200 feet of approach work east and west of the bridge ends. The existing approach guardrail will be replaced with MASH guardrail and end treatments.

Maintenance of Traffic (MOT) for the project will require a full closure for approximately 8 months with a 1.5-mile-long detour route utilizing US 52, I-74, and SR 1.

Section 106 of the National Historic Preservation Act (NHPA) requires Federal agencies to take into account the effects of their undertakings on historic properties. No right-of-way (ROW) is required for this project. Pursuant to 36 CFR 800.4(d)(2), the documentation specified in 36 CFR 800.11(e) can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents>. This documentation serves as the basis for the "No Adverse Effect" finding.

The public hearing serves as the opportunity for the public to comment on both the Categorical Exclusion (CE) environmental document and the 800.11(e) documentation for Section 106. All comments collected before, during and after the hearing through 10/26/2023 will be taken into consideration.

The agenda will afford the opportunity for the public to make formal statements to be recorded as part of the official hearing transcript. Tentative timetables for right-of-way acquisition and construction will be discussed during the formal presentation. Representatives from INDOT and Beam, Longest and Neff will be available to address specific questions during the initial session, and after the formal hearing process. Please be aware general conversations are not considered part of the official record. All verbal statements recorded during the public hearing and all written comments collected before, during, and for a period of two (2) weeks after the hearing date, will be evaluated and addressed in the final environmental document.

Federal and local funds are proposed to be used for construction of this project. INDOT and the Federal Highway Administration have agreed that this project poses minimal impact to natural environment. A Categorical Exclusion (CE) Level 4 environmental document has been prepared for

the project. All interested parties are hereby notified of the availability of the environmental document and preliminary design plans for review at the following locations:

1. INDOT Seymour District Office, 157 Agrico Lane, Seymour, Indiana 47274
2. Beam Longest and Neff, L.L.C. 8320 Craig Street, Indianapolis, Indiana 46250

A virtual option for the public hearing is also available. The recorded presentation is available at <https://youtu.be/P9cYC1BQMjA>.

Persons with limited internet access may request project information be mailed to them. Please contact Kristin Wing, BLN, 8320 Craig Street, Indianapolis, Indiana 46250 or [kwing@b-l-n.com](mailto:kwing@b-l-n.com) or 317-806-34342 for information.

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to Kristin Wing, BLN, 8320 Craig Street, Indianapolis, Indiana 46250 or [kwing@b-l-n.com](mailto:kwing@b-l-n.com) or 317-806-4342. BLN respectfully requests comments be submitted by October 4, 2023.

In accordance with the "Americans with Disabilities Act", With advance notice, INDOT can provide accommodation for persons with disabilities with regards to participation and access to project information as part of the hearings process including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired and other services as needed. In addition, INDOT will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids including language interpretation services and document conversion. Should accommodation be required, please contact Greg Prince at 812-524-3783 or [gprince@indot.in.gov](mailto:gprince@indot.in.gov) and Kristin Wing at 317-806-4342 or [kwing@b-l-n.com](mailto:kwing@b-l-n.com) for information.

Weather Notice: If the public hearing is postponed due to inclement weather, it will be rescheduled, and the public comment period would be extended. Please contact Greg Prince at 812-524-3783 or [gprince@indot.in.gov](mailto:gprince@indot.in.gov) and Kristin Wing at 317-806-4342 or [kwing@b-l-n.com](mailto:kwing@b-l-n.com).

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR771.111 (h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/ public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary." approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021.