



INDIANA DEPARTMENT OF TRANSPORTATION

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Eric Holcomb, Governor
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Annual Report for 2024
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 (INDOT-CRO)

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

January 17, 2025

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 “the Indiana Department of Transportation (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 year” 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 from January 2024 through December 2024

Part II. List of Select Bridges that have been Replaced or have an Unknown Status

Part III. List of Non-Select Bridges that have been Replaced or have an Unknown Status

Part IV. List of Select and Non-Select Bridges that are in Pedestrian Use

Part V. List of Select and Non-Select Bridges that have been Closed

Part VI. Tally of Extant Select and Non-Select Bridges

This document is a reflection of how the INDOT Cultural Resources Office (INDOT-CRO) understands items to stand through December 31, 2024. Please forward any comments or corrections to INDOTHistoricBridges@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 from January 2024 through December 2024

The following table lists the bridges for which the Indiana Department of Transportation INDOT-CRO has knowledge of actions occurring from January 2024 through December 2024. Additional entries are included for actions that took place prior to 2024 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.

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, the Section 106 Consultation and Outreach Portal Enterprise (IN SCOPE). The INDOT Designation Number (Des. No.) is the most efficient search term when utilizing IN SCOPE. 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. IN SCOPE can be accessed at the following link: <https://erms12c.indot.in.gov/Section106Documents/>.

Historic Bridge PA - Annual Update - Actions Taken, Jan 2024 through Dec 2024

Bridge	Action Taken	Support Documentation	Additional Comments
Martin County Bridge No. 58 (NBI No. 5100029), Brickyard Road (aka Queen Street) over Boggs Creek, Martin County	Section 106 process for project involving this Non-Select Bridge in progress under the HBPA procedures	SHPO accepted photo documentation 05/19/2024 (Attachment 1). Other project documents can be found on the INSCOPE website by searching under the Des. No. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 1902785
INDOT Bridge No. 163-83-01393A (NBI No. 028420) SR 163 over Brouilletts Creek, Vermillion County	Section 106 process for project involving this Select Bridge has concluded under the HBPA procedures	Final Plans received SHPO concurrence and Director's Letter of Clearance issued 08/07/2024 (Attachment 2). Other project documents can be found on the INSCOPE website by searching under the Des. No. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 1701589
Marion County Bridge No. 2408F (NBI No. 4900207), 16th St. over White River, Indianapolis, Marion County	Section 106 process for project involving this Select Bridge has concluded under the HBPA procedures	Project documents can be found on the INSCOPE website by searching under the Des. No. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 1901941
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. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 1700439
INDOT Bridge No. 075-08-03486 (NBI No. 024960), SR 75 over Middle Fork Wildcat Creek, Carroll 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. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 1703010
INDOT Bridge No. (933)31-71-03690 (NBI No. 011046), SR 933 over St. Joseph River, South Bend, St. Joseph 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. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 1900011
INDOT Bridge No. 046-15-01987A (NBI No. 017540), SR 46 over Whitewater River, Dearborn County	Section 106 process for project involving this Non-Select Bridge has concluded under the HBPA procedures	Final Plans received SHPO concurrence and Director's Letter of Clearance issued 06/18/2024 (Attachment 3). Other project documents can be found on INSCOPE website by searching by Des. No. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 1383721
Jackson County Bridge No. 197 (NBI No. 3600132), CR 100S over McHargue 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. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 1703018

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Bridge	Action Taken	Support Documentation	Additional Comments
Allen County Bridge No. 277 (NBI No. 0200207), Monroe Rd. over Hoffman Ditch, Allen County	Section 106 process for project involving this Non-Select Bridge has concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 03/10/2024 (Attachment 4). Other project documents can be found on INSCOPE website by searching by Des. No. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 1902826
INDOT Bridge No. 040-67-01838B (NBI No. 013740), US 40 over Sallust Branch, Putnam County	Re-initiated 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. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 1601094
INDOT Bridge No. 225-79-04016F (NBI No. 029150), SR 225 over Wabash River, Tippecanoe County	Section 106 process for project involving this Select Bridge has concluded under the HBPA procedures; Bridge closed in May 2022	Public Involvement (Hearing) Certification dated 04/09/2024 (Attachment 5) and Final Plans received SHPO concurrence and Director's Letter of Clearance issued 08/07/2024 (Attachment 6). Project documents can be found on INSCOPE website by searching by Des. No. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 2002077
INDOT Bridge No. 154-77-03636A (NBI No. 029150), SR 154 over Turman Creek, Sullivan 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. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 2002074
Jennings County Bridge No. 29 (NBI No. 4000028), CR 250 W over Sand Creek, Jennings 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. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 2002992
Marshall County Bridge No. 231 (NBI No. 5000006), Center St. over Arme Ditch, Bremen, Marshall 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. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 2101698
State Bridge No. P000-39-06876B (NBI No. 060290), Park Rd. over Little Crooked Creek, Clifty Falls State Park, Jefferson 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. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 2200147
State Bridge No. P000-40-07088 B (NBI No. 060380), Park Rd. over Muscatatuck River, Crosley Fish & Wildlife Area, 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. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 2200148

Historic Bridge PA - Annual Update - Actions Taken, Jan 2024 through Dec 2024

Bridge	Action Taken	Support Documentation	Additional Comments
State Bridge No. P000-64-07069 (NBI No. 060160), Wilson Road over Dunes Creek, Dunes State Park, Porter 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. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 2200175
Franklin County Bridge No. 163 (NBI No. 2400099), Water St. over Harvey Branch Creek, Oldenburg, Franklin County	Section 106 process for project involving this Non-Select Bridge in progress under the HBPA procedures	Bridge reclassified from Select to Non-Select (Attachment 7) Other project documents can be found on INSCOPE website by searching by Des. No. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 2101697
Warrick County Bridge No. 140 (NBI No. 8700045), New Harmony Road over Tributary of Pigeon Creek, Warrick County	Section 106 process for project involving this Non-Select Bridge in progress under the HBPA procedures	Bridge reclassified from Select to Non-Select (Attachment 8). Other project documents can be found on INSCOPE website by searching by Des. No. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 2101750
Wabash County Bridge No. 41 (NBI No. 8500135), CR 100 North over Wabash River, Wabash County	Project proposed with state and local funding for preventative maintenance for this Select Bridge	SHPO letter 03/22/2024 (Attachment 9)	Community Crossings Matching Grant Project
Shelby County Bridge No. 128 (NBI No. 7300116), CR 75 East over South Fork of Lewis Creek, Shelby County	Project proposed with state and local funding for preventative maintenance for this Select Bridge	SHPO letter 12/16/2024 (Attachment 10)	Community Crossings Matching Grant Project
Allen County Bridge No. 32 (NBI No. 0200022), Van Zile Rd over the St Joseph River, Allen 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. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 2101761
Allen County Bridge No. 242 (NBI No. 0200178), Hamilton Rd over Rebecca Knight Drain, Allen 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. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 2101768
Decatur County Bridge No. 131 (NBI No. 1600107), CR 200S over Clifty Creek, Decatur 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. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 2101707
St. Joseph County Bridge No. 214 (NBI No. 7100006), Auten Road over St. Joseph River, South Bend, St. Joseph 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. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 2201236

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Bridge	Action Taken	Support Documentation	Additional Comments
INDOT Bridge No. 001-68-03408 C (NBI No. 000300), SR 1 over Mississinewa River, Randolph 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. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. Nos. 2200540 & 2200541
INDOT Bridge No. 057-82-03445 A (NBI No. 020480), SR 57 over Big Blue Grass Creek, 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. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 2200684
INDOT Bridge No. 001-90-00230 B (NBI No. 380), SR 1 over the Wabash River, Bluffton, Wells County	Rigid deck overlay, patching, and other minor repairs for this Select bridge anticipated to be exempt from Section 106 review per the Minor Projects Programmatic Agreement (MPPA) between the FHWA, SHPO, & INDOT under Category B Item 6	Nothing of note to include with this report.	INDOT Des. No. 2200946
INDOT Bridge No. 119-66-03454 B (NBI No. 25850), SR 119 over Tippecanoe River, Pulaski 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. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 2200956
INDOT Bridge No. 052-06-03142 (NBI No. 019160), US 52 over Prairie Creek, Boone County	Scour protection for this Select bridge is anticipated to be exempt from Section 106 review per the Minor Projects Programmatic Agreement (MPPA) between the FHWA, SHPO, & INDOT under Category B Item 11	Nothing of note to include with this report.	INDOT Des. No. 2300235
Fountain County Bridge No. 66 (NBI No. 2300054), State Street over Coal Creek, Fountain 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. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 2201622
Monroe County Bridge No. 83 (NBI No. 5300061), Dillman Road over Clear Creek, Monroe 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. (https://erms12c.indot.in.gov/Section106Documents/)	INDOT Des. No. 2101712
INDOT Bridge No. 027-89-03748 (NBI No. 7210), US 27 over the Whitewater River, Richmond, Wayne 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. 2300747

Historic Bridge PA - Annual Update - Actions Taken, Jan 2024 through Dec 2024

Bridge	Action Taken	Support Documentation	Additional Comments
INDOT Bridge No. (11)31A-36-01677 F (NBI No. 010250), SR 11 over East Fork White River, Jackson County	Project established for this Select Bridge within INDOT system; no Section 106 work initiated yet	Nothing of note to include with this report.	INDOT Des. No. 2300731
INDOT Bridge No. 040-84-01637 B (NBI No. 013620), US 40 over Lost Creek, Vigo County	Project established for this Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report.	INDOT Des. No. 2300775
INDOT Bridge No. 040-33-03596 A (NBI No. 014070), US 40 over Simmons Creek, Henry 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. 2300777
Marion County Bridge No. 2415F (NBI No. 4900619), Washington Street over Little Eagle Creek, Indianapolis, Marion County	Project established for this Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report.	INDOT Des. No. 2301430 (Community Crossings Matching Grant Project)
Putnam County Bridge No. 52 (NBI No. 6700039), CR 650 North over Big Walnut Creek, Putnam County	Select Bridge listed in the NRHP	NPS website posting: https://www.nps.gov/subjects/nationalregister/weekly-list-2024-05-24.htm	NRHP listing name: Baker's Camp Covered Bridge
Putnam County Bridge No. 29 (NBI No. 6700017), CR 1350 North over Cornstalk Creek, Putnam County	Select Bridge listed in the NRHP	NPS website posting: https://www.nps.gov/subjects/nationalregister/weekly-list-2024-05-24.htm	NRHP listing name: Cornstalk Covered Bridge
Putnam County Bridge No. 170 (NBI No. 6700148), Huffman Road over Big Walnut Creek, Putnam County	Select Bridge listed in the NRHP	NPS website posting: https://www.nps.gov/subjects/nationalregister/weekly-list-2024-05-24.htm	NRHP listing name: Dick Huffman Covered Bridge
Putnam County Bridge No. 105 (NBI No. 6700091), CR 25 South over Big Walnut Creek, Putnam County	Select Bridge listed in the NRHP	NPS website posting: https://www.nps.gov/subjects/nationalregister/weekly-list-2024-05-24.htm	NRHP listing name: Dunbar Covered Bridge
Putnam County Bridge No. 100 (NBI No. 6700086), CR 450 North over Little Walnut Creek, Putnam County	Select Bridge listed in the NRHP	NPS website posting: https://www.nps.gov/subjects/nationalregister/weekly-list-2024-05-24.htm	NRHP listing name: Edna Collings Covered Bridge
Putnam County Bridge No. 125 (NBI No. 6700111), CR 550 South over Big Walnut Creek, Putnam County	Select Bridge listed in the NRHP	NPS website posting: https://www.nps.gov/subjects/nationalregister/weekly-list-2024-05-24.htm	NRHP listing name: Houck Covered bridge

Historic Bridge PA - Annual Update - Actions Taken, Jan 2024 through Dec 2024

Bridge	Action Taken	Support Documentation	Additional Comments
Putnam County Bridge No. 121 (NBI No. 6700107), CR 375 West over Big Walnut Creek, Putnam County	Select Bridge listed in the NRHP	NPS website posting: https://www.nps.gov/subjects/nationalregister/weekly-list-2024-05-24.htm	NRHP listing name: Oakalla Covered bridge
Putnam County Bridge No. 58 (NBI No. 6700045), CR 900 North over Big Walnut Creek, Putnam County	Select Bridge listed in the NRHP	NPS website posting: https://www.nps.gov/subjects/nationalregister/weekly-list-2024-05-24.htm	NRHP listing name: Pine Bluff Covered Bridge
Putnam County Bridge No. 249 (NBI No. 6700204), CR 800 North over Big Walnut Creek, Putnam County	Select Bridge listed in the NRHP	NPS website posting: https://www.nps.gov/subjects/nationalregister/weekly-list-2024-05-24.htm	NRHP listing name: Rolling Stone Covered Bridge

Part II

Part II. Select Bridges that Have Been Replaced or Have an Unknown Status

As outlined in the following table, INDOT-CRO has knowledge of thirty-two (32) Select Bridges that have been removed/replaced or for which their status is unknown.* Unless otherwise noted, INDOT was not involved in the removal of these bridges. 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.

The majority of the bridges in this table have been demolished. Some have been put into storage with the current status being unknown, and for others their status is simply unknown. Those bridges with an unknown status are no longer being inspected for inclusion in the National Bridge Inventory (NBI) inspection reports submitted to INDOT.

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 removed/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 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 following table does not include the following bridges that are counted as losses in the above tally and in Part VI of this report:

Shelby County Bridge No. 149, which was reclassified to Non-Select before it was demolished in 2013.

INDOT Bridge No. (421)39-12-00930, which was redesignated as not NRHP-eligible in 2015 (and, thus, no longer Select).

INDOT Bridge No. 046-24-03124A, which was reclassified to Non-Select in 2017.

Warrick County Bridge No. 140, which was reclassified to Non-Select in 2024.

Franklin County Bridge No. 163, which was reclassified to Non-Select in 2024.

Select Bridges That Have Been Removed/Replaced or Have an Unknown Status

County	County Number	State Number	NBI Number	Facility Carried by Structure	Features Intersected	Current Status	Current Status Note
Benton	00037		0400024	500 N	BIG PINE CREEK DITCH	Nonextant	Replaced in 2019
Benton	00078		0400042	225 N	OWENS DITCH	Nonextant	Replaced in 2019
Benton	00010		0400004	500 W	SUGAR CREEK	Nonextant	Replaced in 2011
Boone	00018		0600011	950 WEST	GOLDSBERRY CREEK	Nonextant	Replaced in 2009
Clark	00063		1000053	ELROD ROAD	SILVER CREEK	Unknown	Replaced in 2014; Truss was left sitting in nearby field & may have later been put in storage; Current status unknown
Clay	00145		1100122	CR 200 NORTH	BRANCH OF BIRCH CREEK	Nonextant	Replaced with small structure in 2022
Crawford	00123		1300067	MAIN STREET	BLUE RIVER	Nonextant	Replaced in 2010
Decatur	00089		1600069	180E	LOST FORK SAND CREEK	Nonextant	Replaced in 2017
Decatur	00138		1600114	700W	BR FALL FORK CLIFTY CR	Unknown	Bridge was removed from NBI inspections in 2013 when measured to be 19.3 feet
DeKalb	00134		1700135	CR 75	CSX RAILROAD	In storage	Removed in 2014 & no new structure; In storage
Gibson	00402		2600283	ANTIOCH CHURCH RD.	BLACK RIVER	Nonextant	Replaced in 2012
Jay	00062		3800175	ROAD 850 EAST	LIMBERLOST CREEK	Nonextant	Replaced in 2012
Lawrence	00080		4700053	TWIN BRIDGES RD	ROCK LICK BRANCH	Nonextant	Replaced in 2012
Lawrence	00150		4700111	MILL CREEK RD	CSX RAILROAD	In storage	Replaced in 2024; in storage
Lawrence	00020		4700122	OLD STATE RD 37	GULLETT'S CREEK	Nonextant	Replaced in 2012
Madison	00087		4800077	RD 700 N	LITTLE KILLBUCK CREEK	Nonextant	Replaced in 2009
Marion	3012L		4900286	WESTBROOK AVENUE	NEELD DITCH	Unknown	Closed in July 2021; Archived in BIAS in 2022
Miami	00110		5200087	1100 S	RUSSELL DITCH	Nonextant	Replaced in 2019
Newton	000K3		5600114	KENT ST. (OLD 41)	KENT DITCH	Nonextant	Replaced in 2016
Orange	00034		5900024	350 W	LICK CREEK	Nonextant	Replaced in 2008
Owen	00059		6000048	CO. RD. 450 EAST	MCCORMICKS CREEK	Nonextant	Replaced in 2017
Owen	00083		6000058	CO. RD. 75 SOUTH	WEST FORK OF FISH CREEK	Nonextant	Replaced in 2019
Posey	00163		6500238	HUEY ROAD	BRANCH OF BIG CREEK	Nonextant	Replaced in 2012
Posey	00211		6500163	AYLESWORTH ROAD	WOLF CREEK	Unknown	Replaced in 2023 with local funds

New entries since the last annual report are highlighted

Select Bridges That Have Been Removed/Replaced or Have an Unknown Status

County	County Number	State Number	NBI Number	Facility Carried by Structure	Features Intersected	Current Status	Current Status Note
Shelby	00097		7300088	EDINBURGH ROAD	BRANCH OF BIG BLUE RIVER	Nonextant	Replaced in 2014
Shelby	00136		7300124	ROAD 200 EAST	SOUTH FORK LEWIS CREEK	Nonextant	Replaced in 2013
Spencer	00238		7400237	CR 300 EAST	N FK LITTLE PIGEON CREEK	Nonextant	Replaced in 2019
Spencer	00273		7400205	CR 250 NORTH	BR BAKER CREEK	Nonextant	Appears to have been replaced with a corrugated metal pipe in 2022
Spencer	00114		7400106	CR 1350 NORTH	MIDDLE FK CROOKED CREEK	Unknown	Assumed replaced (date unknown) due to no longer being included in NBI
Tipton	00009		8000009	ROAD 1050 WEST	WILBERT CRUM DITCH	Nonextant	Replaced in 2010
Tipton	00059		8000051	ROAD 400 EAST	SCHLATER DITCH	Nonextant	Replaced in 2010
Wells	00074		9000058	CR 400W	ROCK CREEK	Nonextant	Replaced in 2010; INDOT Des. No. 9382490 (MOA already executed before HBPA went into effect)

New entries since the last annual report are highlighted

Part III

Part III. Non-Select Bridges Have Been Replaced or Have an Unknown Status

As outlined in the following table, INDOT-CRO has knowledge of one hundred and twenty-three (123) Non-Select Bridges that have been replaced, are currently proposed for replacement, or for which the status is unknown.* Unless otherwise noted, INDOT was not involved in the removal of these bridges. These bridges have been demolished, soon will be demolished, have been put into storage with the current status being unknown, or simply have an unknown status. Those bridges with an unknown status are no longer being inspected for inclusion in the NBI inspection reports submitted to INDOT.

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.

*The following table does not include the following bridges that are counted as losses in the above tally and in Part VI of this report:

INDOT Bridge No. (12)912-45-02352D, which was recognized as no longer NRHP-eligible in 2020 (and, thus, no longer Non-Select).

INDOT Bridge No. 157-60-05190A, which was changed to not NRHP-eligible in 2021 (and, thus, no longer Non-Select).

Non-Select Bridges That Have Been Removed/Replaced or Have an Unknown Status

County	County Number	State Number	NBI Number	Facility Carried by Structure	Features Intersected	Current Status	Current Status Note
Allen	00546		0200273	STATE BOULEVARD	SPY RUN CREEK	Nonextant	Replaced in 2020; INDOT Des. No. 0400587
Bartholomew	00001		0300003	500 SOUTH	BEAR CREEK	Nonextant	Replaced in 2010
Bartholomew	00130		0300121	1100 SOUTH	EAST FORK WHITE CREEK	Nonextant	Replaced in 2009
Bartholomew	00165		0300138	600 WEST	BRANCH WOLF CREEK	Nonextant	Replaced with small structure
Boone	00041		0600028	200 EAST	SUGAR CREEK	Nonextant	Replaced in 2023; INDOT Des. No. 1600773
Brown	00042		0700031	ELKINSVILLE ROAD	GRAVEL CREEK	Nonextant	Replaced in 2011; INDOT Des. No. 0100151
Carroll	00502		0800129	750 NORTH	RYAN APPLETON DITCH	Nonextant	Replaced in 2011
Cass		(25)24-09-04178A	006000	SR 25	EEL RIVER	Nonextant	Replaced in 2019; INDOT Des. No. 1173393
Clark		403-10-01941A	032000	SR 403	SILVER CREEK	Nonextant	Replaced in 2017; INDOT Des. No. 0800072
Clay		046-11-01313A	017020	SR 46	BIRCH CREEK	Nonextant	Replaced in 2014; INDOT Des. No. 0800838
Clay	00122		1100100	CR 650 WEST	BIG SLOUGH CREEK	Nonextant	Replaced in 2017
Clay	00123		1100101	CR 250 WEST	BRANCH OF BIRCH CREEK	Nonextant	Replaced with small structure
Clay	00211		1100176	FIRST STREET	BRANCH OF CONNELEY DITCH	Nonextant	Replaced in 2021
Clinton	00036		1200042	950 W	SOUTH FORK WILDCAT CREEK	Nonextant	Replaced in 2023; INDOT Des. No. 1600769
Clinton	00055		1200059	250 W	KILMORE CREEK	Nonextant	Replaced in 2024; INDOT Des. No. 1802895
Clinton	00195		1200151	200 E	ROBINSON BRANCH	Nonextant	Replacement of superstructure (and removal of historic elements) in 2018; Therefore, counted as a replacement in historic bridges tally although bridge number and NBI number remain the same in BIAS
Crawford	00011		1300008	BACON HOLLOW RD	WHISKEY RUN	Nonextant	Replaced in 2008

New entries since the last annual report are highlighted

Non-Select Bridges That Have Been Removed/Replaced or Have an Unknown Status

County	County Number	State Number	NBI Number	Facility Carried by Structure	Features Intersected	Current Status	Current Status Note
Crawford	00129		1300069	MAIN ST	SOUTHERN RAILROAD	Nonextant	Replaced in 2017; INDOT Des. No. 0901105
Dearborn	00024		1500021	COLD SPRING ROAD	LEE BRANCH/S.HOGAN CREEK	Nonextant	Replaced in 2018; INDOT Des. No. 1383444
Dearborn	00055		1500050	COLLIER RIDGE ROAD	WEST FORK TANNERS CREEK	Nonextant	Replaced in 2014; INDOT Des. No. 1005702
Dearborn	00077		1500070	WOLLUING ROAD	TAYLOR CREEK	Nonextant	Replaced in 2019; INDOT Des. No. 1601332; Community Crossing Grant Fund
Dearborn		050-15-00210 BEBL	018790	US 50	TANNERS CR & SERVICE RD	Nonextant	Replacement of superstructure (and removal of historic elements) in 2016; INDOT Des. No. 0400285; Therefore, counted as a replacement in historic bridges tally although bridge number and NBI number remain the same in BIAS; Project proposed under INDOT Des. No. 2200671
Decatur	00002		1600002	421N	CLIFTY CREEK	Nonextant	Replaced in 2014; INDOT Des. No. 1005700
Decatur	00137		1600113	700W	BR FALL FORK CLIFTY CR	Nonextant	Replaced in 2022-local funds
Decatur	00159		1600133	1300S	MILLSTONE CREEK	Nonextant	Replaced in 2018
Delaware	00107		1800089	RD 700 N	MISSISSINEWA RIVER	Nonextant	Replaced in 2011
Delaware	00161		1800136	RD 170 S	WHITE RIVER	Nonextant	Replaced in 2021: INDOT Des. No. 9680560
Dubois	00114		1900080	SCHNELLVILE ROAD	HALL CREEK	Nonextant	Replacement of superstructure (and removal of historic elements) in 2013; Therefore, counted as a replacement in historic bridges tally although bridge number and NBI number remain the same in BIAS
Dubois	00055		1900045	CUZCO ROAD WEST	DAVIS CREEK	Nonextant	Replaced in 2012

New entries since the last annual report are highlighted

Non-Select Bridges That Have Been Removed/Replaced or Have an Unknown Status

County	County Number	State Number	NBI Number	Facility Carried by Structure	Features Intersected	Current Status	Current Status Note
Elkhart		033-20-03906 B	010970	US 33	ELKHART RIVER	Nonextant	Superstructure replacement in 2015 (INDOT Des. No. 0101525); Therefore, counted as a replacement in historic bridges tally although bridge number and NBI number remain the same in BIAS; SHPO concurred bridge no longer NRHP eligible in letter dated 3-20-2023
Floyd	00023		2200022	JOHN PECTOL ROAD	BIG INDIAN CREEK	Nonextant	Replaced in 2013; INDOT Des. No. 8676620
Fountain	00126		2300099	670 WEST	MALLORY BRANCH	Nonextant	Replaced in 2018
Fountain	00104		2300081	200 EAST	NORTH FORK OF COAL CREEK	Nonextant	Replaced in 2009
Fountain	00113		2300088	30 EAST	COAL CREEK	Unknown	Closed to vehicular traffic in 2012; archived asset in BIAS in 2017
Franklin		046-24-03124A	017430	SR 46	LAUGHERY CREEK	Nonextant	Replaced in 2020; INDOT Des. No. 1296697
Greene	00021		2800014	CO. RD. 270 EAST	RICHLAND CREEK	Nonextant	Replaced in 2009; INDOT Des. No. 0200727
Greene	00024		2800016	CO. RD. 390 NORTH	RICHLAND CREEK	Nonextant	Replaced in 2014
Greene	00110		2800074	CO. RD. 150 EAST	PLUMMER CREEK	Nonextant	Replaced in 2017
Greene		057-28-00341C	020710	SR 57	WHITE RIVER	Nonextant	Replaced in 2015; INDOT Des. No. 0400090
Greene		057-28-03042D	020720	SR 57	WHITE RIVER OVERFLOW	Nonextant	Replaced in 2015; INDOT Des. No. 0400091; Replaced with small structures
Greene	00272		2800176	CO. RD. 200 NORTH	INDIANA RAILROAD COMPANY	Nonextant	County removed bridge with local funds in 2020 and no replacement structure built.
Greene	00255		2800204	CO. RD. 1400 EAST	INDIANA RAILROAD COMPANY	Nonextant	Replaced in 2010
Hendricks	00106		3200078	RD 550 N	W FORK BIG WALNUT CREEK	Nonextant	Replaced in 2018; INDOT Des. No. 1383451

New entries since the last annual report are highlighted

Non-Select Bridges That Have Been Removed/Replaced or Have an Unknown Status

County	County Number	State Number	NBI Number	Facility Carried by Structure	Features Intersected	Current Status	Current Status Note
Hendricks	00143		3200109	RD 700 S	BRANCH OF MILL CREEK	Nonextant	replaced in 2023; local funds
Hendricks	00272		3200214	RD 550 W	CONRAIL RAILROAD	Nonextant	Replaced in 2015; INDOT Des. No. 0800717
Howard	00508		3400126	PARK AVENUE	KOKOMO CREEK	Nonextant	Replaced in 2017; INDOT Des. No. 1400994
Jackson	00006		3600005	MAUMEE ROAD	COMBS BRANCH	Nonextant	Replaced (date unknown); may have been replaced with a culvert
Jackson	00158		3600103	COUNTY ROAD 600E	SMART DITCH	Unknown	Closed to vehicular traffic in 2011; now archived asset in BIAS
Jackson	00154		3600099	CR 300 S	RIDER DITCH	Nonextant	Replaced in 2024; INDOT Des. No. 1703020
Jackson	00195		3600130	COUNTY ROAD 550W	MUSCATATUCK RIVER	Nonextant	Replaced in 2015; INDOT Des. No. 1005701
Jackson	00194		3600129	COUNTY ROAD 600W	STUCKWISCH DITCH	Nonextant	Replaced in 2019
Jay		026-38-03430 A	007040	SR 26	SALAMONIE RIVER	Nonextant	Replaced in 2023; INDOT Des. No. 1600828.
Jennings	00008		4000008	CO. RD. 400 WEST	BEAR CREEK	Nonextant	Replaced in 2010
Jennings	00082		4000074	CO. RD. 600 SOUTH	BEAR CREEK	Nonextant	Replaced in 2013
Jennings	00015		4000015	CO. RD. 400 NORTH	MUTTON CREEK	Nonextant	Replaced in 2010
Jennings	00024		4000023	CO. RD. 75 WEST	FISH CREEK	Nonextant	Replaced in 2019
Jennings	00076		4000069	CR 800 S	BIG GRAHAM CREEK	Replacement Proposed	INDOT Des. No. 1600797
Knox	00377		4200147	OVERHEAD ROAD	CSX RAILROAD	Nonextant	Replaced in 2009; INDOT Des. No. 0088500
Lake	00245		4500137	COLUMBIA AVENUE	LITTLE CALUMET RIVER	Nonextant	Reconstructed in 2013; Project appears to have removed historic characteristics of bridge; Therefore, counted as a replacement in historic bridges tally although bridge number and NBI number remain the same in iTAMS
Lake		912-45-06596B	0033035	RAMP B	RAMP B	Replacement Proposed	INDOT Des. No. 1703012 (Under lead Des. No. 1800067)

New entries since the last annual report are highlighted

Non-Select Bridges That Have Been Removed/Replaced or Have an Unknown Status

County	County Number	State Number	NBI Number	Facility Carried by Structure	Features Intersected	Current Status	Current Status Note
Lawrence	00068		4700042	HENDERSON CREEK RD	LITTLE SALT CREEK	Nonextant	Replaced in 2010
Lawrence	00079		4700052	TWIN BRIDGES RD	BRANCH ROCK LICK CREEK	Nonextant	Replaced in 2012
Lawrence	00054		4700029	JASPER MCKEAIGG RD	GUTHRIE CREEK	Nonextant	Replaced in 2018
Madison	00097		4800086	RD 450 N	KILLBUCK CREEK	In storage	Disassembled & stored in 2015 (INDOT Des. No. 0100372); Slated for future usage as a pedestrian structure by the City of Anderson
Marion	3216L		4900315	GARFIELD PARK ROAD	PLEASANT RUN	Nonextant	Replaced in 2019; INDOT Des. No. 1401724
Marion	1501F		4900100	DANDY TRAIL	EAGLE CREEK	Nonextant	Replaced in 2019; INDOT Des. No. 1401722
Marion	1807F		4900146	KEYSTONE AVENUE	FALL CREEK OVERFLOW	Nonextant	Replaced in 2014; INDOT Des. No. 1173063
Marion	3313L		4900336	HOBART AVENUE	BEAN CREEK	Unknown	Closed to vehicular traffic in 2014; Archived in BIAS in 2023
Marion	4610F		4900438	BANTA ROAD	DERBYSHIRE CREEK	Nonextant	replaced in 2022
Marion	1615F		4900116	LAFAYETTE ROAD	CONRAIL	Nonextant	Replaced in 2015; INDOT Des. No. 1173064
Marion	1104F		4900071	KESSLER BLVD W DR	WHITE RIVER	Under Construction	Replacement in progress in 2021; INDOT Des. No. 1600994
Martin		[050X-51-07333T]	[18841]	PRIVATE DRIVE	BEAVER CREEK	Unknown	Bridge & land was transferred from INDOT to adjacent private property owner; Bridge has been removed from NBI
Martin	00022		5100006	MT. OLIVE RD	SULPHUR CREEK	Nonextant	Replaced in 2010
Martin	00137		5100061	DALE COURTRIGHT RD	BEAVER CREEK	Nonextant	Replaced in 2013
Martin	00058		5100029	BRICKYARD ROAD (AKA QUEEN STREET0	BOGGS CREEK	Replacement Proposed	INDOT Des. No. 1902785
Morgan	00044		5500037	PEAVINE ROAD	STOTTS CREEK	Nonextant	Replaced in 2016; INDOT Des. No. 1173249

New entries since the last annual report are highlighted

Non-Select Bridges That Have Been Removed/Replaced or Have an Unknown Status

County	County Number	State Number	NBI Number	Facility Carried by Structure	Features Intersected	Current Status	Current Status Note
Morgan	00103		5500084	BRIARHOPPER ROAD	LAMBS CREEK	Nonextant	Replaced in 2018
Morgan		252-55-01968	030720	SR 252	LONG RUN CREEK	Nonextant	Replaced in 2014; INDOT Des. No. 0401165
Morgan	00030		5500024	MAHALASVILLE ROAD	PIKE CREEK	Nonextant	Replaced in 2010
Morgan	00056		5500049	TEETERS ROAD	WEST FORK CLEAR CREEK	Nonextant	Replaced in 2016
Newton	000K2		5600113	EAST ALLEN STREET	KENT DITCH	Nonextant	Replaced in 2019; Des. No. 1802117; Community Crossing Grant Fund
Orange	00077		5900058	250 S	LICK CREEK	Nonextant	Replaced in 2015
Owen	00103		6000075	CO. RD. 750 SOUTH	BRANCH OF BRUSH CREEK	Nonextant	Replaced in 2015
Owen	00105		6000077	CO. RD. 750 SOUTH	LICK CREEK	Nonextant	Replaced in 2013
Owen	00188		6000134	CO. RD. 225 SOUTH	SAND LICK CREEK	Nonextant	Replaced in 2015
Owen	00027		6000025	CO. RD. 150 EAST	MILL CREEK	Nonextant	Replaced in 2015
Owen	00143		6000103	CO. RD. 310 WEST	LICK CREEK	Nonextant	Replaced in 2020
Owen	00144		6000105	CO. RD. 310 WEST	BRANCH OF LICK CREEK	Nonextant	Replaced in 2020 with local funds
Owen	00158		6000116	CO. RD. 200 SOUTH	MCBRIDE BRANCH	Nonextant	Replaced in 2019
Parke	00248		6100218	1200E	CONRAIL RR	Nonextant	Replaced in 2014; INDOT Des. No. 0900839
Parke	00281		6100191	ADAMS RD	SAND CREEK	Nonextant	Replaced with a small structure.
Parke	00072		6100059	600W	BIG RACCOON CREEK	Nonextant	Replaced in 2014; INDOT Des. No. 0800716
Pike	00144		6300098	CR 500 E	BRANCH S FK PATOKA RIVER	Nonextant	Replaced in 2014
Pike	00071		6300057	MERIDIAN RD.	PATOKA RIVER	Nonextant	Replaced in 2009
Pike	00147		6300100	CR 350 E	PATOKA RIVER	Nonextant	Replaced in 2017; INDOT Des. No. 0902251
Posey	00059		6500002	CR 300E	BLACK RIVER	Nonextant	Replaced in 2020
Posey	00195		6500150	UPPER MT VERNON RD	LITTLE CREEK	Nonextant	Replaced in 2010
Posey	00091		6500247	PFEIFFER ROAD	BIG CREEK	Nonextant	Replaced in 2012

New entries since the last annual report are highlighted

Non-Select Bridges That Have Been Removed/Replaced or Have an Unknown Status

County	County Number	State Number	NBI Number	Facility Carried by Structure	Features Intersected	Current Status	Current Status Note
Posey	00202		6500251	JOHN MILLS ROAD	LITTLE CREEK	Nonextant	Closed to vehicular traffic in 2016; County reported to INDOT that bridge was removed in mid-2022
Posey	00327		6500255	KREITENSTEIN ROAD	BIG CREEK	Nonextant	Removed & no replacement structure built
Putnam	00199		6700173	ROAD 1300 SOUTH	MILL CREEK	Nonextant	Replaced in 2008
Putnam	00137		6700122	ROAD 100 EAST	BIG WALNUT CREEK	Nonextant	Replaced in 2016; INDOT Des. No. 9982470
Putnam	00276		6700217	ROAD 400 WEST	CONRAIL	Nonextant	Replaced in 2024; INDOT Des. No. 1800245
Ripley	00132		6900106	CO. RD. 875W	NORTH FORK	Nonextant	replaced in 2023; local funds
Ripley	00070		6900053	CO. RD. 650N	LITTLE OTTER CREEK	Nonextant	Replaced in 2015
Scott	00057		7200043	PLYMOUTH ROAD	TOWN CREEK	Nonextant	Replaced in 2017
Shelby		009-73-01994B	002410	SR 9	FLATROCK RIVER	Nonextant	Replaced in 2013; INDOT Des. No. 0100327
Shelby	00149		7300137	ROAD 450 SOUTH	CONNS CREEK	Nonextant	Demolished in 2013 (no replacement structure)
Spencer	00037		7400034	CR 80 SOUTH	CLEAR CREEK	Nonextant	Replaced in 2023 with local funds; new structure less than 20 ft; no longer a bridge
Spencer	00308		7400168	CR 700 EAST	BRANCH OF CROOKED CREEK	Nonextant	Replaced in 2012
Spencer	00259		7400196	CR 1100 EAST	BR MIDDLE FK CROOKED CR	Nonextant	Replaced in 2019
Tippecanoe		026-79-03346B	006690	SR 26	SOUTH FORK WILDCAT CREEK	Nonextant	Replaced in 2017; INDOT Des. No. 9608220
Tippecanoe		052-79-01784DEB L	019010	US 52 EBL	WABASH RIVER & SR 43	Nonextant	Replaced in 2016; INDOT Des. No. 0400774
Vigo	00151		8400113	GANNON ROAD	EAST LITTLE SUGAR CREEK	Nonextant	Replaced in 2009
Vigo	00322		8400211	13TH STREET	LOST CREEK	Under Construction	Replacement underway - INDOT Des. No. 1700438
Warren	00023		8600020	CR 350 SOUTH	REDWOOD CREEK	Nonextant	Replaced in 2014

New entries since the last annual report are highlighted

Non-Select Bridges That Have Been Removed/Replaced or Have an Unknown Status

County	County Number	State Number	NBI Number	Facility Carried by Structure	Features Intersected	Current Status	Current Status Note
Warren		055-86-03502B	019740	SR 55	BIG PINE CREEK	Nonextant	Replaced in 2014; INDOT Des. No. 0800834
Washington	00046		8800033	ELK CREEK ROAD	ELK CREEK	Nonextant	Replaced in 2021
Washington	00058		8800038	CANTON/S. BOSTON	MIDDLE FORK BLUE RIVER	Nonextant	Replaced in 2014
Washington	00060		8800040	HARRISTOWN ROAD	BR. WEST FORK BLUE RIVER	Nonextant	Replaced in 2009
Wayne	00213		8900160	CHARLES ROAD	WHITEWATER RIVER	Nonextant	Replaced in 2016
Wayne	00173		8900126	MINERAL SPRINGS RD	GREENS FORK	Nonextant	Replaced in 2015; INDOT Des. No. 0801062
Wayne	00191		8900141	HEINEY ROAD	WHITEWATER RIVER	Replacement Proposed	INDOT Des. No. 1902806

New entries since the last annual report are highlighted

Part IV

Part IV. List of Select and Non-Select Bridges that are in Pedestrian Use

As outlined in the following table, INDOT-CRO has knowledge of forty (40) Select Bridges and three (3) Non-Select Bridges that are in pedestrian/bicycle use or are slated for future pedestrian use. These bridges have been bypassed or left in place or have been located to a new site 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 or relocated as the result of projects processed under the Historic Bridges PA. In previous annual reports, these structures were broken down into two groups for reporting purposes: bypassed or relocated. In order to better summarize the population of historic bridges that are in pedestrian/bicycle use, one table is now used with notations as to whether they were bypassed or relocated. No new entries have been added since the last report.

Select and Non-Select Bridges that are in Bicycle/Pedestrian Use

County	County Number	State Number	NBI Number	Facility Carried by Structure	Features Intersected	Select / Non-Select	Current Status Note
Allen	00268		0200201	BOSTICK ROAD	ST. MARYS RIVER	Select	Bypassed and rehabilitated in 2010; Utilized as a pedestrian structure; INDOT Des. No. 0901914
Allen	[00541]		XX032	WELLS ST	ST. MARY'S RIVER	Select	Repair work in 2021; Utilized as a pedestrian structure
Bartholomew	00026		0300024	850 EAST	CLIFTY CREEK	Select	Relocated and installed on People Trail in Columbus in 2017; Utilized as a pedestrian structure; INDOT Des. Nos. 9982690, 0401196 & 1173209
Boone	00207		0600140	O'NEAL ROAD	BIG EAGLE CREEK	Select	Bridge transferred from Boone County to Town of Zionsville in 2021; Bridge proposed for only pedestrian use in local trail network
Clay		046-11-01316	017050	SR 46	EEL RIVER	Select	Relocated and rehabilitated in Brown County for usage as pedestrian structures; INDOT Des. Nos. 0800910, 1400311 & 1400365
Crawford	00039		1300031	ROTHROCKS MILL RD	BLUE RIVER	Select	Moved & utilized as a pedestrian structure on Indian Creek Trail in the Hayswood Nature Preserve; INDOT Des. No. 0401069
Crawford	00042			SOUTH ALTON ROAD	MILL CREEK	Select	Proposed for relocation to Sycamore Springs Park for use as pedestrian bridge, Crawford County
Daviess	00183		1400119	RD 1025 E	EAST FORK WHITE RIVER	Select	Relocated and installed on trail in Charlestown State Park in 2011; Utilized as a pedestrian structure; INDOT Des. No. 0088430
Dearborn	00095		1500079	OLD SR 56	BRANCH LAUGHERY CREEK	Select	Nothing of note
Decatur	0115H		1600093	500S	SAND CREEK	Select	Bypassed & rehabilitated in 2008; Utilized as pedestrian structure; INDOT Des. No. 9885080/0400255
Delaware	00085		1800070	RD 800 E	MISSISSINEWA RIVER	Select	Relocated to Kitselman Trailhead in Muncie in 2020; Utilized as a pedestrian structure; INDOT Des. No. 0500078
Elkhart			XX019	Murray Street	Hydraulic Canal	Select	Repaired & painted in 2012; Utilized as a pedestrian structure on Millrace Canal Trail
Elkhart			XX029	W. Jefferson Street	Hydraulic Canal	Non-Select	Utilized as a pedestrian structure on Millrace Canal Trail

Select and Non-Select Bridges that are in Bicycle/Pedestrian Use

County	County Number	State Number	NBI Number	Facility Carried by Structure	Features Intersected	Select / Non-Select	Current Status Note
Gibson	00398		2600279	OLD S.R. 65	PATOKA RIVER	Select	Bypassed and rehabilitated in 2009; Utilized as a pedestrian structure; INDOT Des. No. 0088660
Harrison	00058 B		3100122	VALLEY VIEW ROAD	INDIAN CREEK	Select	Moved & utilized as a pedestrian structure on Indian Creek Trail in the Hayswood Nature Preserve
Hendricks	00178		3200137	RD 50 S	W FORK WHITE LICK CREEK	Select	Utilized as a pedestrian structure
Hendricks			XX005	Near Broyles Road, Washington Township Park	White Lick Creek	Select	Utilized as a pedestrian structure in Washington Township Park
Howard			XX020	Highland Park, north of Old Ben Dr	Kokomo Creek	Select	Utilized as a pedestrian structure in Highland Park
Jackson	00189		3600125	BASE ROAD	WAYMAN DITCH	Select	Removed & relocated to Jackson County Fairgrounds in 2011; Utilized as a pedestrian structure; no replacement structure built on Base Rd.
LaPorte			XX022	Near 8th and Dixon, Michigan City	Nickelplate RR	Select	Utilized as a pedestrian structure on Trail Creek Greenway
Lawrence	00128		4700096	HURON WILLIAMS RD	EAST FORK WHITE RIVER	Select	Bypassed and rehabilitated in 2012; Utilized as a pedestrian structure; INDOT Des. No. 0201239
Marion	P1808L		4900147	39TH STREET	FALL CREEK	Select	Utilized as a pedestrian structure on Fall Creek Parkway Trail
Martin	00073		5100040	RUSK RD	LOST RIVER	Non-Select	Disassembled and moved to new location on private property in Texas in 2013; Utilized as a pedestrian structure.
Montgomery			XX007	800 West, Shades State Park	Sugar Creek	Select	Utilized as a pedestrian structure
Morgan	00224		5500142	OLD SR 37	INDIAN CREEK	Select	Closed to vehicular traffic in 2013; Utilized as pedestrian structure
Morgan	00161		5500125	OLD SR 37	LITTLE INDIAN CREEK	Select	Bypassed in 2015; Utilized as pedestrian structure; INDOT Des. No. 1400880

Select and Non-Select Bridges that are in Bicycle/Pedestrian Use

County	County Number	State Number	NBI Number	Facility Carried by Structure	Features Intersected	Select / Non-Select	Current Status Note
Owen			XX006	Upper Falls Cataract Falls State Park	Mill Creek	Select	Utilized as a pedestrian structure in Lieber and Cataract Falls State Recreation Area
Parke			XX008	West of Newport Road, South of Henley	Sugar Creek	Select	Utilized as a pedestrian structure; Rehabilitated in 2014 (INDOT Des. No. 0101228)
Parke		P000-61-07056 060020		SERVICE ROAD	TURKEY RUN	Select	Utilized mainly for pedestrian traffic in Turkey Run State Park with occasional service vehicle
Pike	00150		6300101	CR 650 E	PATOKA RIVER	Select	Relocated in 2021 for use as a pedestrian structure in Petersburg; INDOT Des. No. 1383291
Porter			XX024	West of 500 E	Kankakee River	Select	Utilized as a pedestrian structure in Dunns Bridge County Park
Pulaski	00291		6600152	625 EAST	TIPPECANOE RIVER	Select	Bypassed in 2013; Utilized as pedestrian structure; INDOT Des. No. 0301024
Putnam	00125		6700111	ROAD 550 SOUTH	BIG WALNUT CREEK	Select	Bypassed and rehabilitated in 2013; Utilized as a pedestrian structure; INDOT Des. Nos. 0900908 & 1006547
Putnam	00010		6700009	ROAD 1050 NORTH	BIG RACCOON CREEK	Non-Select	Bypassed in 2012; Utilized as pedestrian structure; INDOT Des. No. 0710940
Putnam	00159		6700138	ROAD 625 WEST	BIG WALNUT CREEK	Select	Bypassed and utilized as a pedestrian structure; INDOT Des. No. 9522690
Ripley	00081		6900064	CR 850 W	OTTER CREEK	Select	Bypassed and utilized as a pedestrian structure
Shelby	00013		7300013	ROAD 875 WEST	BUCK CREEK	Select	Relocated and installed on trail in Blue River Memorial Park in 2019; Utilized as a pedestrian structure; INDOT Des. Nos. 0100361 & 1592859
Spencer	0151K		7400139	CR 1475 EAST	ANDERSON RIVER	Select	Bypassed and utilized as a pedestrian structure
St. Joseph	00213		7100019	WALKING PATH	ST. JOSEPH RIVER	Select	Utilized as a pedestrian structure on Riverside Trail
Vermillion	00071		8300086	CO. RD. 40W	VERMILION RIVER	Select	Bypassed and utilized as a pedestrian structure
Warrick	00310		8800075	MYERS ROAD	CANEY CREEK	Select	Proposed for use on trail in nearby park; INDOT Des. No. 1802906

Select and Non-Select Bridges that are in Bicycle/Pedestrian Use

County	County Number	State Number	NBI Number	Facility Carried by Structure	Features Intersected	Select / Non-Select	Current Status Note
Washington	00113		8800075	FREDRICKSBURG ROAD	SOUTH FORK BLUE RIVER	Select	Relocated and installed on trail system in Strawtown Koteewi Park in 2016; Utilized as a pedestrian structure; INDOT Des. No. 9982610
White	[00298]		XX026	Tioga Road	Lake Freeman	Select	Utilized as a pedestrian structure; Rehabilitated in 2010; INDOT Des. No. 9880600

Part V

Part V. List of Select and Non-Select Bridges that Have Been Closed

As outlined in the following table, INDOT-CRO has knowledge of ten (10) Select Bridges and twenty (18) Non-Select Bridges that are currently closed. They most recently carried vehicular traffic, but were closed for safety reasons. In previous annual reports, these structures were broken down into two groups for reporting purposes: those still being inspected and included in the NBI and those no longer being inspected and no longer found in the NBI information provided to INDOT. For any Select and Non-Select Bridges with Unknown status, refer to the tables in Parts II and III. There are no new entries added since the last annual report.

Select and Non-Select Bridges that have been Closed to Vehicular Traffic

County	County Number	State Number	NBI Number	Facility Carried by Structure	Features Intersected	Select / Non-Select	Current Status Note
Clay	00127		1100105	CR 200 SOUTH	BIRCH CREEK	Select	Closed to vehicular traffic in 2015
Decatur	00131		1600107	200S	CLIFTY CREEK	Non-Select	Closed in 2021; Project planned under INDOT Des. No. 2101707
Greene	00237		2800165	CO. RD. 100 SOUTH	BUCK CREEK	Select	Closed to vehicular traffic in 2017
Greene	00188		2800129	CO. RD. 1450 WEST	BLACK CREEK	Non-Select	Closed to vehicular traffic in 2019
Hendricks	00227		3200173	RD 600 S	E FORK WHITE LICK CREEK	Non-Select	Closed to vehicular traffic in 2019
Jefferson		P000-39-02602	060360	ENTRANCE	MADISON RR	Non-Select	Located on Madison State Hospital grounds; Closed to vehicular traffic (date unknown); Project planned under INDOT Des. No. 2201225
Jennings		P000-40-07088 B	060380	PARK ROAD	MUSCATATUCK RIVER	Non-Select	Located in Crosley Fish and Wildlife Area; Closed to vehicular traffic in 2020; Project planned under INDOT Des. No. 2200148
Jennings	00007		4000007	CO. RD. 900 NORTH	BEAR CREEK	Non-Select	Closed to vehicular traffic (date unknown)
Lawrence	00052		4700027	WASH COUNTY BR RD	EAST FORK WHITE RIVER	Non-Select	Closed to vehicular traffic in 2012
Lawrence	00172		4700114	CEMENT PLANT RD	LEATHERWOOD CREEK	Non-Select	Closed to vehicular traffic in 2018; Project planned under INDOT Des. No. 2002973
Martin	00044		5100019	DEEP CUT LAKE ROAD	BEAVER CREEK	Select	Bridge closed after being hit on 7-30-2021
Miami	P0028		5200022	100 E	EEL RIVER	Select	Closed to vehicular traffic in 2013
Miami	00054		5200041	950N	EEL RIVER	Select	Closed to vehicular traffic in 2015
Monroe	P0182		5300091	OLD SR 46	BR OF JACKS DEFEAT CREEK	Non-Select	Closed to vehicular traffic (date unknown)
Parke	00191		6100140	STRAWBERRY RD	LEATHERWOOD CREEK	Select	Split in interior arch member discovered in 2022 and bridge closed until permanent repairs can be made
Pike	P0169		6300110	CR 625 S	CUP CREEK	Non-Select	Closed to vehicular traffic in 2009
Posey	00066		6500200	WILSEY ROAD	BLACK RIVER	Non-Select	Closed to vehicular traffic in 2014
Putnam	00071		6700057	ROAD 500 EAST	CLEAR CREEK	Non-Select	Closed to vehicular traffic in 2019
Putnam	00121		6700107	ROAD 375 WEST	BIG WALNUT CREEK	Select	Closed in October 2022

Select and Non-Select Bridges that have been Closed to Vehicular Traffic

County	County Number	State Number	NBI Number	Facility Carried by Structure	Features Intersected	Select / Non-Select	Current Status Note
Randolph	00284		6800217	750W	CABIN CREEK	Non-Select	Bridge closed in 2022 after inspectors discovered structural member on the west truss had completely fractured
Randolph	P0226		6800181	400S	GREENVILLE CREEK	Non-Select	Closed to vehicular traffic in 2013
Randolph	00021		6800012	500N	ELKHORN CREEK	Select	Closed to vehicular traffic in 2017
Shelby	00041		7300041	ROAD 275 NORTH	SUGAR CREEK	Non-Select	Closed to vehicular traffic in 2017
Shelby	00031		7300031	ROAD 800 EAST	LITTLE BLUE RIVER	Non-Select	Closed to vehicular traffic in 2014
Shelby	00147		7300135	MOUND ROAD	FLATROCK RIVER	Select	Closed to vehicular traffic in 2016
Tippecanoe		225-79-04016 G	029150	SR 225	WABASH RIVER	Select	Project planned under INDOT Des. No. 2002077; Bridge closed in May 2022
Wabash	00165		8500535	ROAD 325 EAST	EEL RIVER	Non-Select	Closed to vehicular traffic in 2012
Wayne	00191		8900141	HEINEY ROAD	WHITEWATER RIVER	Non-Select	Closed to vehicular traffic in 2016; Project planned under INDOT Des. No. 1902806

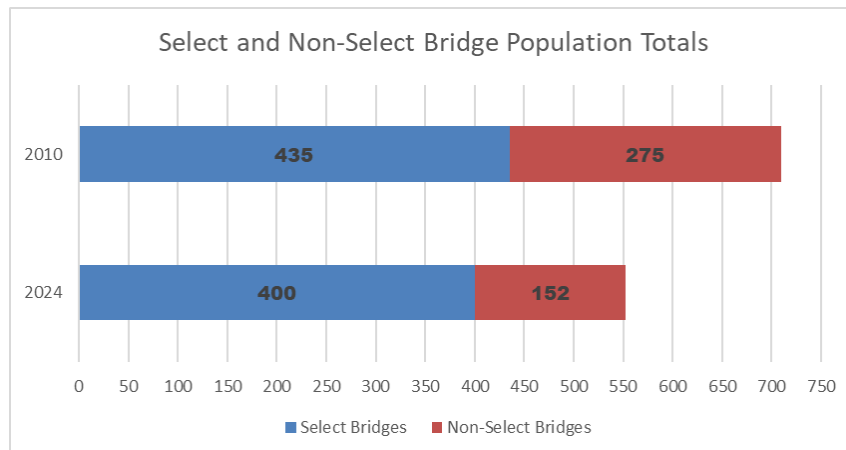
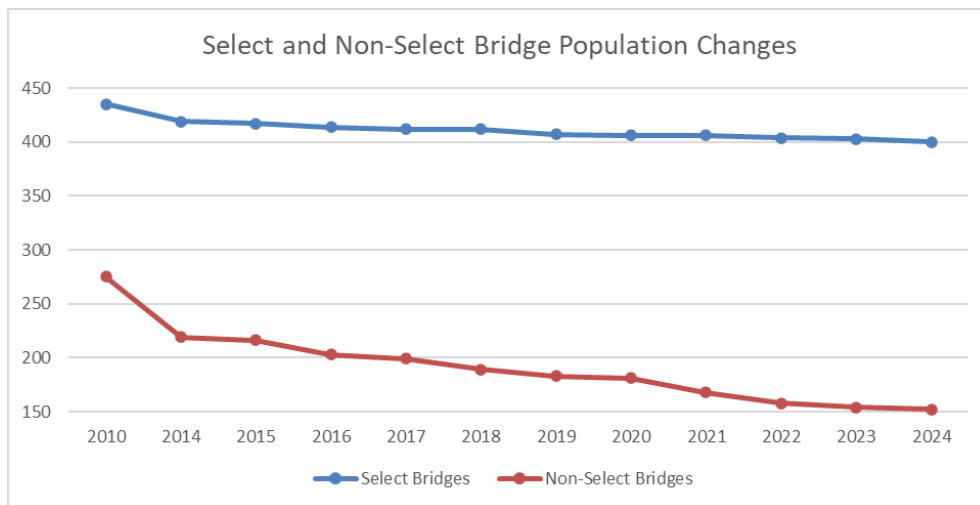
Part VI

Part VI. 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, their original designation was changed to Non-Select or non-historic, and/or they have an unknown status. For Non-Select Bridges to be considered a “loss” in this context, they have been demolished, their original designation was changed to non-historic, and/or they have an unknown status. 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.

It should be noted that the tally for Select Bridges reflects two “gains” since the 2010 list - INDOT Bridge Nos. 135-55-01522B and 163-83-01393A were changed from not NRHP-eligible to Select in 2017 and 2022, respectively.

Since 2010, 92% of the Select Bridges are still extant and 55% of the Non-Select Bridges are still extant.



Attachments



Indiana Department
of Natural Resources

Eric Holcomb, Governor
Daniel W. Bortner, Director

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



May 9, 2024

Haley Receveur
Staff Scientist – Architectural Historian
Metric Environmental
6958 Hillsdale Court
Indianapolis, IN 46250

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

Re: Photo documentation for Martin County Bridge No. 58 carrying Brickyard Road over Boggs Creek (Des. No. 1902785; DHPA No. 26743)

Dear Ms. Receveur:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), implementing regulations at 36 C.F.R. Part 800, 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”), and 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,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your April 18, 2024, submission which enclosed INDOT’s photo documentation for the Martin County Bridge No. 58, received by our office the same day.

Thank you for providing a draft copy of the photographs, photo key, photo log, maps for Martin County Bridge No. 58. We have no comments and find this documentation to be acceptable. We will add this information to SHAARD and submit a copy to the Indiana State Archives. **Please advise us of the name and location of the public or not-for-profit organization that is willing to accept a copy of this documentation.**

The Indiana SHPO staff’s archaeological reviewer for this project is Beth McCord, and the structures reviewer is Toni Lynn Giffin. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the INDOT’s Martin County Bridge No. 58 carrying Brickyard Road over Boggs Creek project in Perry Township, Martin County, Indiana (Des. No. 1902785), please refer to DHPA No. 26743.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:tlg

emc: Kari Carmany-George, FHWA
Matt Coon, INDOT
Haley Brinker, INDOT
Susan Branigin, INDOT
Haley Receveur, Metric Environmental
Toni Lynn Giffin, DNR-DHPA
Beth McCord, DNR-DHPA



Indiana Department
of Natural Resources

Eric Holcomb, Governor
Daniel W. Bortner, Director

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

August 7, 2024

Matt Coon, Ph. D.
Cultural Resources Office
Indiana Department of Transportation
100 N. Senate Avenue, IGCN 758-ES
Indianapolis, Indiana 46204

State Agency: Indiana Department of Transportation ("INDOT"),
Federal Agency: Federal Highway Administration, Indiana Division ("FHWA")

Re: DUAL REVIEW: Final plans for INDOT Bridge No. 163-83-01393A on SR 163 over
Brouilletts Creek Project (Des. No. 1701589; DHPA No. 24808)

Dear Dr. Coon:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 36 C.F.R. Part 800; 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 that Implementation of the Federal Aid Highway Program In the State of Indiana" ("Indiana Minor Projects PA"); 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") has reviewed your July 9, 2024, submission which enclosed the Final plans for INDOT Bridge No. 163-83-01393A, received by our office July 9, 2024, for this project, which is proposed for an area located in Clinton Township, Vermillion County, Indiana.

For the benefit of the Indiana Historic Preservation Review Board ("Review Board") and recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that a copy of this effects letter can be found online at <https://erms12c.indot.in.gov/Section106Documents/>. From there, search by this project's designation number: 1701589.

As previously indicated, we agree that there are no properties listed or eligible for inclusion in the National Register of Historic Places (NRHP) within the area of potential effects of the proposed project other than INDOT Bridge No. 163-83-01393A.

Thank you for providing the 90% final design plans for the INDOT Bridge No. 163-83-01393A. We noted, as the INDOT's July 9, 2024, letter indicates, the specific changes made to the plans (60%) that were previously provided to our office. Additionally, we had some questions as the replacement of the rivets with bolts, i.e. hex or round headed, where replacement would occur. Thank you for your responses to our questions and providing additional information. It is our understanding that the total number of rivets to be replaced on the bridge is approximately 30%. Accordingly, our staff also noted from the plans submitted: "Rivets that have been removed from the existing members and visible areas of the truss shall be replaced in-kind with new round-headed bolts or dimpled twist-off

type bolts, in accordance with ASTM A325. Round heads shall face upward and inward toward the deck wherever feasible.” We appreciate that the design included the use of round headed replacement bolts versus hex headed replacement bolts and find this approach to be consistent with the Secretary of Interior Standards for Rehabilitation.

Additionally, we also noted that INDOT indicates that following is a special provision in the contract: “Except for the partial or full replacement of members, and the removal of splice plates, pins, bolts, nuts, and rivets at truss and portal bracing connections, the truss members themselves should not require further disassembly unless found necessary for restoration.”. We are satisfied with this special provision, as it provides some assurance that the rehabilitation of the INDOT Bridge No. 163-83-01393A will maintain it’s historical character and eligibility for the NRHP.

In regard to archaeological resources, as previously indicated, 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; and we concur with the opinion of the archaeologist, as expressed in the Indiana archaeological short report (Crider and Hillard, 12/14/2021)), that no further archaeological investigations appear necessary at the proposed project area.

Additionally, as previously indicated, we note that portions of the proposed project area appear to lie immediately adjacent to Spangler Cemetery (CR-83-10 in the Indiana DHPA SHAARD database system). If ground disturbing activities will be within 100 feet of this cemetery, please be aware of the cemetery development plan requirements in Indiana Code 14-21-1-26.5 (<http://iga.in.gov/legislative/laws/2016/ic/titles/014/articles/021/chapters/001/#section-26.5>). The aforementioned cemetery must be avoided by all project activities, and provisions of relevant state statutes regarding cemeteries (including IC 14-21-1 and IC 23-14) must be adhered to. Please also be aware of Indiana Code 23-14-44-1 and Indiana Code 23-14-44-2, regarding restrictions on roads and utility construction in cemeteries.

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 the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology 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.

As previously indicated, because the Indiana Historic Bridges PA takes into account the effects of projects on all historic, “Select” and “Non-Select” bridges in Indiana, a Section 106 finding in a bridge project applies only to historic properties within the APE, *other than the bridge*. **Accordingly, the concurred with INDOT’s March 28, 2022, Section 106 finding of “No Historic Properties Affected” on behalf of FHWA, for this federal undertaking.**

Furthermore, since there will be no impact to historic properties, we have determined, pursuant to 312 IAC 20-4-11.5(f), that with a finding of “No Adverse Effect” under 36 C.F.R. 800, a certificate of approval from the Review Board is not necessary. Accordingly, this letter serves as a director’s letter of clearance.

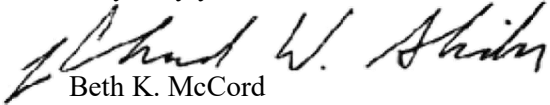
Pursuant to 312 IAC 20-4-11(g), within fifteen (15) days after this determination, an interested person may request a member of the Review Board to provide public hearing and review under 312 IAC 2-3. The designated member shall issue a determination whether an application for a certificate of approval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

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

If you have questions regarding our dual review of the aforementioned project, please contact DNR-DHPA. Questions about archaeological issues should be directed to contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. Questions about historic buildings or structures pertaining to this review should be directed to Toni Lynn Giffin at (317) 233-2803 or tgiffin@dnr.IN.gov.

In all future correspondence regarding the dual review of this bridge rehabilitation project on SR 163 over Brouillets Creek, in Vermillion County (Des. No. 1701589), please refer to DHPA No. 24808.

Very truly yours,



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

BKM:TLG:WTT:wtt:tlg

EMC to federal and state agency or consultant staff members:

Kari Carmany-George, Federal Highway Administration
Haley Brinker, Indiana Department of Transportation
Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:

J. Scott Keller, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Beth K. McCord, Indiana DNR-DHPA, Review Board
Ryan Mueller, Deputy Director, Indiana DNR, and Chairman, Review Board
Anne Shaw, Review Board
April Sievert, Ph.D., Review Board

EMC to potentially interested persons:

Vermillion County Commissioners
Vermillion County Historian
Vermillion County Historical Society
Vermillion County Highway Department
Tommy Kleckner, Indiana Landmarks, Western Regional Office
Paul Brandenburg, Indiana Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges
Nathan Holth, HistoricBridges.org
West Central Indiana Economic Development District, Inc.

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

June 18, 2024

Kristin Wing
Senior Environmental Analyst
Egis BLN USA, Inc.
8320 Craig Street
Indianapolis, Indiana 46250

State Agency: Indiana Department of Transportation (“INDOT”),
Federal Agency: Federal Highway Administration, Indiana Division (“FHWA”)

Re: DUAL REVIEW: Final Plans for the State Road (SR) 46 over the Whitewater River Bridge No. 046-15-01987A (NBI No. 017540) Project (Des. No. 1383721; DHPA No. 26124)

Dear Ms. Wing:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 36 C.F.R. Part 800; 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 that Implementation of the Federal Aid Highway Program In the State of Indiana” (“Indiana Minor Projects PA”); 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”) has reviewed your May 17, 2024, submission, which enclosed INDOT’s finding and supporting documentation, and which was received by our office May 17, 2024, for this project, the proposed project area of which is located at Logan Township and at Harrison Township, in Dearborn County, Indiana.

For the benefit of the Indiana Historic Preservation Review Board (“Review Board”) and recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that a copy of the final plans can be found online at <https://erms12c.indot.in.gov/Section106Documents/>. From there, search by this project’s designation number: 1383721.

As previously indicated, the only historic properties eligible for inclusion in the National Register of Historic Places (“NRHP”) located within the project’s area of potential effects are the subject bridge carrying SR 46 over the Whitewater River (Bridge No. 046-15-01987A) and the Notable-rated farm (Indiana Historic Sites & Structures Inventory, “IHSSI”, #029-103-05008).

As previously stated, in terms of the National Register eligible Notable-rated farm (“IHSSI”, #029-103-05008), we agreed that it would not be adversely affected by the project. The Indiana Historic Bridges PA has taken into account the project’s effects on Bridge No. Bridge No. 046-15-01987A, located on SR 46 over Whitewater River (NBI No. 017540), which is a National Register-eligible, “Non-Select” bridge.

In terms of archaeology, as previously indicated, no currently known archaeological resources eligible for inclusion in the National Register of Historic Places (“NRHP”) have been recorded within the proposed project area. We concur with the recommendation that no archaeological reconnaissance is necessary for the currently proposed project. We note that the western extension of the project area overlaps with the boundary of archaeological site 12-D-0377. This site was investigated in 1994 and 1995 (Parish 1994, Parish and McCord 1995) and those portions within the current project boundary were determined to be ineligible for inclusion in the NRHP. Parish and McCord (1995:B-22, 23) recommended that further work may be needed

for portions of the site north of SR 46. As currently presented, it does not appear that the current project plans will impact this portion of the site.

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 the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology 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.

Thank you for submitting the final bridge plans, as required by the Project Development Process under the Indiana Historic Bridges PA. We find the final bridge plans satisfactory and appreciate the care being taken to preserve the appearance and structural integrity of the SR 46 bridge over the Whitewater River (Bridge No. 046-15-01987A; NBI No. 017540).

On February 16, 2022, INDOT issued a Section 106 finding, on behalf of FHWA, of "No Adverse Effect," for this federal undertaking. We concurred with that finding on March 2, 2022.

Furthermore, since there will be no adverse impact to the Notable-rated (IHSSI #029-103-05008), we have determined, pursuant to 312 IAC 20-4-11.5(f), that with a finding of "No Adverse Effect" under 36 C.F.R. 800, a certificate of approval from the Review Board is not necessary. Accordingly, this letter serves as a director's letter of clearance.

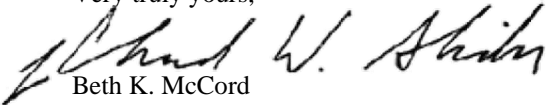
Pursuant to 312 IAC 20-4-11(g), within fifteen (15) days after this determination, an interested person may request a member of the Review Board to provide public hearing and review under 312 IAC 2-3. The designated member shall issue a determination whether an application for a certificate of approval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

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

If you have questions regarding our dual review of the aforementioned project, please contact DNR-DHPA. Questions about archaeological issues should be directed to contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.in.gov. Questions about historic buildings or structures pertaining to this review should be directed to Toni Lynn Giffin at (317) 233-2803 or tgiffin@dnr.IN.gov.

In any future correspondence regarding the dual review of this SR 46 over the Whitewater River Bridge project Logan and Harrison townships, Dearborn County, Indiana (Des. No. 1383721), please refer to DHPA No. 26124.

Very truly yours,



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

BKM:TLG:WTT:wt

EMC to federal and state agency or consultant staff members:

Kari Carmany-George, Federal Highway Administration
Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Haley Brinker, Indiana Department of Transportation
Kristin Wing, Egis BLN USA, Inc.
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:

J. Scott Keller, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board

Chandler Lighty, Review Board
Beth K. McCord, DNR-DHPA, Review Board
Ryan Mueller, Deputy Director, DNR, and Chairman, Review Board
Anne Shaw, Review Board
April Sievert, Ph.D., Review Board

EMC to potentially interested persons:

Nathan Holth, Historicbridges.org
Miami Tribe of Oklahoma
Peoria Tribe of Oklahoma
Eastern Shawnee Tribe of Oklahoma

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

Road No./County:	Monroeville Road/ Allen County
Designation Number(s):	1902826
Project Description/Termini:	Bridge 277 carrying Monroeville Road over Hoffman Drain (also referred to as Hoffman Ditch). Construction will extend approximately 400 feet east and 460 feet west from the center of the bridge for a total length of approximately 860 feet (0.16 mile).

	Categorical Exclusion, Level 2 – Required Signatories: INDOT DE and/or INDOT ESD
	Categorical Exclusion, Level 3 – Required Signatories: INDOT ESD
X	Categorical Exclusion, Level 4 – Required Signatories: INDOT ESD and FHWA
	Environmental Assessment (EA) – Required Signatories: INDOT ESD and FHWA
	Additional Investigation (AI) – The proposed action included a design change from the original approved environmental document. Required Signatories must include the appropriate environmental approval authority

Approval

N/A



April 19, 2024

INDOT DE Signature and Date

PATRICK ALLEN
CARPENTER

Digitally signed by PATRICK
 ALLEN CARPENTER
 Date: 2024.05.03 16:35:23
 -04'00'

FHWA Signature and Date

INDOT ESD Signature and Date

Release for Public Involvement

N/A



December 28, 2023

INDOT DE Initials and Date

INDOT ESD Initials and Date

Certification of Public Involvement



3/10/2024

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date:



April 19, 2024

Name and Organization of CE/EA Preparer:

Cameron Fraser / Clark Dietz

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

Road No./County:	State Road (SR) 225 / Tippecanoe County
Designation Number(s):	2002077
Project Description/Termini:	Bridge Rehabilitation on SR 225 over Wabash River, 0.60 mile north of Old SR 25. The project area extends from approximately 700.0 feet to the south and 650.0 feet north of the centerline of the proposed structure

	Categorical Exclusion, Level 2 – Required Signatories: INDOT DE and/or INDOT ESD
	Categorical Exclusion, Level 3 – Required Signatories: INDOT ESD
X	Categorical Exclusion, Level 4 – Required Signatories: INDOT ESD and FHWA
	Environmental Assessment (EA) – Required Signatories: INDOT ESD and FHWA
	Additional Investigation (AI) – The proposed action included a design change from the original approved environmental document. Required Signatories must include the appropriate environmental approval authority.

Approval

N/A



May 24, 2024

INDOT DE Signature and Date
 Digitally signed by KARSTIN
 KARSTIN MARIE
 CARMANY-GEORGE
 Date: 2024.06.03 16:20:54
 -04'00'

INDOT ESD Signature and Date

FHWA Signature and Date

Release for Public Involvement

N/A



February 2, 2024

INDOT DE Initials and Date

INDOT ESD Initials and Date

Certification of Public Involvement

04/09/2024

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date:

May 24, 2024

Name and Organization of CE/EA Preparer:

Raquel Walker – Beam, Longest and Neff (BLN)

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

August 7, 2024

Cameron Fraser
NEPA Specialist
Clark Dietz | Environmental Department
8900 Keystone Crossing, Suite 475
Indianapolis, Indiana 46240

State Agency: Indiana Department of Transportation (“INDOT”),
Federal Agency: Federal Highway Administration, Indiana Division (“FHWA”)

Re: DUAL REVIEW: Final plans for INDOT Bridge No. 225-79-04016G (Jewettsport Ford Bridge, NBI No. 029150) carrying SR 225 over the Wabash River Project (Des. No. 2002077; DHPA No. 29044)

Dear Mr. Fraser:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 36 C.F.R. Part 800; the “Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana’s Historic Bridges” (“Indiana Historic Bridges PA”); and 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 that Implementation of the Federal Aid Highway Program In the State of Indiana” (“Indiana Minor Projects PA”); 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”) has reviewed your July 10, 2024, submission which enclosed INDOT’s finding and supporting documentation for the aforementioned project in Tippecanoe Township and Washington Township, Tippecanoe County, Indiana.

For the benefit of the Indiana Historic Preservation Review Board (“Review Board”) members and other recipients of this letter who are not Section 106 consulting parties, please be aware that documents submitted for review of this project can be found online at IN SCOPE at <https://erms12c.indot.in.gov/Section106Documents/>. From there, search by this project’s designation number: 2002077.

As previously indicated, regarding buildings and structures, we agree with the conclusions of the HPR that as a result of the historic property identification and evaluation efforts, no above-ground resources other than INDOT Bridge No. 225-79-04016G (Jewettsport Ford Bridge, IHSSI # 157-332-00012, NBI No. 029150) are recommended as eligible for listing in the NRHP. Since INDOT Bridge No. 225-79-04016G, which carries SR 225 over the Wabash River is categorized as a “Select” bridge that is determined eligible for inclusion in the National Register of Historic Places, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA’s Section 106 responsibilities for this project.

Thank you for providing the 90% final bridge rehabilitation plans as required by the Project Development Process under the Indiana Historic Bridges PA. Regarding the information surrounding the round-headed bolts, we note that the bolts requiring replacement may not be able to utilize the round-headed bolts and instead require hex-headed bolts due to the fact there are areas where it is not possible to tighten the connection with readily accessible shear wrenches due to bolt spacing and clearance. Additionally, we recognize from previous similar projects, that the paint does not adhere to the plastic caps as well over time and these caps are much larger than the existing rounded headed bolts. Therefore, based on previous results of similar projects, we are not requiring that the hex head bolts used for replacement be topped with round head caps. We have noted that the plans state, “Missing or deteriorated bolts and rivets shall be replaced as directed by the Engineer. All bolts shall be A325 round head bolts of the applicable size, except the connection of the stringers to the floor beams which may utilize A325 Type 1 hex head bolts. At no time shall hex head bolts be substituted for round head bolts without the written consent of the Engineer. Any proposed substitution of hex head bolts for round headed bolts will only be considered if it is not possible to tighten the connection with readily accessible shear wrenches due to bolt spacing and clearance.”. We request that this be added to the contract as an “Unique Special Provision”.

Additionally, as previously indicated, in terms of archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have no identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Indiana archaeological short report (Shaw, 12/28/2022), that no further archaeological investigations appear necessary at the 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 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology 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.

Accordingly, we concurred with INDOT's March 24, 2023, Section 106 finding of "No Historic Properties Affected," on behalf of FHWA, for this federal undertaking.

Furthermore, since there will be no adverse impact to historic properties, we have determined, pursuant to 312 IAC 20-4-11.5(f), that with a finding of "No Historic Properties Affected" under 36 C.F.R. 800, a certificate of approval from the Review Board is not necessary. Accordingly, this letter serves as a director's letter of clearance.

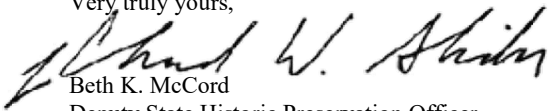
Pursuant to 312 IAC 20-4-11(g), within fifteen (15) days after this determination, an interested person may request a member of the Review Board to provide public hearing and review under 312 IAC 2-3. The designated member shall issue a determination whether an application for a certificate of approval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

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

If you have questions regarding our dual review of the aforementioned project, please contact DNR-DHPA. Questions about archaeological issues should be directed to contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.in.gov. Questions about historic buildings or structures pertaining to this review should be directed to Toni Lynn Giffin at (317) 233-2803 or tgiffin@dnr.IN.gov.

In all future correspondence regarding the dual review of this INDOT Bridge No. 225-79-04016G (Jewettsport Ford Bridge, NBI No. 029150) carrying SR 225 over the Wabash River project (Des. No. 2002077), please refer to DHPA No. 29044.

Very truly yours,



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

BKM:TLG:WTT:

emc: Matt Coe, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Haley Brinker, Indiana Department of Transportation
Cameron Fraser, Clark Dietz
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

emc to Indiana Historic Preservation Review Board Members:

J. Scott Keller, Indiana Historic Preservation Review Board
Daniel Kloc, AIA, Indiana Historic Preservation Review Board
April Sievert, Ph.D., Indiana Historic Preservation Review Board
Jason Larrison, AIA, Indiana Historic Preservation Review Board
Anne Shaw, Indiana Historic Preservation Review Board
Chandler Lighty, Indiana Historic Preservation Review Board
Ryan Mueller, Deputy Director, Indiana Department of Natural Resources
Beth McCord, Director, Division of Historic Preservation and Archaeology

emc to potentially interested parties:

Nathan Hoth, historicbridges.org
Paul Bradenburg, Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges
Doug Poad, Tippecanoe Area Plan Commission
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Burgundy Fletcher, Peoria tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

MEMORANDUM

November 4, 2024

To: Beth K. McCord, Deputy Indiana State Historic Preservation Officer
Jermaine R. Hannon, Federal Highway Administration – Indiana Division

From: Laura Hilden, Indiana Department of Transportation (INDOT), Environmental Services Director

RE: Final Determination of Non-Select Status of Franklin County Bridge No. 163 (NBI No. 2400099), Carrying Water Street over Harvey Branch, 0.05 mile east of SR 229 (Sycamore Street), Ray Township, Franklin County, Indiana

This memo serves as the final determination of the “Non-Select” status of Franklin County Bridge No. 163 (NBI No. 2400099) (Water Street over Harvey Branch, Franklin County, Indiana).

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

In 2009, the *Bridge Inventory* determined that Franklin County Bridge No. 163 is eligible for listing in the National Register of Historic Places (National Register) as a contributing resource to the Oldenburg Historic District (NR-2515). FHWA signed a Final Determination on NRHP Eligibility on February 23, 2009. As part of the *Bridge Inventory*, the bridge was programmatically determined “Select.” Two scores were used to determine the status – Eligibility Score & Condition Score. This bridge received an Eligibility Score of 99 since it is a contributing resource within a historic district listed in the National Register, which is considered High for a bridge of its type. It received a Condition Score of 34.58, which is considered Low.

Due to deficiencies that need to be addressed, the Section 106 consultation process was initiated for a project involving this bridge in September 2023, following the procedures outlined in the Historic Bridge PA (INDOT Des. No. 2101750). Franklin County’s consultant, Lochmueller Group, prepared a Historic Bridge Alternatives Analysis (HBAA) document per the requirements of the Historic Bridge PA. The document was distributed for consulting party review and comment in April 2024 and a virtual meeting was held May 13, 2024, to discuss the document. The meeting minutes, distributed June 5, 2024, are attached.

The need for this project is based on the deteriorated condition of the existing structure and substandard geometry.

- Condition: Deck, wearing surface, superstructure, substructure, and channel all have a condition rating of fair condition (5 out of 9). The bridge has an overall sufficiency rating of 43.2 out of 100. There is cracking, leaching, and exposed reinforcing on the underside of the deck. The wearing surface is bituminous with cracking and raveling. The superstructure has spalls, leaching, and localized exposed reinforcing. The substructure has vertical cracks in the abutments and scaling along the waterline. The channel has a scour hole upstream of the bridge due to a weir. A small scour hole has developed on the downstream end of the bridge likely due to a channel having a concrete floor that increases velocity throughout the structure.
- Clear Roadway Width: The existing clear roadway width of 20'-0", less than the minimum 38'-6" per the Indiana Design Manual (IDM), Figure 55-3G. The approach roadway width from curb to curb is 38'6". The existing bridge width does not allow space for pedestrians.
- Hydraulic Capacity: The existing backwater created by the bridge exceeds the 3.0 ft maximum in IDM Section 203-3.02(01).
- Safety: Existing bridge rail does not meet Federal Highway Administration or INDOT current safety standards. There is no existing approach rail.

The purpose of this project is to improve the crossing of Water Street over Harvey Branch, in the Town of Oldenburg, Indiana, by having a structure with a structural capacity of at least 27 tons and all individual bridge components condition ratings of at least a good (7 out of 9) while maintaining the structure's status as a "Select" Historic Bridge. Secondary purposes of the project are to provide a hydraulically adequate crossing, a structure that meets INDOT and FHWA design and safety standards, and improved pedestrian facilities

"Rehabilitation" of the bridge meeting the Secretary of the Interior's (SOI) Standards for Rehabilitation would require repair of the reinforced concrete bridge railings, deck, girders, and abutments. Design exceptions would be required for the shoulder width, structural capacity, bridge clear roadway width, and bridge railing. Extensive hand removal/chipping would be needed to remove deteriorated concrete from sound concrete and existing reinforcing steel. Additionally, an extensive shoring system would be required to support each beam at varying locations to potentially salvage and reinstall the bridge railing. This alternative would not meet the stated purpose and need of the project as it would not raise the structural capacity to 27 tons, would not address the hydraulic adequacy, meet design and safety standards in terms of clear roadway and bridge railing, nor would it improve pedestrian facilities.

"Rehabilitation" of the bridge not meeting the SOI Standards for Rehabilitation could be undertaken by replacing deteriorated features "in-kind" (deck and girders). A special effort would be taken to save the original railing. However, this alternative does not maintain the structure's status as a "Select" historic bridge because all original historic fabric of the bridge would be replaced with new material, except for the original railing. The aspects of the purpose involving hydraulic adequacy, design and safety standards, clear roadway and bridge railing, and pedestrian facilities would not be addressed. This alternative would therefore not be prudent. Additional alternatives (one-way pairs and bypassing the bridge) were analyzed and determined not to be prudent.

The conclusion of the HBAA is that none of the rehabilitation alternatives examined are prudent, feasible, and also meet the purpose and need of the project. In summary, a preliminary preferred alternative that maintained the bridge's "Select" status was not found to be feasible and prudent.

In response to the HBAA and consulting party meeting, the May 22, 2024, letter issued by the Indiana SHPO (IN SHPO) stated:

It is clear why Alternatives A – No Build/Do Nothing, B1 – Rehabilitation for Continued Vehicular Use (one-way option), Meeting Secretary of Interior Standards, B2 – Rehabilitation for Continued Vehicular Use (one-way option), Not Meeting Secretary of Interior Standards, C2 – Rehabilitation for Continued Vehicular Use (One-Way Pair Option) NOT Meeting Secretary of Interior Standards, and D – Bypass (non-vehicular use)/Build New Structure are not preferred alternatives, and the SHPO acknowledges the reasons given as to why these alternatives do not appear to be prudent.

The SHPO notes that Alternative B1 – Rehabilitation for Continued Vehicular Use (one-way option), Meeting Secretary of Interior Standards is at a lower cost than Alternative C1 – Rehabilitation for Continued Vehicular Use (One-Way Pair Option) Meeting Secretary Standards. However, based on the Franklin County Bridge No. 163 (NBI No. 2400099) current status as a “Select” bridge, we believe that Alternative C1 has the potential to be the “preferred alternative”. In reviewing this alternative, we noted a few items and have questions. First, please explain how this alternative “Adds a difficult and confusing intersection” for the public. Next, we note that the design for this bridge and intersection is to be desirable as WB-40 (i.e. semi-tractor trailer). Can you please provide more information as to why semi-tractors with trailers would be using Water Street? If the Franklin County Bridge No. 163 (NBI No. 2400099) is reclassified as Non-Select, these items can be addressed with the submission of the HBAA for a bridge having Non-Select status.

Following the distribution of the HBAA and meeting minutes, a Reclassification Request letter was distributed on August 29, 2024, to the members of the Task Group, as well as the participating consulting parties for Des. No. 2101697, per Stipulation II.C.1(b) of the Historic Bridge PA. Additionally, a public notice was placed in *The Brookville Democrat* on September 11, 2024, requesting comments from the public on the potential redesignation of Franklin County Bridge No. 163 from “Select” to “Non-Select.” The letter and public notice outlined the reasoning behind a reclassification of the bridge, namely the bridge’s current condition, the level of effort that would be required to rehabilitate the structure, and the ability to rehabilitate the structure to meet current standards, which question the rationale for its “Select” designation. The letter included an attachment showing calculations for the bridge’s “Select”/“Non-Select” status in 2010, 2022, 2029, as well as an explanation as to why alternative C1 cannot be the preferred alternative.

In response to comments from the IN SHPO, Indiana Landmarks – Southeast Field Office, and the Historic Spans Taskforce that requested additional information regarding alternative C1, USI Consultants provided additional information.

Alternative C1 and C2 are both feasible, but neither is prudent due to the extensive costs associated with retaining walls, sanitary sewer relocation, increase in hydraulic backwater, increase in right-of-way (including a potential business relocation) and creating a second intersection for Water Street on SR 229 (Sycamore Street). Neither alternative meets the purpose of the project, Alternative C1 for structural capacity and Alternative C2 for maintaining the structure’s status as a “Select” historic bridge. The secondary purposes of hydraulic adequacy and meeting design and safety standards, namely bridge railing, are not met.

In total, three comments were received as a result of the reclassification request memo.

Paul Brandenburg of the Historic Spans Taskforce responded on September 10, 2024, stating:

We appreciate the additional information provided in the Reclassification Request Attachment document; especially the documented Select / Non-Select Scoring process based on the

Methodology to Identify Select and Non-Select Bridges, Dated December 2010. We further appreciate the analysis regarding Alternatives C1 and C2 as this has provided critical information regarding the rehabilitation options outlined within the Programmatic Agreement on the Management and Preservation of Indiana's Historic Bridges (Historic Bridge PA). Our understanding is that this information has been submitted to INDOT with a request for consideration of reclassification from Select to Non-Select in consultation with FHWA and Indiana SHPO following the established process found in the Historic Bridge PA.

In reviewing the Consulting Party Comments it was noted that local residents requested that if Franklin County Bridge 163 were replaced that the new structure be constructed to fit with the local character and architecture.

The response from Indiana Landmarks – Eastern Regional Office on September 18, 2024, agreed with Paul Brandenburg's comments:

I want to echo Paul's appreciation for the additional information provided. If the bridge is reclassified as non-select, I hope the character of the community will be accurately reflected in the replacement structure.

The IN SHPO responded on September 30, 2024, and agreed with the reclassification in this case:

We believe that this reclassification request is being completed in good faith. The report is persuasive. From the information that has been presented thus far, we currently see no viable alternative to reclassifying Franklin County Bridge No. 163 (NBI No. 2400099) from "Select" to "Non-Select."

Following the 30-day comment period for the Task Group, consulting parties, and the public, a copy of all comments received were provided by INDOT to FHWA and the IN SHPO, and a meeting was held on October 30, 2024, to evaluate the request and consider the comments received, per the Historic Bridges PA, Stipulation II.C.1(c).

The discussion focused on the content of the comments. The gathered parties agreed that the comments appeared to support the reclassification of Franklin County Bridge No. 163 from "Select" to "Non-Select" based on the results of the HBAA, the information provided, and the recalculation of the subject structure's score on the "Select"/"Non-Select" matrix based on the current and future condition of the structure.

In summary, after additional consideration of the specific data for the bridge and taking into account all comments received on the proposed reclassification per Stipulation II.C. of the Historic Bridges PA, FHWA and the Indiana SHPO have agreed that Franklin County Bridge No. 163 should be classified as a "Non-Select" bridge. The bridge will, therefore, be reclassified as such in the *Indiana Historic Bridge Inventory*. INDOT, in accordance of Stipulation II.C.1(d) of the *Historic Bridge PA*, will notify the members of the Task Group of this decision through conveyance of this memorandum. In accordance with Stipulation IV.C of the *Historic Bridge PA*, INDOT will include this designation change in the next annual report that includes the list of "Select" and "Non-Select" bridges that have been processed during the previous calendar year.

By signature of this memorandum, INDOT, FHWA and Indiana SHPO hereby affirm their approval of a change in designation for Franklin County Bridge No. 163 to "Non-Select."

LE Hilden

Date: 11/7/2024

Laura Hilden
Director of Environmental Services
Indiana Department of Transportation

B. K. McCord

Date: 12/2/24

Beth K. McCord
Deputy Indiana State Historic Preservation Officer
Indiana Department of Natural Resources

PATRICK
ALLEN
CARPENTER

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PATRICK ALLEN
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Date: 2024.12.13
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For

Date:

Jermaine R. Hannon
Division Administrator
Federal Highway Administration – Indiana Division

MEETING MINUTES

Date of Meeting: May 13, 2024
11:00 am EDT

Re: Des. No. 2101697 (DHPA No. 30893),
Franklin County Bridge No. 163,
Bridge Project – Scope Undetermined,
IHSSI #047-034-61091/HB-2125/NBI No. 2400099

Location: Virtual via Microsoft Teams

Issue Date: June 5, 2024

Submitted By: Hannah Blad

In Attendance: Matthew Coon, INDOT CRO
Haley Brinker, INDOT CRO
Susan Branigin, INDOT CRO
Kaylee Blum, INDOT CRO
Aubrey Howder, INDOT
Wade Tharp, SHPO
Toni Giffin, SHPO
Patrick Carpenter, FHWA
Justin Ball, Franklin County
Highway Superintendent

Gary Munchel, Freudenfest Committee
Jeff Paul, Freudenfest Committee
William Selm, Historian
Brittney Miller, Indiana Landmarks
Paul Brandenburg, Historic Spans Task Force
Ruth Hook, USI Consultants
Doug Graf, USI Consultants
Gary Quigg, Lochmueller Group
Hannah Blad, Lochmueller Group
Chad Costa, Lochmueller Group

ITEMS DISCUSSED:

I. Welcome & Introductions:

- a. The attendees listed above were introduced and their affiliations were provided.

II. Section 106 & Indiana's Historic Bridges Programmatic Agreement Background

- a. Hannah Blad (Ms. Blad) of Lochmueller Group opened the meeting by explaining the background of Section 106 and the National Historic Preservation Act (NHPA). Ms. Blad explained Section 106 is part of the NHPA, a federal law requiring federal government agencies to take into account the effects of their undertakings (i.e. construction projects) on historic properties (resources either eligible for, or listed in, the National Register of Historic Places [NRHP]). Ms. Blad noted that Section 106 applies when two (2) criteria are met: when there is a federal nexus and when the proposed project could potentially affect properties eligible for or listed in the

NRHP. Patrick Carpenter (Mr. Carpenter) of the Federal Highway Administration (FHWA) was asked to provide any additional information. Mr. Carpenter expressed that FHWA is the lead federal agency for this undertaking and that their role is to participate and provide assistance to INDOT. He then thanked everyone for their time.

- b. Ms. Blad went on to explain the steps of the Section 106 process and provided an outline.
- c. Ms. Blad gave an abridged review of the Section 106 process to show where the Franklin County Bridge Project stands now. Ms. Blad noted that Step 1 has been completed and Early Coordination Letters were sent to potential consulting parties on September 15th, 2023. As a result, the State Historic Preservation Officer (SHPO), Historic Spans Task Force, William Selm, Gary Munchel, Jeffrey Paul, the Indiana Landmarks Eastern Regional Office, and the Eastern Shawnee Tribe of Oklahoma have accepted consulting party status.
- d. Ms. Blad then talked about Step 2, the identification of historic properties, noting that a Historic Property Report (HPR) was sent to consulting parties on April 22, 2024. Ms. Blad also noted that an Archaeology Report was sent to SHPO and the Tribes on April 22, 2024. In addition, she noted that a Phase 2 Archaeological Testing Plan was sent to SHPO for review. A new site was located during the Phase Ia Archaeological survey and, due to the inability of the project to avoid that site, additional testing is needed to determine if the site is eligible for the NRHP. Finally, Ms. Blad talked about Step 3, the Historic Bridge Alternatives Analysis (HBAA), which was sent out to consulting parties on April 18, 2024.
- e. Ms. Blad then went on to explain the history of Indiana's Historic Bridges Programmatic Agreement (HBPA), including when the agreement was initiated, the goals of the agreement, and the management tools that came out of the agreement. Ms. Blad also explained the 2009 Indiana Historic Bridges Inventory, the resulting list of NRHP-eligible bridges, and how they are divided into "Select" and "Non-Select" bridges, and what these terms mean.
- f. Ms. Blad then discussed the above-ground resources within the Area of Potential Effects (APE) for the project. She first explained what a historic property is and what criteria a property must meet to be listed in the NRHP.
- g. Ms. Blad then provided an overview of the historic resources, explaining each resource located within the APE. Ms. Blad explained that two (2) resources were located within the APE, one, the Oldenburg Historic District, is listed on the NRHP, and one is recommended eligible for the NRHP: the Oldenburg Pedestrian Bridge (Lochmueller #7). Each resource was shown along with a short summary. She then described the subject bridge, Franklin County Bridge No. 163 which is a contributing resource to the Oldenburg Historic District.

- h. Ms. Blad then introduced Doug Graf (Mr. Graf), USI Consultant's Project Manager and lead engineer for the project.

III. Step 3: Development of the HBAA

- a. Mr. Graf started by discussing the subject structure, Franklin County Bridge No. 163. He discussed the physical characteristics of the bridge, including its type, style, construction materials, length, width, and the typical section features of the bridge.
- b. Mr. Graf then discussed the history of the rehabilitation work done to the bridge using a series of photos of the bridge. Mr. Graf brought up a timeline of the rehabilitations, noting that since its original construction in 1929, the bridge has undergone one rehabilitation project. This occurred in 2016 when a wing wall was repaired due to failure from a flood event.
- c. Mr. Graf then discussed the bridge's structural condition. He noted that the wearing (or driving) surface is in poor condition, and the deck and rails are in fair condition with some cracking. He added that there is cracking and leaching on the underside of the deck, and significant cracking and spalling, which has exposed the reinforced steel within the superstructure. He also noted that the bridge's load rating is limited to 16 tons.
- d. Next, Mr. Graf discussed the overall condition of the substructure. He shared that the substructure is constructed primarily from concrete and that there is significant material loss, cracking, leaching, and scoring. He shared that the bridge has been subject to multiple "overtopping" events due to flooding, the most intense of which were recorded in 2016 and 2021.
- e. Lastly, Mr. Graf discussed the structural capacity and load rating of the bridge, restating that currently the bridge has a posted load rating of 16 tons. He stated that they were able to determine that if the bridge was returned to "as-new condition" it could potentially have a load rating of 21 tons (HS-12). The Indiana Design Manual (IDM) states that a bridge built at this location should have a load rating of 27 tons (HS-15). He also stated that a more accurate load rating could be completed but it would require non-destructive testing to identify reinforcing strengths.

IV. Review of Anticipated Alternatives:

- a. Prior to discussing the alternatives, Mr. Graf first talked about the purpose and need for the project. Mr. Graf noted that the purpose and need on the current slide of the presentation he was discussing were abbreviated versions. The purpose and need statements are below:

- I. The primary need for the project is due to the deteriorated condition of the existing structure and substandard geometry.
 - II. The purpose of this project is to improve the crossing of Water Street over Harvey Branch, in the Town of Oldenburg, Indiana, by having a structure with a structural capacity of at least 27 tons and all individual bridge components condition ratings of at least a good (7 out of 9) while maintaining the structure's status as a Select Historic Bridge. Secondary purposes of the project are to provide a hydraulically adequate crossing, a structure that meets INDOT and FHWA design and safety standards, and improved pedestrian facilities.
- b. Mr. Graf then described the six alternatives presented in the HBAA, first discussing the No Build Alternative. Mr. Graf stated that the No Build alternative would not result in any work being done to the structure and leaving it as is. Mr. Graf also noted that this alternative is not feasible because the current structure has an estimated remaining service life of 10 years until rehabilitation or reconstruction is needed. Alternative A was noted as not being prudent or feasible.
 - c. The second alternative Mr. Graf discussed was Alternative B1, which is Rehabilitation for Continued Vehicular Use Meeting Secretary of the Interior's Standards for Rehabilitation. This alternative includes full concrete deck replacement, salvage, repair, and reuse of the existing bridge railing (if possible), repair of the concrete girders in place, repairs to the abutments, repairs and or replacement of the wing walls, and the installation of concrete approach slabs. This alternative does not increase the load capacity of the structure. This alternative is feasible but has prudence concerns including it does not meet the primary purpose of providing a structure with capacity of 27 tons, nor does it meet the secondary purposes of hydraulic adequacy, meeting design and safety standards, namely, clear roadway and bridge railing, and improving pedestrian facilities.
 - d. The third alternative Mr. Graf discussed was Alternative B2, which is the Rehabilitation for Continued Vehicular Use Not Meeting the Secretary of the Interior's Standards for Rehabilitation. This alternative includes all of the steps listed in B1, but with the exception that the concrete girders would be replaced "in kind." This alternative is feasible but has prudence concerns stemming from not maintaining the "Select" status of the bridge. The secondary purposes of hydraulic adequacy, meeting design and safety standards, namely, clear roadway and bridge railing, and improving pedestrian facilities, are not met.
 - e. At this point, Toni Giffin (Ms. Giffin) expressed concern about the quickness of which both this project and an adjacent roadway improvement project are proceeding. Both projects have been said to be taking place concurrently (despite some controversy with the roadway project), and she asked for clarification on whether they are actually and if they are happening concurrently and how that

process is taking place.

- f. Mr. Graf explained that the projects are scheduled to be completed at the same time (same letting date), but that the projects have not proceeded to a point yet where coordination between them is taking place. He shared that so far, the only discussion between the two projects has been about the terminus of the bridge project, which would terminate at the west end of the town's proposed roadway reconstruction.
- g. Ms. Giffin expressed further concerns about the two projects working together because the roadway project has garnered controversy and decisions have been made at meetings held without all consulting parties present.
- h. Ruth Hook (Ms. Hook) noted that each of these projects has independent utility, and although their goal is to be constructed together, there were concerns about completely combining them, and that is why they have been broken into two separate projects. She added that USI Consultants will do what they can to work with the town to understand what is going on with the roadway project and incorporate any of their concerns into their (the bridge) project. She added that independent utility allows either of the projects to proceed without the other.
- i. Ms. Giffin shared that her primary concern is ensuring that the historic property owners within the project areas are notified. She asked for clarification that the property owners were contacted on May 1, 2024. Ms. Blad stated that this was correct, adding that they had not received any responses.
- j. Ms. Giffin shared concerns that this was a tight turnaround time for the property owners, especially since Monday is typically a workday for most people. She added that a 30-day notice would have been more appropriate and shared that the historic property owners in this area are very involved.
- k. Ms. Blad stated that they could discuss this issue further with Susan Branigin (Ms. Branigin) and Haley Brinker (Ms. Brinker), as well as at the end of the meeting.
- l. Ms. Giffin shared that she would prefer the property owners have all information from these meetings, stating that it is not good due diligence if they are not involved and are instead informed afterward on what is happening with the project.
- m. Ms. Blad stated that they could discuss this as well at the end of the meeting, and then asked Mr. Graf if he would like to proceed with explaining Alternatives C1 and C2. Mr. Graf agreed and continued with his explanation of the Alternatives.
- n. The fourth alternative Mr. Graf discussed was Alternative C1, which is the Rehabilitation for Continued Vehicular Use (one-way pair option) Meeting the Secretary of the Interior's Standards for Rehabilitation. This alternative includes the construction of a roadway realignment, adjacent to the existing Franklin County

Bridge No. 163, and using the new roadway, in conjunction with the current bridge, to conduct traffic in one direction. This alternative is feasible, but not prudent due to the extensive costs associated with retaining walls, sanitary sewer relocation, increase in hydraulic backwater, and creating a second intersection for Water Street on SR 229 (Sycamore Street). This alternative does not meet the purpose of the project for structural capacity. The secondary purposes of hydraulic adequacy and meeting design and safety standards, namely bridge railing, are not met.

- o. The fifth alternative Mr. Graf discussed was Alternative C2, which is the Rehabilitation for Continued Vehicular Use (one-way pair option) Not Meeting the Secretary of the Interior's Standards for Rehabilitation. This alternative includes the construction of a new roadway as mentioned in Alternative C1, adjacent to the existing Franklin County Bridge No. 163, and using each roadway to conduct traffic in one direction while also completing the reconstruction work to Franklin County Bridge 163 mentioned in Alternative B2. This alternative is feasible, but not prudent due to the extensive costs associated with retaining walls, sanitary sewer relocation, increase in hydraulic backwater, and creating a second intersection for Water Street on SR 229 (Sycamore Street). This alternative does not meet the purpose of the project as it does not maintain this structure's status as a "Select" Historic Bridge due to the replacement of the girders. The secondary purposes of hydraulic adequacy and meeting design and safety standards, namely bridge railing, are also not met.
- p. The sixth alternative Mr. Graf discussed was Alternative D, which includes the bypass of the existing structure for pedestrian use and the construction of a new roadway. The new roadway would be located north of the existing bridge with a sidewalk along the north side of the road. A sidewalk would not be on the south side of the road because the existing bridge (Franklin County Bridge No. 163) would handle the pedestrian traffic on the south side of the road. This alternative is feasible, but it is not prudent due to the extensive costs associated with retaining walls, sanitary sewer relocation, increase in hydraulic backwater, and large right-of-way acquisition costs, including relocations. The secondary purpose of hydraulic adequacy is not met.

V. Summary Remarks/Next Steps:

- a. Following the discussion of the alternatives, Ms. Blad talked about the next steps for the project which includes the distribution of the meeting summary and the acceptance of consulting party comments regarding the consulting party meeting until June 13, 2024. She shared that the HBAA, the HPR, and the Phase Ia Archaeology Report are within their 30-day review period until May 18 and May 22, respectively. The meeting was then opened for comments and questions.
- b. Ms. Giffin shared that IN SHPO will be providing a combined response to the HBAA, the HPR, and the Phase Ia Archaeology Report, and that they may wait until they

receive the consulting party meeting minutes so that they can provide commentary on all three simultaneously.

- c. Ms. Blad assured her that Lochmueller Group will try to get the meeting minutes out as soon as possible after INDOT CRO's review.
- d. Ms. Giffin requested that the meeting minutes be sent out to all consulting parties, including the historic property owners.
- e. William Selm (Mr. Selm) then expressed concern about a site within a creek bed. He asked how the site will be impacted by the bridge replacement.
- f. Ms. Blad shared that currently it is anticipated that there will be impacts to the site and because of that a Phase 2 Archaeology Plan is currently under review with SHPO. The Phase 2 archaeological work will help determine whether or not the site is eligible for the NRHP.
- g. Mr. Selm shared that he completed the 1983 NRHP nomination for the Oldenburg Historic District and mentioned the site in that document. He asked if SHPO decides what is to be done about impacts to the site and if they will document it.
- h. Ms. Blad shared that the archaeologists will go out to the site to complete more documentation and then prepare a report for SHPO and the Tribes to review. She shared that the archaeology reviewer for this project at IN SHPO is Wade Tharp (Mr. Tharp) and that he was in the meeting today.
- i. Mr. Selm asked Mr. Tharp if he would like any additional information from him, or if he received enough information from Lochmueller Group.
- j. Mr. Tharp shared that he had received the HBAA, the HPR, and the Phase Ia Archaeology Report, and the Phase II Testing Plan from Lochmueller Group, but has not had time to review them. However, after his review, he would reach out if he had further questions.
- k. Mr. Selm asked if he could view the archaeology report.
- l. Mr. Tharp stated that he cannot distribute the archaeology report if there is any site-specific location information.
- m. Mr. Selm stated that he knows exactly where the site is located.
- n. Mr. Tharp stated that he would bring it up with his director and see what information they could pass on to Mr. Selm. He added that the SHPO office is bound by Federal statutes to keep location information and other specific information about archaeological sites confidential.
- o. Mr. Selm stated that he would be fine with receiving a redacted report.

- p. Mr. Tharp stated that he would include Mr. Selm on SHPO's response letter and that the letter may contain the information he is after, but that he would see if he could do more.
- q. Ms. Blad asked if Mr. Selm had any questions pertaining to the bridge project.
- r. Mr. Selm asked if the bridge would be constructed "in-kind" to keep a similar appearance to how it looks today.
- s. Ms. Giffin asked if that would be necessary since the bridge is expected to be reclassified from "Select" to "Non-Select."
- t. Ms. Blad stated that currently it is unknown what the bridge will look like because none of the current alternatives meet the purpose and need of the project. At this time, the designers are only at the HBAA part of the process, and as the project progresses more information will be available.
- u. Ms. Giffin then asked if the HBAA would be updated and redistributed if the bridge is reclassified as "Non-Select." Ms. Blad assured her that the HBAA would be revised and recirculated post-reclassification.
- v. Paul Brandenburg (Mr. Brandenburg) asked if the "Select" to "Non-Select" process outlined within the programmatic agreement would be followed.
- w. Ms. Blad stated that it would be.
- x. Mr. Brandenburg requested that the formal process of scoring the bridge, giving its current condition and status be completed as a part of the review process for the determination of "Non-Select." He added that this is outlined within the programmatic agreement documents.
- y. Ms. Blad thanked him for his comment.
- z. Gary Munchel (Mr. Munchel) thanked the group for doing due diligence to analyze the bridge. He asked if the determination of "Non-Select" is made, is there a process wherein the residents of the area can view aesthetic solutions to keep the look of the bridge in kind with the rest of the historic district.
- aa. Mr. Graf stated that something like that could be incorporated into the construction plan.
- bb. Mr. Munchel stated that the residents are very concerned about the overall look, feel, and integrity of the bridge and that if keeping the bridge "Select" is not feasible, then the opinions of the area's residents should be taken into consideration.
- cc. Ms. Blad stated that that can be worked into the current process.

June 5, 2024

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dd. Mr. Munchel asked if there were examples of other projects like Franklin Bridge No. 163 that he could look at to further his understanding of the process. Ms. Blad stated that she would contact INDOT CRO for examples. Mr. Munchel thanked her.

ee. No other questions or comments were expressed, and Ms. Blad concluded the meeting and thanked everyone for their attendance.

VI. Next Steps

- a. Consulting Parties have 30 days to provide comments on the preliminary alternatives.

The meeting concluded at approximately 12:20 pm EDT.

Meeting Summary prepared by Bre Henderson, Hannah Blad, and Gary Quigg.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

MEMORANDUM

September 6, 2024

To: Beth K. McCord, Deputy Indiana State Historic Preservation Officer
Jermaine R. Hannon, Federal Highway Administration – Indiana Division

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

RE: Final Determination of Non-Select Status of Warrick County Bridge No. 140 (NBI No. 8700045), Carrying New Harmony Road over a tributary of Pigeon Creek, 0.53 Mile West of Wasson Road, Campbell Township, Warrick County, Indiana

This memo serves as the final determination of the Non-Select Status of the Warrick County's Bridge No. 140 (NBI No. 8700045) (New Harmony Road over a tributary of Pigeon Creek, Warrick County, Indiana).

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

In 2009, the *Indiana Historic Bridge Inventory (Bridge Inventory)* determined that Warrick County Bridge No. 140 is eligible for listing in the National Register of Historic Places (National Register) under Criterion C for its engineering significance as an early example of a continuous steel beam bridge built before 1935, therefore representing an important phase in construction. FHWA signed a Final Determination on NRHP Eligibility on February 23, 2009. As part of the *Bridge Inventory*, the bridge was programmatically determined "Select." Two scores were used to determine the status – Eligibility Score & Condition Score. This bridge received an Eligibility Score of 3 for its representation of an early phase in bridge construction, which is considered Medium for a bridge of its type. It received a Condition Score of 42.167, which is considered High.

Due to deficiencies that need to be addressed, the Section 106 consultation process was initiated for a project involving this bridge in June 2023, following the procedures outlined in the Historic Bridge PA (INDOT Des. No. 2101750). Warrick County's consultant, Lochmueller Group, prepared a Historic Bridge Alternatives Analysis (HBAA) document per the requirements of the Historic Bridge PA. The document was distributed for consulting party review and comment in January 2024 and a virtual meeting was held February 14, 2024, to discuss the document. The meeting minutes, distributed March 1, 2024, are attached.

As noted in the HBAA, Warrick County Bridge No. 140 had a pile failure in 2021 that required emergency replacement. At that time in 2021, the bridge would have received a Selection Matrix evaluation score of 6, with a medium eligibility score and a low condition score. Following the replacement of the pile, the bridge's condition score changed from Low to Medium and resulted in a 2024 Selection Matrix evaluation score of 5.

It is anticipated that as this structure ages, additional pile failures are imminent due to a number of factors including the type of piles (wood), the bridge's location within a swamp, and the age of the piles. "Rehabilitation" of the bridge meeting the Secretary of the Interior's (SOI) Standards for Rehabilitation would require repairing all the deteriorated features (railing, deck, and piles). A design exception for substandard features, namely design loading structural capacity, is not assumed to be granted due to the high percentage of truck traffic (25%). In addition, to repair the substructure, the entire superstructure would need to be removed. Since the structure is composed of concrete and removing the superstructure from the substructure intact is not possible, this would result in the destruction of all original materials associated with the superstructure. Therefore, this alternative could not meet the SOI Standards for Rehabilitation as only the steel beams would remain from the original structure.

"Rehabilitation" of the bridge not meeting the SOI Standards for Rehabilitation could be undertaken by replacing all the deteriorated features "in-kind" (railing, deck, and piles). A special effort would be taken to save the original steel beams with alterations for shear stud connectors and cover plates. The clear roadway width would increase from 23'-9" to 30'. However, it does not maintain this structure's status as a "Select" Historic Bridge because all the original historic fabric of the bridge would be replaced with new material, except for the original steel beams, and the width of the bridge would be altered. Additional alternatives (one-way pairs and bypassing the bridge) were analyzed and determined not to be prudent.

The conclusion of the HBAA is that none of the rehabilitation alternatives examined are prudent, feasible, and also meet the purpose and need of the project. The only "preservation" alternative for the structure that could be implemented results essentially in a replacement of the structure. However, the "preservation" alternative would not meet the purpose and need of the project. In summary, a preliminary preferred alternative that maintained the bridge's "Select" status was not found to be feasible and prudent.

In response to the HBAA, the February 15, 2024, a letter issued by the Indiana SHPO (IN SHPO) stated:

"Although we might recommend consideration be given to creating an alternative that would combine elements of Alternatives B1 and B2, retaining the existing width of the bridge and reconstructing the railing to be similar to that of the existing bridge while replacing the substructure, we understand that because of the bridge's construction, any alternative that would replace the timber piles of the substructure would require the removal and complete reconstruction of the superstructure, reusing only the continuous steel beams. Therefore, from a preservation perspective, it seems probable that this would reduce the bridge's integrity of materials to such a degree that it would more or less be a reconstruction of a bridge formerly significant as an early example of its type, which does not seem like a desirable outcome. For this same reason, Alternative E (Relocation), which would only relocate the continuous steel beams, does not seem like a prudent alternative, either."

Additionally, IN SHPO acknowledged the potential that the bridge could lack a requirement for retaining "Select" status and requested an updated condition score and a determination of whether the bridge would still fall under the "Select" designation should it be calculated today, stating:

“The lack of a feasible and prudent alternative may point to an issue where the bridge is not one of the “most suitable for preservation,” which is a part of the requirement for a bridge to obtain a “Select” rating. However, we reiterate the comments made by Paul Brandenburg of the Indiana Historic Spans Task Force, during the February 14th meeting, that reclassification allowance of the Historic Bridges PA was intended to be used only in unique circumstances. We acknowledge that the programmatic methodology was not the sole determining factor for the “Select” or “Non-Select” rating of some of the eligible bridges in the Historic Bridges Inventory. However, given that it does not appear that any unusual circumstance, as illustrated within Stipulation II.C.1, has occurred, it would be helpful for our office to see a recalculated condition score that reflects the bridge’s current state in order to identify where the bridge would fall on the Selection Matrix if evaluated today. This would perhaps provide the clearest reasoning for why or why not this bridge should be reclassified as a “Non-Select” bridge. Additionally, if the bridge’s original “Select” rating was calculated based upon any piece of information which has now been found to be inaccurate, that would be helpful information to know.”

Following the distribution of the HBAA and meeting minutes, a Reclassification Request letter was distributed on June 26, 2024, to the members of the Task Group, as well as the participating consulting parties for Des. No. 2101750, per Stipulation II.C.1(b) of the Historic Bridge PA. Additionally, a public notice was placed in *The Warrick County Standard* on July 4, 2024, requesting comments from the public on the potential redesignation of Warrick County Bridge No. 140 from “Select” to “Non-Select.” The letter and public notice outlined the reasoning behind a reclassification of the bridge, namely the bridge’s current condition, the level of effort that would be required to rehabilitate the structure, and the ability to rehabilitate the structure to meet current standards, which question the rationale for its “Select” designation. The letter included an attachment showing calculations for the bridge’s “Select”/“Non-Select” status in 2011, 2021, 2024, and 2029. In total, three comments were received as a result of those distributions.

The IN SHPO responded on July 24, 2024, and agreed with the reclassification in this case:

“From the information that has been presented thus far, we currently see no viable alternative to reclassifying Warrick County Bridge No. 140 from “Select” to “Non-Select.”

Paul Brandenburg responded on July 26, 2024, stating:

“The language of the HBPA states that reclassifications was reserved for “unusual circumstances” and noted: “Examples of unusual circumstances may include, but are not limited to, the bridge collapsing due to a flood or an overweight vehicle.” Our thoughts at the time were focused on catastrophic events impacting the integrity of the structure.

Mr. Brandenburg also requested that, as an alternative to reclassification, a Full Section 106 process be initiated and “a determination of appropriate mitigation” be made, one example offered being a “review [of] the current population of Historic Bridges for a candidate to be reclassified from “Non-Select” to “Select.”

The response from Indiana Landmarks – Southwest Field Office agreed with Paul Brandenburg’s comments:

“I concur with comments set forth in Paul Brandenburg’s email regarding Indiana Historic Spans Taskforce’s suggestions for Warrick County Bridge 140’s proposed reclassification.”

Following the 30-day comment period for the Task Group, consulting parties, and the public, a copy of all comments received were provided by INDOT to FHWA and the IN SHPO, and a meeting was held on August 28, 2024, to evaluate the request and consider the comments received, per the Historic Bridges PA, Stipulation II.C.1(c).

The discussion focused on the content of the comments and the feasibility of the suggestions offered. The gathered parties agreed that entering into a full 106 process for this project would not follow the Historic Bridges PA, which outlines the project development processes by which FHWA will satisfy its responsibilities for undertakings involving “Select” and “Non-Select” bridges. It was acknowledged that this could create a precedent by which “Select” bridges could potentially be demolished, ignoring the Historic Bridge PA’s statement that “FHWA will not consider demolition to be a “prudent” alternative for any Federal-aid project involving a Select Bridge and FHWA will not participate in a project that would result in the demolition of a Select Bridge.” Additionally, there are no “Non-Select” bridges in Warrick County’s Historic Bridge population, meaning none could potentially be redesignated as “Select.”

In summary, after additional consideration of the specific data for the bridge and taking into account all comments received on the proposed reclassification per Stipulation II.C. of the Historic Bridges PA, FHWA and the Indiana SHPO have agreed that Warrick County Bridge No. 140 should be classified as a “Non-Select” bridge. The bridge will, therefore, be reclassified as such in the *Indiana Historic Bridge Inventory*. INDOT, in accordance of Stipulation II.C.1(d) of the *Historic Bridge PA*, will notify the members of the Task Group of this decision through conveyance of this memorandum. In accordance with Stipulation IV.C of the *Historic Bridge PA*, INDOT will include this designation change in the next annual report that includes the list of “Select” and “Non-Select” bridges that have been processed during the previous calendar year.

By signature of this memorandum, INDOT, FHWA and Indiana SHPO hereby affirm their approval of a change in designation for Warrick County Bridge No. 140 to “Non-Select.”



Date: 9/9/2024

Laura Hilden
Director of Environmental Services
Indiana Department of Transportation



Date: 10/07/24

Beth K. McCord
Deputy Indiana State Historic Preservation Officer
Indiana Department of Natural Resources

Date:

Jermaine R. Hannon
Division Administrator
Federal Highway Administration – Indiana Division

MEETING MINUTES

Date of Meeting: February 14, 2024
10:00 am EST

Re: Des. No. 2101750 (DHPA No. 30893),
Warrick County Bridge Number 140,
Bridge Project – Scope Undetermined,
Bridge No. 173-154-35006 (NBI No.
8700045), over Tributary of Pigeon Creek

Location: Virtual via Microsoft Teams

Issue Date: March 1, 2024

Submitted By: Hannah Blad

In Attendance:

Haley Brinker, INDOT CRO	Paul Brandenburg, Historic Bridge Foundation
Susan Branigin, INDOT CRO	Trevor Wieseke, Lochmueller Group
Matthew Coon, INDOT CRO	Gary Quigg, Lochmueller Group
Aubrey Howder, INDOT	Hannah Blad, Lochmueller Group
Melody Pope, SHPO	Mark Riehle, Lochmueller Group
Caitlin Lehman, SHPO	Adam Steury, Lochmueller Group
Patrick Carpenter, FHWA	Bre Henderson, Lochmueller Group

ITEMS DISCUSSED:

- I. **Welcome & Introductions:**
 - a. The attendees listed above were introduced and their affiliations were provided.
- II. **Section 106 & Indiana’s Historic Bridges Programmatic Agreement Background**
 - a. Hannah Blad (Ms. Blad) of Lochmueller Group opened up the meeting by explaining the background of Section 106 and the National Historic Preservation Act (NHPA). Ms. Blad explained Section 106 is part of the National Historic Preservation Act (NHPA), a federal law requiring federal government agencies to take into account the effects of their undertakings (i.e. construction projects) on historic properties (resources either eligible for, or listed in, the National Register of Historic Places [NRHP]). Ms. Blad noted that Section 106 applies when two (2) criteria are met: when there is a federal nexus and when the proposed project will affect properties eligible for or listed in the NRHP. Patrick Carpenter (Mr. Carpenter) of the Federal Highway Administration (FHWA) was asked to provide any additional information. Mr. Carpenter expressed that FHWA wants to hear from the Consulting Parties regarding their concerns and that the project team is “here to listen” today as well as present information.

- b. Ms. Blad went on to explain the steps of the Section 106 process and provided an outline. Ms. Blad then moved on to explain the history of Indiana's Historic Bridges Programmatic Agreement (HBPA), including when the agreement was initiated, the goals of the agreement, and the management tools that came out of the agreement. Ms. Blad also explained the 2010 Indiana Historic Bridges Inventory, the resulting list of eligible bridges, and how they are divided into "Select" and "non-Select" bridges and what these terms mean.
- c. Ms. Blad gave an abridged review of the Section 106 process to show where the Warrick Co. Bridge No. 140 bridge project stands now. Ms. Blad noted that Step 1 has been completed and Early Coordination Letters were sent to potential consulting parties on June 2, 2023. As a result, the State Historic Preservation Officer (SHPO), the Historic Spans Taskforce, and the Osage Nation have accepted consulting party status.
- d. Ms. Blad then talked about Step 2, the identification of historic properties, noting that a Historic Property Short Report (HPSR) was sent to consulting parties on December 21, 2023. Ms. Blad also noted that an Archaeology Report was determined to be unnecessary, due to the amount of strip mining that has taken place within the project area. Finally, Ms. Blad talked about Step 3, the Historic Bridge Alternatives Analysis (HBAA), which was sent out to consulting parties on January 17, 2024.
- e. Ms. Blad introduced Bre Henderson (Ms. Henderson) who discussed the above-ground resources within the Area of Potential Effects (APE) for the project. Ms. Henderson first explained what a historic property is and what criteria a property must meet to be listed in the NRHP.
- f. Ms. Henderson then provided an overview, explaining each resource located within the APE. Ms. Henderson explained that of the two (2) resources located within the APE, Warrick Co. Bridge No. 140 was previously determined eligible for the NRHP and is a Select bridge and Warrick Co. Bridge No. 139 (just east of the subject bridge and not within the APE) was previously determined ineligible for the NRHP. Each resource was shown along with a short summary of each resource.
- g. Ms. Henderson then introduced Mark Riehle (Mr. Riehle).

III. Step 3: Development of the HBAA

- a. Mr. Riehle started by reintroducing the participants to Warrick County Bridge Number 140. He discussed the physical characteristics of the bridge, including its type, style, construction materials, length, width, and bridge typical section features.

- b. Mr. Riehle then discussed the history of the rehabilitation work done to the bridge using a series of photos of the bridge. Mr. Riehle brought up a timeline of the rehabilitations, noting that since its original construction in 1930, the bridge has undergone two rehabilitation projects. The first occurred in 2018, when a car struck the north railing, causing the need for a partial rail replacement. The second occurred in 2021 when one timber support piles failed, which resulted in an emergency repair and replacement of the top portion of the support pile.
- c. Mr. Riehle then discussed the bridge's structural condition. He noted that the wearing (or driving) surface is in poor condition, and although the deck and rail are in fair condition, there is some spalling with exposed reinforcing steel. He added that the superstructure (or beams) are in satisfactory condition. However, the bridge's load rating is limited to 12 tons due to the current condition and size of the superstructure.
- d. Mr. Riehle then went on to explain that the beams on the bridge currently display a downward deflection. He added that the downward deflection of the beams on Warrick County Bridge No. 140 is most likely due to age and occasional overloading.
- e. Next, Mr. Riehle discussed the overall condition of the substructure. He shared that the substructure is constructed from timber piles and that many of the piles have rot. At a minimum, all of the timber piles have at least 5% rot, with many of them having up to 15% section loss. He stated that, over time, this rot in conjunction with loading can lead to crushing, or “mushrooming,” of the timbers, such as what happened in 2021. He explained that a large factor in this deterioration is that the timbers are exposed to constant fluctuation in moisture due to the bridge’s location in a wetland. When materials are constantly wet or constantly dry, they tend to last longer than materials in conditions where the environment changes from wet to dry and vice versa.

IV. Review of Anticipated Alternatives:

- a. Prior to discussing the alternatives, Mr. Riehle first talked about the purpose and need for the project. Mr. Riehle noted that the purpose and need on the current slide of the presentation he was discussing were abbreviated versions. The purpose and need statements are below:
 - I. The primary need for the Warrick County Bridge No. 140 project is evidenced by the deteriorated condition and insufficient load capacity of the bridge.
 - II. The purpose of the project is to provide a crossing where the wearing surface deck, superstructure and substructure condition ratings are at least seven out of nine, which is considered good condition. In addition, it needs to meet the

load rating factor of at least 1.0 for the HS20 design vehicle. This project will extend the life of this crossing for a minimum of 25 years.

- b. Mr. Riehle then described the eight alternatives presented in the HBAA, first discussing the No Build Alternative. Mr. Riehle stated that the No Build alternative would not result in any work being done to the structure and leaving it as is. Mr. Riehle also noted that this alternative is not feasible because the current structure has an estimated remaining service life of 5 to 10 years until rehabilitation or reconstruction is needed.
- c. The second alternative Mr. Riehle discussed was Alternative B1, which is Rehabilitation for Continued Vehicular Use Meeting Secretary of the Interior's Standards for Rehabilitation, including partial pile replacements. This alternative includes barrier rail surface sealing, bridge deck overlay, cleaning, and painting steel beams. However, this alternative does not increase the load capacity of the structure, and a level 1 design exception would be required. This alternative is feasible but has prudence concerns including it does not meet the purpose and need of the project, the ratings will be lower than seven, the load capacity would decrease, and the timber pile repairs would only extend the life of the bridge by 15-20 years.
- d. The third alternative Mr. Riehle discussed was Alternative B2, which is the Rehabilitation for Continued Vehicular Use Not Meeting Secretary of the Interior's Standards for Rehabilitation. This alternative includes the removal of current bridge structure, the reuse of the timber beams, and the addition of cover plates and shear studs in order to increase the load bearing capacity of the timber beams. However, this plan utilizes the reuse of 94-year-old timber beams, when bridges are overall designed to last for 75 years. This alternative is feasible but has prudence concerns stemming from not meeting the purpose and need of the project, the removal of all historic features except for the beams, which would be reused, and the reuse of the 94-year-old beams, which would not meet most design life standards when new bridges are designed to last 75 years.
- e. The fourth alternative Mr. Riehle discussed was Alternative C1, which is the Rehabilitation for Continued Vehicular Use (one-way pair option) Meeting the Secretary of the Interior's Standards for Rehabilitation. This alternative includes the construction of a new bridge, adjacent to the existing Warrick County Bridge No. 140, and using each bridge to conduct traffic in one direction. This alternative does not address the purpose and need stated above, will cause major impacts to the wetlands, and introduce the safety hazard of a traffic split.
- f. The fifth alternative Mr. Riehle discussed was Alternative C2, which is the Rehabilitation for Continued Vehicular Use (one-way pair option) Not Meeting the Secretary of the Interior's Standards for Rehabilitation. This alternative includes the construction of a new bridge, adjacent to the existing Warrick County Bridge No.

140, and using each bridge to conduct traffic in one direction while also replacing all of Warrick County Bridge No. 140, except the timber beams, which would be reused. This alternative does address the purpose and need stated above, but will cause major impacts to the wetlands, and introduce the safety hazard of a traffic split. Additionally, it is not prudent from a historic preservation perspective since nearly all portions of the original 1930 construction would be demolished, with only the existing steel beams, with alterations for the shear stud connectors and cover plates, reincorporated into the new bridge.

- g. The sixth alternative Mr. Riehle discussed was Alternative D, which includes the bypass of the existing structure and the use of the existing structure for pedestrian use. However, this alternative would still yield the continued usage concerns associated with the current bridge, and there are also no trails within the area for the bridge to connect to if adapted for pedestrian use.
- h. The seventh alternative Mr. Riehle discussed was Alternative E, which includes relocation of the current bridge and the construction of a new bridge. This alternative is feasible but has prudence concerns. The purpose and need of the project will be met however, due to the nature of the bridge's construction, the bridge would need to be demolished in order to move it and only the beams would be able to be salvaged.
- i. The eighth alternative Mr. Riehle discussed was Alternative F, which includes the demolition of the current bridge and the construction of a new bridge. This would require the bridge to be reclassified from Select to Non-Select. Alternative F was determined to be the preferred alternative due to the unusual circumstances (the usage of timber substructure within a wetland and condition of the timber substructure) and prudence concerns of the other alternatives.

V. Summary Remarks/Next Steps:

- a. Following the discussion of the alternatives, Ms. Blad talked about the next steps for the project which includes the distribution of the meeting summary, the acceptance of consulting party comments regarding the consulting party meeting, and the eventual distribution of the amended HBAA. The meeting was then opened up for comments and questions.
- b. Paul Brandenburg (Mr. Brandenburg) asked if thought had been given to portraying the unusual circumstances needed to reclassify a Select Bridge, citing the Historic Bridge Programmatic Agreement (HBPA), and noting that an unusual circumstance noted in the document includes events such as bridge collapse.
- c. Mr. Riehle answered that because the substructure of the bridge is failing, the rehabilitation of the bridge requires the removal and replacement of the entire substructure. Additionally, due to the age of the timber piles, and the extensive work that would have to be completed in order to meet the needed load capacity, it

is not feasible to do these repairs, nor is it feasible to relocate the bridge as there would still be stability issues.

- d. Mr. Brandenburg then asked if the unusual circumstances would most likely be classified as deterioration of the substructure.
- e. Mr. Riehle answered that is correct, and then explained that the overall age of the bridge, especially the timber piles, makes rehabilitation extremely difficult.
- f. Mr. Brandenburg expressed concern that the deterioration of the substructure alone may not be cause enough for reclassification. He stated that most reclassifications are due to obvious catastrophic events such as collapse. He voiced concern that the proper amount of mitigation may not occur once the bridge is reclassified. He added that while he would not advise doing a full Section 106 process, he would advise additional mitigation and discussion on whether the bridge meets the PA's conditions for reclassification.
- g. Ms. Blad thanked him for his comment and then called on Caitlin Lehman (Ms. Lehman).
- h. Ms. Lehman commented that at the time of classification in 2011, the bridge was determined to have met high condition and medium eligibility scores for the NRHP per the HBPA eligibility matrix. She asked if these scores were accurate at the time, if the bridge had deteriorated to the point that it no longer meets those scores, or if the scores had been inaccurate. She then asked if the condition score, relative to the rating system, had been recalculated.
- i. Ms. Blad stated that considering the first rehabilitation to the bridge had occurred in 2018, her thought was that the 2011 scores were accurate at that time. Mr. Riehle concurred and added that he feels that the substructure has significantly deteriorated since 2011.
- j. Ms. Lehman then asked if the condition score (using the criteria outlined in the Select methodology) were to be recalculated, would it possess a score under 35, which would qualify for the PA's Non-Select status, or would it still meet a medium condition.
- k. Mr. Riehle answered that Lochmueller Group would have to investigate recalculating the scores.
- l. Ms. Lehman then asked, in consideration of Alternatives B1 and B2, if there is no way for the substructure to be removed without also removing the superstructure.
- m. Mr. Riehle stated that this is correct and that you would have to tear out the concrete deck to remove the beams.
- n. Ms. Lehman stated that she agrees with Mr. Brandenburg's concerns, adding that

her office has previously expressed concerns with the reclassification of Select Bridges. She added that these requests have become increasingly frequent but that they do understand that things change. She shared that she does agree that the unusual circumstances will aid in the justification for the reclassification of this bridge.

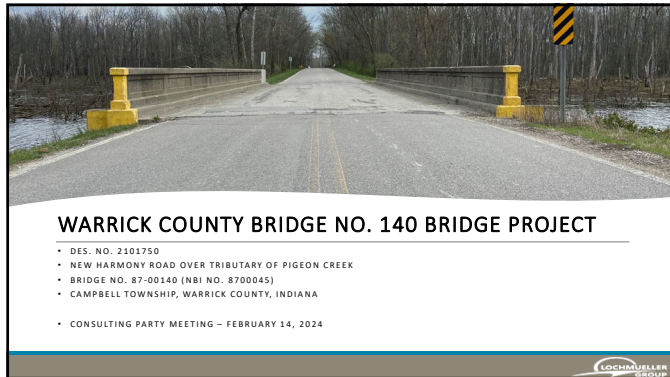
- o. Ms. Blad thanked her for her comments.
- p. Mr. Carpenter asked if the HBAA is currently out for comments, and if so, have any comments been received.
- q. Ms. Blad shared that it is and that, so far, no comments have been received.
- r. Mr. Brandenburg then thanked everyone for their explanation of the condition of the bridge and the alternatives analysis.
- s. No other questions or comments were expressed, and Ms. Blad concluded the meeting and thanked everyone for their attendance.

VI. Next Steps

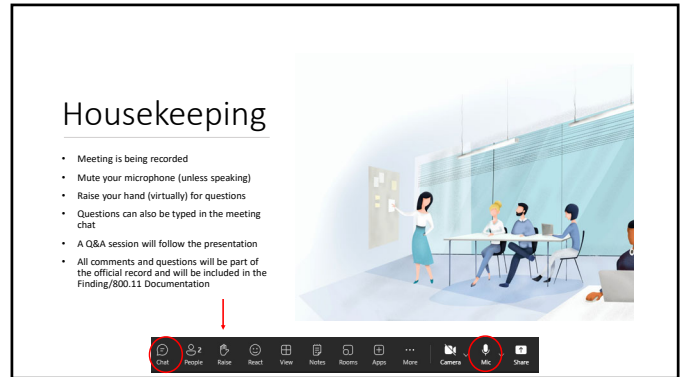
- a. Consulting Parties have 30 days to provide comments on the preliminary alternatives.

The meeting concluded at approximately 10:41 am EST. Meeting Summary prepared by Bre Henderson, Hannah Blad, and Gary Quigg.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



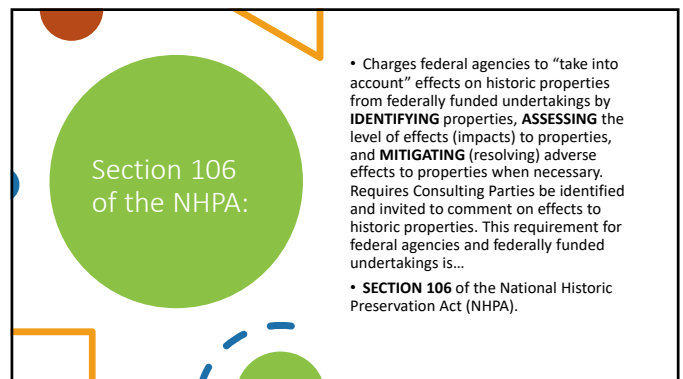
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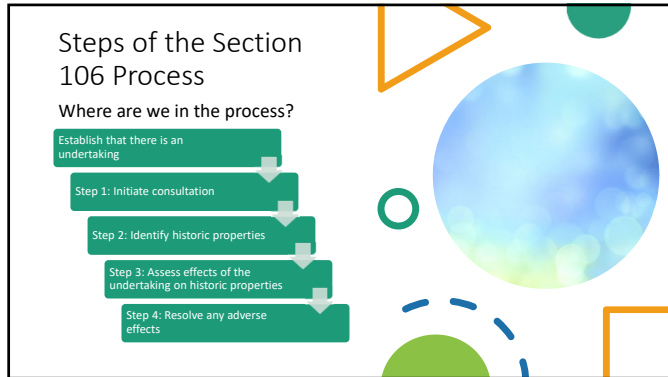
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Indiana's Historic Bridges Programmatic Agreement



- Streamlined Section 106 process for historic bridges
- 2006 - Agreement between the Federal Highway Administration (FHWA), the Indiana Department of Transportation (INDOT), the Advisory Council on Historic Preservation (ACHP), and the Indiana State Historic Preservation Officer (SHPO)
- 2010 - Inventory of historic bridges in Indiana
 - Surveyed bridges built prior to 1965
 - NRHP-eligible bridges are categorized as Select and Non-Select
 - Select Bridge – Most suitable for preservation and an excellent example of a given type of historic bridge
 - Non-Select Bridge – Not considered an excellent example of a given type of historic bridge or is not a suitable candidate for preservation

6

Section 106 Process

- Step 1: Initiate consultation
 - Early coordination letter sent June 2, 2023
- Participating Consulting Parties
 - SHPO
 - Historic Spans Task Force
 - Delaware Nation of Oklahoma
 - Eastern Shawnee Tribe of Oklahoma
 - Miami Tribe of Oklahoma
 - Osage Nation

7

Section 106 Process

- Step 2: Identify historic properties
 - Historic Property Short Report (HPSR) sent out December 21, 2023
- Step 3: Historic Bridge Alternatives Analysis (HBAA)
 - HBAA sent out January 17, 2024

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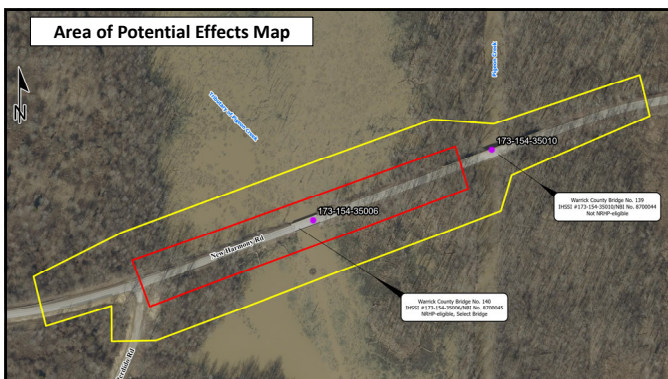


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What is a historic property?

- Must meet one of the four NRHP criteria:**
 - A) Associated with events significant to the broad patterns of history
 - B) Associated with the lives of persons significant in our past
 - C) Embodies distinctive characteristics (architectural significance)
 - D) Must show, or be likely to yield, important information to history
- Historic properties are generally at least 50 years old or older**
- Historic properties are either *listed* or *eligible for listing* in the NRHP**

10



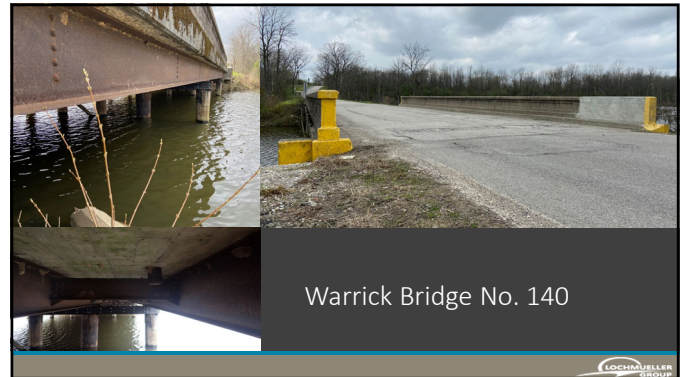
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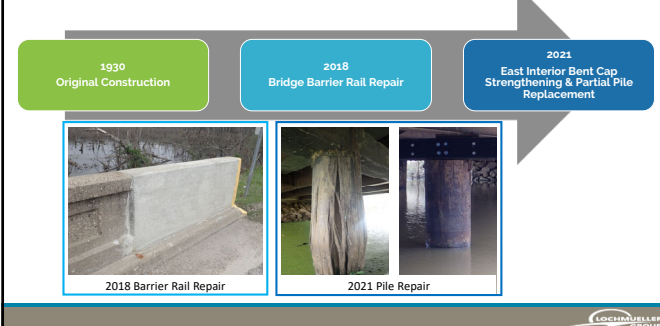
Step 3: Development of the HBAA

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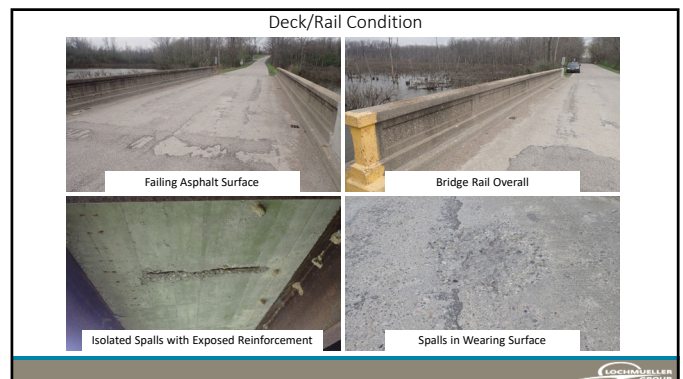


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Rehabilitation Timeline



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Purpose and Need

The primary need for the proposed project is evidenced by the deteriorated condition and insufficient load-carrying capacity of the bridge.

The purpose of the project is to provide a crossing that has a wearing surface, deck, superstructure, and substructure condition rating of at least 7 out of 9, which is considered "good" condition. In addition, the purpose of the project is to improve the load rating factor to at least 1.0 for the HS20-44 design vehicle. This project would extend the life of this crossing for a minimum of 25 years in accordance with the INDOT Historic Bridge Programmatic Agreement (HBPA).

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Alternative A

- No Build
- Feasible
- Prudence Concerns
 - Purpose and need not met
 - Ratings will be lower than 7
 - Load Rating will not improve
 - Remaining service life less than 25 years

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Alternative B1

- Rehabilitation for Continued Vehicular Use (two-lane option) Meeting Secretary of Interior's Standards for Rehabilitation
- Feasible
- Prudency Concerns
 - Purpose and need not met
 - Ratings will be lower than 7
 - Load capacity would decrease
 - Timber pile repairs will only extend the life 15-20 years

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Alternative B2

- Rehabilitation for Continued Vehicular Use (two-lane option) NOT Meeting Secretary of Interior's Standards for Rehabilitation
- Feasible
- Prudency Concerns
 - Purpose and Need met, however:
 - The entire bridge structure would be removed and only item reused would be beams
 - Beams would have major alterations, including cover plates and shear stud connectors to meet load capacity requirements
 - 94 year old beams utilized with all new substructure and deck (typical design life of bridge 75 years)

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Alternative C1

- Rehabilitation for Continued Vehicular Use (one-way pair option) Meeting Secretary of Interior's Standards for Rehabilitation
- Feasible
- Prudency Concerns
 - Purpose and Need not met due to same work concerns as Alternative B1
 - Major impacts to wetlands directly adjacent to bridge/roadway
 - Introducing direction of traffic split which is a safety hazard along this roadway

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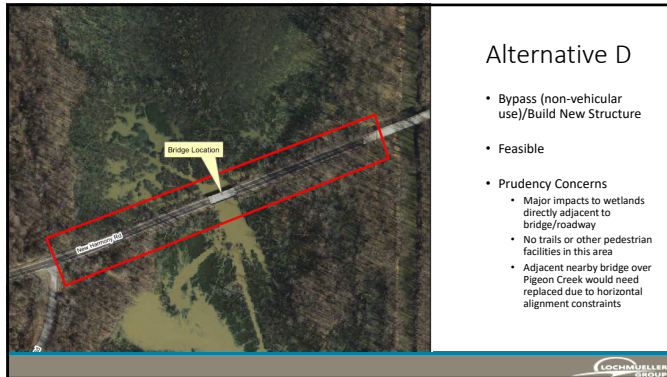


Alternative C2

- Rehabilitation for Continued Vehicular Use (one-way pair option) NOT Meeting Secretary of Interior's Standards for Rehabilitation
- Feasible
- Prudency Concerns
 - Purpose and need met, however, same work concerns as Alternative B2.
 - Major impacts to wetlands directly adjacent to bridge/roadway
 - Introducing direction of traffic split which is a safety hazard due to driver expectancy along this roadway

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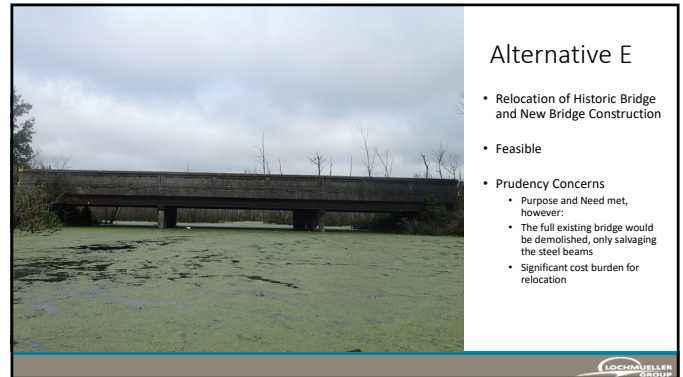
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Alternative D

- Bypass (non-vehicular use)/Build New Structure
- Feasible
- Prudence Concerns
 - Major impacts to wetlands directly adjacent to bridge/roadway
 - No trails or other pedestrian facilities in this area
 - Adjacent nearby bridge over Pigeon Creek would need replaced due to horizontal alignment constraints

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Alternative E

- Relocation of Historic Bridge and New Bridge Construction
- Feasible
- Prudence Concerns
 - Purpose and Need met, however:
 - The full existing bridge would be demolished, only salvaging the steel beams
 - Significant cost burden for relocation

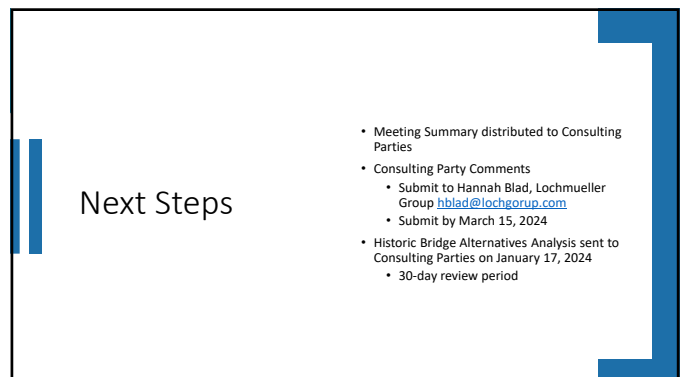
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Alternative F

- Replacement – Demolition of Historic Bridge and New Bridge Construction
- Requires reclassification of bridge from select to non-select
- Feasible
- Prudent
- Determined to be the preliminary preferred alternative due unusual circumstances and prudence concerns of other alternatives

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Next Steps

- Meeting Summary distributed to Consulting Parties
- Consulting Party Comments
 - Submit to Hannah Blad, Lochmueller Group hblad@lochgroup.com
 - Submit by March 15, 2024
- Historic Bridge Alternatives Analysis sent to Consulting Parties on January 17, 2024
 - 30-day review period

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Thank You!

Questions or Comments

Hannah Blad - 574.334.5487 or hblad@lochgroup.com

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



March 22, 2024

Chase DeBruyn
USI Consultants, Inc.
8415 E. 56th Street
Indianapolis, IN 46216

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

Re: Project information for Wabash County Bridge No. 41 preventative maintenance project using
Community Crossings Matching Grant Funds (DHPA #31982)

Dear Mr. DeBruyn:

Pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code (“IAC”) 20-4, the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (“DNR-DHPA”) has reviewed your submission, dated and received by our office on March 4, 2024, for the aforementioned project in Largo Township, Wabash County, Indiana.

Thank you for mentioning that this project is being undertaken via Community Crossings Grant funds. Unlike most other state-funded road projects that we review, it is our understanding that INDOT’s Cultural Resources Office will not be involved in the review or approval of Community Crossings Grant Fund projects such as this one. We will assume that only state funds (Community Crossing Grant Fund) and local government matching funds will be used in this project. If it turns out that federal funds will be used in the project or that the project would require a federal permit or other federal approval, then it would be necessary for the project to be reviewed under Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108) and implementing regulations under 36 C.F.R. Part 800.

A state rule (312 IAC 20-4-11) authorizes the director of Indiana DNR-DHPA to issue a letter of clearance for a state-funded project, exempting the project from obtaining a certificate of approval, where the project area does not contain a state-owned historic site or structure, the project area does not contain a historic site or structure that is listed in the National Register of Historic Places (“NRHP”) or the Indiana Register of Historic Sites and Structures, the project will not have an adverse impact on a state-owned historic site or structure, and the project will not have an adverse impact on a non-state-owned historic site or structure that is listed in the NRHP or Indiana Register.

As no COA application has been submitted for this project, we are not authorized to issue a director’s letter of clearance. However, we will attempt to comment to the extent we can, based on what you have submitted. In regard to the subject property, Wabash County Bridge No. 41 (Indiana Historic Sites and Structures Inventory [“IHSSI”] # 169-337-15019; Bridge No. 00041; NBI No. 8500135), this bridge has been previously listed or determined eligible for listing in the National Register of Historic Places (NRHP) and was determined to be a “Select” bridge per the Indiana Historic Bridge Inventory.

Regarding archaeological resources, no currently known archaeological resources eligible for inclusion in the National Register of Historic Places have been recorded within the proposed project area. No archaeological investigations appear necessary provided that all project activities remain within areas disturbed by previous construction.


If the Wabash County Commissioners wish to receive a director’s letter of clearance, then they should provide DNR-DHPA, initially, with a single copy of a certificate of approval application. If we determine that a certificate of approval is required, we will place the application on the agenda for the next available meeting of the Indiana Historic Preservation Review Board.

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 the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology 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.

If you have any further questions regarding this determination, please contact the DNR-DHPA. Questions about archaeological issues should be directed to Melody Pope at (317) 234-5254 or mpope@dnr.IN.gov. Questions about historic buildings or structures pertaining to this project should be directed to Toni Lynn Giffin at (317) 233-2803 or tgiffin@dnr.IN.gov. If the project now has been assigned, or in the future is assigned, an INDOT designation number, please share it with us.

Additionally, in all future correspondence regarding the Wabash County Bridge No. 41 maintenance project in Largo Township, Wabash County, Indiana, please refer to DHPA No. 31982.

Very truly yours,



Beth K. McCord
Director, Division of Historic Preservation & Archaeology

BKM:MKP:TLG:tlg

emc: Chase DeBruyn, USI Consultants, Inc.
Melody Pope, DNR-DHPA
Toni Lynn Giffin, DNR-DHPA

For informational purposes:
Matt Coon, INDOT
Susan Branigin, INDOT

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

December 16, 2024

Marissa Harless
Environmental Specialist
USI Consultants, Inc.
5750 Coventry Lane
Fort Wayne, Indiana 46804

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

Re: Certificate of approval application for Shelby Bridge No. 128 Bridge Preventative Maintenance Project, using Community Crossings Matching Grant Funds (DHPA No. 32695)

Dear Ms. Harless:

Pursuant to Indiana Code 14-21-1-18 and 312 IAC 20-4, the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology ("Indiana DNR-DHPA") has conducted a review of the materials dated November 15, 2024, and received by the Indiana DNR-DHPA November 15, 2024, for the above-indicated project, which is proposed for areas located in Washington Township, Shelby County, Indiana.

Thank you for your submission for the above indicated project. Based on what we currently know, there are no known historic sites or historic structures listed on the National Register or Indiana Register within the project area.

Additionally, as previously indicated, in terms of impacts of proposed project-related ground-disturbing activities to archaeological resources, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") within the proposed project area. 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 the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology 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.

Therefore, under Subsection 11(b) of 312 IAC 20-4, a certificate of approval will not be necessary from the Indiana Historic Preservation Review Board for this project.

Pursuant to 312 IAC 20-4-11(g), within fifteen (15) days after this determination, an interested person may request a member of the review board to provide public hearing and review under 312 IAC 2-3. The designated member shall issue a determination whether an application for a certificate of approval must be filed. If the designated member determines an application must be filed, the division shall place the completed application on the agenda of the review board's next meeting.

If the designated member determines that an application for a certificate is not required, the division director's letter of clearance is affirmed. A determination under this subsection is not effective until the later of the following:

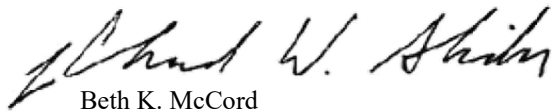
- (1) fifteen (15) days after issuance of the determination; or
- (2) the day resulting from a notice given under 312 IAC 2-3-7(d).

If any archaeological artifacts, features, or human remains are uncovered during construction, state law (Indiana Code 14-21-1-27 & 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.

If you have any further questions regarding this determination, please contact the DNR-DHPA. Questions about archaeological issues should be directed to Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. Questions about historic buildings or structures pertaining to this project should be directed to Toni Lynn Giffin at (317) 233-2803 or tgiffin@dnr.IN.gov. If the project now has been assigned, or in the future is assigned, an INDOT designation number, please share it with us.

Additionally, in all future correspondence regarding the Shelby Bridge No. 128 Bridge Preventative Maintenance Project, which is proposed for areas located in Washington Township, Shelby County, Indiana, please refer to DHPA No. 32695.

Very truly yours,



Beth K. McCord
Director, Division of Historic Preservation & Archaeology

BKM:TLG:WTT:wt

emc: Marissa Harless, USI Consultants, Inc.
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

emc: Indiana Historic Preservation Review Board

J. Scott Keller, Indiana Historic Preservation Review Board
Daniel Kloc, AIA, Indiana Historic Preservation Review Board
April Sievert, Ph.D., Indiana Historic Preservation Review Board
Jason Larrison, AIA, Indiana Historic Preservation Review Board
Anne Shaw, Indiana Historic Preservation Review Board
Chandler Lighty, Indiana Historic Preservation Review Board
Ryan Mueller, Deputy Director, Indiana Department of Natural Resources
Beth McCord, Director, Division of Historic Preservation and Archaeology

For informational purposes:

Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation