



# INDIANA DEPARTMENT OF TRANSPORTATION

**DES. # 2000514**

## LEGAL NOTICE OF PLANNED IMPROVEMENT

The Indiana Department of Transportation (INDOT) is developing plans for proposed US 41 over Pigeon Creek Crossing Improvement, approx. 0.37 mile north of SR 66 in the City of Evansville, Vanderburgh County.

The purpose of this project is to provide a crossing carrying US 41 southbound over Pigeon Creek that can meet the structural capacity design standards for vehicular traffic of HS-20 or better to enable the reopening of the bridge to traffic. The need for this project is due to the structural deficiencies of the existing bridge, rendering it closed to all public traffic pending corrective action. The existing structure, Bridge No. 041-82-03286HSBL (NBI No. 014310), is closed due to a highly reduced structural capacity due collision damage on January 21, 2020.

INDOT Bridge No. 041-82-03286HSBL (NBI 014310), is a single span, metal Parker through truss built in 1940. It was previously determined eligible for listing in the National Register of Historic Places (NRHP) under Criterion C under engineering significance as a good example of an ISHC-designed Parker through truss. Because INDOT Bridge No. 041-82-03286HSBL is neither a "Select" or "Non-Select" bridge, the project does not fall under the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridge PA).

Section 106 of the National Historic Preservation Act (NHPA) requires Federal agencies to take into account the effects of their undertakings on historic properties. The proposed project does not involve any properties eligible for the National Register aside from the subject bridge. This project resulted in an "Adverse Effect" under Section 106. The "Adverse Effect" finding was published in the *Evansville Courier & Press* on October 11, 2020 offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(2), the documentation specified in 36 CFR 800.11(e) was made available electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents>. The public comment period closed 30 days later on November 12, 2020.

A Historic Bridge Alternatives Analysis (HBAA) was completed in May 2020 and evaluated six (6) alternatives to determine what option was feasible and prudent and met the purpose and need of the project: Alternative 1, Do Nothing; Alternative 2, Rehabilitation for Continued Vehicular Use (Two Southbound Lanes as Part of One-Way Pair)- Meeting Secretary of Interior's Standards for Rehabilitation; Alternative 3, Rehabilitation for Continued Vehicular Use (One-Way Pair Option, Meeting Secretary of Interior's Standards for Rehabilitation); Alternative 4, Bypass; Alternative 5, Relocation of Historic Bridge and New Bridge Construction; and Alternative 6, Demolition of Historic Bridge and New Bridge Construction. Coordination with the Indiana State Historic Preservation Officer (SHPO), Consulting Parties, and the Federal Highway Administration (FHWA) through the Section 106 of the NRHP determined that Alternative 6 was the most prudent and feasible. Therefore, the preferred alternative of this historic bridge project will involve the demolition of the existing bridge and the construction of a replacement bridge on essentially the same alignment as the existing structure. The new bridge construction will involve a 275-

foot-long, three span prestressed concrete beam structure. The vertical profile will be raised approximately six (6) feet to increase the area of the waterway below the structure and eliminate the use of the existing floodgate during flood events. The new southbound bridge will carry two 12-foot-lanes, a 10-foot-wide right shoulder and a 4-foot-wide left shoulder with a concrete bridge railing to provide a clear roadway width of 40 feet. The bridge approaches will be constructed of concrete. The concrete headwall around the 42-inch drainage outfall culvert will be removed and the pipe will be extended ten (10) feet as part of this project. Riprap will be installed under the culvert extension, under the new bridge for scour protection, and at drainage turnouts in the northwest and northeast quadrants of the bridge.

All work will occur within the existing road right-of-way. No relocations of residences or businesses will occur. The maintenance of traffic (MOT) will involve utilizing the Diamond Avenue exit from southbound US 41, with traffic reentering US 41 south of the project bridge. This is the current MOT due to the closure of the project bridge. The proposed start of construction is April 2021, with construction expected to take seven (7) months to complete.

The cost associated with this historic bridge project is approximately \$3,110,025 which includes preliminary engineering, right-of-way, and construction with both federal and state funds anticipated to be used. The FHWA and INDOT have agreed this project falls within the guidelines of a Categorical Exclusion (CE) Level 4 environmental document. Preliminary design plans along with the CE are available for review at:

1. The INDOT Vincennes District Website, <https://www.in.gov/indot/4163.htm>
2. The City of Evansville Engineering Office, 1 NW Martin Luther King Jr Blvd, Civic Center Complex, Room 321, Evansville, IN 47708 (masks required)

Due to the Coronavirus outbreak, a hard copy of the CE document can be mailed to interested parties upon request.

All interested persons may request a public hearing be held and/or express their concerns by submitting comments to the attention of INDOT Project Manager Brian Malone, (812) 836-2112, [bmalone@indot.in.gov](mailto:bmalone@indot.in.gov); or Erin Mulryan, Director of Environmental Services, SJCA Inc, 9102 N. Meridian St, Suite 200, Indianapolis, IN 46260, (317) 566-0629, or [emulryan@sjcainc.com](mailto:emulryan@sjcainc.com), on or before January 22, 2021.

In accordance with the Americans with Disabilities Act (ADA), persons and/or groups requiring project information be made available in alternative formats are encouraged to contact the INDOT Vincennes District for the arrangement and coordination of services. Please contact INDOT Project Manager Brian Malone, (812) 836-2112, [bmalone@indot.in.gov](mailto:bmalone@indot.in.gov). In accordance with Title VI of the Civil Rights Act of 1964, persons and/or groups requiring project information be made available in another language are encouraged to contact INDOT Project Manager Brian Malone, (812) 836-2112, [bmalone@indot.in.gov](mailto:bmalone@indot.in.gov).

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program."; 2) 23 CFR 450.210(a)(1)(ix) stating, "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate."; and 3) The INDOT *Public Involvement Policies and Procedures* approved by the Federal Highway Administration on August 16, 2012.