



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848
(855)INDOT4U

Eric J. Holcomb, Governor
Michael Smith, Commissioner

DES. # 2200147

LEGAL NOTICE OF PUBLIC HEARING

PROPOSED BRIDGE IMPROVEMENT PROJECT IN JEFFERSON COUNTY

The Indiana Department of Transportation (INDOT) will host a public hearing for the Park Road over Little Crooked Creek Bridge Improvement project on November 14, 2024 at the Clifty Falls Inn, 1650 Clifty Hollow Road, in Clifty Falls State Park Madison, Indiana, 47250, beginning at 6:00 p.m. The doors will be open at 5:30 p.m. in order to view displays and talk to the representatives prior to the start of the hearing. Attendees will need to sign in and out at the gate house upon entering the park.

The purpose of the public hearing is to offer all interested persons an opportunity to comment on the draft environmental document and preliminary design plans for the proposed bridge project involving Bridge No. P000-39-06876 on Park Road over Little Crooked Creek (Des. 2200147), approximately 0.40 mile north of Clifty Hollow Road, within Clifty Falls State Park, in Madison Township, Jefferson County, Indiana.

The project consists of rehabilitating the existing Select Bridge for continued vehicular use, meeting the Secretary of the Interior's Standards for Rehabilitation. Bridge No. P000-39-06876 (National Bridge Inventory: 060290) is eligible for inclusion in the National Register of Historic Places (NRHP) under Criterion C for its engineering significance. As part of the Indiana Historic Bridge Inventory, the bridge was determined to be "Select," meaning it is an excellent example of its type and classified as most suitable for preservation. Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA, or HBPA), the Federal Highway Administration- Indiana Division (FHWA) will satisfy its responsibilities involving "Select" bridges through the Project Development Process (PDP) of the HBPA (Stipulation III.A) to comply with Section 106 of the National Historic Preservation Act (NHPA) of 1966.

This historic bridge is subject to the conditions of the Historic Bridge Programmatic Agreement (HBPA). As such, a Historic Bridge Alternative Analysis (HBAA) was completed that describes the project's purpose and need, as well as an evaluation of alternatives to meet the purpose and need. The existing bridge is a single-span, open-spandrel concrete arch bridge with reinforced concrete slab approach spans on each side. It was built in 1947 and rehabilitated in 1980, 1990, and 2000. This structure carries the only southern access road to park features and facilities within Clifty Falls State Park.

The proposed alternative consists of rehabilitating the existing bridge to current INDOT and FHWA criteria to prolong the life of the bridge, while preserving its historical integrity. Rehabilitation efforts include placement of a rigid concrete overlay, curb repair by patching, replacement of bridge expansion joints between deck sections with pre-compressed foam joints, and replacement of the reinforced concrete approach slabs. Deteriorated portions of the floor beams, piers, spandrel columns, and arches will be repaired by removing the deteriorated concrete and patching the areas with concrete patch and in some areas applying a Fiber Reinforced Polymer (FRP) around the repaired area to ensure the patch will not delaminate and fall off the component. The FRP will extend approximately one foot past the repaired area. If the size of the patch warrants, an embedded galvanic anode will be placed in the FRP patched areas. Spalls on the front face of the abutments and wingwalls will be patched. Deteriorated portions of the tie beams between the north and south arches will be repaired by removing deteriorated portions of the concrete and applying a concrete patch with FRP as needed. Tie Beam B-10 will be replaced due to excessive deterioration. In all areas where FRP is utilized, it will be color-matched to the existing arch. Two locations along the arch and one pedestal have cracking and will be epoxy injected to prevent the

intrusion of water. The curb, sidewalk, and railing will be cleaned and sealed, and the northeast side paved ditch will be converted from a V-shaped ditch to a flat bottom ditch. Riprap may need to be placed around the piers for scour protection. Approximately 10 feet of full-depth patching and 40 feet of resurfacing will be needed on Park Road at each end of the bridge. The project area extends approximately 250 feet northwest and 350 feet southeast of the bridge centerline for a total of 600 feet along Park Road.

Maintenance of Traffic (MOT) for the project will require a full road closure with a detour utilizing Old Clifty Hollow Road, US 421, and SR 56. This detour adds 5.1 miles for motorists and will be in place for approximately 60 days or less. The project is anticipated to be completed in Spring 2026.

Section 106 of the National Historic Preservation Act (NHPA) requires Federal agencies to take into account the effects of their undertakings on historic properties. This project will not require any permanent or temporary right-of-way from the property. Pursuant to 36 CFR 800.4(d)(2), the documentation specified in 36 CFR 800.11(e) can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <https://erms12c.indot.in.gov/Section106Documents/>. This documentation serves as the basis for the "No Historic Properties Affected" finding.

The environmental document for this project was released for public involvement on October 8, 2024. The public hearing serves as the opportunity for the public to comment on both the Categorical Exclusion (CE) environmental document and the 800.11(e) documentation for Section 106. All comments collected before, during and after the hearing through November 29, 2024 will be taken into consideration.

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

Federal and state funds are proposed to be used for the construction of this project. INDOT and the FHWA have agreed that this project poses minimal impact on the natural environment. A Categorical Exclusion (CE) Level 4 environmental document has been prepared for the project. All interested parties are hereby notified of the availability of the environmental document and preliminary design plans for review at the following locations:

1. INDOT Seymour District Office, 185 Agrico Lane, Seymour, IN 47274
2. Egis, 8320 Craig Street, Indianapolis, Indiana 46250
3. Jefferson County Public Library, 420 W Main St, Madison, IN 47250
4. Website: <https://www.in.gov/indot/about-indot/central-office/welcome-to-the-seymour-district/>

A virtual option for the public hearing is also available. The recorded presentation is available at: <https://youtu.be/J7XWvjH2nFI?si=uCA34voDaE-Okc7v>.

Persons with limited internet access may request project information be mailed to them. Please contact Raquel Walker, Egis, by mail at 8320 Craig Street, Indianapolis, Indiana, 46250, by email at raquel.walker@egis-group.com, or by phone at 317-558-7546 for information.

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during, and for a period of two (2) weeks following the hearing date, will be evaluated, considered, and addressed in subsequent environmental documentation.

Written comments may be submitted prior to the public hearing and within the comment period to Raquel Walker, Egis, 8320 Craig Street, Indianapolis, Indiana 46250 or raquel.walker@egis-group.com or 317-558-7546 or Brad Williamson at 812-524-3971 or BWILLIAMSON@indot.IN.gov. Egis respectfully requests comments be submitted by November 29, 2024.

In accordance with the "Americans with Disabilities Act", with advance notice, INDOT can provide accommodation for persons with disabilities with regards to participation and access to project information as part of the hearings process including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired and other services as needed. In addition, INDOT will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids including language interpretation services and document conversion. Should accommodation be required, please contact Brad Williamson at 812-524-3971 or BWILLIAMSON@indot.IN.gov or Raquel Walker at 317-558-7546 or raquel.walker@egis-group.com for information.

Weather Notice: If the public hearing is postponed due to inclement weather, it will be rescheduled, and the public comment period would be extended. Please contact Brad Williamson at 812-524-3971 or BWILLIAMSON@indot.IN.gov or Raquel Walker at 317-558-7546 or raquel.walker@egis-group.com in the event of inclement weather.

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