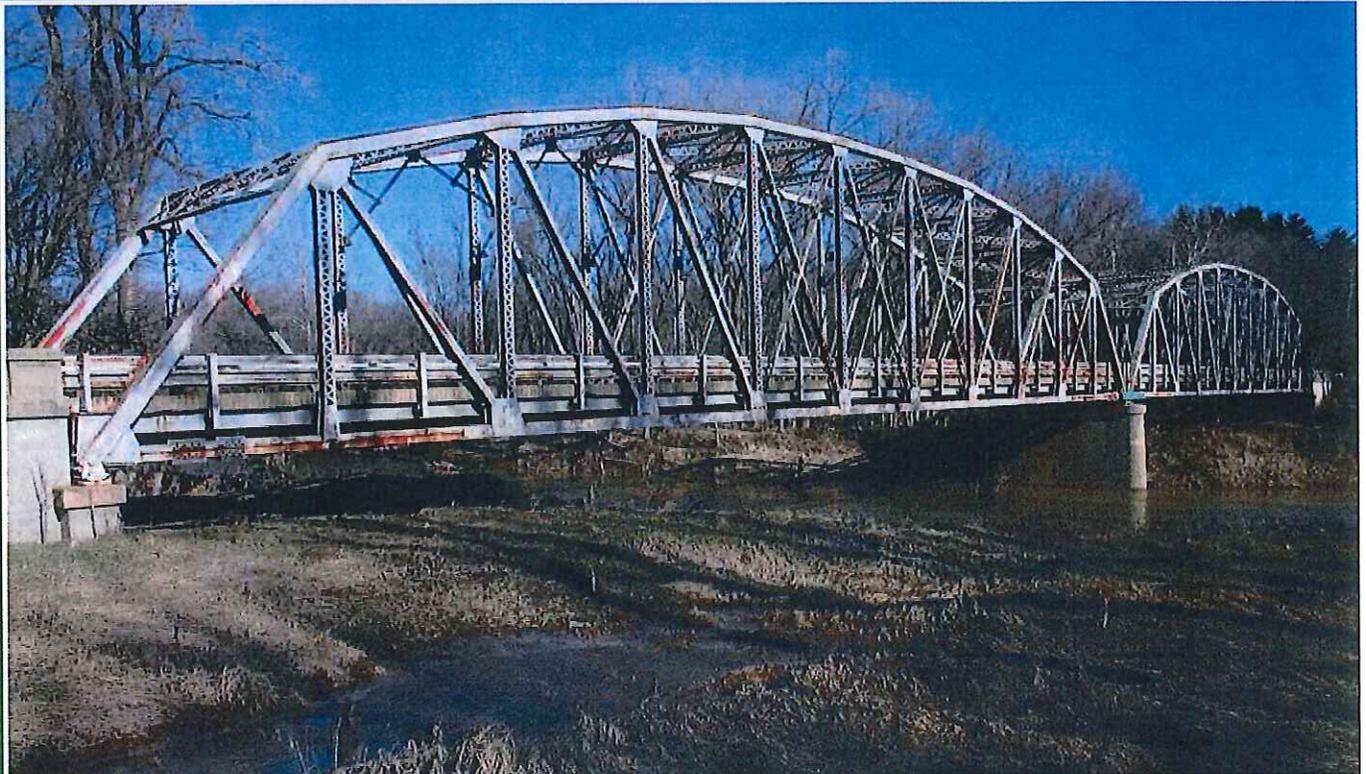


SR 46 Bridge Over the Eel River Categorical Exclusion – Level 4

Clay County, Indiana | Des. No. 0800910 | July 2015



PREPARED BY

PARSONS

101 W. Ohio Street
Suite 2121
Indianapolis, IN 46204

PREPARED FOR



INDIANA DEPARTMENT OF
TRANSPORTATION

100 N. Senate Avenue
Room N855
Indianapolis, IN 46204



100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
E-mail: rclark@indot.in.gov

Michael R. Pence, Governor
Brandye L. Hendrickson,
Commissioner

Thank you for attending this public hearing regarding the proposed S.R. 46 Bridge Project over Eel River in Clay County. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening. INDOT respectfully requests comments be submitted by **Friday, August 21, 2015** for inclusion into the official hearings transcript / public record.

TODAY'S DATE: Wednesday, August 5, 2015

COMMENT:

WHY SHOULD WE AS TAXPAYERS
PAID ESTIMATED 7 MILLION DOLLARS ON
A 2 1/2 MILE WETLAND BIKE TRAIL WHEN
THEY COULD BUILD A BRIDGE OVER AND
LEAVE CLAY COUNTY BOWLING CENTER BRIDGE
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SIGNATURE: Eddie Dickson Bethell for me



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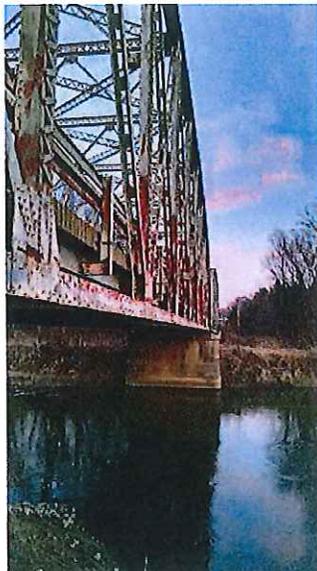


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Final public hearing for Bowling Green bridge set for Aug. 5

Friday, July 17, 2015
By FRANK PHILLIPS, Times Reporter



Contributed photo. Bowling Green bridge.

All those interested in the fate of the Bowling Green bridge across the Eel River on S.R. 46 will have another opportunity to comment on the bridge's fate. The Indiana Department of Transportation (INDOT) has scheduled a public hearing at 6 p.m., Aug. 5 at Center Point United Methodist Church, 200 S. Cherry St., Center Point.

In addition to comments, INDOT has requested a responsible party to step forward and commit to owning and maintaining the bridge. To date, that has not happened.

"This public hearing will be the last opportunity for a responsible party to step forward and provide the necessary sureties to obtain ownership of the bridge," stated the legal notice.

The notice states relocating the bridge to a new location "the preferred alternative."

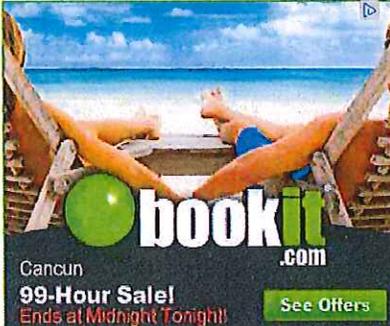
However, that plan has been met with mixed reaction by Clay County residents who commented following an earlier meeting in Bowling Green. Those who oppose moving the bridge have said they want to see the historic bridge remain in place along side a new bridge.

Meanwhile, comments on the bridge relocation are being requested by INDOT to fulfill Section 106 of the National Historic Preservation Act that requires "Federal agencies to take into account the effects of their undertakings on historic properties," the legal notice stated. Comments are requested no later than Aug. 6 and must be received no later than Aug. 21.

Comments may be sent to Dan Prevost, Parsons, 101 W. Ohio St., Suite 2121, Indianapolis, IN 46204, to Daniel.Prevost@Parsons.com or by calling 317-616-1017.

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The "No Historic Properties Affected," environmental impact and preliminary design plans for the project can be viewed at the Brazil Public Library, 204 N. Walnut St., Brazil, INDOT hearings office, Room N642, Indiana Government Center North, 100 N. Senate Ave., Indianapolis, at the INDOT, Crawfordsville District office, 41 W. 300N, Crawfordsville and other locations.

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INDOT and a community ponder future of Bowling Green bridge

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Posted: Thursday, August 6, 2015 5:44 pm

By Dianne Frances D. Powell Tribune-Star



Posted on Aug 6, 2015

by Dianne Frances D Powell

Since 1935, a two-span, two-lane steel truss bridge has carried traffic over the Eel River at the west edge of the tiny town of Bowling Green

in Clay County. It is a bridge that has been heavily used all of those 80 years by trucks and travelers connecting between Terre Haute and points west and Bloomington and points east on Indiana 46. From Model-As to SUVs, farm trucks to motorcycles, the bridge has seen it all.

Because of its role, the bridge is listed on the National Register of Historic Places for its transportation significance in the settlement and development of Clay County.

And from the Indiana Historic Bridge Inventory project, the bridge has been determined to be of Select status, a status that means it cannot be destroyed, according to the Indiana Department of Transportation.

So what to do with the bridge's steel superstructure and a concrete deck, as INDOT believes it now needs to be replaced?

The two alternatives — one would keep the bridge in town, another would relocate it — were discussed in a public hearing involving about 85 residents on Wednesday at the Center Point United Methodist Church. The hearing, conducted by the Indiana

INDOT and a community ponder future of Bowling Green bridge

Tribune-Star/Joseph C. Garza The bridge between Terre Haute and Bloomington: The Indiana 46 bridge over the Eel River at the west edge of Bowling Green in Clay County is heavily used.



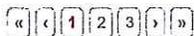
Department of Transportation, was part of a listening period; public comments on the project are being sought for the next two weeks.

INDOT officials and representatives of the engineering firm, Parsons Corp., a consultant hired by INDOT for the project, told the members of the public who attended Wednesday's hearing that substantial work needs to be done on the bridge because it has been experiencing structural deterioration — such as damaged sway bracing and rusting in various parts — and hydraulics issues.

And the river's movement to the west over the years has created erosion and abutment concerns, said Daniel Prevost, Parsons' environmental lead, in explaining the hydraulics concerns.

The project purpose is simple: "To provide a safe and structurally sufficient bridge," according to the presenters. Other desired outcomes are to produce a road/bridge with standard lane widths/shoulders, improvement of the intersection at County Road 475 East, which is currently very close to the bridge, and a standard guardrail. The hope is to do this with minimal closures for construction, inspection and repair, according to the presentation at the hearing.

Two alternatives



0 comments

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INDOT and a community ponder future of Bowling Green bridge

Tribune-Star/Joseph C. Garza Historical connection: Bowling Green resident Nancy Lankford talks about her family's connection to the bridge just west of the small Clay County community on Wednesday during an INDOT hearing in Center Point. "That bridge talks to us. It tells us about our lives," said Lankford.



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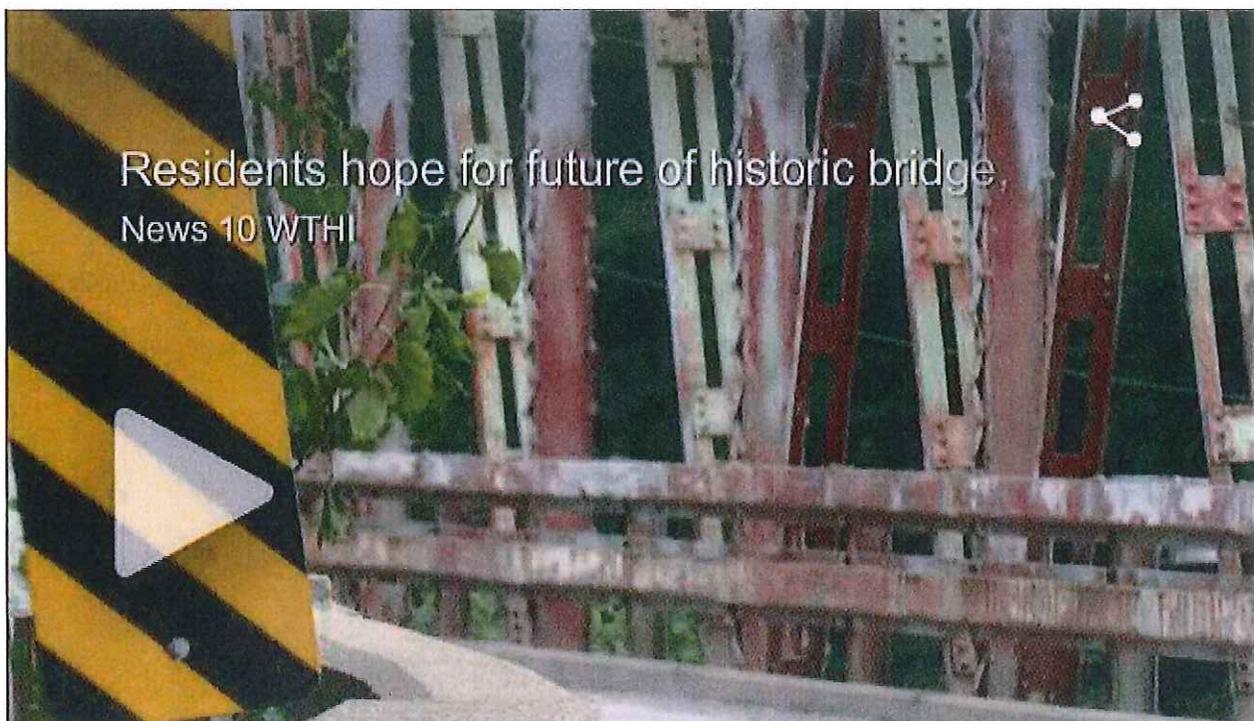


Residents hope for future of historic bridge, "a part of home"



By Sara Schaefer (<http://wthitv.com/author/sara-schaefer/>)

Published: August 5, 2015, 4:04 pm | Updated: August 5, 2015, 10:34 pm



BOWLING GREEN, Ind. (WTHI) – The Clay County bridge carrying State Road 46 over the Eel River is one of Indiana’s historic bridges.

A lot of people have childhood memories there.

“It’s part of my whole life. It’s been there all my life and my family’s life and it’s just been an important part. It’s a part of home,” Nancy Lankford said. Lankford’s grandfather helped build the bridge.

Debbie Calder with Indiana Department of Transportation says structural deficiencies

could mean a new future for the bridge.

"We want a safe bridge for people to drive over and maintain traffic flow to maintain in this area until we can get the new one built in 2018," she said.

A presentation from INDOT shows it could be moved or rehabilitated.

But many local residents are passionate about saving it.

"It's historical. It's a monument of steel. It should not change," JT Clark said.

"Everybody sacrificed for that and when it's gone well then you don't see that sacrifice anymore, there's nothing to remember," Lankford said.

It's a connection planners say they understand.

"It really hit me when one lady said when we drive over that bridge we're home and you know it does it. It makes a lot of sense. So definitely we will take all of those into consideration," Calder said.

But Calder says something has to be done.

Residents just hope they can hold on to the bridge for as long as they can.

"We need a new bridge. No question. But the old bridge can stay right where it is. At home," Lankford said.

INDOT's deadline for reuse proposals is August 21st.

They have final documents ready by this fall.

Many will be waiting.

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Public gets one last opportunity to comment on the Bowling Green bridge before its future is decided

Wednesday, August 5, 2015
By FRANK PHILLIPS, Times Reporter

CENTER POINT -- It will be some time before the public is made aware of the fate of the bridge over the Eel River on S.R. 46 at Bowling Green.

A public hearing was conducted in the Center Point United Methodist Church Wednesday night that was attended by more than a hundred people.

It was for review and for additional public input, said INDOT's Rickie Clark, who chaired the meeting.

A similar meeting was held in Bowling Green in January and Clark said the information presented Wednesday would be much the same.

Those in attendance were given an update on the project and were told that moving the bridge to Brown County is still the "preferred alternative" though "no decision has been made," according to Tony Jones, the project manager.

The number of possible alternatives has been reduced to two, said Dan Prevost of Parsons Transportation.

Those alternatives are: 1) To build a new bridge and bypass the historic bridge and leave it in place for non-vehicular use or 2) Build a new bridge and move the historic bridge to Brown County for installation on the Salt Creek Trail.

Several people spoke in favor of keeping the bridge in Bowling Green and no one spoke in favor of moving the bridge.

Prevost said the estimated costs of the two options were so close that expense would not be in a factor in INDOT's decision.

The estimate to leave the historic bridge in place, and build a new bridge 5 to 8 feet south of it, is \$10.2 million and the cost to build a new bridge and move the historic bridge to Brown County is estimated to be \$9.6 million. The cost to keep the bridge in place is higher because the road will have to be moved and there will be other expenses, Prevost said.

"Issues are not insurmountable, but would increase future maintenance requirements," Prevost added.

It is possible to incorporate a river access point into the project, he said. That is a feature that has been promoted by those who favor keeping the bridge at Bowling Green.

Comments on the bridge project can be mailed to Dan Prevost, PARSONS, 101 W. Ohio St., Suite 2121, Indianapolis, IN 46204, phoned in to 317-6161-1017 or sent by email to Daniel.Prevost@Parsons.com or to rclark@indot.in.gov.

Questions may be directed to the INDOT Crawfordsville District Office Customer Service Center at 888-924-6368 or by email at westcentralindiana@indot.in.gov.

Comments are requested by Aug. 21.

On Tuesday, the Clay Community Parks Association and the Clay County Commissioners signed a memorandum of understanding to take ownership of the bridge. The memorandum states that the County will not incur any expense for the bridge and that the Parks Association will raise money through grants and other means to maintain the bridge.

The Parks Association and INDOT have scheduled a meeting to discuss the possible transfer of ownership.



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On an unspecified future date, a decision will be made public by INDOT concerning the fate of the historic bridge now located on the site of Clay County's first settlement.

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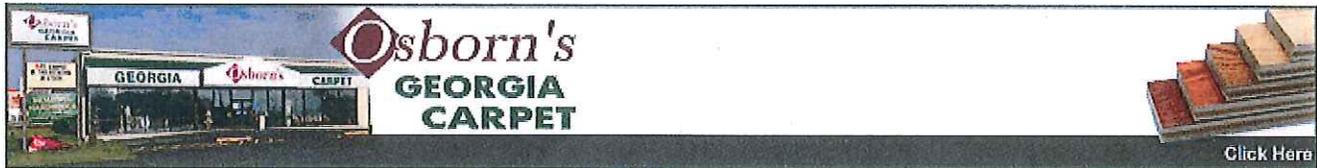
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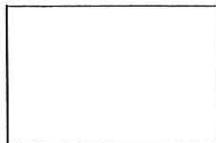
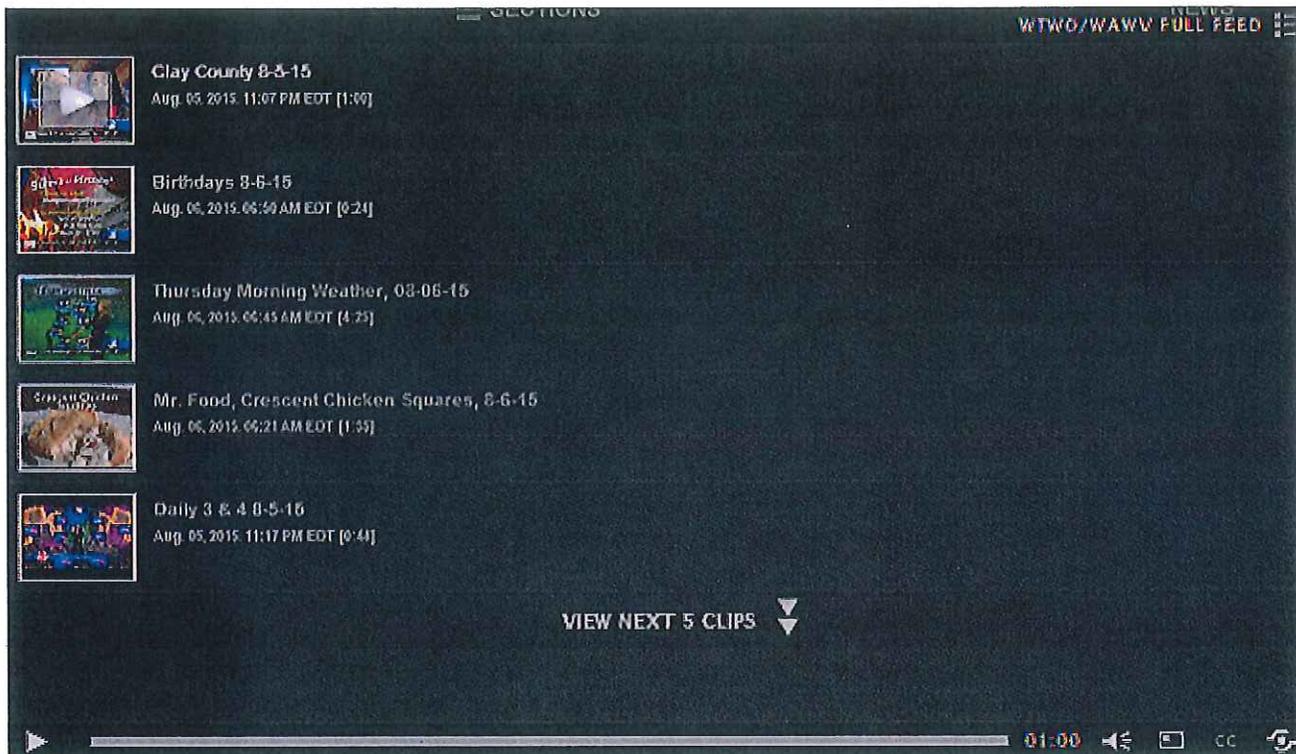
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NEWS



Fate of Historic Bridge Coming Soon

Published 08/05 2015 10:56PM Updated 08/05 2015 11:46PM



BOWLING GREEN, Ind.

The fate of one historic Wabash Valley bridge is still unknown, but not for long.

On Wednesday, INDOT hosted its final public meeting regarding the State Road 46 bridge.

The bridge is in Bowling Green, Clay County.

In January, INDOT held a public meeting to inform the public about two options.

They include moving the truss to Brown County or keeping it in its current location and building a new bridge to the south.

At that meeting, many favored the relocation option. But Wednesday, many residents voiced their support to keep the bridge in the county.

"The bridge has some structural deficiencies that were shown here in the PowerPoint presentation," said INDOT's Debbie Calder. "So that's something that we have to consider. We want a safe bridge for people to drive over and maintain traffic flow through this area until we can get the new one built in 2018."

August 21st is the deadline for resident to submit their concerns to INDOT. They will then decide how the bridge will be used in the next couple of months.

Clark, Rickie

From: Vickie Mace [vmace72@gmail.com]
Sent: Friday, August 21, 2015 12:05 AM
To: Clark, Rickie; Prevost, Daniel
Subject: Comment Letter Attached
Attachments: Dan Mace Comment Letter.pdf

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E-mail: rclark@indot.in.gov

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Thank you for attending this public hearing regarding the proposed S.R. 46 Bridge Project over Eel River in Clay County. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening. INDOT respectfully requests comments be submitted by Friday, August 21, 2015 for inclusion into the official hearings transcript public record.

TODAY'S DATE: Wednesday, August 5, 2015

COMMENT:

My name is Daniel Mace and I am in favor of keeping the Bowling Green Bridge in Clay County. I was born and raised in Centerpoint (Clay County) and my dad and grandpa and whole family have had a connection to the Bowling Green Bridge for several generations. I remember being a kid and always crossing that bridge every year to go to the Old Settler's Celebration. We always fished in the Eel River where the bridge is. That bridge is special to me and my family. I look forward to taking my grandson fishing at that bridge when it is restored and still still at home over the Eel River.

SIGNATURE:

Daniel C. Mace

Clark, Rickie

From: Vickie Mace [vmace72@gmail.com]
Sent: Thursday, August 20, 2015 11:50 PM
To: Prevost, Daniel; Kennedy, Mary; Clark, Rickie
Subject: Comments: Bowling Green Bridge
Attachments: Brazil Times_ Local News_ Brown County named among best mountain biking destinations (08_13_15).html; HMBA Fees.pdf; INDOT No Build.pdf; INDOT Ellie Email.pdf; INDOT Parson April 2013.pdf; INDOT BC.pdf; Salt Creek 1.8 Mil.pdf; INDOT SCR Fed Figures.pdf; BR Co Not Giving Up.pdf; BC Gets Bridge.pdf; BC 650,000 (2).pdf; INDOT SC Sheet.pdf; Trib Star Editorial August 12.pdf; INDOT MKEN Jan 16. 15 Parameters.pdf; COMMENTS INDOT.doc

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My typewritten comments are included in these attachments,
which go with my statement.

Thank you,

Vickie Mace

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\$650,000 to help Salt Creek Trail in Brown County

The Republic

By Kirk Johannesen, The Republic

johannesen@therepublic.com

Brown County has received a \$650,400 grant from [Indiana Department of Transportation](#) to complete its Salt Creek Trail project.

Salt Creek Trail is a 12-footwide, 2.5-mile-long paved trail that connects Nashville to Brown County State Park. The project started in 2002 as part of a long-range plan by Brown County Parks and Recreation Department.

When completed, the trail will link Nashville, Brown County YMCA, regional medical offices of the Columbus and Bloomington hospitals, the school corporation's athletic fields at Eagle Park, Brown County State Park, several major hotels and Brown County High School.

The grant requires the county to raise 20 percent of the funds - about \$155,000 - to use the full \$650,400.

The project has three phases:

- Phase 1 - Jefferson Street to Brown County YMCA. Funded with \$1 million grant from INDOT and \$250,000 local funding. Scheduled to start in late 2009 or early 2010 and take two months to complete.
- Phase 2 - North bank of Salt Creek from Jefferson Street (behind CVS Pharmacy) to the north entrance of Brown County State Park. Funded by \$650,400 INDOT grant.
- Phase 3 - From north entrance of Brown County State Park to the west boundary of Eagle Park. Funded with a \$725,000 grant from [Indiana Department of Natural Resources](#). Scheduled to start in spring 2009 and take two months.

After the trail is built, the county will pursue another project, which will link the high school to the trail with a pathway under Indiana 46 near the Salt Creek shopping plaza.

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COMMENTS: INDOT MEETING BOWLING GREEN BRIDGE AUGUST 5, 2015

To Whom It May Concern,

As a Historian and President of the Clay County Historical Society, I could elaborate even more on the history of this great bridge that has stood as a monument to a time past that was built in the depression years. A time of hardships, but always a sense of community among the people of Clay County. But since everyone else has covered the history, many times, I want to talk about the future! What could the future hold for our community in the years to come?! I just know that this is the first time my family has really been involved with anything I've been a part of and that is because they see a chance to save a Landmark of beauty and a valuable piece of history for future generations, for their children's children They can see this bridge restored in all its glory! They can see people fishing off the sides, the picnic area and a boat ramp that will finally allow public access to this river for all the people to enjoy. The very river their grandfather spent much time in fishing and they want to honor this bridge. Who can drive across this bridge and not slow down to enjoy this work of architecture built by the PWA workers from the Depression Era, as you try to catch a glimpse of the river below? It's a work of art that was essential to allow traffic to travel from Terre Haute to Bloomington. Essential to commerce in the southern part of the state. Still to this day essential to our community, not only as a transportation mode, but as a bridge connecting communities.

Concerned preservationists placed this very bridge on the National Register of Historic Place in 2000 because they respected this bridge for what it has meant to this county, and now INDOT comes along and wants to strip this regal bridge, the last of its type built by the Vincennes Bridge Company in the state of Indiana, of this designation? The very State that said this bridge was worthy of this recognition? I think we need to address how we got to this point in time!

I have been working on a timeline as to how/why the residents of Clay County were left out of INDOT's plans to move this bridge to Brown County almost right out from underneath our noses. To be perfectly honest, they have almost succeeded! If it had not been for concerned consulting parties that attended that December 4, 2014 meeting in Indianapolis on a cold icy day and demanded that a meeting be held locally for the Clay County residents to have input into the fate of this historic bridge. I can only hit on the highlights for this purpose of comments as to the points I want to make about the way that INDOT has poorly handled this project. Clay County people were left, (I believe purposely) out of the loop when the scope of this bridge changed.

We have been made to wait for pertinent information from the Crawfordsville office that was necessary for us to help us find a group that would work with the county, I believe that we have even been bullied on several levels, one of which being that INDOT was not wanting to give us more time, after all, Salt Creek has been working on their project for almost 13 years, and we were barely able to get 6 months?

2009~Let us go back to 2009 (Sept 8) when it was still on the list as a rehabilitation project. I still have not uncovered the paper work that gives me the answers as to what caused this Project changed scope. I know the why, it was lack of maintenance on INDOT's part. I have in hand an email from an Ellie Decimeter stating that she FELT Clay County did not want to take over a new park??? There are all kinds of concerns for me with this. #1 Who's talking about a park, this is a National Register Bridge? #2 Whom did she talk too? There is no mention of a name of anyone. How did this develop into "a Commissioner said". #3 I do believe that the only people who can speak for the county as a whole is the BOARD OF COMMISSIONERS and we have searched, there is NOTHING in the commissioners minutes. So is this even legal?

November 3, 2010 DNR letter to Staffan Peterson Project to remedy the deteriorating Condition of Bridge No, 046-11-01316A SR 46 over Eel River

In August of 2011 the bridge was still schedule for rehabilitation as a letter was sent to the FHWA regarding that status.

September 28, 2011 Letter from James Glass, DNR to Staffan Peterson INDOT bridge was still a rehab.

Nothing else is found until March 2013 when Dale Brier, Streams and Trails Chief of the Division of Outdoor Recreation but the Bowling Green Bridge up for grabs.

April 10, 2013 Parsons held a meeting with INDOT about getting rid of the Bowling Green Bridge, it was stated on page 2 par 6, "Patrick had mentioned we will NOT have to post announcement signs on site as we do for other historic bridges since a new owner has already been identified. We will, however, be required to have a hearing."

November 21, 2014 Notice went out to consulting parties of an INDOT meeting in Indianapolis on December 4, 2014. Thanks to Indiana Landmarks a local hearing was set for January 29, 2015 in Bowling Green. Comments due by March 6. Mark Dollase of Landmarks requested a time-line to discover why there was no notification of consulting parties before November 21, 2014 advising of the change of rehab to new bridge. To date, that time-line has not been supplied as asked from Parsons.

February 5, 2015 Clay County was given a 6 month grace period to secure a group, with next hearing to be set first week in August.

August 5, 2015 Meeting held in Center Point, Indiana. Clay County now has a group in place with an interlocal agreement with the Commissioners of Clay County. Comments due by August 21, 2015. Meeting set with county for August 14 at Brazil City Hall. (I find it interesting that only 16 days was given for comments)

July 17, 2015 "Relocation of Historic Bridge on Salt Creek Trail" ~ in this document I find on Page 6

NO BUILD ALTERNATIVE

The "No Build" alternative would have no associated costs or environmental impacts. However, IDNR and Brown County have demonstrated a persistent desire to establish a multi-use trail between Nashville and Brown County State Park, as demonstrated by the approval CE for Des. No. 0401053, the completion of Phase I of the Trail, and their request to incorporate the SR 46 bridge into the remaining phases of the Salt Creek Trail system. The previously approved environmental document for the trail system has established the appropriate need for the trail and the related crossings of Salt Creek, therefore, the "No Build" alternative has not been given any further consideration.

So I believe in "other words" that IDNR and Brown County wants this bridge for their BIKING TRAIL (see HMBA article and August 13 , 2015 Brazil Times Article) to extend either/and their Mountain Bike Trails or get the Cyclists off their narrow drives, so INDOT is willing to build Clay County a new bridge with little or no regard to the National Register Status of our present bridge. #1 Did you know the speed limit in BCSP is now 30 MPH to accommodate the speed of these cyclists? 2. Did you know that DNR parks systems is facing a 3 million dollar deficit but they have given HMBA \$725,000 to build mountain trails in BCSP and the bikers are complaining about a \$20 per year bike pass that goes in to affect in November of 2015?

Another problem for me is in the February 24, 2015 DNR Letter of Intent for the Bridge A, which is destined for the Brown County State Park. In this letter John Davis states, "Both spans will be utilized as PEDESTRIAN bridges and open to the public". We have also read that part of Bridge Span B will be in Eagle park and on Brown County School Property, (of which meetings about this agreement were held in executive session behind closed doors).

Enclosed please find an article dated August 13, 2015 from the Brown County Tourism office in a press release to the Brazil Times "Brown County is the complete package for bikers. An ongoing project to extend its paved Salt Creek Trail from downtown Nashville to the Brown County State Park also will make traveling between town and biking trails more convenient." "We are working now to extend it all the way to the State Park, which will guarantee easy access for bikers to our trails." Very little is stated about the extent that the HMBA has taken over BCSP for their use for mountain biking with the \$725,000 that was given to them by the DNR to build the trails. To me, these trails are NOT transportation, they are for recreational use and INDOT money is paying for them. I am sure many taxpayers would feel as I do, INDOT money should be for highways and falling down bridges that have been neglected by INDOT.

In closing, the last item I would like to address is INDOT's determination to be so bias for Brown County that they would be willing to put their integrity on the line. With that statement I would like to reference the two articles that they released to the Bloomington Herald. The one on July 22 was released just hours before we met in Indy for the Historic Preservation meeting at which SHPO was to address the application for a new Criterion for the Historic Bowling Green Bridge submitted by INDOT. It stated that the bridge was going to Brown County by John Davis, Dep. Director of the DNR made the comment at that meeting that "with or without the nomination that bridge was going to Brown County!" I am assuming they wanted to make sure that Clay County got the message! Then Indiana SHPO proceed to pass the new nomination on to the Keeper for a decision, knowing full well that it would be denied, but they didn't see why it should not be passed on for their ruling. It should have never been sent on if SHPO would have been doing their job. To me it only showed that these entities were willing to stoop however low they had to so the Bowling Green Historic Bridge would be on its way to Brown County. Which in reality, the only thing they have accomplished is pitting two counties against each other.

In the second article that was released just hours before our meeting with INDOT about the proposal that the bridge stay in Clay County on August 14, another article was released in the Bloomington Herald stating that our commissioners were against keeping the bridge and that the Salt Creek Group had been promised our bridge over 3 years ago. It is obvious to me that INDOT has had very little respect for us in our quest to save our Historic Bridge. It is really sad that the State of Indiana organizations that our bound to protect our Historic properties, historic parks and our environment have little regard for these things that Hoosiers hold dear to their hearts. So, is it all about the money?! Is everyone forgetting that 2016 is the Bi-Centennial of our State and it's our time to celebrate our State of Indiana, not take Historic Bridges and break them apart and delete them from the National Register. I guess that INDOT and DNR did not get that memo?

Vickie Mace, Consulting Party

ATTACHMENTS:

HMBA Fees; INDOT No Build Alt; INDOT Ellie Email; INDOT/Parsons 4/13;
INDOT Br. Co.; Salt Creek 1.8 Million; INDOT Salt Creek Fed Figure;
BC Not give up; BR Get Bridge; BC \$650,000; Brazil Times, BC Bike Trails;
INDOT SC Sheet; Tribune Star Editorial; INDOT M Kennedy 1/16/15 Parameters

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Historic Clay County bridge gets new home

Story Comments (2)

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Posted: Wednesday, July 22, 2015 9:15 am

By Laura Lane 612-331-4362 | llane@heraldt.com | 2 comments

Clay County gets a wide modern bridge over Eel Creek courtesy of the Indiana Department of Transportation. And Brown County takes possession of the old two-span steel through-truss bridge, which will be reused on the under-construction Salt Creek Trail.

The repurposing of the historic Ind. 46 bridge near Center Point, built in 1933 and supported by concrete abutments and a center pier, also saves Brown County trail supporters about a million dollars.

Volunteers have worked 12 years to construct a 3.7-mile Nashville-area walkway, and the cost of two bridges to span Salt Creek was estimated at more than \$900,000.

Tom Tuley from the Salt Creek Trail Committee was elated when he heard the bridge news. The group has money to develop the next portion of the trail, but the project is on hold until the Eel Creek bridge gets dismantled, which may not happen until 2017.

"We have the money to do the trail there, but since we will have to wait on the bridge, we are letting the money stay in the bank to get some investment return right now," Tuley said. "Having those bridges means there's a million dollars we don't have to raise."

One of the arched bridge spans will be placed cross Salt Creek about a mile east of Nashville, where a Mexican restaurant had been located. The other will span the creek near the west entrance to Brown County State Park. Tuley said the bridge will be taken somewhere for refurbishing and fitted for its new purpose, at the state's expense, before being reassembled as two bridges and hauled to Brown County.

The bridge has a special "select" rating and is listed in the National Register of Historic Places for its transportation significance in Clay County's settlement and development. Bridges with that designation may not be destroyed, so a six-month period was set aside to see if any private entity would come forward to buy the bridge. "When we heard about it being available, we jumped for it," Tuley said.

In searching for a new home for the bridge, the state determined the multi-use trail being developed in Brown County, that eventually will connect the state park with downtown Nashville, was the ideal site.

"The two independent truss spans that comprise the bridge would be separated and relocated to provide two pedestrian bridges along the Salt Creek Trail," an INDOT news release explained. "One of the spans would be located within Brown County State Park and owned by Indiana Department of Natural Resources. The other would be located outside the park and would be owned by Brown County, which is developing the trail project."

So far, three-fourths of a mile of the Salt Creek Trail has been built along Greasy Creek, between the CVS and the YMCA. Volunteers are scheduled to gather at the Greasy Creek trail bridge next week to clean off mud from recent flooding.

INDOT has scheduled a public hearing for Clay County's proposed new bridge, which will have three spans extending across the Eel River, 12-foot travel lanes and wide berms. The meeting will be at 6 p.m. Wednesday, Aug. 5, at Center Point United Methodist Church, 200 S. Cherry St. in Center Point.

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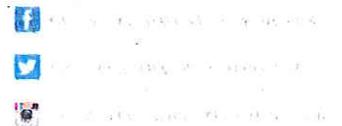


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- Thursday: \$2 off top wine and beer
- Sunday: \$5 Mimosas

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Hoosier Mountain Bike Association

Today

Thursday, August 13

Showing events after 8/13. [Look for earlier events](#)

Thursday, August 13

6:00pm **DINO SWW Race Prep**

Saturday, August 15

Southern Five Race #5, Series Finale

Events shown in time zone: Eastern Time



« [National Designation for HMBA and Brown County Trails](#)

[National Trails Day Southwestway Park Trails Grand Opening June 6-7, 2015](#) »

HMBA Statement Regarding DNR Fees

By Nate Hawkins on May 21, 2015, at 4:39 pm, edited by Nate Hawkins on May 21st, 2015

Pay to Play: DNR Off-Road Cycling Permit Coming

The Hoosier Mountain Bike Association (HMBA) has built some great trail systems, and we have a vision for natural surface trails in Indiana. Implementing that vision requires funding from land managers, donations from outdoor enthusiasts, and sweat equity of volunteers. HMBA has in the past discussed an off-road bicycling permit to generate funding for expanding trails in State Forests and State Parks. The idea of a permit was moved forward quickly in the past month due to budget challenges that left State Parks with a \$3 million shortfall. State Parks had the choice of closing parks or raising fees.

A complete list of fee increases can be found [here](#). Included in the fee increases is the off-road cycling permit, which will be a \$5 daily fee or a \$20 annual fee (both in and out of state).

While possibly irritating to some, there is an upside to this development. Those who have attended HMBA annual meetings the past few years have heard HMBA President, Paul Arlinghaus talk about an off-road bicycling permit as means to gain access to more trails, especially in State Forests. Fees mean potential leverage to obtain access to more trails and improve the quality of existing ones. Our first addition of trails in State Forests will be in the southern section of Yellowwood State Forest. This area will connect to both Brown County State Park and to Hoosier National Forest. Other State Forests will be reviewed this fall for opportunities to open existing double-track trails to off-road cycling.

While this permit fee happened very quickly, HMBA and IMBA were able to get some concessions from the IDNR on how the permits system works.

- We were able to get beginner-rated trails to be excluded from needing a permit. This will allow new users to try out mountain biking without the additional expense of a permit.
- The DNR will also give free permits and passes to volunteers who do 125 and 250 hours of work.
- HMBA will work on establishing a fund to cover the cost of the permit for volunteers that don't meet the 125 hours.
- The permit was going to start in July, and riders were going to have to pay the full price for the last half of the year. We were able to push back the start of the permit system to 2016. Permits for 2016 will go on sale in November.

May 21st, 2015 | Tags: [Department of Natural Resources](#), [DNR](#), [Fee](#), [State Forests](#), [State Parks](#), [Trail Permit](#) | Category: [Advocacy](#), [Indiana Department of Natural Resources](#)

Comments are closed.

Indiana Department of Transportation

County Brown Route Salt Creek Trail Des. Nos. 1400311 and 1400365

Current Conditions

The companion CE-4 document "SR 46 Bridge Project over Eel River, Clay County" provides information regarding the existing spans in their current vehicular use on SR 46 over the Eel River.

This project takes place in rural Brown County, between the small town of Nashville, Indiana and the Brown County State Park. Salt Creek meanders through the project vicinity and is crossed by SR 46 three times between the project area and Nashville. There are currently no pedestrian facilities that cross Salt Creek, although Phase 1 of the Salt Creek Trail Project is now open from the south side of Nashville (near the CVS Pharmacy), east along Salt Creek to near the Brown County YMCA at the end of Hawthorne Drive.

Preferred Alternative: Rehabilitation and Re-use of two-span bridge from Clay County

INDOT, which is obligated under the Historic Bridge Programmatic Agreement (Historic Bridge PA) to ensure that the two-span historic bridge over the Eel River in Clay County is preserved, would pay to relocate and rehabilitate the spans. The Preferred Alternative would rehabilitate and relocate the spans from their current location on SR 46 over the Eel River in Clay County, Indiana to two locations, approximately 3,200 feet apart, over Salt Creek as described above. This alternative includes the construction of a new abutment for each end of the two bridges (4 abutments total) plus placing fill to construct the trail approaches from the existing ground up to the level of the new bridges. It is anticipated that the West span would be owned and maintained by Brown County, and the East span (which would be within Brown County State Park) would be owned and maintained by the Indiana Department of Natural Resources. Prior to approval of this CE document by FHWA, each agency will be required to sign an agreement committing to maintain their respective structure for a minimum of 25 years. Each agency has submitted a letter of intent to take responsibility for the bridge spans (see Appendix H). To outline the terms of obligations to maintain the bridges, INDOT has prepared a draft Interlocal Agreement to be executed with Brown County and a memorandum of Understanding (MOU) to be executed with IDNR (see Appendix D, page 63). These agreements are still being reviewed by all parties involved and may be revised before execution. Once all required signatures have been obtained, the finalized agreements will be incorporated into the appendices, and this section will be revised prior to approval.

Section 4(f) Evaluation

The East bridge would be located within Brown County State Park. IDNR is a partner agency in this project; therefore, this is not a use under Section 4(f). The West bridge would be partially located within Eagle Park, which is owned and maintained by Brown County Schools and includes several baseball/softball fields, a soccer field, a cross country trail and other related facilities. It is not, however, open to the public; therefore, Eagle Park does not qualify as a Section 4(f) property. Two NRHP-eligible resources were identified within the Area of Potential Effects, the Ramp Creek Covered Bridge and the Brown County State Park North Gate House, but no Section 4(f) use of either property would occur.

Right of Way (ROW): Approximately 0.25 acre of permanent ROW would be required for the preferred alternative. This permanent ROW would come from two parcels along the west bank at the proposed location of the West bridge. Construction of the west abutment at this location would also require an additional 0.2 acre of temporary ROW for access to the construction site. The east abutment of the West bridge would be on property owned by Brown County Schools, and would not require ROW acquisition. Likewise, both abutments of the East bridge would be on Brown County State Park property, so no temporary or permanent ROW acquisition would be required for the East bridge.

Maintenance of Traffic (MOT): An MOT plan is not needed, as there would be no involvement with any public roadways during development of the preferred alternative.

Estimated Cost: The estimated cost of relocating and rehabilitating the bridge to bicycle/pedestrian standards is \$3,507,000. Right-of-way costs are estimated at \$7,500.

Environmental Impacts: All environmental impacts are minimal and have been addressed through coordination with the US Fish and Wildlife Service (USFWS), the IDNR, and other resource agencies (see Appendix C). Environmental impacts are described in detail below in Part III of this document.

This is page 5 of 24 Project name: Historic Bridges on Salt Creek Trail; Brown County Date: July 17, 2015

Indiana Department of Transportation

County Brown Route Salt Creek Trail Des. Nos. 1400311 and 1400365

OTHER ALTERNATIVES CONSIDERED:

Describe all discarded alternatives, including the Do-Nothing Alternative and an explanation of why each discarded alternative was not selected.

No Build Alternative

The "No Build" alternative would have no associated costs or environmental impacts. However, IDNR and Brown County have demonstrated a persistent desire to establish a multi-use trail between Nashville and Brown County State Park, as demonstrated by the approved CE for Des. No. 0401063, the completion of Phase 1 of the Trail, and their request to incorporate the SR 46 bridge into the remaining phases of the Salt Creek Trail system. The previously approved environmental document for the trail system has established the appropriate need for the trail and the related crossings of Salt Creek, therefore, the "No Build" alternative has not been given any further consideration.

The Do Nothing Alternative is not feasible, prudent or practicable because (Mark all that apply):

- It would not correct existing capacity deficiencies;
- It would not correct existing safety hazards;
- It would not correct the existing roadway geometric deficiencies;
- It would not correct existing deteriorated conditions and maintenance problems; or
- It would result in serious impacts to the motoring public and general welfare of the economy.
- Other (Describe)

Other: The Do-Nothing Alternative would not allow for the re-use of the two spans currently in use on SR 46 over the Eel River in Clay County (Bridge Number 046-11-01316C). As explained in the companion CE-4 document also under Des. Number 0800910 ("SR 46 Bridge over Eel River, Clay County") the preferred alternative in that project would relocate the historic spans to a non-vehicular use. Of the non-vehicular uses considered, the Salt Creek Trail project described above was determined to be the best re-use of the two spans. Not only would the Do-Nothing Alternative not place two new pedestrian spans across the Salt Creek in Brown County, but it would also keep the Preferred Alternative from the SR 46 Bridge over the Eel River project from being implemented.

ROADWAY CHARACTER:

Functional Classification: N/A - This project does not involve construction or modification of any roadways.
 Current ADT: _____ VPD (year) Design Year ADT: _____ VPD (year)
 Design Hour Volume (DHV): _____ Truck Percentage (%) _____
 Designed Speed (mph): _____ Legal Speed (mph): _____

	Existing		Proposed	
Number of Lanes:	N/A		N/A	
Type of Lanes:	N/A		N/A	
Pavement Width:	N/A	ft.	N/A	ft.
Shoulder Width:	N/A	ft.	N/A	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

If the proposed action has multiple roadways, this section should be filled out for each roadway.

This is page 6 of 24 Project name: Historic Bridges on Salt Creek Trail, Brown County Date: July 17, 2015

Clark, Rickie

From: Vickie Mace [vmace72@gmail.com]
Sent: Thursday, August 20, 2015 11:50 PM
To: Prevost, Daniel; Kennedy, Mary; Clark, Rickie
Subject: Comments: Bowling Green Bridge
Attachments: Brazil Times_ Local News_ Brown County named among best mountain biking destinations (08_13_15).htm; HMBA Fees.pdf; INDOT No Build.pdf; INDOT Ellie Email.pdf; INDOT Parson April 2013.pdf; INDOT BC.pdf; Salt Creek 1.8 Mil.pdf; INDOT SCR Fed Figures.pdf; BR Co Not Giving Up.pdf; BC Gets Bridge.pdf; BC 650,000 (2).pdf; INDOT SC Sheet.pdf; Trib Star Editorial August 12.pdf; INDOT MKEN Jan 16. 15 Parameters.pdf; COMMENTS INDOT.doc

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

My typewritten comments are included in these attachments, which go with my statement.

Thank you,

Vickie Mace

PARSONS



Subject: SR 46 over Eel River, Clay County

Date/Time: April 10, 2013, 2:30 PM

Location: INDOT Central Office, Room N642

Attendees: Ellie Dieckmeyer	INDOT-Crawfordsville District Project Manager
Shakeel Baig	INDOT-Director of Production
Anne Rearick	INDOT-Bridge Design, Inspection, Hydraulics Director
Louis Feagans	INDOT-Project Management Manger
Abigail Weingardt	INDOT-State and Federal Legislative Director
Patrick Carpenter	INDOT-Sec 106 Specialist
Susan Branigin	INDOT-Historian
Sean Porter	Parsons-Project Manager
Dave Ayala	Parsons-Road Lead
Dan Prevost	Parsons-Environmental Lead

Overview

This meeting was held to discuss the current direction for the SR 46 over Eel River Bridge.

Ellie handed an agenda with the following design alternatives identified:

- 1) Keep current alignment, move truss, use temporary run-around
- 2) New bridge on the current alignment using accelerated bridge construction.
This alternative would only have a 30-45 day closure and make use of A+B construction to accelerate the construction
- 3) New alignment to south and move truss
- 4) New alignment to south and keep truss as pedestrian (i.e. sidewalk)
It was discussed that the new alignment to south could have wetland impacts that will have cost and time effects. This potential wetland needs to be identified in the field ASAP.

ACTION ITEM: Parsons will schedule a field visit of the area.

The following two alternatives were added at the meeting:

- 5) New alignment to north and move truss
- 6) New alignment to north and keep truss as pedestrian (i.e. sidewalk)

Analysis of each alternative should consider:

- Cost including life cycle / user cost
- Time required building new bridge
- Time required moving old bridge

US 52 Meeting Minutes

- Minimization of any closure periods
- Maintenance of Traffic Cost and sequence

Because the project involves a historic bridge, a Section 4(f) alternatives analysis and a public hearing will be required. The alternatives identified above will be considered along with those required by the INDOT *Historic Bridge Alternatives Analysis Layout*. Parsons will compile a complete list of alternatives to be evaluated for concurrence by INDOT. INDOT understands the bridge will be either bypass or be relocated, but the 4(f) alternative analysis will need to support whatever decision is made. The Section 4(f) alternatives analysis document will also serve as the project scoping alternative analysis.

It was discussed that DNR will split the trusses and this might be considered an adverse effect but other interested parties will most likely split them apart also. The conclusion was that DNR will most likely be given the truss bridge as it's another state agency and INDOT may use other state DNR funds to help move and rehab the bridges.

Patrick had mentioned that INDOT and DNR will need to execute an agreement for the maintenance of the bridges to be transferred. INDOT will be required to design and construct the new foundations and reassemble the bridges. DNR has already identified two locations, on the same recreational trail, where the trusses could be relocated.

The NEPA document for construction of the new bridge over the Eel River will need to incorporate all impacts associated with relocation of the bridge, including construction of foundations, etc.

The repairs will last until at least 2018 or beyond per Parsons. So the new bridge can be on a letting at the end of the year in 2015 or early 2016 with construction in calendar year 2016 & 2017.

Patrick had mentioned we will NOT have to post announcement signs on site as we do for other historic bridges since a new owner has already been identified. We will, however, be required to have a hearing.

Louis indicated that, under MAP 21, INDOT can use federal funds for ROW acquisition prior to completion of NEPA.

Abby will contact DNR to ensure we have management approval. (John Davis, DNR) She had also mentioned that there might be a news release about the project with general information.

Anne stated that we should assume the project will be required to meet 4R standards.

INDOT stated that central office will be doing the survey.

ACTION ITEM: Parsons will provide Ellie with the survey limits ASAP to get this started.

Without additional survey, Parsons wouldn't be able to get a profile, construction limits, earthwork, and get an accurate cost. This might delay the alternatives analysis document depending on how fast we receive this information. Assuming Parsons receives this survey by the first week of May the report will be completed by end of June 2013. Required coordination with DNR and the availability of information on the new pedestrian trail could also impact completion of the alternatives analysis document.

These meeting minutes were taken by Sean Porter. Please contact Sean at 317-616-1001 or sean.porter@parsons.com if you have any questions or corrections.

Meeting Concludes at 3:30 pm.

COMMENTS: INDOT MEETING BOWLING GREEN BRIDGE AUGUST 5, 2015

To Whom It May Concern,

As a Historian and President of the Clay County Historical Society, I could elaborate even more on the history of this great bridge that has stood as a monument to a time past that was built in the depression years. A time of hardships, but always a sense of community among the people of Clay County. But since everyone else has covered the history, many times, I want to talk about the future! What could the future hold for our community in the years to come?! I just know that this is the first time my family has really been involved with anything I've been a part of and that is because they see a chance to save a Landmark of beauty and a valuable piece of history for future generations, for their children's children They can see this bridge restored in all its glory! They can see people fishing off the sides, the picnic area and a boat ramp that will finally allow public access to this river for all the people to enjoy. The very river their grandfather spent much time in fishing and they want to honor this bridge. Who can drive across this bridge and not slow down to enjoy this work of architecture built by the PWA workers from the Depression Era, as you try to catch a glimpse of the river below? It's a work of art that was essential to allow traffic to travel from Terre Haute to Bloomington. Essential to commerce in the southern part of the state. Still to this day essential to our community, not only as a transportation mode, but as a bridge connecting communities.

Concerned preservationists placed this very bridge on the National Register of Historic Place in 2000 because they respected this bridge for what it has meant to this county, and now INDOT comes along and wants to strip this regal bridge, the last of its type built by the Vincennes Bridge Company in the state of Indiana, of this designation? The very State that said this bridge was worthy of this recognition? I think we need to address how we got to this point in time!

I have been working on a timeline as to how/why the residents of Clay County were left out of INDOT's plans to move this bridge to Brown County almost right out from underneath our noses. To be perfectly honest, they have almost succeeded! If it had not been for concerned consulting parties that attended that December 4, 2014 meeting in Indianapolis on a cold icy day and demanded that a meeting be held locally for the Clay County residents to have input into the fate of this historic bridge. I can only hit on the highlights for this purpose of comments as to the points I want to make about the way that INDOT has poorly handled this project. Clay County people were left, (I believe purposely) out of the loop when the scope of this bridge changed.

We have been made to wait for pertinent information from the Crawfordsville office that was necessary for us to help us find a group that would work with the county, I believe that we have even been bullied on several levels, one of which being that INDOT was not wanting to give us more time, after all, Salt Creek has been working on their project for almost 13 years, and we were barely able to get 6 months?

2009~Let us go back to 2009 (Sept 8) when it was still on the list as a rehabilitation project. I still have not uncovered the paper work that gives me the answers as to what caused this Project changed scope. I know the why, it was lack of maintenance on INDOT's part. I have in hand an email from an Ellie Decimeter stating that she FELT Clay County did not want to take over a new park??? There are all kinds of concerns for me with this.#1 Who's talking about a park, this is a National Register Bridge? #2 Whom did she talk too? There is no mention of a name of anyone. How did this develop into "a Commissioner said". #3 I do believe that the only people who can speak for the county as a whole is the BOARD OF COMMISSIONERS and we have searched, there is NOTHING in the commissioners minutes. So is this even legal?

November 3, 2010 DNR letter to Staffan Peterson Project to remedy the deteriorating Condition of Bridge No, 046-11-01316A SR 46 over Eel River

In August of 2011 the bridge was still schedule for rehabilitation as a letter was sent to the FHWA regarding that status.

September 28, 2011 Letter from James Glass, DNR to Staffan Peterson INDOT bridge was still a rehab.

Nothing else is found until March 2013 when Dale Brier, Streams and Trails Chief of the Division of Outdoor Recreation but the Bowling Green Bridge up for grabs.

April 10, 2013 Parsons held a meeting with INDOT about getting rid of the Bowling Green Bridge, it was stated on page 2 par 6, "Patrick had mentioned we will NOT have to post announcement signs on site as we do for other historic bridges since a new owner has already been identified. We will, however, be required to have a hearing."

November 21, 2014 Notice went out to consulting parties of an INDOT meeting in Indianapolis on December 4, 2014. Thanks to Indiana Landmarks a local hearing was set for January 29, 2015 in Bowling Green. Comments due by March 6. Mark Dollase of Landmarks requested a time-line to discover why there was no notification of consulting parties before November 21, 2014 advising of the change of rehab to new bridge. To date, that time-line has not been supplied as asked from Parsons.

February 5, 2015 Clay County was given a 6 month grace period to secure a group, with next hearing to be set first week in August.

August 5, 2015 Meeting held in Center Point, Indiana. Clay County now has a group in place with an interlocal agreement with the Commissioners of Clay County. Comments due by August 21, 2015. Meeting set with county for August 14 at Brazil City Hall. (I find it interesting that only 16 days was given for comments)

July 17, 2015 "Relocation of Historic Bridge on Salt Creek Trail" ~ in this document I find on Page 6

NO BUILD ALTERNATIVE

The "No Build" alternative would have no associated costs or environmental impacts. However, IDNR and Brown County have demonstrated a persistent desire to establish a multi-use trail between Nashville and Brown County State Park, as demonstrated by the approval CE for Des. No. 0401053, the completion of Phase I of the Trail, and their request to incorporate the SR 46 bridge into the remaining phases of the Salt Creek Trail system. The previously approved environmental document for the trail system has established the appropriate need for the trail and the related crossings of Salt Creek, therefore, the "No Build" alternative has not been given any further consideration.

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Another problem for me is in the February 24, 2015 DNR Letter of Intent for the Bridge A, which is destined for the Brown County State Park. In this letter John Davis states, "Both spans will be utilized as PEDESTRIAN bridges and open to the public". We have also read that part of Bridge Span B will be in Eagle park and on Brown County School Property, (of which meetings about this agreement were held in executive session behind closed doors).

Enclosed please find an article dated August 13, 2015 from the Brown County Tourism office in a press release to the Brazil Times "Brown County is the complete package for bikers. An ongoing project to extend its paved Salt Creek Trail from downtown Nashville to the Brown County State Park also will make traveling between town and biking trails more convenient." "We are working now to extend it all the way to the State Park, which will guarantee easy access for bikers to our trails." Very little is stated about the extent that the HMBA has taken over BCSP for their use for mountain biking with the \$725,000 that was given to them by the DNR to build the trails. To me, these trails are NOT transportation, they are for recreational use and INDOT money is paying for them. I am sure many taxpayers would feel as I do, INDOT money should be for highways and falling down bridges that have been neglected by INDOT.

In closing, the last item I would like to address is INDOT's determination to be so bias for Brown County that they would be willing to put their integrity on the line. With that statement I would like to reference the two articles that they released to the Bloomington Herald. The one on July 22 was released just hours before we met in Indy for the Historic Preservation meeting at which SHPO was to address the application for a new Criterion for the Historic Bowling Green Bridge submitted by INDOT. It stated that the bridge was going to Brown County by John Davis, Dep. Director of the DNR made the comment at that meeting that "with or without the nomination that bridge was going to Brown County!" I am assuming they wanted to make sure that Clay County got the message! Then Indiana SHPO proceed to pass the new nomination on to the Keeper for a decision, knowing full well that it would be denied, but they didn't see why it should not be passed on for their ruling. It should have never been sent on if SHPO would have been doing their job. To me it only showed that these entities were willing to stoop however low they had to so the Bowling Green Historic Bridge would be on its way to Brown County. Which in reality, the only thing they have accomplished is pitting two counties against each other.

In the second article that was released just hours before our meeting with INDOT about the proposal that the bridge stay in Clay County on August 14, another article was released in the Bloomington Herald stating that our commissioners were against keeping the bridge and that the Salt Creek Group had been promised our bridge over 3 years ago. It is obvious to me that INDOT has had very little respect for us in our quest to save our Historic Bridge. It is really sad that the State of Indiana organizations that our bound to protect our Historic properties, historic parks and our environment have little regard for these things that Hoosiers hold dear to their hearts. So, is it all about the money?! Is everyone forgetting that 2016 is the Bi-Centennial of our State and it's our time to celebrate our State of Indiana, not take Historic Bridges and break them apart and delete them from the National Register. I guess that INDOT and DNR did not get that memo?

Vickie Mace, Consulting Party

ATTACHMENTS:

HMBA Fees; INDOT No Build Alt; INDOT Ellie Email; INDOT/Parsons 4/13;
INDOT Br. Co.; Salt Creek 1.8 Million; INDOT Salt Creek Fed Figure;
BC Not give up; BR Get Bridge; BC \$650,000; Brazil Times, BC Bike Trails;
INDOT SC Sheet; Tribune Star Editorial; INDOT M Kennedy 1/16/15 Parameters

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11/18/2008 8:43:00 AM

\$650,000 to help Salt Creek Trail in Brown County

The Republic

By Kirk Johannesen, The Republic

johanessen@therepublic.com

Brown County has received a \$650,400 grant from [Indiana Department of Transportation](#) to complete its Salt Creek Trail project.

Salt Creek Trail is a 12-footwide, 2.5-mile-long paved trail that connects Nashville to Brown County State Park. The project started in 2002 as part of a long-range plan by Brown County Parks and Recreation Department.

When completed, the trail will link Nashville, Brown County YMCA, regional medical offices of the Columbus and Bloomington hospitals, the school corporation's athletic fields at Eagle Park, Brown County State Park, several major hotels and Brown County High School.

The grant requires the county to raise 20 percent of the funds - about \$155,000 - to use the full \$650,400.

The project has three phases:

- Phase 1 - Jefferson Street to Brown County YMCA. Funded with \$1 million grant from INDOT and \$250,000 local funding. Scheduled to start in late 2009 or early 2010 and take two months to complete.
- Phase 2 - North bank of Salt Creek from Jefferson Street (behind CVS Pharmacy) to the north entrance of Brown County State Park. Funded by \$650,400 INDOT grant.
- Phase 3 - From north entrance of Brown County State Park to the west boundary of Eagle Park. Funded with a \$725,000 grant from [Indiana Department of Natural Resources](#). Scheduled to start in spring 2009 and take two months.

After the trail is built, the county will pursue another project, which will link the high school to the trail with a pathway under Indiana 46 near the Salt Creek shopping plaza.

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- [Quick progress has been made on Elkhart County's Pumpkinvine Nature Trail](#)

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the spirit and intent of the PA, while ensuring long-term use of the historic bridge and that the investment in the bridge provides value to the State of Indiana.

Consideration of the Rehabilitation (Alt 2) and One-Way Pair (Alt 3) Options

As discussed at the December 4th meeting, each of these alternatives would require a Level 1 design exception for structural capacity. Based on further discussions between the consultant team and INDOT and FHWA, both confirmed that a design exception is not appropriate for this structure. This bridge's location on a National Truck Route and the number of heavy trucks known to use the bridge necessitates that the bridge be capable of carrying modern highway loads. Therefore, these alternatives have been determined to not meet the project's purpose and need, and are not feasible alternatives.

Prudence of the Bypass Alternative (Alt 4)

As described in the Alternatives Analysis document, this alternative is feasible – it is possible to construct a new bridge adjacent to the existing one that would safely carry traffic and to rehabilitate the existing bridge in place for non-vehicular use. The appropriateness (or 'prudence' under Section 4(f)) of this alternative, however, has yet to be determined and is dependent on the upcoming community outreach.

INDOT and FHWA have been reevaluating what criteria would make the Bypass Alternative a prudent alternative. As Larry Heil (FHWA) indicated at the December 4th meeting, FHWA wants to ensure that its investment in this bridge provides value to the State of Indiana and ensures the long-term use of the rehabilitated bridge. As noted in the December 4th Meeting Summary, INDOT coordinated with Clay County officials several years ago regarding re-use of the bridge and, at the time, the County was not interested in keeping the bridge at this location or any other location in the County. The offer from IDNR and Brown County to take ownership and responsibility for the bridge as part of the Salt Creek Trail provided INDOT and FHWA with what they felt was an appropriate use of the bridge and a sound investment. The Salt Creek Trail is expected to attract more than 10,000 users per year. That is expected to continue into the indefinite future, and both organizations have the capacity to maintain the bridge for the long term. Part of the sound investment was the willingness of IDNR and Brown County to sign an agreement between INDOT to take ownership of the bridge.

However, given the time that has passed since INDOT reached out to Clay County and the desire to prioritize options that keep the bridge either in its existing location or somewhere else within Clay County, INDOT agreed with comments at the December 4th meeting that additional outreach was appropriate to determine the community's interest in retaining the bridge. This is the purpose of the January 29th public meeting.

To make the determination that the Bypass Alternative or Relocation within Clay County is prudent, FHWA has established a few parameters:

1. There must be an expectation that the bridge will be put to a public use. That use may be in the form of a park, a fishing pier, a trail, or any number of other uses.
2. There must be an organization – public or private – that is willing to sign an agreement to take responsibility for the bridge. INDOT (and FHWA) will make a sizable investment to ensure that the bridge is rehabilitated to non-vehicular standards prior to the transfer of responsibility. The term of the agreement would be for a minimum of 25 years, but there should be an expectation that the bridge would be maintained beyond that 25 year term.
3. We must move forward promptly and prudently in the development of this project in respect of the safety of the public. However, it is recognized that such an agreement will take some time to review and execute by all parties. Therefore, within 60 days, the organization(s) who would take ownership of the bridge must make a firm commitment of their intent to sign the agreement and show that they have the financial capacity to take it on. For a governmental organization, such a commitment might come in the form of passing a resolution (county commission). For a local non-profit or private group, it might come in the form of a vote of their governing board. A signed agreement is ultimately required for a selected alternative to be prudent, and to complete the environmental (NEPA) document.

These parameters will be discussed in the presentation at the public meeting, but INDOT and FHWA felt it was appropriate to share them with this group in advance of the meeting. Following the public meeting and comment period, INDOT will update the Alternatives Analysis document to reflect the input received.

Availability of 2010 Historic Property Report

In their December 9, 2014 letter to INDOT, IDNR-DHPA recommended that INDOT make available the original historic properties report (Branigan 2010) prepared for the project. That document is now available for download from INDOT's INSCOPE website at:

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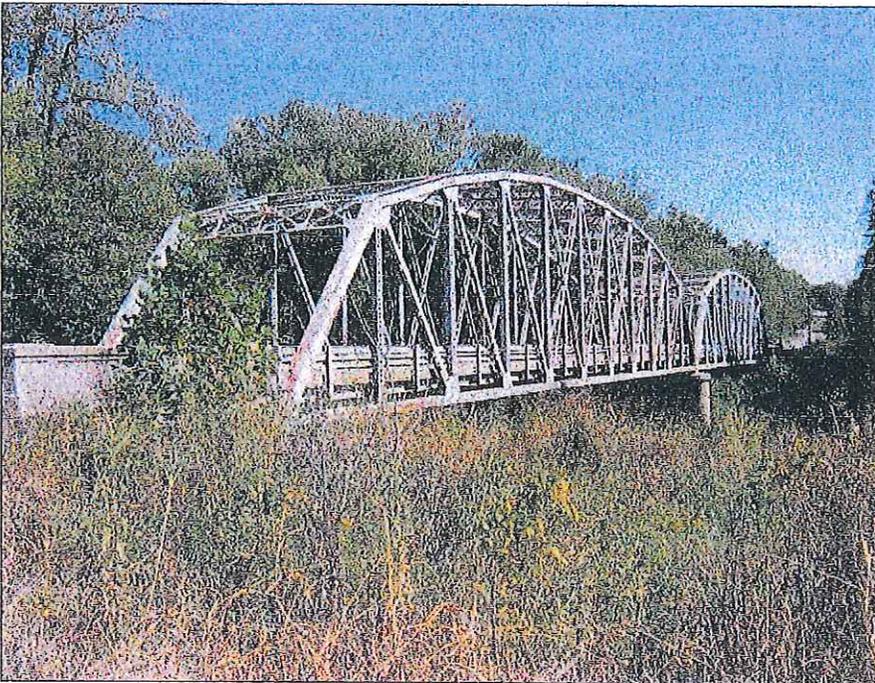
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Brown County not giving up plans to use historic Clay County bridge

Story Comments (1)

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The Ind. 46 bridge over the Eel River near Bowling Green, Ohio, was slated to be moved to Brown County to span a pedestrian trail in Clay County, but now the state has decided to build a new bridge instead.

Posted: Friday, August 14, 2015 12:00 am

By Laura Lane 812-331-4362 | llane@heraldt.com | 1 comment

That historic double-span bridge over the Eel River in Clay County that the state intended to refurbish and transport to Brown County to span Salt Creek on Nashville's new pedestrian trail? Its future, suddenly, is not so clear.

There's a fork in the road.

A group of Clay County citizens wants the steel-truss bridge just west of Bowling Green on Ind. 46 to stay put, hoping to convince the Indiana Department of Transportation to keep the bridge — a piece of local history — right where it is. The state is going to build a new modern bridge to replace the current one, which is deteriorating and has rust issues, damaged swaybraces and hydraulic problems.

Clay County officials have said they want no part in the future of the bridge, which they cannot afford to maintain; the state estimates maintenance and inspection costs of more than \$1 million over 25 years. In a last-minute effort to keep the bridge, citizen members of the Clay County parks association came forth and promised to maintain the bridge they say has an important place in the county's history.

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No matter where the 80-year-old bridge ends up, the state must pay more than \$3 million to rehabilitate the structure. That's because it's on the National Register of Historic Places with a "select status" by the Indiana Historic Bridge Inventory project, so it must be preserved. It is reportedly the last double-span bridge left in Indiana that was built by the Vincennes Bridge Co., started by three [school teachers](#) in 1898.

"The Historic Bridge Alternatives Analysis estimated the cost of that rehabilitation at \$3,039,000," said INDOT spokeswoman Debbie Calder. "The relocation of the bridge to Brown County was estimated to add \$468,000 to the cost of the rehabilitation."

Nashville resident and Salt Creek trail proponent Tom Tuley said Brown County has known for some time the bridge was destined for the trail there. They halted further construction of the 3.7-mile project to await the bridge, which should be finished and divided in half by 2017. The bridge has two arched spans: one will be placed across Salt Creek about a mile east of Nashville, and the other will span the creek near the west entrance to Brown County State Park.

"We've been expecting that bridge to come here now for three years," Tuley said Thursday. "When INDOT decided to build a new bridge there, they came to us and asked if we were interested."

They were. Reusing the bridge saves Brown County close to \$1 million, the cost of building two pedestrian bridges necessary to complete the Salt Creek Trail. "Having those bridges," Tuley said, "means there's a million dollars we don't have to raise."

Calder explained that while INDOT determined in January that Brown County was the best destination for the bridge, Clay County still may be able to claim it if they can offer a plan that guarantees future maintenance. "While relocating the bridge to Brown County was identified as the preferred alternative at the Jan. 29 meeting, INDOT explained that it would consider requests to retain the bridge in Clay County if a local government or private organization was willing to take ownership of the bridge and maintain it for public use for a minimum of 25 years."

She said the proposals are being reviewed and that a final decision will not be made until after the Aug. 21 deadline for public comment has passed. The state [plans](#) to replace the old bridge with a new one featuring three spans, 12-foot-wide travel lanes and wide berms.

Mark Shields, director of the Brown County Parks and Recreation Department, said the county has secured \$750,000 from the Department of Natural Resources for this phase of the trail and was counting on the bridge. "I understand why they would want to keep the bridge. But it definitely puts us in a pinch since that was the final piece to this puzzle, those two creek crossings with these bridges. We were told by INDOT they were coming."

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Posted in Local on Friday, August 14, 2015 12:00 am.

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Brown County named among best mountain biking destinations

Thursday, August 13, 2015

NASHVILLE -- Brown County recently joined the ranks as one of the top mountain biking destinations in the world. Designated a Bronze Level Ride

Center by the International Mountain Bicycling Association (IMBA), this prestigious award puts Brown County on the road map nationally, as well as internationally, for its superior trail systems and mountain biking opportunities.

Brown County made the list as IMBA announced their 2015 class of Model Trails designees in early August. IMBA's Ride Center designation is reserved for large-scale mountain bike facilities that offer something for every rider, ranging from family-friendly to expert-only. Not your typical biking locales, Ride Centers include a full arsenal of trail types. From backcountry adventure and fun flow trails to challenging gravity trails and everything in between, Ride Centers embody the best the sport has to offer. Extending beyond mountain biking alone, Ride Centers also double as destination-worthy areas for bikers to visit.

Scored based on the quality and type of trails, degree of difficulty, climbing, descending, technicality, special features, amenities, services, and community support, IMBA's Ride Center designation is highly sought after.

The trails built and maintained by the Hoosier Mountain Bike Association (HMBA) have officially earned this prestigious designation, gaining notoriety for the area as a top mountain biking destination. Its new Bronze Level Ride Center title places Brown County among well-known biking hotspots across the country, as well as the globe, such as Park City, UT, Steamboat Springs, CO, Nelson, New Zealand, and more.

One of only a handful of Ride Centers in the Upper Midwest/Great Lakes Region, Brown County's new accolade is significant not only for future mountain biking in the area, but for tourism as well. Brown County Convention and Visitors Bureau Executive Director Jane Ellis is proud that Brown County is being recognized for its trails. "We are honored to receive this designation," she said. "We have gotten awards in the past for our excellent mountain biking opportunities here, but never something of this magnitude."

Recognizing its potential impact on attracting bikers to the area, Ellis is excited by the new designation. "We've always been known as a top destination for mountain biking in the Midwest but this really gains exposure for us nationally as a place for bikers to visit," explained Ellis. "It's also important because this designation goes beyond the trails alone, showing that we're a place where bikers can plan a trip, stay a while, and enjoy all the other great things we have to offer here."

With over 30 mountain bike friendly lodging properties, Brown County is more than just a place for bikers to ride for the day. Overnight accommodations providing secure bike storage, trail maps and directions, roof-rack friendly driveways, and more cater to mountain bikers' needs.

Home to a wide variety of dining, shopping, and entertainment options, as well as other outdoor adventure activities, Brown County is the complete package for bikers. An ongoing project to extend its paved Salt Creek Trail from downtown Nashville to the Brown County State Park also will make traveling between town and biking trails more convenient.

"A lot of people don't know about the Salt Creek Trail, but it's a great resource," said Ellis. "We are working now to extend it all the way to the State Park, which will guarantee easy access for bikers to our trails, as well as enable them to get to the Village really quickly for food and entertainment, shopping, local events, and fun."

Proud of its new title as Bronze Level Ride Center, Brown County welcomes all bikers. Not only does IMBA's designation validate Brown County's trails as some of the best in the U.S., it also showcases Brown County as a top destination for mountain biking in the world.

For more information on Brown County's biking trails, as well as mountain

bike friendly lodging properties, please visit www.bikebrowncounty.com. Additional information regarding IMBA's Ride Center designation is available online at www.imba.com/news/epics-ride-centers-201...

Comments

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That's nice;) BCStateP is providing a Elite retreat for the Cycling World! It sounds like the pro cyclist sport are interested in Indiana's beautiful countryside and will grow Larger & Larger by taking Parks, Private (farm&school) property and Tax Payer \$\$\$!!!(for the cycle campaign) Also be careful when you are enjoying a family stroll with nature&wildlife, on "there cycleway" when you hear a scream "ON YOUR LEFT" then several cycles speeding past you at 40-50mph:/ Btw it is reported that DNR is facing a 3 million \$\$\$ deficit for their state park budget???

-- Posted by **Flidais84** on Fri, Aug 14, 2015, at 1:06 PM 

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Indiana Department of Transportation

County Brown Route Salt Creek Trail Des. Nos. 1400311 and 1400365

OTHER ALTERNATIVES CONSIDERED:

Describe all discarded alternatives, including the Do-Nothing Alternative and an explanation of why each discarded alternative was not selected.

No Build Alternative

The "No Build" alternative would have no associated costs or environmental impacts. However, IDNR and Brown County have demonstrated a persistent desire to establish a multi-use trail between Nashville and Brown County State Park, as demonstrated by the approved CE for Des. No. 0401063, the completion of Phase 1 of the Trail, and their request to incorporate the SR 46 bridge into the remaining phases of the Salt Creek Trail system. The previously approved environmental document for the trail system has established the appropriate need for the trail and the related crossings of Salt Creek, therefore, the "No Build" alternative has not been given any further consideration.

The Do Nothing Alternative is not feasible, prudent or practicable because (Mark all that apply):

- It would not correct existing capacity deficiencies;
- It would not correct existing safety hazards;
- It would not correct the existing roadway geometric deficiencies;
- It would not correct existing deteriorated conditions and maintenance problems; or
- It would result in serious impacts to the motoring public and general welfare of the economy.
- Other (Describe)

Other: The Do-Nothing Alternative would not allow for the re-use of the two spans currently in use on SR 46 over the Eel River in Clay County (Bridge Number 046-11-01316C). As explained in the companion CE-4 document also under Des. Number 0800910 ("SR 46 Bridge over Eel River, Clay County") the preferred alternative in that project would relocate the historic spans to a non-vehicular use. Of the non-vehicular uses considered, the Salt Creek Trail project described above was determined to be the best re-use of the two spans. Not only would the Do-Nothing Alternative not place two new pedestrian spans across the Salt Creek in Brown County, but it would also keep the Preferred Alternative from the SR 46 Bridge over the Eel River project from being implemented.

ROADWAY CHARACTER:

Functional Classification: N/A -- This project does not involve construction or modification of any roadways.
 Current ADT: _____ VPD (year) Design Year ADT: _____ VPD (year)
 Design Hour Volume (DHV): _____ Truck Percentage (%)
 Designed Speed (mph): _____ Legal Speed (mph): _____

	Existing		Proposed	
Number of Lanes:	N/A		N/A	
Type of Lanes:	N/A		N/A	
Pavement Width:	N/A	ft.	N/A	ft.
Shoulder Width:	N/A	ft.	N/A	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

If the proposed action has multiple roadways, this section should be filled out for each roadway.

This is page 6 of 24 Project name: Historic Bridges on Salt Creek Trail; Brown County Date: July 17, 2015

Indiana Department of Transportation

County Brown Route Salt Creek Trail Des. Nos. 1400311 and 1400365

Current Conditions

The companion CE-4 document "SR 46 Bridge Project over Eel River, Clay County" provides information regarding the existing spans in their current vehicular use on SR 46 over the Eel River.

This project takes place in rural Brown County, between the small town of Nashville, Indiana and the Brown County State Park. Salt Creek meanders through the project vicinity and is crossed by SR 46 three times between the project area and Nashville. There are currently no pedestrian facilities that cross Salt Creek, although Phase 1 of the Salt Creek Trail Project is now open from the south side of Nashville (near the CVS Pharmacy), east along Salt Creek to near the Brown County YMCA at the end of Hawthorne Drive.

Preferred Alternative: Rehabilitation and Re-use of two-span bridge from Clay County

INDOT, which is obligated under the Historic Bridge Programmatic Agreement (Historic Bridge PA) to ensure that the two-span historic bridge over the Eel River in Clay County is preserved, would pay to relocate and rehabilitate the spans. The Preferred Alternative would rehabilitate and relocate the spans from their current location on SR 46 over the Eel River in Clay County, Indiana to two locations, approximately 3,200 feet apart, over Salt Creek as described above. This alternative includes the construction of a new abutment for each end of the two bridges (4 abutments total) plus placing fill to construct the trail approaches from the existing ground up to the level of the new bridges. It is anticipated that the West span would be owned and maintained by Brown County, and the East span (which would be within Brown County State Park) would be owned and maintained by the Indiana Department of Natural Resources. Prior to approval of this CE document by FHWA, each agency will be required to sign an agreement committing to maintain their respective structure for a minimum of 25 years. Each agency has submitted a letter of intent to take responsibility for the bridge spans (see Appendix H). To outline the terms of obligations to maintain the bridges, INDOT has prepared a draft Interlocal Agreement to be executed with Brown County and a memorandum of Understanding (MOU) to be executed with IDNR (see Appendix D, page 63). These agreements are still being reviewed by all parties involved and may be revised before execution. Once all required signatures have been obtained, the finalized agreements will be incorporated into the appendices, and this section will be revised prior to approval.

Section 4(f) Evaluation

The East bridge would be located within Brown County State Park. IDNR is a partner agency in this project; therefore, this is not a use under Section 4(f). The West bridge would be partially located within Eagle Park, which is owned and maintained by Brown County Schools and includes several baseball/softball fields, a soccer field, a cross country trail and other related facilities. It is not, however, open to the public; therefore, Eagle Park does not qualify as a Section 4(f) property. Two NRHP-eligible resources were identified within the Area of Potential Effects, the Ramp Creek Covered Bridge and the Brown County State Park North Gate House, but no Section 4(f) use of either property would occur.

Right of Way (ROW): Approximately 0.25 acre of permanent ROW would be required for the preferred alternative. This permanent ROW would come from two parcels along the west bank at the proposed location of the West bridge. Construction of the west abutment at this location would also require an additional 0.2 acre of temporary ROW for access to the construction site. The east abutment of the West bridge would be on property owned by Brown County Schools, and would not require ROW acquisition. Likewise, both abutments of the East bridge would be on Brown County State Park property, so no temporary or permanent ROW acquisition would be required for the East bridge.

Maintenance of Traffic (MOT): An MOT plan is not needed, as there would be no involvement with any public roadways during development of the preferred alternative.

Estimated Cost: The estimated cost of relocating and rehabilitating the bridge to bicycle/pedestrian standards is \$3,507,000. Right-of-way costs are estimated at \$7,500.

Environmental Impacts: All environmental impacts are minimal and have been addressed through coordination with the US Fish and Wildlife Service (USFWS), the IDNR, and other resource agencies (see Appendix C). Environmental impacts are described in detail below in Part III of this document.

This is page 5 of 24 Project name: Historic Bridges on Salt Creek Trail; Brown County Date: July 17, 2015

Hoosier Mountain Bike Association

Today

Thursday, August 13

Showing events after 8/13. [Look for earlier events](#)

Thursday, August 13

6:00pm **DINO SWW Race Prep**

Saturday, August 15

Southern Five Race #5, Series Finale

Events shown in time zone: Eastern Time



« [National Designation for HMBA and Brown County Trails](#)

[National Trails Day Southwestway Park Trails Grand Opening June 6-7, 2015](#) »

HMBA Statement Regarding DNR Fees

By Nate Hawkins on May 21, 2015, at 4:39 pm, edited by Nate Hawkins on May 21st, 2015

Pay to Play: DNR Off-Road Cycling Permit Coming

The Hoosier Mountain Bike Association (HMBA) has built some great trail systems, and we have a vision for natural surface trails in Indiana. Implementing that vision requires funding from land managers, donations from outdoor enthusiasts, and sweat equity of volunteers. HMBA has in the past discussed an off-road bicycling permit to generate funding for expanding trails in State Forests and State Parks. The idea of a permit was moved forward quickly in the past month due to budget challenges that left State Parks with a \$3 million shortfall. State Parks had the choice of closing parks or raising fees.

A complete list of fee increases can be found [here](#). Included in the fee increases is the off-road cycling permit, which will be a \$5 daily fee or a \$20 annual fee (both in and out of state).

While possibly irritating to some, there is an upside to this development. Those who have attended HMBA annual meetings the past few years have heard HMBA President, Paul Arlinghaus talk about an off-road bicycling permit as means to gain access to more trails, especially in State Forests. Fees mean potential leverage to obtain access to more trails and improve the quality of existing ones. Our first addition of trails in State Forests will be in the southern section of Yellowwood State Forest. This area will connect to both Brown County State Park and to Hoosier National Forest. Other State Forests will be reviewed this fall for opportunities to open existing double-track trails to off-road cycling.

While this permit fee happened very quickly, HMBA and IMBA were able to get some concessions from the IDNR on how the permits system works.

- We were able to get beginner-rated trails to be excluded from needing a permit. This will allow new users to try out mountain biking without the additional expense of a permit.
- The DNR will also give free permits and passes to volunteers who do 125 and 250 hours of work.
- HMBA will work on establishing a fund to cover the cost of the permit for volunteers that don't meet the 125 hours.
- The permit was going to start in July, and riders were going to have to pay the full price for the last half of the year. We were able to push back the start of the permit system to 2016. Permits for 2016 will go on sale in November.

May 21st, 2015 | Tags: [Department of Natural Resources](#), [DNR](#), [Fee](#), [State Forests](#), [State Parks](#), [Trail Permit](#) | Category: [Advocacy](#), [Indiana Department of Natural Resources](#)

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11/18/2008 8:43:00 AM

\$650,000 to help Salt Creek Trail in Brown County

The Republic

By Kirk Johannesen, The Republic

johannesen@therepublic.com

Brown County has received a \$650,400 grant from [Indiana Department of Transportation](#) to complete its Salt Creek Trail project.

Salt Creek Trail is a 12-footwide, 2.5-mile-long paved trail that connects Nashville to Brown County State Park. The project started in 2002 as part of a long-range plan by Brown County Parks and Recreation Department.

When completed, the trail will link Nashville, Brown County YMCA, regional medical offices of the Columbus and Bloomington hospitals, the school corporation's athletic fields at Eagle Park, Brown County State Park, several major hotels and Brown County High School.

The grant requires the county to raise 20 percent of the funds - about \$155,000 - to use the full \$650,400.

The project has three phases:

- Phase 1 - Jefferson Street to Brown County YMCA. Funded with \$1 million grant from INDOT and \$250,000 local funding. Scheduled to start in late 2009 or early 2010 and take two months to complete.
- Phase 2 - North bank of Salt Creek from Jefferson Street (behind CVS Pharmacy) to the north entrance of Brown County State Park. Funded by \$650,400 INDOT grant.
- Phase 3 - From north entrance of Brown County State Park to the west boundary of Eagle Park. Funded with a \$725,000 grant from [Indiana Department of Natural Resources](#). Scheduled to start in spring 2009 and take two months.

After the trail is built, the county will pursue another project, which will link the high school to the trail with a pathway under Indiana 46 near the Salt Creek shopping plaza.

Related Stories:

- [Quick progress has been made on Elkhart County's Pumpkinvine Nature Trail](#)

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Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2014 - 2017

SPONSOR	DES	STIP NAME	ROUTE	WORKTYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost (to Complete Project)	PROGRAM	PHASE	FEDERAL	MATCH	2014	2015	2016	2017	
Brown County	1332074	A35	VA VARI	State Pedestrian Facilities	Six Creek Trail - Phases 2 & 3	Seymour		0 On Federal Aid		Local Trans Enhancement Program	RW	\$123,000.00	\$0.00				\$123,000.00	
										100% Local Funds	RW	\$0.00	\$33,000.00				\$33,000.00	
										100% Local Funds	PE	\$0.00	\$30,000.00		\$35,000.00			
										Local Transportation Alternatives	PE	\$48,400.00	\$0.00		\$48,400.00			
Comments: Amend E to be 2014-2017 STIP. Add PE into FY2016 and RW into FY2017. No MPO.																		
Indiana Department of Transportation	1400053	A28	SR 48	Small Structures Pavement	5.12 miles east of SR 135	Seymour		0 N/A		Bridge RW	RW	\$1,600.00	\$400.00				\$2,000.00	
										Bridge Consulting	PE	\$20,000.00	\$5,000.00		\$25,000.00			
Comments: Amend PE phase in FY 2015 (\$25,000) and RW phase in FY 2017 (\$2,000) to the current 2014-2017 STIP. Not in TIP area.																		
Indiana Department of Transportation	1500002	A43	SR 125	Replace Superstructure	1.84 miles south of SR 48 at Pleasant Valley Creek	Seymour		0 On Federal Aid	\$725,709.00	Bridge Consulting	PE	\$50,000.00	\$10,000.00				\$100,000.00	
Comments: Amend PE phase in FY 2016 to the current and new STIP. No MPO.																		

Brown County Total
 Federal: \$6,843,852.40 Match: \$1,735,959.60 2014: \$553,376.00 2015: \$2,213,476.00 2016: \$28,524.00 2017: \$5,642,500.00

Muellner, Kyle

Subject: FW: Des# 0800910 SR 46 Bridge Replacement

FYI

From: Dieckmeyer, Ellie
Sent: Tuesday, September 08, 2009 8:32 AM
To: Kennedy, Mary; Miller, Daniel
Cc: Eubank, Michael L; Vollmer, Mike; Branigin, Susan; Miller, Shaun; Peterson, Staffan (INDOT)
Subject: RE: Des# 0800910 SR 46 Bridge Replacement

After a conversation with Clay County, I don't feel they want to take over a new park. They cannot afford the parks they currently have and are going to close many of them.
Question – If the county does not want a park, how will that effect the bridge moving? How can INDOT move a bridge and not maintain?

Ellie

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Historic Clay County bridge gets new home

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Posted: Wednesday, July 22, 2015 9:15 am

By Laura Lane 812-331-4362 | llane@heraldt.com | 2 comments

Clay County gets a wide modern bridge over Eel Creek courtesy of the Indiana Department of Transportation. And Brown County takes possession of the old two-span steel through-truss bridge, which will be reused on the under-construction Salt Creek Trail.

The repurposing of the historic Ind. 46 bridge near Center Point, built in 1933 and supported by concrete abutments and a center pier, also saves Brown County trail supporters about a million dollars.

Volunteers have worked 12 years to construct a 3.7-mile Nashville-area walkway, and the cost of two bridges to span Salt Creek was estimated at more than \$900,000.

Tom Tuley from the Salt Creek Trail Committee was elated when he heard the bridge news. The group has money to develop the next portion of the trail, but the project is on hold until the Eel Creek bridge gets dismantled, which may not happen until 2017.

"We have the money to do the trail there, but since we will have to wait on the bridge, we are letting the money stay in the bank to get some investment return right now," Tuley said. "Having those bridges means there's a million dollars we don't have to raise."

One of the arched bridge spans will be placed cross Salt Creek about a mile east of Nashville, where a Mexican restaurant had been located. The other will span the creek near the west entrance to Brown County State Park. Tuley said the bridge will be taken somewhere for refurbishing and fitted for its new purpose, at the state's expense, before being reassembled as two bridges and hauled to Brown County.

The bridge has a special "select" rating and is listed in the National Register of Historic Places for its transportation significance in Clay County's settlement and development. Bridges with that designation may not be destroyed, so a six-month period was set aside to see if any private entity would come forward to buy the bridge. "When we heard about it being available, we jumped for it," Tuley said.

In searching for a new home for the bridge, the state determined the multi-use trail being developed in Brown County, that eventually will connect the state park with downtown Nashville, was the ideal site.

"The two independent truss spans that comprise the bridge would be separated and relocated to provide two pedestrian bridges along the Salt Creek Trail," an INDOT news release explained. "One of the spans would be located within Brown County State Park and owned by Indiana Department of Natural Resources. The other would be located outside the park and would be owned by Brown County, which is developing the trail project."

So far, three-fourths of a mile of the Salt Creek Trail has been built along Greasy Creek, between the CVS and the YMCA. Volunteers are scheduled to gather at the Greasy Creek trail bridge next week to clean off mud from recent flooding.

INDOT has scheduled a public hearing for Clay County's proposed new bridge, which will have three spans extending across the Eel River, 12-foot travel lanes and wide berms. The meeting will be at 6 p.m. Wednesday, Aug. 5, at Center Point United Methodist Church, 200 S. Chery St. in Center Point.

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LATEST NEWS

Salt Creek Trail awarded \$1.8 million grant

Updated on: 06.25.14

The Salt Creek Trail project has been awarded a \$1.8 million grant from the Indiana Department of Transportation -- boosting three of the four phases of the trail to full funding.

The first phase, a three-quarter-mile run from the State Road 46/135 intersection in town to the YMCA, opened in the fall of 2013.

Salt Creek Trail Committee Vice-chairman Tom Tuley said the new spans of the trail -- from Brown County State Park to Brown County Schools' Eagle Park, and from Eagle Park to the existing trail head at the Brown County YMCA -- might open in as soon as three years.

"We don't need to raise another dime to get the first three phases of the trail finished," he said. "We just have to do all the work yet."

That work includes hiring an engineer, possibly doing additional environmental work, submitting final plans for the route, getting a bridge permit and gaining easements from property owners in the proposed path.

Tuley said the trail committee has not been allowed to approach any private property owners in the path of the proposed route to ask for easements, even though a map showing the trail running along their properties has been publicly circulated in Nashville-Brown County's Stellar Communities strategic investment plan.

On June 10, Charles and Marilyn Snyder submitted a letter via attorney Wanda Jones to the Town of Nashville, Bob Kirlin and the Stellar committee stating that "we are not willing to grant any easement or right of way to our property for use by the Trail."

Tuley said a different route for that leg could be identified.

Tuley said he didn't know yet how this grant award would affect the request for Salt Creek Trail funding in the Stellar Communities plan. The request was for \$1.8 million -- the same amount INDOT just announced the project will get through its regular grant cycle.

He said the trail committee had to apply for this grant well before it would find out about Stellar awards.

Read more in the July 2 Brown County Democrat.

-- Sara Clifford, Brown County Democrat

OBITUARIES

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Earl Beltenhaus, 69, Columbus

Patsie Ann (Raymer) Linville, 78, Brown County

Edward Earl 'Ed' Dillman, 70,

CALENDAR

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WRAPS

7 to 9 p.m. Library, 205 N. Locust Lane

August 20

'Pixels' at the Playhouse

7 p.m. BC Playhouse, 70 S. Van Buren St.

August 20

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