



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

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

Michael R. Pence, Governor
Karl B. Browning, Commissioner

SR 46 BRIDGE OVER THE EEL RIVER PUBLIC MEETING January 29, 2015

Welcome!

Thank you for attending the public meeting this evening. We hope that you find it informative and that you use it as an opportunity to share your opinions regarding the project.

The bridge carrying SR 46 over the Eel River is severely deteriorated and must be improved. Twice in the last four years it has required temporary closure so that repairs could be made. INDOT regularly inspects the bridge and it is safe to use, but a more permanent solution is needed soon.

INDOT, the Federal Highway Administration (FHWA), and the consultant team have evaluated a wide range of options ranging from rehabilitation to replacement. Due to the design of the bridge, it would be cost-prohibitive to rehabilitate the bridge to carry the size and weight of trucks that need to use SR 46. As a result, INDOT and FHWA have determined that a new bridge is needed.

Because the bridge is listed on the National Register of Historic Places and was identified as a "Select" bridge in the Indiana Historic Bridge Inventory completed in 2009, INDOT is obligated to find a new use for the existing bridge. Two appropriate options remain:

- Rehabilitate the existing bridge at its existing location for use as a park, trail, or other public use (Alternative 4)
- Rehabilitate the bridge and relocate it to another location in the State for a similar use (Alternative 5)

Both of these alternatives would provide a new bridge to safely carry SR 46 over the Eel River for several generations and minimize impacts during construction.

The purpose of tonight's meeting is to provide the community with an overview of the project and to gather input regarding the most appropriate re-use for the existing bridge once a new bridge is built to carry traffic on SR 46. INDOT and FHWA are seeking an organization (public or private) that will put the bridge to public use and take responsibility for its upkeep. Specifically, the following is required:

1. The bridge must be put to a public use (park, pier, trail, etc.);
2. The organization must be willing to sign an agreement to take responsibility for the bridge for a minimum of 25 years, with the expectation that it would be maintained beyond that; and
3. The organization must make a firm commitment to sign that agreement within 60 days so that the project can move forward promptly.

There are several ways you can provide comments:

1. Participate during the public comment session following the presentation.
2. Complete one of the comment forms (available at the sign-in table) and return it to any of the INDOT representatives attending the public meeting.



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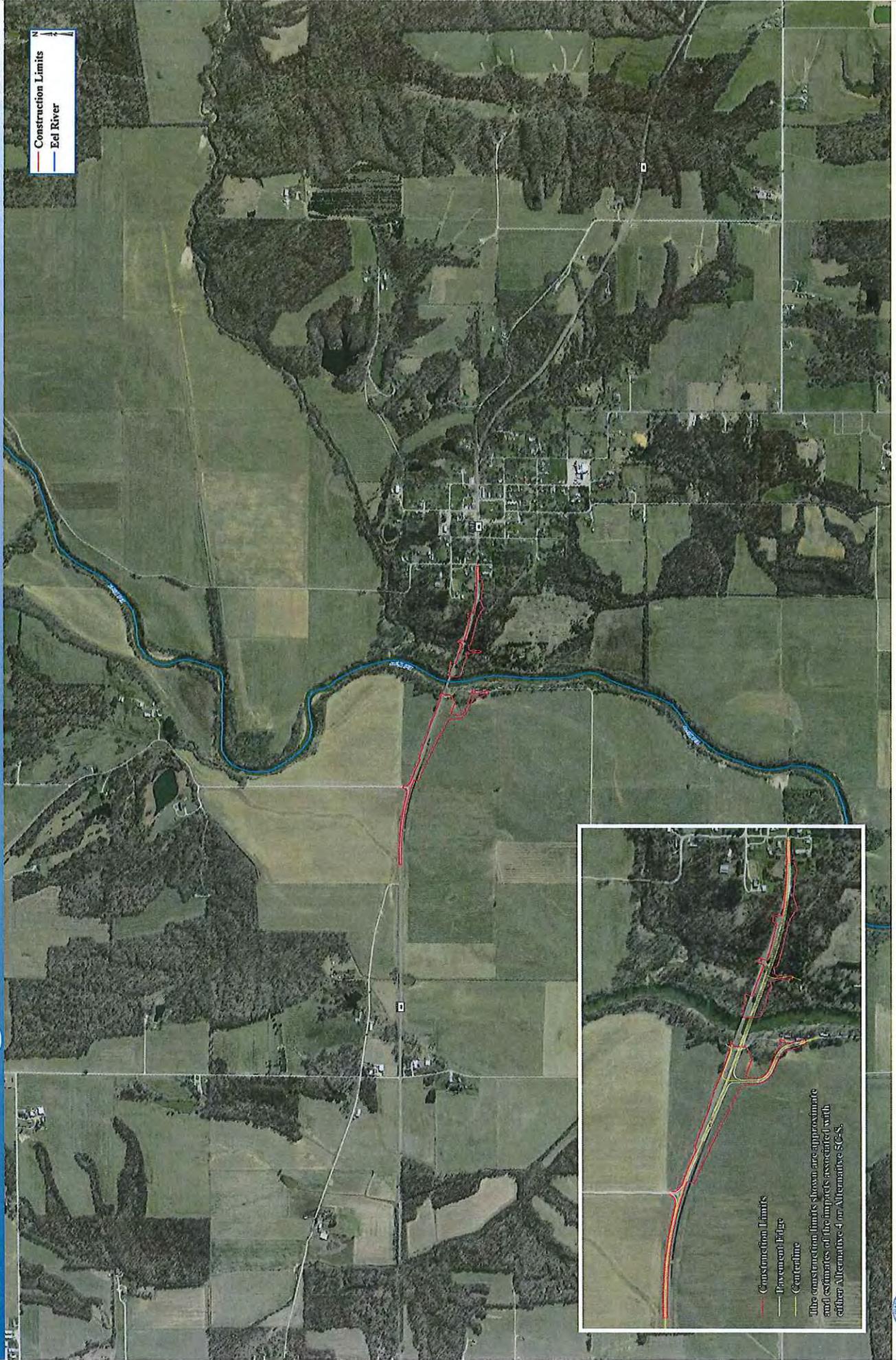
Michael R. Pence, Governor
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3. Mail your comments to: S.R. 46-Eel River Project, c/o Parsons, 101 West Ohio Street, Suite 2121, Indianapolis, Indiana 46204; FAX (317) 616-1033. **INDOT respectfully requests comments be submitted by Friday, March 6, 2015.**
4. Comments may be e-mailed to Parsons (INDOT's consultant) at: daniel.prevost@parsons.com.

All public comments submitted during the comment session or during the public comment period will be given full consideration by the INDOT project team as part of the decision making process.

Rickie Clark, INDOT Office of Public Involvement
rclark@indot.in.gov (317) 232-6601

SR 46 Bridge Over the Eel River



State Road 46 Bridge over the Eel River

Bowling Green Community Building

Thursday, January 29, 2015



Welcome

- **Meeting Purpose**
 - Overview of project and alternatives
 - Gather public input
- **Project Team**
 - FHWA
 - INDOT
 - Consultant Team



Presentation Outline

- **Project Overview and History**
- **Section 106 and Historic Bridge Process**
- **Project Alternatives**
- **Schedule**



Project Overview and History

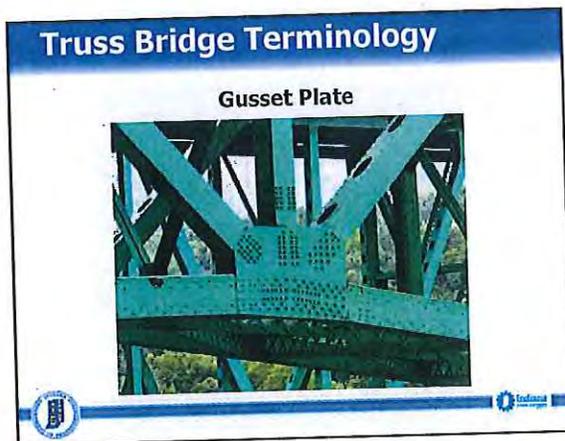
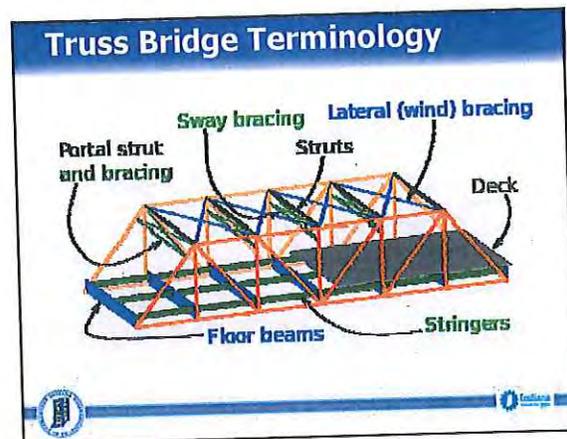
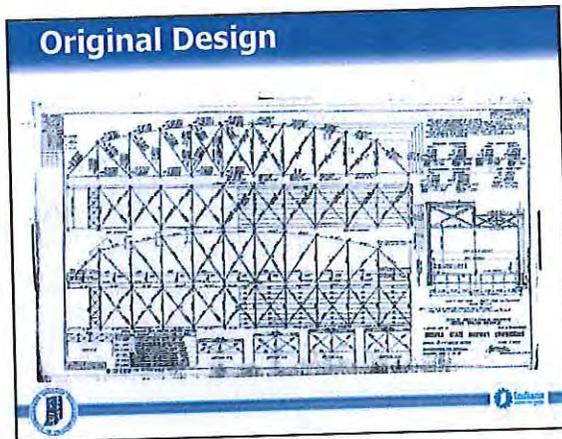


Project Overview and History



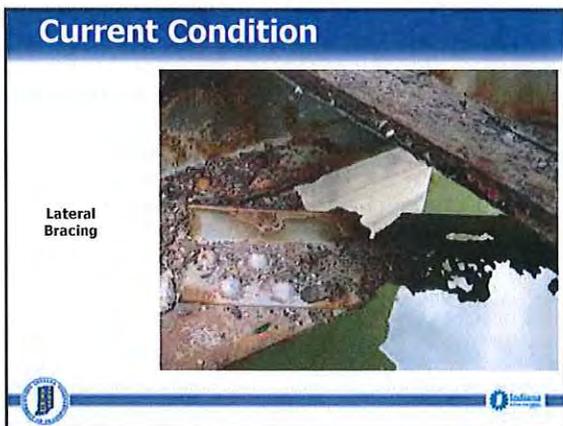
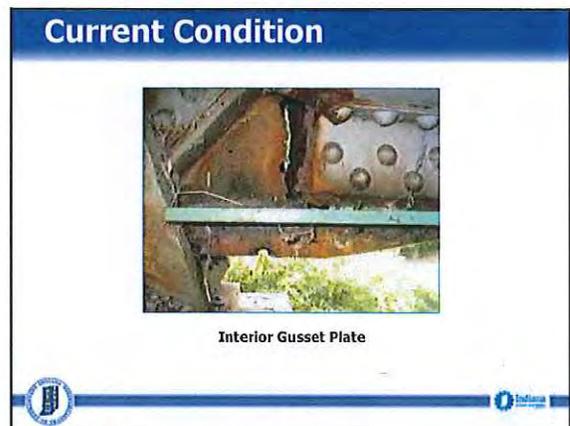
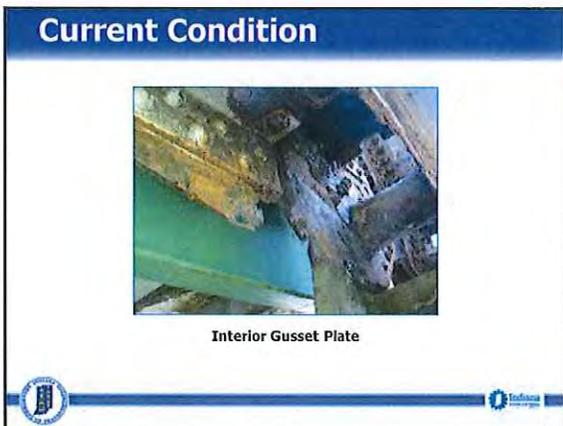
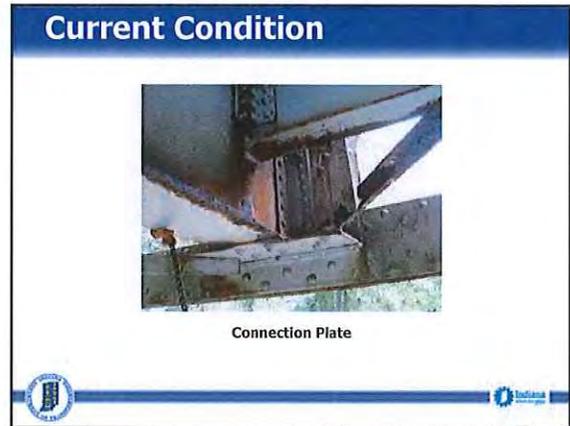
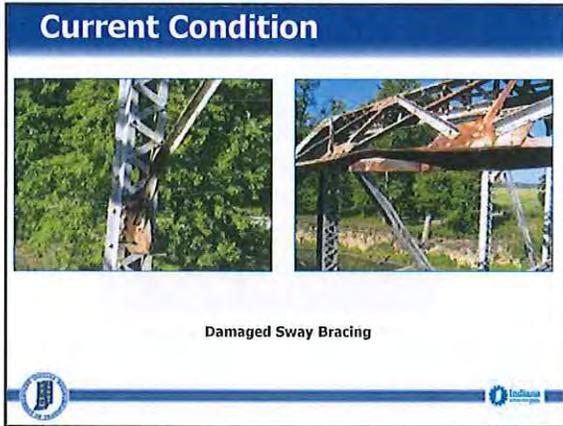
Project Overview and History





- ### Bridge Inspection
- **Inspection Frequency (minimum)**
 - All bridges – every 2 years (FHWA requirement)
 - Fracture Critical Bridges – every year (INDOT requirement)
 - **Fracture-Critical**
 - A bridge that has non-redundant features
 - If those key supports fail, the bridge would be in danger of collapse.
 - This does not mean the bridge is inherently unsafe, only that there is a lack of redundancy in its design.

- ### Recent Inspection History
- **2011 Closure, Detour and Repair**
 - Failed gusset plates
 - Closed for 1 month for repair
 - **2012 Closure, Detour and Repair**
 - Superstructure at risk
 - Closed for 3 months for repair
 - Repair Service Life: minimum 5 years
-



Current Condition



Rusting on Chord

Current Condition



West span of bridge, looking north

Current Condition



SR 46 bridge during 4/19/2013 flood event, looking northeast

Purpose and Need

- **Need for the Project:** Advanced deterioration, section loss, and fatigue affecting critical load-bearing components of this fracture critical bridge
- **Project Purpose:** To provide a safe and structurally sufficient bridge

Purpose and Need

- **Other desired outcomes:**
 - Hydraulic improvements/scour countermeasures
 - Standard lane widths/shoulders
 - Improved intersection at CR 475 East
 - Standard guardrail
 - Minimization of closures for construction, inspection, or repair

SR 46 Bridge is Historic

- **Listed in the National Register of Historic Places**
- **Significant under Criterion A "for its association with events in the settlement and economic development of Clay County, Indiana"**

Section 106 Process

- **National Historic Preservation Act (1966)**
 - Section 106: Federal agency must take into account the effects of the undertaking on historic properties (National Register of Historic Places eligible or listed)
 - Provide Advisory Council on Historic Preservation the opportunity to consult



Historic Bridges in Indiana

- **Modified Section 106 consultation process**
- **All historic bridges in Indiana categorized as Select or Non-Select**
- **Select Bridges: "most suitable for preservation and are excellent examples of a given type of historic bridge"**
- **FHWA will not participate in the demolition of a Select Bridge**
- **Follow procedures for each type outlined in the Programmatic Agreement**



SR 46 Bridge is "Select"

- **Historic Bridge Inventory lists the bridge as "Select" and appropriate for "Non-Vehicular Use"**



Alternatives Analysis

1. **No Build**
2. **Rehab for continued vehicular use**
3. **Rehab for continued vehicular use/one-way pair**
4. **Bypass/non-vehicular use**
5. **Bridge Replacement/Relocation of Historic Bridge**
 - 5A – Replacement on existing alignment, full detour
 - 5B-N – Replacement on existing alignment, temp bridge to the North
 - 5B-S – Replacement on existing alignment, temp bridge to the South
 - 5C-N – Replacement on new alignment to the North
 - 5C-S – Replacement on new alignment to the South



Alternative 1

- **Alternative 1 – No Build**
 - Would make no improvements
 - 2012 repair expected to last 5+ years (INDOT monitoring)
 - Likely closed in 2017 or later
- **INDOT and FHWA have determined that these alternatives would not meet the project's purpose and need**



Alternatives 2 and 3

Alternative 2 – Rehab for continued vehicular use

Alternative 3 – Rehab for continued vehicular use/one-way pair

- **Both would continue vehicular use**
 - *Possible* to rehabilitate the bridge
 - *Cost-prohibitive* to rehabilitate the bridge to carry current standard loads
- **INDOT and FHWA have determined that these alternatives would not meet the project's purpose and need**



Alternative 4

Alternative 4 – Bypass / Non-Vehicular Use

SR 46 TYPICAL SECTION

Alternative 4

Alternative 4

Alternative 4

- **New Bridge**
 - Immediately south of existing bridge
- **Two lanes of traffic maintained during construction**
- **Existing Bridge**
 - Rehabilitation for pedestrian use
 - Less intensive repairs than rehab for vehicle use
 - Rehabilitation effective for 25+ years
- **Total Cost: \$10,342,000**

Alternative 4

- **Purpose and Need**
 - ✓ Structural capacity
- **Other Desired Outcomes**
 - ✗ Hydraulic improvements
 - ✓ Standard lane widths/shoulders
 - ✓ Improved intersection at CR 475 East
 - ✓ Standard guardrail
 - ✓ Minimization of closures for construction, inspection, or repair

Alternative 4

- **Hydraulic Issues**
 - West Abutment Location
 - New bridge abutment ideally moved further west
 - If existing bridge remains, the new abutment would be required to be parallel to the existing one
 - Subject to future scour issues requiring maintenance
 - Not practical to address freeboard deficiency
- **Issues are not insurmountable, but would increase future maintenance requirements**

Alternative 5C-S

Alternative 5C-S – Bridge Replacement on New Alignment to the South

Alternative 5C-S

- **New Bridge**
 - Immediately south of existing bridge
 - Properly aligned with and sized for the channel
- **Two lanes of traffic maintained during construction**
- **Existing Bridge Relocated**
- **Cost: \$9,745,000**

Alternative 5C-S

- **Purpose and Need**
 - ✓ Structural capacity
- **Other Desired Outcomes**
 - ✓ Hydraulic improvements
 - ✓ Standard lane widths/shoulders
 - ✓ Improved intersection at CR 475 East
 - ✓ Standard guardrail
 - ✓ Minimization of closures for construction, inspection, or repair

Alternatives Summary

	Alternative 4	Alternative 5C-S
Meets Purpose and Need	Yes	Yes
Other Desired Outcomes	Yes, except hydraulics	Yes
Cost	\$10,342,000	\$9,745,000
Existing Bridge	Pedestrian Use -- Existing Location	Pedestrian Use -- Alternate Location

Pedestrian Bridge Consultation

- **INDOT Project Manager contacted Clay County in 2010**
- **Clay County was not interested in keeping the bridge or moving it to a park or trail**
- **INDOT contacted IDNR Recreational Trails Program to identify alternate location**
- **Three organizations expressed interest**
- **Salt Creek Trail (Brown County) determined best option**

Salt Creek Trail

Consulting Parties

- December 2014 Consulting Party Meeting
- Interest in keeping bridge in existing location or elsewhere in Clay County
- Previous coordination with Clay County was more than 4 years ago
- Additional outreach appropriate




INDOT-FHWA Goals

- Agree with preference for location in Clay County (existing or other)
- Bridge must be put to public use (park, trail, etc.)
- Project must move forward promptly




Requirements

- In order for Alternative 4 or 5C-S to be considered prudent, FHWA has determined the following requirements must be met:
 1. Public use of bridge
 2. Public or Private Organization willing to take responsibility of the bridge for a minimum of 25 years, with expectation of longer-term commitment
 3. Firm commitment within 60 days of intent to sign an agreement and demonstrate financial capacity




Financial Requirements

- INDOT will rehabilitate the Existing Bridge to pedestrian standards
 - Replacement of deficient members
 - New deck
 - New paint
 - Anticipated life: 25+ years
- Requirements
 - Minimal repairs may be required
 - Routine inspections




Schedule

March 30, 2015	Deadline for commitment to take ownership
Spring/Summer 2015	Preliminary engineering/environmental review
Summer 2015	Public Hearing
Fall 2015-Summer 2016	Land acquisition/final design
October 2016	Construction letting
December 2017	New bridge open to traffic
July 2018	Existing bridge rehabilitated (and relocated, if relevant)




Thank You

- Ways to contact the project team
 - Comment forms
 - Email/Phone
- Thank you for attending

Dan Prevost
Public Outreach Lead
Parsons
317-616-1017
daniel.prevost@parsons.com





SIGN IN SHEET
PLEASE PRINT

NAME	ADDRESS	E-MAIL
1 ANDREW REBMAN + TOM PEROMAS	546 RAMBLIN ROAD GREENWOOD, IN 46142 7075 W JACKSON ST INDIANA POLIS IN 46241	AREBMANV311@GMAIL.COM TRUOMAS@AOL.COM { TOM 317-847-8349 } 317-241-7386 - P+K
2 PETER KEIKI PRIONAS	234 E National Bryant ST. 47834	UMACE72@GMAIL.COM
3 Vicki Mae	241 E GRD 1005 Center Point	PJNICOSON@AOL
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5 Jo Fall	471 N County Rd 775 E Bouling Green, In 47833	alltopus@yahoo.com
6 Nias & Bridgett Aitop	2915 W. TREN RD Bouling Green, In	
7 Pakylana Hour	1636 W County Rd 450 N Bouling Green, IN 47834	
8 Madman Campbell	13801 Smithville Rd Bouling Green, In	
9 Charles Scherer	2225 W. Co. 550 N BRAZEL, IN. 47824	
10 Byron Allen		

SIGN IN SHEET
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1 Janine Mullinix	510 W. Fairway Dr. Brazil IN 47834	jmmullinix@msn.com
2 Greg Mullinix	" " " "	gregmullinix@msn.com
3 Robert L. Hillman	911 E 7 St. Clay City IN 47834	
4 Regina R. Roper	335 E CO. RD. 1752 CENT. POINT, IN 47840	
5 Bill Conwell	325 E CO RD. 1752 CENT. POINT, IN 47840	
6 Joseph Danga	5337 E. Washington St Bowling Green, IN 47833	
7 Jim Wilkinson	5141 E ST RD 46 Bowling Green, IN 47833	
8 Robert Gill	375 S. CLAY ST Bowling Green, IN 47833	
9 Robert Lamb	348 Monroe Bowling Green, IN 47833	rlamb@ccrct.com
10 Kiley Cook	786 S. CR. 550 E. Bowling Green IN 47833	

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NAME	ADDRESS	E-MAIL
1 Jerrine Maxwell Mary BARKER	5453 E. Co. Rd 150S Bowling Green, IN 47833	JERRINE MAXWELL @ YAHOO. COM
2 KATHIE Barnard	5967 W. St. Rd. 340 Brazil, IN 47834	KREIDMAN 11210 @ YAHOO.COM
3 W.R. MANES	1843 N. Bowling Green Poland Rd Bowling Green, IN 47833	
4 JEFF Koehler	2544 N Co Rd 200E Center Point, IN 47840	
5 Dorina Rooteler	6555 N. State Rd 59 Brazil, In. 47834	
6 OWEN D. CHAMBERS	3987 E. MILK ST. BOWLING GREEN IN 47833	
7 Johnna Sauer	2101 MT Zion Rd Brazil, IN 47833	JJSauer @ yahoo.com
8 Mike Bat Wilkerson	3777 E. Co Rd 200 N, Center Point, IN	
9 Ann & Amber Salvendy	175 S Jefferson St Brazil, IN 47833	
10 Rose Warrell	PO Box 7 Center Point, IN 47840	

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NAME	ADDRESS	E-MAIL
1 Kathy Johnson	3051 Mt Zion Rd. Bowling Green In	
2 Dwight Johnson	3051 Mt Zion Rd Bowling Green In	
3 Tom Ferguson	7336 W ST R. 59 Brazil	
4 James Reese	8267 N. ST Anderson Dr Brazil	herb15@aol.com
5 Donna Masue	8267 N. St Andrews Dr Brazil	dir714@yahoo.com
6 James Blanton	F. H.	X
7 Ruth Swan	Bowl Green	
8 Christy L. Covinder	5458 E CR 25 So. B. Green In 47833	N/A
9 James J. Anderson	7553 So. E R900W Reelsville, IN 46171	NONE
10 Joe A. Johnson	1471 S. Co. Rd. 375E. Center Point, In. 47840	

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NAME	ADDRESS	E-MAIL
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2 Paul Sanders	776 E. Carrows Way	Psanders@gmail.com
3 Brent Fischer	3153 E. Cold Center Point Dr.	
4 ERIN PUGH	901 Wabasha Pl Suite 140 Trend Harte, IN 47807	ERIN.PUGH@MAIL.MUSK GOU
5 John O Martin	4301 Ruderson Rd Bowling Green IN 47833	
6 Yates Clark	3733 NPR 450E Centerpoint IN 47840	YCLARK@BEMIS.COM
7 Polly Spiegel	4410 North Remyleanna St Indianapolis, IN 46205	PSPiegel@gmail.com
8 Kella Killick	0215 County Rd 375E Center Point 47840	Sumhillkl@gmail.com
9 Richard Diendorf	2599 W Cold 300 N Brazil 47834	REDiendorf@jaink.com
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1 Mindy Doughtett	2121 E County Rd 300 N Center Point, IN 47840	
2 Gretchen Steiner	540 E BROAD R. 61 47833	
3 Paul Miller Debra Rosta	206 S Montgomery St 47833 BG	
4 Jimmy Rosta	786 S Co Rd 375 E 47840 Center Point	
5 Robert Hostetler	2454 N Somerfield Rd 47840 Center Point	
6 Debbie Hostetler	2454 N Somerfield Rd 47840 Center Point	
7 Josh & Clayton Rector	1078 S County Rd. 375 E 47840 Center Point, IN	
8 Elnora STEVE CARLIN	724 W. ST. Rd. 46 Bowling Green, IN 47833	
9 Kim Smith	2825 Road 669 Ohio Tumwater WA 97247 (Indiana landmarks)	
10 William Dean Schipper	112 Park Pl Dr Bryn M, IN	

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1 Parent Stearley	PO BOX 422 Center Point IN 47840	
2 D. Smith Jr	5842 E. C.R. 100 N. Bowling Green, IN 47833	dsmithjr@Fenderson.com
3 Greg Jordan	8386 E. CR. 100 S. Bowling Green, In. 47833	gjordan@ceresilp.com
4 William Carlin	7400 W. ST. RD. 46 Bowling Green, IN. 47833	
5 Steven Carlin	7241 W SR 416 Bowling Green, IN. 47833	
6 Tommy Keckner - Endham Landmarks	609 Ohio St. Tone Hunt IN 47807	
7 Wayne Jones	2317 S. Co. Rd 750E Bowling Green, In 47833	
8 Trenithy + Megan Shaw	2065 N. P.G. Poland Rd Bowling Green, IN 47833	
9 Walter Johnson	Bowling Green, In 47833	
10 Jimmie Belle	Bowling Green	

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3 Bert Green	11050 N Murray Rd Brazil	bertgreen@ yahoo.com
4 Kim in Erwin	5908 Grasss Bowling Green	KERWIN@CETE.COM
5 Robert Erwin	5100 E CR 255 Bowling Green	jakinney@gmail.ir.edu
6 Jason Kinney	509 N Washington St. Spencer IN 47460	light@tender.com
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4 David & Laurie Brown	1492 N Co Rd 200E Center Point IN 47840 1011 W. Central Ave Brazil IN 47834	eabuer48@gmail.com
5 Edward & Donna Buer	695 N. Pioneer Rd Center Point TN 47840	friszdids@iendeavor.com
6 D. Frisz	487 BCE 800 E Bowling Green IN 47833	ksunshine17@aol.com
7 Kristin Scott Michael Scott	1592 E. Co. Rd. 900 S, Clay City, IN. 47841	
8 Joe Edwards	11050 Graham Rd. Bowling Green, IN 47833	T Wheeler-12@aol.com
9 Tiffany + Brent Wheeler	1402 S 700 E. Bowling Green, IN 47833	jbprice@certc.com
10 James + Bethann Price		

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NOTICE OF PUBLIC MEETING

The Indiana Department of Transportation (INDOT) will hold a public meeting on Thursday, January 29, 2015, at 6:00 pm at the Bowling Green Community Building, 5230 East Washington Street, Bowling Green, Indiana 47833.

The purpose of the public meeting is to offer all interested persons an opportunity to comment on alternatives under consideration for the SR 46 Bridge over the Eel River, 2.8 miles east of SR 59, located in Clay County. Improvements to the bridge are required to address the advanced deterioration affecting critical load-bearing components of the bridge. Bridge No. 046-11-01316C, a steel Parker through truss bridge with concrete abutments, a steel superstructure, and a concrete deck, is listed in the National Register of Historic Places (National Register) under Criterion A for its role in the development of Clay County. As part of the Indiana Historic Bridge Inventory project, the bridge was determined to be Select for Non-Vehicular Use. Select bridges are those that are most suitable for preservation and are excellent examples of a given type of historic bridge. The designation as Select for Non-Vehicular Use indicates that the Historic Bridge Inventory recognized that the load capacity and roadway width of this bridge does not make this bridge suitable for continued use.

INDOT has evaluated a range of alternatives for this bridge including: (1) a do-nothing or 'No Build' alternatives, (2) rehabilitation for continued vehicular use, (3) rehabilitating the bridge for use a part of a one-way pair of bridges, (4) bypassing the existing bridge with a new, adjacent bridge, retaining the existing one for non-vehicular use, or (5) constructing a new bridge and relocating the existing bridge to an alternate location for non-vehicular use. INDOT has determined that alternatives 1, 2, and 3 are not prudent, due to the load capacity of the existing bridge. Alternative 4 may be prudent depending on local support for maintaining the bridge and identifying a public use. Alternative 5 is a prudent alternative and could involve relocating the bridge to another location in Clay County or elsewhere in the state. **The goal of this meeting is to determine the public's interest in retaining the bridge in its existing location (Alternative 4) or relocating it to another location (Alternative 5).**

At this public meeting, a presentation will begin at 6:00 p.m. followed by a public comment session. The presentation and comment session will extend until 7:30 p.m. During the public comment session, interested persons will be afforded an opportunity to express comments, concerns and input regarding the project. Comments may also be submitted to: SR 46-Eel River Project, c/o Parsons, 101 West Ohio Street, Suite 2121, Indianapolis, Indiana 46204. You may also elect to fax comments to (fax) 317-616-1033. Comments may be e-mailed to daniel.prevost@parsons.com.

This meeting is not the last opportunity for agencies or the public to comment on the project. INDOT is in the process of developing conceptual plans and the required environmental documentation under the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. When that documentation is complete, a formal public hearing will be held to provide an opportunity to comment on the preferred



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alternative and anticipated impacts prior to INDOT and the Federal Highway Administration making a final decision.

WINTER WEATHER NOTE:

In the event of hazardous winter weather causing hazardous driving conditions, this meeting would be rescheduled (if necessary) on Saturday, January 31, 2015 at the same location as listed above, but a different time of 1:00 p.m.. In the event of inclement weather, please call the INDOT Office of Public Involvement at (317) 232-6601 to find out if the meeting will be held or rescheduled.

In accordance with the "Americans with Disabilities Act", if you have a disability for which the Indiana Department of Transportation would need to provide accommodation for, in terms attendance and participation during the meeting, please contact the Office of Public Involvement by Thursday, January 22, 2015.

INDOT looks forward to meeting with the community on Thursday, January 29, 2015 at 6:00 p.m.

Rickie Clark, Indiana Department of Transportation, Office of Public Involvement / Central Office Communications Division, 100 North Senate Avenue, Room N642, Indianapolis, Indiana 46204
Phone: (317) 232-6601 **Email:** rclark@indot.in.gov

Prescribed by State Board of Accounts

General Form No. 99P (Revised 2009A)

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To: Brazil Times
100 North Meridian St.,
Brazil, IN 47834

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Rickie Clark, Indiana Department of Transportation, Office of Public Involvement / Central Office Communications Division, 100 North Senate Avenue, Room N642, Indianapolis, Indiana 46204
Phone: (317) 232-6601 Email: rclark@indot.in.gov

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ies of IC-5-11-10-1, I hereby certify that the foregoing account is and is legally due, after allowing all just credits, and that no part of

attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 2 times. The dates of publication being as follows:

January 14th
January 21st

Additionally, our newspaper has a website and this public notice was posted on the same day(s) as it was published in the newspaper.

Edie Burgess

Date: January 21st, 2015

Title: PUBLISHERS REPRESENTATIVE

Wright, Mary

From: State of Indiana [indiana@subscriptions.in.gov]
Sent: Friday, January 09, 2015 3:13 PM
To: Wright, Mary
Subject: Public Meeting regarding the S.R. 46 Bridge over the Eel River, 2.8 miles east of S.R. 59 in Clay County

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Rickie Clark, Indiana Department of Transportation, Office of Public Involvement / Central Office Communications Division, 100 North Senate Avenue, Room N642, Indianapolis, Indiana 46204; **Phone:** (317) 232-6601 **Email:** rclark@indot.in.gov

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Clark, Rickie

From: State of Indiana [indiana@subscriptions.in.gov]
Sent: Friday, January 09, 2015 3:12 PM
To: Hoff, Andrew; mbuchanan@www.in.gov; Gearlds, Nicole; Clark, Rickie; Daniels, Kathryn; cvia@egov.com; Lubsen, Graig; Akers, Zachary; Watts, Nira; Duncan, Emily (LG)
Subject: Courtesy Copy: Public Meeting regarding the S.R. 46 Bridge over the Eel River, 2.8 miles east of S.R. 59 in Clay County

This is a courtesy copy of an email bulletin sent by Rickie Clark.

This bulletin was sent to the following groups of people:

Subscribers of Transportation - Meetings & Hearings (777 recipients)

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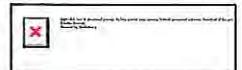
Rickie Clark, Indiana Department of Transportation, Office of Public Involvement / Central Office Communications Division, 100 North Senate Avenue, Room N642, Indianapolis, Indiana 46204; **Phone:** (317) 232-6601 **Email:** rclark@indot.in.gov

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Clark, Rickie

From: Clark, Rickie
Sent: Friday, January 16, 2015 3:59 PM
To: 'bryan.allender@frontier.com'; 'psinders@gmail.com'; 'fenwick@claycountyin.com'; 'stultz@claycountyin.gov'; 'maryjo@claycountyin.gov'
Cc: Barbknecht, Nick; Calder, Debbie
Subject: Public Meeting regarding the S.R. 46 Bridge over the Eel River, 2.8 miles east of S.R. 59 in Clay County



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Office of Public Involvement / Central Office Communications Division
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204
Phone: (317) 232-6601
Email: rclark@indot.in.gov



Clark, Rickie

From: Clark, Rickie
Sent: Friday, January 16, 2015 3:54 PM
To: House District 44; House District 46; House District 43; Senate District 38; Senate District 39
Cc: Alderman, Robert; Barbknecht, Nick; Calder, Debbie
Subject: Public Meeting regarding the S.R. 46 Bridge over the Eel River, 2.8 miles east of S.R. 59 in Clay County



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[INDOT] Public Meeting regarding the SR 46 Bridge over the Eel River, 2.8 miles east of SR 59 in Clay County

Start Date: 1/29/2015 Start Time: 6:00 PM
End Date: 1/29/2015 End Time: 8:00 PM



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Agency Name
Transportation, Indiana Department of

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SAVE OUR BOWLING GREEN BRIDGE (/)

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THE FUTURE.

With a little vision, this grand monument can be a great source of community pride. Located on the Eel River, many possibilities exist for creating a recreational attraction. To accomplish this goal, all we need is to visualize a dream. Here is the beginning of this dream:

Sporting

- Fish from the bridge or your boat.
- Grab a canoe, kayak, or tube to float down the river.

Special Occasions

- Gather for weddings, reunions, and other occasions.
- Capture the historic setting as a perfect backdrop for pictures.

Nature Park

- Picnic with friends or family.
- Hike through the bridge and enjoy the scenic view of the river.

Nearby Attractions

- Explore historic Bowling Green.
- Combine a bridge visit with other nearby locations (McCormick's Creek State Park, Wineries, Historic Tivoli Theater, Owen-Putnam State Forest, and others).

The possibilities are endless... Help make this dream come true!

Future - Save Our Bowling Green Bridge



CREATE A FREE WEBSITE ([HTTP://WWW.WEEBLY.COM/?UTM_SOURCE=INTERNAL&UTM_MEDIUM=FOOTER&UTM_CAMPAIGN=3](http://www.weebly.com/?utm_source=INTERNAL&utm_medium=FOOTER&utm_campaign=3))



Troubled bridge is subject of INDOT meeting

Thursday, January 29, 2015

By Frank Phillips, Times Reporter

BOWLING GREEN -- An information meeting was conducted Thursday night about a troubled bridge on S.R. 46 over the Eel River.

The Indiana Department of Transportation (INDOT) conducted the meeting about the structure destined to be replaced or reduced to carrying half the traffic that travels over it now. Or, some hope, it could be used as the centerpiece of a recreational area at the town that served for years as Clay County's seat.

One thing is sure, it will not continue to be the sole means for cars and trucks crossing the Eel River at Bowling Green.

An estimated 140 people crowded into the Bowling Green Community Center by 6 p.m. for the meeting

Rickie Clark, director of public involvement for INDOT, conducted the meeting. A public hearing will be called this summer when a definite plan of attack for the bridge project is presented.

The meeting was separated into two parts: a slide presentation and a time for public comment.

The slide presentation was available in printed form, and, on Thursday, it was posted on the INDOT website, Clark said. The presentation revealed that the existing bridge will continue to be used until a new bridge, likely built of concrete, is constructed.

Because the bridge is listed on the National Register of Historic Places and was identified as a 'Select bridge in the Indiana Historic Bridge Inventory completed in 2009, INDOT is obligated to find a new use for the existing bridge," stated a handout. "Two appropriate options remain:

"* Rehabilitate the existing bridge at its existing location for use as a park, trail, or other public use.

"* Rehabilitate the bridge and relocate it to another location in the State for a similar use."

The only way the bridge will remain in place for pedestrian traffic is for a public or private group to commit to maintaining it for at least 25 years, according to INDOT.

INDOT projected the cost to a group to keep the bridge in place to be \$100,000 in 10 years for periodic repair to the steel structure and \$500,000 in 25 years for cleaning and painting the bridge, stated Dan Provost of Parsons Corp., a company that works with INDOT on bridges in this area of Indiana.

Slides were shown depicting damages to the bridge that can only be seen from beneath it.

Five possible outcomes for the bridge were discussed:

* Nothing is done. In that case, the bridge will likely be closed to all traffic in 2017.

* Rehab the bridge for vehicular use. However, INDOT and the Federal Highway Administration have determined it will be "cost-prohibitive" to do so.

* Build a second bridge next to the current bridge that would carry traffic in one direction and the current bridge would carry traffic in the other direction. Again, that alternative was determined to be cost-prohibitive.

* Bypass the current bridge and build a new bridge near the old bridge. The old bridge would be kept for "non-vehicular traffic, including pedestrians, bicycles, etc.

* Build a new bridge and dismantle the old bridge, rehabilitate it and use it for non-vehicular traffic at a new location in Clay County or possibly on the new Salt Creek Trail being built in Brown County to connect the city of Nashville and Brown County State Park.

The new bridge is expected to cost state taxpayers \$10.3 million.

Next came the public input portion of the meeting, where many spoke in favor of putting the old bridge out of commission.

"A lot of us around here farm and have big equipment and cross that bridge every day," said Kent Jillian. "Very dangerous, even with safety lights, escorts and whatever. It's a miracle that over the years there hasn't been more accidents and lives lost. What is a life worth?"

Jillian received applause when he said he didn't want his tax dollars to pay for maintaining the old bridge.

Richard Dierdorf likened the bridge to the covered bridges of Parke County. He also asked about the status of a bridge on S.R. 42 at Poland.

That bridge is closed for rehabilitation, an INDOT spokesperson said.

Josh Rector suggested the new bridge be built to the north instead of the south, so it will trap debris in the Eel River. He said the area to the south of the old bridge would "be a great parking lot area" if the old bridge is used for a recreation area.

"We feel the bridge needs to be shut down to heavy trucks immediately," Beth Price said. "I didn't have to see those pictures to know that it's not safe."

That drew agreement from two other people in the meeting.

"I agree with Mrs. Price," said Robert Irwin. "After seeing those pictures, I think every time I go across that bridge, I will be thinking about those pictures and I wonder if there is some way of keeping the semis from going over that until a new bridge is made. I was also wondering if they do keep the old bridge here, if it will become a playground for kids in the area and that means climbing on it and that means possibly an accident. So I would be in favor of seeing it go."

"As a member of the law enforcement community, we get calls for big trucks coming from the west," said Kim Irwin added. "When they get to the bridge, they stop. They're afraid to go any farther. So, we have to send law enforcement officers down, from doing other duties to block traffic, to back those trucks up down the road. There's no place to turn around. So, I wholeheartedly agree with Mrs. Price."

Tommy Kleckner, director of the Western Regional office of Indiana Landmarks, said it was important to have the meeting in Clay County.

"It was by formal request that Indiana Landmarks wished to have a formal meeting held," Kleckner said. "Up until the Dec. 4 consulting parties meeting, there really had been no input opportunity from Clay County. There was no opportunity for the public to hear about the proposed project or plans for the project and the opportunity Clay County has to possibly keep the historic bridge in place with the new bridge built adjacent to it."

INDOT has set a March 30 deadline for a public or a private organization to commit to maintain the bridge for at least 25 years.

Kleckner called that "unacceptable" and said Historic Landmarks would prefer six months.

"I know that there's concern about taxpayers having to pay to rehabilitate and maintain," Kleckner also said. "Taxpayer money will be going to rehabilitate this bridge if it goes to Brown County."

County Commissioner Bryan Allender said after the meeting he had attended to listen.

County Commissioner Paul Sindors was also reticent to express an opinion.

"I came here for the purpose being informed because I know in the county there are many people who are in favor of this," Sindors said. "I know there are many people very much opposed to this in the county and probably the majority are somewhere in the middle. One of the major factors everybody talks to me about is, 'How much is this going to cost the county?' I think all of us have to look at this very carefully as to what the projected cost to the county is going to be. Where are we going to get the money?"

INDOT projects the new bridge will be open in December 2017, and the old bridge will be rehabilitated and possibly relocated in July 2018.

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Story URL: <http://www.thebraziltimes.com/story/2161452.html>

Residents Hope to Save an Historic Bridge



Lindsey Harrison (0)

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Some folks are trying to raise public support to keep an historic bridge in Clay County. The bridge is over Eel River, on State Road 46 near Bowling Green.

There are big plans for this bridge if the group is successful in saving it. But right now, the state is planning to move it out of Clay County. something these preservists do not want to happen.

The Bowling Green bridge has spanned the Eel River since 1933. It's an iron bridge that has a spot on the National Register of Historic Places.

"It's our bridge, you know. It was right here in this county. I know it's been here my whole life, it was built the year my dad was born... An architecturally significant bridge. An iron bridge!" said Clay County Historian Jeff Koehler.

A few years ago, the state decided to build a new bridge over Eel River and relocate the old one to another county for walking trails. They said Clay County commissioners had no interest in keeping the bridge when the decision was made.

Tommy Kleckner from Indiana Landmarks said, "Following the 2012 decision, consulting parties, Indiana Landmarks, other interested parties... they were unaware of this change in scope."

When local historians found out a few months ago, they began a push to keep the bridge in Clay County.

"We were just wanting to see if there was any support in our county to maybe keep it here and develop a park," said Koehler.

Kleckner added, "Our efforts right now are to make sure Clay County has a say in what happens to this historic bridge."

If the bridge stays in Clay County, this group of residents has big plans for it. Ideally they, would like to see it turned into a recreational park.

Koehler explained, "I'd see maybe a river access point, where we could put canoes on the river and the sportsmen could put their boats on and fish. Or you could fish off the bridge for that matter. Maybe a little place we could park off one side or the other and you could enjoy a picnic lunch."

They believe it can only have a positive effect on the area.

"Right here we have all this history...I don't see how it could have anything but a positive reaction on the community," he said.

Koehler said that he's been talking to residents all over Clay County, and according to him, the reception to this idea has been mostly positive.

INDOT is holding an informational meeting next Thursday, January 29, to hear public opinion about the bridge.

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Group wants support to save Bowling Green bridge

Tuesday, January 13, 2015
 By FRANK PHILLIPS, Times Reporter

BOWLING GREEN -- A group of Washington Township residents and their friends are hoping to create a recreational area at the bridge that crosses the Eel River on S.R. 46.



Frank Phillips photos
 The Bowling Bridge on S.R. 46 stands over Eel Creek.

They hope to express that vision with the Indiana Department of Transportation during an informational meeting at 6 p.m. Jan. 29 in the Bowling Green Community Building on East Washington Street in Bowling Green.

The group has formed a committee and created a website -- www.saveourbowlinggreenbridge.com -- for the purpose of rallying support for their cause.

"In the next two years (2016-17), the Indiana Department of Transportation plans to replace our Bowling Green Bridge over the Eel River," states the group's website. "The new bridge will be built south of the existing bridge. Once the new bridge is constructed, the State has plans to dismantle and relocate the existing bridge to a trail in Brown County (near Nashville, Indiana). Currently, our Bowling Green Bridge is on the National Register of Historic Places. This list includes landmarks that are worthy of preservation. The plans for relocating the bridge to Brown County are not finalized, and we believe there is value in keeping the bridge here in Clay County."



A local group hopes to keep in place the Bowling Bridge over S.R. 46 and stop the possible move of the bridge to Brown County.

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Jeffrey Koehler, county historian, is one of the organizers of the effort to keep the current bridge in Clay County.

"We would like to have a big crowd to show support for the value of keeping the bridge located where it is," Koehler stated in an e-mail to The Brazil Times.

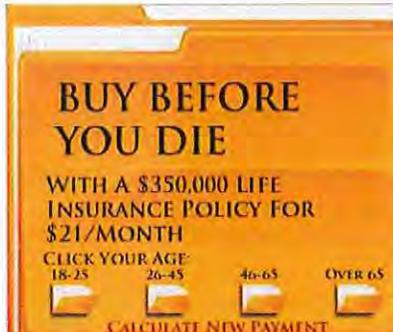
"Ultimately, we have to convince our county officials that we need to keep the bridge in Clay County as a historic landmark and that it will be an asset to all of us. We have to instill in everyone the vision of what a great landmark would have on our county. It would be like no other park that we have, a place for recreation, relaxation and history preservation. Then maybe an even larger theme could develop from this. It may even spark some business to grow in Bowling Green, which we all know was our first county seat. The Bridge will be rehabilitated and made into a pedestrian bridge."

Fishing, canoeing, a location for weddings and reunions, a nature park and a water trail are possible uses of the area, the group envisions.

Along with its placement on the National Register of Historic Places, Historic Landmarks, Indianapolis, has shown an interest in the project to keep the bridge in Clay County.

The waters were troubled about the bridge in 2009 when the structure was found to be stressed and potentially dangerous for daily traffic.

In 2009, INDOT's Crawfordsville District office sent a letter to the Clay County Commissioners to determine if there was any interest in the bridge as a historical structure, said Debbie Calder, communications director for that district.



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"There wasn't any interest," she said.

Tommy Kleckner, Historic Landmarks western regional office director, said INDOT determined to rehabilitate the bridge for traffic about 2008 or 2009.

"We didn't hear much, no correspondence after 2010," Kleckner said.

Then, in 2012, the bridge was closed for emergency repairs and traffic on S.R. 46 was detoured around the bridge.

"Unbeknownst to Indiana Landmarks and some of the locals, INDOT made the decision in 2012 to change the scope from rehabilitation for continued use to replacement," Kleckner said.

When the decision was made to replace the bridge, INDOT contacted the Indiana Department of Natural Resources to see if there were any trail projects that could benefit from the two-span bridge over the Eel River, Kleckner said.

It was determined there was a spot on a Brown County trail for the Bowling Bridge, as it is also known.

"State agencies began having these conversations without making it known that they had changed the scope from rehab to replacement," Kleckner said.

In November, notification was sent out of a "meeting of consulting parties," Calder said.

At that meeting, Kleckner and Koehler expressed interest in having a meeting in Clay County so local residents could make their views known, which is the session planned for Jan. 29.

"We feel it was handled poorly," Kleckner said. "We have been pushing for this to remain in Clay County. Moving a bridge and reuse should be considered the last preservation option."

If the bridge will remain in place over Eel River, someone in the county will have to sign an agreement "that they will take over the bridge" once INDOT finishes rehabilitating it, Calder said.

Kleckner said that would be up to the county commissioners. Calder said any group would be considered.

Clay County resident Vickie Mace is also involved in the effort.

"We don't have much time, but we can make this work," she stated. "It's so important that we get people to this meeting!"

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Please be respectful of others and try to stay on topic.

Clark, Rickie

From: Kennedy, Mary
Sent: Friday, January 30, 2015 10:45 AM
To: Carpenter, Patrick A; Branigin, Susan; Clark, Rickie; Wright, Mary
Subject: FW: Links to the news coverage last night.

<http://www.mywabashvalley.com/story/d/story/bowling-green-residents-speak-on-sr46-bridge/27281/Mz63JCsq-kS6oKxaWYhN2g>

<http://wthitv.com/2015/01/29/clay-county-to-decide-historic-bridges-fate/>

Clark, Rickie

From: Kennedy, Mary
Sent: Thursday, February 05, 2015 10:47 AM
To: Calder, Debbie; Clark, Rickie
Subject: FW: Public Meeting regarding the S.R. 46 Bridge over the Eel River, 2.8 miles east of S.R. 59 in Clay County

FYI

Mary E. Kennedy

Architectural Historian/History Team Lead

Cultural Resources Office

Environmental Services

100 N. Senate Ave., Room N642

Indianapolis, IN 46201

Office: (317) 232-5215

Email: mkennedy@indot.in.gov



From: Kennedy, Mary

Sent: Thursday, February 05, 2015 10:46 AM

To: Bronson, Bob; Zoll, Mitchell K; Carr, John; 'mdollase@indianalandmarks.org'; 'tkleckner@indianalandmarks.org'; 'rregan@indianalandmarks.org'; 'koehlerjm@frontier.com'; 'Vmace72@gmail.com'; 'Indianabridges@sbcglobal.net'; 'jlcooper@ccrtc.com'; 'psinders@gmail.com'; 'bryan.allender@frontier.com'; 'fenwick56@frontier.com'; 'Bob.kirlin@sbcglobal.net'; 'thompsonme@browncounty-in.us'; 'dlynbid@gmail.com'; 'julia@browncountyhistorycenter.org'; 'thompsonme@browncounty-in.us'

Cc: Jones, Tony W; Branigin, Susan; Carpenter, Patrick A; Ervin, Brock; Heil, Larry; 'Porter, Sean'; 'Matt.kohut@parsons.com'; 'Muellner, Kyle'; 'Ball, Alan'; 'rnelson@ascgroup.net'; 'dterpstra@ascgroup.net'; 'Prevost, Daniel'

Subject: RE: Public Meeting regarding the S.R. 46 Bridge over the Eel River, 2.8 miles east of S.R. 59 in Clay County

All,

There are a couple of items for which the project team wanted to provide an update. First, we would like to thank any consulting parties who attended the public meeting last week. We were pleased with the turnout and we appreciate the feedback received. For any who were not able to attend the meeting, you can find the meeting presentation and hand-out on the INDOT website. Below are links to the Crawfordsville District's page where they are located and also the direct links to the documents.

<http://www.in.gov/indot/2701.htm>

http://www.in.gov/indot/files/Eel_River_Public_Meeting_Handout_Package.pdf

http://www.in.gov/indot/files/SR_46_Eel_River_Public_Meeting_01_29_15_v2.2_web_posting.pdf

Additionally, here are two links to news coverage of the public meeting:

<http://wthitv.com/2015/01/29/clay-county-to-decide-historic-bridges-fate/>

<http://www.mywabashvalley.com/story/d/story/bowling-green-residents-speak-on-sr46-bridge/27281/Mz63JCsq-kS6oKxaWYhN2g>

Please note that INDOT respectfully requests comments on the public meeting be submitted by Friday, March 6, 2015. You can submit them to Parsons: Attn: S.R. 46-Eel River Project, 101 West Ohio Street, Suite 2121, Indianapolis, Indiana 46204; FAX: (317) 616-1033; or email: Daniel.Prevost@parsons.com.

A summary of the public meeting and comments received through the comment period will be distributed at a later date.

Secondly, based on concerns raised through recent outreach efforts, INDOT has revised its timeline for organizations considering taking ownership of the SR 46-Eel River Bridge. INDOT anticipates holding the public hearing for the project approximately the first week of August. The final decision regarding the preferred alternative and/or the future location of the existing bridge will not be made before that time. This provides organizations at least six months from the time of the January 29, 2015 public meeting to formalize their interest. A six-month period is consistent with marketing requirements outlined in the Historic Bridges Programmatic Agreement.

Please note, however, that, due to the urgent need for a permanent solution for this location, **any organization intending to take ownership of this bridge must be prepared to sign a legally binding agreement within a few weeks following the public hearing.** INDOT understands that organizations have numerous factors to consider (re-use plan, inspection and maintenance needs, liability issues, etc.) prior to making a commitment. As a result, INDOT **strongly encourages** organizations considering stepping forward to do so as soon as possible to allow sufficient time to work through these matters. INDOT can provide to any interested organization executed agreements from other bridge projects to help serve as an example for this project. INDOT welcomes interest from any type of organization that has the ability to make a firm commitment for the bridge and will be happy to work one-on-one with organizations to develop a plan that ensures the long-term preservation and public use of the structure.

Thank you for your continued participation in the consultation process for this bridge.

Mary E. Kennedy

Architectural Historian/History Team Lead

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From: Kennedy, Mary

Sent: Friday, January 16, 2015 1:33 PM

To: 'Prevost, Daniel'; Bronson, Bob; Zoll, Mitchell K; Carr, John; mdollase@indianalandmarks.org; tkleckner@indianalandmarks.org; rregan@indianalandmarks.org; koehlerjm@frontier.com; Vmace72@gmail.com; Indianabridges@sbcglobal.net; jlcooper@ccrtc.com; psinders@gmail.com; bryan.allender@frontier.com; fenwick56@frontier.com; Bob.kirlin@sbcglobal.net; thompsonme@browncounty-in.us; dlynbid@gmail.com; julia@browncountyhistorycenter.org; thompsonme@browncounty-in.us

Cc: Jones, Tony W; Branigin, Susan; Carpenter, Patrick A; Ervin, Brock; Heil, Larry; Porter, Sean; Matt.kohut@parsons.com; Muellner, Kyle; Ball, Alan; rnelson@ascgroup.net; dterpstra@ascgroup.net; 'Janice.Osadczyk@dot.gov'

Subject: RE: Public Meeting regarding the S.R. 46 Bridge over the Eel River, 2.8 miles east of S.R. 59 in Clay County

All –

There are several items we wanted to update you on as a follow-up to our December 4th Consulting Party meeting and leading up to the January 29th public meeting.

Alternatives Analysis

Since the December 4th Consulting Party meeting, INDOT and FHWA have been discussing both their goals for the SR 46 Eel River Bridge project as well as the process to be applied. The Historic Bridge Programmatic Agreement (PA) provides the framework for that process and the PA Project Development Process provides some additional guidance. It is INDOT and FHWA's joint goal to develop the project in a manner that meets the transportation needs of the corridor as well as

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:

<http://netservices.indot.in.gov/Section106Documents/Default.aspx>

The easiest way to search for the document (as well as other Section 106 documents related to the project) is by Des. No. (0800910). Please let me know if you have any difficulties accessing the document.

Thank you,

Mary E. Kennedy

Architectural Historian/History Team Lead

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From: Prevost, Daniel [<mailto:Daniel.Prevost@parsons.com>]

Sent: Friday, January 09, 2015 4:49 PM

To: Bronson, Bob; Zoll, Mitchell K; Carr, John; mdollase@indianalandmarks.org; tkleckner@indianalandmarks.org; rregan@indianalandmarks.org; koehlerjm@frontier.com; Vmace72@gmail.com; Indianabridges@sbcglobal.net; jlcooper@ccrtc.com; psinders@gmail.com; bryan.allender@frontier.com; fenwick56@frontier.com; Bob.kirlin@sbcglobal.net; thompsonme@browncounty-in.us; dlynbid@gmail.com; julia@browncountyhistorycenter.org; thompsonme@browncounty-in.us

Cc: Jones, Tony W; Kennedy, Mary; Branigin, Susan; Carpenter, Patrick A; Ervin, Brock; Heil, Larry; Porter, Sean; Matt.kohut@parsons.com; Muellner, Kyle; Prevost, Daniel; Ball, Alan; rnelson@ascgroup.net; dterpstra@ascgroup.net

Subject: FW: Public Meeting regarding the S.R. 46 Bridge over the Eel River, 2.8 miles east of S.R. 59 in Clay County

All –

Based on the discussion at our December 4th Consulting Party meeting and subsequent discussions with Clay County, INDOT will be hosting a public meeting to gather input regarding the alternatives under consideration, including the final location of the rehabilitated structure. Details are below.

- Dan

From: State of Indiana [<mailto:indiana@subscriptions.in.gov>]

Sent: Friday, January 09, 2015 3:13 PM

To: Prevost, Daniel

Subject: Public Meeting regarding the S.R. 46 Bridge over the Eel River, 2.8 miles east of S.R. 59 in Clay County

The Indiana Department of Transportation (INDOT) will hold a public meeting on Thursday, January 29, 2015, at 6:00 pm at the Bowling Green Community Building, 5230 East Washington Street, Bowling Green, Indiana 47833.

The purpose of the public meeting is to offer all interested persons an opportunity to comment on alternatives under consideration for the SR 46 Bridge over the Eel River, 2.8 miles east of SR 59, located in Clay County. Improvements to the bridge are required to address the advanced deterioration affecting critical load-bearing components of the bridge. Bridge No. 046-11-01316C, a steel Parker through truss bridge with concrete abutments, a steel superstructure, and a concrete deck, is listed in the National Register of Historic Places

(National Register) under Criterion A for its role in the development of Clay County. As part of the Indiana Historic Bridge Inventory project, the bridge was determined to be Select for Non-Vehicular Use. Select bridges are those that are most suitable for preservation and are excellent examples of a given type of historic bridge. The designation as Select for Non-Vehicular Use indicates that the Historic Bridge Inventory recognized that the load capacity and roadway width of this bridge does not make this bridge suitable for continued use.

INDOT has evaluated a range of alternatives for this bridge including: (1) a do-nothing or 'No Build' alternative, (2) rehabilitation for continued vehicular use, (3) rehabilitating the bridge for use a part of a one-way pair of bridges, (4) bypassing the existing bridge with a new, adjacent bridge, retaining the existing one for non-vehicular use, or (5) constructing a new bridge and relocating the existing bridge to an alternate location for non-vehicular use. INDOT has determined that alternatives 1, 2, and 3 are not prudent, due to the load capacity of the existing bridge. Alternative 4 may be prudent depending on local support for maintaining the bridge and identifying a public use. Alternative 5 is a prudent alternative and could involve relocating the bridge to another location in Clay County or elsewhere in the state. **The goal of this meeting is to determine the public's interest in retaining the bridge in its existing location (Alternative 4) or relocating it to another location (Alternative 5).**

The presentation will begin at 6:00 pm, followed by a public comment session. The presentation and comment session will extend until 7:30 p.m. During the public comment session, interested persons will be afforded an opportunity to express comments, concerns and provide input regarding the project. Following the presentation and comment session, INDOT representatives will be available to address questions and concerns. Comments may also be submitted to: SR 46-Eel River Project, c/o Parsons, 101 West Ohio Street, Suite 2121, Indianapolis, Indiana 46204. You may also elect to fax comments to (fax) 317-616-1033. Comments may be e-mailed to daniel.prevast@parsons.com.

This meeting is not the last opportunity for agencies or the public to comment on the project. INDOT is in the process of developing conceptual plans and the required environmental documentation under the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. When that documentation is complete, a formal public hearing will be held to provide an opportunity to comment on the preferred alternative and anticipated impacts prior to INDOT and the Federal Highway Administration making a final decision.

WINTER WEATHER NOTE: In the event of hazardous winter weather causing hazardous driving conditions, this meeting would be rescheduled (if necessary) on Saturday, January 31, 2015 at the same location as listed above, but with a starting time of 1:00 p.m. In the event of inclement weather, please call the INDOT Office of Public Involvement at (317) 232-6601 to find out if the meeting will be held or rescheduled.

In accordance with the "Americans with Disabilities Act", if you have a disability for which the Indiana Department of Transportation would need to provide accommodation for, in terms attendance and participation during the meeting, please contact the Office of Public Involvement by Thursday, January 22, 2015.

INDOT looks forward to meeting with the community on Thursday, January 29, 2015 at 6:00 p.m.

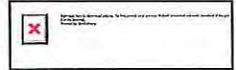
Rickie Clark, Indiana Department of Transportation, Office of Public Involvement / Central Office Communications Division, 100 North Senate Avenue, Room N642, Indianapolis, Indiana 46204; **Phone:** (317) 232-6601 **Email:** rclark@indot.in.gov

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This email was sent to daniel.prevost@parsons.com using GovDelivery, on behalf of: State of Indiana · 402 Washington Street · Indianapolis, IN · 46204 · 800.457.8283



Thursday, January 29, 2015

To the residents of Clay County:

As an outsider from 85 miles away I would like to add some thoughts to your meeting tonight. We in Carroll County in northwestern Indiana have been through similar circumstances with our historic bridges and support a process that involves community participation. Two of our County's bridges in the past decade had been slated for replacement without adequate consideration for public involvement, preservation considerations or possible rehabilitation.

First the iron bridge known locally as Wilson Bridge lays in a quaint area populated by small farms and some horse and buggy German Baptist and the suggestion that a major new "million dollar bridge" be brought to this community was met with local resistance. Even abutting some farmers objected to its replacement. Originally slated for demolition by the Commissioners because of their feeling that it was "old" and therefore couldn't be of any future use. The local residents began a "save Wilsons Bridge" effort and organized numerous events that were held on the banks of Deer Creek to draw attention to the bridge's attributes. They pictured what replacement would mean to the valley. This also brought attention to the rural community with its historic barns and farmsteads which ultimately netted a National Register Rural Historic District to commemorate the historic background of this rural area.



Wilson Bridge was ultimately saved and restored for use by the County Highway and supports bus and local traffic

Second was a concrete bridge built in the 1920s that spanned the Wabash River at a place where the Wabash & Erie Canal Boats once crossed the river on its way from Logansport to Delphi. Again the officials feared the stability and worthiness of the old concrete and were reluctant to restore and re-deck this span. In place would have been a much longer angled bridge that would impact the integrity of historic sites of the canal era AND the cost would be more than three times the cost of rehabilitating and decking this major span.



The impetus of saving Carrollton Bridge brought about an awareness for the history of the site. This very spot was the crossing for the Wabash & Erie Canal and held lots of connections to this mode of early travel. As a result two farmers donated land to make an interpretive park on either side of the north end of the bridge. This became a popular spot to recall history and for fishing to access the river.



Once completed this span retains its original design and graces the Wabash River just north of Delphi

In addition the Carroll County organization known as the Wabash & Erie Canal Association has led a preservation cavalcade of efforts to preserve additional iron bridges that have been restored by our volunteer crew and placed over the re-watered section of the W&E Canal. They serve as Towpath Trail connectors. This preservation effort has evolved over the last 15 years and now includes these spans:





Our Stone Arch Bridge was saved because of efforts by the County Highway Director to find a mason to stabilize the cut stones



This restored bridge is in Delphi's Canal Park and serves as a trail between downtown and our Park

**CARROLL COUNTY
WABASH & ERIE CANAL
DELPHI, INDIANA**

*Connecting the Historical Society
& Canal Association through the
Gray Bridge Commons*



Canal Park is highlighted with three historic bridges. The 1874 iron bridge in the lower right, the Stone Arch in the middle that also serves as a city street, and the newest restored iron span in the upper section that connects Canal Park with the County Historical Society's potential (new) Museum site.

You are invited to come to Delphi and enjoy the bridges. Good luck with your efforts to make a pedestrian bridge and associated recreational uses in Bowling Green. Never give up hope !!

Lastly our working relationship with INDOT in the planning and construction of the new four lane Hoosier Heartland Highway that borders Delphi gave us reason to find support for maintaining the continuity of our Monon Trail. It involved working diligently with the planners and engineers to secure a very special 300 foot long iron single span bridge that came from Freedom, Indiana. This relic is now finished and open for just another special place for visitors to come and hike our trails.



Freedom Bridge was placed over the new four lane highway last September by INDOT

Dan McCain, President of the Wabash & Erie Canal Association

3198 North 700 West

Delphi, IN 46923

Reference the Clay County Bridge

We are hoping to preserve the SR 46 bridge, as this bridge would be a great addition to Indiana and Clay County Canal history. The area could also serve as a public recreational area with access to the Eel River. It would be a state-wide advantage with both the Boy Scout and Girl Scout camps drawing in campers within a 150 mile area.

The Boy Scout Camp, Camp Krietenstein (Opened on 1922), is a beautiful 224 acre camp located near Poland, Indiana (up river approximately 2 miles from SR 42.) They have an over one million dollar facility that resides near the river. They can put in canoes at their camp but must make arrangements to take out canoes on private property. See facebook <https://www.facebook.com/CampK1922>

The Girl Scout Camp, Camp Na Wa Kwa, offers 259 acres of large open areas and woods in Clay County near Poland, IN which could also reside near the river. See website <http://www.girlscoutsindiana.org/council-properties/camp-na-wa-kwa>

The history of the bridge reaches nearby to Knox County with the VINCENNES BRIDGE COMPANY, VINCENNES, INDIANA: Frank L. Oliphant, John P. Oliphant, and Jacob L. Riddle incorporated the Vincennes Bridge Company in Indiana in 1898 for the purpose of fabricating structural steel for bridges. Until the 1920s, the firm's work consisted primarily of small I-beam spans and pony truss bridges. Although the firm undertook jobs in twenty-seven states, it primarily practiced in Illinois and Indiana. The firm changed its name in 1932 to the Vincennes Steel Corporation (Cooper 1981; Vincennes Library).

I'm still trying to research how many of the Vincennes Bridges still exist in Indiana.

Also, see attached history from Iron Monuments to Distant Posterity: Indiana's Metal Bridges, 1870-1930 by James L. Cooper

The Eel River Historical bridge access point would serve the state of Indiana and neighboring counties with the 52.8-mile-long waterway which would bring public enjoyment and offer tourism and economic dollars to Indiana and the Clay County area.

Bridges played an important, if decreasing, role in the Rochester company's last decade. The firm bid successfully for a number of the metal structures which northern Indiana counties built in the 1920s, and it built a number of structures for the State Highway Commission. But the company did not survive more than the earliest ravages of the Great Depression of the 1930s.

The Vincennes Bridge Company

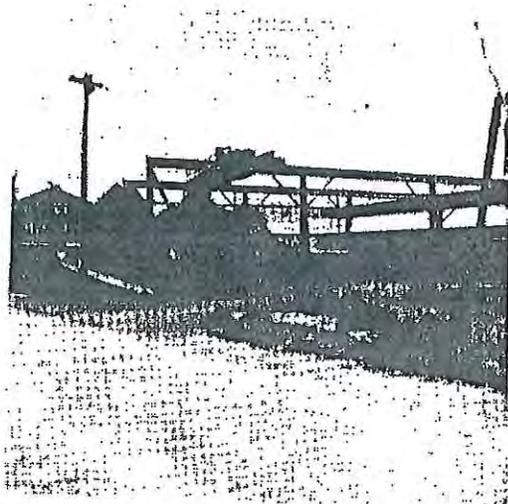
Not easy to contain, the Oliphant brothers from Buena Vista in Monroe County ultimately founded one of Indiana's most successful bridge-building firms. John tried hardware and then real estate before focusing on the bridge business. He bought into the New Castle Steel Sewer Pipe Company in 1896, became its Vice President and Secretary, participated in its name change to the New Castle Bridge Company, and sold his interest in the venture in June 1898. John had not lost interest in bridge building during those heady days in New Castle. Instead, he dreamed of running his own company and so he traveled to prospective sites in a dozen states looking for the best deal he could strike. In the end, he returned to southwestern Indiana and settled in Vincennes.²⁶

Brother Frank Oliphant prepared for the life of a school teacher. He graduated from the Central Normal College at Danville in 1893 and headed west to Nebraska and Colorado where he quickly became a school principal. John called his brother back home to Indiana in 1899 so they might join forces with Jacob L. Riddle, a merchant neighbor from Cincinnati in Greene County, to operate the Vincennes Bridge Company (VBCo). When the company was dissolved in 1951, the Oliphant family still owned it.²⁷

Demand pushed the small initial capital stock of \$20,000 to \$50,000 in 1902. Capital and profit underwrote a four-fold expansion of the plant. By 1911, the work force's weekly payroll had mounted into the thousands of dollars, and the firm had manufactured more than two thousand miles of spans. Annual production soon reached 1,200 spans with annual sales around \$1,000,000. Not surprisingly, VBCo's spans could be found in more than fourteen southern Hoosier counties and in at least eight southern and western states before 1920.²⁸

Without training or long experience in hired the professional expertise they served as their first Chief Engineer. Purdue graduates: Benjamin B. John Free, and A. W. Day. They designed rated standard trusses in a variety of again, they emphasized function and novelty.

Unlike other metal fabricators in Indiana Company continued to focus on full-scale after the First World War. While the company for structural work, it sought bridge work in an enlarged role for contractors in Indiana. When it came a subcontractor, VBCo continued to work with contractors where circumstances allowed. It prepared to build concrete substructures as well. It aggressively pursued the many contracts offered by the Highway Commission and other state agencies in the 1920s, and it won a significant share of the bridge market.



The Vincennes Bridge Company's plant was located on Vincennes Steel Corporation Drive. (Vincennes Steel Corporation)

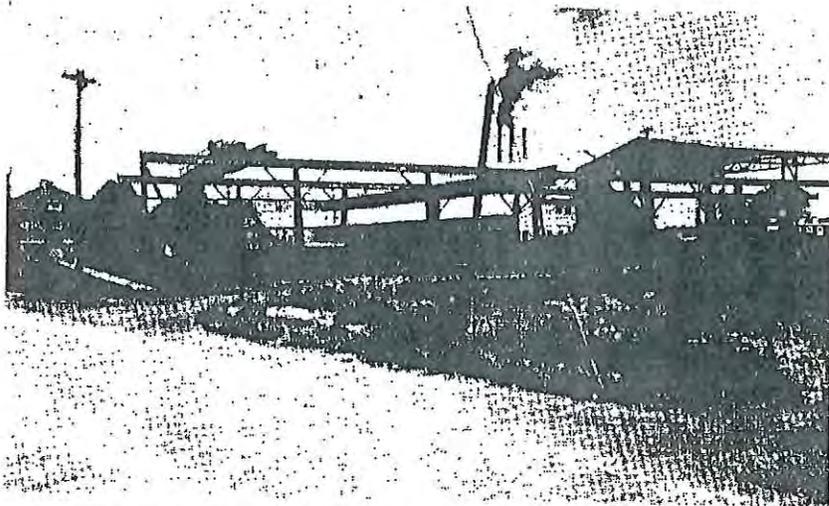
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Without training or long experience in engineering, the Oliphants hired the professional expertise they needed. Benjamin F. Nesbit served as their first Chief Engineer. He was succeeded by mostly Purdue graduates: Benjamin B. Johnston, F. R. Sargent, Omer Free, and A. W. Day. They designed many simplified and undecorated standard trusses in a variety of long and short forms. Once again, they emphasized function and economy more than elegance and novelty.

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Unlike other metal fabricators in Indiana, the Vincennes Bridge Company continued to focus on full-service bridge-building even after the First World War. While the company welcomed contracts for structural work, it sought bridge work. Instead of acquiescing in an enlarged role for contractors in which the manufacturer became a subcontractor, VBCo continued to bid directly against contractors where circumstances allowed. The firm retained crews prepared to build concrete substructures and it erected its own spans. It aggressively pursued the many contracts which the Indiana Highway Commission and other state highway departments offered in the 1920s, and it won a significant share of the new bridge market.

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The Vincennes Bridge Company's plant was located, fittingly, on Oliphant Drive. (Vincennes Steel Corporation)

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The Elkhart Bridge an

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Bridge Builders

Poising themselves for a great leap forward in early 1927, the Oliphants voted to increase their company's capital stock from \$50,000 to \$750,000, making VBCo the second largest metal fabricator in the state. The view from Buena Vista today would hardly suggest the vision that the Oliphant brothers nourished when, as entrepreneurial visionaries, they roared out of that quiet crossroads community before the turn of the century.

The Elkhart Bridge and Iron Company



Charles Fieldhouse of Elkhart tells a story about a chance meeting of his brother, John, with Frank Brumbaugh, an Elkhart resident and agent for Ohio's Bellefontaine Bridge Company, in an interurban car headed to South Bend:

John said to Frank: "Why don't you build your bridges in Elkhart?" Frank said: "I would if I had \$15,000.00" John said: "Would that be all it would take? One bridge might cost \$15,000.00." Frank said: "It might, but the steel could be bought on credit and paid for after the bridge was finished." John said: "Be at my office, Frank, at 4 o'clock this afternoon."

When John got back he phoned everyone he could think of, and at 4 p.m. when Frank walked in the back room of John's office, there were sixteen men to meet him. John told them the story of what was said on the interurban and also stated: "Let us build a bridge plant in Elkhart. H. E. Bucklen will donate five acres of ground for such a factory and Bucklen will also take some stock." William Pratt said: "I will take \$1,000.00 worth of stock." Each man in the room agreed to take the same amount, and the Elkhart Bridge Company was started.²⁹

Five local men, including Brumbaugh and Bucklen, incorporated the Elkhart Bridge Company with a capital stock of \$25,000 in November 1901.³⁰ Prosperity eluded the fledgling company, and the "total amount of common stock was lost in business transactions the first two years." In June 1902, the stockholders voted an issue of \$20,000 of preferred stock, but still the company did not prosper. In May 1904, Brumbaugh and a group of new local investors reorganized the corporate effort as the Elkhart Bridge and Iron Company (EB&ICO) with the modest capital stock of \$10,000. The

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INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

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

Michael R. Pence, Governor
Karl B. Browning, Commissioner

NOTICE OF PUBLIC MEETING

*-From Jayce R. Pipes
4819 Gerrard Chapel Rd -
Bowling Green, IN 47833*

The Indiana Department of Transportation (INDOT) will hold a public meeting on Thursday, January 29, 2015, at 6:00 pm at the Bowling Green Community Building, 5230 East Washington Street, Bowling Green, Indiana 47833.

The purpose of the public meeting is to offer all interested persons an opportunity to comment on alternatives under consideration for the SR 46 Bridge over the Eel River, 2.8 miles east of SR 59, located in Clay County. Improvements to the bridge are required to address the advanced deterioration affecting critical load-bearing components of the bridge. Bridge No. 046-11-01316C, a steel Parker through truss bridge with concrete abutments, a steel superstructure, and a concrete deck, is listed in the National Register of Historic Places (National Register) under Criterion A for its role in the development of Clay County. As part of the Indiana Historic Bridge Inventory project, the bridge was determined to be Select for Non-Vehicular Use. Select bridges are those that are most suitable for preservation and are excellent examples of a given type of historic bridge. The designation as Select for Non-Vehicular Use indicates that the Historic Bridge Inventory recognized that the load capacity and roadway width of this bridge does not make this bridge suitable for continued use.

INDOT has evaluated a range of alternatives for this bridge including: (1) a do-nothing or 'No Build' alternatives, (2) rehabilitation for continued vehicular use, (3) rehabilitating the bridge for use a part of a one-way pair of bridges, (4) bypassing the existing bridge with a new, adjacent bridge, retaining the existing one for non-vehicular use, or (5) constructing a new bridge and relocating the existing bridge to an alternate location for non-vehicular use. INDOT has determined that alternatives 1, 2, and 3 are not prudent, due to the load capacity of the existing bridge. Alternative 4 may be prudent depending on local support for maintaining the bridge and identifying a public use. Alternative 5 is a prudent alternative and could involve relocating the bridge to another location in Clay County or elsewhere in the state. The goal of this meeting is to determine the public's interest in retaining the bridge in its existing location (Alternative 4) or relocating it to another location (Alternative 5).

alternative 4 - is my selection

At this public meeting, a presentation will begin at 6:00 p.m. followed by a public comment session. The presentation and comment session will extend until 7:30 p.m. During the public comment session, interested persons will be afforded an opportunity to express comments, concerns and input regarding the project. Comments may also be submitted to: SR 46-Eel River Project, c/o Parsons, 101 West Ohio Street, Suite 2121, Indianapolis, Indiana 46204. You may also elect to fax comments to (fax) 317-616-1033. Comments may be e-mailed to daniel.prevost@parsons.com.

This meeting is not the last opportunity for agencies or the public to comment on the project. INDOT is in the process of developing conceptual plans and the required environmental documentation under the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. When that documentation is complete, a formal public hearing will be held to provide an opportunity to comment on the preferred

Michael Kellum

From: "Michael Kellum" <mcdkellum@ccrtc.com>
To: <daniel.prevost@parson.com>
Sent: Monday, January 26, 2015 10:04 AM
Subject: EEL RIVER BRIDGE
Dear Sir,

We believe it would be in the best interest of the community to relocate the bridge. Bowling Green barely has enough support to keep the Church and Fire Dept active. We have been 3yrs trying to raise enough money to build a new Masonic Lodge that fell in disrepair and have only raised half the money so far. The bridge if left standing would fall into further disrepair because there is no local industry to help with the cost of maintaining the structure. Bowling Green already has a picnic area that is close to the playground and baseball diamond. We would like to see a new bridge built in it's place so there would not be another bend in the roadway. We would like to see a one lane bridge with a stop light south of the existing bridge built until the new bridge is complete to keep the road open.

Thank You,

Michael & Cheri Kellum
8475 east state road 46
Bowling Green, Indiana 47833

1/26/2015

Jan 24, 2015

To whom this concerns, (Jan 29 Thur)
(Unable to attend)

I am a resident of Bowling Green
Washington Twp.

I have not talked to anyone here
who is concerned with keeping the
bridge over the river. We are a poor
Twp ship and have very few able body
people to be able to keep up the maintenance
on the bridge, mostly elderly + too young
to care. The land here 75 years and
there is always a problem with flooding
There is no way you can put a park at
the river. We have no land to put one.
There is no money to repair and paint
a bridge. If it were a wooden bridge
I could see maybe keeping it here, but
not an iron one.

You have some people pushing this
that does not live here.

There is no way I would vote to let us
have it. That's just a problem for the younger
generation to care for.

We have trouble enough to get help
to put on the annual picnic. We can do
great things but I can't see this.

So I'm saying No to keeping the
bridge here at Bowling Green.

Just build use a new one and
put the guard rails back up along 46
like they have or put cables up. This
is what I care about mostly.

Serving Others

Lenore Schiele 359 S. Clay St
Bowling Green, OH 47832

From: [Donna Roscoe](#)
To: [Prevost, Daniel](#)
Subject: Bowling Green bridge meeting
Date: Sunday, February 01, 2015 2:57:25 PM

Hello. I attended the meeting and have a few comments. I hope you don't mind.

First, I thought it was organized and respectful. However, there was a bit much of "telling us what we are going to do in the meeting" instead of just doing it. Just a comment, sorry.

Second, four of us that attended together are from Brazil. We were asked to attend by someone very involved in the Clay County Historical Society. We went assuming that the residents would be up in arms NOT to lose their bridge. We thought they would dramatically object to giving it to some other community. We were wrong and VERY VERY surprised at some of the comments.

While those living around the Bowling Green community are most familiar with the bridge, the flooding, the inconvenience when it is closed, it is in Clay County and you would think saving it would be a concern of the whole county. We did not see that. We were quite disappointed. Having said that, as natives of Vigo County, having only lived here less than 10 yrs, I can say that Clay County has always been regarded as non-progressive - it literally took them years - as in 20 plus years - to finally vote for a new high school even though the old one was crumbling around them. Most residents are so conservative and it is all about the money to them.

I've heard the Commissioners are meeting Monday 2/2 at 9:00am to vote on this. Mark my word, they will not vote to support taking on this issue. One commissioner wanted nothing of the meeting (he never gets close to any controversy, so he never even attended) and the other two won't spend the money.

Ok, having said that, I have to say I am disappointed in your handling of this project. If the residents and Commissioners vote this down, that's one thing, and at least they had their say. However, I think the IDOT set things up so that would happen. Here's why:

-I totally agree with the man from the Indiana Landmarks - 60 days is totally ridiculous for any county to find an organization - be it private or the county - do the proper research, budget for the future, vote on the issue, etc. 60 days guaranteed no action. What if the crowd HAD demanded to keep their bridge? How in the world would things have moved that fast? Since you contacted Clay County Commissioners (a difference bunch of officials, granted) 4 yrs ago, it would have almost been better NOT to grant this meeting, than grant it with so little chance for any action. It is clear that IDOT didn't want that to happen.

-The costs involved were of course advertised loud and clear to scare everybody off. I was quite surprised as I'm sure everyone was. Any plan to pay for this cannot be organized by anyone, county or otherwise, in 60 days.

In short, IDOT organized the presentation to scare off the conservative residents of Clay County and it worked. Others of us who value history and would like to see a few things happen in Clay County are again disappointed.

I do have a question. I am not clear on the proposed location of the two bridges in Brown Co. Were they both in the state park or not? If not, has proper research been done insuring that this Bike trail group CAN pay \$100,000 in 8-10 yrs (as your group told Clay County) and another \$500,000 in 25 yrs? (That's what was said out loud at our meeting.) How can you be sure they are able to do that? If the bridges are in the state park, aren't you dumping that costs on taxpayers all over the state who are unaware?

Thanks for listening.

From: [Sherry Deckard](#)
To: [Prevost, Daniel](#)
Subject: BRIDGE IN CLAY COUNTY - BRAZIL IN
Date: Thursday, January 29, 2015 4:12:42 PM

I may not be at the meeting, so I'd like to give my suggestion to you now.

I think it'd be great if the road could be straightened out coming out of Bowling Green - from where it starts to curve just past the house on the hill.

You could then see the bridge from Bowling Green & build the new bridge on the NORTH side of the bridge that exist now - so that the memorial picture and writing would be on the SAME side of the road. We could still use the bridge as is now until the new road and bridge were completed.

Why take it down and put it in BROWN COUNTY?? Keep it here for this county where it belongs with the memorial!!

With a suggestion like mine, the old bridge stays, could be utilized while building the other, plus it would STAY with the memorial picture.

Straightening the road and putting the bridge on the NORTH side of the existing one would make a better "fit" for the whole situation.

Thank you for considering this!!

Sherry Deckard
2780 S. Co. Rd 700E
Bowling Green, IN. 47833
812-986-2272

From: [Andy Rebman](#)
To: [Prevost, Daniel](#)
Subject: Comments regarding the Bowling Green Iron Bridge project.
Date: Tuesday, February 03, 2015 3:10:43 PM

Good afternoon Mr. Prevost

First, I wanted to take a moment and say thank you for your time last Thursday at Bowling Green. The meeting was excellent and the information shared was good. I also wanted to send you my comments regarding the replacement project. I am president of the Indiana Covered Bridge Society and while this is not a covered bridge obviously, we as a society still have an interest in keeping all historic properties in their original rightful places. We feel strongly that all historic bridges regardless of building material should stay where they were built originally. I feel that every effort should be made to leave and rehabilitate the bridge in its original location. I personally like the idea of making this bridge a park and allowing it to be used for public gatherings. I have scheduled many trips for the Society and we look for places just like this to host our dinners in the evening. What a wonderful setting this would serve for this purpose. Also with access to the Eel River, it would allow fishing access as well.

With that said, I understand the concern from the community about the cost of maintaining the bridge for just pedestrian use. I am well aware of the costs involved in rehabbing these old bridges rather the material is wood or iron. Therefore I would ask that the state please ensure that this bridge survives one way or the other. If it cannot sadly be maintained at Bowling Green, then we would like to see it moved to Brown County and used on the Salt Creek Trail. It is an important bridge in the history of Indiana and above all we would like it to be preserved.

Thank you for your time.

Regards

Andy Rebman

President, Indiana Covered Bridge Society

From: [Prevest, Daniel](mailto:Daniel.Prevest@parsons.com)
To: Ball, Alan
Subject: FW: B.G. Bridge
Date: Tuesday, February 10, 2015 11:24:21 AM

-----Original Message-----

From: GREG JORDAN [<mailto:gjordan@ceresllp.com>]
Sent: Tuesday, February 10, 2015 11:21 AM
To: Prevest, Daniel
Subject: RE: B.G. Bridge

Dan,

Thank you for clearing things up for me.

Greg Jordan

Greg Jordan

"Prevest, Daniel" <Daniel.Prevest@parsons.com> wrote:

>Mr. Jordan -

>

>Under the Historic Bridge Programmatic Agreement (attached), as you stated, the Federal Highway Administration (FHWA) "will not participate [i.e., provide funding] in a project that would result in the demolition of a Select Bridge" (page 1, last "Whereas" statement). (Note: the Bowling Green bridge is "Select".) However, in Stipulation IV.G (page 10), the Programmatic Agreement states that:

>

>"G. Anticipatory Demolition – If FHWA or Indiana SHPO determine a bridge owner intentionally demolishes or otherwise diminishes the historic integrity of a Select Bridge under the bridge owner's jurisdiction with non-Federal-aid funds, then FHWA will comply with 36 CFR Part 800 for any future federal-aid bridge project proposed by that bridge owner. After the next Bridge Survey update is completed in accordance with Stipulation II.C.2, FHWA may process federal-aid projects in accordance with this Agreement for that bridge owner."

>

>In other words, if INDOT chose to use State-only (non-Federal) funds, INDOT would be prohibited (until the next bridge survey update) from using the Historic Bridge Programmatic Agreement for any future projects involving historic bridges (Select or Non-Select). The cost (in both time and money) of that would far outweigh the benefits of avoiding the Programmatic Agreement requirements for this single bridge project.

>

>If you have any additional questions or comments regarding the project, please let me know.

>

>- Dan

>

>

>Dan Prevest, AICP CTP, ENV-SP

>PARSONS

>Office – 317.616.1017 ♦ Mobile – 513.368.0514

>daniel.prevest@parsons.com ♦ www.parsons.com

>

>

>

>-----Original Message-----

>From: GREG JORDAN [<mailto:gjordan@ceresllp.com>]

>Sent: Thursday, February 05, 2015 6:18 PM

>To: Prevest, Daniel

>Subject: B.G. Bridge

>

>Dan,

> After speaking to a bordering county historian, he explained that as long as no federal grant money has been spent on a historical item, this item can be disposed of. This is what needs to happen in this case. Use the monies generated from the scrapping, to help replace the existing bridge. Use existing roadbed , with the exception of raising it 6 to 8 ft. Thus, saving tens of thousands of dollars. Make any sense? Response requested.

>

>Thank you,

>Greg Jordan, 812-249-9203

To whom it may concern.

I. Carrie Garland would like for you to save the bridge and build an adjacent bridge beside it. It is our historical bridge and needs to be saved and

not moved.

Thank you,

Carrie Garland

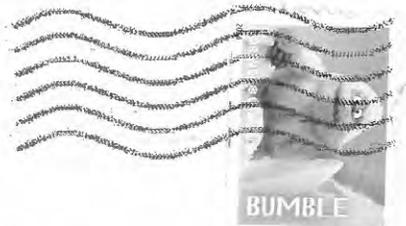
P.S.

#4 Build Adjacent bridge

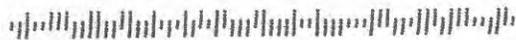


INDIANAPOLIS IN 460

02 FEB 2015 PM 11



SR46 - Eel River Project
c/o Parsons, 101 West Ohio St.
Suite 2121
Indianapolis, IN 46204



Feb 21, 2015

To Whom it may concern:

I attended the public meeting held in Bowling Green concerning the fate of the El River Bridge.

I was quite pleased with the turnout. I understand some of views expressed against retaining the bridge. I was one of several people attending who want to keep the bridge, if at all possible, but did not speak.

I had forgotten my pen, so I had no means of jotting down questions during the presentation.

During the presentation, you showed "current condition" of the bridge. Agreed, they were truly horrific. This begs the questions:

1) If it's in this bad shape, why will you keep it open for 3 more years?

2) Why was the bridge allowed to get into such a condition?

3) Under "Recent Inspection History", it seems problems were evident in 2011 (or earlier). It seems to me, that the new bridge could have already been built by now.

4) As I understand it, whether the bridge stays or goes, rehabilitation will take place. When will this take place? It looks like it should be as soon as possible.

"SR 46 Bridge is Historic 'for its association with events in the settlement and economic development of Clay County, Indiana.'" That's CLAY County, not Brown County - absolutely every effort to keep it in Clay County should be made!

"Alternatives 4 & 5"

With the exception of the "Hydraulic Issue" and costs, there is very little difference. "Issues are not insurmountable" - I would think that your engineers could figure out how to put the new bridge abutment where you prefer it to be (further west) by figuring a way to solve or minimize the "scour issue." I'd like to see them rise to the occasion and solve the problem!

"Total costs." There is absolutely

No way you can convince me that building the new bridge, rehabilitating and moving the old bridge costs LESS than leaving it where it is!
No way!

"INDOT-FHWA Goals" "Project must move forward promptly" - really? Since when? As far as I'm concerned, the new bridge construction is a separate issue. I can't believe construction won't start for more than year from now!

"Requirements" - You only wanted to allow 60 days for an organization to come forward to take over the bridge (I understand we now have 6 months). This would be a huge commitment - it needed more time to be properly considered.

It wasn't in the handout, but I recall some estimates for costs of inspections and painting of the bridge. Excuse me, but I thought they were inflated - I think it was a scare tactic.

Seriously, as much as I believe in vision for the bridge expressed

on the 'Save Our Bowling Green Bridge' website, I do not trust INDOT to spend our money wisely (I can think of 3 projects that didn't need to be done - that money could have been used elsewhere). I hope I am wrong, but I believe someone in INDOT has already been paid off to send our bridge to Brown County. I will do whatever I can to keep our bridge and make the dream a reality.

As far as the new bridge project, why does it need to be so much higher? It is my understanding that SR 46 will be lowered approaching the bridge. Excuse me, but that area floods out into the fields and the height of that road keeps it open! Lower it and we'll have problems! I suggest you get your "fill dirt" elsewhere.

I understand using the south side for the new bridge (path of least resistance). What I don't

understand is why the Bowling Green sign would be impacted. I looked the area over as I went to the meeting and there is ample room for the "new SR 46" to join the existing road before you get to the sign.

In closing, whatever the fate of the Bowling Green Bridge, everyone agrees a new bridge is needed. (Personally, I don't believe the new bridge will last as long as the old one has.) I urge INDOT to get on with it!! Three years to completion is unacceptable if the old bridge is actually this bad. If trucks go over the bridge that are over the limit (and you know some will) and a collapse happens — it's on your head!!

Sincerely,

Karen E Stearley

PO BOX 422

Center Point IN 47840

KAREN E. STEARLEY
P.O. BOX 422
CENTERPOINT, IN 47840-0422

INDIANAPOLIS IN 460

21 FEB 2015 PM 5 L



WENT FORWARD
SHALL BE
FREE

EMANCIPATION
PROCLAMATION
ABRAHAM LINCOLN
1863
FOREVER ••••• USA

SR46 - El River Project
% Parsons
101 West Ohio St Suite 2121
Indianapolis In 46204

46204420346



Sorry this is a copy but I didn't know there were 2 places to send to Michelle Slutz
2/11/15 to



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

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

Michael R. Pence, Governor
Karl B. Browning, Commissioner

Please submit written comments by using the comment form provided. INDOT respectfully requests comments be submitted by Friday, March 6, 2015. Thank you for your attendance this evening.

PROJECT: S.R. 46-Eel River Project

MEETING DATE: Thursday, January 29, 2015

NAME: Michelle D. Neese

COMMENT: My concern is with many things..

1) Our county was not informed, from the beginning, that there were talks, behind the scenes, about removing our historic bridge to another location. It is a part of our history so I feel we should have been asked before any other options were explored.

2) There seems to be no discussion between the people working on the St. Rd. 46 and St. Rd. 42 bridges. We farm almost 2000 acres in the area and desperately need to be able to use these bridges during the times of Sept. to Dec. for harvest and from Jan to May for hauling grain to market. We were w/o use of the 2 bridges at crucial times in 2010 & 2011 and it put a stranglehold on us... adding 20 miles to each trip... there's back
** Please coordinate these 2 projects **
and don't take any more time

3) we have people asking to get access to the river for recreation, all the time. If there is a way to do it, w/a public access site, that would be a

SIGNATURE: Michelle D. Neese

great thing for people in this area. We farm all along
the river (by the St. Rd. 42 bridge) so we know how
wonderful it is... and believe families greatly
benefit from usage of the river for canoeing,
fishing, etc. but most have no access to it.

Neese Farms

Gary, Michele & Cole Neese
5251 N Candlestick Corner Rd
Centerpoint, IN 47840

INDIANAPOLIS IN 460
17 FEB 2015 PM 3 L

St. Rd. 46 - Eel River Project
c/o Parsons
101 W. Ohio St., Suite 2121
Indianapolis, IN 46204

46204420346

DNR Indiana Department of Natural Resources

Michael R. Pence, Governor
Cameron F. Clark, Director

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



March 5, 2015

SR 46-Eel River Project
c/o Parsons Transportation Group
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration (“FHWA”)

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

Re: DUAL REVIEW: January 29, 2015, public meeting about the SR 46 bridge over the Eel River (INDOT Bridge No. 046-11-01316C/NBI No. 17050) near the community of Bowling Green, in Washington Township, Clay County, Indiana (Des. No. 0800910; DHPA No. 10596)

Dear Sir or Madam:

The Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (“DHPA”), which also serves as the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”), wishes to comment on the January 29 public meeting in Bowling Green, pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (recently recodified at 54 U.S.C. § 306108), implementing regulations at 36 C.F.R. Part 800, and pertinent Section 106 programmatic agreements, as well as under Indiana Code 14-21-1-18 and 312 Indiana Administrative Code 20-4.

We thank FHWA, INDOT, and Parsons Transportation Group for having held the January 29 public meeting. Giving the residents of Clay County and others from that part of the state an opportunity to learn about and to comment on the project and how it might affect this Select Bridge is important.

Similarly, we welcome INDOT’s extension of the timeframe in which another party could propose taking ownership of the SR 46 bridge over the Eel River from only 60 days after the January 29 meeting until approximately the first week of August 2015, when the public hearing on the project is anticipated to be held.

While accurately depicting the condition of some of the rusted connections and braces on the current bridge, the slides used in the presentation on January 29 might have given some in the audience the impression that such deterioration is not just widespread but typical of the connection plates, interior gusset plates, lateral bracing, truss vertical members, and chords. Some commented that all trucks (not just those over 14 tons, as the posted signs indicate) should be prohibited from using that crossing until the replacement bridge is open to traffic, and some in the audience expressed the opinion that the bridge should be closed to all traffic. A misimpression about the bridge’s condition could cause the public to believe that the bridge would be unsafe for all uses, even pedestrian. Our understanding is that, while the condition of the bridge is poor, it is not yet such a safety risk that it would need to be closed until at least 2017. However, if the condition deteriorates more rapidly than expected, we would ask that all Section 106 consulting parties be notified of that discovery immediately.

During the explanation on January 29 of how the bridge could be moved, it was stated that the two trusses act independently and can be used separately. That is true from a purely engineering perspective, but it overlooks the reality that the bridge is listed in the National Register of Historic Places as a two-span structure. Emphasizing that the trusses can be used separately could cause the public to infer that using the trusses in two different locations also would result in

two historic bridges being saved. That seems unlikely. In our experience, two halves of a National Register-eligible and -listed structure do not equate to either one listed or eligible structure or two listed or eligible structures.

Furthermore, as the U.S. Department of the Interior has written:

Properties listed in the National Register should be moved only when there is no feasible alternative for preservation. When a property is moved, every effort should be made to reestablish its historic orientation, immediate setting, and general environment. [36 C.F.R. § 60.14(b)(1)]

The National Register nomination, which refers to the bridge as Indiana State Highway Bridge 46-11-1316 or the Bowling Bridge, indicates that the bridge is listed under Criterion A for its transportation significance in the settlement and development of Clay County. If the bridge must be moved, then we would want it to remain listed during and after the move if at all possible (see 36 C.F.R. § 60.14[b][2]). If the bridge were to be moved before that procedure involving the Keeper of the Register is completed, it automatically would be deleted from the National Register (36 C.F.R. § 60.14[b][4]).

We think it is possible that the bridge, as it exists currently, also might be eligible under Criterion C for engineering significance, and we think it would be essential for INDOT to make a case for Criterion C significance when it submits to the Indiana SHPO the information necessary to attempt to keep the bridge listed in the National Register, if relocation is proven to be the only feasible alternative. Recent experience with moved properties has informed us that the U.S. Department of the Interior, National Park Service, considers them eligible under Criterion C, only, if at all. Although integrity of location and setting are not irrelevant to a property's being eligible under Criterion C, those kinds of integrity might not be as important as they would be to a property that is eligible only under Criterion A. Even though many Parker through trusses once stood on state and Federal highways in Indiana, they are becoming increasingly rare, as INDOT has been actively replacing them in recent years. The historical value of a once-plentiful type of bridge rises as the numbers of examples of that type decrease. Thus, the reference during the presentation to this bridge's having been built from a standard design may understate its current engineering significance.

The various requirements for keeping a property that will be moved listed in the National Register are spelled out in 36 C.F.R. § 60.14(b), and we will not discuss them all in this letter. We would look to INDOT to provide the necessary documentation in support of the move and of retention on the National Register. However, we should mention that since the SR 46 bridge was nominated to the National Register as a State nomination (i.e., the nomination originated in Indiana, rather than in the Federal government), the Indiana Historic Preservation Review Board, in addition to the Indiana SHPO, also would need to review the proposed move. Then the Indiana SHPO would submit the documentation to the Keeper of the National Register in the National Park Service, and await the Keeper's response. If that response is favorable, then documentation of the bridge after the move also would need to be prepared by INDOT and submitted to the Keeper by the Indiana SHPO. Given the short timeframe that INDOT has laid out for constructing a new bridge at this crossing of the Eel River, we would encourage INDOT not to wait until time to move the bridge has almost expired before beginning this National Register retention approval process, as it could take several months.

My staff recalls hearing during the January 29 presentation that 25 years after the bridge spans are moved, the two spans would need about \$500,000 worth of cleaning and painting, although we are unable to find that in the slides of the presentation. We assume that figure takes into account anticipated inflation of the dollar over 25 years, or, in other words, that the present value of that cost figure would be considerably less. In any event, it is not a figure that we recall having heard or read before. We wonder whether that figure also includes desirable, but not necessarily essential, maintenance measures that even a vehicular bridge would be unlikely to receive just 25 years after a thorough rehabilitation. Are INDOT's metal truss bridges typically cleaned and painted every 25 years? Our concern is that if the \$500,000 figure is what the cleaning and painting would cost in 2040 or includes work that might not be essential, then stating that in another 25 years \$500,000 would have to be spent could present such a bleak picture of what it would take to preserve the bridge for the long term that it would diminish the chances that anyone would want to take responsibility for this bridge—or any other metal truss bridge that is, or will become, available for new ownership or relocation.

It is apparent that INDOT does not want to retain ownership of this Select bridge after it is bypassed to the south by the new bridge, but we ask that FHWA and INDOT give that option serious consideration. That option would be a second variation on a combination of Alternative 4 (leaving the current bridge in place and restricting it to non-vehicular use) and

Alternative 5C-S (bypassing the current bridge's location to the south with a new vehicular bridge—the preliminary preferred alternative). The first variation, which was discussed on January 29, was for another entity, such as Clay County, to take responsibility for the current bridge. Under the second variation, INDOT could maintain the current bridge as a roadside park. We sense that INDOT is reluctant to do so. However, if a bridge owner wants to replace a Select bridge that it owns using FHWA funds, it appears to us that, according to the 2006 Indiana Historic Bridges Programmatic Agreement, the bridge owner must preserve that bridge if no outside party comes forward to take ownership of and responsibility for the bridge. If moving pieces of a National Register-listed Select bridge to different locations would destroy the bridge's listing and eligibility for listing (for probably 50 years), is that a prudent alternative as long as the bridge owner's preserving the bridge in place as a unit is feasible and prudent?

A member of the audience commented that if the SR 46 bridge were left in place after being bypassed, children could play on it and possibly get hurt. We acknowledge that possibility. It would be true for a bridge on a trail, as well. Injury of that kind is usually a possibility to some degree, even on bridges that are still in vehicular use. We think that the possibility here might be somewhat less than usual, given that the new bypass bridge would be immediately adjacent to the current bridge, rather than in a remote location that, for the most part, is out of the public view.

The January 29 presentation also brought up hydraulics issues that leaving the current SR 46 bridge in place while bypassing it with a new bridge are thought by the engineers to create. One of those was the anticipated need to align the new bridge's west abutment so as to be parallel with the west abutment of the current bridge. As a result, scouring of the new abutment is anticipated, which would require placement of rip-rap for protection. In our experience, rip-rap placement, for either new or rehabilitated bridges, is not unusual. Furthermore, the historic bridge alternatives analysis (Prevost, 11/17/2014) acknowledged that a detailed hydraulic analysis had not been done at that time. The January 29 presenters seemed to be more certain of the need to properly align the two bridges' west abutments than did the November alternatives analysis. Has that detailed hydraulic analysis been completed since November?

We would like to be informed of any formal decision that the Board of Commissioners of Clay County might have made or yet make and reported to you regarding the possibility of the County's taking ownership of the SR 46 bridge. Similarly, if any other party has requested to take ownership and responsibility for the bridge (in addition to Salt Creek Trail/Board of Commissioners of Brown County and Brown County State Park), we would appreciate being advised of that request.

If you have any questions regarding our Dual Review of the SR 46-Eel River Project near the community of Bowling Green in Washington Township, Clay County, please contact DHPA. Questions about historic buildings or structures pertaining to this review should be directed to John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. Questions about archaeological issues should be directed to Mitch Zoll at (317) 232-3492 or mzoll@dnr.IN.gov.

In all future correspondence regarding this SR 46-Eel River Project (Des. No. 0800910), please refer to DHPA No. 10596.

Very truly yours,



Mitchell K. Zoll
Deputy State Historic Preservation Officer
Director, Division of Historic Preservation & Archaeology

MKZ:JLC:PCD:jlc

cc: Preservation Association of Clay County

emc: Daniel Prevost, Parsons Transportation Group
Allan Ball, Parsons Transportation Group
Sean Porter, Parsons Transportation Group
Andrew Campbell, ASC Group, Inc.
Ross Nelson, ASC Group, Inc.
Kevin Schwarz, Ph.D., RPA, ASC Group, Inc.

Lawrence Heil, P.E., Federal Highway Administration, Indiana Division
Rickie Clark, Indiana Department of Transportation
Tony Jones, Indiana Department of Transportation
Jessica Miller, Indiana Department of Transportation
Brock Ervin, Indiana Department of Transportation
Patrick Carpenter, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
David Moffatt, Indiana Department of Transportation
Shirley Clark, Indiana Department of Transportation
Bryan Allender, Clay County Commissioner
Tony Fenwick, Clay County Commissioner
Paul Sinders, Clay County Commissioner
Board of Commissioners of Clay County, c/o Mary Jo Alumbaugh, County Recorder
Jeffrey Koehler, Clay County Historian
Vickie Mace, Clay County Historical Society
Bob Kirfin, Salt Creek Trail
Board of Commissioners of Brown County, c/o Dr. Michael Thompson, Administrator
Town Council, Town of Nashville, c/o Brenda Young, Clerk-Treasurer
Brown County Schools
Julia Pearson, Brown County Historical Society
Boh Bronson, Indiana Department of Natural Resources, Division of Outdoor Recreation
Dan Bortner, Indiana Department of Natural Resources, Division of State Parks & Reservoirs
Benjamin Clark, Indiana Department of Natural Resources, Division of State Parks & Reservoirs
Mark Dollase, Indiana Landmarks, Central Regional Office
Tommy Kleckner, Indiana Landmarks, Western Regional Office
Paul Brandenburg, Indiana Historic Spans Task Force
Dr. James L. Cooper, Professor Emeritus of History, DePauw University
Joshua Palmer, Indiana Historic Preservation Review Board
Daniel Kloc, Indiana Historic Preservation Review Board
Jim Corridan, Indiana Historic Preservation Review Board
Richard Butler, Indiana Historic Preservation Review Board
Kevin Orme, Indiana Historic Preservation Review Board
Beth McCord, Indiana Historic Preservation Review Board
Cameron Clark, Director, Indiana Department of Natural Resources and Indiana State Historic Preservation Officer
Christopher Smith, Deputy Director, Indiana Department of Natural Resources
Mitchell Zoll, Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology
Chad Slider, Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology
Paul Diehold, Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology
John Carr, Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology