



INDIANA DEPARTMENT OF TRANSPORTATION

Annual Report for 2018
on the Programmatic Agreement among
the Federal Highway Administration,
the Indiana Department of Transportation,
the Indiana State Historic Preservation Officer,
and the Advisory Council on Historic Preservation
Regarding Management and Preservation of Indiana's Historic
Bridges (Historic Bridges PA)

Prepared by
the Cultural Resources Office,
Environmental Services,
Indiana Department of Transportation

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

January 25, 2019

The following report is being submitted to the Indiana Historic Bridge Task Group (Task Group) per Stipulation IV.C of the *Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana's Historic Bridges* (Historic Bridges PA). Stipulation IV.C states, in part, that “INDOT will prepare an annual report that will include a list of Select and Non-Select Bridges that have been processed during the previous calendar year pursuant to this Agreement and the scope of each project. INDOT will submit this report on or before January 31 of each year to the Task Group.”

The information in this report is divided into several categories as outlined below. Several new categories have been provided to better track and analyze the status of the historic bridge population overall.

Part I--List of Select and Non-Select Bridges that have been processed or for which actions came to light during 2018

Part II--List of all known Select Bridges that have been replaced

Part III--List of all known Non-Select Bridges that have been replaced

Part IV--List of all known Select and Non-Select Bridges that have been bypassed

Part V--List of all known Select and Non-Select Bridges that have been relocated

Part VI--List of all known Select and Non-Select Bridges that have been closed

Part VII--Tally of Extant Select and Non-Select Bridges

This document is a reflection of how INDOT-CRO understands items to stand through January 25, 2019. Please forward any comments or corrections to Mary Kennedy via email:

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Part I

Part I. List of Select and Non-Select Bridges that have been processed or for which actions came to light during 2018

The following table lists the bridges for which the Indiana Department of Transportation (INDOT) Cultural Resources Office (CRO) has knowledge of actions being processed from January 2018 through January 2019. Additionally some other entries are for actions that took place prior to 2018, but had not yet been captured in an annual report. There is often lag time between when locally funded projects are implemented and bridge inspections are performed and when that new information is incorporated into INDOT's system. Support documents related to these actions are included in the Attachments portion of the report as appropriate.

It should be noted that most Section 106-related documents for projects receiving FHWA funding and/or being processed under the Historic Bridge PA can be found in INDOT's public Section 106 document posting website: IN SCOPE. Therefore, less project document attachments are provided than in past years in order to streamline this report. The project designation number (des. no.) is the most efficient search term when utilizing IN SCOPE. IN SCOPE can be accessed at the following link: <http://erms.indot.in.gov/Section106Documents/>. Readers with interest in projects listed in the report as having no environmental work initiated yet should check IN SCOPE periodically, as the project documents will be placed there when the work commences.

Historic Bridge PA - Annual Update - Actions Taken, Jan 2018 through Jan 2019

Bridge	Action Taken	Support Documentation	Additional Comments
INDOT Bridge No. 135-55-01522A (NBI No. 26700), SR 135 over Indian Creek, near Morgantown, Morgan County	Section 106 process for project involving this Select Bridge concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 9/6/18 (See Attachment 1); Other project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. Nos. 0800163 & 1600025
INDOT Bridge No. 046-24-03124A (NBI No. 17430), SR 46 over Laughery Creek, Franklin County	Section 106 process for project involving this Non-Select Bridge concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 11/7/18 (See Attachment 2); Other project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1296697
Delaware County Bridge No. 701 (NBI No. 1800193), Water St. over Halfway Creek, Albany, Delaware County	MOA executed for replacement of decorative railing on this Non-Select Bridge. Construction crews found 80-year-old note from original construction crew.	Fully executed Memorandum of Agreement (MOA) dated January 2018 (See Attachment 3) and News article dated 8/23/18 (See Attachment 4)	US Army Corps of Engineers is lead agency
Bartholomew County Bridge No. 26 (NBI No. 300024), CR 850 E over Clifty Creek, Bartholomew County	Select Bridge relocated, rehabilitated & opened for pedestrian use as part of People Trail in Columbus	News article dated 2/7/18 (See Attachment 5)	INDOT Des. No. 9982690
INDOT Bridge No. 032-54-03342C (NBI No. 10490), SR 32 over Walnut Fork, Montgomery County	Section 106 process for project involving this Select Bridge concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 5/21/18 (See Attachment 6); Other project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1400240
INDOT Bridge No. 046-15-03032 (NBI No. 17460), SR 46 over E. Fork Tanners Creek, Dearborn County	Section 106 process for project involving this Select Bridge concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 1/25/18 (See Attachment 7); Other project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1383701
Marion County Bridge No. 3216L (NBI No. 4900315), Garfield Park Road (Pagoda Drive) over Pleasant Run, Indianapolis, Marion County	Section 106 process for project involving this Non-Select Bridge concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 2/26/18 (See Attachment 8); Other project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1401724
INDOT Bridge No. 032-54-03347A (NBI No. 10470), SR 32 over Sugar Creek, Montgomery County	Section 106 process for project involving this Non-Select Bridge concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 5/21/18 (See Attachment 9); Other project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1298423

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Bridge	Action Taken	Support Documentation	Additional Comments
Crawford County Bridge No. 42 (NBI No. 1300033), South Alton Rd. over Mill Creek, Crawford County	Section 106 process for project involving this Select Bridge concluded	Fully executed Memorandum of Agreement (MOA) dated 6/19/18 (See Attachment 10); Other project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1400804
Crawford County Bridge No. 43 (NBI No. 1300071), Beechwood Rd. over Little Blue River, Crawford County	Section 106 process for project involving this Non-Select Bridge concluded	Fully executed Memorandum of Agreement (MOA) dated 8/15/18 (See Attachment 11); Other project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1400825
INDOT Bridge No. P000-07-07101B (NBI No. 60310), Park Road over North Fork Salt Creek, Brown County State Park, Brown County, Indiana	100% State-funded project was granted a Certificate of Approval for this Select Bridge under IC 14-21-1-18 & 312 IAC 20-4-9	DNR-DHPA letter dated 7/19/18 (See Attachment 12); Other project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1601821
Marion County Bridge No. 1501F (NBI No. 4900100), Dandy Trail over Eagle Creek, Indianapolis, Marion County	Section 106 process for project involving this Non-Select Bridge concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 11/16/18 (See Attachment 13); Other project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1401722
INDOT Bridge No. 040-30-03505 (NBI No. 13970), US 40 over Brandywine Creek, Hancock County	Preventative maintenance project for this Select Bridge exempt from Section 106 review under the Minor Projects Programmatic Agreement (MPPA) between the FHWA, SHPO & INDOT--under Category A Item 13; Category B Items 6 & 11; Also state-funded project review process completed for this Select Bridge under IC 14-21-1-18 & 312 IAC 20-4-9	DNR-DHPA letter of clearance dated 10/31/18 (See Attachment 14); Other project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1700989
INDOT Bridge No. (421)39-12-01793C (NBI No. 32210), US 421 over Kilmore Creek, Clinton County	100% State-funded project review process completed for this Select Bridge under IC 14-21-1-18 & 312 IAC 20-4-9	DNR-DHPA letter of clearance dated 10/19/18 (See Attachment 15); Other project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1801691

Historic Bridge PA - Annual Update - Actions Taken, Jan 2018 through Jan 2019

Bridge	Action Taken	Support Documentation	Additional Comments
Wells County Bridge No. 193 (NBI No. 9000144), CR 300W over Wabash River, Wells County	Select Bridge has been struck by vehicles several times	News article dated 5/8/18 (See Attachment 16)	None
Wells County Bridge No. 112 (NBI No. 9000084), CR 500W over Eightmile Creek, Wells County	100% State-funded project review process completed for this Select Bridge under IC 14-21-1-18 & 312 IAC 20-4-9	DNR-DHPA letter of clearance dated 10/23/18 (See Attachment 17)	INDOT Des. No. 1802222 (Community Crossing Matchings Grant Project)
Newton County Bridge No. K2 (NBI No. 5600113), East Allen St. over Kent Ditch, Newton County	Non-Select Bridge proposed for replacement with local funds	US Army Corps of Engineers letter dated 12-10-18 (See Attachment 18)	US Army Corps of Engineers is lead agency INDOT Des. No. 1802117 (Community Crossings Matching Grant Project)
Marion County Bridge No. 1801F (NBI No. 4900140), 38th St. over Fall Creek, Indianapolis, Marion County	Modifications proposed to this Select Bridge as part of the Fall Creek Greenway Extension Project and the IndyGo Purple Line Bus Rapid Transit Project (It is anticipated that both projects will result in a "no adverse effect" finding for the bridge)	SHPO review letter for Purple Line Project dated 11/13/18 (See Attachment 19); Project documents for Fall Creek Greenway Extension Project can be found on INSCOPE website by searching by des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1600986 (Fall Creek Greenway Extension Project) Federal Transit Administration, Region V is lead agency for Purple Line project
LaPorte County Bridge No. 505 (NBI No. 4600143), Franklin St. over Trail Creek, LaPorte County	Select Bridge repaired with local funds	News article dated 3/28/18 (See Attachment 20)	None
Warren County Bridge No. 36 (Shawnee Bridge; NBI No. 8600029), CR 100 E over Wabash River, Warren-Fountain County line	Section 106 process for project involving this Select Bridge concluded under the HBPA procedures	Public Involvement (Hearing) Certification dated 12/21/18 (See Attachment 21); Other project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1400805
Medora Covered Bridge, Old SR 235 over E. Fork White River, Jackson County	Select Bridge has been recent subject of vandalism	News article dated 1/2/19 (See Attachment 22)	None
Greene County Bridge No. 86 (Richland/Plummer Creek Covered Bridge; NBI No. 2800060), CR 25 E over Plummer Creek, Greene County	Select Bridge has damage to east portal siding due to impact from box truck. Damage to portal siding determined to only be superficial. During post-impact inspection, unrelated missing siding on north side of bridge also noted.	Information found in Bridge Inspection Report (1/9/2019) & News article dated 1/8/19 (See Attachment 23)	None

Historic Bridge PA - Annual Update - Actions Taken, Jan 2018 through Jan 2019

Bridge	Action Taken	Support Documentation	Additional Comments
Allen County Bridge No. 32 (NBI No. 0200022) Van Zile Road over St. Joseph River, Allen County	Select Bridge was closed late January - late May 2018 after being struck by vehicle. Re-opened in late May 2018 after locally funded repairs	Information found in Bridge Inspection Report (5/30/2018) & News article dated 1/22/18 (See Attachment 24)	None
Wells County Bridge No. 66 (NBI No. 9000052), CR 1100 S over Salamonie River, Wells County	Select Bridge repaired with local funds; fire on deck after repairs complete; temporarily closed before reopening	Wells County Commissioners' Meeting Minutes dated 5-7-18, 5-21-18 and 9-4-18: https://wellscounty.org/commissioners-meeting-minutes/	None
Fountain County Bridge No. 142 (NBI No. 2300112), CR 230 E over Big Shawnee Creek, Fountain County	Non-Select Bridge re-opened on 7/19/18 after repairs made to lower chords, end posts, and connection plates (after closure for approximately 1 year).	Information found in Bridge Inspection Report, NBI No. 2300112 (dated 7/20/2018)	None
Fountain County Bridge No. 126 (NBI No. 2300099), CR 670 W over Mallory Branch, Fountain County	Non-Select Bridge replaced with local funds in 2018	Information found in Bridge Inspection Report, NBI No. 2300167 (dated 11/5/2018)	None
Greene County Bridge No. 110 (NBI No. 2800074), CR 150 E over Plummer Creek, Greene County	Non-Select bridge replaced with local funds in 2017	Information found in Bridge Inspection Report, NBI No. 2800223 (dated 7/30/17)	None
Lawrence County Bridge No. 54 (NBI No. 4700029), Jasper McKeaigg Rd. over Guthrie Creek, Lawrence County	Non-Select bridge replaced with local funds in 2018	Information found in Bridge Inspection Report, NBI No. 4700166 (dated 6/27/18)	None
Lawrence County Bridge No. 139 (NBI No. 4700106), Saddle Barn Rd. over Leatherwood Creek, Lawrence County	Select bridge closed in 2018	Information found in Bridge Inspection Report, NBI No. 4700106 (dated 6/8/18)	None
Lawrence County Bridge No. 172 (NBI No. 4700114), Cement Plant Rd. over Leatherwood Creek, Lawrence County	Non-Select bridge closed in 2018	Information found in Bridge Inspection Report, NBI No. 4700114 (dated 6/26/18)	None
Monroe County Bridge No. 913 (NBI No. 5300130), Business 37 over Bean Blossom Creek, Monroe County	Select Bridge had emergency repair of the east exterior stringers in April 2018	Information found in Fracture Critical Inspection Report, Bridge No. 913 (dated 8/21/18)	None

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Bridge	Action Taken	Support Documentation	Additional Comments
Rush County Bridge No. 112 (NBI No. 7000101), Offutt Bridge Rd. over Little Blue River, Rush County	Select Bridge closed 12/13/2018 due to damage	Information found in Bridge Inspection Report, NBI No. 7000101 (dated 12/21/18)	None
Owen County Bridge No. 27 (NBI No. 6000025), CR 150 E over Mill Creek, Owen County	Non-Select Bridge replaced with local funds in 2015	Information found in Bridge Inspection Report, NBI No. 6000157 (dated 3/8/17)	None
Owen County Bridge No. 188 (NBI No. 6000134), CR 225 S over Sand Lick Creek, Owen County	Non-Select Bridge replaced with local funds in 2015	Information found in Bridge Inspection Report, NBI No. 6000162 (dated 3/1/17)	None
Morgan County Bridge No. 103 (NBI No. 5500084), Briarhopper Rd. over Lambs Creek, Morgan County	Non-Select Bridge replaced with local funds in 2018	Information found in Bridge Inspection Report, NBI No. 5500197 (dated 1/23/19)	None
Pike County Bridge No. 54 (NBI No. 6300101), CR 650 E over Patoka River, Pike County	Section 106 process for project involving this Select bridge in progress under the HBPA procedures	Project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. Nos. 1383291 & 1383292
INDOT Bridge No. 041-26-03917E (NBI No. 14560), US 41 over White River, Gibson County	Section 106 process for project involving this Non-Select bridge in progress under the HBPA procedures	Project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1500704
Clinton County Bridge No. 36 (NBI No. 1200042), CR 950 W over South Fork Wildcat Creek, Clinton County	Section 106 process for project involving this Non-Select bridge in progress under the HBPA procedures	Project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1600769
Marion County Bridge No. 2527L (NBI No. 4900240), Senate Avenue over Fall Creek, Indianapolis, Marion County	Section 106 process for project involving this Select Bridge in progress under the HBPA procedures	Project documents can be found on INSCOPE website by searching by des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1401721
Marion County Bridge No. 3215L (NBI No. 4900314), Garfield Park Road (Conservatory Drive) over Pleasant Run, Indianapolis, Marion County	Section 106 process for project involving this Select bridge in progress under the HBPA procedures	Project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1600992
INDOT Bridge No. 041-61-05864B (NBI No. 15120), US 41 over Roaring Creek, Parke County	Section 106 process for project involving this Select bridge in progress under the HBPA procedures	Project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1593274

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Bridge	Action Taken	Support Documentation	Additional Comments
INDOT Bridge No. 105-35-05447A (NBI No. 25280), SR 105 over Salamonie River - Reservoir, Huntington County	Section 106 process for project involving this Select Bridge in progress under the HBPA procedures	Project documents can be found on INSCOPE website by searching by des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1401751
Vigo County Bridge No. 322 (NBI No. 8400211), 13th Street over Lost Creek, Terre Haute, Vigo County	Section 106 process for project involving this Non-Select bridge in progress under the HBPA procedures	Project documents can be found on the INSCOPE website by searching under the des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1700438
Marion County Bridge No. 2517F (NBI No. 4900229), Commerce Drive over Pogues Run, Indianapolis, Marion County	Section 106 process for project involving this Select Bridge in progress under the HBPA procedures	Project documents can be found on INSCOPE website by searching by des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1600988
INDOT Bridge No. 040-67-01838B (NBI No. 13740), US 40 over Sallust Branch, Putnam County	Section 106 process for project involving this Select Bridge in progress under the HBPA procedures	Project documents can be found on INSCOPE website by searching by des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1601094
INDOT Bridge No. 075-08-03653B (NBI No. 24970), SR 75 over Wildcat Creek, Carroll County	Section 106 process for project involving this Non-Select Bridge in progress under the HBPA procedures	Project documents can be found on INSCOPE website by searching by des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1601029
INDOT Bridge Number (421)39-12-01792B (NBI No. 32200), US 421 over S. Fork Wildcat Creek, Clinton County	Section 106 process for project involving this Select Bridge in progress under the HBPA procedures	Project documents can be found on INSCOPE website by searching by des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1593276
Jennings County Bridge No. 76 (NBI No. 4000069), CR 800 S over Big Graham Creek, Jennings County	Section 106 process for project involving this Non-Select Bridge in progress under the HBPA procedures	Project documents can be found on INSCOPE website by searching by des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1600797
Marion County Bridge No. 1104F (NBI No. 4900071), Kessler Blvd. West Drive over White River, Indianapolis, Marion County	Section 106 process for project involving this Non-Select Bridge in progress under the HBPA procedures	Project documents can be found on INSCOPE website by searching by des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1600994
Marion County Bridge No. 1705F (NBI No. 4900125), 30th St. over the White River, Indianapolis, Marion County	Section 106 process for project involving this Select Bridge in progress under the HBPA procedures	Project documents can be found on INSCOPE website by searching by des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1700925

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Bridge	Action Taken	Support Documentation	Additional Comments
Marion County Bridge No. 2414F (NBI No. 4900620), Washington St. over Big Eagle Creek, Indianapolis, Marion County	Section 106 process for project involving this Select Bridge in progress under the HBPA procedures	Project documents can be found on INSCOPE website by searching by des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1700933
Vigo County Bridge No. 77 (NBI No. 8400056), French Drive over Prairie Creek, Vigo County	Section 106 process for project involving this Select Bridge in progress under the HBPA procedures	Project documents can be found on INSCOPE website by searching by des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1700439
Lawrence County Bridge No. 150 (NBI No. 4700111), Mill Creek Rd. over CSX Railroad, Lawrence County	Section 106 process for project involving this Select Bridge in progress; HBPA does not apply	Project documents can be found on INSCOPE website by searching by des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1600889
Delaware County Bridge No. 161 (NBI No. 1800136), CR 170 S over the White River, Delaware County	Section 106 process for project involving this Non-Select Bridge in progress under the HBPA procedures	Project documents can be found on INSCOPE website by searching by des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 9680560
Washington County Bridge No. 105 (NBI No. 8800071), Becks Mill Rd. over Mill Creek, Washington County	Section 106 process for project involving this Non-Select Bridge in progress under the HBPA procedures	Project documents can be found on INSCOPE website by searching by des. no. (http://erms.indot.in.gov/Section106Documents/)	INDOT Des. No. 1173265
INDOT Bridge No. 040-67-01835A (NBI No. 13720), US 40 over Deer Creek, Putnam County	Thin bridge deck overlay project for this Select Bridge exempt from Section 106 review under the Minor Projects Programmatic Agreement (MPPA) between the FHWA, SHPO & INDOT--under Category A Item 13	Nothing of note to include with this report	INDOT Des. No. 1592829
INDOT Bridge No. 046-03-03782BWBL (NBI No. 10340), SR 46 WBL over East Fork White River, Columbus, Bartholomew County	Thin bridge deck overlay & railing repair project for this Non-Select Bridge expected to be exempt from Section 106 review under the Minor Projects Programmatic Agreement (MPPA) between the FHWA, SHPO & INDOT--under Category A Item 6 and Category A Item 13	Nothing of note to include with this report	INDOT Des. No. 1800724

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Bridge	Action Taken	Support Documentation	Additional Comments
Wells County Bridge No. 106 (NBI No. 9000080), CR 100 N over Rock Creek, Wells County	Project established for this Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1702735
Putnam County Bridge No. 276 (NBI No. 6700217), CR 400 W over Conrail RR, Putnam County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1800245
Jackson County Bridge No. 154 (NBI No. 3600099), CR 300S over Rider Ditch, Jackson County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1703020
Jackson County Bridge No. 197 (NBI No. 3600132), CR 100S over McHargue Ditch, Jackson County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1703018
Rush County Bridge No. 94 (Smith Covered Bridge; NBI No. 7000084), CR 150 N over Flatrock River, Rush County	Project established for this Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1702753
INDOT Bridge No. (421)39-08-01788A (NBI No. 32290), North Street over US 421, Delphi, Carroll County Indiana	Project established for this Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1700102
INDOT Bridge No. (12)912-45-02352B (NBI No. 33080), US 12 & SR 912 over EJ&E Railroad, Gary Ave. & Dr.	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1700295
INDOT Bridge No. 218-08-03279 (NBI No. 28910), SR 218 over Paint Creek, Carroll County	Project established for this Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1701151
INDOT Bridge No. 026-38-03430A (NBI No. 7040), SR 26 over Salamonie River, Jay County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1600828

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Bridge	Action Taken	Support Documentation	Additional Comments
Boone County Bridge No. 41 (NBI No. 0600028), CR 200 E over Sugar Creek, Boone County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1600773
Greene County Bridge No. 272 (NBI No. 2800176), CR 200 N over Indiana Railroad Company, Greene County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1600888
Marion County Bridge No. 0409F (NBI No. 4900491), Keystone Avenue over White River, Indianapolis, Marion County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1801439
Vanderburgh County Bridge No. 620 (NBI No. 8200007), Franklin Street over Pigeon Creek, Evansville, Vanderburgh County	Project established for this Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1802048
Vigo County Bridge No. 37 (NBI No. 8400021), Farmersburg Street over Turman Creek, Vigo County	Project established for this Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1700437
INDOT Bridge No. 036-83-03492C (NBI No. 11480), US 36 over Wabash River, Vermillion County	Project established for this Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1800417
INDOT Bridge No. 912-45-06596B (NBI No. 33035), Ramp B over Ramp B, East Chicago, Lake County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1703012

Part II

Part II. Select Bridges that have been replaced

As outlined in the following table, INDOT-CRO has knowledge of twenty-one (21) Select Bridges that have been replaced.* These bridges have been demolished. This list does not include bypassed or relocated structures. Since those structures are still extant, they still retain their Select designation and are listed in other sections of this report.

Per Stipulation IV.G. of the Historic Bridge PA (below), when a Select Bridge is demolished with *local* funds, the bridge owner can no longer utilize the streamlining procedures of the Historic Bridge PA on other Select or Non-Select Bridge projects that utilize Federal Highway Administration (FHWA) funds. Rather, they must follow regular Section 106 procedures pursuant to 36 CFR Part 800 and would require execution of a Memorandum of Agreement (MOA) to resolve any adverse effects.

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

While the following list is a list of **all known** Select Bridges that have been replaced, it **does not** automatically constitute a list of bridge owners that are no longer able to utilize the Historic Bridge PA per Stipulation IV.G. Before the environmental process is initiated for any proposed FHWA-funded projects for bridges owned by bridge owners on this list, FHWA and INDOT will need to make an assessment of whether it is appropriate to invoke Stipulation IV.G. and therefore comply with 36 CFR Part 800 instead of utilizing the Historic Bridge PA process.

*The table does not include the following bridges that are counted as losses since the original Select/Non-Select list: Shelby County Bridge No. 149, which was changed to Non-Select before it was demolished in 2013.

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

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

Select Bridges That Have Been Replaced

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.
Benton	00010	0400004	CR 500 W	Sugar Creek	Replaced	2011	NBI data	N/A
Boone	00018	0600011	CR 950 W	Goldsberry Creek	Replaced	2009	NBI data	N/A
Boone	00070	0600052	CR 600 E	Mounts Run	Proposed for Replacement	Put on hold in 2013**Not yet counted as loss in grand tally	Communication from the US Army Corps of Engineers in 2013 indicates the permit application for replacement was put on hold	N/A
Clark	00063	1000053	Elrod Rd.	Silver Creek	Replaced	2014	NBI data states that new superstructure was built on old abutments & original structure was moved to side and is resting on temporary wooden supports; current status unknown	N/A
Crawford	00123	1300067	Main St.	Blue River	Replaced	2010	NBI data	N/A
Decatur	00138	1600114	CR 700 W	Branch Fall Fork Clifty Creek	Replaced	2008-2010	NBI Data indicates this bridge was replaced with a culvert between 2008-2010	N/A
DeKalb	00134	1700135	CR 75	CSX Railroad	Removed; no new structure; may have been stored by County/CSX?	2014	NBI data shows the bridge has been removed	1173242 (eliminated)
Gibson	00402	2600283	Antioch Church Rd.	Black River	Replaced	2012	NBI data	N/A
Jay	00062	3800175	CR 850 E	Limberlost Creek	Replaced	2012	NBI data	N/A
Lawrence	00020	4700122	Old SR 37	Gulletts Creek	Replaced	2012	NBI data	0201241 (eliminated)
Lawrence	00080	4700053	Twin Bridges Rd.	Branch of Rock Lick Creek	Replaced	2012	NBI data	N/A
Madison	00087	4800077	CR 700 N	Little Killbuck Creek	Replaced	2009	NBI data	N/A
Newton	000K3	5600114	Kent St. (Old US 41)	Kent Ditch	Replaced	2016	NBI data	N/A
Orange	00034	5900024	CR 350 W	Lick Creek	Replaced	2008	NBI data	N/A
Owen	00059	6000048	CR 450 E	McCormick's Creek	Replaced	2017	NBI data	N/A
Posey	00163	6500238	Huey Rd	Branch of Big Creek	Replaced	2012	NBI data	N/A

Select Bridges That Have Been Replaced

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.
Shelby	00097	7300088	Edinburgh Rd.	Branch of Big Blue River	Replaced	2014	NBI data	N/A
Shelby	00136	7300124	CR 200 E	S. Fork Lewis Creek	Replaced	2013	NBI data	N/A
Spencer	00114	7400106	CR 1350 N	Middle Fork Crooked Creek	Replaced/Removed?	?	Lack of inclusion in current NBI data indicates this bridge is no longer in service. Current status unknown.	N/A
Tipton	00009	8000009	CR 1050 W	Wilbert Crum Ditch	Replaced	2010	NBI data	N/A
Tipton	00059	8000051	CR 400 E	Schlater Ditch	Replaced	2010	NBI data	N/A
Wells	00074	9000058	CR 400 W	Rock Creek	Replaced	2010	NBI data	9382490; MOA executed in 1995 for the replacement of this bridge; not processed under Historic Bridge PA

Part III

Part III. Non-Select Bridges that have been replaced

As outlined in the following table, INDOT-CRO has knowledge of eighty-six (86) Non-Select Bridges that have been replaced or are currently proposed for replacement. These bridges have been demolished or soon will be demolished. A bridge “proposed for replacement” is not added to this list until the public hearing for the proposed project has been held and certified, per the procedures of the Historic Bridges PA. Until that point, the preferred alternative has not yet been finalized. This list does not include bypassed or relocated structures. Since those structures are still extant, they still retain their Non-Select designation and are listed in other sections of this report.

Non-Select Bridges That Have Been Replaced (including proposed replacements, as indicated)

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.
Allen	00546	0200273	State Blvd.	Spy Run Creek	Proposed for replacement	2018	Section 106 documents	0400587
Bartholomew	00001	0300003	CR 500 S	Bear Creek	Replaced	2010	NBI data	N/A
Bartholomew	00130	0300121	CR 1100 S	East Fork White Creek	Replaced	2009	NBI data	N/A
Bartholomew	00165	300138	CR 600 W	Branch Wolf Creek	Replaced	2014	NBI Data indicates this bridge was replaced with a culvert in 2014	N/A
Brown	00042	0700031	Elkinsville Rd.	Gravel Creek	Replaced	2011	Section 106 documents & NBI data	0100151; SHPO letter of 3/7/2002 states bridge is not NRHP eligible; finding of "No Historic Properties Affected" signed by FHWA 3/11/2002; SHPO concurrence letter dated 4/9/2002; not processed under Historic Bridge PA
Carroll	00502	0800129	CR 750 N	Ryan Appleton Ditch	Replaced	2011	NBI data	N/A
Cass	(25)24-09-04178A	6000	SR 25/Market St.	Eel River	Proposed for replacement	2018	Section 106 documents	1173393
Clark	403-10-01941A	32000	SR 403	Silver Creek	Replaced	2017	Section 106 documents	0800072
Clay	00122	1100100	CR 650 W	Big Slough Creek	Replaced	2017	NBI data	N/A
Clay	046-11-01313A	17020	SR 46	Birch Creek	Replaced	2014	Section 106 documents	0800838
Crawford	00011	1300008	Bacon Hollow Rd	Whiskey Run	Replaced	2008	NBI data	N/A
Crawford	00043	1300071	Beechwood Rd.	Little Blue River	Proposed for replacement	2019	Section 106 documents	1400825; not processed under Historic Bridge PA
Crawford	00129	1300069	Main St.	Southern Railroad	Replaced	2016	Section 106 documents & NBI data	0901105; not processed under Historic Bridge PA

Non-Select Bridges That Have Been Replaced (including proposed replacements, as indicated)

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.
Dearborn	00024	1500021	Cold Spring Rd.	Lee's Branch/S. Hogan Creek	Proposed for replacement	2018	Section 106 documents	1006517/1383444
Dearborn	00055	1500050	Collier Ridge Rd.	West Fork Tanners Creek	Replaced	2014	Section 106 documents	1005702
Dearborn	00077	1500070	Wolluing Rd.	Taylor Creek	Replaced	2017	US Army Corps of Engineers MOA	N/A
Dearborn	050-15-00210A	18790	US 50	Tanners Creek and Service Rd.	Replaced superstructure	2016	Section 106 documents	0400285 and 0800029
Decatur	00002	1600002	CR 421 N	Clifty Creek	Replaced	2016	Section 106 documents	1005700
Delaware	00107	1800089	CR 700 N	Mississinewa River	Replaced	2011	NBI data	0301001 (eliminated)
Dubois	00055	1900045	Cuzco Rd. W	Davis Creek	Replaced	2012	NBI data	N/A
Dubois	00114	1900080	Schnellville Rd.	Hall Creek	Rehabilitation included superstructure replacement with new spread box beams and concrete deck, encasement of concrete bents, new railing, new approach pavement, and new riprap	2013	NBI data	N/A
Elkhart	33-20-3906A	10970	US 33	Elkhart River	Replaced superstructure	2015	Section 106 documents	0101525
Floyd	00023	2200022	John Pectol Rd.	Big Indian Creek	Replaced	2013	Section 106 documents	8676620
Fountain	00097	2300075	CR 500 E	North Fork of Coal Creek	Proposed for replacement	Put on hold in 2013**Not yet counted as loss in grand tally	Section 106 documents	1005669
Fountain	00104	2300081	CR 200 E	North Fork of Coal Creek	Replaced	2009	NBI data	N/A

Non-Select Bridges That Have Been Replaced (including proposed replacements, as indicated)

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.
Fountain	00126	2300099	CR 670 W	Mallory Branch	Replaced	2018	NBI data	N/A
Franklin	046-24-03124A	17430	SR 46	Laughery Creek	Proposed for replacement	2019**C ounted as loss in Select tally due to its original designati on	Section 106 documents	1296697
Greene	00021	2800014	CR 270 E	Richland Creek	Replaced	2009	Section 106 documents & NBI data	0200727; SHPO letter of 3/11/2003 states bridge is not NRHP eligible; finding of "No Historic Properties Affected" signed by FHWA 10/15/2003; not processed under Historic Bridge PA
Greene	00024	2800016	CR 390 N	Richland Creek	Replaced	2014	NBI data	N/A
Greene	00110	2800074	CR 150 E	Plummer Creek	Replaced	2017	NBI data	N/A
Greene	00255	2800204	CR 1400 E	Indiana RR	Replaced	2010	NBI data	N/A
Greene	057-28-00341C	20710	SR 57	White River	Replaced	2015	Section 106 documents	0400090
Greene	057-28-03042D	20720	SR 57	White River Overflow	Replaced	2015	Section 106 documents	0400091
Hendricks	00106	3200078	CR 550 N	W. Fork Big Walnut Creek	Replacement in progress	2017	Section 106 documents	1383451
Hendricks	00272	3200214	CR 550 W	Conrail RR	Replaced	2016	Section 106 documents	0800717
Howard	00508	3400126	Park Ave.	Kokomo Creek	Replacement in progress	2017	Section 106 documents	1400994

Non-Select Bridges That Have Been Replaced (including proposed replacements, as indicated)

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.
Jackson	00006	3600005	Maumee Rd.	Combs Branch	Replaced/Removed?	?	Lack of inclusion in current NBI data indicates this bridge is no longer in service. Current status unknown.	N/A
Jackson	00195	3600130	CR 550 W	Muscatatuck River	Replaced	2015	Section 106 documents	1005701
Jennings	00008	4000008	CR 400 W	Bear Creek	Replaced	2010	NBI data	N/A
Jennings	00015	4000015	CR 400 N	Mutton Creek	Replaced	2010	NBI data	N/A
Jennings	00082	4000074	CR 600 S	Bear Creek	Replaced	2013	NBI data	N/A
Knox	00377	4200147	Overhead Rd.	CSX RR	Replaced	2009	NBI data	0088500; SHPO letter of 5/30/2003 states bridge is not NRHP eligible; finding of "No Historic Properties Affected" signed by FHWA 7/15/2003; not processed under Historic Bridge PA
Lake	00245	4500137	Columbia Ave.	Little Calumet River	Reconstructed	2013	NBI Data (2016) indicates a local reconstruction project has removed the historic characteristics of the bridge	N/A
Lake	(12)912-45-02352D	33080	SR 912	Gary Avenue & E.J.E. Railroad	Rehabilitated in 2015, but work was so extensive that it was considered a replacement in terms of historic status	2015	Section 106 documents	0201063
Lawrence	00054	4700029	Jasper McKeaigg Rd.	Guthrie Creek	Replaced	2018	NBI data	N/A
Lawrence	00068	4700042	Henderson Creek Rd.	Little Salt Creek	Replaced	2010	NBI data	N/A
Lawrence	00079	4700052	Twin Bridges Rd.	Branch of Rock Lick Creek	Replaced	2012	NBI data	N/A
Marion	1501F	4900100	Dandy Trail	Eagle Creek	Proposed for replacement	2019	Section 106 documents	1401722

Non-Select Bridges That Have Been Replaced (including proposed replacements, as indicated)

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.
Marion	1615F	4900116	Lafayette Rd.	Conrail Railroad	Replaced	2015	Section 106 documents	1173064
Marion	1807F	4900146	Keystone Ave.	Fall Creek Overflow	Replaced	2014	Section 106 documents	1173063
Marion	3216L	4900315	Garfield Park Road (Pagoda Dr)	Pleasant Run	Proposed for replacement	2019	Section 106 documents	1401724
Marion	4101F	4900390	Franklin Rd	Miller Ditch	Proposed for replacement	2015**N ot yet counted as loss in grand tally since it's still extant	US Army Corps of Engineers & SHPO communications	N/A
Martin	00022	5100006	Cale Rd. (Mt. Olive Rd.)	Sulphur Creek	Replaced	2010	NBI data	N/A
Martin	00073	5100040	Rusk Road	Lost River	Disassembled and moved to new location/use in Texas	2013	Discussion found on Bridge Hunter Website: http://bridgehunter.com/in/martin/5100040/	N/A
Martin	000137	5100061	Deep Cut Connector (Historic Bridge Inventory Documents list Dale Courtwright Rd)	Beaver Creek	Replaced	2013	NBI data	N/A
Morgan	00030	5500024	Mahalasville Rd.	Pike Creek	Replaced	2010	NBI data	N/A
Morgan	00044	5500037	Peavine Rd.	Stotts Creek	Replaced	2016	Section 106 documents	1173249
Morgan	00056	5500049	Teeters Rd.	W. Fork Clear Creek	Replaced	2016	NBI data	N/A
Morgan	00103	5500084	Briarhopper Rd.	Lambs Creek	Replaced	2018	NBI data	N/A

Non-Select Bridges That Have Been Replaced (including proposed replacements, as indicated)

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.
Morgan	252-55-01968	30720	SR 252	Long Run Creek	Replaced	2014	Section 106 documents	0401165
Newton	K2	5600113	E. Allen St.	Kent Ditch	Proposed for replacement	2019	US Army Corps of Engineers & SHPO communications	N/A
Orange	00077	5900058	CR 250 S	Lick Creek	Replaced	2015	NBI data	N/A
Owen	00027	6000025	CR 150 E	Mill Creek	Replaced	2015	NBI Data	N/A
Owen	00103	6000075	CR 750 S	Branch of Brush Creek	Replaced	2015	NBI data	N/A
Owen	00105	6000077	CR 750 S	Lick Creek	Replaced	2013	NBI data	N/A
Owen	00188	6000134	CR 225 S	Sand Lick Creek	Replaced	2015	NBI Data	N/A
Parke	00072	6100059	CR 600 W	Big Raccoon Creek	Replaced	2014	Section 106 documents	0800716
Parke	00248	6100218	CR 1200 E	Conrail Railroad	Replaced	2014	Section 106 documents	0900839
Pike	00071	6300057	Meridian Rd	Patoka River	Replaced	2009	NBI data	N/A
Pike	00144	6300098	CR 500 E	Branch South Fork Patoka River	Replaced	2014	NBI data	N/A
Pike	00147	6300100	CR 350 E	Patoka River	Replaced	2017	Section 106 documents	0902251
Posey	00091	6500247	Pfeiffer Rd.	Big Creek	Replaced	2012	NBI data	N/A
Posey	00195	6500150	Upper Mt Vernon Rd	Little Creek	Replaced	2010	NBI data	N/A
Posey	00327	6500255	Kreitenstein Rd.	Big Creek	Removed	2009	NBI data	N/A
Putnam	00137	6700122	CR 100 E	Big Walnut Creek	Replaced	2016	Section 106 documents	9982470

Non-Select Bridges That Have Been Replaced (including proposed replacements, as indicated)

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.
Putnam	00199	6700173	CR 1300 S	Mill Creek	Replaced	2008	Section 106 documents & NBI data	0200745; SHPO letter of 8/9/2004 states nothing in project APE is NRHP eligible; finding of "No Historic Properties Affected" signed by FHWA 7/15/2004; SHPO concurrence letter dated 9/21/2004; not processed under Historic Bridge PA
Ripley	00070	6900053	CR 650 N	Little Otter Creek	Replaced	2015	NBI data	N/A
Scott	00057	7200043	Plymouth Rd.	Town Creek	Replaced	2017	NBI data	N/A
Shelby	00149	7300137	CR 425 S	Conns Creek	Demolished; No replacement structure	2013 **Count ed as loss in Select tally due to its original designati on	Email from County's consultant	N/A; bridge had been bypassed; bridge was reclassified from Select to Non-Select in 2013 prior to demolition
Shelby	009-73-01994B	2410	SR 9	Flatrock River	Replaced	2013	Section 106 documents	0100327
Spencer	00308	7400168	CR 700 E	Branch of Crooked Creek	Replaced	2012	NBI data	N/A
Tippecanoe	026-79-03346B	6690	SR 26	South Fork of Wildcat Creek	Replaced	2017	Section 106 documents	9608220
Tippecanoe	052-79-01784EEBL	19010	US 52	Wabash River & SR 43 (River Road)	Replaced	2016	Section 106 documents	0400774

Non-Select Bridges That Have Been Replaced (including proposed replacements, as indicated)

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.
Vigo	00151	8400113	Gannon Rd.	East Little Sugar Creek	Replaced	2009	Section 106 documents & NBI data	0200751; SHPO letter of 1/8/2003 states bridge is not NRHP eligible; finding of "No Historic Properties Affected" signed by FHWA 7/15/2003; not processed under Historic Bridge PA
Warren	00023	8600020	CR 350 S	Redwood Creek	Replaced	2014	NBI data	N/A
Warren	055-86-03502B	19740	SR 55	Big Pine Creek	Replaced	2014	Section 106 documents	0800834
Washington	00058	8800038	Canton/S. Boston Rd.	Middle Fork Blue River	Replaced	2014	NBI data	N/A
Washington	00060	8800040	Harristown Rd.	Branch W Fork Blue River	Replaced	2009	NBI data	N/A
Wayne	00173	8900126	Mineral Springs Road	Greens Fork River	Replaced	2015	Section 106 documents	0801062
Wayne	00213	8900160	Charles Rd.	Whitewater River	Replaced	2016	NBI data	N/A
Wayne	027-89-03748	7210	US 27	E. Fork Whitewater River	Proposed for replacement	Put on hold in 2012**Not yet counted as loss in grand tally	Section 106 documents	9702981

Part IV

Part IV-- List of all known Select and Non-Select Bridges that have been bypassed or left in place

As outlined in the following table, INDOT-CRO has knowledge of twenty-three (23) Select Bridges and two (2) Non-Select Bridges that have been bypassed or left in place for bicycle/pedestrian use. Some of these bridges had already been bypassed or converted to pedestrian use at the initiation of the Historic Bridge Inventory when their original Select/Non-Select designation was given. Others have been bypassed as a result of projects processed under the Historic Bridges PA. Most of these bridges are being utilized for bicycle/pedestrian traffic.

Select and Non-Select Bridges that have been Bypassed

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.	Select/Non-Select?
Allen	00268	200201	Bostick Rd.	St. Marys River	Bypassed and rehabilitated for pedestrian use	2010	Section 106 Documents	0901914	Select
Allen	[00541]	XX032	Wells St.	St. Marys River	No change since implementation of HBPA; Utilized as pedestrian structure	N/A	Historic Bridge Inventory	N/A	Select
Daviess	00183	1400119	CR 1025 E	E. Fork White River	Pre pre-HBPA MOA, relocated & rehabilitated as pedestrian structure in Charlestown State Park	2011	Section 106 Documents	0088430	Select
Decatur	00115	1600093	CR 500 S	Sand Creek	Pre pre-HBPA MOA, bypassed & rehabilitated as pedestrian structure	2008	Section 106 Documents	0400255	Select
Elkhart		XX029	W. Jefferson St.	Hydraulic Canal	No change since implementation of HBPA; Utilized as pedestrian structure	N/A	Historic Bridge Inventory	N/A	Non-Select
Elkhart		XX019	Murray St.	Hydraulic Canal	Repaired & painted with local money; Utilized as pedestrian structure	2012	NBI Data	N/A	Select
Gibson	00398	2600279	Old SR 65	Patoka River	No change since implementation of HBPA; Utilized as pedestrian structure	N/A	Historic Bridge Inventory	0088660 & 0500816	Select
Hendricks		XX005	Near Broyles Rd.	White Lick Creek	No change since implementation of HBPA; Utilized as pedestrian structure near Washington Township Park	N/A	Historic Bridge Inventory	N/A	Select
Hendricks	00178	3200137	CR 50 S	W. Fork White Lick Creek	No change since implementation of HBPA; Utilized as pedestrian structure	N/A	Historic Bridge Inventory	N/A	Select

Select and Non-Select Bridges that have been Bypassed

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.	Select/Non-Select?
Howard		XX020	north of Old Ben Dr.	Kokomo Creek	No change since implementation of HBPA; Utilized as pedestrian structure in Highland Park	N/A	Historic Bridge Inventory	N/A	Select
Lake		XX001	Interior Roadway	Drainage Ditch	No change since implementation of HBPA; Located at Lake County Fairgrounds	N/A	Historic Bridge Inventory	N/A	Select
LaPorte		XX022	Near 8th & Dixon, Michigan City	Nickelplate RR	No change since implementation of HBPA; Utilized as pedestrian structure	N/A	Historic Bridge Inventory	N/A	Select
Lawrence	000128	4700096	Huron Williams Rd.	E. Fork White River	Bypassed and rehabilitated for pedestrian use	2012	Section 106 Documents	0201239	Select
Morgan	00161	5500125	Old SR 37	Little Indian Creek	Bypassed and rehabilitated for pedestrian use	2015	Section 106 Documents	1400880	Select
Owen		XX006	Upper Falls Cataract Falls	Mill Creek	No change since implementation of HBPA; Utilized as pedestrian structure in Cataract Falls State Recreation Area	N/A	Historic Bridge Inventory	N/A	Select
Porter		XX024	West of CR 500 E	Kankakee River	No change since implementation of HBPA; Utilized as pedestrian structure	N/A	Historic Bridge Inventory	N/A	Select
Pulaski	00291	6600152	CR 625 E	Tippecanoe River	Bypassed and rehabilitated for pedestrian use	2013	Section 106 Documents	0301024	Select
Putnam	00125	6700111	CR 550 S	Big Walnut Creek	Bypassed and rehabilitated for pedestrian use	2013	Section 106 Documents	0900908 & 1006547	Select
Putnam	00010	6700009	CR 1050 N	Big Raccoon Creek	Bypassed and utilized for pedestrian use	2012	Section 106 documents	0710940	Non-Select

Select and Non-Select Bridges that have been Bypassed

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.	Select/Non-Select?
Putnam	00159	6700138	CR 625 W	Big Walnut Creek	No change since implementation of HBPA; Utilized as pedestrian structure	N/A	Historic Bridge Inventory	N/A	Select
Ripley	[00081]	XX030	CR 850 W	Otter Creek	No change since implementation of HBPA; Utilized as pedestrian structure	N/A	Historic Bridge Inventory	N/A	Select
Spencer	0151A	7400139	CR 1475 E	Anderson River	No change since implementation of HBPA; Utilized as pedestrian structure	N/A	Historic Bridge Inventory	N/A	Select
St. Joseph	00213	7100019	Walking Path	St. Joseph River	No change since implementation of HBPA; Utilized as pedestrian structure	N/A	Historic Bridge Inventory	N/A	Select
Vermillion	00071	8300036	CR 40 W	Vermillion River	No change since implementation of HBPA; Utilized as pedestrian structure	N/A	Historic Bridge Inventory	N/A	Select
White	XX026	[00298]	Tioga Rd.	Lake Freeman	Closed & rehabilitated & utilized as pedestrian structure	2010	Section 106 Documents	9880600	Select

Part V

Part V-- List of all known Select and Non-Select Bridges that have been Relocated

As outlined in the following table, INDOT-CRO has knowledge of nine (9) Select Bridges and one (1) Non-Select Bridge that have been relocated or are proposed for relocation. Some of these bridges had already been relocated or were proposed for relocation at the initiation of the Historic Bridge Inventory when their original Select/Non-Select designation was given. Others have been relocated as a result of projects processed under the Historic Bridges PA. Most of these bridges are being utilized for bicycle/pedestrian traffic. One was removed from its original location after collapse from overweight vehicle; its components are stored at the county highway department.

Select and Non-Select Bridges that have been Relocated or are Proposed for Relocation

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.	Select/Non-Select?
Boone	00207	0600140	O'Neal Rd./Holliday Rd.	Big Eagle Creek	Removed from original site after collapse from overweight vehicle; components stored at county highway department	2018	Online newspaper articles	N/A	Select
Bartholomew	00026	300024	CR 850 E	Clifty Creek	Relocated and rehabilitated on People Trail	2017	Section 106 documents	9982690, 0401196, 1173209	Select
Clay	046-11-01316A	17050	SR 46	Eel River	Proposed for Reuse on Salt Creek Trail	N/A	Section 106 documents	0800910	Select
Crawford	00042	1300033	South Alton Rd.	Mill Creek	Proposed for Relocation to Sycamore Springs Park for Use as Pedestrian Bridge	2019	Section 106 documents	1400804	Select
Delaware	00085	1800070	CR 800 E	Mississinewa River	Proposed for Reuse on Cardinal Greenway Trail	N/A	Section 106 documents	0500078	Select
Harrison	00058	3100036	Valley View Rd.	Indian Creek	Proposed for reuse on Indian Creek Trail	2013	MOA executed in 2017 (lead federal agency = US Army Corps of Engineers)	N/A	Select
Jackson	00189	3600125	Base Rd.	Wayman Ditch	Relocated to the Jackson County Fairgrounds; no new structure	2011	Discussion on Bridge Hunter Website: http://bridgehunter.com/in/jackson/3600125/	N/A	Select

Select and Non-Select Bridges that have been Relocated or are Proposed for Relocation

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.	Select/Non-Select?
Madison	00097	4800086	CR 450 N	Killbuck Creek	Replaced and proposed for Reuse by City of Anderson	2015	Section 106 documents	0100372	Non-Select
Shelby	00013	7300013	CR 9875 W	Buck Creek	Closed & proposed for relocation & rehabilitation on local trail	2011	Section 106 Documents	0100361 & 1592859	Select
Washington	00113	8800075	Fredericksburg Rd.	S. Fork Blue River	Relocated and rehabilitated on trail system in Hamilton County	2016	Section 106 documents	9982610	Select

Part VI

Part VI--List of all known Select and Non-Select Bridges that have been Closed

As outlined in the following table, INDOT-CRO has knowledge of eleven (11) Select Bridges and nineteen (19) Non-Select Bridges that are currently closed. They most recently carried vehicular traffic, but were closed for safety reasons. Some of them are no longer being included in the National Bridge Inventory (NBI) database. These bridges are noted as such.

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

County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.	Select/Non-Select?
Boone	00032	600022	CR 350 W	Sugar Creek	Closed	2016	NBI Data	N/A	Select
Clay	00127	1100105	CR 200 S	Birch Creek	Closed	2015	NBI Data	N/A	Select
Decatur	00089	1600069	CR 180 E	Lost Fork Sand Creek	Closed	2017	NBI Data (no longer in NBI data in 2018)	N/A	Select
Fountain	00113	2300088	CR 30 E	Coal Creek	Closed	2012	NBI Data (no longer in NBI data in 2018)	N/A	Non-Select
Greene	00110	280074	CR 150 E	Plummer Creek	Closed	2015	NBI Data	N/A	Non-Select
Greene	00237	2800165	CR 100 S	Buck Creek	Closed	2017	NBI Data	N/A	Select
Greene	00272	2800176	CR 200 N	Indiana Railroad Company	Closed	2010	NBI Data	N/A	Non-Select
Jackson	00158	3600103	CR 600 E	Smart Ditch	Closed	2011	NBI Data (no longer in NBI data in 2018)	N/A	Non-Select
Jefferson	P000-39-02602	60360	Entrance Road (Madison State Hospital)	Madison Railroad	Closed	?	NBI Data	N/A	Non-Select
Jennings	00007	4000007	CR 900 N	Bear Creek	Closed	?	NBI Data	N/A	Non-Select
Lawrence	00052	4700027	Washing County Bridge Rd.	E. Fork White River	Closed	2012	NBI Data	N/A	Non-Select
Lawrence	00054	4700029	Jasper McKeaigg Rd.	Guthrie Creek	Closed	2014	NBI Data	N/A	Non-Select
Lawrence	00139	4700106	Saddle Barn Rd.	Leatherwo od Creek	Closed	2018	NBI Data	N/A	Select
Lawrence	00172	4700114	Cement Plant Rd.	Leatherwo od Creek	Closed	2018	NBI Data	N/A	Non-Select

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

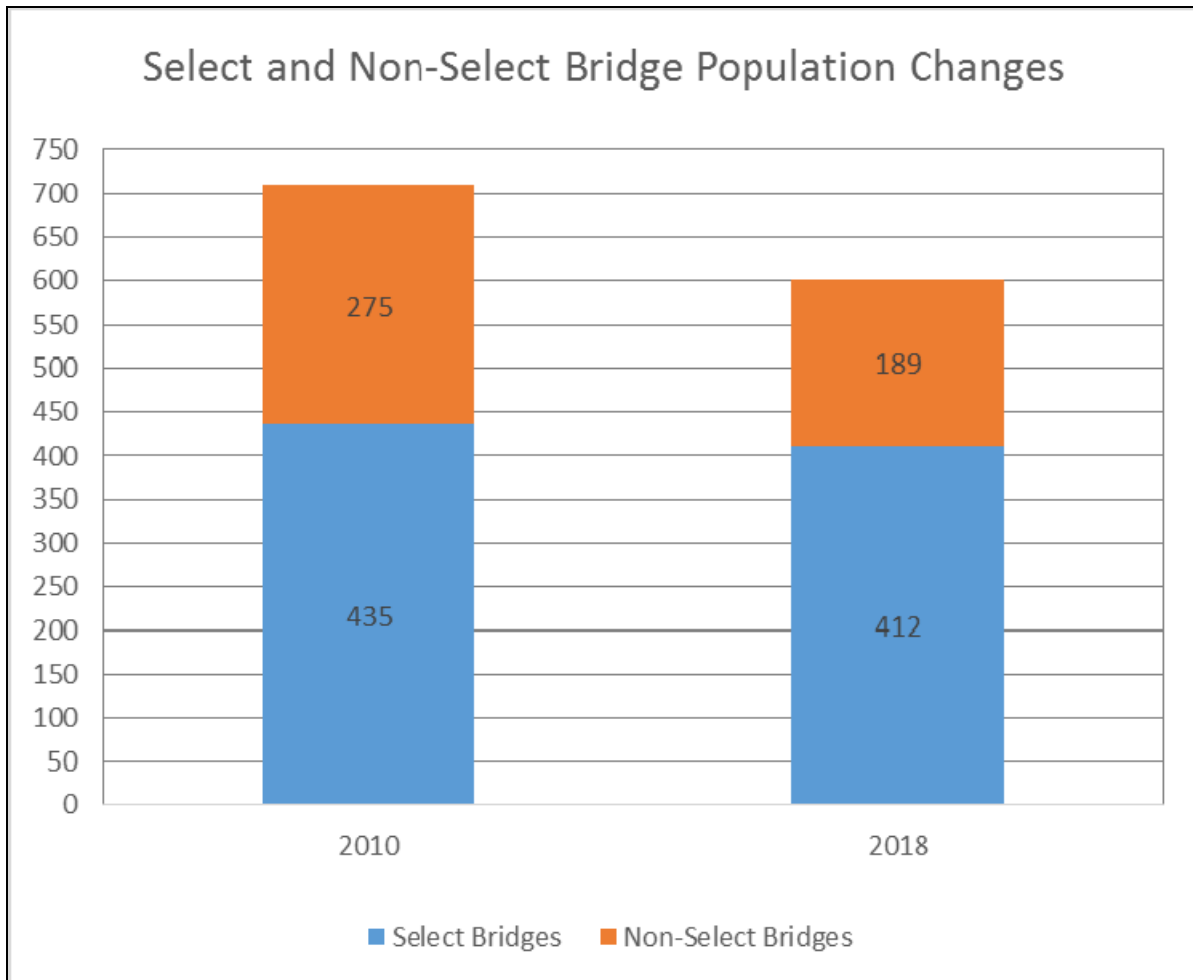
County	Bridge No.	NBI No.	Road Carried	Feature Crossed	Action	Year	Source of Information	Des. No.	Select/Non-Select?
Marion	3313L	4900336	Hobart Avenue	Bean Creek	Closed	2014	NBI Data	N/A	Non-Select
Miami	00028	5200022	CR 100 E	Eel River	Closed	2013	NBI Data	9982330 (Eliminated in 2012)	Select
Miami	00054	5200041	CR 950 N	Eel River	Closed	2015	NBI Data	N/A	Select
Monroe	00182	5300091	Old SR 46	Branch of Jacks Defeat Creek	Closed	?	NBI Data	N/A	Non-Select
Morgan	00224	5500142	Old SR 37	Indian Creek	Closed	2013	NBI Data indicates it's currently used for pedestrian traffic	N/A	Select
Pike	00169	6300110	CR 625 S	Cup Creek	Closed	2009	NBI Data	N/A	Non-Select
Posey	00066	6500200	Wilsey Road	Black River	Closed	2014	NBI Data	N/A	Non-Select
Posey	00202	6500251	John Mills Rd.	Little Creek	Closed	2016	NBI Data	N/A	Non-Select
Randolph	00021	6800012	CR 500 N	Elkhorn Creek	Closed	2017	NBI Data	N/A	Select
Randolph	00226	6800181	CR 400 S	Greenville Creek	Closed	2013	NBI Data	N/A	Non-Select
Rush	00112	7000101	Offutt Bridge Rd.	Little Blue River	Closed	2018	NBI Data	N/A	Select
Shelby	00031	7300031	CR 800 E	Little Blue River	Closed	2014	NBI Data	N/A	Non-Select
Shelby	00041	7300041	CR 275 N	Sugar Creek	Closed	2014	NBI Data	N/A	Non-Select
Shelby	00147	7300135	Mound Rd.	Flatrock River	Closed	2016	NBI Data	N/A	Select
Wabash	00165	8500535	CR 325 E	Eel River	Closed	2012	NBI Data	N/A	Non-Select
Wayne	00191	8900141	Heiney Road	Whitewater River	Closed	?	NBI Data	N/A	Non-Select

Part VII

Part VII--Tally of Extant Select and Non-Select Bridges

Below is a “running tally” of extant Select and Non-Select bridges compared to the original total of Select and Non-Select Bridges from 2010. For Select bridges to be considered a “loss” in this context, they have been demolished and/or their original Select designation was changed to Non-Select. Bridges that are going to be reused on local trail systems, have been bypassed, or have been relocated are not counted as a “loss” in this tally. Non-Select Bridges “proposed for replacement” have been included as a “loss” only after the public hearing for the proposed project has been held, as noted in Part III of this report. Until that point, the procedures under the Historic Bridges PA are still on-going and the preferred alternative has not yet been finalized. It should be noted that the tally for Select bridges reflects one “gain” since the 2010 list - INDOT Bridge No. 135-55-01522B was changed from not NRHP-eligible to Select in 2017.

	2010	2014	2015	2016	2017	2018
Select Bridges	435	419	417	414	412	412
Non-Select Bridges	275	219	216	203	199	189



Attachments

Indiana Department of Transportation

County Morgan Route SR 135 Des. No. 1600025

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

Road No./County:	SR 135 / Morgan County
Designation Number:	1600025
Project Description/Termini:	Bridge rehabilitation of Bridge No. 135-55-01522C; NBI Number: 026700 over Indian Creek. Termini extend 350 feet south and 350 feet north of the bridge. Project Location is 0.33 miles south of SR 252.

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

<input type="checkbox"/>	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
<input type="checkbox"/>	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
<input checked="" type="checkbox"/>	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
<input type="checkbox"/>	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval _____
 ESM Signature Date ES Signature Date

 FHWA Signature Date

Release for Public Involvement

N/A _____ REB 6-28-18
 ESM Initials Date ES Initials Date

Certification of Public Involvement Mary Wright 9/6/18
 Office of Public Involvement Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env. Reviewer Signature: _____ Date: _____

Name and Organization of CE/EA Preparer: Mark A. Beck, PE; CrossRoad Engineers, P.C.

This is page 1 of 25 Project name: Bridge Project, SR 135 over Indian Creek Date: June 22, 2018

Indiana Department of Transportation

County Franklin

Route SR 46

Des. No. 1296697

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

Road No./County:	SR 46, Franklin County
Designation Number:	1296697
Project Description/Termini:	Bridge Project/ SR 46 over Little Laughery Creek, 1.22 mile west of SR 229

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

<input type="checkbox"/>	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
<input type="checkbox"/>	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
<input checked="" type="checkbox"/>	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
<input type="checkbox"/>	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval _____
 ESM Signature _____ Date _____ ES Signature _____ Date _____

_____ Date _____
 FHWA Signature _____ Date _____

Release for Public Involvement

N/A _____ REB 9-4-18
 ESM Initials _____ Date _____ ES Initials _____ Date _____

Certification of Public Involvement Mary Wright 11/7/18
 Office of Public Involvement _____ Date _____

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env. Reviewer Signature: _____ Date: _____

Name and Organization of CE/EA Preparer: Leigh Montano, ASC Group Inc.

This is page 1 of 31 Project name: SR 46 over Little Laughery Creek Date: August 28, 2018

Memorandum of Agreement
Delaware County Bridge No. 701
LRL-2017-00549-mkd

**MEMORANDUM OF AGREEMENT
BETWEEN THE U.S. ARMY CORPS OF ENGINEERS, LOUISVILLE DISTRICT,
THE INDIANA STATE HISTORIC PRESERVATION OFFICER,
AND THE DELAWARE COUNTY BOARD OF COMMISSIONERS**

**REGARDING
THE PROPOSED REHABILITATION OF DELAWARE COUNTY BRIDGE No. 701
DELAWARE COUNTY, INDIANA
LRL-2017-00549-MKD**

WHEREAS, the Delaware County Highway Department (the Applicant) proposes to rehabilitate Delaware County Bridge No. 701 (Undertaking);

WHEREAS, the Undertaking would impact waters of the United States, requiring a permit from the Department of the Army (DA);

WHEREAS, the Applicant has applied for a DA permit (ID No. LRL-2017-00549-mkd);

WHEREAS, the U.S. Army Corps of Engineers Louisville District (the Corps) has defined the Undertaking's permit area pursuant to 33 CFR Part 325 Appendix C as the impacts to waters of the United States, the bridge, the bridge approaches and any associated access and staging areas;

WHEREAS, the Corps has coordinated the cultural resources review pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended (54 U.S.C. 300101 et seq);

WHEREAS, the Corps has consulted with the Indiana State Historic Preservation Officer (SHPO) and other consulting parties pursuant to 36 C.F.R. Part 800, regulations implementing the NHPA;

WHEREAS, the Corps and the SHPO have determined that the Undertaking would have an Adverse Effect upon Bridge 701, which has been determined eligible for the National Register of Historic Places (NRHP) under Criterion C;

WHEREAS, the applicant has been invited to sign the MOA; and

WHEREAS, in accordance with 36 C.F.R. § 800.6(a)(1), the Corps has notified the Advisory Council on Historic Preservation (ACHP) of its Adverse Effect determination, provided the specified documentation, and the ACHP has chosen not to participate in the consultation pursuant to 36 C.F.R. § 800.6(a)(1)(iii);

NOW, THEREFORE, the Corps, the Applicant, and the SHPO agree that the Undertaking shall be accomplished in accordance with the following stipulations in order to take into account the effect of the Undertaking on a historic property.

Stipulations

The Corps shall condition the permit, if issued, to ensure that the following stipulations are implemented in a timely manner:

I. DELAWARE COUNTY BRIDGE No 701

A. Recordation

1. In order to preserve a record of its history and appearance, the Applicant is responsible for ensuring that the bridge is recorded by a SHPO-approved professional architect, historian, architectural historian, or qualified engineer experienced in the documentation of engineering resources who meets or exceeds the qualifications set forth in the Secretary of the Interior's "Standards and Guidelines for Archeology and Historic Preservation" (48 FR 44716-42). Indiana Division of Historic Preservation and Archaeology Minimum Architectural Documentation Standards are specified and will include:

- a. Archival research to gather specific historic information from appropriate data sources; a brief report describing the history and architectural significance of the bridge will be prepared.
- b. Digital Photodocumentation of the bridge to include prints from digital images showing the bridge's architectural and structural elements, surrounding environmental settings, views from each approach, and any other significant, character-defining details. A set of black and white prints printed on archival quality, acid free paper labeled with the bridge name, address, city, county, date, site number, and direction, in pencil or archival photographic marker shall be provided to SHPO along with a compact-disc (CD) containing the electronic data files saved in uncompressed .TIF format and a digital photo log;
- c. If available, a copy of the original construction plans and details shall be provided by the Applicant. If no construction plans are available, the applicant shall provide measured drawings of the structure prepared by an architect or architectural historian experienced in producing measured drawings. Architectural drawings may be done using Computer-Aided Drafting (CAD) or by hand with ink on translucent material; all materials must be archivally stable and clearly labeled. Architectural drawings must be reduced to 8.5" x 11" or scanned into a readily available viewing program such as PDF;
- d. Drafts of the completed documentation will be submitted by the Applicant to the Corps and to the SHPO for review and acceptance. Upon notification of acceptance, the applicant will provide one original and one copy to the SHPO. The applicant will make the information available on its web site and will also provide copies of the completed documentation to Indiana Landmarks, Eastern Regional Office. Completed documentation must be reviewed and approved by the SHPO prior to any work beginning on the bridge.

II. PROFESSIONAL QUALIFICATIONS

- A. The Applicant shall ensure that all historic documentation work undertaken and completed pursuant to this Memorandum of Agreement is accomplished by or under the direct supervision of a preservation professional meeting the qualifications set forth in the Secretary of the Interior's "Standards and Guidelines for Archeology and Historic Preservation" (48 FR 44716-42). The Applicant, through consultation with the SHPO, shall ensure that the preservation professional selected to complete the work has been approved for such work by the SHPO.

III. POST REVIEW DISCOVERY

A. If, during the implementation of the Undertaking, a previously unidentified cultural resource is encountered, the applicant will ensure that the construction contractor stops work within 100 feet of the newly identified cultural resource and immediately notify the Corps.

B. Upon notification of a previously unknown resource, the Corps will notify the IN SHPO and consult with the IN SHPO, the applicant and consulting parties to evaluate the newly identified resource and/or develop an appropriate treatment plan, as necessary, pursuant to 36 C.F.R. Part 800, and the Secretary of the Interior's "Standards and Guidelines for Archeology and Historic Preservation"; IC 14-21-1, 312 IAC 21, and 312 IAC 22 and the most current *Guidebook for Indiana Historic Sites and Structures Inventory - Archaeological Sites*.

IV. DISPUTE RESOLUTION

- A. Should any signatory, or invited signatory who signs the MOA object at any time in writing to the Corps regarding any action carried out or proposed with respect to the Undertaking or to the manner in which the terms of this MOA are implemented, the Corps shall consult with such party to resolve the objection. The Corps also shall notify the other signatories and concurring parties to this MOA of such objection, and provide them the opportunity to participate in any consultations to resolve the objection. If the Corps determines that such objection cannot be resolved, the Corps will forward all documentation relevant to the dispute, including the Corps's proposed resolution, to the ACHP. Within thirty (30) days after receipt of all pertinent documentation, the ACHP shall exercise one of the following options:
1. Advise the Corps that the ACHP concurs in the Corps's proposed response to the objection, whereupon the Corps will respond to the objecting party accordingly; or
 2. Provide the Corps with recommendations, which the Corps shall take into account in reaching a final decision regarding its response to the objection.
- B. Should the ACHP not exercise one of the above options within thirty (30) days after receipt of all pertinent documentation, the Corps may assume the ACHP's concurrence in its proposed response to the objection.

V. TERMINATION

- A. If the Corps determines that it cannot implement the terms of this agreement, or if a signatory or invited signatory that signs the MOA determines that the agreement is not being properly implemented, such party may propose to the other signatories to this agreement that it be terminated, in accordance with 36 C.F.R. § 800.6(c)(1) and (8).
- B. The party proposing to terminate this agreement shall so notify all parties to this agreement, including the concurring parties, explaining the reasons for termination and affording the parties at least thirty (30) days to consult and seek alternatives to termination. The parties shall then consult.
- C. If after the expiration of thirty (30) days (or such greater time period as may be agreed upon by all signatories) an agreement to avoid termination cannot be reached, the Corps or other signatory may terminate this agreement by so notifying all parties in writing.
- D. Should this agreement be terminated, the Corps shall either:
 - 1. Consult in accordance with 36 C.F.R. § 800.6 to develop a new MOA; or
 - 2. Request the comments of the ACHP pursuant to 36 C.F.R. § 800.7.

VI. AMENDMENTS

- A. Any signatory, or invited signatory, to this agreement that signs the MOA may propose to the Corps that the agreement be amended, whereupon the Corps shall consult with the other parties to this agreement to consider such an amendment. 36 C.F.R. § 800.6(c)(1) and (7) shall govern the execution of any such amendment. The signatures of all of the signatories shall be required for any amendment hereto to be effective.


VII. DURATION

- A. If the terms of this agreement have not been implemented within six months of the issue date of the Permit (if such a permit is issued by the Corps), this agreement shall no longer be in effect. In such event, the Corps shall so notify the parties to this agreement, and shall re-initiate review of the Undertaking in accordance with 36 C.F.R. Part 800.
- B. This agreement shall be effective upon signature of the Corps and filing with the ACHP and shall remain in effect until the earliest of the following occurs: all of its terms are satisfied, the implementation period has expired, or it is amended or terminated and replaced.
- C. Execution of this agreement and implementation of its terms shall evidence that the Corps has afforded the ACHP an opportunity to comment on the proposed Delaware County Bridge 701 rehabilitation project and its effects on historic properties, and that the Corps has taken into account the effects of the Undertaking on historic properties.

Memorandum of Agreement
Delaware County Bridge No. 701
LRL-2017-00549-mkd

SIGNATORIES:

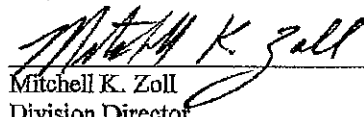
U.S. ARMY CORPS OF ENGINEERS, LOUISVILLE DISTRICT



Lee Anne Devine
Chief, Regulatory Division for

30 JAN 2018
Date

INDIANA STATE HISTORIC PRESERVATION OFFICER



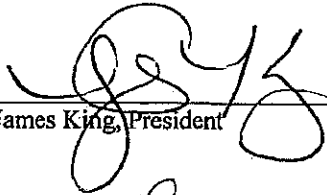
Mitchell K. Zoll
Division Director
Indiana Department of Historic Preservation and Archaeology

1/18/2015
Date

Memorandum of Agreement
Delaware County Bridge No. 701
LRL-2017-00549-mkd

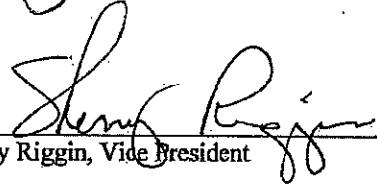
INVITED SIGNATORY:

DELAWARE COUNTY BOARD OF COMMISSIONERS



James King, President

1/16/2018
Date



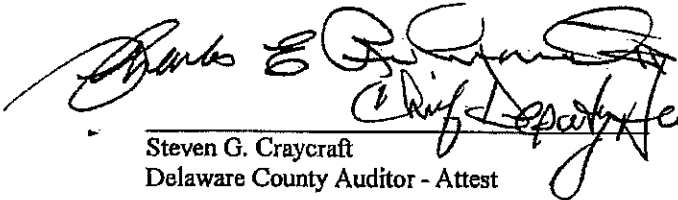
Sherry Riggin, Vice President

1.16.18
Date



Shannon Henry, Member

01/16/2018
Date



Steven G. Craycraft
Delaware County Auditor - Attest

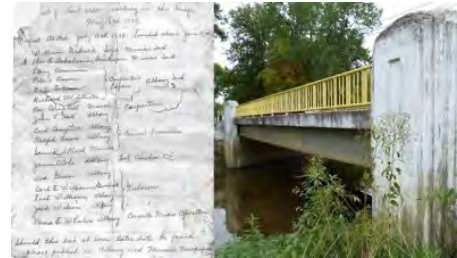
01/16/2018
Date

Crew working on Delaware County bridge finds 80-year-old note

POSTED 11:22 AM, AUGUST 23, 2018, BY FOX59 WEB



ALBANY, Ind. – A crew working on a bridge in Delaware County came across a real blast from the past: a letter from the workers who built it eight decades ago.



According to officials in Albany, workers were using a jackhammer to break up concrete last week on the Water Street Bridge/Bridge 701 when they came across a glass jar. The jar broke when it hit the ground—but it was the paper inside that got the crew’s attention.

When they unfolded the tattered piece of paper, they found the names of 17 people who worked on the bridge in 1938 and 1939.

The note is titled “List of last crew working on the bridge, May 16th, 1939.” It lists the names of carpenters, cement finishers, laborers, a tool checker, concrete mixer operator, carpenters’ helpers and timekeeper.

The note concludes with a simple request: “Should this list at some later date be found, please publish in Albany and Muncie newspapers.”

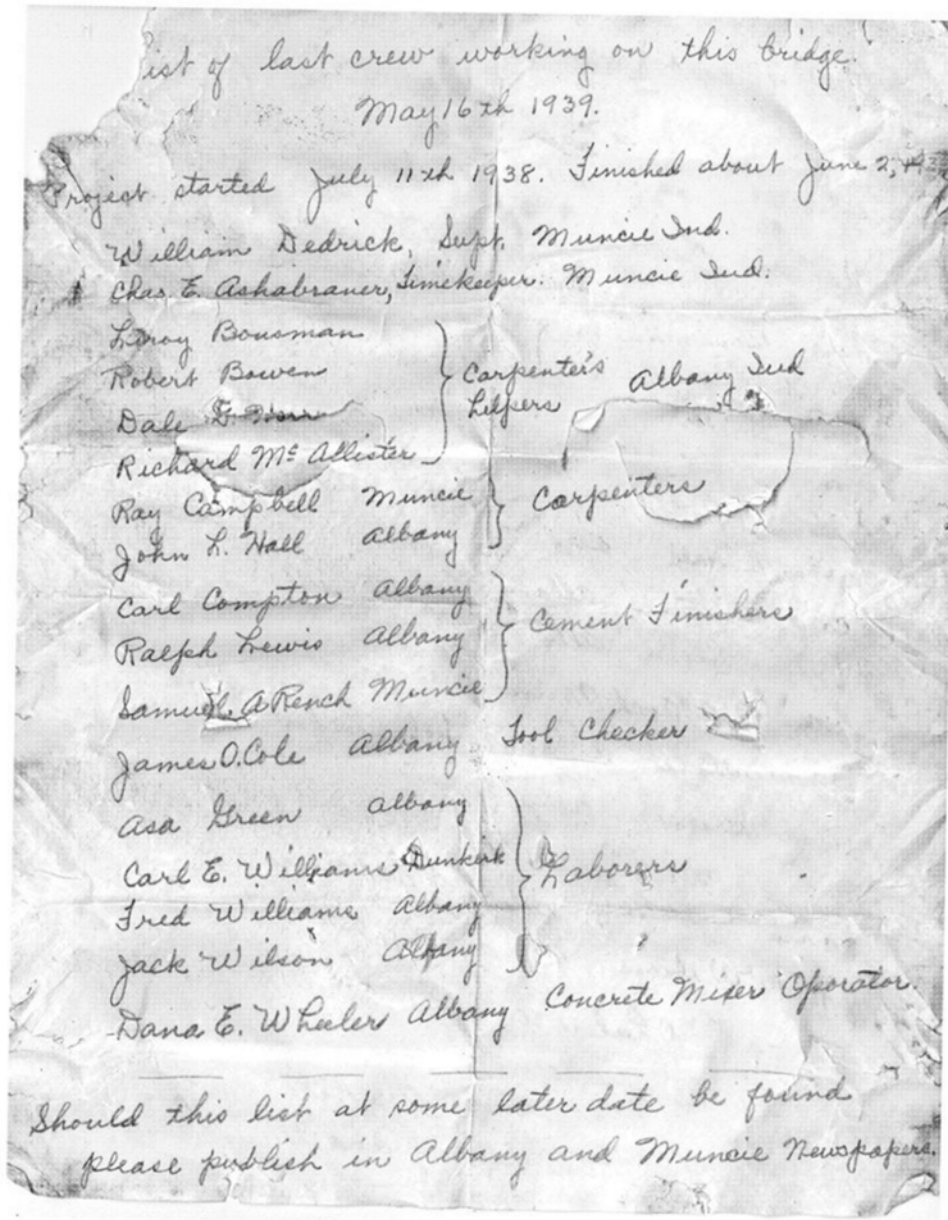


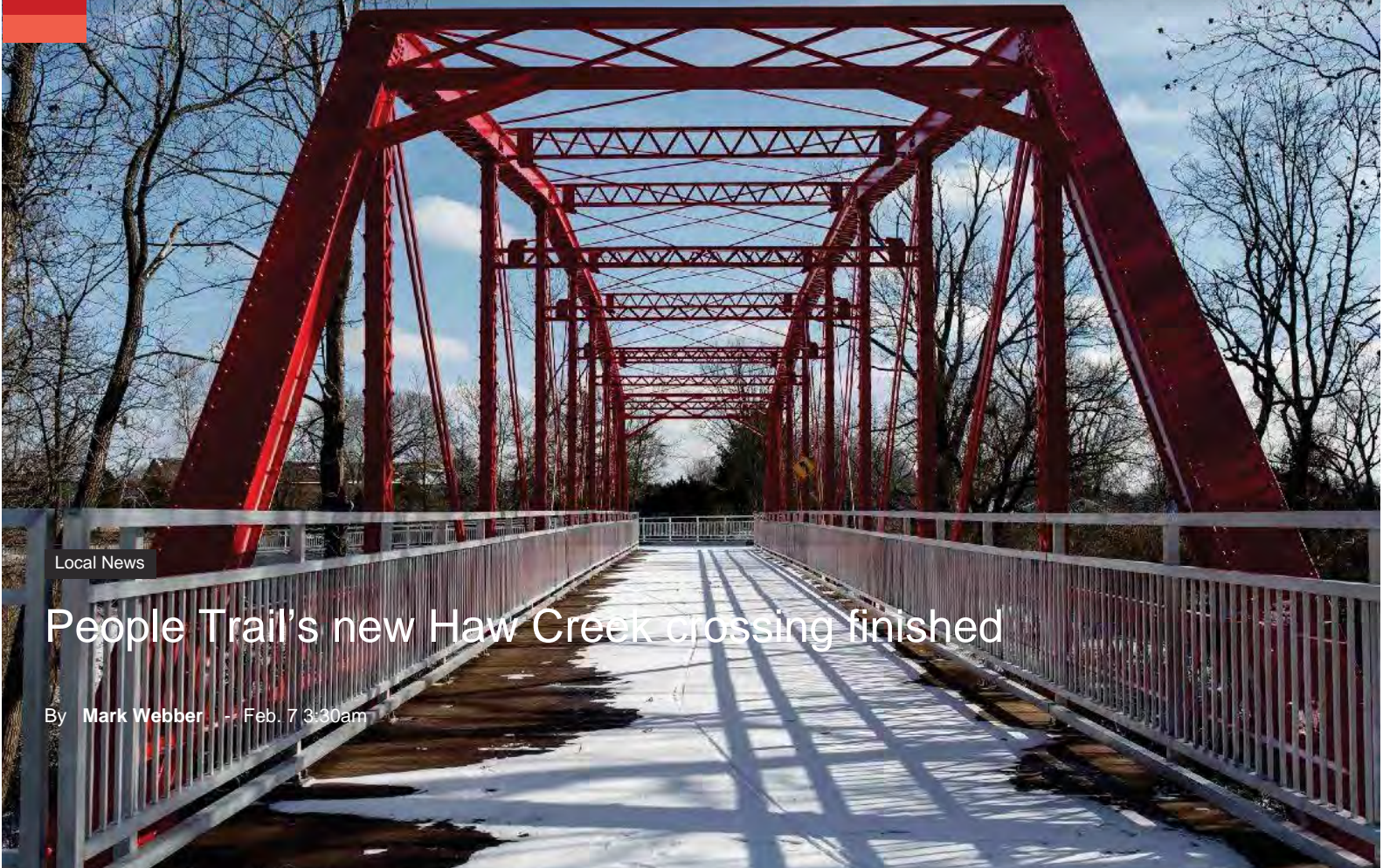
Photo courtesy Town of Albany Facebook page

The town of Albany posted the photo on its Facebook page last week. City officials are asking any family members of the 30s bridge crew to contact them:

If any of these workers were from your family, and you have a picture of them, please send it to townofalbany@albanyin.com. We would like to honor the crew members by recognizing them. We will be posting this picture on our Facebook page also and would like family and friends of crew members to share a memory of them. If you heard any stories about the bridge construction from these crew members, please share that with us.

The town plans to put the note on display.

Attachment 4



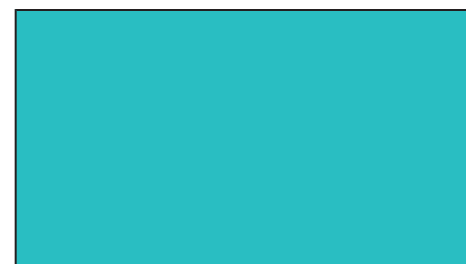
Local News

People Trail's new Haw Creek crossing finished

By Mark Webber - Feb. 7 3:30am

The pedestrian crossing over Haw Creek in Columbus — a project years in the making — has opened for walking, jogging or bicycling after a series of delays.

Barricades were removed late last week from the newly



refurbished old Newbern Bridge almost five months after the historic structure was placed in position south of the 25th Street bridge.

A post-opening ribbon-cutting ceremony is expected to be scheduled in the next two to three weeks, Columbus Parks director Mark Jones said.

After three cranes hoisted the structure into place over Haw Creek on Sept. 7, local officials expressed optimism about an official opening six weeks later.

Story continues below gallery

3 of 3



The old Newbern bridge is now part of the People Trail near the Hamilton Community Center and Ice Arena in Columbus, Ind., pictured on Monday, Feb. 5, 2018. Mike Wolanin | The Republic



However, manufacturing problems involving a subcontractor hired to construct specialty railings resulted in long and unanticipated delays, Jones said.

Unexpected obstacles involving the old Newbern Bridge have reached almost a legendary status among county officials and contractors.

As historic bridge consultant D. Eric Brunn put it last year, it's the only local project that took three decades spanning two millenniums to complete.

Bridge history

In 1999, the Bartholomew County commissioners voted to close the deteriorating one-lane, iron-truss bridge along County Road 850E in the eastern part of the county.

Initially, efforts were undertaken to move the historic structure to Anderson Falls Park, but that idea was eventually dropped in favor of the People Trail in Columbus.

The first big delay came in 2001, when archaeologists uncovered more than 350 artifacts at the site. More than \$100,000 in local tax money was spent to carefully excavate the area, remove the artifacts and to document them.

But without that investment of time and money, the county risked losing federal funds to build a new bridge, as well as a \$584,000 state grant to refurbish the existing one, county commissioner Larry Kleinhenz said.

After being forced to file extensive paperwork on the structure's historic status, the county was then required to spend thousands of dollars for redesign work and soil tests required to keep the federal grants.

Further delays came when the county went to court in 2012 to establish who owned five parcels of needed property near Clifty Creek.

Later that same year, the state pulled its reconstruction grant because delays made transportation officials believe the county was never going to spend the money. It took more than a year of lobbying before the grant was restored in January 2014.

It took 16 years after the commissioners determined the old bridge had to go before the old bridge finally went.

Three cranes lifted the historic structure from its foundations near the Newbern United Methodist Church in February 2015. The replacement bridge was installed in less than a year.

After the old bridge was completely disassembled, each piece was transported to a northern Indiana metal shop, Brunn said.

New parts were substituted for pieces that could not be salvaged, said Brunn, who works for the Columbus-based engineering consulting firm Strand Associates.

Old rivets were taken out, new bolts were put in, and rusted joints were replaced, county highway engineer Danny Hollander said.

Despite the extensive amount of work, Hollander estimates about 95 percent of the original bridge remains.

New home

Last spring, workers began to reassemble all the pieces on the east bank of Haw Creek in Columbus. The now-bright-red structure was finally moved into place shortly after Labor Day weekend.

Pre-assembled wood decking was then placed on the structure, while permanent foundation attachments were made, Jones said.

While long-term bridge maintenance is now the responsibility of the city of Columbus, Jones says it's worth the expense.

It will provide bicyclists and pedestrians safe passage across the river without having to dealing with traffic on busy 25th Street or National Road, he said.

Additionally, organizers of the Mill Race Marathon, conducted each September, will consider whether to incorporate the bridge into the running courses, Jones said.

Newbern Bridge timeline

1910: Original bridge constructed over Clifty Creek along County Road 850N on the northwest side of Newbern. Originally built for trains, the bridge was later modified for vehicular traffic.

1982: Bridge reconstructed.

1999: Bartholomew County Commissioners vote to replace the aging bridge and \$960,000 in federal funding is acquired for the project.

2001: Archaeologists uncover more than 350 artifacts under Clifty Creek at the site. Replacement is delayed.

2003: Despite concerns over deterioration, the 12-ton weight limit for the Newbern Bridge is maintained.

2004: Indiana first lady Nancy Kernan announces Bartholomew County will receive a \$584,000 state grant to refurbish the existing Newbern bridge once it is replaced.

2005: Amount set aside for construction of a new Newbern Bridge rises to \$1.25 million.

2010: Proposal emerges that the old bridge could be used as part of the Columbus People Trails, spanning Haw Creek south of 25th Street.

2012: Due to delays, the 2004 grant for the reconstruction project over Haw Creek is dropped by the state.

2013: Both city and county leaders lobby the state Department of Transportation to restore reconstruction funds.

2014: The transportation department agrees to restore funding in January. A determination is made to close the 104-year-old bridge the first full week of November.

2015: Historic Newbern Bridge taken apart, transported on flatbed trucks to Lincoln Park in Columbus, where it will be stored prior to restoration.

2016: County approves funds needed to restore the bridge for use as a pedestrian path.

2017: The bridge is reassembled on the east side of the river over several months and finally placed in position over Haw Creek on Sept. 7. Delays in obtaining specialty railings keeps the crossing closed for several months.

2018: Barricades are removed Feb. 1 that allow the 108-year-old bridge to become part of a new Columbus People Trail extension.

Indiana Department of Transportation

County Montgomery

Route SR 32

Des. No. 1400240

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

Road No./County:

SR 32 / Montgomery County

Designation Number:

1400240

Project Description/Termini:

Bridge Project - SR 32 over Walnut Fork Creek
 Project limits will extend 120 ft. west of the bridge, and 180 ft. east of the bridge

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
X	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval

N/A

ESM Signature

Date

Ronald E. BL

ES Signature

6-6-18

Date

Robert E. Dink

FHWA Signature

2018.06.06 14:02:26

-04'00'

Date

Release for Public Involvement

ESM Initials

Date

REB

ES Initials

4-3-18

Date

Certification of Public Involvement

Mary Wright
 Office of Public Involvement

5/21/18
 Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env. Reviewer Signature:

[Signature]

Date:

6/6/18

Name and Organization of CE/EA Preparer:

Elayna Stoner Phillips, Beam, Longest and Neff, LLC

This is page 1 of 23

Project name:

Bridge Project SR 32 over Walnut Fork Creek

Date: April 3, 2018

Indiana Department of Transportation

County Dearborn County

Route SR 46 over East Fork of Tanners Creek

Des. No. 1383701

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

Road No./County:	<u>SR 46, Dearborn County</u>
Designation Number:	<u>1383701</u>
Project Description/Termini:	<u>Bridge rehabilitation or bridge that carries SR 46, crossing East Fork of Tanners Creek in Dearborn County, Indiana</u>

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

<input type="checkbox"/>	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
<input type="checkbox"/>	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
<input checked="" type="checkbox"/>	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
<input type="checkbox"/>	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval N/A Roller ESH 2-20-18
 ESM Signature Date ES Signature Date

[Signature] 2-20-18
 FHWA Signature Date

Release for Public Involvement

 FES 11-13-17
 ESM Initials Date ES Initials Date

Certification of Public Involvement Mary Wright 1/25/18
 Office of Public Involvement Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env. Reviewer Signature: [Signature] Date: 2/20/18

Name and Organization of CE/EA Preparer: Harry Nikides, ASC Group, Inc.

This is page 1 of 28 Project name: SR 46 over East Fork of Tanners Creek Bridge Rehabilitation Date: November 8, 2017

Indiana Department of Transportation

County Marion Route Pagoda Drive Des. No. 1401724

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

Road No./County:	Pagoda Drive/Marion County
Designation Number:	1401724
Project Description/Termini:	Pagoda Drive over Pleasant Run Bridge Project - Approximately 0.12 mile south of Raymond Street within Garfield Park, Marion County, Indiana

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

<input type="checkbox"/>	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
<input type="checkbox"/>	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
<input checked="" type="checkbox"/>	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
<input type="checkbox"/>	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval _____ Date _____ REB 3/7/18
 ESM Signature Date ES Signature for REB Date

Robert E. Dirks ROBERT E DIRKS
 FHWA Signature Date 2018.03.12 13:08:36 -04'00'

Release for Public Involvement

_____ Date _____ REB 12-21-17
 ESM Initials Date ES Initials Date

Certification of Public Involvement Mary Wright 2/26/18
 Office of Public Involvement Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env. Reviewer Signature: REB Date: 3/7/18
 Name and Organization of CE/EA Preparer: Jaime Byerly / RQAW Corporation

Indiana Department of Transportation

County Montgomery

Route: SR 32 over Sugar Creek

Des. No. 1298423

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

Road No./County:	SR 32 / Montgomery County
Designation Number:	1298423
Project Description/Termini:	Bridge Project, Bridge No. 032-54-03347A carrying SR 32 over Sugar Creek, 200 feet east and west of the bridge

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
X	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval	<u>N/A</u>		<u>Ronald E. Dirks</u>	<u>6/12/18</u>
	ESM Signature	Date	ES Signature	Date
	<u>Robert E. Dirks</u>		Digitally signed by Robert E. Dirks Date: 2018.06.15 09:20:04 -04'00'	
	FHWA Signature		Date	

Release for Public Involvement

<u>N/A</u>		<u>REB</u>	<u>4-2-18</u>
ESM Initials	Date	ES Initials	Date

Certification of Public Involvement	<u>5/21/18</u>
<u>Mary Wright</u>	Date
Office of Public Involvement	

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env. Reviewer Signature: [Signature] Date: 6/11/2018

Name and Organization of CE/EA Preparer: Christian Radcliff, Beam, Longest and Neff, LLC

**MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION AND
THE INDIANA STATE HISTORIC PRESERVATION OFFICER
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
PURSUANT TO 36 C.F.R. Section 800.6(b)(iv)
FOR THE CRAWFORD COUNTY BRIDGE NO. 42 PROJECT
ON SOUTH ALTON ROAD (COUNTY ROAD 253) OVER MILL CREEK
IN BOONE TOWNSHIP, CRAWFORD COUNTY, INDIANA
INDOT DES. NO. 1400804**

WHEREAS the Crawford County Board of Commissioners proposes to bypass Bridge No. 42 (NBI No. 1300033) in Boone Township, Crawford County, Indiana, and proposes to use funds administered by the Federal Highway Administration (FHWA); and

WHEREAS the FHWA, in consultation with the Indiana State Historic Preservation Officer ("Indiana SHPO"), has defined the bypass project's area of potential effects ("APE"), as the term is defined in 36 C.F.R. Section 800.16(d), to include the project area and parcels adjacent to the project limits, with extensions to the east and southeast of Crawford County Bridge No. 42 to account for all potential alternatives and environmental factors; and

WHEREAS the FHWA, in consultation with the Indiana SHPO, has found that Crawford County Bridge No. 42 carrying South Alton Road (County Road 253) over Mill Creek (Indiana Historic Sites and Structures Inventory [IHSSI] No. 025-042-30023) is within the APE; and

WHEREAS the FHWA, in consultation with the Indiana SHPO, has determined, pursuant to 36 C.F.R. Section 800.4(c), that Crawford County Bridge No. 42 is eligible for inclusion in the National Register of Historic Places ("National Register"); and

WHEREAS the FHWA, in consultation with the Indiana SHPO, has determined pursuant to 36 C.F.R. Section 800.5(a) that the bypassing of Crawford County Bridge No. 42 will have an adverse effect on Crawford County Bridge No. 42; and

WHEREAS the FHWA has consulted with the Indiana SHPO in accordance with Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108) and its implementing regulations (36 C.F.R. Section 800) to resolve the adverse effect to Crawford County Bridge No. 42; and

WHEREAS the public was given an opportunity to comment on the undertaking's adverse effect in a notice published on January 24, 2018 in the *Clarion News*; and

WHEREAS the FHWA has notified the Advisory Council on Historic Preservation ("Council") of the adverse effect and invited the Council's participation in the project, pursuant to 36 CFR Section 800.6(a)(1), in a letter dated January 22, 2018; and

WHEREAS the Council declined to participate in consultation in a letter dated February 6, 2018; and

WHEREAS the FHWA, in consultation with the Indiana SHPO, has invited the Crawford County Board of Commissioners, the Indiana Department of Transportation ("INDOT"), and the Sycamore Springs Park/Clayton Roberson Family Foundation to participate in the consultation and to become signatories to this memorandum of agreement; and

WHEREAS the FHWA has consulted with the Indiana SHPO in accordance with Section 106 of the National Historic Preservation Act (16 U.S.C. 470f) and its implementing regulations (36 C.F.R. Part 800) concerning the scope of work as presented in the materials dated January 17, 2018, and has agreed to proceed with the project as proposed; and

NOW, THEREFORE, the FHWA and the Indiana SHPO agree that, upon the submission of a copy of this executed memorandum of agreement, as well as the documentation specified in 36 C.F.R. Section 800.11(e) and (f) to the Council pursuant to 36 C.F.R. Section 800.6[b][1][iv]) and upon the FHWA's approval of the bypass of Crawford County Bridge No. 42, the FHWA shall ensure that the following stipulations are implemented in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

- I. Mitigation for the Crawford County Bridge No. 42 bypass will consist of the following measures.
 - A. Crawford County has secured Local Public Agency (LPA) funds (INDOT Des. No. 1800979) for either the preservation of the bridge in place or the relocation and rehabilitation of the structure by a qualified recipient(s). The recipient of the bridge shall enter into a third party agreement with the LPA to use the funds for the relocation and rehabilitation, if the bridge is not rehabilitated in place by Crawford County.
 - B. Sycamore Springs Park, operated by the Clayton Roberson Family Foundation, has offered to take ownership of Crawford County Bridge No. 42. If Sycamore Springs Park decides not to take ownership of Crawford County Bridge No. 42 or cannot demonstrate that it is a qualified recipient, then Crawford County shall advertise the availability of the bridge for adaptive re-use through local outreach and public notices in local and regional newspapers quarterly until the opening of the new bridge. If no qualified recipient comes forward to accept the bridge during this period, Crawford County shall rehabilitate the bridge in place in accordance with Stipulation I.G, and provide a parking area nearby for access to the bridge.
 - C. If Crawford County, INDOT, FHWA, and the Indiana SHPO agree that the offer and the proposed recipient are suitable and satisfactory to all parties, then the transfer of Crawford County Bridge No. 42 to Sycamore Springs Park or another qualified recipient may proceed, either instead of, or following, the rehabilitation of the bridge in place by Crawford County.
 - D. Sycamore Springs Park or other qualified recipient(s) of the structure must agree to the following terms prior to accepting ownership of Crawford County Bridge No. 42:
 1. Accept all ownership rights and responsibilities connected now or in the future with the bridge.
 2. Leave the bridge open to the public.
 3. Maintain the features that give the structure its historical significance for a minimum period of twenty-five (25) years from the date from which the recipient(s) takes title of the bridge.
 4. Assume future legal and financial responsibility for the bridge.
 5. Indemnify and hold harmless any and all entities to include but not limited to Crawford County, the Crawford County Board of Commissioners, the Crawford County Highway Department, its elected officials, its appointed officials, its employees, and/or its agents for any and all expenses or charges to include attorney

fees that these entities or persons might have to pay by virtue of the successful owners' actions, non-actions, or performance.

- E. Sycamore Springs Park or any other qualified recipient(s) shall be required to provide photographs and mapping of the relocation site for Crawford County Bridge No. 42 to the Indiana SHPO for review, and perform archaeological investigations, as needed, at the proposed relocation site, in consultation with the Indiana SHPO. Sycamore Springs Park or any other qualified recipient(s) shall be permitted to change the relocation site in order to avoid an archaeological site.
- F. If Crawford County Bridge No. 42 is to be dismantled, then the Crawford County Board of Commissioners shall prepare a disassembly plan for the bridge, which will be submitted to the Indiana SHPO for a 30-day review and comment period prior to beginning dismantling. The plan will include a description of how the bridge will be disassembled, transported to the relocation site, and reassembled to ensure that the bridge's integrity is not diminished and that bridge components will not be damaged. The submitter of the disassembly plan will provide a written response to Indiana SHPO comments before proceeding. If comments are not received within thirty (30) days, the submitter may assume agreement from the Indiana SHPO on the plan submitted.
- G. The Crawford County Board of Commissioners, or any other qualified recipient(s), will rehabilitate Crawford County Bridge No. 42 adhering as much as possible to the applicable rehabilitation standards and guidelines of the Secretary of the Interior's Standards for the Treatment of Historic Properties ("Standards"). The Crawford County Board of Commissioners shall submit detailed reassembly and rehabilitation plans for Crawford County Bridge No. 42 to the Indiana SHPO for a 30-day review and comment period prior to reassembly and rehabilitation. The submitter of the reassembly and rehabilitation plans will provide a written response to Indiana SHPO comments before proceeding. If comments are not received within thirty (30) days, the submitter may assume agreement from the Indiana SHPO on the plans submitted.
- H. Prior to the commencement of construction activities for the new bridge, Crawford County Bridge No. 42 shall be documented by a qualified historian or architectural historian as defined by the Indiana SHPO in accordance with the *Indiana SHPO Minimum Architectural Documentation Standards*, which includes:
 - 1. Archival research to gather specific historic information from appropriate data sources; a brief report describing the history and significance of the bridge and surrounding area will be prepared.
 - 2. Digital photo documentation of the bridge shall include prints from digital images showing the bridges' structural elements and details, surrounding environmental settings, views from each approach, and any other significant, character-defining details. A set of black and white prints printed on archival quality, acid-free paper labeled with the bridge name, address, city, county, date, site number, and direction, in pencil or archival photographic marker. A compact disc ("CD") containing the electronic data files saved in uncompressed TIF format and a digital photo log shall be provided.
 - 3. If available, a copy of original construction plans or other field plans or drawings maintained about the bridge shall be included. If satisfactory plans are not available, measured drawings of the structure will be prepared by an architect or architectural historian experienced in producing measured drawings. Drawings must be reduced to 8.5" x 11" or scanned into a readily available viewing program.
 - 4. One draft of the completed documentation shall be submitted for a 30-day review period to the Indiana SHPO. The documentation shall be approved prior to any

demolition or construction activities at the site. Upon notification of approval by the SHPO, one set of the documentation shall be provided to a public or not-for-profit entity in Crawford County that will retain the documentation permanently for access by the public and one set of the documentation shall be provided to the Indiana State Archives. The SHPO shall be notified of the final transmittal.

II. OBJECTION RESOLUTION PROVISION

Disagreement and misunderstanding about how this memorandum of agreement is or is not being implemented shall be resolved in the following manner:

- A. If the Indiana SHPO or any invited signatory to this memorandum of agreement should object in writing to the FHWA regarding any action carried out or proposed with respect to the bypassing of Crawford County Bridge No. 42 or implementation of this memorandum of agreement, then the FHWA shall consult with the objecting party to resolve this objection. If after such consultation the FHWA determines that the objection cannot be resolved through consultation, then the FHWA shall forward all documentation relevant to the objection to the Council, including the FHWA's proposed response to the objection. Within 45 days after receipt of all pertinent documentation, the Council shall exercise one of the following options:
 - i. Provide the FHWA with a staff-level recommendation, which the FHWA shall take into account in reaching a final decision regarding its response to the objection; or
 - ii. Notify the FHWA that the objection will be referred for formal comment pursuant to 36 C.F.R. Section 800.7(c), and proceed to refer the objection and comment. The FHWA shall take into account the Council's comments in reaching a final decision regarding its response to the objection.
- B. If comments or recommendations from the Council are provided in accordance with this stipulation, then the FHWA shall take into account any Council comment or recommendations provided in accordance with this stipulation with reference only to the subject of the objection. The FHWA's responsibility to carry out all actions under the memorandum of agreement that are not the subjects of the objection shall remain unchanged.

III. POST-REVIEW DISCOVERY

In the event that one or more historic properties--other than Crawford County Bridge No. 42 (IHSSI No. 025-042-30023)--are discovered or that unanticipated effects on historic properties are found during the implementation of this memorandum of agreement, the FHWA shall follow the procedure specified in 36 C.F.R. Section 800.13, as well as IC 14-21-1-27 and IC 14-21-1-29, by stopping work in the immediate area and informing the Indiana SHPO and the INDOT Cultural Resources Office of such unanticipated discoveries or effects within two (2) business days. Any necessary archaeological investigations will be conducted according to the provisions of IC 14-21-1, 312 IAC 21, 312 IAC 22, and the most current *Guidebook for Indiana Historic Sites and Structures Inventory – Archaeological Sites*.

IV. AMENDMENT

Any signatory to this memorandum of agreement may request that it be amended, whereupon the parties shall consult to consider the proposed amendment. 36 C.F.R. 800.6(c)(7) shall govern the execution of any such amendment.

V. TERMINATION

- A. If the bypassing of Crawford County Bridge No. 42 has not commenced within ten (10) years of the signing of this memorandum of agreement, or if the rehabilitation of Crawford County Bridge No. 42 pursuant to Stipulation I.I. has not commenced within ten (10) years of the opening to traffic of the bridge that bypasses Crawford County Bridge No. 42, then this memorandum of agreement shall be considered null and void. In such an event, the FHWA shall so notify the parties to this memorandum of agreement and, if it chooses to continue with the bypassing of Crawford County Bridge No. 42, then it shall reinstate consultation with the other consulting parties on developing a new memorandum of agreement pursuant to 36 C.F.R. Part 800.
- B. Any signatory to this memorandum of agreement may terminate it by providing thirty (30) days notice to the other parties, provided that the parties shall consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. In the event of termination, the FHWA shall comply with 36 C.F.R. Sections 800.3 through 800.7 with regard to the review of the bridge bypass project.
- C. In the event that the FHWA does not carry out the terms of this memorandum of agreement, the FHWA shall comply with 36 C.F.R. Sections 800.3 through 800.7 with regard to the review of the bridge bypass project.

The execution of this memorandum of agreement by the FHWA, INDOT, Crawford County Board of Commissioners, and the Indiana SHPO, the submission of it to the Council with the appropriate documentation specified in 36 C.F.R. Section 800.11(e) and (f), and the implementation of its terms evidence that the FHWA has afforded the Council an opportunity to comment on the bridge bypass project and its effect on historic properties and that the FHWA has taken into account the effects of the bridge bypass project on historic properties.

REQUIRED SIGNATORY

FEDERAL HIGHWAY ADMINISTRATION

By:



Mayela Sosa, Division Administrator


Date:

7/30/18

REQUIRED SIGNATORY

INDIANA STATE HISTORIC PRESERVATION OFFICER

By:



Christopher A. Smith, Deputy Director
Indiana Department of Natural Resources


Date:



7/17/18

INVITED SIGNATORY

INDIANA DEPARTMENT OF TRANSPORTATION

By: 
Laura Hilden, Environmental Services Director

Date: 6/22/2018

INVITED SIGNATORY

CRAWFORD COUNTY BOARD OF COMMISSIONERS

By: 
Dan Crecelius, Commissioner

Date: 6-28-2018

By: 
Larry Ingle, Commissioner

Date: 6-28-18

By: 
Morton Dale, Commissioner

Date: 6-28-18

INVITED SIGNATORY

SYCAMORE SPRINGS PARK/CLAYTON ROBERSON FAMILY FOUNDATION

By: *Ms. Nidrah Dial*
Ms. Nidrah Dial

Date: 6/22/2018

**MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION AND
THE INDIANA STATE HISTORIC PRESERVATION OFFICER
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
PURSUANT TO 36 C.F.R. Section 800.6(b)(iv) FOR THE
CRAWFORD COUNTY BRIDGE NO. 43 PROJECT ON
BEECHWOOD ROAD (COUNTY ROAD 4) OVER THE LITTLE BLUE RIVER
IN BOONE TOWNSHIP, CRAWFORD COUNTY, INDIANA
INDOT DES. NO. 1400825**

WHEREAS the Crawford County Board of Commissioners proposes to bypass Bridge No. 43 (NBI No. 1300071) in Boone Township, Crawford County, Indiana, and proposes to use funds administered by the Federal Highway Administration (FHWA); and

WHEREAS the FHWA, in consultation with the Indiana State Historic Preservation Officer ("Indiana SHPO"), has defined the bypass project's area of potential effects ("APE"), as the term is defined in 36 C.F.R. Section 800.16(d), to include the project area and parcels within 500 ft from the project limits to account for all potential alternatives and environmental factors; and

WHEREAS the FHWA, in consultation with the Indiana SHPO, has found that Crawford County Bridge No. 43 carrying Beechwood Road (County Road 4) over the Little Blue River (Indiana Historic Sites and Structures Inventory No. 025-042-30003) is within the APE; and

WHEREAS the FHWA, in consultation with the Indiana SHPO, has determined, pursuant to 36 C.F.R. Section 800.4(c), that Crawford County Bridge No. 43 is eligible for inclusion in the National Register of Historic Places ("National Register"); and

WHEREAS the FHWA, in consultation with the Indiana SHPO, has determined pursuant to 36 C.F.R. Section 800.5(a) that the bypassing of Crawford County Bridge No. 43 will have an adverse effect on Crawford County Bridge No. 43; and

WHEREAS the FHWA has consulted with the Indiana SHPO in accordance with Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108) and its implementing regulations (36 C.F.R. Section 800) to resolve the adverse effect to Crawford County Bridge No. 43; and

WHEREAS the public was given an opportunity to comment on the undertaking's adverse effect in a notice published on July 11, 2018, in the *Clarion News*; and

WHEREAS the FHWA has notified the Advisory Council on Historic Preservation ("Council") of the adverse effect and invited the Council's participation in the project, pursuant to 36 CFR Section 800.6(a)(1), in a letter dated May 18, 2018; and

WHEREAS the Council declined to participate in consultation in a letter dated June 12, 2018; and

WHEREAS the FHWA, in consultation with the Indiana SHPO, has invited the Crawford County Board of Commissioners (“Crawford County”) and the Indiana Department of Transportation (“INDOT”) to participate in the consultation and to become signatories to this memorandum of agreement; and

WHEREAS the FHWA has consulted with the Indiana SHPO in accordance with Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108) and its implementing regulations (36 C.F.R. Part 800) concerning the scope of work as presented in the materials dated May 18, 2018, and has agreed to proceed with the project as proposed; and

NOW, THEREFORE, the FHWA and the Indiana SHPO agree that, upon the submission of a copy of this executed memorandum of agreement, as well as the documentation specified in 36 C.F.R. Section 800.11(e) and (f) to the Council pursuant to 36 C.F.R. Section 800.6[b][1][iv]) and upon the FHWA's approval of the bypass of Crawford County Bridge No. 43, the FHWA shall ensure that the following stipulations are implemented in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

- I. Mitigation for the Crawford County Bridge No. 43 bypass shall consist of the following measures.
 - A. Crawford County has been attempting to market the availability of Crawford County Bridge No. 43 to interested parties through INDOT’s Historic Bridge Program since April 2017, and through signs posted at the project site since June 2017, and shall continue to actively pursue finding a new location for Crawford County Bridge No. 43 by those two measures, as well as by advertising the availability of the bridge for adaptive re-use through the additional measures listed below. This marketing period shall continue either until there is a signed agreement between Crawford County and a qualified recipient committing the qualified recipient to adhere to the terms of this memorandum of agreement or until after the opening of the bypassing bridge to vehicular traffic (anticipated to be approximately 12-18 months after the execution of this memorandum of agreement), whichever occurs first. Crawford County shall engage in the following, additional measures to advertise the bridge’s availability:
 1. Crawford County shall place advertisements or articles regarding the availability of Crawford County Bridge No. 43 in relevant statewide publications, including, at minimum, the Association of Indiana Counties *Indiana News* and the Indiana Housing and Community Development Authority’s *IHCDA...The Magazine*;
 2. Crawford County shall contact, by direct mailing, local and regional agencies, local government representatives, and state and local parks from surrounding counties to make them aware of the availability of the bridge. When preparing mailings, Crawford County shall request that the Indiana

SHPO review the list and submit names of any other entities that should be contacted.

3. Crawford County shall work with a local newspaper to publish a feature article describing the significance and availability of the bridge;
 4. Crawford County shall place advertisements/public notices regarding the availability of the bridge in the *Indianapolis Star* and no less than (2) local newspapers covering the portion of the state near Crawford County. The notices shall occur within (1) month of the signing of this agreement and be followed by subsequent notices after three (3) months;
 5. Crawford County shall work with the Crawford County Chamber of Commerce, the Crawford County Redevelopment Board, and other such organizations to feature the availability of the bridge in the e-mail newsletters of these organizations; and
 6. Crawford County Bridge No. 43 shall remain posted on INDOT's Historic Bridge Program website through the duration of these activities.
- B. Should a qualified recipient come forward to accept ownership of Crawford County Bridge No. 43 during the period outlined in Stipulation I.A., the following stipulations shall apply:
1. Crawford County Bridge No. 43 shall remain in its original location until construction of the bypassing Beechwood Road (County Road 4) crossing over the Little Blue River is complete and open to traffic.
 2. The qualified recipient of the structure shall be required to provide a written proposal to INDOT, FHWA, and Indiana SHPO for review and approval. The proposal shall include photographs and mapping depicting the proposed relocation site for Crawford County Bridge No. 43 and demonstrate sufficient funding to carry out the project in an appropriate manner. The recipient shall agree to perform archaeological investigations, as needed, at the proposed relocation site, in consultation with the Indiana SHPO. The qualified recipient shall be permitted to change the relocation site in order to avoid an archaeological site.
 3. The qualified recipient of the bridge shall agree to the following terms through a written agreement with Crawford County prior to accepting ownership of Crawford County Bridge No. 43:
 - a. Accept all ownership rights and responsibilities connected now or in the future with the bridge;
 - b. Leave the bridge open to the public;

- c. Maintain the features that give the structure its historical significance for a minimum period of twenty-five (25) years from the date from which the qualified recipient takes title of the bridge;
 - d. Assume future legal and financial responsibility for the bridge; and
 - e. Indemnify and hold harmless any and all entities to include but not limited to Crawford County, the Crawford County Board of Commissioners, the Crawford County Highway Department, its elected officials, its appointed officials, its employees, and/or its agents for any and all expenses or charges to include attorney fees that these entities or persons might have to pay by virtue of the successful owners' actions, non-actions, or performance.
4. If the County, INDOT, FHWA, and Indiana SHPO agree that the offer and the recipient are suitable and satisfactory to all parties, the transfer of Crawford County Bridge No. 43 may proceed.
 5. If Crawford County Bridge No. 43 is to be dismantled, then the qualified recipient that is acquiring the bridge shall prepare a disassembly plan for the bridge, which shall be submitted to INDOT and Indiana SHPO for a 30-day review and comment period prior to beginning dismantling. The plan shall include match-marking and mapping the bridge's components to facilitate the structure's reassembly at the relocation site. The qualified recipient shall provide a written response to Indiana SHPO comments before proceeding. If comments are not received within thirty (30) days, the qualified recipient may assume agreement from the Indiana SHPO on the plan submitted.
 6. If Crawford County Bridge No. 43 is to be temporarily stored as part of the dismantling and reassembly, larger components shall be placed on blocks or railroad ties stored off the ground to discourage deterioration of bridge members. Smaller components (e.g., bearings, bracing rods, etc.) and other detached members shall be stored indoors in a secured facility.
 7. The qualified recipient shall rehabilitate Crawford County Bridge No. 43 adhering as much as possible to the applicable rehabilitation standards and guidelines of the Secretary of the Interior's Standards for the Treatment of Historic Properties ("Standards"). The qualified recipient shall submit detailed reassembly and rehabilitation plans for Crawford County Bridge No. 43 to INDOT and Indiana SHPO for a 30-day review and comment period prior to reassembly and rehabilitation. The qualified recipient shall provide a written response to Indiana SHPO comments before proceeding. If comments are not received within thirty (30) days, the qualified recipient may assume agreement from the Indiana SHPO on the plans submitted.
- C. Should no qualified recipient come forward to accept ownership of Crawford County Bridge No. 43 during the period outlined in Stipulation I.A., Crawford County shall be allowed to proceed with demolition of Crawford County Bridge No. 43.

- D. Prior to the commencement of construction activities for the bypassing of Crawford County Bridge No. 43, Crawford County shall ensure that the bridge is documented by a qualified historian or architectural historian as defined by the Indiana SHPO in accordance with the *Indiana SHPO Minimum Architectural Documentation Standards*, which includes:
1. Archival research to gather specific historic information from appropriate data sources; a brief report describing the history and significance of the bridge and surrounding area shall be prepared.
 2. Digital photo documentation of the bridge shall include prints from digital images showing the bridges' structural elements and details, surrounding environmental settings, views from each approach, and any other significant, character-defining details. A set of black and white prints printed on archival quality, acid-free paper labeled with the bridge name, address, city, county, date, site number, and direction, in pencil or archival photographic marker, and a compact disc ("CD") containing the electronic data files saved in uncompressed TIF format and a digital photo log shall be provided.
 3. If available, a copy of original construction plans or other field plans or drawings maintained about the bridge shall be included. If satisfactory plans are not available, measured drawings of the structure shall be prepared by an architect or architectural historian experienced in producing measured drawings. Drawings shall be reduced to 8.5" x 11" or scanned into a readily available viewing program.
 4. Prior to the commencement of demolition or construction activities, one draft of the completed documentation shall be submitted for a 30-day review period to Indiana SHPO. The documentation shall be approved prior to any demolition or construction activities at the site. Upon notification of approval by the SHPO, one set of the documentation shall be provided to a public or not-for-profit entity in Crawford County that will retain the documentation permanently for access by the public and one set of the documentation shall be provided to the Indiana State Archives. The SHPO shall be notified of the final transmittal.

II. OBJECTION RESOLUTION PROVISION

Disagreement and misunderstanding about how this memorandum of agreement is or is not being implemented shall be resolved in the following manner:

- A. If the Indiana SHPO or any invited signatory to this memorandum of agreement should object in writing to the FHWA regarding any action carried out or proposed with respect to the bypassing of Crawford County Bridge No. 43 or implementation of this memorandum of agreement, then the FHWA shall consult with the objecting party to resolve this objection. If after such consultation the FHWA determines that the objection cannot be resolved through consultation, then the FHWA shall forward all documentation relevant to the objection to the Council, including the FHWA's proposed response to the objection. Within 45

days after receipt of all pertinent documentation, the Council shall exercise one of the following options:

- i. Provide the FHWA with a staff-level recommendation, which the FHWA shall take into account in reaching a final decision regarding its response to the objection; or
 - ii. Notify the FHWA that the objection will be referred for formal comment pursuant to 36 C.F.R. Section 800.7(c), and proceed to refer the objection and comment. The FHWA shall take into account the Council's comments in reaching a final decision regarding its response to the objection.
- B. If comments or recommendations from the Council are provided in accordance with this stipulation, then the FHWA shall take into account any Council comment or recommendations provided in accordance with this stipulation with reference only to the subject of the objection. The FHWA's responsibility to carry out all actions under the memorandum of agreement that are not the subjects of the objection shall remain unchanged.

III. POST-REVIEW DISCOVERY

In the event that one or more historic properties—other than Crawford County Bridge No. 43 (IHSSI No. 025-042-30002)—are discovered or that unanticipated effects on historic properties are found during the implementation of this memorandum of agreement, the FHWA shall follow the procedure specified in 36 C.F.R. 800.13, as well as IC 14-21-1-27 and IC 14-21-1-29, by stopping work in the immediate area and informing the Indiana SHPO and the INDOT Cultural Resources Office of such unanticipated discoveries or effects within two (2) business days. Any necessary archaeological investigations shall be conducted according to the provisions of IC 14-21-1, 312 IAC 21, 312 IAC 22, and the most current *Guidebook for Indiana Historic Sites and Structures Inventory – Archaeological Sites*.

IV. AMENDMENT

Any signatory to this memorandum of agreement may request that it be amended, whereupon the parties shall consult to consider the proposed amendment. 36 C.F.R. 800.6(c)(7) shall govern the execution of any such amendment.

V. TERMINATION

- A. If the bypassing of Crawford County Bridge No. 43 has not commenced within ten (10) years of the signing of this memorandum of agreement, then this memorandum of agreement shall be considered null and void. In such an event, the FHWA shall so notify the parties to this memorandum of agreement and, if it chooses to continue with the bypassing of Crawford County Bridge No. 43, then it shall reinitiate consultation with the other consulting parties on developing a new memorandum of agreement pursuant to 36 C.F.R. Part 800.


- B. Any signatory to this memorandum of agreement may terminate it by providing thirty (30) days notice to the other parties, provided that the parties shall consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. In the event of termination, the FHWA shall comply with 36 C.F.R. Sections 800.3 through 800.7 with regard to the review of the bridge bypass project.

- C. In the event that the FHWA does not carry out the terms of this memorandum of agreement, the FHWA shall comply with 36 C.F.R. Sections 800.3 through 800.7 with regard to the review of the bridge bypass project.

The execution of this memorandum of agreement by the FWHA, INDOT, Crawford County Board of Commissioners, and the Indiana SHPO, the submission of it to the Council with the appropriate documentation specified in 36 C.F.R. Section 800.11(e) and (f), and the implementation of its terms evidence that the FHWA has afforded the Council an opportunity to comment on the bridge bypass project and its effect on historic properties and that the FHWA has taken into account the effects of the bridge bypass project on historic properties.

REQUIRED SIGNATORY

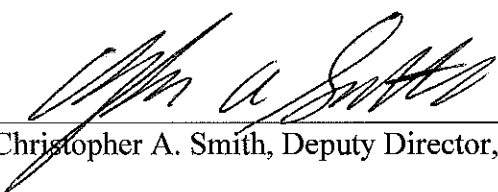
FEDERAL HIGHWAY ADMINISTRATION

By: 
for Mayela Sosa, Division Administrator

Date: 9-17-18


REQUIRED SIGNATORY

INDIANA STATE HISTORIC PRESERVATION OFFICER

By:  Date: 9/7/2018
Christopher A. Smith, Deputy Director, Indiana Department of Natural Resources

INVITED SIGNATORY

INDIANA DEPARTMENT OF TRANSPORTATION

By: 

Laura Hilden, Environmental Services Director

Date: 9/10/2018

INVITED SIGNATORY

CRAWFORD COUNTY BOARD OF COMMISSIONERS

By:  _____
Dan Crecelius, Commissioner

Date: 9-13-18

By:  _____
Larry Ingle, Commissioner

Date: 9/13/18

By:  _____
Mordon Dale, Commissioner

Date: 9-13-18



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 • www.IN.gov/dnr/historic



JUL 19 2018

Anuradha Kumar
Manager, Cultural Resources Office
Environmental Services
Indiana Department of Transportation
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204

Re: Application by the Indiana Department of Transportation for the rehabilitation of Bridge No. P000-07-07101B (NBI No. 60310), also known as the Ramp Creek Covered Bridge, which carries Park Road over North Fork Salt Creek at the north entrance of Brown County State Park near Nashville, Brown County (INDOT Des. No. 1601821; DHPA No. 20504)

Dear Ms. Kumar:

You are hereby notified that the Historic Preservation Review Board ("Review Board"), at its meeting in Indianapolis on July 18, 2018, in accordance with Indiana Code § 14-21-1-18, took the following action:

In regard to Agenda Item IV.1., a certificate of approval is granted to the Indiana Department of Transportation and the Indiana Department of Natural Resources on the following conditions:

1. If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations.
2. This certificate of approval will remain valid through July 18, 2020.

Copies of staff comments and recommendations are available for review and copying at the office of the Department of Natural Resources, Division of Historic Preservation and Archaeology, 402 West Washington Street, Room W274, Indianapolis, Indiana 46204 (telephone number 317-232-1646).

This action may be appealed by filing a written petition with the Natural Resources Commission, Division of Hearings, within eighteen (18) days of the mailing of this document. The petition should be addressed to:

Division of Hearings
Natural Resources Commission
Indiana Government Center North, Room N103
100 North Senate Avenue
Indianapolis, Indiana 46204-2200

The petition shall contain specific reasons for the appeal and shall indicate the portion or portions of the state-funded action that are being appealed.

The review is a formal legal proceeding governed by the Administrative Orders and Procedures Act, Indiana Code § 4-21.5 and the Natural Resources Commission's rules pertaining to adjudicative proceedings, 312 Indiana Administrative Code 3-1.

Any questions regarding this matter should be directed to the Department of Natural Resources, Division of Historic Preservation and Archaeology.

Very truly yours,



Christopher A. Smith
Deputy Director
Indiana Department of Natural Resources

CAS:JLC:jlc

Indiana Department of Transportation

County Marion Route Dandy Trail over Eagle Creek Des. No. 1401722

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

Road No./County:	Dandy Trail / Marion County
Designation Number:	1401722
Project Description/Termini:	Bridge Improvement project, Bridge #1501F, National Bridge Inventory (NBI) #4900100, begins on Dandy Trail, approximately 360.5 feet (ft.) northeast of its intersection of Salt Lake Road and extends approximately 526 ft. northeast across Eagle Creek in Wayne Township, Marion County.

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
X	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval N/A _____ Date _____ [Signature] _____ Date 11/26/18
 ESM Signature _____ Date _____ ES Signature _____ Date _____
Robert E. Dirks _____ Digitally signed by Robert E. Dirks
 FHWA Signature _____ Date _____ Date: 2018.11.28 08:45:45 -05'00'

Release for Public Involvement

_____ Date _____ BDH to REB _____ Date 10/11/2018
 ESM Initials _____ Date _____ ES Initials _____ Date _____

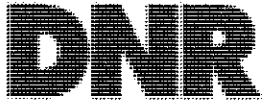
Certification of Public Involvement Mary Wright _____ Date 11/16/18
 Office of Public Involvement _____ Date _____

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env. Reviewer Signature: [Signature] _____ Date: 11/26/18

Name and Organization of CE/EA Preparer: Samuel P. Snell and Susan Castle, Metric Environmental, LLC

This is page 1 of 44 Project name: Dandy Trail Bridge 1501F over Eagle Creek Date: October 10, 2018



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



October 31, 2018

Mary Kennedy
Historic Bridge Specialist
Indiana Department of Transportation
Cultural Resources Office
100 N. Senate Avenue, Room N642
Indianapolis, Indiana 46204

State Agency: Indiana Department of Transportation

Re: Application for a certificate of approval for preventative maintenance on Bridge No. 040-30-03505 carrying
US 40 over Brandywine Creek (Des. No. 1700989; DHPA #1942)

Dear Ms. Kennedy:

Pursuant to Indiana Code 14-21-1-18 and 312 IAC 20-4, the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology ("DHPA") has conducted a review of the materials dated September 28, 2018 and received by the DHPA on October 2, 2018, for the above indicated project in Greenfield, Hancock County, Indiana.

Thank you for your submission for the above indicated project. Although the project area is Bridge No. 040-30-03505, which is considered eligible for inclusion in the National Register of Historic Places and rated 'Select' by the Indiana Historic Bridges Inventory, based on what we currently know, there will be no adverse impact on any known historic site or historic structure that is state owned. Therefore, under Subsection 11(c) of 312 IAC 20-4, a certificate of approval will not be necessary from the Indiana Historic Preservation Review Board for this project.

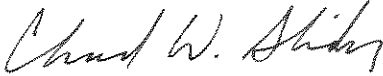
Pursuant to 312 IAC 20-4-11(g), within fifteen (15) days after this determination, an interested person may request a member of the review board to provide public hearing and review under 312 IAC 2-3. The designated member shall issue a determination whether an application for a certificate of approval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

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

If any archaeological artifacts, features, or human remains are uncovered during construction, state law (Indiana Code 14-21-1-27 & 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646.

If you have any further questions regarding this determination, please contact Chad Slider at (317) 234-5366 or cslider@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA #1942.

Very truly yours,



Christopher A. Smith
Deputy Director
Indiana Department of Natural Resources

CAS:CWS:cws

emc: Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Mary Kennedy, INDOT
Shirley Clark, INDOT
Joseph L. Skvarenina, Hancock County Historian
Brigette S. Jones, President, Hancock County Historical Society
Mark Dollase, Indiana Landmarks, Central Regional Office
J. Scott Keller, Indiana Historic Preservation Review Board
Daniel Kloc, AIA, Indiana Historic Preservation Review Board
Beth McCord, Indiana Historic Preservation Review Board
April Sievert, Ph.D., Indiana Historic Preservation Review Board
Joshua Palmer, AIA, Indiana Historic Preservation Review Board
Jason Larrison, AIA, Indiana Historic Preservation Review Board
Christopher Smith, Deputy Director, Indiana Department of Natural Resources



Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
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October 19, 2018

Anuradha V. Kumar
Manager, Cultural Resources Section
Environmental Services
Indiana Department of Transportation
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204

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

Subject: Certificate of approval application for the 100% state-funded repair of the bridge carrying US 421 over Kilmore Creek (INDOT Bridge No. [421]39-12-01793C; NBI No. 32210), 0.31 mile south of SR 38, in Washington Township, Clinton County, Indiana (Des. No. 1801691; DHPA No. 23015)

Dear. Ms. Kumar:

Pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code (“IAC”) 20-4, the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (“INDNR-DHPA”) has reviewed INDOT’s review request submittal form and letter, both of which were dated September 19, 2018, and which enclosed INDOT’s certificate of approval (“COA”) application and enclosures, which we received on September 21, 2018.

For the benefit of Indiana Historic Preservation Review Board (“Review Board”) members and other interested persons, INDOT’s September 19 letter and the certificate of approval application can be viewed online at IN SCOPE (<http://erms.indot.in.gov/Section106Documents/>) by searching under Designation Number 1801691.

The US 421 bridge over Kilmore Creek, of the Parker pony truss type, was identified as historic and Select in the Indiana Historic Bridge Inventory. It is considered eligible for inclusion in the National Register of Historic Places under Criterion C, as the certificate of approval (“COA”) application says, “because it exemplifies an uncommon highway bridge type in Indiana and because it displays exceptional main span length for its type representing and innovative design.” Accordingly, because this is a state-funded project that would alter a state-owned historic structure, Indiana Code 14-21-1-18 is applicable.

A previous, Federal Highway Administration- and INDOT- funded rehabilitation of the bridge was conducted in 2015 after a dual, federal Section 106 and 312 IAC 20-4-11.5 review in 2013 and 2014 (Des. No. 1006286; DHPA No. 15385). Since then, however, INDOT says that growing cracks in three of the four lower-chord gusset plates have been discovered, and all eight gusset plates have been found to have suffered section loss.

The scope of the repair work is described in INDOT’s September 19 letter and in INDOT’s COA application is as follows:

- The first floor beams adjacent the repair locations will be jacked to allow temporary support of the truss during construction via cross beams.
- Floor beam connections will be retrofitted for the temporary supports.
- The interior and exterior gusset plates and cover plates will be removed and replaced at all four corners of the bridge. Cover plates will be removed at all four corners. Some cover plates will be reinstalled, while others will be replaced. A total of 8 gusset plates will be replaced along with 4 cover plates.
- The rivets at the subject gusset plates and cover plates will be replaced with high strength round headed bolts.

- It is proposed that the temporary support and gusset plate replacement occurs only on one side of the creek at a time.
- The new steel members will be painted and any adjacent areas of paint damaged during construction will be cleaned and repainted. The paint will match the existing green color (Federal Color Standard No. 595, Color 24227).

The certificate of approval (“COA”) application proposes 100% state-funded work on a state-owned historic structure, a bridge, but it does not indicate that the road (*i.e.* the deck or the approaches) will be altered, demolished, or removed. We have not found an applicable definition of “road” in Title 14 of the Indiana Code, but Indiana Code 8-23-1-23, which pertains to INDOT, contains the following definition:

Sec. 23. “Highway, street, or road” means a public way for purposes of vehicular traffic, including the entire area within the right-of-way. However, the term does not include a highway for the purposes of IC 8-2.1.

Indiana Code 8-2.1, which pertained to motor carrier regulation, has since been repealed.

Consequently, we think that the US 421 bridge over Kilmore Creek falls qualifies as part of a “road,” as that term is used in Indiana Code 14-21-1-18(f).

Indiana Code 14-21-1-18(f) and (g) apply to a “substantial alteration of a road . . . within the boundaries of the property of a historic site or historic structure.” However, in this project, it may not be essential to determine whether there will be a *substantial* alteration, because there will be *some* alteration of the bridge; a certificate of approval application has been filed that would satisfy the requirements of either Indiana Code 14-21-1-18(b) or Indiana Code 14-21-1-(g); and if Indiana Code 14-21-1-18(g) and (h) do not apply because the alteration will not be *substantial*, then it appears that Indiana Code 14-21-1-18(a) and (b) would apply, by default.

Based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places (“NRHP”) within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the previously-submitted Indiana archaeological short report (Parsell, 02/11/2014), that no further investigations appear necessary at this proposed project area. However, this identification is subject to the project activities remaining within areas disturbed by previous construction of a recent and non-historical nature. If archaeological deposits are encountered from the post-contact period, they will be evaluated regarding their eligibility for the NRHP in consultation with the staff of the Indiana SHPO. Please contact our office if such deposits are encountered. The archaeological recording must be done in accordance with the Secretary of the Interior’s “Standards and Guidelines for Archaeology and Historic Preservation” (48 F.R. 44716) and a report of the archaeological documentation must be submitted to our office for review and comment.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations.

As INDOT has pointed out, the repair work proposed will not be readily visible to the public. This repair project is limited in scope and in the amount of historic fabric on the bridge that will be replaced. Presumably, the replacement gusset plates and cover plates will be similar in appearance to the existing gusset plates and cover plates. Consequently, **we have determined, pursuant to Indiana Code 14-21-1-18(g), that this project will not have an adverse impact on the only historic property within or near the project area, the US 421 bridge over Kilmore Creek.**

Furthermore, because we have determined that this project will not have an adverse impact, we have concluded under 312 IAC 20-4-11(d) that it will not be necessary for INDOT to obtain a certificate of approval from the Indiana Historic Preservation Review Board for the 100% state-funded repair of the bridge carrying US 421 over Kilmore Creek (INDOT Bridge No. [421]39-12-01793C; NBI No. 32210), 0.31 mile south of SR 38, in Washington Township, Clinton County, Indiana (Des. No. 1801691; DHPA No. 23015).

Pursuant to 312 IAC 20-4-11(g), within fifteen (15) days after this determination, an interested person may request a member of the Review Board to provide public hearing and review under 312 IAC 2-3. The designated member shall issue a

determination whether an application for a certificate of approval must be filed. If the designated member determines an application must be filed, then the division shall place the completed application on the agenda of the Review Board's next meeting. If the designated member determines that an application for a certificate is not required, then the division director's letter of clearance is affirmed. A determination under this subsection is not effected until the later of the following:

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

If you have questions about archaeological issues related to this project, please contact Wade Tharp at (317) 232-1650 or wtharp1@dnr.in.gov. Questions about the US 421 bridge over Kilmore Creek or other structures should be directed to John Carr at (317) 233-1949 or jcarr@dnr.in.gov.

If there is any future correspondence about this project at the US 421 bridge over Kilmore Creek in Clinton County, please refer to DHPA No. 23015.

Very truly yours,



Christopher A. Smith
Deputy Director
Indiana Department of Natural Resources

CAS:JLC:WTT:wtt

cc: James Miller, Clinton County Historian
Historic Preservationists of Clinton County

emc: Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Melissa Patton, INDOT-Project Manager
Shaun Miller, INDOT
Susan Branigin, INDOT
Shirley Clark, INDOT
Robert Dirks, P.E., Federal Highway Administration, Indiana Division
Michelle Allen, Federal Highway Administration, Indiana Division
Diane Hunter, Miami Tribe of Oklahoma
Board of Commissioners of Clinton County, c/o Theresa Martin, Commissioners' Assistant
Kevin Myers, Clinton County Highway Supervisor
Clinton County Historical Society and Museum
Tommy Kleckner, Indiana Landmarks, Western Regional Office
James L. Cooper, Ph.D., Professor Emeritus of History, DePauw University
Paul Brandenburg, Indiana Historic Spans Task Force
J. Scott Keller, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Beth McCord, Review Board
Joshua Palmer, AIA, Review Board
April Sievert, Ph.D., Review Board
Christopher Smith, Deputy Director, INDNR
Chad Slider, INDNR-DHPA
John Carr, INDNR-DHPA
Wade T. Tharp, INDNR-DHPA

The News-Banner

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TUESDAY, MAY 8, 2018

BLUFFTON, INDIANA • Wells County's Hometown Connection

75¢



Diane Holland, left, assists voter Susi Dahman Tuesday morning at the Wells Community Building at the 4-H Park. Polls are open until 6 p.m. (Photo by Jessica Bricker)

Primary voting underway

By DAVE SCHULTZ

Wells County's vote centers were busy, but not too busy, early Tuesday morning on Indiana's primary election day.

County Clerk Yvette Runkle said 639 people had cast ballots as of 8:53 a.m. That was an average of about 200 per hour across the county's five vote centers — the Wells County Community Center at the 4-H Park, First Presbyterian Church in Bluffton, the Zanesville United Methodist Church, Lighted Gardens at Ossian, and the campus of Southern Wells Community Schools.

Adding together early voting totals with the number of voters Tuesday morning, Runkle

said the total as 1,244 — about 9 percent of the county's 18,295 registered voters.

In 2014, 3,516 people cast ballots, a turnout of about 19 percent. The turnout was much higher in 2016, at 8,748 voters, which was more than 46 percent. As Runkle noted, however, Indiana had a say in the presidential balloting in the 2016 primary.

Runkle said there were no major problems this morning. A faulty power cord delayed matters at the Wells County Community Center but a replacement cord was delivered to the site and fixed that problem quickly.

Polls are open until 6 p.m.

daves@news-banner.com

GOP choosing Senate nominee

By BRIAN SLODYSKO

Associated Press

INDIANAPOLIS (AP) — Republican voters in Indiana will pick a nominee Tuesday to challenge one of the nation's most vulnerable Democratic senators, wrapping up a GOP primary so dominated by animosity and personal attacks that one top state party official described it as "Dante's Inferno."

With little daylight on key conservative issues to separate the candidates, stylistic preferences seemed likely to decide the race involving U.S. Reps. Todd Rokita and Luke Messer and former state Rep. Mike Braun.

The winner advances to a November matchup with Sen. Joe Donnelly, a critical seat for Democrats to hold as they try to inch closer to

(Continued on Page 2)

Something's pounding on the 300W bridge

County engineer: Unless the damage is stopped, the repair bill could be pricey

By JESSICA BRICKER

The bridge on 300W over the Wabash River just south of Ind. 116 is routinely getting struck and the damage is apparent, the Wells County Commissioners learned Monday.

County Engineer Nate Rumschlag sent photos of the bridge to Blake Gerber, Kevin Woodward and Tamara Robbins, discussing the item at the end of his appointment. The commissioners gave him the green light to investigate preventative measures going forward.

In the course of the discussion, Rumschlag said the bridge repairs in the future could cost tens of thousands of dollars each time it needs addressed. After the meeting, he said the damage appears about once or so a month and it's starting to bend the steel.

He also said he'd be looking into a proactive measure known as the "headache bar," which is installed before the approach to the bridge so that large vehicles or farm equipment strike the bar, not the actual bridge structure.

Rumschlag told the commissioners he'd keep them posted on the project.

Also Monday, the commissioners heard the Wells County Regional Sewer District will be meeting next Monday.

Gerber said the county has been offered \$30,000 in matching funding from the state to create an administrative "hub" for the RSD; the money can't be used to fund projects. Gerber said he wanted to mention the update for the sake of transparency and said the offer paints the county in a corner, whatever may happen.

"It's not going to a pleasant decision, whatever happens," he said.

In other business Monday:

• Sheriff Monte Fisher, Chief Deputy Scott Holliday and Northern Wells Superintendent Scott Mills presented an updated two-year contract for the NWCS school resource officer.

Holliday said they are wrapping up their fourth year of the program at NWCS and it was time to renegotiate the contract. It had minor wording and cost changes.

Mills said he told someone in 2011 that he didn't see the need for a school resource officer but his mind has been changed; Deputy

(Continued on Page 2)

Trump on Haspel: 'Too tough on terror' for Dems

By DEB RIECHMANN

Associated Press

WASHINGTON (AP) — CIA nominee Gina Haspel tried to convince skeptical Democrats on Monday that she's the right person to lead the spy agency, just two days after she offered to step aside amid heavy criticism of her role in the agency's brutal interrogation program at black sites overseas.

Haspel, who is acting CIA director, had told the White House she didn't want to stay in contention if her bruising confirmation battle this week would jeopardize the agency. But she left no doubt on Monday that she's in the fight to stay.

"Looking forward to Wednesday," a smiling Haspel told reporters as she breezed into the office of Sen. Joe Manchin, D-W.Va., referring to the upcoming hearing before the Senate intelligence committee.



Gina Haspel

comment won't help, and could even hamper efforts to woo Democrats' support. It's Haspel's role in the harsh treatment of terror suspects after the Sept. 11 attacks that is at the root of their concern.

"My highly respected nominee for CIA Director, Gina Haspel, has come under fire because she was too tough on Terrorists," Trump tweeted. "Think of that, in these very dangerous times, we have

(Continued on Page 2)

State election systems still awaiting security checkups

By CHRISTINA A. CASSIDY

Associated Press

With the midterm congressional primaries about to go into full swing, the Department of Homeland Security is playing catch-up in helping to ensure that state election systems are secure against cyber tampering by the Russians or others bent on mischief.

The department said it has completed on-site risk assessments of election systems in just nine of 17 states that have formally requested them so far. It has pledged to do so

by November for every state that asks.

The security reviews are designed to identify any weaknesses that could be exploited by hackers; such examinations are routinely conducted in the private sector. They are just one tool, although an important one, in ensuring a computer network has a robust defense.

Homeland Security officials attribute the backlog to increased demand for such reviews since

(Continued on Page 2)



A super day

Bluffton-Harrison Elementary School are donating to Riley Hospital for Children to dress up for themes each day this week. Above, students in Allison Krinn's second-grade class show off their super hero outfits. At left, first-grade student Khloe Gehrett colors in class. (Photos by Devan Filchak)

Inside

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Police Notebook . . . 3

Opinion

Justin Peeper 4

Also...

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Classifieds 4a-5a
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Outside



Sunny with a calm wind this afternoon

Today	Wed.	Thursday
High 77	High 79	High 73
Low 51	Low 60	Low 50

More Weather on Page 2

Online

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Vol. 89 No. 159

TUESDAY
May 8, 2018

Attachment 16

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Here is the damage seen at the top of the 300W bridge over the Wabash River south of Ind. 116. The Wells County Commissioners reviewed the damage Monday via pictures. (Photo provided)

300W bridge

(Continued from Page 1)

Chad Bradley is doing well and they plan to continue the program as long as they can.

The contract was approved 3-0.

Rumschlag, in his role as Americans with Disabilities Act compliance director, received an approval to work with Courthouse Custodian Bobbie Studebaker to install automatic door openers for the courthouse's public bathrooms. The cost is \$9,292 and additional electrical work in order to complete installation will be covered by the custodian's budget.

Fisher reported 85 inmates in the Wells County Jail, 19 of whom are Level

6 felons and seven are with the Department of Correction.

Rumschlag said work is progressing for the bridge projects on 300W near Zanesville and 1100S near Five Points.

County Highway Supervisor Josh Cotton said Thursday is the cut off to sign up for this year's dust control.

Cotton said it would be appreciated if survey sticks in fields and side ditches were left there after county workers survey property for work. He recounted a recent experience in which the stakes were removed and the survey work needed to be done again.

The commissioners

approved this year's bids for bituminous products for Cotton's review. He said in his report that he would present them for approval at the May 21 meeting.

Prior to the meeting, the commissioners met as the Wells County Drainage Board. In addition to project updates — on those both nearing completion and those starting — Surveyor Jarrod Hahn said spray notices will be going out in the next couple of weeks for the areas south of Wabash Central Railroad. Hahn said the work usually begins right after Memorial Day but due to the weather this spring, the season is running behind.

jessica@news-banner.com

GOP Senate

(Continued from Page 1)

controlling the chamber. But while Republicans in the reliably red state have salivated for years at the prospect of ousting Donnelly, some worry the bitter race will have done lasting damage to whoever wins.

"This race has slowly but surely descended into Dante's Inferno," John Hammond III, who represents Indiana on the Republican National Committee, previously told The Associated Press. He added that it has provided "Democrats an awful lot of free opposition research."

All three candidates have been the subject of unflattering news stories that have dredged up out-of-state living arrangements, questionable uses of tax dollars, drunken-driving convictions, voting histories and ethical transgressions.

Meanwhile, the three have fallen over one another to assert they'd be President Donald Trump's biggest ally in the Senate.

Rokita in particular has tested whether a Republican candidate not named Trump can find success by adopting the president's over-the-top and confrontational style.

He has embraced Trump's grievance-fueled politics, while ushering in an attack-all-the-time approach that the others have since adopted.

His campaign slogan is "Defeat the Elite," and he is seen in TV ads drinking beer, firing an AR-15 rifle and donning one of Trump's red "Make America Great Again" hats.

His campaign even wrote a children's book attacking Messer for selling his family's Indiana home and relocating to the Washington area after his election to Congress. But Rokita, who presents himself as a strict fiscal hawk, also drew scrutiny over his use of more than \$3 million in public money on self-promotion, as well as allegations that he violated ethics law by doing political work on state time when he was Indiana's secretary of state.

After some early skirmishes with Rokita last summer, Messer tried to rise above the fray, insisting that he was "laser focused" on defeating Donnelly while bemoaning the personal attacks. But he shed that approach months ago and is now waging a two-

front negative ad campaign against both of his opponents.

Messer was highly critical of Trump throughout the 2016 general election. He has since come around, suggesting the president should be nominated for a Nobel Peace Prize while praising the "Trump agenda" — if not always the president's inflammatory rhetoric and tweets.

Then there's Braun, who some national race watchers have picked as their favorite to win. He's a multimillionaire owner of a national auto parts distribution business who loaned more than \$5.4 million of his own money to his campaign. He's on pace to have spent roughly twice as much money as either Rokita or Messer.

But despite the outsider image and blitz of TV advertising, Braun continues to be dogged by his lengthy history voting as a Democrat in Indiana primary elections. Braun says he's a lifelong Republican and only did it to have an impact on local races, but his opponents have used that, as well as his vote in the Legislature to hike gas taxes, to attack him.

Trump on Haspel

(Continued from Page 1)

the most qualified person, a woman, who Democrats want OUT because she is too tough on terror."

One administration official acknowledged that Trump might have strayed from agreed-to talking points, but said that reflected Trump's frustration with Democrats and a desire to get Haspel installed as CIA director. The hope, too, is that the president's comments will motivate Republicans to back her up at Wednesday's hearing and the likely subsequent vote by the full Senate.

The official was not authorized to comment publicly and requested anonymity.

Haspel is facing opposition from some Democrats and many rights groups who are critical of her activities related to the shredding of 92 interrogation videotapes in 2005 and her stint as chief of base at a covert detention site in Thailand where two detainees were waterboarded, which simulates drowning.

The CIA on Monday delivered a set of classified documents to give senators a chance to review her record. The agency said the documents, which are not

available to the public, cover the entirety of her career, including her time in the years after 9/11.

Lawmakers had complained that despite repeated requests the CIA has failed to declassify information about her more than 30-year undercover career at the agency. Some lawmakers have read the 6,000-page still-classified report on the detention and interrogation program that the Senate intelligence committee issued in 2014.

"I believe what we have here is a cover-up from A to Z," said Sen. Ron Wyden, D-Ore., who contends the administration has only selectively declassified material and has waged a public influence campaign that has clouded the nomination process.

"I believe that it is possible to declassify much of it without in any way compromising the security and well-being of the American people," Wyden said in an interview. "And I do believe that if the American people could see what I've seen I believe they would be calling their senator and urging their senator to vote against the nominee."

Using extreme interrogation techniques to pry information from detainees

currently is against the law, but some lawmakers worry that Trump will try to reinstate it and will get Haspel to go along. Trump has talked about toughening the U.S. approach to fighting extremists, including waterboarding and a "hell of a lot worse."

In private meetings with senators, Haspel has vowed to stand firm against any effort to restart the harsh interrogations, but it's unclear if that pledge will be enough to reassure wary Democrats.

Without Sen. John McCain of Arizona, who is battling brain cancer, the Republicans hold a 50-49 majority in the Senate. Nearly all Republicans except Sen. Rand Paul of Kentucky are expected to vote for Haspel, but she would need at least one Democrat to be confirmed.

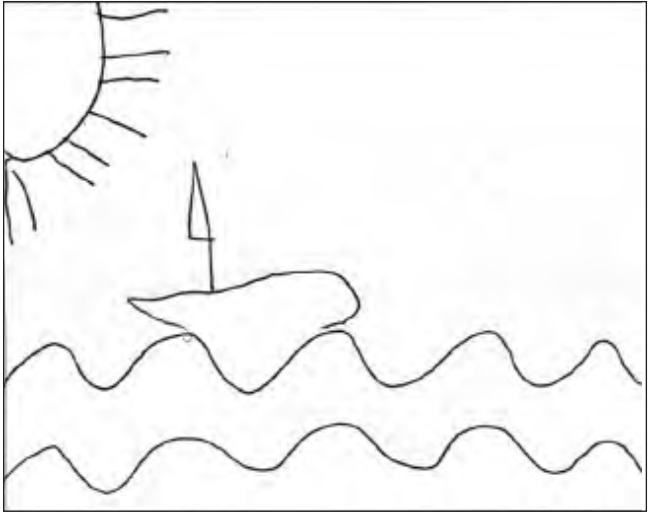
Weather

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Tuesday, May 8, 2018
(24-hour observations at 7:49 a.m.)
High: 72
Low: 43
Precipitation: None.
Wabash River Level
(at the Main Street bridge):
1.88 feet at 6:45 a.m.

Today's Weather Picture by Lexi Marsh
Ossian Elementary School

Daily Weather Cartoons
are also posted on our **Weather Blog!**



Today: Sunny, with a high near 77. Calm wind becoming northeast around 5 mph in the afternoon.

Tonight: Mostly clear, with a low around 51. East wind around 5 mph becoming southeast after midnight.

Wednesday: A 30 percent chance of showers, mainly after 5 p.m. Mostly sunny, with a high near 79. South wind 5 to 10 mph increasing to 15 to 20 mph in the afternoon. Winds could gust as high as 25 mph.

Wednesday Night: A chance of showers and thunderstorms before 8 p.m., then showers likely and possibly a thunderstorm between 8 p.m. and 2 a.m., then a chance of showers after 2 a.m. Mostly cloudy, with a low around 60. South wind around 15 mph, with gusts as high as 30 mph. Chance of precipitation is 60 percent. New rainfall amounts between a quarter and half of an inch possible.

Thursday: A 30 percent chance of

showers, mainly before 8 a.m. Partly sunny, with a high near 73. West wind around 15 mph, with gusts as high as 25 mph.

Thursday Night: Partly cloudy, with a low around 50.

Friday: Partly sunny, with a high near 76.

Friday Night: Mostly cloudy, with a low around 62.

Saturday: Partly sunny, with a high near 85.

Saturday Night: Mostly cloudy, with a low around 63.

Sunday: A 30 percent chance of showers and thunderstorms. Partly sunny, with a high near 79.

Sunday Night: A 30 percent chance of showers and thunderstorms. Mostly cloudy, with a low around 54.

Monday: Mostly sunny, with a high near 75.

State election

(Continued from Page 1)

the 2016 presidential election and say they are devoting more money and shifting resources to reduce wait times. The reviews typically take two weeks each.

"Elections remain a top priority," said Matt Master-son, the department's senior adviser for cybersecurity.

Among those still waiting for Homeland Security to conduct a risk assessment is Indiana, one of four states with primaries on Tuesday. Its ballot includes several hotly contested races, including a Republican primary for U.S. Senate.

But Indiana, like other states, is not without any defense against hackers. It has used a private vendor to conduct a risk assessment, and is also one of 33 states and 32 local election offices that are receiving remote cyber-scanning services from Homeland Security to identify vulnerabilities in their networks.

Indiana Secretary of State Connie Lawson said she is confident state officials have done what they can to safeguard Tuesday's voting, but acknowledged: "I'll probably be chewing my fingernails during the entire day on Election Day."

The concerns aren't just theoretical.

The nation's intelligence chiefs warned earlier this year that Russia remains interested in disrupting U.S. elections after a multipronged effort to interfere in 2016. That included attempts to hack into the election systems of 21 states.

There is no indication Russian hackers succeeded in manipulating any votes, but U.S. security agen-

cies say they did manage to breach the voter rolls in Illinois. That state and Texas are the only two to hold statewide primaries so far this year, and neither reported any intrusions into their election systems.

But a local election in Tennessee last week highlights the concern: Knox County has hired a cybersecurity firm to investigate why a website that reports election results crashed after the polls closed.

The county's technology director said some of the unusually heavy traffic came from overseas servers. DHS spokesman Scott McConnell said there is no indication so far that the outage was caused by a "malicious actor."

Homeland Security designated elections systems critical infrastructure just months after the 2016 White House election, adding them to a list that includes chemical plants, dams and nuclear reactors.

The vast majority of primaries around the U.S. are in May and June. At least 28 states said they want Homeland Security to conduct the risk assessments, according to a 50-state survey of state election officials by The Associated Press.

Some states prefer to do the security checks on their own, with some, such as New Hampshire, expressing concern about federal overreach in a country where elections are run by state and local governments.

Cybersecurity experts say that as long as the process is robust, it should not matter who conducts the risk assessments.

"You could do this right

in a number of different ways," said Mike Garcia, lead author of a handbook for state and local election officials released recently by the nonprofit Center for Internet Security. "What matters is that you are doing it right."

The delays have caught the attention of Congress, including the Senate Intelligence Committee, which recommended in March that Homeland Security expand capacity to reduce wait times.

"DHS and the FBI have made great strides, but they must do more," committee chairman Sen. Richard Burr, a North Carolina Republican, said at the time.

Of the other states holding primaries on Tuesday, the traditional battlegrounds of North Carolina and Ohio said they had received on-site reviews by Homeland Security. The fourth state, West Virginia, declined to say when asked by the AP.

Nine states whose election systems were targeted by Russian hackers during the 2016 campaign said they were still waiting for DHS risk assessments, according to the AP survey.

Two of the states targeted in 2016 — Alabama and Oklahoma — have yet to request a DHS security review.

Alabama Secretary of State John H. Merrill said the state could still decide to make the request before the election.

"We are trying to be as prepared as we can possibly be with our existing partners," Merrill said. "We want to keep every option open that we have."

U.S. consumer borrowing up \$11.6B in March

By **MARTIN CRUTSINGER**
AP Economics Writer
WASHINGTON (AP) —

Americans increased their borrowing by \$11.6 billion in March as a big increase in the category that covers auto and student loans offset the largest monthly drop in credit card borrowing in more than five years.

The Federal Reserve says the March increase in total debt was below the \$13.6 billion increase in February and was the smallest monthly gain since September. Borrowing for student and

auto loans rose a solid \$14.2 billion, the third straight month of \$14 billion-plus gains.

However, borrowing

in the category that covers credit cards fell for a second straight month, dropping \$2.6 billion after a decline of \$514.5 million in February.

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October 23, 2018

Nate Rumschlag, P.E.
County Highway Engineer
Wells County Highway Department
1600 West Washington Street
Bluffton, Indiana 46714

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

Subject: Wells County’s certificate of approval application for the removal of the existing concrete deck and replacement with a lighter weight timber deck on Wells County Bridge No. 112 carrying N CR 500 W over Eightmile Creek (a Community Crossings Matching Grant project) (no INDOT designation number; DHPA No. 23027)

Dear Mr. Rumschlag:

Pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code (“IAC”) 20-4, the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (“INDNR-DHPA” or “Indiana SHPO staff”) has reviewed your certificate of approval application, which we received on September 24, 2018.

Wells County Bridge No. 112 is a single-span, Warren pony truss bridge that carries N CR 500 W across Eightmile (or Eight Mile) Creek in Union Township. Its address is 11900 N 500 W-90, Markle, Indiana 46770. The certificate of approval (“COA”) application lists the construction date of the bridge as 1920.

Bridge No. 112 was identified as historic (*i.e.*, eligible for inclusion in the National Register of Historic Places or “NRHP”) under Criterion C and as Select in the *Indiana Historic Bridges Inventory*.

The COA application says that no other structures that are at least 50 years old are in the project area. Looking somewhat beyond the project area on the satellite view of an online map website, we think we see utility lines and poles nearby the project area. Also, a house with a swimming pool and a small lake lie somewhat farther from the project area, near the southwest quadrant of the crossing of Bridge No. 112 of Eightmile Creek and near the southern terminus of the project. Another house is within the southwest quadrant of the intersection of N CR 500 W and County Line Road (W CR 1200 N), near the northern terminus. The house near the southern terminus may be a structure that appears in on the 1972 USGS Zanesville, Indiana, quadrangle map, but it does not appear in the 2010 *Wells County Interim Report*, and while we cannot say for certain that the house is less than 50 years old, it apparently has no known architectural or historical significance. The house near the northern terminus appears neither on the USGS map nor in the interim report. Three houses with outbuildings in Allen County stand somewhat near the north side of County Line Road and the northern terminus, but only one of them, the farthest from the terminus, appears on the 1972 USGS map. None of the five properties mentioned above were rated “Contributing” or higher on the Indiana Buildings, Bridges, and Cemeteries Map. Thus, Bridge No. 112 appears to be the only aboveground historic property that could suffer any kind of impact from the project.

In regard to archaeological resources, based on the submitted information and documentation available to the Indiana SHPO staff, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. However, this identification is subject to the project activities remaining within areas disturbed by previous construction of a recent and non-historical nature. If archaeological deposits are encountered from the post-contact period, they will be evaluated regarding their eligibility for the NRHP in consultation with the staff of the

Indiana SHPO. Please contact our office if such deposits are encountered. The archaeological recording must be done in accordance with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716) and a report of the archaeological documentation must be submitted to our office for review and comment.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology ("INDNR-DHPA") within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The COA application proposes the following items of work for Bridge No. 112 and for the north and south roadway approaches on N CR 500 W:

- Removal of the existing, 10-inch concrete deck and replacement with a lighter weight timber deck.
- Replacement of deteriorated stringers in the end panels.
- Replacement of the 5-inch stringer bearing channel.
- Replacement of interior gusset plates at all four bearings.
- Replacement of deteriorated cross bracing in the southernmost panel.
- Replacement of the damaged mudwall at the south abutment.
- Straightening of existing bridge railing.
- Cleaning of bearings.
- Installation of a new bituminous roadway north of the bridge and extend to the intersection with the county line road and approximately 100 feet south of the bridge.
- Installation of guardrail at the four corners of the bridge.

This project will use state Community Crossings Matching Grant funds and, presumably, Wells County funds. The concrete bridge deck will be replaced with a wooden deck, some bridge components will be replaced on or near the lower chords of the trusses, and new bituminous pavement will be applied to N CR 500 W-90, and, thus, the project will alter a road. The bridge is a historic structure, although it is neither owned by the state nor listed in the NRHP or the Indiana Register of Historic Sites and Structures. We are in the process of interpreting a recent amendment of Indiana Code 14-21-1-18, especially as it applies to state-funded projects that have an impact on a road or a sidewalk within a historic site or a historic structure.

Having considered the scope of work and the plans submitted in the COA application in light of Indiana Code 14-21-1-18(f) and (g), we have determined that this project will not have an adverse impact on Wells County Bridge No. 112 or on any other historic structure or historic site.

Although no Federal Highway Administration ("FHWA") funds are proposed to be used in this project, we note, with regard to Stipulation IV.G. of the Indiana Historic Bridges Programmatic Agreement, that the historic integrity of Bridge No. 112, a Select Bridge, will not be diminished by this project.

Furthermore, because we have determined that this project will not have an adverse impact, we have concluded under 312 IAC 20-4-11(d) that it will not be necessary for INDOT to obtain a certificate of approval from the Indiana Historic Preservation Review Board ("Review Board") for the partially state-funded removal of the existing concrete deck and replacement with a lighter weight timber deck and other, proposed improvements on Wells County Bridge No. 112 carrying N CR 500 W over Eightmile Creek and the installation of bituminous pavement on that road north and south of the bridge (a Community Crossings Matching Grant project). Accordingly, this letter will serve as a director's letter of clearance.

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

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

If you have questions about archaeological issues related to this project, please contact Wade Tharp at (317) 232-1650 or wtharp1@dnr.in.gov. Questions about Wells County Bridge No. 112 or other structures should be directed to John Carr at (317) 233-1949 or jcarr@dnr.in.gov.

If there is any future correspondence about this project at Wells County Bridge No. 112 over Eightmile Creek on N CR 500 W in Union Township, please refer to DHPA No. 23027.

Very truly yours,



Christopher A. Smith
Deputy Director
Indiana Department of Natural Resources

CAS:WTT:JLC:jlc

emc: Nate Rumschlag, P.E., Wells County Highway Engineer
Ronald Bales, INDOT
Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Patrick Carpenter, INDOT
Shirley Clark, INDOT
Joyce Newland, FHWA, Indiana Division
Diane Hunter, Miami Tribe of Oklahoma
Board of Commissioners of Wells County, c/o Beth Davis, Wells County Auditor
Board of Commissioners of Allen County, c/o Nick Jordan, Allen County Auditor
Michael Thomson, Allen County Engineer
James Sturgeon, Wells County Historian and Wells County Historical Society Museum
Erin Prible, Wells County Chamber of Commerce
Thomas Castaldi, Allen County Historian
Allen County Historical Society
ARCH, Inc.
Paul Hayden, Indiana Landmarks, Northeast Field Office
James L. Cooper, Ph.D., Professor Emeritus of History, DePauw University
Paul Brandenburg, Indiana Historic Spans Task Force
J. Scott Keller, Indiana Historic Preservation Review Board
Daniel Kloc, AIA, Indiana Historic Preservation Review Board
Jason Larrison, AIA, Indiana Historic Preservation Review Board
Beth McCord, Indiana Historic Preservation Review Board
Joshua Palmer, AIA, Indiana Historic Preservation Review Board
April Sievert, Ph.D., Indiana Historic Preservation Review Board
Christopher Smith, Deputy Director, INDNR
Chad Slider, INDNR-DHPA
Wade T. Tharp, INDNR-DHPA
John Carr, INDNR-DHPA



DEPARTMENT OF THE ARMY
DETROIT DISTRICT, CORPS OF ENGINEERS
MICHIANA BRANCH
2422 VIRIDIAN DRIVE, SUITE # 200
SOUTH BEND, IN 46628-3489

January 24, 2019

REPLY TO
ATTENTION OF:

Engineering & Technical Services
Regulatory Office
Permit No. LRE-2018-00389-156-R18

Chad Slider
Division of Historic Preservation and Archaeology
Indiana Department of Natural Resources
402 W. Washington St., Rm W274
Indianapolis, IN 46204

Dear Mr. Slider,

This letter is written in regards to the proposed Allen Street bridge replacement project (DHPA #22971) at Kent Ditch in Kentland, Indiana (Section 21, Township 27 North, Range 9 West, Newton County). Specifically, Newton County proposes the removal and replacement of the Allen Street Bridge, which is listed as Bridge No. 000K2 (NBI No. 5600113) in the Indiana Historic Bridge Inventory (M&H Architecture, Inc., 2009). We are writing in consideration of our responsibilities under Section 106 of the National Historic Preservation Act.

The Corps has identified the permit area to include the areas of fill placement within Kent Ditch (approximately 66 linear feet at the site of the bridge), and the immediately adjacent uplands from where the bridge replacement work will be conducted (the roadway). The permit area is highlighted in the enclosed copy of project plan sheet 6 of 18 (Fig. 1).

According to the *Historic Architectural Resource Assessment* by Cultural Resource Analysts, Inc. (April 10, 2018), and noted in the October 12, 2018 letter from your office, there is a potentially eligible historic district located in close proximity to the permit area. This potential historic district includes the Saint Joseph Catholic Church, Rectory, Convent, and School. Bridge replacement would not have an effect on the physical or aesthetic character which make these structures potentially eligible for listing in the National Register of Historic Places (NRHP). No adverse impact to the potential historic district is expected.

As described in our September 10, 2018 letter, we found that the Indiana Historic Bridge Inventory lists the non-select bridge as eligible because it was constructed by the state of Indiana as part of SR 7, and represents the state's development of the early highway system. However, we were unable to locate information to confirm that the bridge was constructed by the Indiana State Highway Commission for the early SR 7. It is our understanding that the US 24 corridor was designated as SR 7 prior to 1926. According to the National Bridge Inventory, the Allen Street Bridge was constructed in 1930, and then reconstructed in 1960. Additionally, the US 24 corridor runs along the north side of the Toledo, Peoria, & Western Railroad, north of Allen Street. According to publicly available sources, it appears that the bridge was constructed after the SR 7 designation was relocated to the corridor between Madison and Columbus in southeast Indiana. Also, it appears that the east-west highway route through Kentland would have historically run north along the railroad as it does present day, and not at Allen Street. Further, this bridge is not noted in the Newton County Interim Report (June 2009) or in the IDNR SHAARD database.

After receiving your October 12, 2018 letter advising that we consult regarding the NRHP eligibility status of the bridge, we invited Federal Highways, the Indiana Department of Transportation, the Newton County Historian, the Newton County Historical Society, Indiana Landmarks, Indiana Historic Spans Task Force, DePauw University, and the Newton County Highway Department to consult as part of the Section 106 process. In summary, the comments received related to the potential eligibility of the bridge are as follows:

- 1) Indiana Landmarks commented that unless evidence is found connecting the Allen Street bridge to the state's early highway system, the bridge does not appear to be eligible under Criterion A. Indiana Landmarks also agrees that the bridge is not eligible under Criterion C.
- 2) The Indiana Department of Transportation (INDOT) stated in their October 31, 2018 e-mail that they were unable to locate evidence that bridge was constructed for SR 7 as part of the state's early highway system.

The Newton County Historian also responded and stated they wished to be a consulting party, but they did not provide additional information about the bridge in their December 19, 2018 letter. We have enclosed copies of all comments received with our letter.

Our research and coordination has not discovered information which supports that the Allen Street bridge was constructed as part of SR 7 or as part of the early state highway system. Based on the absence of these historical connections, we conclude that the bridge is not eligible under Criterion A. We also determined that the bridge is not eligible for listing in the NRHP under Criteria B, C, or D. Overall, for the Allen Street bridge and the nearby potential historic district, we have determined that there will be no adverse effect to historic properties resulting from the project. We request your concurrence with our determination within 30 days of the date of this letter.

Should you have any questions, please contact Allison Klement at the above address, by E-Mail at Allison.M.Klement@usace.army.mil, or by telephone at (574) 232-1952 ext. 21965. In all communications, please refer to File Number LRE-2018-00389-156-R18.

Sincerely,



Charles M. Simon
Chief, Regulatory Office
Engineering and Technical Services

Enclosures

Copy Furnished

IDEM, Office of Water Quality, Maupin
IDNR, Division of Water, Muellner
✓ INDOT, Cultural Resources Office, Kennedy
Indiana Landmarks, Miller
Newton County Historian, Elijah
Newton County Highway Department, Pluimer
Beam, Longest & Neff, LLC, Keith

The Corps Permit area is limited to the area of fill placement within Kent Ditch and immediately adjacent uplands required to do the work. Permit Area highlighted below.

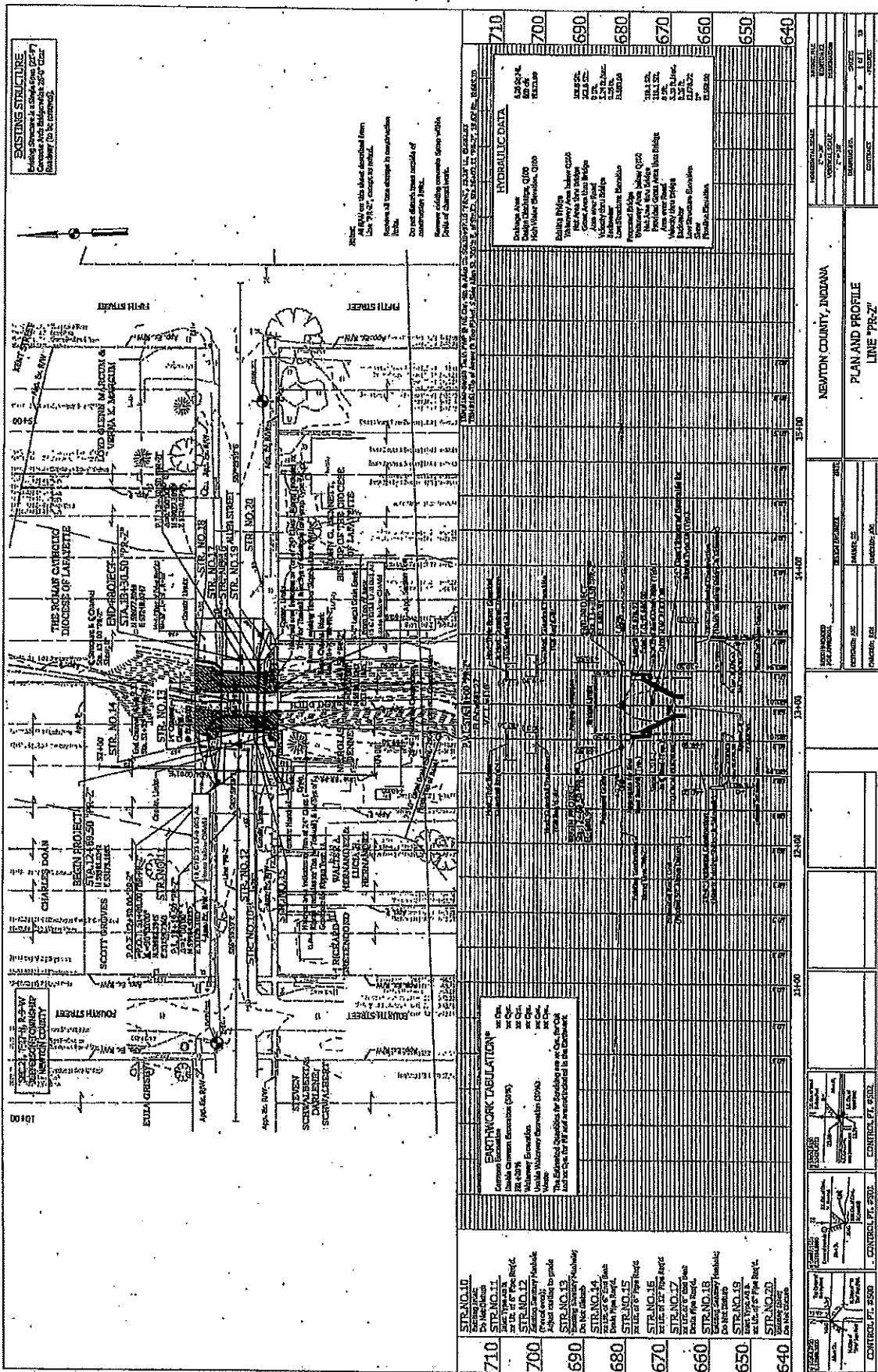


Figure 1



INDIANA LANDMARKS

Northwest Field Office

541 South Lake Street, Gary, IN 46408

219 947 2657 / 800 450 4534 / www.indianalandmarks.org

January 4, 2019

Charles M. Simon, Chief
Regulatory Office
Engineering & Technical Services
Department of the Army
Detroit District, Corps of Engineers
Michiana Branch
2422 Viridian Drive, Suite #200
South Bend, IN 46628-3489

RE: Permit No. LRE-2018-00389-156, Proposed Bridge Replacement Project at Kent Ditch in Kentland, Newton County, Indiana

Dear Mr. Simon,

Thank you for the letter requesting input for the proposed bridge replacement project at Kent Ditch in Kentland. I have reviewed the letter and accompanying Section 106 coordination documents, which outlines the uncertain conclusion concerning the eligibility of the Allen Street Bridge (Bridge 000K2) for the National Register of Historic Places. Unfortunately, I have no additional information regarding the origin of the bridge and its possible connection to the Indiana State Highway Commission's early highway system.

Unless evidence can be uncovered connecting the Allen Street Bridge to the state's early highway system and a wider historical significance, I do not believe the bridge would be eligible under Criterion A. I agree with the determination that the bridge is not eligible under Criterion C.

These comments are based on my review of the information provided in your letter dated December 20, 2018, and the Section 106 coordination documents. If there is further information that can be provided, please let me know so that I can reassess my comments.

If you have any questions please feel free to contact me by phone or email at (219) 947-2657 or bmiller@indianalandmarks.org.

Sincerely,

Brad Miller, Director
Northwest Field Office

From: Kennedy, Mary
To: Klement, Allison M CIV USARMY CELRE (US); Padgett, Kim Marie; Johnson, Amy (DNR); Slider, Chad (DNR)
Cc: Allen, Michelle (FHWA); "Joyce.Newland@dot.gov"; Kumar, Anuradha; Branigin, Susan
Subject: [Non-DoD Source] RE: Newton Co Bridge #000K2 -Community Crossings Grant Funds
Date: Wednesday, January 09, 2019 2:14:14 PM

I just wanted to let everyone know that when preparing information for our annual historic bridges report, I discovered that Newton Co. Bridge #K2 is apparently the recipient of INDOT Community Crossings Grant Funds under Des. No. 1802117. This does not impact INDOT-CRO's level of involvement, but may impact how SHPO/DHPA reviews it in regard to state law.

Mary E. Kennedy
Historic Bridge Specialist
Cultural Resources Office
Environmental Services
100 N. Senate Ave., Room N642-ES
Indianapolis, IN 46204
Office: (317) 232-5215
Email: mkennedy@indot.in.gov

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

From: Kennedy, Mary [mailto:MKENNEDY@indot.IN.gov]
Sent: Wednesday, October 31, 2018 4:08 PM
To: Klement, Allison M CIV USARMY CELRE (US) <Allison.M.Klement@usace.army.mil>
Cc: Padgett, Kim Marie <KPadgett@dnr.IN.gov>; Johnson, Amy (DNR) <AJohnson@dnr.IN.gov>; Allen, Michelle (FHWA) <michelle.allen@dot.gov>; 'Joyce.Newland@dot.gov' <Joyce.Newland@dot.gov>; Kumar, Anuradha <akumar@indot.IN.gov>; Branigin, Susan <SBranigin@indot.IN.gov>
Subject: [Non-DoD Source] RE: Newton Co Bridge #000K2 -Section 106 review letter from the IN DHPA

Allison,

Thank you for the information. In coordinating with our records staff, we don't have any information for SR 7 through Kentland; just for US 24. The information in your Sept. 10, 2018 letter to SHPO appears to be correct regarding the designation of US 24. We could not locate information that confirms Bridge 000K2 was constructed as part of SR 7 by the ISHC.

Whatever the Corps and SHPO agree upon regarding eligibility for Section 106 processing of this project, we would appreciate knowing the final outcome to provide an update for this bridge in our Historic Bridge PA annual report. For Select Bridges demolished with local funds, the HHPA states in Stipulation IV.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.
Section 110(k) of the National Historic Preservation Act prohibits FHWA from providing Federal-aid funds for a given project, where the bridge owner, with the intent to avoid the requirements of Section 106, has intentionally adversely affected the historic bridge prior to completion of NEPA (see 36 CFR 800.9(c)).

There aren't any stipulations similar to Stipulation IV.G for Non-Select Bridges (Bridge 000K2 is Non-Select). Per past guidance from FHWA, if an LPA demolishes a Non-Select Bridge with their own funds, they would still have access to the Historic Bridge PA efficiencies.

Let us know if you have any questions. While we appreciate being copied on the subsequent Section 106 documents for our annual report, we do not foresee having any further input on this project.

Regards,

Mary E. Kennedy
Historic Bridge Specialist
Cultural Resources Office
Environmental Services
100 N. Senate Ave., Room N642-ES
Indianapolis, IN 46204
Office: (317) 232-5215
Email: mkennedy@indot.in.gov

*Updated Historic Property Report (HPR) guidelines can be found here *Design Memorandum 18-02 regarding the new procedures for Historic Bridge Alternatives Analysis Documents can be found here:
BlockedBlocked<http://www.in.gov/dot/div/contracts/standards/memos/2018/18-02%20ta%20Historic%20Bridge.pdf>

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

From: Klement, Allison M CIV USARMY CELRE (US) [<mailto:Allison.M.Klement@usace.army.mil>]
Sent: Monday, October 15, 2018 4:22 PM
To: Kennedy, Mary <MKENNEDY@indot.IN.gov>
Cc: Padgett, Kim Marie <KPadgett@dnr.IN.gov>; Johnson, Amy (DNR) <AJohnson@dnr.IN.gov>
Subject: RE: Section 106 review letter from the IN Division of Historic Preservation and Archaeology

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

Hello Mary,

I've attached, broken into 3 PDF's, the information we submitted to the SHPO for this project. Included are our September 10, 2018 request letter and review request form to the SHPO, which includes a description of the Corps permit area, the application submitted to this office for the bridge replacement project, and a copy of the "Historic Architectural Resource Assessment" that was submitted to this office with the application. Please let me know if I can get you anything else.

Have a great evening,

Allison M. Klement
Regulatory Project Manager
Michiana Branch
Regulatory Office
US Army Corps of Engineers, Detroit District
(574) 232-1952 ext. 21965
FAX: (574) 232-3075
allison.m.klement@usace.army.mil

Please visit our Detroit District Regulatory website at:
BlockedBlocked<http://www.lre.usace.army.mil/Missions/RegulatoryProgramandPermits.aspx>
We would appreciate your feedback. Our National Customer Service Survey is located at:
BlockedBlockedhttp://corpsmapu.usace.army.mil/cm_apex/f?p=136:4:0

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

From: Kennedy, Mary [<mailto:MKENNEDY@indot.IN.gov>]

December 19, 2018
Newton Co. Historian
3329 S. 100 E.
Morocco, IN 47963

Dept. of Army
Detroit District, Corps of Engineers
Michiana Branch
2422 Viridian Dr., Suite #200
South Bend, IN 46628-3489

RECEIVED DEC 26 2018

Charles M. Simon
Attention: Engineering and Technical Services
Regulatory Office
Permit No. LRE-2018-00389-156

I, Diana L. Elijah, would like to be a consulting party throughout Section 106 process for this permit application.

I will try to get Kentland population involved in this process.

Thank you,

Diana L. Elijah
Diana L. Elijah

File No. LRE-2015-00598-102-N17



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 • www.IN.gov/dnr/historic



November 13, 2018

Jay M. Ciavarella
Director
Office of Planning and Program Development
Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, Illinois 60606-5253

Federal Agency: Federal Transit Administration, Region V (“FTA”)

Re: FTA’s October 10, 2018, adverse effect finding letter, supplemental Phase Ia archaeological records check and field reconnaissance survey report (S. Coughlin, D. Miller, and L. Konicki, 09/26/2018), and assessment of effect addendum memorandum (WSP, 10/2018), for the IndyGo Purple Line Bus Rapid Transit Project in Marion County, Indiana (DHPA No. 22038)

Dear Mr. Ciavarella:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), and implementing regulations at 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO” or “INDNR-DHPA”) has reviewed FTA’s October 10, 2018, finding letter and enclosures, which we received on October 11, 2018.

Although the concrete sidewalk on the south side of Marion County Bridge No. 1801 will be widened by six feet, the lanes will be reconfigured, and—if we understand correctly—a mountable curb will be installed in the bus lane, we do not think that the effect on the historic bridge will be adverse. Furthermore, we agree that none of the other above-ground historic properties that have been identified within the area of potential effects will be adversely affected.

In terms of archaeological resources, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we concur with the opinion of the archaeologist, as expressed in the supplemental Phase Ia archaeological records check and field reconnaissance survey report (S. Coughlin, D. Miller, and L. Konicki, 09/26/2018), that archaeological site 12-Ma-1042 (the Interurban Group Site, which was identified during these archaeological investigations, and portions of which lie within the proposed project area) appears potentially eligible for inclusion in the National Register of Historic Places (“NRHP”); and that this archaeological site would be adversely affected by proposed project-related ground-disturbing activities. Site 12-Ma-1042 must either be avoided or subjected to further archaeological investigations. Additionally, site 12-Ma-1042 should be clearly marked so that it is avoided by all project-related ground-disturbing activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (“INDNR-DHPA”) for review and comment. Any further archaeological investigations must be done in accordance with the “Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation” (48 F.R. 44716).

Additionally, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, there is insufficient information regarding archaeological site 12-Ma-1043 (which was identified during these archaeological investigations, and portions of which lie within the proposed project area) to determine whether it is eligible for inclusion in the NRHP. However, we concur with the opinion of the archaeologist, as expressed in the archaeological report, that the portions of site 12-Ma-1043 that lie within the proposed project area do not appear to contain significant archaeological deposits, and that no further archaeological investigations are necessary in those areas. The portions of archaeological site 12-Ma-1043 outside the proposed project area must either be avoided or subjected to further archaeological investigations. Additionally, those areas of

the site should be clearly marked so that they are avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the division of Historic Preservation and Archaeology ("DHPA") for review and comment. Any further archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation" (48 F.R. 44716).

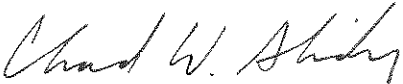
As a reminder, the archaeological site survey forms for archaeological sites 12-Ma-1042 and 12-Ma-1043 should be submitted to the Indiana DHPA SHAARD system database.

Accordingly, we concur with FTA's October 10, 2018, Section 106 finding of Adverse Effect for this federal undertaking.

If you have questions about buildings, structures, or districts pertaining to this project, please contact John Carr at (317) 233-1949 or jcarr@dnr.in.gov. Questions about archaeological matters should be directed to Wade T. Tharp at (317) 233-1650 or wtharp1@dnr.in.gov.

In all future correspondence regarding the IndyGo Purple Line Bus Rapid Transit Project in Marion County, please continue to refer to DHPA No. 22038.

Very truly yours,



Christopher A. Smith
Deputy Director
Indiana Department of Natural Resources

CAS:JLC:WTT:wtt

emc: Jay Ciavarella, FTA
Susan Weber, FTA
Elizabeth Breiseth, FTA
Larry Buckel, Indiana Department of Transportation
Austin Gibble, IndyGo
Harry Nikides, ASC Group, Inc.
Leah Konicki, ASC Group, Inc.
David Klinge, ASC Group, Inc.
Aimee Paquin, WSP
Mark Zwoyer, Indianapolis Department of Public Works
Elizabeth Nowak, Indianapolis Historic Preservation Commission
Chad Slider, INDNR-DHPA
John Carr, INDNR-DHPA
Wade T. Tharp, INDNR-DHPA

emc for informational purposes: Robert Dirks, P.E., Federal Highway Administration, Indiana Division
Anuradha Kumar, Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Patrick Carpenter, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation

THE LA PORTE COUNTY HERALD-ARGUS

https://www.heraldargus.com/news/franklin-street-drawbridge-repair-gets-expensive/article_eb20ddf9-dcb3-5d0f-b058-801bafab9ed7.html

Franklin Street drawbridge repair gets expensive

By JON GARD Staff Writer (219) 326-3887 jgard@heraldargus.com Mar 28, 2018

La PORTE — Emergency repairs to the electrical system on the 85-year-old Franklin Street drawbridge over Trail Creek in Michigan City will cost four times more than anticipated after a contractor hit a few snags.

And because the mechanical system failed during testing Wednesday, county officials will have to meet in an emergency session Thursday to make additional repairs expected to cost another \$50,000 to \$100,000.

Rich Mrozinski, president of the county Board of Commissioners, said the the electrical repairs passed inspection, but a large cast-iron coupling came loose during testing and will have to be replaced.

Traffic has been allowed to pass over the bridge, but the Indiana Department of Transportation will not allow the county to raise the span until it passes a second inspection, Mrozinski said.

"It should be a fairly simply repair," he said.

With boating season just around the corner, the clock is ticking.

At a meeting of La Porte County Council on Monday, Marquiss Electric representative Andy Skwiat reviewed a litany of problems his firm encountered after it was hired by the county to bore beneath the creek to replace electrical conduit that had corroded.

"Oh, it was fun," Skwiat said sarcastically.

In a split vote, the council approved the request from County Engineer Jay Sullivan for an additional appropriation of \$183,060, bringing the cost of the electrical project to \$529,060, according to County Auditor Joie Winski.

An estimate provided last summer for electrical repairs was \$115,000.

Attachment 20

After quickly obtaining the required permits, Skwiat said, crews first attempted to drill 10 feet below the creek bed as required by code. They were unexpectedly blocked by a concrete foundation, a remnant of the former Smith Brothers plant, so they went deeper — first 30 feet, then 40 feet and then 60 feet.

In the process, he said, they struck an old and undocumented water line.

Also, the deeper boring required crews to start and end farther from the creek than planned, which would have increased costs even if one end had not run through soil contaminated by fuel oil from a long-forgotten factory along the waterway.

Skwiat said the contaminated soil had to be taken to a special landfill in Berrien County and replaced with clean fill.

The boring includes new conduit not only for power lines and electrical controls for the bridge but one to carry computer data and another left empty for future use.

Even though electrical issues have been resolved, even enhanced, Sullivan said, deterioration of the steel framework remains a concern.

Sullivan first brought concerns about the bridge to the attention of policymakers over the summer.

Although the bridge still worked, he said, inspectors noted the poor condition of the wiring and the lack of any redundancy, which left the reliable operation of the span in doubt.

County officials, citing the importance to both vehicular traffic and watercraft, declared the project an emergency, allowing the county Board of Commissioners to award a contract without going through the more time-consuming process of advertising for bids.

The motion to approve the additional appropriation Monday passed 4-3, with members Mike Mollenhauer, Randy Novak, Jeff Santana and John Sullivan voting in favor, and Mark Yagelski, Terry Garner and Cary Kirkham voting against.

Mrozinski said Marquiss Electric, which was on site during the inspection Wednesday, would also be asked to manufacture a new coupling for county to restore the mechanical operation of the bridge.

Indiana Department of Transportation

County Warren/Fountain Route CR 100 East/CR 200 West Des. No. 1400805

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

Road No./County:	Warren County Bridge No. 36/Warren and Fountain Counties
Designation Number:	1400805
Project Description/Termini:	Warren County Bridge No. 36, a Select Historic Bridge Project, carrying County Road (CR) 100 East/CR 200 West over Wabash River, located 1.00 mile south of Grant Street in Washington Township (B-1 to B-3). The project is located at Sta. 15+49 to Sta. 23+59. The project will occur at the north approach to the bridge and end approximately 150 feet south of the south approach.

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

<input type="checkbox"/>	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
<input type="checkbox"/>	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
<input checked="" type="checkbox"/>	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
<input type="checkbox"/>	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval N/A _____ Date _____ REB 12/26/18
 ESM Signature _____ ES Signature _____ Date _____
Jayce E. Neulander 12-26-18
 FHWA Signature _____ Date _____

Release for Public Involvement

N/A _____ Date _____ REB 11-8-18
 ESM Initials _____ Date _____ ES Initials _____ Date _____

Certification of Public Involvement Mary Wright 12/21/18
 Office of Public Involvement _____ Date _____

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env. Reviewer Signature: Matthew Huble Date: 12/20/18

Name and Organization of CE/EA Preparer: Nadeem Siddiki, NS Services

This is page 1 of 27 Project name: Warren County Bridge No. 36 Date: November 5, 2018

Reward offered for information on Medora Covered Bridge damage

By **Jordan Richart** - 1/2/19 10:06 PM



Graffiti is pictured on the western entrance of the Medora Covered Bridge. It's one of about a half dozen spots vandals painted around Dec. 30.

A reward of at least \$200 is being offered for information that leads to the arrest and conviction of those who recently vandalized the Medora Covered Bridge.

Nick Walden is offering the reward and is collecting donations to increase the amount. Walden is a member of Friends of the Medora Covered Bridge, but that group is not involved with the reward, he said.

He said Wednesday others have told him they planned to add to the reward.

Walden said the most recent incident occurred around Dec. 30 and includes about a half dozen spots of graffiti.

The graffiti is on one of the western-facing entrance panels, multiple areas of the floor, inside walls and more. The paint includes initials, the numbers "812" and signs.

The number of incidents involving graffiti has increased over the last few months at the bridge, added to the National Register of Historic Places in 2007. A \$1.3 million restoration project was completed in 2011.

Walden said he thinks it will be difficult to get a conviction despite a public effort to find whoever is responsible for the vandalism.

"That's the hard part, but that's what needs to be done because someone needs to be made an example of it," he said. "I think they should have to help make the repairs."

The county will have to take care of the damage, Walden said. He said entrance will require sanding and repainting. Walden has reported it to the Jackson County Highway Department, which handles repairs to the county's bridges.

Walden gives tours of the bridge, and his artwork featuring the bridge routinely benefits the Friends group. That's why he was heartbroken when he saw the graffiti.

He said he wishes the public would value the county's historic sites more.

"I wish people had more respect for the historic places we have around here and the tourism it brings," he said.

The bridge — constructed by J.J. Daniels in 1875 — is one of the county's biggest attractions, drawing about 20,000 visitors annually. Visitors from all 50 states and many countries around the world have visited it.

It's touted as the longest historic covered bridge in the country, spanning 430 feet over the East Fork White River along State Road 235. Its length is about 406 feet.

Walden said vandalism has long been a problem for the bridge. Friends of the Medora Covered Bridge has for years put forth an effort to raise enough money for a security camera system. It's one of the reasons for its annual dinner on the bridge each August.

That project is expensive, coming at an estimated cost of \$30,000. While that may seem high, much of the cost is to get electricity to the bridge, Walden said. The area has no security equipment.

"It's basically a free-for-all out there right now," Walden said. "We are here to protect it, but we can't be out here 24 hours a day."

Anyone with information should call police at 812-358-2141.

Jordan Richart

Jordan Richart is a reporter for The (Seymour) Tribune. He covers breaking news, crime, courts, county government and general assignment, among other things. Email him at jrichart@tribtown.com or follow him on Twitter below:





SEVERE WX: Winter Storm Warning - Winter Weather Advisory [View](#)

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POLICE SAY 135-YEAR-OLD COVERED BRIDGE DAMAGED BY A DRIVER IN GREENE COUNTY



A Greene County covered bridge was damaged after police say a man drove a box truck through.

Posted: Jan. 8, 2019 3:22 PM

Posted By: Staff Report



GREENE COUNTY, Ind. (WTHI) - A Greene County covered bridge was damaged after police say a man drove a box truck through.

The 135-year-old bridge is called the Richland-Plummer Creek Covered Bridge.

It is located on south baseline road in Bloomfield.

Police say Paul Patton drove a box truck that was too tall through the bridge causing damage to it.

Police say Patton drove away without reporting it.

Charges have been sent to the Greene County Prosecutor's Office for failure to stop after an accident.

<https://www.wthitv.com/content/news/Police-say-135-year-old-covered-bridge-damaged-by-a-driver-in-Greene-County-504062511.html>

Local News

Van crashes through bridge, hangs above river

By:WANE Staff Reports (j)

Updated: Jan 22, 2018 09:57 AM EST

A van crashed through the Van Zile bridge northeast of Leo on Monday, Jan. 22, 2018.

SPENCERVILLE, Ind. (WANE) A van crashed through a single-lane bridge northeast of Leo early Monday and rescue crews pulled the driver to safety as it hung off the span.

Crews were called around 8 a.m. Monday to the Van Zile Road bridge over the St. Joseph River, just off S.R. 1 between Leo and Spencerville, on a report of a crash there. Responders arrived to find a white van crashed through the bridge rails, with its left front tire hanging off the bridge.

Officials said the driver was still in the van when crews arrived. She was pulled from the van through the passenger side door.

The woman was not hurt.



A van crashed through the Van Zile bridge northeast of Leo on Monday, Jan. 22, 2018.

The driver - who has not been named - told investigators she lost control of the van as she approached the one-lane bridge. The roadway, which is a stone material, was icy at the time.

Officials said the van struck a vertical support beam, which kept the van from falling into the water below.

A tow truck was used to pull the van back onto the roadway. The woman eventually drove it away from the scene.

The crash left a gap in the bridge. The county highway department later Monday closed Van Zile Road between S.R. 1 and Hurshtown "until further notice."

Attachment 24