



**Public Hearing**  
**SR 75 over Mid. Fork Wildcat Creek**  
**Historic Bridge Rehabilitation**  
**Contract B-41435 DES 1703010**

The background features a large, light blue watermark of the Indiana Department of Transportation logo. The logo is circular and contains the text "INDIANA DEPARTMENT OF TRANSPORTATION" around the perimeter. In the center is a shield with four quadrants: an airplane, a train, a car, and a bus.

Jacob Isenburg, HWC Engineering  
Adam Parkhouse, INDOT Director of Stakeholder Services  
Jackie Hockaday, INDOT Project Manager  
Cameron Berry, ASC Group

# Hearing Agenda

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- Welcome – Sign up sheet
- How to Submit a Comment
- Project History
- Project Description
- Public Comment
- Adjourn
- Open House

# How to Submit a Public Comment

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- Verbally at public hearing (in-person)
- Written (mail or email)
  - A comment form is included in the information packet.
  - Form can be mailed or emailed to ASC.
    - 9376 Castlegate Drive Indianapolis, IN 46256
    - [Cberry@ascgroup.net](mailto:Cberry@ascgroup.net)
  - INDOT4U: 855-INDOT4U(463-6848) or INDOT4U.com
- Virtually
  - Written questions can be submitted through the Q/A section of the webinar
- Comment Deadline – April 14, 2026
  - Comments will be reviewed, evaluated and given full consideration during the final design process.
  - Comments will be included in the final environmental document.



# Legal Notice of Public Hearing

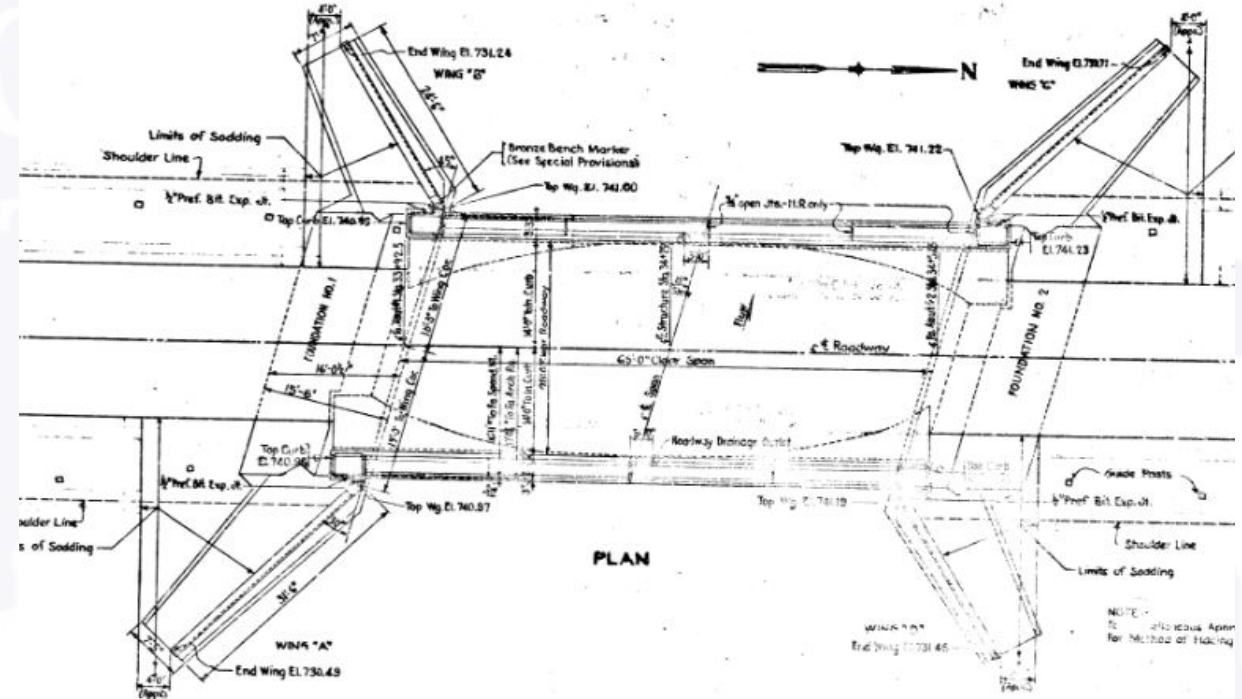
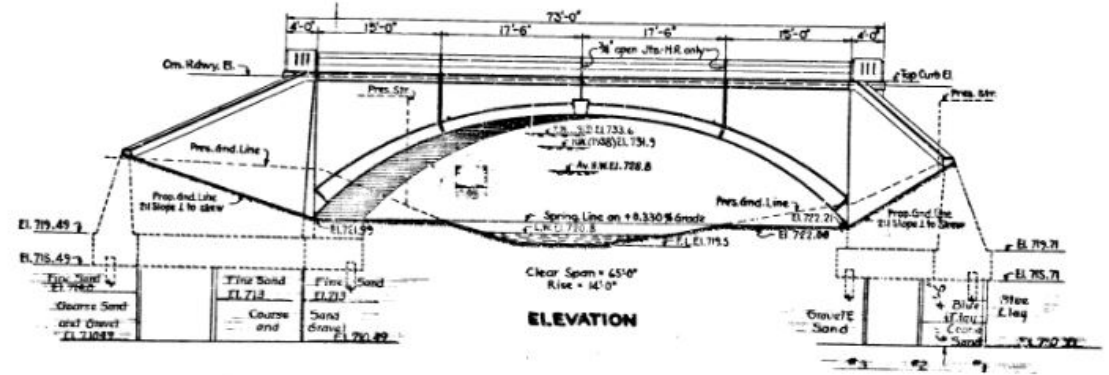
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- Legal notice was published in the Carroll County Comet newspaper on March 11<sup>th</sup> and March 18<sup>th</sup>, 2026
- A copy of the legal notice was mailed to consulting parties, property owners, and public officials within project area
- A copy of the legal notice, as well as other project documents, is available on INDOT's website: [bit.ly/SR75Des1703010](https://bit.ly/SR75Des1703010)

# SR 75 over Middle Fork Wildcat Creek

## *Historic Eligibility*

- Unreinforced Concrete Arch Bridge
- Constructed in 1942 during World War II by the Indiana State Highway Commission (ISHC), eliminating the use of structural steel due to shortage during the war.
- This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana and is one of only two such ISHC-built examples still extant
- Eligible for National Register of Historic Places
- Determined as Historic – Select Bridge



# National Historic Preservation Act (NHPA) - Section 106 Process

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## *Overview*

- Seek Consulting Party Comment
- Market Bridge for Reuse- Legal Notice
- Identify Preferred Alternative
- Hold Public Hearing
- Environmental Document Approval – After comment period
  - The bridge is still available for re-use/relocation until the CE has received approval from FHWA

# National Historic Preservation Act (NHPA) - Section 106 Process

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## *Project Specific Timeline (July 2020 – September 2022)*

- Consulting parties meeting held on July 15, 2020; Indiana State Historic Preservation Office (SHPO) concurred with meeting summary on August 13, 2020
- Original Historic Bridge Alternatives Analysis (HBAA) completed in January 2021
- Preferred alternative under the original HBAA: Bypass/Build New Structure
- 30% Design Plans developed in January 2022
- 60% Design Plans developed in August 2022
- Public opposition to the Bypass/Build New Structure alternative was documented in September 2022

# National Historic Preservation Act (NHPA) - Section 106 Process

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## *Project Specific Timeline (September 2022 – August 2023)*

- Comment from a consulting party was received in September 2022 requesting an alternative for Rehabilitation or Reconstruction of the arch be considered to simplify the project
- Glass Fiber Reinforced Polymer (GFRP) reinforcing bars could be used to rehabilitate the bridge without compromising the historic nature of it
- On September 22, 2022 Indiana SHPO agreed with proposed alternative to use GFRP rebar to eliminate the need for a Bypass
- HBAA Addendum was completed in August 2023
- Preferred Alternative under the HBAA Addendum: Rehabilitation of Bridge for Continued Vehicular Use

# National Historic Preservation Act (NHPA) - Section 106 Process

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## *Project Specific Timeline (September 2023 – March 2026)*

- On September 21, 2023 Indiana SHPO agreed with the conclusions of the HBAA Addendum
- Updated Design Plans completed in March 2024
- Draft Environmental Document completed in August 2024
- Environmental Document released for Public Involvement on August 4, 2025
- Public Hearing held on March 31, 2026
- Other Historic Resources in Project Area
  - On April 14, 2021, “No Historic Properties affected” finding was issued for the project

# Project Description

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## *Environmental Documentation*

- This hearing is conducted as a requirement of the National Environmental Policy Act (NEPA)
- A Categorical Exclusion (CE) has been completed to analyze and document the impacts of the project on the surrounding community and environment. A CE Level 4 document was required for this project.
  - The project impacts are described in the CE-4.
  - The CE was released for public involvement by INDOT on August 4, 2025.
  - The CE will be revised after this hearing to include resolution to all public comments.



# Project Description

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## *Project Purpose and Need*



- **Purpose:** Provide a structurally adequate structure and ensure continued traffic on SR 75 at this location by improving the condition rating of the structure and to provide scour protection.
- **Need:** Due to the deteriorating condition of the existing structure including scour issues. Additional needs include clear roadway width and substandard bridge railing.

# Project Description

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## *Alternatives*

1. Do Nothing/No Build
2. Rehabilitation of existing arch without use of Reinforcing Steel
3. Rehabilitation of existing arch with Reinforcing Steel
4. Rehabilitation of existing arch using Glass Fiber Reinforced Polymer (GFRP) reinforcing bars
5. Rehabilitation of existing arch without use of Reinforcing Steel for one-way traffic and one-way bypass
6. Rehabilitation of existing arch with Reinforcing Steel for one-way traffic and one-way bypass
7. New Bypass Bridge & Rehabilitate the Existing Bridge for Preservation

**Preferred Alternative:** 4.) Rehabilitation of existing arch using GFRP bars

# Project Description

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## *Preferred Alternative*

- Rehabilitation of existing arch for Continued Vehicular use with GFRP reinforcing to maintain historic significance without reinforcing steel
- Rehabilitation of the existing bridge is a feasible and prudent alternative.
- Satisfies the purpose and need.
- Relocation and/or replacement of the bridge is not feasible.
  - Bridge is currently listed as 'Select' Historic Bridge and cannot be removed or relocated.

# Project Description

## *Structural Work*

- Remove asphalt and arch fill to expose existing concrete arch
- Patch concrete and waterproof arch, spandrel walls and wingwalls
- Glass Fiber Reinforced Polymer (GFRP) reinforcing bars to be used instead of steel reinforcing
- Epoxy-inject cracks in concrete
- Replace deteriorated railing with visually identical design using GFRP rebar
- Add riprap to stream banks for erosion protection



# Project Description

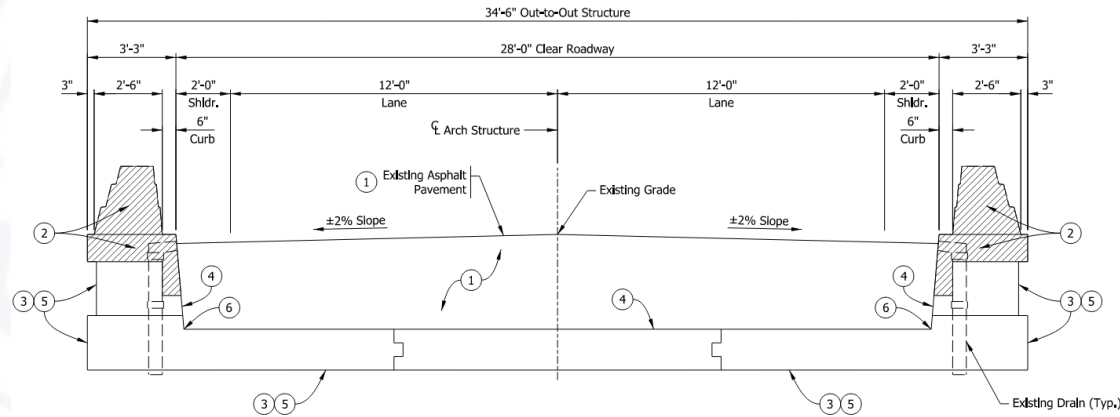
## *Roadway Improvements*



- Replace asphalt surface
- Maintain 12' travel lanes through length of project
- Increase usable shoulder width by removing curbs
- Add roadway drainage system over the bridge
- Replace all guardrail to meet current safety standards
- Roadway to be widened outside of the bridge limits

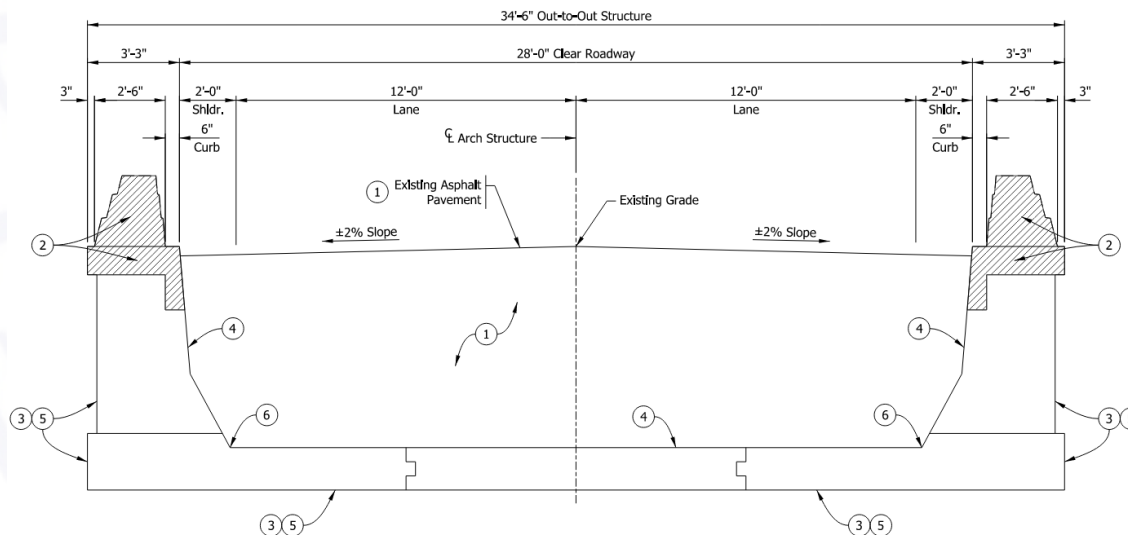
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# Current Plan Details



TYPICAL SECTION AT CROWN OF ARCH

Scale:  $\frac{3}{8}" = 1'-0"$



TYPICAL SECTION NEAR FOUNDATION

Scale:  $\frac{3}{8}" = 1'-0"$

## GENERAL NOTES

Existing Structure is a single-span unreinforced concrete arch bridge with an HMA wearing surface, unreinforced concrete bridge railings, and built in 1942. Existing structure is designated as "Historic-Select" and will remain in place and be rehabilitated per plan details.

Plans for existing structure are on file with the INDOT Central Office as Bridge File 075-08-03486, and are available upon request.

All architectural details shall be replicated in-kind in repair work.



Hatched Areas indicated portions of Structure to be Removed

## SCOPE OF WORK LEGEND

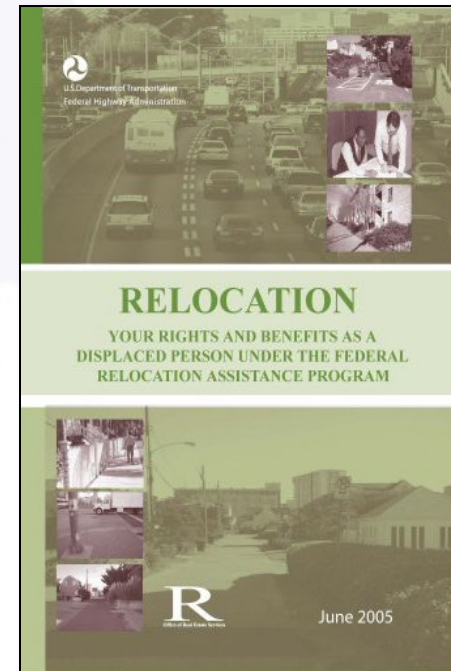
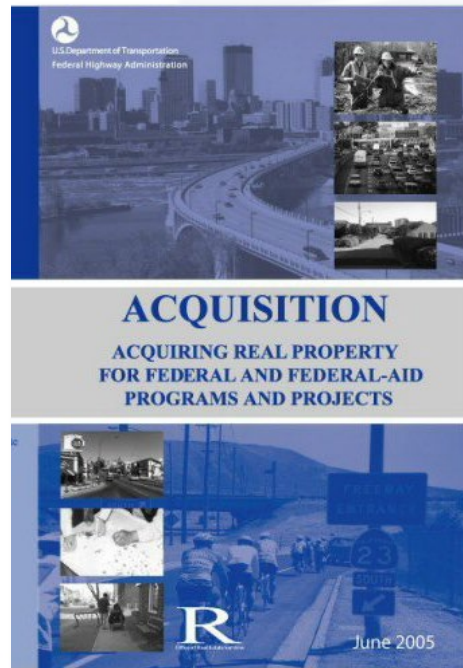
- ① Remove asphalt surface and arch structure fill material.
- ② Remove concrete barrier and portions of concrete spandrel walls as required for proposed construction.
- ③ Clean and concrete patch exterior faces of existing arch, spandrel walls, and wingwalls. See sheet 15.
- ④ Clean and concrete patch Interior faces of existing arch and spandrel walls as needed.
- ⑤ Epoxy-Inject concrete cracks in existing arch, spandrel walls, and wingwalls. See sheet 15.
- ⑥ Perform repair to interior corner of Arch as needed if a crack exists. See sheet 17.

## NOTES

1. For additional scope of work, see Proposed General Plan on sheets 13 and 14.
2. For additional details regarding structure repairs, see sheets 15 thru 17.

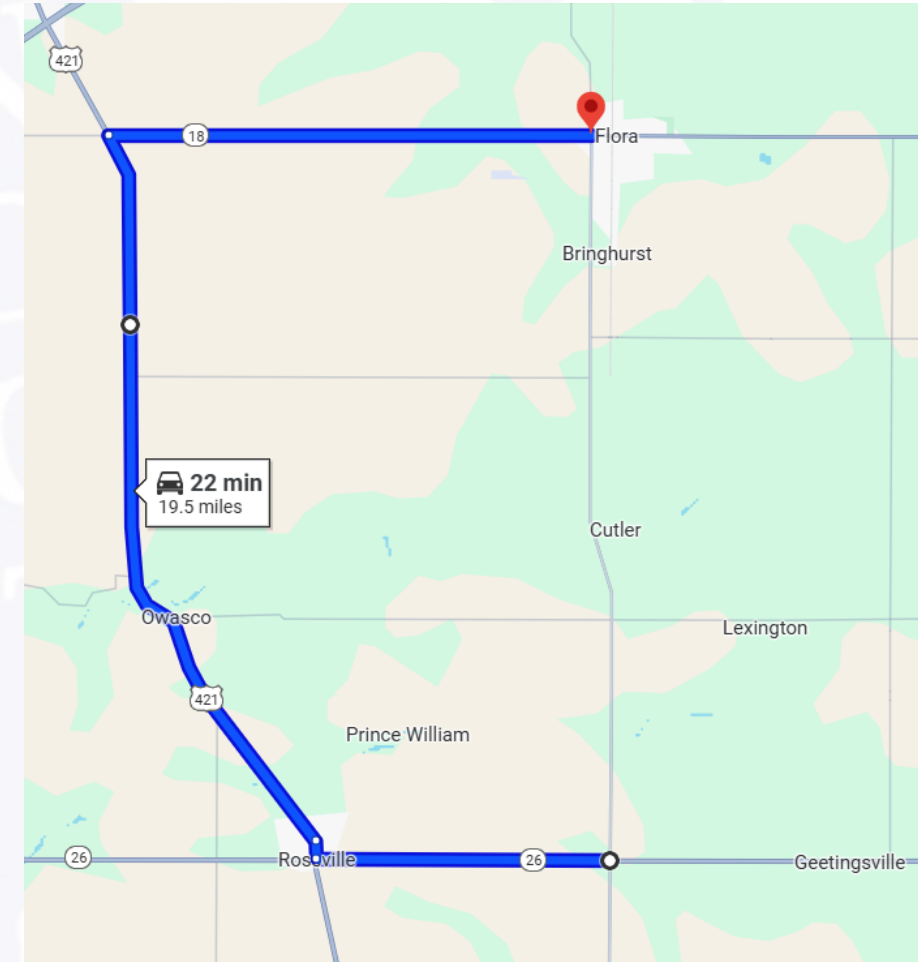
# Real Estate Acquisition Process

- Permanent right-of-way will be required to complete this project (0.034 acres)
- Explanation of the process of buying property needed for roadway improvement projects <https://www.in.gov/indot/resources/indot-brochures-and-fliers/>
- Uniform Act of 1970 as amended by the Uniform Relocation Act of 1987
- All federal, state, and local governments must comply with established standards



# Maintenance of Traffic

- SR 75 will be closed to through traffic during construction.
- Official Detour Route to utilize SR 26, US 421, and SR 18
- Access to properties within the construction area will be provided and coordinated with the contractor.



Official Detour Route

# Project Funding and Cost

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- Federal and State Funds
  - Engineering design
  - Right-of-Way Acquisition
  - Construction
- Construction of preferred alternative estimated at \$1,458,000.



# Project Schedule

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- Completion of Environment Document – Quarter 2 of 2026
- Right-of-way – Quarters 2 through 4 of 2026
- Final Design Phase – 2nd Half of 2026
- Construction anticipated in 2027



# Public Comments

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- Statements are for the official public hearing transcript.
- First speakers from the sign-in sheet.
- Open call for additional statements.
- Please come forward and state your name so that we may accurately record the statement.



# Public Comments

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- All comments need to be received or postmarked by April 14, 2026 to be considered.
  - Form can be mailed:  
ASC Group  
Attn: Cameron Berry  
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  - Emailed: [Cberry@ascgroup.net](mailto:Cberry@ascgroup.net)
  - INDOT4U: 855-INDOT4U(463-6848) or [INDOT4U.com](http://INDOT4U.com)
- All comments will be reviewed, evaluated, given full consideration, and recorded in the CE document.

# Adjourn

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- All comments need to be received or postmarked by April 14, 2026 to be considered.
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