



# INDIANA DEPARTMENT OF TRANSPORTATION

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**Eric J. Holcomb, Governor**  
**Michael Smith, Commissioner**

**DES. # 2200148**

**LEGAL NOTICE OF PUBLIC HEARING**  
**PROPOSED BRIDGE IMPROVEMENT PROJECT IN JENNINGS COUNTY**

The Indiana Department of Transportation (INDOT) will host a public hearing for the Park Road over the Muscatatuck Bridge Improvement project on April 22, 2025, at the Jennings County Public Library, 2375 IN-3, North Vernon, Indiana 47265, beginning at 6:00 p.m. The doors will be open at 5:30 p.m. in order to view displays and talk to the representatives prior to the start of the hearing.

The purpose of the public hearing is to offer all interested persons an opportunity to comment on the draft environmental document and preliminary design plans for the proposed bridge project involving Bridge No. P-000-40-07088B on Park Road over the Muscatatuck River (Des. 2200148) in the Crosley Fish & Wildlife Area, Jennings County, Indiana.

The project consists of rehabilitating the existing Non-Select Bridge for continued vehicular use, meeting the Secretary of the Interior's Standards for Rehabilitation. Bridge No. P000-40-07088B (National Bridge Inventory: 60380) is considered eligible for inclusion in the National Register of Historic Places (NRHP) under Criterion C for its unique architectural and engineering design. As part of the Indiana Historic Bridge Inventory, the bridge was determined to be "Non-Select." Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA, or HBPA), the Federal Highway Administration- Indiana Division (FHWA) will satisfy its responsibilities involving "Non-Select" bridges through the Project Development Process (PDP) of the HBPA (Stipulation III.B) to comply with Section 106 of the National Historic Preservation Act (NHPA) of 1966.

This historic bridge is subject to the conditions of the Historic Bridge Programmatic Agreement (HBPA). As such, a Historic Bridge Alternative Analysis (HBAA) was completed that describes the project's purpose and need, as well as an evaluation of alternatives to meet the purpose and need. The existing bridge is a three-span truss bridge, built in 1910 and rehabilitated in 1979, 2004, and 2015, before being closed in 2019. This structure carries the primary access road through the Crosley Fish & Wildlife Area.

The proposed alternative consists of rehabilitating the existing bridge to current INDOT and FHWA criteria to prolong the life of the bridge, while preserving its historical integrity. Rehabilitation efforts will include cleaning and painting the truss in a paint color that will match the existing color, replacing the bridge deck in all spans with a timber plank deck, repairing or replacing in kind some verticals, gusset plates, low chord, and secondary truss members. Deteriorated concrete abutments and pier caps will be removed and reconstructed, and the delaminated and spalled areas of the abutments and piers will be patched. Scour measures will be placed at all substructure units. Any rivets that are removed to make repairs will be replaced with round-headed bolts wherever possible, and the bridge rail will be replaced with a steel handrail. All debris will be removed from the abutment and pier bridge seats. Approximately five trees will be removed to allow for construction access, and all other nearby trees will be trimmed to keep branches away from the truss and vehicles. The new bridge deck will match the existing out-to-out width, and the clear roadway width will be slightly larger due to the new steel handrail that will be installed on the bridge. The approach guardrail will not be modified leading up to the bridge, and no approach roadway work will be completed except as necessary to complete the scour countermeasures work. Scour countermeasures will include placing dumped partially grouted revetment riprap on the south spillslope, class 1 riprap around the north abutment and wings, a concrete underpin around pier 2 and dumped



partially grouted class 2 riprap placed around three sides of pier 3 with regular buried class 2 riprap on the north side of pier 3. The project area extends approximately 155 feet north and south of the center of the bridge.

Maintenance of Traffic (MOT) for the project will continue to keep the bridge closed during construction. Traveling motorists have been using an alternative route and there is an existing detour. existing detour route consists of SR 3, SR 7, Pike Street, Washington Street, County Road (CR) 25 West, CR 60 West, CR 115 South, and CR 75 West. Construction is anticipated to take approximately four months.

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

The environmental document for this project was released for public involvement on March 25, 2025. The public hearing serves as the opportunity for the public to comment on both the Categorical Exclusion (CE) environmental document and the 800.11(e) documentation for Section 106. All comments collected before, during and after the hearing through May 7, 2025, will be taken into consideration.

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

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

1. INDOT Seymour District Office, 185 Agrico Lane, Seymour, IN 47274
2. Egis, 8320 Craig Street, Indianapolis, Indiana 46250
3. Jennings County Public Library, 2375 IN-3, North Vernon, IN 47265
4. Website: <https://www.in.gov/indot/about-indot/central-office/welcome-to-the-seymour-district/>

A virtual option for the public hearing is also available. The recorded presentation is available at:  
<https://youtu.be/y-G4wjdakP0?si=FuDE83VOsQ3nxxIE>

Persons with limited internet access may request project information be mailed to them. Please contact Kristin Wing, Egis, by mail at 8320 Craig Street, Indianapolis, Indiana, 46250, by email at [kristin.wing@egis-group.com](mailto:kristin.wing@egis-group.com), or by phone at 317-806-4342 for information.

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

Written comments may be submitted prior to the public hearing and within the comment period to Kristin Wing, Egis, 8320 Craig Street, Indianapolis, Indiana 46250 or [kristin.wing@egis-group.com](mailto:kristin.wing@egis-group.com) or 317-806-4342 or Matt Walker at 812-528-1868 or [matwalker@indot.in.gov](mailto:matwalker@indot.in.gov). Egis respectfully requests comments be submitted by May 7, 2025.

In accordance with the "Americans with Disabilities Act", with advance notice, INDOT can provide accommodation for persons with disabilities with regards to participation and access to project information as part of the hearings process including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired and other services as needed. In addition, INDOT will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids including language interpretation services and document conversion. Should accommodation be required, please contact Matt Walker at 812-528-1868 or [matwalker@indot.IN.gov](mailto:matwalker@indot.IN.gov) or Kristin Wing at 317-806-4342 or [kristin.wing@egis-group.com](mailto:kristin.wing@egis-group.com) for information.

Weather Notice: If the public hearing is postponed due to inclement weather, it will be rescheduled, and the public comment period will be extended. Please contact Matt Walker at 812-528-1868 or [matwalker@indot.IN.gov](mailto:matwalker@indot.IN.gov) or Kristin Wing at 317-806-4342 or [kristin.wing@egis-group.com](mailto:kristin.wing@egis-group.com) in the event of inclement weather.

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