

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

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



PREPARED BY

PARSONS

101 W. Ohio Street
Suite 2121
Indianapolis, IN 46204

PREPARED FOR



INDIANA DEPARTMENT OF
TRANSPORTATION

100 N. Senate Avenue
Room N855
Indianapolis, IN 46204

CLAY COUNTY BOARD OF COMMISSIONERS

COMMISSIONERS

Bryan K. Allender

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August 19, 2015

COURT HOUSE - ROOM 106
609 EAST NATIONAL AVENUE
BRAZIL, INDIANA 47834

Mr. Daniel Prevost--PARSONS
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204

Dear Mr. Prevost:

Please accept this letter as my full support of Bridge number 046-11-01316C remaining in Clay County over Eel River and State Road 46 just west of Bowling Green.

Rickie Clark, in an e-mail stated: "Bridge No. 046-11-01316C, a two span Parker steel through-truss bridge with concrete abutments and center pier, a steel superstructure, and a concrete deck, is listed in the National Register of historic Places under Criterion A for its transportation significance in the settlement and development of Clay County. As part of the Indiana Historical Bridge inventory project, the bridge was determined to be Select. As inter-agency agreement dictates and a Select Bridge may not be destroyed, a six month period has been provided for a responsible party to come forward to take responsibility for the bridge to either preserve it in-place or for its re-use at an alternate location. This public hearing will be the last opportunity for a responsible party to step forward and provide the necessary sureties to obtain ownership of the bridge."

There is a tremendous amount of information in the e-mail from Mr. Clark. I want to discuss some of the very important points in his message. First of all, we do know this is indeed a very historical bridge which carries much traffic over Eel River. I believe this is one of the few remaining bridges of this type in the State of Indiana. We are honored and privileged to have such a bridge in our County and, because of the great significance of the bridge, we wish to keep the bridge in Clay County.

He states the bridge is a steel superstructure and is listed in the National Register of Historic Places for its transportation significance in the settlement and development of Clay County. This bridge has been extremely important for the people not only in Bowling Green but all of Clay County. It is important to note and recognize that this bridge played an important role in the development of the town and the area. At one time, Bowling Green was the actual county seat for Clay.

I would note there has been county interest in this bridge for several years as people in Clay County, in 1999, spent money and donated their time and efforts to put this state owned bridge on the National Register of Historic Places which was accepted in 2000. If they were working on the bridge in 1999, the interest had to develop several years prior to this date.

Next, Mr. Clark states that a responsible party needs to step forward and provide the necessary sureties to obtain ownership of the bridge. That also has happened. We are very fortunate to have a well-organized and highly respected group of distinguished people who call themselves the Clay Community Parks Association. As you know, they have stepped forward to provide any and all of the necessary funding to keep the bridge in Clay County. They are a select group of outstanding men and women in our county with a proven track record of great success over the past few years. Members of the Parks Association Board include a retired banker, a member who has tirelessly fought for grants

and projects and who has been very successful, a Director of the Buildings and Grounds for our local school corporation, a retired Principal and former School Superintendent, County Prosecutor, and business owners.

I have worked very closely with Tom Reberger, who is the President of the Clay Community Parks Association, when he served as the Director of Buildings and Grounds for the Clay Community Schools. His job was no small task being in charge of seven elementary schools, one middle school, an alternative school, and two high schools. As Principal of Clay City Junior-Senior High School, I worked very closely with Tom for many years. I know his dedication and purpose to make sure everything is functioning and working properly. What I have seen of Tom as President of the Clay Community Parks Association, is a continuation of this dedication, efforts, and work on behalf of Clay County.

Also, Mr. Clark's message stated that a responsible party needed to step up by the last public hearing. That did occur. I would hope/think that since this did occur within the stated time frame, that the lateness of the acceptance of the bridge would not be a negative factor. I would think that it would make no difference if someone accepted the bridge on the first possible day or the last day as long as this occurred within the stated time frame for such.

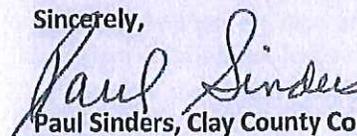
Unfortunately, I have heard much discussion in the community recently that INDOT has already made the decision to move the bridge to Brown County. I do not believe that INDOT has already made the decision. I do not believe that INDOT held the public hearings just as a smoke screen to follow the statues, and rules and regulations required of them. Doing so as a smoke screen would, in my opinion, be unethical, immoral, and possibly even illegal. The people I know in INDOT would not be a part of such action.

With the number of Historical Bridges that we do have in Clay County, I believe these can/will provide an economic boost to our economy and county. What if someone in Parke County never had a vision for their Covered Bridges? We would not have the great Covered Bridge Festival in October as we now have with thousands and thousands of people descending on Parke County and spending many, many dollars in the County. With the number of bridges we do have in our County, and with a vision of development for the future, I do believe we can attract many people and visitors to our County to see the bridges. No, it will never be like Parke County because we do not have the number of bridges compared to their covered bridges, but with planning, development, and thinking outside of the box, I do believe there is a great opportunity for the development of our bridges.

I do know a group in Clay City is working on developing a walking/bike trail from Clay City to the old Feeder Dam Bridge located north of Clay City. There could be a boat ramp at Bowling Green and another boat ramp at the old Feeder Dam Bridge for people wishing to use the Eel River for boating/canoeing. I do know that Sugar Creek in Parke County is very busy with people using the stream. I could very well see the same opportunities and use of Eel River.

Please accept this letter as a full endorsement of keeping the Historical Bridge over State Road 46 and Eel River in Clay County. Thank you!

Sincerely,


Paul Sindors, Clay County Commissioner

CLAY COUNTY BOARD OF COMMISSIONERS

COMMISSIONERS

Bryan K. Allender
Tony A. Fenwick
Paul R. Sinders

COURT HOUSE - ROOM 106
609 EAST NATIONAL AVENUE
BRAZIL, INDIANA 47834

August 20, 2015

Mr. Daniel Prevost
Parsons
101 West Ohio Street Suite 2121
Indianapolis, IN 46204

Dear Mr. Prevost:

I am Bryan Allender, Commissioner for the County of Clay.

Please accept this letter as my total support of keeping the present Bridge on SR 46 over Eel River near Bowling Green in Clay County.

This is a historical bridge and one of the few remaining in our State. I believe the people of Clay County deserve to have and keep this bridge. We have had numerous people, in our county, working very hard to keep this bridge here.

The Commissioners, in agreement with the Clay Community Parks Association, have agreed to keep and maintain the bridge. The Clay Community Parks Association members are a unique and dedicated group of men and women in our County. They have worked hard in the past on different projects, and have achieved much for our County. I do not see this changing with their agreement to fund any and all costs in relation to the bridge remaining in our county.

I believe also, with the bridge remaining in our County, this could and will be an economic boost as well. With boat ramps being installed at the Bowling Green Bridge site, and with another boat ramp to be built downstream at the old Feeder Dam Bridge, this could become a natural water way for many people to use for boating and canoeing. And, a group of interested and dedicated people from the Clay City area are exploring a bike/walking trail from Clay City to the old Feeder Dam Bridge.

I do believe that there is a great future for the bridge to remain in Clay County. Interest in the Bridge has been demonstrated for several years as a group of Clay County people made application for the Bridge in 1999 to be included in the National Register of Historical Places which did occur in 2000. So, the interest in the bridge, by many Clay Countians, is not just a recent phenomena but one which has been developing over the past several years.

We shall look forward to a positive decision to keep the present Bridge over Eel River and SR 46 in our great Clay County. Thank you!

Sincerely,



Bryan Allender

Clark, Rickie

From: Prevost, Daniel [Daniel.Prevost@parsons.com]
Sent: Sunday, August 09, 2015 10:08 PM
To: Porter, Sean; Ball, Alan; Jones, Tony W; Kennedy, Mary; Clark, Rickie
Subject: FW: Bowling Green Bridge or S>R> 46-Ell River Project

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

From: ken killion [<mailto:sumhillkk@gmail.com>]
Sent: Sunday, August 09, 2015 8:12 PM
To: Prevost, Daniel
Subject: Fwd: Bowling Green Bridge or S>R> 46-Ell River Project

----- Forwarded message -----

From: ken killion <sumhillkk@gmail.com>
Date: Wed, Feb 4, 2015 at 7:47 PM
Subject: Bowling Green Bridge or S>R> 46-Ell River Project
To: rclark@indot.in.gov

We are Ken and Jan Killion and we live one mile west of the bridge on state road 46. I am 69 years old and have lived here all my life. We believe bridge should be removed to another location or sold for scrap, here a few of the reasons.

A beautiful new bridge that is functional and safe for the traffic flow would do more for area economic development than keeping the old bridge for a park.

The area floods frequently in the spring and would wipe out any boat ramps, park facilities, or roads that are not elevated.

Dumping trash off of the old bridge into river would be commonplace.

Children and people climbing on old bridge present big safety problems and could risk law suit to state.

Why would you build a new bridge higher with more freeboard for more clearance in time of flood and leave the old bridge there?

Take out the old bridge and center the new one over the channel. Do it right the first time for a long lasting low maintenance bridge

Safety, if you leave the old bridge and make a park, it will block vision of traffic on the new bridge. Farmers or contractors moving large equipment can't see oncoming traffic nor can traffic see them with no place to go once in the bridge serious accidents can happen. This could be made worse by traffic coming out of the old bridge park.

eventually any organization that would be responsible for bridge upkeep would default for lack of funds and it would fall into disrepair to leave the area with an eyesore for the state to remove

We have been told on good authority, that there are no federal funds approved for keeping the old bridge for historical purposes.

WE SAY SCRAP THE OLD BRIDGE OR MOVE IT TO BROWN COUNTY. MAKE A NEW UNOBSTRUCTED STRUCTURE WE CAN BE PROUD OF AND LEAVE THIS LEGACY FOR THE FUTURE.

Respectfully yours,

Ken & Jan Killion

Clark, Rickie

From: Caleb Brown [cbrown@pikelumber.com]
Sent: Thursday, August 13, 2015 7:24 AM
To: Clark, Rickie
Subject: Proposed Bridge Project on SR 46 over Eel River east of SR 59 in Bowling Green, Clay Co.

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

Hi Rickie,

I've been talking to a landowner about possibly harvesting some of their trees that would be affected by the bridge project over the Eel River along SR 46 just west of Bowling Green Indiana. I was wondering how far south the new bridge and road would move? That is how much of the landowners woods would be affected. The landowner property borders SR 46 to the south between the Eel River and Bowling Green.

My understanding from public event posting online is that the new bridge would begin approximately 58 ft to the south of the old bridge and be about 40 ft in width, and then finally have about 15? ft of easement further south. So would it be right of me to assume that approximately everything 113 ft south of the current bridge will be affected between the bridge and the town of Bowling Green with be needed for the construction project?

Any information or maps you can provide would be very helpful.

Thank you for your time,
Caleb E. Brown
Forester, Pike Lumber Company
812-229-2818

Clark, Rickie

From: Caleb Brown [cbrown@pikelumber.com]
Sent: Thursday, August 13, 2015 7:24 AM
To: Clark, Rickie
Subject: Proposed Bridge Project on SR 46 over Eel River east of SR 59 in Bowling Green, Clay Co.

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

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Any information or maps you can provide would be very helpful.

Thank you for your time,
Caleb E. Brown
Forester, Pike Lumber Company
812-229-2818

August 13, 2015

Mr. Dan Prevost

Parsons

101 West Ohio Street, Suite 2121

Indianapolis, IN 46204

Dear Mr. Prevost:

These comments are intended to become part of the public record following the meeting held on August 5, 2015, at Center Point, IN, in regard to the Eel River Bridge in Clay County.

Although I think both the Indiana Department of Transportation and Parsons have been well advised of our intentions regarding re-locating the Eel River bridge to the Salt Creek Trail in Brown County, as vice-chairman of the county's Salt Creek Trail Committee I would like to emphasize our position for the record.

In short, it makes good sense to move the bridge to Brown County rather than leave it in its present location. Why? Because we have the plan. Because we have the funding. Because we have the easements and permits (including environmental) already in place. Because we have the commitment for long-range maintenance of the bridge. And because we have the visibility that will allow the historic bridge to be seen (and used) by far more people than have seen it, or will see it, at its present location.

The Plan: The Salt Creek Trail is a 12-foot-wide multi-modal (walking, running, biking, etc.) paved pedestrian trail currently under development in Brown County. Work began on the project 12 years ago, and Phase I of the trail—running from the south edge of the village three-quarters of a mile east along historic Salt Creek to the Brown County Community YMCA—was opened two years ago. Estimates are that some 55,000 people are now using the trail on an annual basis, including some on motorized wheelchairs who travel from a retiree housing complex near

the YMCA to the CVS in the village to pick up prescriptions. Virtually all users are anxious for completion of the trail, which will connect the village with the north entrance of Brown County State Park.

The two spans of the Eel River bridge are planned to be used in Phase III and would span Salt Creek twice—once east of the village along State Highway 46, and again crossing the creek near the north entrance of the state park. Phase II, which will connect Phase I (already open) and Phase III (where the bridge will be used) is already funded by a \$1.9 million grant from INDOT, and the 20% match has already been raised. Final design plans on that phase are currently delayed as we deal with an easement issue.

The Funding: Funding for Phase III, where the bridge will be utilized, is already in hand. We were awarded a grant by the Indiana Department of Natural Resources for that phase in 2008. That money--\$725,000---currently sits in a county account earning interest, awaiting the resolution of the bridge issue. Engineers have told us the \$725,000 will be more than enough to build the trail (approximately three-quarters of a mile) which would connect the two spans of the bridges.

The Easements and Permits: All easements, state permits and final design plans for Phase III construction have been obtained. They have been in hand for several years. In fact, had it not been for an unusual action, this phase of the trail would already be open and in use. This phase was actually put out for bid four years ago. A winning bidder was selected, and just days before the bidder was to be notified, an official from IDNR, which had approved the bridge permit into the state park, called to tell us IDNR had changed its mind and was withdrawing the permit. Shortly thereafter, we were contacted by IDNR to advise us that the Eel River bridge might become available and asked if we were interested. We responded with a quick “yes” and have been working with IDNR and INDOT the past three years to acquire the bridge, which would allow us to move forward immediately to re-bid Phase III and begin construction.

The Commitment: Both Brown County and IDNR have already gone on record as to their commitment for long-range maintenance of the structure. Brown County has agreed in writing to be responsible for maintenance of the span that would be near Highway 46, and IDNR has agreed to maintain the span that crosses Salt Creek into the Brown County State Park.

The Visibility: The Eel River bridge, a two-span Parker steel through-truss structure, is listed in the National Register of Historic Places and deserves to be seen by as many Indiana residents as possible. What better place to make that happen than the location we propose?

Brown County has long been recognized as a tourism hotbed in Indiana. That flow, which years ago was normally limited to September-October, is now year around, and the numbers that would come into contact with a relocated Eel River bridge annually are almost staggering.

One span will be located, and very visible, just yards from busy Highway 46, the main corridor from Bloomington-to Nashville-to Columbus. It is estimated by INDOT's traffic count maps that the ADT (average daily traffic) in that stretch of Highway 46 is 11,434 vehicles per day...or **4,173,410 vehicles per year**. Of that number, some 1,300,000 are headed to Indiana's most visited state park, Brown County State Park, where they will be able to see the second span crossing the creek near the park's north entrance.

Assuming that those 4,173,410 vehicles might carry an average of two occupants per car, that means that **over 8 million people a year** would see these spans. And not only see them, but have the opportunity to walk, ride or run on them, actually touching a piece of Indiana history. It's a claim that can not be made by leaving the bridge at the present site.

In fact, also based on INDOT's traffic counts, if left in its present location, the number of annual vehicular viewers would be reduced to slightly more than 2 million—**75% fewer** than would see the bridge each year in Brown County .

I appreciate your attention to these comments, which turned out to be much longer than intended. But we are passionate about the Salt Creek Trail project here and are anxious to see its completion, which will allow the 1.3 million annual visitors to the state park to access the village of Nashville without the use of an automobile. It is a win for tourists, a win for residents who are already using the trail daily, a win for traffic flow, a win for our county's economy and a win for the future of the historic Eel River bridge.

Sincerely,

Tom Tuley
Vice-Chairman, Salt Creek Trail Committee
Brown County, IN

Clark, Rickie

From: Prevost, Daniel [Daniel.Prevost@parsons.com]
Sent: Wednesday, August 12, 2015 10:23 PM
To: Jones, Tony W; Kennedy, Mary; Porter, Sean; Ball, Alan; Muellner, Kyle; Heil, Larry; Clark, Rickie
Subject: FW: Eel River bridge comment
Attachments: Eel River bridge.docx

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FYI

From: Thomas Tuley [<mailto:twtuley@att.net>]
Sent: Wednesday, August 12, 2015 8:47 PM
To: Prevost, Daniel
Subject: Eel River bridge comment

Mr. Prevost:

Attached is a letter to be added to the public record comment following the August 5 bridge hearing in Clay County. I think Brown County's position has already been well defined, but since an opposing group has suddenly appeared attempting to keep the bridge at its present location, I thought maybe we should weigh back in on the subject, even if only to make certain everyone is aware our interest has not waned.

Tom Tuley
Vice Chairman, Salt Creek Trail Committee
Brown County, IN

August 13, 2015

Mr. Dan Prevost
Parsons
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204

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Sincerely,

Tom Tuley

Vice-Chairman, Salt Creek Trail Committee

Brown County, IN

To whom it may concern:

My name is Melanie Mace and I am in favor for keeping the Bowling Green Bridge in Clay County where it belongs. Part 1 of the Relocation of HISTORIC Bridge to Salt Creek Trail Categorical Exclusion states that the public is to be involved so I am getting involved and standing up for what is right and moving that bridge from its home is NOT the right thing to do. The word HISTORIC is even in the title meaning you acknowledge the fact of its significance and yet you still want to rip it of its value and worth from the people of Clay County. You want to take two 198 foot span river bridges and put them over a creek. Last time I checked a creek was considerably smaller than a river and would be much too large for the area you are intending to place them in and I feel there are several other bridges that would be more suitable, appropriate, and utilize the space in Brown County better. I don't see how with today's technical advances that you can't figure out a way to salvage the existing bridge and make it structurally sound for traffic. In my opinion anything is fixable, this is just about some powerful people wanting this bridge come hell or high water.

This brings me to my second concern.... With using such large bridges which is unnecessary, you are hurting and destroying wetlands and species, some of which are endangered by the way. What is also puzzling is at passed meetings the DNR is for the relocation program, I would think since they are supposed to be about protecting wildlife that they would be opposed to something that is only doing it and the wetlands harm. And why is INDOT paying for something that has nothing to do with transportation, state roads, and highways? We need our roads fixed not historic bridges moved! The whole project seems very wrong and unnecessary to me. INDOT and DNR should be addressing other matters that pertain to their field of work. The letters stand for words and I think by abbreviating the words INDOT and DNR forgot what the taxpayers pay them to do. I was at the August 5th meeting and I saw the ones who were against the bridge and who walked out during the meeting, those were the ones that live on the river and do not want people to have access to the river cause they feel that the river is their property.

INDOT and DNR are also against keeping the bridge in Clay County because they have other purposes for the bridge that in my opinion seem illegal in more ways than one. I can guarantee there are more people for keeping the Bowling Green Bridge in its original establishment than there are for ripping it limb from limb and moving it to somewhere it doesn't belong. I think INDOT should reconsider their bad decision and do what is right which is letting the people of Clay County keep their bridge that their families built. It is the right thing to do. Thank you for your time.

Clark, Rickie

From: Prevost, Daniel [Daniel.Prevost@parsons.com]
Sent: Wednesday, August 12, 2015 10:53 PM
To: Jones, Tony W; Kennedy, Mary; Porter, Sean; Ball, Alan; Heil, Larry; Clark, Rickie
Subject: FW: Relocation of HISTORIC Bowling Green Bridge
Attachments: Relocation of Bowling Green Bridge.docx

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From: Mel M [<mailto:mileymace@hotmail.com>]
Sent: Wednesday, August 12, 2015 10:46 PM
To: Prevost, Daniel
Subject: Relocation of HISTORIC Bowling Green Bridge

To whom it may concern:

My name is Melanie Mace and I am in favor for keeping the Bowling Green Bridge in Clay County where it belongs. Part 1 of the Relocation of HISTORIC Bridge to Salt Creek Trail Categorical Exclusion states that the public is to be involved so I am getting involved and standing up for what is right and moving that bridge from its home is NOT the right thing to do. The word HISTORIC is even in the title meaning you acknowledge the fact of its significance and yet you still want to rip it of its value and worth from the people of Clay County. You want to take two 198 foot span river bridges and put them over a creek. Last time I checked a creek was considerably smaller than a river and would be much too large for the area you are intending to place them in and I feel there are several other bridges that would be more suitable, appropriate, and utilize the space in Brown County better. I don't see how with today's technical advances that you can't figure out a way to salvage the existing bridge and make it structurally sound for traffic. In my opinion anything is fixable, this is just about some powerful people wanting this bridge come hell or high water.

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Clark, Rickie

From: Danielle Mace [dmace2015@gmail.com]
Sent: Wednesday, August 12, 2015 11:48 PM
To: Clark, Rickie
Cc: Daniel.Prevoost@parsons.com; Kennedy, Mary
Subject: Comments from Aug 5 BOWLING GREEN BRIDGE
Attachments: Danille Comments.doc

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COMMENTS FROM SR 46 Bridge Project Meeting August 5, 2015

COMMENT: Dated August 12, 2015

For the record my name is Danielle Mace, born and raised in Clay County, Indiana. I love the outdoors and I am big believer in exercise and healthy eating and getting outdoors. I have great interest in the BOWLING GREEN BRIDGE and the Eel River. My son is also a fisherman with his best buddy he could ever have, Grandpa, and he loves to fish this river as his Grandpa and the Mace generations before have done. My grandfather was a WWII veteran and although he never talked about his war experiences, we do know that he was a sharpshooter and the only service man to walk off a hill in Africa. He also was awarded two purple hearts. When he came back from service the Eel River was his place of solace and also furnished food for the table. I have several friends and family that are life long residents of Clay County and their ancestors have contributed much to the history of Clay County. They are very passionate about keeping the BOWLING GREEN BRIDGE in place and its National Register nomination intact with the history and the meaning of what this bridge means to Clay County. If we obtain National Register status on items of value and the government strips them away, then what good is the paper they are written on, not counting all the man hours that goes into writing the nomination?? I am wondering what the preservation community will think of this?!

The BOWLING GREEN Bridge is valuable in place where is now located and at that river's edge where the Indians once resided. I have found arrowheads and Indian beads along the banks of the Eel River. This bridge could be a beautiful park and will finally open the Eel River for a water trail to the Feeder Dam Bridge and the possible rails to trails walkway for pedestrian and bicycling on DNR owned abandoned railways. Which I understand this project has been in the early stages of planning and a grant was received for a feasibility study of the Historic Feeder Dam Bridge, also on the National Register, which has been called by bridge experts as a "Picasso" of bridges.

I have been attending the meetings, SHPO July 22 and INDOT August 5, I could not believe or understand some of the things that I've seen and heard. I felt it was my duty to start doing my own research to find the truth. I began with simple Google search and to my surprise I found quite a bit of information that made me think that this whole Project of Salt Creek Relocation was not being presented to the public in the full scope of what it really is. Maybe that explains the number of politicians that have also attended the meetings.

After I found all this information available on line, I needed to see for myself why INDOT and DNR wanted the BOWLING GREEN BRIDGE so badly for this project. So I got my annual State Park pass out and headed to Brown County. I started with finding Salt Creek Park, I found the sign, but finding the park was an obstacle. So after driving through the maze of fast food, motel, strip mall and nursing home parking lots, I finally found the YMCA. We drove into the parking lot but were confused where the trail head started, but soon figured it out and found the map to the trail. We proceeded on the hard surface trail and I noticed recent flooding but was confused with the low water in Salt Creek. After all the flooding I had read about in Brown County on the Democrat Facebook page, I was surprised that the Creek had little water in it. The water in the creek seemed stagnant and little flow with no signs of fish. There was a lot of disrespectful graffiti on the picnic table and under the road deck of the 46 bridge, which looks like there is a lot of erosion under this bridge.

We drive to the Brown County State Park and entered the main gate off SR46, I noticed the speed limit was 30mph on a narrow road with very steep drop offs on both sides of the road. We proceed with extreme caution at 25 to 30 mph when we get to a crossway to go to the lodge there were a few cyclists here and there as we cautiously make a left turn, out of nowhere two cyclists come speeding up the hill. As we were trying to edge around a cyclist that was stopped tying her shoe, partially on the narrow roadway, instead of the cyclist slowing down and being Hoosier friendly we got the middle finger and the explicit language that goes with that finger! We then travel on to the lodge to get lunch, but it was closed from 2 to 5, we noticed a wedding setting up so we left. We also admired the top of the line "cabins" being built that look more like urban condos in the woods. We drive on to the pool and we pass several cyclists making their way through the narrow roads. When we get to the pool area there is a large parking lot to the left and it was full of vehicles with out of state and Indiana plates with bike racks. How convenient, this is the area for the first span of the bridge.

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7. #outsideisfree(justnotinindiana)
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9. MBAGOES Big With 2015 Class of Epic Trails and Ride Centers
- 10 Tribune star Indiana trail lovers search for path to maintain system
- 11 www.muncievoice.com/12032/lessons-in-corporate-propaganda-by-fortune-mag-mitch-daniels-chomsky
12. www.triplepundit.co/2011/06interstate-bicycle-highway-system/
- 13 www.indycog.org/news/2010/september/i-69-happenings-in-bloomington

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After viewing the Salt Creek project area in person and from INDOT documents off the internet it would appear to me that those 200 foot span bridges are much too large for the small Salt Creek crossovers, that could use smaller bridges that you could get off the "dating list" that John Davis spoke about, or make some man-made bridges. I was quite surprised that John Davis of the DNR stated at the July 22, SHPO meeting that "with or without the National Register designation that the BOWLING GREEN BRIDGE was going to Brown County!" He also made it loud and clear that the members of the SHPO committee were his employees as it appeared that this meeting was orchestrated. I find it alarming that there appear to be no outside Historians on this committee.

Also I would like to point out that the Bloomington Hearld (Laura Lane) and the Indiana Economic Digest had printed articles that were released by INDOT just hours (7/22 at 9:15) before that SHPO meeting the historic Bowling Green Bridge was going to Brown County. It was my understanding that a group had until August 5 to come forward and accept the bridge for Clay County. The Clay Community Parks Association has signed an inter-local agreement with

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by Clay County residents in the midst of a depression and built with PWA labor. It stands as a testament to our history and should be respected as the Select bridge that it is and protected by the National Register Status..

INDOT, you should be ashamed if you knew this bridge was destined to Brown County no matter what the cost was going to be to the taxpayer and with little respect given to the Clay County residents that want to save their heritage. It appears you have used scare tactics, you have withheld information and they have even been told that the BOWLING GREEN BRIDGE belongs to INDOT, as though they have no say in its future. You should remember it was Clay County Preservationists that listed the BOWLING GREEN BRIDGE on the National Register! It appears to me that listing is what has made this historic bridge ripe for the picking because of the money that goes with it! That way the Salt Creek Group can keep the \$900,000 you've already given them along with more to come.

So in closing, I would hope that you would do the right thing and let Clay County keep their heritage and let Brown County find some less intrusive bridges for little Salt Creek and you'll also be saving the taxpayer over 1 million dollars in costs because of the abutments that you were going to have to build to sustain these large spans and the cost of moving the bridge to Brown County. I am also curious as to what is IDEM's position with this trail being in a wetlands coupled with the fact some of the residents refuse to give a right away to the trail. Do the citizens of Brown County really approve of what you're doing? I've read many comments on Facebook of some opposition to this project. The firemen are sleeping on the floor because their station is too small. Are they in favor of this project? Shouldn't Brown County be investing in their needed services instead of taking on a bridge for the DNR compliments of INDOT?

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Clark, Rickie

From: Prevost, Daniel [Daniel.Prevost@parsons.com]
Sent: Wednesday, August 12, 2015 11:55 PM
To: Jones, Tony W; Kennedy, Mary; Porter, Sean; Ball, Alan; Heil, Larry; Clark, Rickie
Subject: FW: Comments from Aug 5 BOWLING GREEN BRIDGE
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From: Danielle Mace [<mailto:dmace2015@gmail.com>]
Sent: Wednesday, August 12, 2015 11:48 PM
To: RCLARK@indot.in.gov
Cc: Prevost, Daniel; MKENNEDY@indot.in.gov
Subject: Comments from Aug 5 BOWLING GREEN BRIDGE

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Clark, Rickie

From: Prevost, Daniel [Daniel.Prevost@parsons.com]
Sent: Monday, August 17, 2015 7:35 AM
To: Jones, Tony W; Kennedy, Mary; Porter, Sean; Clark, Rickie
Subject: SR 46 Eel River - comment
Attachments: Miller, Ruth_letter comment_2015-08-08.pdf

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See attached.

8-8-15

Dear Sirs!

Why? Why? Can you spend all this money for Marion County when the Bridge was already in Clay County - Why can't you spend all that money to help Clay County?

I am 85 years of age and that Bridge has meant a lot to me and my family - I belong to the Historical Society and we have worked so very hard to take care of the Historical things in our County - To have this Bridge taken from us for some one else to profit from it would be a disgrace - Please let I ~~NOT~~ get this Bridge from some place else -

Thank you

Luck Miller

Clark, Rickie

From: Prevost, Daniel [Daniel.Prevost@parsons.com]
Sent: Monday, August 17, 2015 8:16 AM
To: Jones, Tony W; Kennedy, Mary; Porter, Sean; Ball, Alan; Clark, Rickie
Subject: FW: Bowling Green Bridge or S>R> 46-Ell River Project

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

From: Ken Killion [<mailto:sumhillkk@gmail.com>]
Sent: Sunday, August 16, 2015 10:12 AM
To: Prevost, Daniel
Subject: Re: Bowling Green Bridge or S>R> 46-Ell River Project

One last comment. Don't the people who want to keep the bridge realize that the Ell river covers a large watershed including Catarac lake? The bridge sets in flood plain. It has ran bank full and flooded twice this year. Water from the lake is drained via ell river. Last year it flooded five times. I live and farm next to the bridge. How could you have any park facilities, trails or River access. Who would want a canoe rental for at most 1 month a year?

Thanks for reading. Ken Killion

Sent from my iPhone

On Aug 9, 2015, at 8:51 PM, ken killion <sumhillkk@gmail.com> wrote:

In addition to comments we made on 2/4/2015,

I agree that a bridge or this structure would be of historical significance, so move it to Brown County Park where thousands of people can admire and use it. It will be cared for and appreciated, after all they were the first to ask for it. If you do your research you will find the Clay Park Board is a no entity with no money or authority. They had a small grant to create small playgrounds in towns in Clay County most of which have fallen into disrepair for lack of funds. What does tell you about future maintenance of the bridge and so called park if it is left here. If the bridge is left here there will be no trails, boat ramps, or economic development to Bowling Green or Community all that will be left is a decaying weed and trash infested sad monument to a time that once was. Build us a new bridge that is safe and practical and move us into the future not the past.

The design of a new bridge without leaving the old bridge there is more practical, efficient, and long lasting.

Ken and Jan Killion

On Sun, Aug 9, 2015 at 8:11 PM, ken killion <sumhillkk@gmail.com> wrote:

----- Forwarded message -----
From: ken killion <sumhillkk@gmail.com>
Date: Wed, Feb 4, 2015 at 7:47 PM

Subject: Bowling Green Bridge or S>R> 46-Ell River Project

To: rclark@indot.in.gov

We are Ken and Jan Killion and we live one mile west of the bridge on state road 46. I am 69 years old and have lived here all my life. We believe bridge should be removed to another location or sold for scrap, here a few of the reasons.

A beautiful new bridge that is functional and safe for the traffic flow would do more for area economic development than keeping the old bridge for a park.

The area floods frequently in the spring and would wipe out any boat ramps, park facilities, or roads that are not elevated.

Dumping trash off of the old bridge into river would be commonplace.

Children and people climbing on old bridge present big safety problems and could risk law suit to state.

Why would you build a new bridge higher with more freeboard for more clearance in time of flood and leave the old bridge there?

Take out the old bridge and center the new one over the channel. Do it right the first time for a long lasting low maintenance bridge

Safety, if you leave the old bridge and make a park, it will block vision of traffic on the new bridge. Farmers or contractors moving large equipment can't see oncoming traffic nor can traffic see them with no place to go once in the bridge serious accidents can happen. This could be made worse by traffic coming out of the old bridge park.

eventually any organization that would be responsible for bridge upkeep would default for lack of funds and it would fall into disrepair to leave the area with an eyesore for the state to remove

We have been told on good authority, that there are no federal funds approved for keeping the old bridge for historical purposes.

WE SAY SCRAP THE OLD BRIDGE OR MOVE IT TO BROWN COUNTY. MAKE A NEW UNOBSTRUCTED STRUCTURE WE CAN BE PROUD OF AND LEAVE THIS LEGACY FOR THE FUTURE.

Respectfully yours,

Ken & Jan Killion

Editorial: A bridge too far

Posted: Wednesday, August 12, 2015 12:00 am

INDOT should listen to Bowling Green, leave bridge at home

On Aug. 27, when the Clay County town of Bowling Green kicks off its 2015 Old Settlers Picnic, community spirit will be on full display through rural Hoosier fun such as tractor pulls, carnival attractions, cute kid contests, bingo, a chicken noodle dinner and a gospel sing. It will be the 147th year for the event.

That community spirit also was abundant Wednesday night when Nancy Lankford stood — and stood up — to tell representatives of the Indiana Department of Transportation that the bridge that spans Eel River just at the west edge of town needs to stay put, even if a replacement bridge is built to take over the traffic load from the 80-year-old steel superstructure, as undoubtedly is needed.

“That bridge talks to us,” Lankford said at a public hearing on the bridge. “It tells us about our lives.”

More eloquent words could hardly be spoken.

The matter arises because INDOT is pondering whether to leave the existing bridge in place next to a new bridge — or to move it 50 miles east on Indiana 46 to Brown County. There, it would be divided into two parts and used along Salt Creek Trail, connecting the state park to the lovely town of Nashville.

That’s fine for Nashville, but not for Bowling Green.

If left in place at Bowling Green, the existing bridge would be converted to pedestrian use, separated and protected from the traffic that slows as it goes up the hill into the town. The old bridge could be used for a recreational area. It could, in fact, be an added attraction to the Old Settlers events. The old bridge could be signed over to the Clay County Commissioners. Already the Clay County Parks Association has said in writing to the commissioners that it will help fund the bridge’s maintenance if the county takes over ownership. Surely, a community fundraising effort could raise thousands from current and former residents.

It’s not only re-use but past use that supports leaving the bridge in place. It is part of the town, county and region’s history, a connection that is more than steel. It connects people within and between communities. As long as it can, that bridge should stand as part of Indiana history, every bit as meaningful as our treasured covered bridges. That bridge did not yet stand when Bowling

Green was Clay's county seat and home to its first three courthouses, but the bridge has seen days of destitution at the end of the Depression and more prosperous days of a better economy. It has seen times of war and of peace. It has seen community pride and borne community sadness.

Construction on a new bridge could begin in April 2017, but the time to join Lankford in speaking up is now. INDOT is taking public comments, in addition to those voiced at Wednesday's hearing, only through Aug. 21.

We will take INDOT at its word that what the public says really does matter when decisions are made. So speak up, Clay Countians, Owen Countians and Vigo Countians. Unite, Clay County government officials and let INDOT know you advocate keeping your bridge. Send mailed comments to a representative of INDOT's contracted engineering firm: Dan Prevost, Parsons Corp., 101 W. Ohio St., Suite 2121, Indianapolis, IN, 46204. By email, send comments to Daniel.Prevost@Parsons.com; by phone to 317-616-1017.

The bridge at Bowling Green — which perhaps should be formally named as part of its preservation — needs to continue to span a stream, but that needs to be at home over the Eel River not over Salt Creek, transplanted from a hill in Clay County.

Clark, Rickie

From: Prevost, Daniel [Daniel.Prevost@parsons.com]
Sent: Sunday, August 09, 2015 10:09 PM
To: Porter, Sean; Ball, Alan; Jones, Tony W; Kennedy, Mary; Clark, Rickie
Subject: FW: Bowling Green Bridge or S>R> 46-ElI River Project

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Take out the old bridge and center the new one over the channel. Do it right the first time for a long lasting low maintenance bridge

Safety, if you leave the old bridge and make a park, it will block vision of traffic on the new bridge. Farmers or contractors moving large equipment can't see oncoming traffic nor can traffic see them with no place to go once in the bridge serious accidents can happen. This could be made worse by traffic coming out of the old bridge park.

eventually any organization that would be responsible for bridge upkeep would default for lack of funds and it would fall into disrepair to leave the area with an eyesore for the state to remove

We have been told on good authority, that there are no federal funds approved for keeping the old bridge for historical purposes.

WE SAY SCRAP THE OLD BRIDGE OR MOVE IT TO BROWN COUNTY. MAKE A NEW UNOBSTRUCTED STRUCTURE WE CAN BE PROUD OF AND LEAVE THIS LEGACY FOR THE FUTURE.

Respectfully yours,

Ken & Jan Killion

Clark, Rickie

From: Carter, Toni L [Toni.Carter@edwardjones.com]
Sent: Friday, August 07, 2015 11:32 AM
To: Clark, Rickie
Subject: Bowling Green, Indiana bridge

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Mr. Clark,

If this were placed on a ballot, "keeping the bridge" would be lucky to get 20% of the vote. The county cannot afford to take ownership of the bridge and unless the parks association can get a grant, they cannot afford the bridge either.

It is my hope that INDOT will be the "bad guy" and make the right decision to move the bridge away and take away the controversy. Future maintenance costs and liability would be staggering for any agency and the county cannot afford it.

Thank you, Toni

Toni Carter

Financial Advisor - Edward Jones

toni.carter@edwardjones.com

812-442-5013

800-832-1866

cell: 812-239-2504

Please remember, you cannot leave trade instructions on email or voicemail, we must speak with you on the phone or in person.

The highest compliment you can give me is the introduction to someone you care about. I value and appreciate your trust and the referral of my services. Thanks!

Toni Carter
Financial Advisor
Edward Jones
22 North Meridian
Brazil, IN 47834
(812) 442-5013
www.edwardjones.com

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Clark, Rickie

From: Prevost, Daniel [Daniel.Prevost@parsons.com]
Sent: Tuesday, August 18, 2015 4:27 PM
To: Jones, Tony W; Kennedy, Mary; Porter, Sean; Ball, Alan; Clark, Rickie
Subject: SR 46 Eel River - comment
Attachments: Adams, Barbara_Letter comment_2015-08-12.pdf

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

See attached.

Dan Prevost, AICP CTP
Project Manager
daniel.prevost@parsons.com - 513.552.7013 - Mobile 513.368.0514

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BARBARA ADAMS

August 12, 2015

Dear Sir:

This letter is concerning
the Bowling Green Bridges.

Remembering the times the
bridge was there for me as an
A.M. student in the 50's, I'm
asking that it be kept open
the Eel River in Clay County
for the residents there to
enjoy and remember. A new
bridge nearby is fine.

Thank you for considering
this.

Sincerely,
Barbara K. Adams

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The BRAZIL TIMES



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 Tuesday, Aug. 18, 2015

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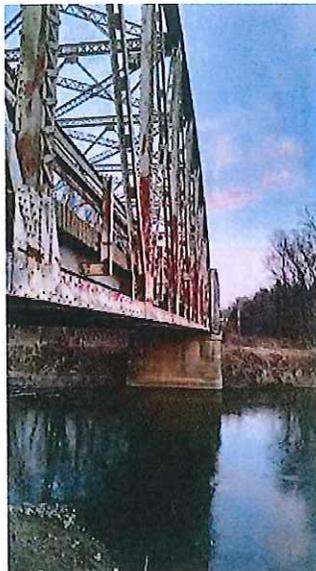


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State board votes that relocation of Bowling Green bridge should result in its removal from National Register of Historic Places

Saturday, July 25, 2015
 By FRANK PHILLIPS, Times Reporter



Courtesy photo of Bowling Green bridge.

INDIANAPOLIS -- Last week, members of the Indiana Historic Preservation Review Board (IHPRB) voted that, if moved, the bridge on S.R. 46 over the El River at Bowling Green should no longer be eligible for listing on the National Register of Historic Places. Wednesday's action is only a recommendation but is seen as a possible roadblock to moving the bridge out of Bowling Green to Brown County.

For more than an hour, a group of Clay County residents listened to comments made by several people including Clay County historian Jeff Koehler, resident Robert Hostetler, Mark Dollase and Tommy Kleckner of Indiana Landmarks, and Mary Kennedy of Indiana Department of Transportation.

The Clay County contingent and Indiana Landmarks oppose a plan to move the bridge to the Salt Creek Trail in Brown County once a new bridge is built near the existing one on S.R. 46.

Kennedy and INDOT want to move the bridge and have been actively persuading others to make it happen.

The question about the continued eligibility of the bridge's listing on the National Register arose because the State Historic Preservation Officer and the Advisory Council on Historic Preservation must agree with the decision before INDOT can be allowed to move the bridge from Clay County, Kennedy said.

"Under our Historic Bridge Programmatic Agreement, it does say that we need to concur," Kennedy told the board during the meeting. If the bridge is removed from the National Register, the Indiana Historic Preservation Advisory Council might be inclined to not allow INDOT to move the bridge, she said.

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The bridge was listed on the National Register of Historic Places in 2000 after the National Park Service determined it met criteria that "Properties can be eligible for the National Register if they are associated with events that have made a significant contribution to the broad patterns of our history," states the National Park Service in its National Register Publications.

The history of Bowling Green and the Vincennes Bridge Company led to the bridge's placement on the National Register.

Bowling Green is considered important to history because it was a home to Daniel Harris, the man considered responsible for the formation of Clay County, and because the Eel River was part of a canal system before modern roads and that Bowling Green was the first county seat and for other reasons.

To further satisfy the Indiana Historic Preservation Advisory Council, INDOT also wanted the IHPRB to vote that the bridge met a design and construction criterion for inclusion on the National Register.

"Properties may be eligible for the National Register if they embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and -- distinguishable entity whose components may lack individual distinction," according to the National Park Service.

The bridge is one of hundreds built by the Vincennes Bridge Company, but just a small number remain.

The bridge at Bowling Green is the last remaining double span bridge built by the Vincennes Bridge Company, Hostetler told the board during his testimony.

The IHPRB agreed that the bridge meets criterion for its design but said if moved by INDOT, the bridge should be removed from the National Register because it would no longer be part of historic Bowling Green and no longer meet the criteria that it's associated with significant events in history.

INDOT would like to see the bridge split into two parts and installed on the Salt Creek Trail under construction in Brown County.

Some Clay County residents would like to see the bridge remain along side a new bridge on S.R. 46 at Bowling Green INDOT plans to open in 2017. The historic bridge would only be open to pedestrian traffic and could serve as the centerpiece of a recreational area that would include a boat ramp on the Eel River, proponents of keeping the bridge have said.

If moved to Brown County, the bridge's two spans will be installed approximately 100 yards apart on the Salt Creek trail. The Department of Natural Resources has committed to maintaining one of the spans and Brown County has committed to maintaining the other, said John Davis, a DNR deputy director.

"We think there is the opportunity to do some really impressive interpretation about trusses, Parker trusses in particular, Vincennes Bridge Company, and the whole idea of the National Register," Davis told the IHPRB.

Mary Kennedy said INDOT contacted Clay County officials in 2009 about the bridge but there was no interest shown by the county to keep it.

However, Tommy Kleckner said only one County Commissioner was contacted and he could not speak for the other two commissioners. INDOT has not indicated which commissioner was contacted in 2009.

Kennedy said three organizations requested the bridge, and the Salt Creek Trail in Brown County was determined by INDOT to be the best choice.

When completed, she estimated 10,000 people a year will walk the Salt Creek Trail.

A final hearing on moving the bridge is set for 6 p.m. Aug. 5 at Center Point United Methodist Church. The public is once again invited to attend and express their thoughts about a bridge that has troubled the thoughts of hundreds of Hoosiers.

Comments

 Note: The nature of the Internet makes it impractical for our staff to review every comment. If you feel that a comment is offensive, please [Login](#) or [Create an account](#) first, and then you will be able to flag a comment as objectionable. Please also note that those who post comments on thebraziltimes.com may do so using a screen name, which may or may not reflect a website user's actual name. Readers should be careful not to assign comments to real people who may have names similar to screen names. Refrain from obscenity in your comments, and to keep discussions civil, don't say anything in a way your grandmother would be ashamed to read.

regardless of the communitys input for it to stay,the indot will relocate it.they dont care about indiana history in bowling green.

-- Posted by [unclegrabby](#) on Sat, Jul 25, 2015, at 11:30 AM

I have been told that INDOT has a budget of \$1,800,000.00 to recondition and move the bridge to Brown County. Why not leave it where it is and spend a few thousand dollars to restore it in Bowling Green as a historic landmark and pedestrian bridge overlooking the river. It could be a focal point for a nice launching area for fishermen and canoes.

I sounds like someone with poitical connections is pushing INDOT to spend 1.8 MILLION DOLLARS in Brown County that should stay in Clay County!!!

-- Posted by **Thomas** on Sun, Jul 26, 2015, at 7:55 PM

Amazing that after talking to one commissioner INDOT could make the decision that Clay County didn't want the bridge. Why not lay the relocation money aside for refurbishment and maintenance. That money even drawing a low rate of interest would last for years upon years. Clay County Commissioners please be progressive in keeping a piece of Clay Co IN history where it belongs. We have County parks in different communities in the County, this could be made into a Bowling Green Park with boating access to Eel River. Think PROGRESSIVE Clay County!

-- Posted by **Clay Countian** on Mon, Jul 27, 2015, at 7:00 AM

Have any of you people seen the bridge they are talking about? Have you been there when the river is up and flooding the field where the suppose park is going? No one has came forward and signed on the dotted line to accept the bridge, as I suspect no one will.

-- Posted by **smallguysmalltown** on Mon, Jul 27, 2015, at 12:27 PM

Yes I have lived there and would like to see it stay there, its about time something stays in clay county and like clay countian says use that money for clay county not some tourist attraction somewhere else and that we could use here. its time to develop clay county and move out of the dark ages which we have been in for years

-- Posted by **brazil citizen** on Tue, Jul 28, 2015, at 1:58 AM

Moving the Bowling Green bridge makes it just another bridge, nothing more or less. This idea of moving it takes it out of the environment it was built to overcome, and destroys it's historic significance as surely as moving the London bridge off of the Thames River in London to Lake Havasu City, AZ took it out of it's historic context and it's original environment and reduced it to being a bridge.

There is another consideration to be looked at, that of the State of Indiana's investment in recreational ground in Clay and Brown Counties. About half of Brown County is a state park or state forest and Indiana's investment in recreation facilities within Clay County consists of a small portion of Shakamak State Park in the southwest corner of the county. Other than that, I don't know that our state has even a picnic table anywhere in the county. While a small park is not going to have tourists flocking in, I would like to see tax dollars staying in Clay County if possible.

-- Posted by **Leo L. Southworth** on Tue, Jul 28, 2015, at 8:35 AM

Respond to this story

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Clark, Rickie

From: wilkie@ccrtc.com
Sent: Monday, August 17, 2015 8:42 PM
To: Clark, Rickie
Subject: Bowling Green Bridge over Eel River

Importance: High

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

August 17, 2015

Dear Sir,

I have read numerous articles concerning the bridge over Eel River at Bowling Green, Indiana. The one thing that amazes me is I see that a **few** people want to keep the bridge, but what about **all** the people that want it to go? I know at the meetings that have been held there are more people for it going to Brown County than for it to stay.

We are one of two business owners in the community that are open to the public. We are not life-long residents of the town, as some claim to be, but we have put a lot of money into this town.

If these people are so concerned about keeping this bridge in its current place, I would think they could have purchased some of the buildings in this town that have been for sale over the years. They could have opened shops for people to visit like Brown County has, therefore a reason to possibly keep the bridge. But no they have done nothing other than delay the building of the new bridge.

We are concerned about the new bridge delay, is the current bridge going to close and therefore we have to close our businesses?

Appears to us these few people are trying to make a name for themselves and not at all considering what is best for the county and all the persons traveling on this highway.

So our vote is still to move the bridge to Brown County as was currently planned.

Thank you,
Jim & Brenda Wilkinson
5141 E State Road 46
Bowling Green, IN 47833



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

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

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

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

TODAY'S DATE: Wednesday, August 5, 2015

COMMENT:

Hello

Rickie Clark,

Rickie Clark
INDOT
Office of Public Improvement
100 N. Senate Ave Room N642
INDP, IN. 46204

IT WAS A PLEASURE TO MEET YOU AT Center Point, Ind. Aug. 5, 2015. I have fought the Bridge Fight over the two bridges over Eel River at State Rd. 42 and at State Rd. 46 at Bowling Green, since the 1st. closures in 2010. It is now 2015, almost 2016. My family has lived here on St. Rd. 42 for more than 37 years. My wife and I have 4 children, 2 girls, 2 boys, all 4 are in their 50's. We have many grand children and great grand children. I am a born and bred Clay County man and spent most of my life within 6 miles of each bridge. My wife and I started a business in downtown Brazil in 1959 and retired from it in 1989. Raised a family, was open 7 days a week and averaged 10-12 hrs. every day, except a half day on Sunday. I believe that anyone making a statement like this one, should have credibility and credence concerning the statements he or she makes.

AGAIN Rickie, at the risk of sounding redundant, I want to once again compliment on your smooth and professional way you conducted the Aug. 5th. meeting at Center Point. You are the only one in all of INDOT, that I trust and have faith in. It takes a man like you to lead and set the perfect example for those of us to follow. I am almost 80 years old, I have had a not good, a great life with few regrets. My wife, at almost 60 years are in reasonably good health. I suffer from senility, dementia and COPD. These conditions are almost standard equipment for people nearing the age of 80. I don't have a cell phone or a computer, I am very much old school. My spelling is marginal and please excuse my penmanship. I really apologize for that. KEEP UP THE GOODWORK

SIGNATURE:

L. T. Clark



Mr L. T. Clark
3656 N Private Road 450 E.
Centerpoint, IN 47840

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Have You Folks At INDOT Ever Asked Yourself These Questions ?

1. Since 2010 To 2015, How MANY Times HAS THE BRIDGE Closed
2. SINCE 2010 To 2015, How much HAS INDOT SPENT ON BRIDGE
3. HAS INDOT REALLY REALIZED THE IMPACT OF BRIDGE CLOSURE mean
4. IN 2007, INDOT CLAIMS 3500 VEHICLES USE BRIDGE EVERY 24 HOURS
5. DOES INDOT REALLY REALIZE THE EFFECT BRIDGE CLOSURE HAS ON PEOPLE GOING EAST FROM T.H. TO BLOOMINGTON, NOT TO MENTION THE PEOPLE IN CLAY AND OWEN CO.
6. DOES INDOT REALLY UNDERSTAND THE SIGNIFICANCE AND HISTORICAL IMPORTANCE THE BRIDGE PLAYS FROM 1875 TO NOW IN PROTECTING THE HISTORY OF THE BRIDGE AND BOWLING GREEN THE 1st. COUNTY SEAT IN CLAY CO.
7. DOES INDOT REALLY THINK THEY CAN CONVINCE THE CITIZENS (70yr. old and older), THAT THE PILLARS, PILEASTERS, AND TOWER THAT SUPPORT THE 410', THAT HAVE STOOD FIRM AND NOT CHANGE IN OVER 75 YEARS. AT 8LBS. PER GAL., THINK OF THE TRILLIONS OF TONS OF WATER PRESSURE, THAT HAS SHAMMED AGAINST THESE SUPPORTS OVER 75 YEARS, THEY ARE STILL FIRM AND UNEFFECTED.
8. THE OBVIOUS ABUSE COMES FROM INDOT, THE BLATANT DISREGARD OF THE UPPER STRUCTURE OF THE BRIDGE. ACCORDING TO THE OLDER RESIDENCE OF BOWLING GREEN, THE UPPER STRUCTURE HAS NEVER BEEN COMPLETELY SAND BLASTED AND PAINTED.
9. LOOK AT ENCLOSED PHOTO, A PICTURE IS WORTH A THOUSAND WORDS!
10. I'M A LITTLE LIKE ROGGIE MILLER, HIS FAVORITE SAYING, "I TALK THE TALK AND I ALSO, WALK THE WALK!"

Tribune Star

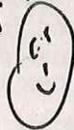
OPINION



Wednesday, August 12, 2015

TRIBUNE-STAR EDITORIAL

*Thought you
might look at
this.*



A bridge too far

INDOT should listen to Bowling Green, leave bridge at home

On Aug. 27, when the Clay County town of Bowling Green kicks off its 2015 Old Settlers Picnic, community spirit will be on full display through rural Hoosier fun such as tractor pulls, carnival attractions, cute kid contests, bingo, a chicken noodle dinner and a gospel sing. It will be the 147th year for the event.

That community spirit also was abundant Wednesday night when Nancy Lankford stood – and stood up – to tell representatives of the Indiana Department of Transportation that the bridge that spans Eel River just at the west edge of town needs to stay put, even if a replacement bridge is built to take over the traffic load from the 80-year-old steel superstructure, as undoubtedly is needed.

“That bridge talks to us,” Lankford said at a public hearing on the bridge. “It tells us about our lives.”

More eloquent words could hardly be spoken.

The matter arises because INDOT is pondering whether to leave

the existing bridge in place next to a new bridge – or to move it 50 miles east on Indiana 46 to Brown County. There, it would be divided into two parts and used along Salt Creek Trail, connecting the state park to the lovely town of Nashville.

That's fine for Nashville, but not for Bowling Green.

If left in place at Bowling Green, the existing bridge would be converted to pedestrian use, separated and protected from the traffic that slows as it goes up the hill into the town. The old bridge could be used for a recreational area. It could, in fact, be an added attraction to the Old Settlers events. The old bridge could be signed over to the Clay County Commissioners. Already the Clay County Parks Association has said in writing to the commissioners that it will help fund the bridge's maintenance if the county takes over ownership. Surely, a community fundraising effort could raise thousands from current and former residents.

It's not only re-use but past use that supports leaving the bridge in place. It is part of the town, county and region's history, a connection that is more than steel. It connects people within and between communities. As long as it can, that bridge should stand as part of Indiana history, every bit as meaningful as our treasured covered bridges. That bridge did not yet stand when Bowling Green was Clay's county seat and home to its first three courthouses, but the bridge has seen days of destitution at the end of the Depression and more prosperous days of a better economy. It has seen times of war and of peace. It has seen community pride and borne community sadness.

Construction on a new bridge could begin in April 2017, but the time to join Lankford in speaking up is now. INDOT is taking public comments, in addition to those voiced at Wednesday's hearing, only through Aug. 21.

We will take INDOT at its word that what the public says really does matter when decisions are made. So speak up, Clay Countians, Owen Countians and Vigo Countians. Unite, Clay County government officials and let INDOT know you advocate keeping your bridge. Send mailed comments to a representative of INDOT's contracted engineering firm: Dan Prevost, Parsons Corp., 101 W. Ohio St., Suite 2121, Indianapolis, IN, 46204. By email, send comments to Daniel.Prevost@Parsons.com; by phone to 317-616-1017.

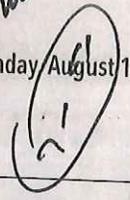
The bridge at Bowling Green – which perhaps should be formally named as part of its preservation – needs to continue to span a stream, but that needs to be at home over the Eel River not over Salt Creek, transplanted from a hill in Clay County.

Worthwhile Cause

Monday, August 10, 2015 • Page 3

This Family was
MAD workers but were
TAKERS / NOT GIVERS

Monday August 10, 2015



LETTERS TO THE EDITOR

Sometimes we have to accept changes

To the editor:

All projects or proposals brought before a government entity have positive and negative information that should be taken into account before a decision is made. There are problems connected to the bridge that were not brought up during any discussions that I heard.

There will be a distance of approximately 20 feet between the new and old bridge. I foresee a swamp-type condition in this area or a mosquito haven.

This bridge will be listed as a pedestrian walkway but how will this keep ATVs off this walkway? There are plenty of ATVs in this area, and many are not always used legally.

There is no public sanitary system (restrooms) in Bowling Green. This is a big problem if you expect any tourist to visit this place. It would take a large amount of money to construct and maintain this type of a facility.

If a walkway is put in it will take a lot of vigilance and care from the community to prevent vandalism and illegal problems. I don't foresee enough of the community taking on this responsibility for any length of time. I have lived in this community for 50 years and during this time I have seen interest and participation in community projects decline year after year.

In the past small parks in this county have had problems with vandalism. We are quite a distance from law enforcement which prevents the community from curtailing the vandalism to a minimum in the court yard and ball field.

If the bridge is removed there could still be a small entry made for small boats to have access to the river. Would this be easier to accomplish with the old bridge span removed?

As time goes on, many things change and sometimes we have to keep up with the times and accept the changes.

Roberta Buell
Bowling Green

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

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

TODAY'S DATE: Wednesday, August 5, 2015

COMMENT:

*I have been reading about saving the Bowling Green bridge. I feel it is an integral part of Clay County history, and for many reasons it is important to keep it in Clay County.
Thank you for your consideration, and for considering the support of so many dedicated Clay Co. citizens.*

SIGNATURE:

Susan M. Sneddon

Clark, Rickie

From: Prevost, Daniel [Daniel.Prevost@parsons.com]
Sent: Thursday, August 20, 2015 1:29 PM
To: Jones, Tony W; Kennedy, Mary; Porter, Sean; Ball, Alan; Clark, Rickie
Subject: SR 46 Eel River - phone comment

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A summary of a comment I received by phone that will be added to the public record.

Date: August 20, 2015

Time: 11:30 a.m.

From: Noah Coley

Summary:

- Grew up in Bowling Green, now lives elsewhere in Clay County
- Feels the bridge should be moved to Brown County
- The decision should be taken out of the hands of the local elected officials.
- Does not have faith in the ability of the Parks Association to maintain the bridge
- Concerned about the Parks Association defaulting and the responsibility falling to the County
- There is no economy in Bowling Green; no other attractions nearby; no restaurants; no restrooms
- It would be in the best interest of the bridge and the taxpayers to move the bridge

Dan Prevost, AICP CTP

Project Manager

daniel.prevost@parsons.com - 513.552.7013 - Mobile 513.368.0514

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Clark, Rickie

From: Prevost, Daniel [Daniel.Prevost@parsons.com]
Sent: Thursday, August 20, 2015 3:52 PM
To: Jones, Tony W; Kennedy, Mary; Porter, Sean; Ball, Alan; Clark, Rickie
Subject: FW: Bowling Green Bridge

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From: susanp@brazil.in.gov [<mailto:susanp@brazil.in.gov>] **On Behalf Of** Brian Wyndham
Sent: Thursday, August 20, 2015 3:44 PM
To: Prevost, Daniel
Cc: roberth@ccrtc.com
Subject: Bowling Green Bridge

Dear Mr. Prevost:

The City of Brazil would like to express its excitement that the Clay Community Parks Association has entered into an interlocal agreement with the Clay County Commissioners in an effort to save and maintain the Bowling Green National Register Bridge.

The Parks Association has been important to our park system in the City of Brazil and has helped our parks prosper. This association has spent countless hours and raised over 1 million dollars in funding to improve our city parks. We know great things can happen in the county at this site because of their commitment to this community. Because of the Parks Association we have a \$300,000. beautiful wood playground, the 1930's WPA Band Shell area has 200 new resin benches and a new awning covering the band shell.

They have an ongoing tree replacement program in beautiful Forest Park, where they also maintain our Chafariz Dos Contos Fountain, which was a gift from Brazil S.A. in 1956. In the last few years they have expanded to improve and upgrade the newer Craig Park, named after Indiana's 39th governor, with a \$190,000. walking trail.

The Clay County Parks Association is a committed association for improving Clay County, Indiana.

Respectfully yours,

Brian Wyndham
Mayor, City of Brazil, Indiana

Clark, Rickie

From: Prevost, Daniel [Daniel.Prevost@parsons.com]
Sent: Wednesday, August 19, 2015 9:57 PM
To: Jones, Tony W; Kennedy, Mary; LHEIL@dot.gov; Porter, Sean; Ball, Alan; Clark, Rickie
Subject: SR 46 Eel River - Commissioner Comment
Attachments: Daniel Prevost.docx

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See attached.

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

From: Paul Sinders [<mailto:psinders@gmail.com>]
Sent: Wednesday, August 19, 2015 2:04 PM
To: Prevost, Daniel
Cc: Paul Sinders
Subject: Letter

Please see the attachment for my letter to support keeping the Historical Bridge on SR 46 and over Eel River in Clay County.

I will be sending you a hard copy, on Commissioner Letterhead, in the US Mail today.

Thank you.

Paul Sinders
Clay County Commissioner

August 19, 2015

Mr. Daniel Prevost--PARSONS
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204

Dear Mr. Prevost:

Please accept this letter as my full support of Bridge number 046-11-01316C remaining in Clay County over Eel River and State Road 46 just west of Bowling Green.

Rickie Clark, in an e-mail stated: "Bridge No. 046-11-01316C, a two span Parker steel through-truss bridge with concrete abutments and center pier, a steel superstructure, and a concrete deck, is listed in the National Register of historic Places under Criterion A for its transportation significance in the settlement and development of Clay County. As part of the Indiana Historical Bridge inventory project, the bridge was determined to be Select. As inter-agency agreement dictates and a Select Bridge may not be destroyed, a six month period has been provided for a responsible party to come forward to take responsibility for the bridge to either preserve it in-place or for its re-use at an alternate location. This public hearing will be the last opportunity for a responsible party to step forward and provide the necessary sureties to obtain ownership of the bridge."

There is a tremendous amount of information in the e-mail from Mr. Clark. I want to discuss some of the very important points in his message. First of all, we do know this is indeed a very historical bridge which carries much traffic over Eel River. I believe this is one of the few remaining bridges of this type in the State of Indiana. We are honored and privileged to have such a bridge in our County and, because of the great significance of the bridge, we wish to keep the bridge in Clay County.

He states the bridge is a steel superstructure and is listed in the National Register of Historic Places for its transportation significance in the settlement and development of Clay County. This bridge has been extremely important for the people not only in Bowling Green but all of Clay County. It is important to note and recognize that this bridge played an important role in the development of the town and the area. At one time, Bowling Green was the actual county seat for Clay.

I would note there has been county interest in this bridge for several years as people in Clay County, in 1999, spent money and donated their time and efforts to put this state owned bridge on the National Register of Historic Places which was accepted in 2000. If they were working on the bridge in 1999, the interest had to develop several years prior to this date.

Next, Mr. Clark states that a responsible party needs to step forward and provide the necessary sureties to obtain ownership of the bridge. That also has happened. We are very fortunate to have a well-organized and highly respected group of distinguished people who call themselves the Clay Community Parks Association. As you know, they have stepped forward to provide any and all of the necessary funding to keep the bridge in Clay County. They are a select group of outstanding men and women in our county with a proven track record of great success over the past few years. Members of the Parks Association Board include a retired banker, a member who has tirelessly fought for grants

and projects and who has been very successful, a Director of the Buildings and Grounds for our local school corporation, a retired Principal and former School Superintendent, County Prosecutor, and business owners.

I have worked very closely with Tom Reberger, who is the President of the Clay Community Parks Association, when he served as the Director of Buildings and Grounds for the Clay Community Schools. His job was no small task being in charge of seven elementary schools, one middle school, an alternative school, and two high schools. As Principal of Clay City Junior-Senior High School, I worked very closely with Tom for many years. I know his dedication and purpose to make sure everything is functioning and working properly. What I have seen of Tom as President of the Clay Community Parks Association, is a continuation of this dedication, efforts, and work on behalf of Clay County.

Also, Mr. Clark's message stated that a responsible party needed to step up by the last public hearing. That did occur. I would hope/think that since this did occur within the stated time frame, that the lateness of the acceptance of the bridge would not be a negative factor. I would think that it would make no difference if someone accepted the bridge on the first possible day or the last day as long as this occurred within the stated time frame for such.

Unfortunately, I have heard much discussion in the community recently that INDOT has already made the decision to move the bridge to Brown County. I do not believe that INDOT has already made the decision. I do not believe that INDOT held the public hearings just as a smoke screen to follow the statues, and rules and regulations required of them. Doing so as a smoke screen would, in my opinion, be unethical, immoral, and possibly even illegal. The people I know in INDOT would not be a part of such action.

With the number of Historical Bridges that we do have in Clay County, I believe these can/will provide an economic boost to our economy and county. What if someone in Parke County never had a vision for their Covered Bridges? We would not have the great Covered Bridge Festival in October as we now have with thousands and thousands of people descending on Parke County and spending many, many dollars in the County. With the number of bridges we do have in our County, and with a vision of development for the future, I do believe we can attract many people and visitors to our County to see the bridges. No, it will never be like Parke County because we do not have the number of bridges compared to their covered bridges, but with planning, development, and thinking outside of the box, I do believe there is a great opportunity for the development of our bridges.

I do know a group in Clay City is working on developing a walking/bike trail from Clay City to the old Feeder Dam Bridge located north of Clay City. There could be a boat ramp at Bowling Green and another boat ramp at the old Feeder Dam Bridge for people wishing to use the Eel River for boating/canoeing. I do know that Sugar Creek in Parke County is very busy with people using the stream. I could very well see the same opportunities and use of Eel River.

Please accept this letter as a full endorsement of keeping the Historical Bridge over State Road 46 and Eel River in Clay County. Thank you!

Sincerely,

Paul Sinderson, Clay County Commissioner



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

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

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

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

TODAY'S DATE: Wednesday, August 5, 2015

COMMENT:

My NAME is Teresa Woolery I am Life Long Clay County Resident. I believe this bridge belongs IN Clay County it's one of four historical bridges in are county. It WAS build FOR Highway 46 AND the resident of Bowling Green to get across to their homes. This is just NOT A bridge to the folks OF Bowling Green they have MANY memories connected AND WANT to Keep it there FOR many more years. They have hope to build A park A RAMP for access to the River for canoeing. I think this would be extremely helpful to this community. I vote this bridge stay where it stands.

Sincerely

Teresa Woolery

SIGNATURE:

Mr. Clark,

I am writing in support of keeping the river bridge at Bowling Green, Indiana, that spans the Eel River via Highway 46. The bridge is not known as just a bridge on Highway 46 to cross the Eel River. It is known as the Bowling Green Bridge. It is the main entry point into and out of Bowling Green and has been since it replaced the Bowling Green Covered Bridge over 80 years ago. It is no longer safe for modern traffic, but since it is going to be refurbished by the State of Indiana as a walking bridge, it should remain at Bowling Green, which, by the way, would save the state the expense of moving it to another location.

The Bowling Green bridge project was not a state project in the 1930s but a project by Clay County citizens working with state and federal governments. Residents in and around Bowling Green donated --not sold--their land and helped build the bridge. It is a landmark; it is on National Register of Historic Places. It is the door to Bowling Green, Spencer, Bloomington, Nashville, Columbus, and beyond. It is a part of the daily lives of the many people who use it, as it was a part of the lives of their ancestors.

Keeping it as a reminder of the past is not the goal of those who wish to see it remain in its original "home." Those with foresight see it as a means to bringing in visitors who appreciate historical bridges and wish to have an entry point to canoe and fish on the Eel River. It could be the impetus needed to revitalize Bowling Green by bringing in small businesses and tourists who would also enjoy seeing historical remnants of the past such as the first brick jail house in Clay County built in 1860, the first brick house in Bowling Green built in 1836, and the attractive two-story brick home built in the 1800s. The bridge was a part of our ancestors' lives and has been a part of the lives of those who live near the bridge and those who travel through the community.

Beginning with the removal of the county seat, Bowling Green has slowly been drained of its resources to attract people. Keeping the bridge could help bring breath life back into Bowling Green, the first Clay County seat. Using the Bowling Green Vincennes Bridge as the centerpiece for a picnic area and adding attractions such as a boat ramp for river access, and a fishing area would attract visitors, and entice passers-by to stop and enjoy the area.

Pat Wilkinson
Center Point, Indiana

Clark, Rickie

From: Pat Wilkinson [wilkinsonp@frontier.com]
Sent: Friday, August 21, 2015 1:55 PM
To: Clark, Rickie
Subject: Keep Bowling Green Bridge in Clay County
Attachments: Bowling Green Bridge 2015.doc

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

Attached is a letter supporting keeping the Highway 46 Bowling Green Bridge in Clay County.
Pat Wilkinson
Center Point, Indiana

August 21, 2015

Mr. Rickey Clark,

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Pat Wilkinson
Clay County
Center Point, Indiana