

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

Clark, Rickie

From: Prevost, Daniel [Daniel.Prevost@parsons.com]
Sent: Friday, August 21, 2015 9:48 AM
To: Jones, Tony W; Kennedy, Mary; Porter, Sean; Ball, Alan; Clark, Rickie
Subject: SR 46 Eel River - comments
Attachments: Mace, Dan_Email comment_2015-08-21.pdf; Mace, Vickie_Email Comment_2015-08-20 combined_lo-res.pdf

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

See attached comments from Vickie Mace and Dan Mace.

Reminder: today is the posted final day for receipt or post-marking of comments.

- Dan

Dan Prevost, AICP CTP
Project Manager
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COMMENTS: INDOT MEETING BOWLING GREEN BRIDGE AUGUST 5, 2015

To Whom It May Concern,

As a Historian and President of the Clay County Historical Society, I could elaborate even more on the history of this great bridge that has stood as a monument to a time past that was built in the depression years. A time of hardships, but always a sense of community among the people of Clay County. But since everyone else has covered the history, many times, I want to talk about the future! What could the future hold for our community in the years to come?! I just know that this is the first time my family has really been involved with anything I've been a part of and that is because they see a chance to save a Landmark of beauty and a valuable piece of history for future generations, for their children's children They can see this bridge restored in all its glory! They can see people fishing off the sides, the picnic area and a boat ramp that will finally allow public access to this river for all the people to enjoy. The very river their grandfather spent much time in fishing and they want to honor this bridge. Who can drive across this bridge and not slow down to enjoy this work of architecture built by the PWA workers from the Depression Era, as you try to catch a glimpse of the river below? It's a work of art that was essential to allow traffic to travel from Terre Haute to Bloomington. Essential to commerce in the southern part of the state. Still to this day essential to our community, not only as a transportation mode, but as a bridge connecting communities.

Concerned preservationists placed this very bridge on the National Register of Historic Place in 2000 because they respected this bridge for what it has meant to this county, and now INDOT comes along and wants to strip this regal bridge, the last of its type built by the Vincennes Bridge Company in the state of Indiana, of this designation? The very State that said this bridge was worthy of this recognition? I think we need to address how we got to this point in time!

I have been working on a timeline as to how/why the residents of Clay County were left out of INDOT's plans to move this bridge to Brown County almost right out from underneath our noses. To be perfectly honest, they have almost succeeded! If it had not been for concerned consulting parties that attended that December 4, 2014 meeting in Indianapolis on a cold icy day and demanded that a meeting be held locally for the Clay County residents to have input into the fate of this historic bridge. I can only hit on the highlights for this purpose of comments as to the points I want to make about the way that INDOT has poorly handled this project. Clay County people were left, (I believe purposely) out of the loop when the scope of this bridge changed.

We have been made to wait for pertinent information from the Crawfordsville office that was necessary for us to help us find a group that would work with the county, I believe that we have even been bullied on several levels, one of which being that INDOT was not wanting to give us more time, after all, Salt Creek has been working on their project for almost 13 years, and we were barely able to get 6 months?

2009~Let us go back to 2009 (Sept 8) when it was still on the list as a rehabilitation project. I still have not uncovered the paper work that gives me the answers as to what caused this Project changed scope. I know the why, it was lack of maintenance on INDOT's part. I have in hand an email from an Ellie Decimeter stating that she FELT Clay County did not want to take over a new park??? There are all kinds of concerns for me with this. #1 Who's talking about a park, this is a National Register Bridge? #2 Whom did she talk too? There is no mention of a name of anyone. How did this develop into "a Commissioner said". #3 I do believe that the only people who can speak for the county as a whole is the BOARD OF COMMISSIONERS and we have searched, there is NOTHING in the commissioners minutes. So is this even legal?

November 3, 2010 DNR letter to Staffan Peterson Project to remedy the deteriorating Condition of Bridge No, 046-11-01316A SR 46 over Eel River

In August of 2011 the bridge was still schedule for rehabilitation as a letter was sent to the FHWA regarding that status.

September 28, 2011 Letter from James Glass, DNR to Staffan Peterson INDOT bridge was still a rehab.

Nothing else is found until March 2013 when Dale Brier, Streams and Trails Chief of the Division of Outdoor Recreation but the Bowling Green Bridge up for grabs.

April 10, 2013 Parsons held a meeting with INDOT about getting rid of the Bowling Green Bridge, it was stated on page 2 par 6, "Patrick had mentioned we will NOT have to post announcement signs on site as we do for other historic bridges since a new owner has already been identified. We will, however, be required to have a hearing."

November 21, 2014 Notice went out to consulting parties of an INDOT meeting in Indianapolis on December 4, 2014. Thanks to Indiana Landmarks a local hearing was set for January 29, 2015 in Bowling Green. Comments due by March 6. Mark Dollase of Landmarks requested a time-line to discover why there was no notification of consulting parties before November 21, 2014 advising of the change of rehab to new bridge. To date, that time-line has not been supplied as asked from Parsons.

February 5, 2015 Clay County was given a 6 month grace period to secure a group, with next hearing to be set first week in August.

August 5, 2015 Meeting held in Center Point, Indiana. Clay County now has a group in place with an interlocal agreement with the Commissioners of Clay County. Comments due by August 21, 2015. Meeting set with county for August 14 at Brazil City Hall. (I find it interesting that only 16 days was given for comments)

July 17, 2015 "Relocation of Historic Bridge on Salt Creek Trail" ~ in this document I find on Page 6

NO BUILD ALTERNATIVE

The "No Build" alternative would have no associated costs or environmental impacts. However, IDNR and Brown County have demonstrated a persistent desire to establish a multi-use trail between Nashville and Brown County State Park, as demonstrated by the approval CE for Des. No. 0401053, the completion of Phase I of the Trail, and their request to incorporate the SR 46 bridge into the remaining phases of the Salt Creek Trail system. The previously approved environmental document for the trail system has established the appropriate need for the trail and the related crossings of Salt Creek, therefore, the "No Build" alternative has not been given any further consideration.

So I believe in "other words" that IDNR and Brown County wants this bridge for their BIKING TRAIL (see HMBA article and August 13 , 2015 Brazil Times Article) to extend either/and their Mountain Bike Trails or get the Cyclists off their narrow drives, so INDOT is willing to build Clay County a new bridge with little or no regard to the National Register Status of our present bridge. #1 Did you know the speed limit in BCSP is now 30 MPH to accommodate the speed of these cyclists? 2. Did you know that DNR parks systems is facing a 3 million dollar deficit but they have given HMBA \$725,000 to build mountain trails in BCSP and the bikers are complaining about a \$20 per year bike pass that goes in to affect in November of 2015?

Another problem for me is in the February 24, 2015 DNR Letter of Intent for the Bridge A, which is destined for the Brown County State Park. In this letter John Davis states, "Both spans will be utilized as PEDESTRIAN bridges and open to the public". We have also read that part of Bridge Span B will be in Eagle park and on Brown County School Property, (of which meetings about this agreement were held in executive session behind closed doors).

Enclosed please find an article dated August 13, 2015 from the Brown County Tourism office in a press release to the Brazil Times "Brown County is the complete package for bikers. An ongoing project to extend its paved Salt Creek Trail from downtown Nashville to the Brown County State Park also will make traveling between town and biking trails more convenient." "We are working now to extend it all the way to the State Park, which will guarantee easy access for bikers to our trails." Very little is stated about the extent that the HMBA has taken over BCSP for their use for mountain biking with the \$725,000 that was given to them by the DNR to build the trails. To me, these trails are NOT transportation, they are for recreational use and INDOT money is paying for them. I am sure many taxpayers would feel as I do, INDOT money should be for highways and falling down bridges that have been neglected by INDOT.

The MONEY....so while we are talking about Salt Creek Trail, let's talk about the money that has been/will be spent making this trail to nowhere. RE: ICD November 18, 2008 Salt Creek Trail is a 12 foot wide, 2.5 mile long paved trail that connects Nashville to Brown County State Park. The project started in 2002 as part of a long-range plan by the Brown County Parks and Recreation Department.

Phase I ~ funded with a 1 MILLION grant from INDOT and \$250,000 local funding

Phase 2 ~ funded with a \$650,400 INDOT grant

Phase 3 ~ funded with a \$725,000 grant from IDNR

Brown County Democrat June 25, 2014

Salt Creek Trail awarded a \$1.8 MILLION grant from INDOT

INDOT State Preservation and Local Initiated Project FY 2016-2019 Sheet

1403311 New? Bridge Steel Construction Span 1 over Salt Creek

\$1,325,000 Federal \$331,400 Match (ST?) \$1,657,000 (Total 2017)

1400365 New? Bridge Steel Construction Span 2 over Salt Creek

\$1,325,000 Federal \$331,400 Match (ST?) \$1,657,000 (Total 2017)

Total \$3,314,000

TOTAL \$6,489,000 for a 2.5 mile trail for
Recreational Biking

(not counting costs for 4 bridge abutments, environmental study and ADA approaches known only to the Parsons Group this information has been withheld Also not sure where the price tag for the moving of the bridge comes in)

And you want to take the Bowling Green National Register Bridge, strip it of its Register Status and put it in the wetlands in a flood zone? Does the Keeper of the National Register realize that? And we have bridges on I-65 that are collapsing? To the taxpayer = PRICELESS!!!

In my opinion, the "Good Ole Boys Club" is alive and well behind closed doors at the Statehouse and money is being funneled into projects that will be beneficial to a very "select" and small group. Is this appropriate preservation of the Bowling Green National Register Bridge or the State Parks that are entrusted to the Indiana Department of Natural Resources? It would be a stretch of the imagination if it is!!

In closing, the last item I would like to address is INDOT's determination to be so bias for Brown County that they would be willing to put their integrity on the line. With that statement I would like to reference the two articles that they released to the Bloomington Herald. The one on July 22 was released just hours before we met in Indy for the Historic Preservation meeting at which SHPO was to address the application for a new Criterion for the Historic Bowling Green Bridge submitted by INDOT. It stated that the bridge was going to Brown County by John Davis, Dep. Director of the DNR made the comment at that meeting that "with or without the nomination that bridge was going to Brown County!" I am assuming they wanted to make sure that Clay County got the message! Then Indiana SHPO proceed to pass the new nomination on to the Keeper for a decision, knowing full well that it would be denied, but they didn't see why it should not be passed on for their ruling. It should have never been sent on if SHPO would have been doing their job. To me it only showed that these entities were willing to stoop however low they had to so the Bowling Green Historic Bridge would be on its way to Brown County. Which in reality, the only thing they have accomplished is pitting two counties against each other.

In the second article that was released just hours before our meeting with INDOT about the proposal that the bridge stay in Clay County on August 14, another article was released in the Bloomington Herald stating that our commissioners were against keeping the bridge and that the Salt Creek Group had been promised our bridge over 3 years ago. It is obvious to me that INDOT has had very little respect for us in our quest to save our Historic Bridge. It is really sad that the State of Indiana organizations that our bound to protect our Historic properties, historic parks and our environment have little regard for these things that Hoosiers hold dear to their hearts. So, is it all about the money?! Is everyone forgetting that 2016 is the Bi-Centennial of our State and it's our time to celebrate our State of Indiana, not take Historic Bridges and break them apart and delete them from the National Register. I guess that INDOT and DNR did not get that memo?

Vickie Mace, Consulting Party

ATTACHMENTS:

HMBA Fees; INDOT No Build Alt; INDOT Ellie Email; INDOT/Parsons 4/13;
INDOT Br. Co.; Salt Creek 1.8 Million; INDOT Salt Creek Fed Figure;
BC Not give up; BR Get Bridge; BC \$650,000; Brazil Times, BC Bike Trails;
INDOT SC Sheet; Tribune Star Editorial; INDOT M Kennedy 1/16/15 Parameters

Hoosier Mountain Bike Association

Today

Thursday, August 13

Showing events after 8/13. [Look for earlier events](#)

Thursday, August 13

6:00pm **DINO SWW Race Prep**

Saturday, August 15

Southern Five Race #5, Series Finals

Events shown in time zone: Eastern Time



« [National Designation for HMBA and Brown County Trails](#)

[National Trails Day Southwestway Park Trails Grand Opening June 6-7, 2015](#) »

HMBA Statement Regarding DNR Fees

By Nate Hawkins on May 21, 2015, at 4:39 pm, edited by Nate Hawkins on May 21st, 2015

Pay to Play: DNR Off-Road Cycling Permit Coming

The Hoosier Mountain Bike Association (HMBA) has built some great trail systems, and we have a vision for natural surface trails in Indiana. Implementing that vision requires funding from land managers, donations from outdoor enthusiasts, and sweat equity of volunteers. HMBA has in the past discussed an off-road bicycling permit to generate funding for expanding trails in State Forests and State Parks. The idea of a permit was moved forward quickly in the past month due to budget challenges that left State Parks with a \$3 million shortfall. State Parks had the choice of closing parks or raising fees.

A complete list of fee increases can be found [here](#). Included in the fee increases is the off-road cycling permit, which will be a \$5 daily fee or a \$20 annual fee (both in and out of state).

While possibly irritating to some, there is an upside to this development. Those who have attended HMBA annual meetings the past few years have heard HMBA President, Paul Arlinghaus talk about an off-road bicycling permit as means to gain access to more trails, especially in State Forests. Fees mean potential leverage to obtain access to more trails and improve the quality of existing ones. Our first addition of trails in State Forests will be in the southern section of Yellowwood State Forest. This area will connect to both Brown County State Park and to Hoosier National Forest. Other State Forests will be reviewed this fall for opportunities to open existing double-track trails to off-road cycling.

While this permit fee happened very quickly, HMBA and IMBA were able to get some concessions from the IDNR on how the permits system works.

- We were able to get beginner-rated trails to be excluded from needing a permit. This will allow new users to try out mountain biking without the additional expense of a permit.
- The DNR will also give free permits and passes to volunteers who do 125 and 250 hours of work.
- HMBA will work on establishing a fund to cover the cost of the permit for volunteers that don't meet the 125 hours.
- The permit was going to start in July, and riders were going to have to pay the full price for the last half of the year. We were able to push back the start of the permit system to 2016. Permits for 2016 will go on sale in November.

May 21st 2015 | Tags [Department of Natural Resources](#), [DNR Fee](#), [State Forests](#), [State Parks](#), [Trail Permit](#) | Category [Advocacy](#), [Indiana Department of Natural Resources](#)

Comments are closed.

Muellner, Kyle

Subject: FW: Des# 0800910 SR 46 Bridge Replacement

FYI

From: Dieckmeyer, Ellie
Sent: Tuesday, September 08, 2009 8:32 AM
To: Kennedy, Mary; Miller, Daniel
Cc: Eubank, Michael L; Vollmer, Mike; Branigin, Susan; Miller, Shaun; Peterson, Staffan (INDOT)
Subject: RE: Des# 0800910 SR 46 Bridge Replacement

After a conversation with Clay County, I don't feel they want to take over a new park. They cannot afford the parks they currently have and are going to close many of them.
Question – If the county does not want a park, how will that effect the bridge moving? How can INDOT move a bridge and not maintain?

Ellie

PARSONS



Subject: SR 46 over Eel River, Clay County

Date/Time: April 10, 2013, 2:30 PM

Location: INDOT Central Office, Room N642

Attendees: Ellie Dieckmeyer	INDOT-Crawfordsville District Project Manager
Shakeel Baig	INDOT-Director of Production
Anne Rearick	INDOT-Bridge Design, Inspection, Hydraulics Director
Louis Feagans	INDOT-Project Management Manger
Abigail Weingardt	INDOT-State and Federal Legislative Director
Patrick Carpenter	INDOT-Sec 106 Specialist
Susan Branigin	INDOT-Historian
Sean Porter	Parsons-Project Manager
Dave Ayala	Parsons-Road Lead
Dan Prevost	Parsons-Environmental Lead

Overview

This meeting was held to discuss the current direction for the SR 46 over Eel River Bridge.

Ellie handed an agenda with the following design alternatives identified:

- 1) Keep current alignment, move truss, use temporary run-around
- 2) New bridge on the current alignment using accelerated bridge construction.
This alternative would only have a 30-45 day closure and make use of A+B construction to accelerate the construction
- 3) New alignment to south and move truss
- 4) New alignment to south and keep truss as pedestrian (i.e. sidewalk)
It was discussed that the new alignment to south could have wetland impacts that will have cost and time effects. This potential wetland needs to be identified in the field ASAP.

ACTION ITEM: Parsons will schedule a field visit of the area.

The following two alternatives were added at the meeting:

- 5) New alignment to north and move truss
- 6) New alignment to north and keep truss as pedestrian (i.e. sidewalk)

Analysis of each alternative should consider:

- Cost including life cycle / user cost
- Time required building new bridge
- Time required moving old bridge

US 52 Meeting Minutes

- Minimization of any closure periods
- Maintenance of Traffic Cost and sequence

Because the project involves a historic bridge, a Section 4(f) alternatives analysis and a public hearing will be required. The alternatives identified above will be considered along with those required by the INDOT *Historic Bridge Alternatives Analysis Layout*. Parsons will compile a complete list of alternatives to be evaluated for concurrence by INDOT. INDOT understands the bridge will be either bypass or be relocated, but the 4(f) alternative analysis will need to support whatever decision is made. The Section 4(f) alternatives analysis document will also serve as the project scoping alternative analysis.

It was discussed that DNR will split the trusses and this might be considered an adverse effect but other interested parties will most likely split them apart also. The conclusion was that DNR will most likely be given the truss bridge as it's another state agency and INDOT may use other state DNR funds to help move and rehab the bridges.

Patrick had mentioned that INDOT and DNR will need to execute an agreement for the maintenance of the bridges to be transferred. INDOT will be required to design and construct the new foundations and reassemble the bridges. DNR has already identified two locations, on the same recreational trail, where the trusses could be relocated.

The NEPA document for construction of the new bridge over the Eel River will need to incorporate all impacts associated with relocation of the bridge, including construction of foundations, etc.

The repairs will last until at least 2018 or beyond per Parsons. So the new bridge can be on a letting at the end of the year in 2015 or early 2016 with construction in calendar year 2016 & 2017.

Patrick had mentioned we will NOT have to post announcement signs on site as we do for other historic bridges since a new owner has already been identified. We will, however, be required to have a hearing.

Louis indicated that, under MAP 21, INDOT can use federal funds for ROW acquisition prior to completion of NEPA.

Abby will contact DNR to ensure we have management approval. (John Davis, DNR) She had also mentioned that there might be a news release about the project with general information.

Anne stated that we should assume the project will be required to meet 4R standards.

INDOT stated that central office will be doing the survey.

ACTION ITEM: Parsons will provide Ellie with the survey limits ASAP to get this started.

Without additional survey, Parsons wouldn't be able to get a profile, construction limits, earthwork, and get an accurate cost. This might delay the alternatives analysis document depending on how fast we receive this information. Assuming Parsons receives this survey by the first week of May the report will be completed by end of June 2013. Required coordination with DNR and the availability of information on the new pedestrian trail could also impact completion of the alternatives analysis document.

These meeting minutes were taken by Sean Porter. Please contact Sean at 317-616-1001 or sean.porter@parsons.com if you have any questions or corrections.

Meeting Concludes at 3:30 pm.

Indiana Department of Transportation

County Brown Route Salt Creek Trail Des. Nos. 1400311 and 1400365

Current Conditions

The companion CE-4 document "SR 46 Bridge Project over Eel River, Clay County" provides information regarding the existing spans in their current vehicular use on SR 46 over the Eel River.

This project takes place in rural Brown County, between the small town of Nashville, Indiana and the Brown County State Park. Salt Creek meanders through the project vicinity and is crossed by SR 46 three times between the project area and Nashville. There are currently no pedestrian facilities that cross Salt Creek, although Phase 1 of the Salt Creek Trail Project is now open from the south side of Nashville (near the CVS Pharmacy), east along Salt Creek to near the Brown County YMCA at the end of Hawthorne Drive.

Preferred Alternative: Rehabilitation and Re-use of two-span bridge from Clay County

INDOT, which is obligated under the Historic Bridge Programmatic Agreement (Historic Bridge PA) to ensure that the two-span historic bridge over the Eel River in Clay County is preserved, would pay to relocate and rehabilitate the spans. The Preferred Alternative would rehabilitate and relocate the spans from their current location on SR 46 over the Eel River in Clay County, Indiana to two locations, approximately 3,200 feet apart, over Salt Creek as described above. This alternative includes the construction of a new abutment for each end of the two bridges (4 abutments total) plus placing fill to construct the trail approaches from the existing ground up to the level of the new bridges. It is anticipated that the West span would be owned and maintained by Brown County, and the East span (which would be within Brown County State Park) would be owned and maintained by the Indiana Department of Natural Resources. Prior to approval of this CE document by FHWA, each agency will be required to sign an agreement committing to maintain their respective structure for a minimum of 25 years. Each agency has submitted a letter of intent to take responsibility for the bridge spans (see Appendix H). To outline the terms of obligations to maintain the bridges, INDOT has prepared a draft Interlocal Agreement to be executed with Brown County and a memorandum of Understanding (MOU) to be executed with IDNR (see Appendix D, page 63). These agreements are still being reviewed by all parties involved and may be revised before execution. Once all required signatures have been obtained, the finalized agreements will be incorporated into the appendices, and this section will be revised prior to approval.

Section 4(f) Evaluation

The East bridge would be located within Brown County State Park. IDNR is a partner agency in this project; therefore, this is not a use under Section 4(f). The West bridge would be partially located within Eagle Park, which is owned and maintained by Brown County Schools and includes several baseball/softball fields, a soccer field, a cross country trail and other related facilities. It is not, however, open to the public; therefore, Eagle Park does not qualify as a Section 4(f) property. Two NRHP-eligible resources were identified within the Area of Potential Effects, the Ramp Creek Covered Bridge and the Brown County State Park North Gate House, but no Section 4(f) use of either property would occur.

Right of Way (ROW): Approximately 0.25 acre of permanent ROW would be required for the preferred alternative. This permanent ROW would come from two parcels along the west bank at the proposed location of the West bridge. Construction of the west abutment at this location would also require an additional 0.2 acre of temporary ROW for access to the construction site. The east abutment of the West bridge would be on property owned by Brown County Schools, and would not require ROW acquisition. Likewise, both abutments of the East bridge would be on Brown County State Park property, so no temporary or permanent ROW acquisition would be required for the East bridge.

Maintenance of Traffic (MOT): An MOT plan is not needed, as there would be no involvement with any public roadways during development of the preferred alternative.

Estimated Cost: The estimated cost of relocating and rehabilitating the bridge to bicycle/pedestrian standards is \$3,507,000. Right-of-way costs are estimated at \$7,500.

Environmental Impacts: All environmental impacts are minimal and have been addressed through coordination with the US Fish and Wildlife Service (USFWS), the IDNR, and other resource agencies (see Appendix C). Environmental impacts are described in detail below in Part III of this document.

This is page 5 of 24 Project name: Historic Bridges on Salt Creek Trail: Brown County Date: July 17, 2015

Indiana Department of Transportation

County Brown Route Salt Creek Trail Des. Nos. 1400311 and 1400365

OTHER ALTERNATIVES CONSIDERED:

Describe all discarded alternatives, including the Do-Nothing Alternative and an explanation of why each discarded alternative was not selected.

No Build Alternative

The "No Build" alternative would have no associated costs or environmental impacts. However, IDNR and Brown County have demonstrated a persistent desire to establish a multi-use trail between Nashville and Brown County State Park, as demonstrated by the approved CE for Des. No. 0401063, the completion of Phase 1 of the Trail, and their request to incorporate the SR 46 bridge into the remaining phases of the Salt Creek Trail system. The previously approved environmental document for the trail system has established the appropriate need for the trail and the related crossings of Salt Creek, therefore, the "No Build" alternative has not been given any further consideration.

The Do Nothing Alternative is not feasible, prudent or practicable because (Mark all that apply):

- It would not correct existing capacity deficiencies;
 - It would not correct existing safety hazards;
 - It would not correct the existing roadway geometric deficiencies;
 - It would not correct existing deteriorated conditions and maintenance problems; or
 - It would result in serious impacts to the motoring public and general welfare of the economy.
- Other (Describe)

<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input checked="" type="checkbox"/>

Other: The Do-Nothing Alternative would not allow for the re-use of the two spans currently in use on SR 46 over the Eel River in Clay County (Bridge Number 046-11-01316C). As explained in the companion CE-4 document also under Des. Number 0800910 ("SR 46 Bridge over Eel River, Clay County") the preferred alternative in that project would relocate the historic spans to a non-vehicular use. Of the non-vehicular uses considered, the Salt Creek Trail project described above was determined to be the best re-use of the two spans. Not only would the Do-Nothing Alternative not place two new pedestrian spans across the Salt Creek in Brown County, but it would also keep the Preferred Alternative from the SR 46 Bridge over the Eel River project from being implemented.

ROADWAY CHARACTER:

Functional Classification: N/A - This project does not involve construction or modification of any roadways.
 Current ADT: VPD (year) Design Year ADT: VPD (year)
 Design Hour Volume (DHV): Truck Percentage (%):
 Designed Speed (mph): Legal Speed (mph):

	Existing	Proposed
Number of Lanes:	N/A	N/A
Type of Lanes:	N/A	N/A
Pavement Width:	N/A ft.	N/A ft.
Shoulder Width:	N/A ft.	N/A ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

If the proposed action has multiple roadways, this section should be filled out for each roadway.

This is page 6 of 24 Project name: Historic Bridges on Salt Creek Trail: Brown County Date: July 17, 2015

Brown County Democrat



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Salt Creek Trail awarded \$1.8 million grant

Updated on: 06.25.14

The Salt Creek Trail project has been awarded a \$1.8 million grant from the Indiana Department of Transportation -- boosting three of the four phases of the trail to full funding.

The first phase, a three-quarter-mile run from the State Road 46/135 intersection in town to the YMCA, opened in the fall of 2013.

Salt Creek Trail Committee Vice-chairman Tom Tuley said the new spans of the trail -- from Brown County State Park to Brown County Schools' Eagle Park, and from Eagle Park to the existing trail head at the Brown County YMCA -- might open in as soon as three years.

"We don't need to raise another dime to get the first three phases of the trail finished," he said. "We just have to do all the work yet."

That work includes hiring an engineer, possibly doing additional environmental work, submitting final plans for the route, getting a bridge permit and gaining easements from property owners in the proposed path.

Tuley said the trail committee has not been allowed to approach any private property owners in the path of the proposed route to ask for easements, even though a map showing the trail running along their properties has been publicly circulated in Nashville-Brown County's Stellar Communities strategic investment plan.

On June 10, Charles and Marilyn Snyder submitted a letter via attorney Wanda Jones to the Town of Nashville, Bob Kirlin and the Stellar committee stating that "we are not willing to grant any easement or right of way to our property for use by the Trail."

Tuley said a different route for that leg could be identified.

Tuley said he didn't know yet how this grant award would affect the request for Salt Creek Trail funding in the Stellar Communities plan. The request was for \$1.8 million -- the same amount INDOT just announced the project will get through its regular grant cycle.

He said the trail committee had to apply for this grant well before it would find out about Stellar awards.

Read more in the July 2 Brown County Democrat.

-- Sara Clifford, Brown County Democrat

See Full List »

Earl Beitenhaus, 69, Columbus

Patsie Ann (Raymer) Linville, 78,
Brown County

Edward Earl 'Ed' Dillman, 70,

See Full Calendar »

August 20
WRAPS

7 to 9 p.m. Library, 205 N. Locust Lane

August 20

'Pixels' at the Playhouse

7 p.m. BC Playhouse, 70 S. Van Buren St.

August 20

JONES
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Brown County not giving up plans to use historic Clay County bridge

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Photo by Laura Lane. The bridge is a double-span steel truss bridge over the Eel River in Clay County. It was built in 1911 and is one of the oldest bridges in the state. The bridge is in poor condition and needs to be replaced. The state is planning to replace it with a new modern bridge. However, a group of Clay County citizens wants to keep the historic bridge. They say it has an important place in the county's history.

Posted Friday, August 14, 2015 12:00 am

By Laura Lane 812-331-4362 | llane@heraldt.com | 1 comment

That historic double-span bridge over the Eel River in Clay County that the state intended to refurbish and transport to Brown County to span Salt Creek on Nashville's new pedestrian trail? Its future, suddenly, is not so clear.

There's a fork in the road.

A group of Clay County citizens wants the steel-truss bridge just west of Bowling Green on Ind. 46 to stay put, hoping to convince the Indiana Department of Transportation to keep the bridge — a piece of local history — right where it is. The state is going to build a new modern bridge to replace the current one, which is deteriorating and has rust issues, damaged sway braces and hydraulic problems.

Clay County officials have said they want no part in the future of the bridge, which they cannot afford to maintain; the state estimates maintenance and inspection costs of more than \$1 million over 25 years. In a last-minute effort to keep the bridge, citizen members of the Clay County parks association came forth and promised to maintain the bridge they say has an important place in the county's history.

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No matter where the 80-year-old bridge ends up, the state must pay more than \$3 million to rehabilitate the structure. That's because it's on the National Register of Historic Places with a "select status" by the Indiana Historic Bridge Inventory project, so it must be preserved. It is reportedly the last double-span bridge left in Indiana that was built by the Vincennes Bridge Co., started by three [school teachers](#) in 1898.

"The Historic Bridge Alternatives Analysis estimated the cost of that rehabilitation at \$3,039,000," said INDOT spokeswoman Debbie Calder. "The relocation of the bridge to Brown County was estimated to add \$468,000 to the cost of the rehabilitation."

Nashville resident and Salt Creek trail proponent Tom Tuley said Brown County has known for some time the bridge was destined for the trail there. They halted further construction of the 3.7-mile project to await the bridge, which should be finished and divided in half by 2017. The bridge has two arched spans: one will be placed across Salt Creek about a mile east of Nashville, and the other will span the creek near the west entrance to Brown County State Park.

"We've been expecting that bridge to come here now for three years," Tuley said Thursday. "When INDOT decided to build a new bridge there, they came to us and asked if we were interested."

They were. Reusing the bridge saves Brown County close to \$1 million, the cost of building two pedestrian bridges necessary to complete the Salt Creek Trail. "Having those bridges," Tuley said, "means there's a million dollars we don't have to raise."

Calder explained that while INDOT determined in January that Brown County was the best destination for the bridge, Clay County still may be able to claim it if they can offer a plan that guarantees future maintenance. "While relocating the bridge to Brown County was identified as the preferred alternative at the Jan. 29 meeting, INDOT explained that it would consider requests to retain the bridge in Clay County if a local government or private organization was willing to take ownership of the bridge and maintain it for public use for a minimum of 25 years."

She said the proposals are being reviewed and that a final decision will not be made until after the Aug. 21 deadline for public comment has passed. The state [plans](#) to replace the old bridge with a new one featuring three spans, 12-foot-wide travel lanes and wide berms.

Mark Shields, director of the Brown County Parks and Recreation Department, said the county has secured \$750,000 from the Department of Natural Resources for this phase of the trail and was counting on the bridge. "I understand why they would want to keep the bridge. But it definitely puts us in a pinch since that was the final piece to this puzzle, those two creek crossings with these bridges. We were told by INDOT they were coming."

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Posted to Local on Friday, August 14, 2015 12:00 am

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Historic Clay County bridge gets new home

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Posted Wednesday, July 22, 2015 9:15 am

By Laura Lane 612-331-4562 | llane@heraldt.com | 2 comments

Clay County gets a wide modern bridge over Eel Creek courtesy of the Indiana Department of Transportation. And Brown County takes possession of the old two-span steel through-truss bridge, which will be reused on the under-construction Salt Creek Trail.

The repurposing of the historic Ind. 46 bridge near Center Point, built in 1933 and supported by concrete abutments and a center pier, also saves Brown County trail supporters about a million dollars.

Volunteers have worked 12 years to construct a 3.7-mile Nashville-area walkway, and the cost of two bridges to span Salt Creek was estimated at more than \$900,000.

Tom Tuley from the Salt Creek Trail Committee was elated when he heard the bridge news. The group has money to develop the next portion of the trail, but the project is on hold until the Eel Creek bridge gets dismantled, which may not happen until 2017.

"We have the money to do the trail there, but since we will have to wait on the bridge, we are letting the money stay in the bank to get some investment return right now," Tuley said. "Having those bridges means there's a million dollars we don't have to raise."

One of the arched bridge spans will be placed cross Salt Creek about a mile east of Nashville, where a Mexican restaurant had been located. The other will span the creek near the west entrance to Brown County State Park. Tuley said the bridge will be taken somewhere for refurbishing and fitted for its new purpose, at the state's expense, before being reassembled as two bridges and hauled to Brown County.

The bridge has a special "select" rating and is listed in the National Register of Historic Places for its transportation significance in Clay County's settlement and development. Bridges with that designation may not be destroyed, so a six-month period was set aside to see if any private entity would come forward to buy the bridge. "When we heard about it being available, we jumped for it," Tuley said.

In searching for a new home for the bridge, the state determined the multi-use trail being developed in Brown County, that eventually will connect the state park with downtown Nashville, was the ideal site.

"The two independent truss spans that comprise the bridge would be separated and relocated to provide two pedestrian bridges along the Salt Creek Trail," an INDOT news release explained. "One of the spans would be located within Brown County State Park and owned by Indiana Department of Natural Resources. The other would be located outside the park and would be owned by Brown County, which is developing the trail project."

So far, three-fourths of a mile of the Salt Creek Trail has been built along Greasy Creek, between the CVS and the YMCA. Volunteers are scheduled to gather at the Greasy Creek trail bridge next week to clean off mud from recent flooding.

INDOT has scheduled a public hearing for Clay County's proposed new bridge, which will have three spans extending across the Eel River, 12-foot travel lanes and wide berms. The meeting will be at 6 p.m. Wednesday, Aug. 5, at Center Point United Methodist Church, 200 S. Cherry St. in Center Point.

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\$650,000 to help Salt Creek Trail in Brown County

The Republic

By Kirk Johannesen, The Republic

johannesen@therepublic.com

Brown County has received a \$650,400 grant from [Indiana Department of Transportation](#) to complete its Salt Creek Trail project.

Salt Creek Trail is a 12-footwide, 2.5-mile-long paved trail that connects Nashville to Brown County State Park. The project started in 2002 as part of a long-range plan by Brown County Parks and Recreation Department.

When completed, the trail will link Nashville, Brown County YMCA, regional medical offices of the Columbus and Bloomington hospitals, the school corporation's athletic fields at Eagle Park, Brown County State Park, several major hotels and Brown County High School.

The grant requires the county to raise 20 percent of the funds - about \$155,000 - to use the full \$650,400.

The project has three phases:

- Phase 1 - Jefferson Street to Brown County YMCA. Funded with \$1 million grant from INDOT and \$250,000 local funding. Scheduled to start in late 2009 or early 2010 and take two months to complete.
- Phase 2 - North bank of Salt Creek from Jefferson Street (behind CVS Pharmacy) to the north entrance of Brown County State Park. Funded by \$650,400 INDOT grant.
- Phase 3 - From north entrance of Brown County State Park to the west boundary of Eagle Park. Funded with a \$725,000 grant from [Indiana Department of Natural Resources](#). Scheduled to start in spring 2009 and take two months.

After the trail is built, the county will pursue another project, which will link the high school to the trail with a pathway under Indiana 46 near the Salt Creek shopping plaza.

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Brown County named among best mountain biking destinations

Thursday, August 13, 2015

NASHVILLE -- Brown County recently joined the ranks as one of the top mountain biking destinations in the world. Designated a Bronze Level Ride Center by the International Mountain Bicycling Association (IMBA), this prestigious award puts Brown County on the road map nationally, as well as internationally, for its superior trail systems and mountain biking opportunities.

Brown County made the list as IMBA announced their 2015 class of Model Trails designees in early August. IMBA's Ride Center designation is reserved for large-scale mountain bike facilities that offer something for every rider, ranging from family-friendly to expert-only. Not your typical biking locales, Ride Centers include a full arsenal of trail types. From backcountry adventure and fun flow trails to challenging gravity trails and everything in between, Ride Centers embody the best the sport has to offer. Extending beyond mountain biking alone, Ride Centers also double as destination-worthy areas for bikers to visit.

Scored based on the quality and type of trails, degree of difficulty, climbing, descending, technicality, special features, amenities, services, and community support, IMBA's Ride Center designation is highly sought after.

The trails built and maintained by the Hoosier Mountain Bike Association (HMBA) have officially earned this prestigious designation, gaining notoriety for the area as a top mountain biking destination. Its new Bronze Level Ride Center title places Brown County among well-known biking hotspots across the country, as well as the globe, such as Park City, UT, Steamboat Springs, CO, Nelson, New Zealand, and more.

One of only a handful of Ride Centers in the Upper Midwest/Great Lakes Region, Brown County's new accolade is significant not only for future mountain biking in the area, but for tourism as well. Brown County Convention and Visitors Bureau Executive Director Jane Ellis is proud that Brown County is being recognized for its trails. "We are honored to receive this designation," she said. "We have gotten awards in the past for our excellent mountain biking opportunities here, but never something of this magnitude."

Recognizing its potential impact on attracting bikers to the area, Ellis is excited by the new designation. "We've always been known as a top destination for mountain biking in the Midwest but this really gains exposure for us nationally as a place for bikers to visit," explained Ellis. "It's also important because this designation goes beyond the trails alone, showing that we're a place where bikers can plan a trip, stay a while, and enjoy all the other great things we have to offer here."

With over 30 mountain bike friendly lodging properties, Brown County is more than just a place for bikers to ride for the day. Overnight accommodations providing secure bike storage, trail maps and directions, roof-rack friendly driveways, and more cater to mountain bikers' needs.

Home to a wide variety of dining, shopping, and entertainment options, as well as other outdoor adventure activities, Brown County is the complete package for bikers. An ongoing project to extend

its paved Salt Creek Trail from downtown Nashville to the Brown County State Park also will make traveling between town and biking trails more convenient.

"A lot of people don't know about the Salt Creek Trail, but it's a great resource," said Ellis. "We are working now to extend it all the way to the State Park, which will guarantee easy access for bikers to our trails, as well as enable them to get to the Village really quickly for food and entertainment, shopping, local events, and fun."

Proud of its new title as Bronze Level Ride Center, Brown County welcomes all bikers. Not only does IMBA's designation validate Brown County's trails as some of the best in the U.S., it also showcases Brown County as a top destination for mountain biking in the world.

For more information on Brown County's biking trails, as well as mountain bike friendly lodging properties, please visit www.bikebrowncounty.com. Additional information regarding IMBA's Ride Center designation is available online at www.imba.com/news/epics-ride-centers-201...

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Indiana Department of Transportation (INDOT)

State Transportation and Local Interest Projects FY 2014 - 2017

SPONSOR	FCS	STP NAME	ROUTE	ROUTE TYPE	LOCATION	STATUS	MALE	FEDERAL CATEGORY	Estimated Cost (Net to Corridor Project)	PROGRAM	PHASE	FEDERAL	BATCH	2014	2015	2016	2017
Brown County	103264	A 30	VA	VA	State Police Facility	SR 600		2 - 30	20000000	Local Traffic Management Program	RP	\$175,000.00	2010				\$175,000.00
										100% Local Funds	RP	\$0.00	2010				\$0.00
										100% Local Funds	FE	\$0.00	100,000.00		\$0,000.00		
										Local Transportation Alternative	FE	\$145,470.00	00.00		\$41,470.00		
Comments: Amend into the 2014-2017 STP, Add to the FY 2016 and 2017 STP. No MPO.																	
Indiana Department of Transportation	100000	A 43	SR 40	SR	Small Structure Project	SR 40		2 - 00		Bridge Repair	RP	\$1,000.00	\$41.37				\$1,000.00
										Bridge Construction	FE	\$25,000.00	\$0.00		\$0.00		
Comments: Amend FE phase in FY 2015 and 2016 and RW phase in FY 2017. Add to the current 2014-2017 STP. No MPO.																	
Indiana Department of Transportation	100000	A 43	SR 120	SR	Replace Deck/Structure	SR 120		2 - 00		Bridge Construction	RP	\$65,000.00	\$0.00				\$65,000.00
Comments: Amend FE phase in FY 2016 to the current and new STP. No MPO.																	

Brown County Total
 Federal: \$6,643,892.40 Match: \$1,139,668.60 EQIA: \$557,170.00 2015: \$2,219,479.00 2016: \$29,534.00 2017: \$5,842,600.00

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\$650,000 to help Salt Creek Trail in Brown County

The Republic

By Kirk Johannesen, The Republic

johannesen@therepublic.com

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the spirit and intent of the PA, while ensuring long-term use of the historic bridge and that the investment in the bridge provides value to the State of Indiana.

Consideration of the Rehabilitation (Alt 2) and One-Way Pair (Alt 3) Options

As discussed at the December 4th meeting, each of these alternatives would require a Level 1 design exception for structural capacity. Based on further discussions between the consultant team and INDOT and FHWA, both confirmed that a design exception is not appropriate for this structure. This bridge's location on a National Truck Route and the number of heavy trucks known to use the bridge necessitates that the bridge be capable of carrying modern highway loads. Therefore, these alternatives have been determined to not meet the project's purpose and need, and are not feasible alternatives.

Prudence of the Bypass Alternative (Alt 4)

As described in the Alternatives Analysis document, this alternative is feasible – it is possible to construct a new bridge adjacent to the existing one that would safely carry traffic and to rehabilitate the existing bridge in place for non-vehicular use. The appropriateness (or 'prudence' under Section 4(f)) of this alternative, however, has yet to be determined and is dependent on the upcoming community outreach.

INDOT and FHWA have been reevaluating what criteria would make the Bypass Alternative a prudent alternative. As Larry Heil (FHWA) indicated at the December 4th meeting, FHWA wants to ensure that its investment in this bridge provides value to the State of Indiana and ensures the long-term use of the rehabilitated bridge. As noted in the December 4th Meeting Summary, INDOT coordinated with Clay County officials several years ago regarding re-use of the bridge and, at the time, the County was not interested in keeping the bridge at this location or any other location in the County. The offer from IDNR and Brown County to take ownership and responsibility for the bridge as part of the Salt Creek Trail provided INDOT and FHWA with what they felt was an appropriate use of the bridge and a sound investment. The Salt Creek Trail is expected to attract more than 10,000 users per year. That is expected to continue into the indefinite future, and both organizations have the capacity to maintain the bridge for the long term. Part of the sound investment was the willingness of IDNR and Brown County to sign an agreement between INDOT to take ownership of the bridge.

However, given the time that has passed since INDOT reached out to Clay County and the desire to prioritize options that keep the bridge either in its existing location or somewhere else within Clay County, INDOT agreed with comments at the December 4th meeting that additional outreach was appropriate to determine the community's interest in retaining the bridge. This is the purpose of the January 29th public meeting.

To make the determination that the Bypass Alternative or Relocation within Clay County is prudent, FHWA has established a few parameters:

1. There must be an expectation that the bridge will be put to a public use. That use may be in the form of a park, a fishing pier, a trail, or any number of other uses.
2. There must be an organization – public or private – that is willing to sign an agreement to take responsibility for the bridge. INDOT (and FHWA) will make a sizable investment to ensure that the bridge is rehabilitated to non-vehicular standards prior to the transfer of responsibility. The term of the agreement would be for a minimum of 25 years, but there should be an expectation that the bridge would be maintained beyond that 25 year term.
3. We must move forward promptly and prudently in the development of this project in respect of the safety of the public. However, it is recognized that such an agreement will take some time to review and execute by all parties. Therefore, within 60 days, the organization(s) who would take ownership of the bridge must make a firm commitment of their intent to sign the agreement and show that they have the financial capacity to take it on. For a governmental organization, such a commitment might come in the form of passing a resolution (county commission). For a local non-profit or private group, it might come in the form of a vote of their governing board. A signed agreement is ultimately required for a selected alternative to be prudent, and to complete the environmental (NEPA) document.

These parameters will be discussed in the presentation at the public meeting, but INDOT and FHWA felt it was appropriate to share them with this group in advance of the meeting. Following the public meeting and comment period, INDOT will update the Alternatives Analysis document to reflect the input received.

Availability of 2010 Historic Property Report

In their December 9, 2014 letter to INDOT, IDNR-DHPA recommended that INDOT make available the original historic properties report (Branigan 2010) prepared for the project. That document is now available for download from INDOT's INSCOPE website at:



INDIANA DEPARTMENT OF TRANSPORTATION

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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 Daniel Mace and I am in favor of keeping the Bowling Green Bridge in Clay County. I was born and raised in Centerpoint (Clay County) and my dad and grandpa and whole family have had a connection to the Bowling Green Bridge for several generations. I remember being a kid and always crossing that bridge every year to go to the Old Settler's Celebration. We always fished in the Eel River where the bridge is. That bridge is special to me and my family. I look forward to taking my grandson fishing at that bridge when it is restored and still still at home over the Eel River.

SIGNATURE:

Daniel C. Mace

Clark, Rickie

From: Prevost, Daniel [Daniel.Prevost@parsons.com]
Sent: Saturday, August 22, 2015 8:28 AM
To: Jones, Tony W; Kennedy, Mary; Porter, Sean; Ball, Alan; Clark, Rickie

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

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

Date: August 21, 2015

Time: 1:15 p.m.

From: Frieda Rawley

Summary:

- Clay City resident
- I hope they can preserve that lovely bridge over the Eel River at Bowling Green. I've been over it many times
- The bridge is inspiring.
- Support putting something better next to it to carry traffic safely on SR 46, but please don't send our bridge to some other county. It belongs to the people of Clay County.

Dan Prevost, AICP CTP

Project Manager

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

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Clark, Rickie

From: Robert [roberth@ccrtc.com]
Sent: Friday, August 21, 2015 11:39 AM
To: Daniel.Prevost@Parsons.com
Cc: Clark, Rickie
Subject: S.R. 46 Bridge
Attachments: My letter.docx

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Attn. State Road 46 Hearing
Attached is my letter...Thanks Robert Hostetler

According to local research, the Clay County Bowling Green Bridge is the last remaining two span 1930's Vincennes built bridge in the State of Indiana. It was a product of the PWA project in the heart of the depression. It was nominated by Clay County residents in 1999 to be placed on the National Register of Historic Places in 2000. It holds a position as one of 14 National Register items in Clay County. The bridge holds the same status to Clay County residents as the Clay County Courthouse, Shakamak State Park, Old Federal Post Office (which houses Clay County Historical Society and History Museum), Brazil City Historical District and others. INDOT has not been forthright with Clay County residents on the history, the possible uses and outreach to Clay County with this project. INDOT should have reached out to the community that put the bridge on the National Register over 15 years ago.

The Bowling Green Bridge has been mentioned in numerous newspapers as a National Registered Bridge. The story behind its nomination and placement on the National Register by Clay County Residents was not shared with the community. Newspaper accounts stated that building S.R. 46 made the area as active as a bee hive. The Brazil Times also local residents gave 85% of the land and right of ways for S.R. 46 at no cost to taxpayers. The bridge is a symbol of that time and reminder of the good that came out of the Depression. As mentioned earlier, it was the PWA program that funded the bridge.

The state highway commission decided to bypass the Bowling Green covered bridge with a steel structure in 1934. The crossing of the Eel River was long established in the neighborhood as it was the location for the busiest ferry in the county for half a century. A timber wagon bridge tenuously spanned the river at Bowling Green from 1852-53 until 1858. Rarick and Black built a two-span covered timber-truss structure in 1870.

The Vincennes Bridge Company of Vincennes, Indiana, won the contract to build the state's two-span steel structure with a bid in January 1934 of \$63,058.13, about seven thousand dollars below the state engineers' estimates. Vincennes completed the structure by the spring of 1935.

The state relied on a slightly-revised third-generation standard plan (#479A) for its 198-foot, riveted, Parker through-trusses with 24-foot roadways. The state ordered the structure erected upon its typical concrete abutments and pier but – atypically -- on a 398-foot vertical curve. Truss depth varied from 21 ft. 6 in. at the portal to 33 ft. at mid-span. Each truss carried eleven 18-ft. panels bounded by verticals made of a pair of 10-foot and 10-inch channels (@15.3#, except for the second from the end @20#). To protect the quite-tall trusses against wind and vehicle-induced stress, the verticals are buttressed with substantial latticed struts and heavy upper sway framing above the 15 ft. of roadway clearance. The portals used latticed sections. The diagonals combined angles with battens into heavier members in the outer panels than toward center: in the outermost, two pairs of angles (4"x3.5"Ls); in the second and third, a pair (7"x4"Ls); in the fourth, a pair (3.5"x3"Ls). A pair of angles (4"x3.5"Ls) and battens provide counters in the three most central panels. Each of the top chord's members is differently sloped; only the central panel's is parallel with the lower chord; and all were fabricated from a pair of 15-in. channels getting heavier toward mid-span (from 35-50#). Two pairs of angles -- all of the same size (6"x4"Ls) -- riveted together with battens and buttressed in all but the two most outer panels with plates provide the lower chord's members.

The ISHC used 33-inch I floor-beams (@141#) riveted to the verticals above the lower chord. Eight rows of heavier rolled I stringers (16" @40#) are attached to the floor-beams' sides. Together, the floor-beams and the stringers carry the concrete deck. A pair of angles supplies each lower sway bracing member. Latticed hand rails originally lined the inner sides of all the trusses, and coped concrete rails with bush-hammered panels marked the approaches.

The crossing of the Eel River at Bowling Green by ferry and bridge has been active and started early. The latest bridge is a multi-span example of an important, revised, third-generation state standard plan additionally significant for the structure's vertical curve. While the trusses retain their original members, the guard rails have been replaced.

The DNR web site states the following:

"Preservation is more than saving single sites or buildings; preservation maintains features of our environment and communities that contribute to our overall quality of life. Although part of a larger American history, Indiana has its own unique heritage of early peoples, settlement, development, and culture.

If preserving a sense of place sounds too philosophical, there is the demonstrated tangible effect of preservation to consider. Preservation is a significant economic tool in the revitalization of blighted neighborhoods and declining commercial downtowns. Stabilizing properties in neighborhoods and business districts reduces vacancy, vandalism, and crime. Economic development through preservation slows urban sprawl, conserves prime agricultural land, promotes job creation, and increases the local tax base. In short, preservation also contributes to sustaining the economic lifeblood of our communities."

source of the above quote <http://www.in.gov/dnr/historic/3742.htm>

INDOT, during the presentations, has never given cost estimates of restoration if left in place. It was not the preferred option. It was only the cost of rehabilitation for Brown County the preferred alternative because of non-community efforts of INDOT. INDOT still shows neglect to the Citizens of Clay County by holding the meetings in Clay County only after being forced by Indiana Landmarks and the efforts of the County Historian.

If it were a covered bridge, I suppose this would be a different story. I would like to point out that in our community we have bridges unique to neighboring counties and feel this will help with the history of Indiana in telling of the early days of overcoming the obstacles of past. I believe in the short future these vanishing superstructures will be attractions to earlier times. The bridge is already the last known Vincennes double span remaining in the state of Indiana constructed during the depression.

Clark, Rickie

From: Prevost, Daniel [Daniel.Prevost@parsons.com]
Sent: Saturday, August 22, 2015 8:20 AM
To: Jones, Tony W; Kennedy, Mary; Porter, Sean; Ball, Alan; Clark, Rickie
Subject: SR 46 Eel River
Attachments: Shonk, Phil_Email comment_2015-08-21.pdf; Hostetler, Robert_Email comment_2015-08-21.pdf; Carter, Toni_Email Comment_2015-08-21.pdf

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

Comments received via email yesterday.

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

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From: [Robert](#)
To: [Prevost, Daniel](#)
Cc: [Clark, Rickie](#)
Subject: S.R. 46 Bridge
Date: Friday, August 21, 2015 11:39:04 AM
Attachments: [My letter.docx](#)

Attn. State Road 46 Hearing
Attached is my letter...Thanks Robert Hostetler

According to local research, the Clay County Bowling Green Bridge is the last remaining two span 1930's Vincennes built bridge in the State of Indiana. It was a product of the PWA project in the heart of the depression. It was nominated by Clay County residents in 1999 to be placed on the National Register of Historic Places in 2000. It holds a position as one of 14 National Register items in Clay County. The bridge holds the same status to Clay County residents as the Clay County Courthouse, Shakamak State Park, Old Federal Post Office (which houses Clay County Historical Society and History Museum), Brazil City Historical District and others. INDOT has not been forthright with Clay County residents on the history, the possible uses and outreach to Clay County with this project. INDOT should have reached out to the community that put the bridge on the National Register over 15 years ago.

The Bowling Green Bridge has been mentioned in numerous newspapers as a National Registered Bridge. The story behind its nomination and placement on the National Register by Clay County Residents was not shared with the community. Newspaper accounts stated that building S.R. 46 made the area as active as a bee hive. The Brazil Times also local residents gave 85% of the land and right of ways for S.R. 46 at no cost to taxpayers. The bridge is a symbol of that time and reminder of the good that came out of the Depression. As mentioned earlier, it was the PWA program that funded the bridge.

The state highway commission decided to bypass the Bowling Green covered bridge with a steel structure in 1934. The crossing of the Eel River was long established in the neighborhood as it was the location for the busiest ferry in the county for half a century. A timber wagon bridge tenuously spanned the river at Bowling Green from 1852-53 until 1858. Rarick and Black built a two-span covered timber-truss structure in 1870.

The Vincennes Bridge Company of Vincennes, Indiana, won the contract to build the state's two-span steel structure with a bid in January 1934 of \$63,058.13, about seven thousand dollars below the state engineers' estimates. Vincennes completed the structure by the spring of 1935.

The state relied on a slightly-revised third-generation standard plan (#479A) for its 198-foot, riveted, Parker through-trusses with 24-foot roadways. The state ordered the structure erected upon its typical concrete abutments and pier but – atypically -- on a 398-foot vertical curve. Truss depth varied from 21 ft. 6 in. at the portal to 33 ft. at mid-span. Each truss carried eleven 18-ft. panels bounded by verticals made of a pair of 10-foot and 10-inch channels (@15.3#, except for the second from the end @20#). To protect the quite-tall trusses against wind and vehicle-induced stress, the verticals are buttressed with substantial latticed struts and heavy upper sway framing above the 15 ft. of roadway clearance. The portals used latticed sections. The diagonals combined angles with battens into heavier members in the outer panels than toward center: in the outermost, two pairs of angles (4"x3.5"Ls); in the second and third, a pair (7"x4"Ls); in the fourth, a pair (3.5"x3"Ls). A pair of angles (4"x3.5"Ls) and battens provide counters in the three most central panels. Each of the top chord's members is differently sloped; only the central panel's is parallel with the lower chord; and all were fabricated from a pair of 15-in. channels getting heavier toward mid-span (from 35-50#). Two pairs of angles -- all of the same size (6"x4"Ls) -- riveted together with battens and buttressed in all but the two most outer panels with plates provide the lower chord's members.

The ISHC used 33-inch I floor-beams (@141#) riveted to the verticals above the lower chord. Eight rows of heavier rolled I stringers (16"@40#) are attached to the floor-beams' sides. Together, the floor-beams and the stringers carry the concrete deck. A pair of angles supplies each lower sway bracing member. Latticed hand rails originally lined the inner sides of all the trusses, and coped concrete rails with bush-hammered panels marked the approaches.

The crossing of the Eel River at Bowling Green by ferry and bridge has been active and started early. The latest bridge is a multi-span example of an important, revised, third-generation state standard plan additionally significant for the structure's vertical curve. While the trusses retain their original members, the guard rails have been replaced.

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If preserving a sense of place sounds too philosophical, there is the demonstrated tangible effect of preservation to consider. Preservation is a significant economic tool in the revitalization of blighted neighborhoods and declining commercial downtowns. Stabilizing properties in neighborhoods and business districts reduces vacancy, vandalism, and crime. Economic development through preservation slows urban sprawl, conserves prime agricultural land, promotes job creation, and increases the local tax base. In short, preservation also contributes to sustaining the economic lifeblood of our communities."

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Prevost, Daniel

From: Toni Carter [tonicarterbj@yahoo.com]
Sent: Friday, August 21, 2015 5:25 PM
To: Prevost, Daniel
Subject: Fwd: Bowling Green Bridge

Begin forwarded message:

From: Toni Carter <tonicarterbj@yahoo.com>
Date: August 21, 2015 at 5:24:20 PM EDT
To: "daniel.prevost@paraons.com" <daniel.prevost@paraons.com>
Subject: Bowling Green Bridge

If this were put out as a vote, it would be 90% against keeping the bridge. The county cannot afford the maintenance or liability and the Parks Association has no money! INDOT needs to stick with the original plan. More people will get enjoyment out of the bridge in Brown County than it will ever get in BG! You have only a handful of people causing this to even be an issue.
Thanks!

Prevost, Daniel

From: Phil Shonk [philshonk@gmail.com]
Sent: Friday, August 21, 2015 7:24 PM
To: Prevost, Daniel
Cc: psinders@gmail.com
Subject: Bowling Green IN bridge

Sir, This E-mail concerns my support in keeping the River bridge at Bowling Green where it's at. Clay Co was not afforded a original opportunity to retain the historic bridge. It appears someone wanted it in Brown Co and did not want any historical groups doing anything about it. There is much that can be done with the bridge and I believe our Clay Co Parks Dept should have an opportunity to do so. Also it would be an injustice to history if it was separated into two bridges .

Thank you
Phil Shonk
Clay City IN 47851

Sent from my iPhone

Clark, Rickie

From: Ball, Alan [Alan.Ball@parsons.com]
Sent: Monday, August 24, 2015 11:31 AM
To: Prevost, Daniel; Jones, Tony W; Kennedy, Mary; Porter, Sean; Clark, Rickie
Subject: SR 46 Eel River - comments
Attachments: Nicoson, PJ_letter comment_2015-08-20.pdf; Sinderson, Paul_Letter comment_2015-08-19.pdf; Allender, Bryan_Letter comment_2015-08-20.pdf; Koehler-Blair, Adrie_Letter comment_2015-08-17.pdf; Koehler, Mary_Letter comment_2015-08-18.pdf; Koehler, Jeff_Letter comment_2015-08-18.pdf; Rose, Vera_Letter comment_2015-08-19.pdf; Stearley, Karen_Letter comment_2015-08-19.pdf; Bridgewater, Denise_Letter comment_2015-08-20.pdf

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

Attached are the comments that arrived in our mail over the weekend.

Alan Ball
Senior Environmental Planner
PARSONS
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204
317-616-1021 (office)
Alan.Ball@parsons.com
www.parsons.com

August 19, 2015

Dan Prevost, Parsons Corp.
101 W. Ohio St., Suite 2121
Indianapolis, IN 46204

Dear Mr. Prevost:

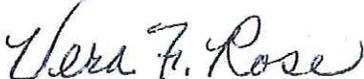
I read an article recently in the Terre Haute Tribune newspaper regarding the State Highway 46 Bowling Green Indiana Bridge. The article invited interested persons to write to you their personal wishes.

I believe that INDOT with their ability to locate another route for the highway 46 to bypass this bridge and build a new bridge over the Eel Creek.

The town of Bowling Green has a very rich history. Why disturb this??? I think that this bridge should remain right where it is. Find another way to bypass this bridge, and just build a new bridge. Let the town of Bowling Green keep this bridge.

So again I say.....KEEP THE BRIDGE AT BOWLING GREEN!!!!!!!

Sincerely,



Vera F. Rose
Resident of Terre Haute, IN

P.S.: Also, a second thought. I travel this highway 46 to visit my Son in Bloomington, IN, and I want to be able to travel this highway and know that Bowling Green will get to keep the bridge. I've also attended their annual festival. So, please, let the bridge remain. Why can't we leave this bridge where it has lived these many years?

Thank you for your time.

Vera Rose
1548 S. 19th Street
Terre Haute, IN 47803
1-812-234-9085



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

August 19, 2015

COMMENT:

Nothing has changed from my previous comments.
New!

I was at the August 5th meeting in Center Point. It was pretty much the same (presentation) as January 29th. I was waiting for the "environmental document" to be discussed - I never heard it.

This entire process has been screwed up! Clay County is now ready to take on the bridge. We are excited about what may grow from this. Indot, however, does not seem interested in leaving the bridge where it is! When asked for specific information, the questions have been sidestepped! I asked Alan Plunkett for exactly what an organization needed in order to take on this responsibility - He sent me future cost estimates and letters of intent from Brown County Commissioners & the IDNR. NOTHING I ASKED FOR!

Has someone been paid off? I understand INDOT has several bridges in storage - why can't Brown County have two of them so they can complete their trail sooner rather than later?

As a citizen of Clay County, I have been appalled by this process. We (citizens) had no idea of the plan to remove and desecrate this bridge until last December!

I urge INDOT to do the right thing! Leave the Bowling Green Bridge where it is with its historic designation intact!

RS. SIGNATURE: Karen E Stearley PO Box 422 Center Point IN

Perhaps, in the future, you can require "the County" to consult the citizens before refusing anything!



To Whom It May Concern:

I am writing this letter in support of leaving the State Road 46 Bridge in Bowling Green, Indiana. This project has been handled very badly from the beginning. As a county historian, I am posted on any projects INDOT is involved in within Clay County. I have attended meetings held by local politicians to hear of any plans for the future. I did not hear any final plans regarding the Bowling Green Bridge. I am the only person who lives in Clay County that has attended all the hearings that have taken place, and I did not learn of the plans for the bridge until December 4, 2014.

Since learning of the plans for the bridge in late 2014, I have been informed that the plans to move the bridge were supposedly cleared by Clay County in an email that INDOT has produced from 2009. All that email states is Clay County was contacted and is not interested in keeping the bridge. Who in Clay County was contacted—what organization, person, or people? There is no substance to this email. Since the person who was contacted is not named and cannot verify this e-mail, the whole thing could have been fabricated. At the very first hearing, representatives of INDOT stated that if the bridge were moved, the cost of maintenance for the first 25 years would be minimal to the recipient, but when presented to Clay County in January, the cost went up considerably. Four days later, the costs increased to astronomical levels. I have spoken with several organizations that have received bridges under this program, and they all have a very different story from what has been presented to the public in Clay County. The truth has been hard to find.

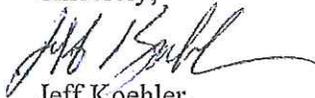
Another important point I would like to address is according to INDOT'S own figures, 3500 vehicles cross this bridge each day. In the course of a year, that is just shy of 1.3 million vehicles. Assuming just one per cent of these cars stop at this proposed park, there could be over 13,000 visitors each year.

In 1974, Clay County condemned eighty-three iron bridges. Since then, we have replaced all but five—two state highway bridges and three county bridges. The only reason the county bridges are still here is because they are no longer used. If there had not been an effort to save the covered bridges in Parke County, what would that mean to their community today? We have great plans to highlight Clay County's history focusing on transportation. The first transportation used by our early settlers was water. This plan includes using the Bowling Green Bridge as the starting point for a water trail on the Eel River. The next history highlighted would be the canal era. The Wabash and Erie Canal used this very corridor to navigate to Clay County's first county seat, Bowling Green. Clay County has a rich and vibrant canal history, which we plan to spotlight. The next history we plan to highlight is the use of iron bridges. We also have plans to connect the water trail to a biking/hiking trail, using railroad and county roads. This biking/hiking trail could even be connected to Terre Haute and Vigo County's trail system and focus on the canal history in the entire area all of the way.

I would like to point out that we have had just seven months to attempt to pull our plans together for this project. Now, with the Clay County Parks Association, we have a viable partner to make Clay County a better and healthier place to live. Bill Cook, the late founder of Cook Medical, once said that with historic preservation comes economic development. We cannot understand

why a state agency would choose to support one community over another in an attempt to bolster their economic and physical health. I would like to ask once again, what do you think the outcome would have been if the state had tried to remove one of Parke County's covered bridges? I realize that this is a state bridge, but the state seems to be ignoring that people donated their ground to make the right of way to approach that bridge. It was a community effort, not a one-sided effort. To sum up my feelings, removing this bridge will only cause our community to decline further.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Koehler", with a long, sweeping horizontal stroke extending to the right.

Jeff Koehler

Clay County Historian



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:

Dear Sir/Mrs.

I support keeping the Bowling Green bridge on State Highway #46, At it's present location.

I own what's left of the family farm that goes back to 1851. The farm is 3 mile west of the bridge.

I'll donate for the bridge's upkeep after it is turned over to the Clay County Commersiers And the Clay County Park Board. We wish to make a trail and park setting. This setting could also inhance by bring new industry into this county.

We desperaly Needs!

There are some in this County want to stay locked in ^{present} time - Time does not stand still.

The bridge is part of our History, we could use it for development.

SIGNATURE: Prentice J. Nicoson

Prentice J. Nicoson
241 E. Co Rd 100S
Center Point, IN
47840

August 18, 2015

Dan Prevost, PARSONS
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204

Dear INDOT:

I support keeping the Bowling Green Eel River Bridge in Clay County at its present-day location. This bridge is listed on the National Register with a select status because of Clay County residents, so obviously it is treasured here. The residents of Brown County just need a free bridge, and with your help, this is what they will get if you go ahead with your plans to move the bridge. They do not care about its history or its architectural significance. Both will be lost with the move.

Clay Countians need to learn to dream again and take pride in the county. Removing the bridge will just be another blow to a depressed county. Leaving the bridge in Bowling Green and creating the water trail at this point would be a source of pride. Not only would this improve citizens' lives aesthetically but also physically by providing them with a new place to exercise. A major health concern in Indiana and Clay County is obesity and the health risks associated with this. A water trail linked to a hiking/biking trail could serve as a fun way for people in Clay County and the surrounding areas to get needed exercise.

When you made the decision to move the bridge, the people of Clay County were not consulted or informed. Instead, a few people decided to move this treasure to benefit other parties—INDOT, PARSONS, and the people of Brown County. How can you justify ignoring the people who should have been given the first and top consideration regarding the bridge? I realize that you have invested a great amount of money associated with moving the bridge. However, you should just write off this loss and do what is ethical—leave the bridge in Bowling Green!

Sincerely,

A handwritten signature in cursive script that reads "Mary Koehler". The signature is fluid and written in dark ink.

Mary Koehler



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

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

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TODAY'S DATE: Wednesday, August 5, 2015

COMMENT:

I wanted it in the public record that the sign on the west side of Bowling Green, and on the south side of SR 46, has been there since 1933. It is a replica of the original sign, because it has had to be replaced because of materials deteriorating. We, as a community, consider that sign historical and would like it to remain, and be able to be viewed and accessed by the public.

Thank you,
Denise Bridgewater

SIGNATURE: Denise Bridgewater

August 17, 2015

Dan Prevost, PARSONS
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204

Dear INDOT:

I am writing in support of keeping the Bowling Green Eel River Bridge in Clay County. For most of my life, I have been a resident of Clay County. My husband and I have plans of living in the county and raising our children. However, as individuals that enjoy being active and spending time outdoors, we are disappointed by the lack of recreational attractions offered in the county. We are encouraged by the group in Clay County that is investing time, effort, and resources in saving the Bowling Green Eel River Bridge for Clay County usage and is proposing plans to transform the historic bridge into a recreational area for community members and visitors traveling along State Road 46.

Additionally, as an educator, I believe that providing our youth with outlets and opportunities that encourage physical activity, being involved in the community, and learning about our community's heritage is important. Keeping the Bowling Green Bridge in Clay County and creating a historically-inspired recreational area affords many opportunities to support these goals.

From attending meetings regarding the future of the bridge, I was disheartened to learn that the Bowling Green Bridge had been promised to a different community without proper consideration given to keeping the bridge in the Clay County community. The community that has been slated to receive the Bowling Green Bridge appears to already have a thriving recreational area for residents. I am hopeful that keeping the bridge in Clay County could lead to the start of a similar opportunity in Clay County.

Please consider keeping the Bowling Green Eel River Bridge in Clay County. In order to have a thriving community, there needs to be attractive options for residents. By keeping the bridge in the Clay County community, there is hope that our county can be a better place to live, and this could be the start of something special.

Sincerely,


Adrie Koehler-Blair