

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

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

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

January 26, 2012

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

The following report lists the bridges for which the Indiana Department of Transportation (INDOT) Cultural Resources Office (CRO) has knowledge of actions taking place in 2011. This document is a reflection of how CRO understands items to stand through January 26, 2012. Please forward any comments or revisions to Mary Kennedy via email: mkennedy@indot.in.gov.

Historic Bridge PA - Annual Update - Actions Taken - Feb 2011 through Jan 2012

Bridge	Action Taken	Support Documentation	Additional Comments
Wayne Co. Bridge No. 173 (NBI No. 8900126), Mineral Springs Road over Greens Fork River, Wayne County	Section 106 process for project involving this Non-Select bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 0801062; alternatives analysis sent out to consulting parties on 12/6/11
Wayne Co. Bridge No. 197 (NBI No. 8900147), Turnpike Road over Nettle Creek, Wayne County	Section 106 process for project involving this Select bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 1006546; consulting party meeting held on 1/6/12
Allen Co. Bridge No. 546 (NBI No. 0200273), State Blvd. over Spy Run Creek, Ft. Wayne, Allen County	Section 106 process for project involving this Non-Select bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 0400587; consulting party meeting held on 9/1/11
Putnam Co. Bridge No. 137 (NBI No. 6700122), CR 100 E over Big Walnut Creek, Putnam County	Section 106 process for project involving this Non-Select bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 9982470; per request of County Commissioner Baird, bridge posted to INDOT Marketing website on 4/23/10; no major activity noted since that time
Floyd Co. Bridge No. 23 (NBI No. 2200022), John Pectol Rd. over Big Indian Creek, Floyd County	Section 106 process for project involving this Non-Select bridge concluded under the HBPA procedures	Finding of "adverse effect" dated 4/7/11; SHPO concurrence letter dated 5/17/11 (See Attachment 1)	INDOT Des. No. 8676620; Town of Borden has interest in re-using bridge in their community park
INDOT Bridge No. 252-55-01968 (NBI No. 30720), SR 252 over Long Run Creek, Morgan County	Section 106 process for project involving this Non-Select bridge concluded under the HBPA procedures	Finding of "adverse effect" dated 4/8/11; SHPO concurrence letter dated 5/11/11 (See Attachment 2)	INDOT Des. No. 0401165
Parke Co. Bridge No. 72 (NBI No. 6100059), CR 600 W over Big Racoon Creek	Section 106 process for project involving this Non-Select bridge nearly concluded under the HBPA procedures	Finding of "adverse effect" dated 8/8/11; SHPO concurrence letter dated 9/7/11 (See Attachment 3)	INDOT Des. No. 0800716; public hearing still to be held

Historic Bridge PA - Annual Update - Actions Taken - Feb 2011 through Jan 2012

Bridge	Action Taken	Support Documentation	Additional Comments
Parke Co. Bridge No. 248 (NBI No. 6100218), CR 1200 E over Conrail Railroad	Section 106 process for project involving this Non-Select bridge nearly concluded under the HBPA procedures	Finding of "adverse effect" dated 5/13/11; SHPO concurrence letter dated 6/9/11 (See Attachment 4)	INDOT Des. No. 0900839; public hearing still to be held
INDOT Bridge No. 052-79-01784EEBL (NBI No. 19010), US 52 over the Wabash River & SR 43 (River Road), Tippecanoe County	Section 106 process for project involving this Non-Select bridge nearly concluded under the HBPA procedures	Finding of "adverse effect" dated 8/11/11; SHPO concurrence letter dated 6/9/11 (See Attachment 5)	INDOT Des. No. 0400774; public hearing still to be held
Pike Co. Bridge No. 147 (NBI No. 6300100), CR 350 E over the Patoka River, Pike County	Section 106 process for project involving this Non-Select bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 0902251; project early coordination sent to consulting parties on 11/1/10; no major activity noted since that time
INDOT Bridge No. 046-11-01316A (NBI No. 17050), SR 46 Bridge over Eel River, Clay County	Section 106 process for project involving this Select bridge in progress under the HBPA procedures; State review process for emergency repair project is complete	DHPA concurrence letter that 100% state-funded emergency repair project would not cause adverse impact and did not require Review Board approval dated 11-16-11 (See Attachment 6)	INDOT Des. No. 0800910 for major project--no major activity to note; INDOT Des. No. 1173575 for repair project
Delaware Co. Bridge No. 85 (NBI No. 1800070), CR 800 E over the Mississinewa River, Delaware County	Section 106 process for project involving this Select bridge in progress under the HBPA procedures	Finding of "adverse effect" dated 1/17/12 (See Attachment 7)	INDOT Des. No. 0500078; bridge will be re-used as part of a trail in Muncie
Shelby Co. Bridge No. 13 (NBI No. 7300013), CR 875 W over Buck Creek, Shelby County	Select Bridge closed to traffic in January 2011	Nothing of note to include with this report	INDOT Des. No. 0100361
Medora Covered Bridge (NBI No. XX012), Bypassed SR 235 over the E. Fork of the Whitewater River, Jackson County	Rehabilitation of this Select bridge completed in June 2011	Local website shows the rehabilitated bridge: http://www.medoracoveredbridge.com/Home_Page_UK4Q.php (See Attachment 8)	INDOT Des. No. 0101359

Historic Bridge PA - Annual Update - Actions Taken - Feb 2011 through Jan 2012

Bridge	Action Taken	Support Documentation	Additional Comments
Jennings Co. Bridge No. 25 (NBI No. 4000024), CR 575 W over Sand Creek, Jennings County	Section 106 process for project involving this Select bridge nearly concluded under the HBPA procedures	Finding of "adverse effect" dated 6/6/11; SHPO concurrence letter dated 7/26/11 (See Attachment 9)	INDOT Des. No. 0101263; public hearing still to be held
Marion Co. Bridge No. 2502F (NBI No. 4900214), Illinois St. over Fall Creek, Indianapolis, Marion County	Section 106 process for project involving this Select Bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 1173302; consulting party meeting held on 12/16/11
Wabash Co. Bridge No. 645 (NBI No. 8500685), Mill St. over Eel River, North Manchester, Wabash County	Section 106 process for project involving this Select bridge nearly concluded under the HBPA procedures	Finding of "adverse effect" dated 9/28/11; SHPO concurrence letter dated 10/28/11 (See Attachment 10)	INDOT Des. No. 0710686; public hearing still to be held
Madison Co. Bridge 123 (NBI No. 4800107), CR 600 W over the White River, Madison County	Section 106 process for project involving this Non-Select bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 0801065; SHPO agreement with proposed railing design in letter dated 11/2/11
Marion Co. Bridge No. 1109L (NBI No. 4900076), Guilford Ave. over the IWC Canal, Indianapolis, Marion County	Section 106 process for project involving this Select bridge in progress with US Army Corps of Engineers as lead federal agency	SHPO concurrence letter with "no adverse effect" dated 9/15/11 (See Attachment 11)	Not a FHWA project; US Army Corps of Engineers is lead federal agency
Dearborn Co. Bridge No. 55 (NBI No. 1500050), Collier Ridge Rd. over West Fork Tanners Creek, Dearborn County	Section 106 process for project involving this Non-Select bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 1005702; historic properties report (HPR) & alternatives analysis sent to consulting parties on 12/6/11
INDOT Bridge No. 057-28-00341C (NBI No. 20710), SR 57 over the White River, Greene County	Section 106 process for project involving this Non-Select bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 0400090; HPR sent to consulting parties on 1/30/11

Historic Bridge PA - Annual Update - Actions Taken - Feb 2011 through Jan 2012

Bridge	Action Taken	Support Documentation	Additional Comments
INDOT Bridge No. 057-28-03042D (NBI No. 20720), SR 57 over the White River Overflow, Greene County	Section 106 process for project involving this Non-Select bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 0400091; HPR sent to consulting parties on 1/30/11
INDOT Bridge No. 403-10-01941A (NBI No. 32000), SR 403 over Silver Creek, Clark County	Section 106 process for project involving this Non-Select bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 0800072; HPR & alternatives analysis sent to consulting parties on 4/26/11
INDOT Bridge No. 009-73-01994B (NBI No. 2410), SR 9 over Flatrock River, Shelby County	Section 106 process for project involving this Non-Select bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 0100327; alternatives analysis sent to consulting parties on 7/1/11
Marion Co. Bridge No. 1615F (NBI No. 4900116), Lafayette Rd. over Conrail Railroad, Indianapolis, Marion County	Section 106 process for project involving this Non-Select bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 1173064; HPR & alternatives analysis sent to consulting parties on 10/31/11
INDOT Bridge No. 050-15-00210A (NBI No. 18790), US 50 over Tanners Creek and Service Rd., Lawrenceburg, Dearborn County	Section 106 process for project involving this Non-Select bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. Nos. 0400285 and 0800029; HPR sent to consulting parties on 10/21/11
Fountain Co. Bridge No. 97 (NBI No. 2300075), CR 500 E over North Fork of Coal Creek, Fountain County	Section 106 process for project involving this Non-Select bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 1005669; Alternatives analysis sent to consulting parties on 12/16/11
Jackson Co. Bridge 195 (NBI No. 3600130), CR 550 W over Muscatatuck River, Jackson County	Section 106 process for project involving this Non-Select bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 1005701; HPR sent to consulting parties on 11/10/11

Historic Bridge PA - Annual Update - Actions Taken - Feb 2011 through Jan 2012

Bridge	Action Taken	Support Documentation	Additional Comments
Jennings Co. Bridge No. 85 (NBI No. 4000077), CR 625 S over Big Graham Creek, Jennings County	Section 106 process for project involving this Select bridge nearly concluded under the HBPA procedures	Finding of "adverse effect" dated 12/20/11; SHPO concurrence letter dated 1/25/12 (See Attachment 12)	INDOT Des. No. 0101264
Harrison Co. Bridge No. 58 (NBI No. 3100036), Valley View Rd. over Indian Creek, Harrison County	Section 106 process for project involving this Select bridge in progress with US Army Corps of Engineers as lead federal agency	SHPO letter returning signature of MOA for "adverse effect" project dated 11/16/11 (See Attachment 13)	Not a FHWA project; US Army Corps of Engineers is lead federal agency
Boone Co. Bridge No. 70 (NBI No. 0600052), CR 600 E over Mounts Run, Boone County	Section 106 process for project involving this Select bridge in progress with US Army Corps of Engineers as lead federal agency	SHPO letter indicating willingness to enter MOA for "adverse effect" project dated 9/1/11 (See Attachment 14)	Not a FHWA project; US Army Corps of Engineers is lead federal agency
Boone Co. Bridge No. 32 (NBI No. 0600022), CR 350 W over Sugar Creek, Boone County	Section 106 process for project involving this Select bridge in progress with US Army Corps of Engineers as lead federal agency	SHPO concurrence letter with "no adverse effect" dated 3/1/11 (See Attachment 15)	Not a FHWA project; US Army Corps of Engineers is lead federal agency
Jackson Co. Bridge 189 (NBI No. 3600125), Base Rd. over Wayman Ditch, Jackson County	This Select Bridge was apparently moved to the Jackson County Fairgrounds in 2011 with 100% local money	http://www.wishtv.com/dpp/news/indiana/114-year-old-bridge-is-moving (See Attachment 16)	Not a FHWA project
Crawford Co. Bridge No. 39 (NBI No. 1300031), Rothrocks Mill Rd over Blue River, Crawford County	This Select Bridge has been rehabilitated as part of the Indian Creek Trail Project	http://www.corydondemocrat.com/Articles-News-i-2011-11-22-222789.114125-Jewel-of-Indian-Creek-Trail-open.html (See Attachment 17)	INDOT Des. Nos. 0401069 & 0711000

Historic Bridge PA - Annual Update - Actions Taken - Feb 2011 through Jan 2012

Bridge	Action Taken	Support Documentation	Additional Comments
Washington Co. Bridge No. 113 (NBI No. 8800075), Fredricksburg Rd. over South Fork Blue River, Washington County	Section 106 process for project involving this Select bridge nearly concluded under the HBPA procedures	Finding of "adverse effect" dated 6/20/11; SHPO concurrence letter dated 7/21/11 (See Attachment 18)	INDOT Des. No. 0500817; public hearing still to be held
DeKalb Co. Bridge No. 134 (NBI No. 1700135), CR 75 over CSX Railroad, DeKalb County	Project established for this Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1173242
Putnam Co. Bridge No. 125 (NBI No. 6700111), CR 550 S over Big Walnut Creek, Putnam County	Section 106 process for project involving this Select bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 1006547; design information sent to consulting parties on 12/14/11
Decatur Co. Bridge No. 2 (NBI No. 1600002), CR 421 N over Clifty Creek, Decatur County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1005700
INDOT Bridge No. 026-34-03651B (NBI No. 6840), SR 26 over Wildcat Creek, Howard County	Project initiated for this Select Bridge within INDOT system; no environmental analysis complete yet	Nothing of note to include with this report	INDOT Des. No. 1006226
INDOT Bridge No. 027-38-06182A (NBI No. 7350), US 27 over the Salamonie River, Jay County	Deck overlay project planned for this Select bridge is exempt from Section 106 review under the Minor Projects Programmatic Agreement (MPPA) between the FHWA and INDOT. The project falls under Category A Item 13 of the MPPA	Nothing of note to include with this report	INDOT Des. No. 1005816

Historic Bridge PA - Annual Update - Actions Taken - Feb 2011 through Jan 2012

Bridge	Action Taken	Support Documentation	Additional Comments
INDOT Bridge No. (933)31-71-03690 (NBI No. 11046), SR 933 over St. Joseph River, South Bend, St. Joseph County	Section 106 process for project involving this Select bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 1173149; HPR & scope of work sent to consulting parties on 12/21/11
INDOT Bridge No. 046-11-01313A (NBI No. 17050), SR 46 Bridge over Eel River, Clay County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 0800838
INDOT Bridge No. 049-37-01938B (NBI No. 17940), SR 49 over Kankakee River, Jasper County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1173072
INDOT Bridge No. (421)39-12-01793B (NBI No. 32210), US 421 over Kilmore Creek, Clinton County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1006286
Crawford Co. Bridge No. 129 (NBI No. 1300069), Main St. over Southern Railroad, Crawford County	Section 106 process for project involving this Non-Select Bridge in progress under normal Section 106 procedures (due to County's replacement of Select Bridge with local money in 2010, HBPA procedures cannot be used)	Nothing of note to include with this report	INDOT Des. No. 0901105; HPR sent to consulting parties on 12/5/11
Delaware Co. Bridge No. 161 (NBI No. 1800136), CR 170 S over the White River, Delaware County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 9680560

Historic Bridge PA - Annual Update - Actions Taken - Feb 2011 through Jan 2012

Bridge	Action Taken	Support Documentation	Additional Comments
Huntington Co. Bridge No. 133 (NBI No. 3500088), Broadway St. over Little Wabash River, Huntington County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1173243
Madison Co. Bridge 97 (NBI No. 4800086), CR 450 N over Killbuck Creek, Madison County	Section 106 process for project involving this Select Bridge in progress under the HBPA	Nothing of note to include with this report	INDOT Des. No. 0100372; alternatives analysis sent to consulting parties on 1/19/10; no major activity noted since that time
Marion Co. Bridge No. 1807F (NBI No. 4900146), Keystone Ave. over Fall Creek Overflow, Indianapolis, Marion County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1173063; HPR & alternatives analysis sent to consulting parties on 11/22/11
Martin Co. Bridge No. 22 (NBI No. 5100006), Mt. Olive Rd. over Sulphur Creek, Martin County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 0901108
Owen Co. Bridge No. 103 (NBI No. 6000075), CR 750 S over Branch of Brush Creek, Owen County	Project established for this Non-Select Bridge within INDOT system; no environmental work initiated yet	Nothing of note to include with this report	INDOT Des. No. 1005667
Huntington Co. Bridge No. 123 (NBI No. 3500083), CR 475 W over Wabash River, Huntington County	Section 106 process for project involving this Select bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 1005658; HPR sent to consulting parties on 7/7/11
Madison Co. Bridge No. 149 (NBI No. 4800129), Huntsville Pike over Fall Creek, Madison County	Section 106 process for project involving this Select bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 0810458; 30% plans sent to consulting parties on 11/22/11

Historic Bridge PA - Annual Update - Actions Taken - Feb 2011 through Jan 2012

Bridge	Action Taken	Support Documentation	Additional Comments
Lawrence Co. Bridge No. 128 (NBI No. 0201239), Huron-Williams Road over the E. Fork of White River, Lawrence County	Change in scope of work resulted in new finding of "No Adverse Effect" for rehabilitation project for this Select Bridge; new finding issued; MOA for previous "Adverse Effect" finding terminated	Finding of "no adverse effect" dated 7/27/11; SHPO concurrence letter dated 9/15/11 (See Attachment 19)	INDOT Des. No. 0201239
Dearborn Co. Bridge No. 24 (NBI No. 1500021), Cold Spring Rd. over Lee's Branch/S. Hogan Creek, Dearborn County	Section 106 process for project involving this Non-Select bridge in progress under the HBPA procedures	Nothing of note to include with this report	INDOT Des. No. 1006517; HPR sent to consulting parties on 7/12/11
Marion Co. Bridge No. 1809F (NBI No. 4900633), Meridian St. over Fall Creek, Indianapolis, Marion County	Section 106 process for project involving this Select bridge concluded with US Army Corps of Engineers as lead federal agency	SHPO concurrence letter with "no adverse effect" dated 4/18/11 (See Attachment 20)	Not a FHWA project; US Army Corps of Engineers is lead federal agency

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
FLOYD COUNTY BRIDGE No. 23 REPLACEMENT
GREENVILLE TOWNSHIP, FLOYD COUNTY, INDIANA
DES. NO.: 8676620**

**AREA OF POTENTIAL EFFECT
(Pursuant to 36 CFR Section 800.4(a)(1))**

The Area of Potential Effects (APE) includes John Pectol Road, 675 ft west and 980 ft east of the intersection with Hamby Road, with a maximum width of 1,180 ft, and 678 ft down Hamby Road from the intersection of John Pectol Road.

**ELIGIBILITY DETERMINATIONS
(Pursuant to 36 CFR 800.4(c)(2))**

One property in the APE, Floyd County Bridge No. 23, has been determined eligible for listing in the National Register of Historic Places. Floyd County Bridge No. 23, built in 1915, is the longest Bedstead Warren Pony Truss bridge remaining in Indiana, and is eligible under Criterion C, for being a significant example of bridge engineering.

EFFECT FINDING

Because the undertaking will result in the removal of Floyd County Bridge No. 23, the FHWA has determined an Adverse Effect finding is appropriate for this undertaking.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

Floyd County Bridge No. 23 (043-237-40055): This resource is used for transportation purposes. This undertaking will have an Adverse Effect" on the Floyd County Bridge No. 23, a Section 4(f) historic property; the FHWA has determined the appropriate Section 106 finding is Adverse Effect. Therefore, a Section 4(f) evaluation must be completed for Floyd County Bridge No. 23. FHWA respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with FHWA's Section 106 determination of Adverse Effect.



Robert F. Tally, Jr.
Administrator, FHWA



Approved Date

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov



May 17, 2011

Robert F. Tally, Jr., P.E.
Division Administrator, Indiana Division
Federal Highway Administration
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Notification of FHWA's finding of Adverse Effect and area of potential effects and eligibility determination regarding the replacement of Floyd County Bridge No. 23 on John Pectol Road over Indian Creek (Des. No. 8676620; American Structurepoint Project No. IN20051165; DHPA No. 7208)

Dear Mr. Tally:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement . . . Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," and the "Programmatic Agreement . . . Regarding the Management and Preservation of Indiana's Historic Bridges" ("Historic Bridges PA"), the staff of the Indiana State Historic Preservation Officer has conducted an analysis of the materials submitted with American Structurepoint's letter dated April 15, 2011 and received on April 18, 2011, for the above-indicated project in Greenville Township, Floyd County, Indiana.

We concur with FHWA's April 7, 2011 finding of Adverse Effect for this undertaking.

We also concur, for the purposes of Section 4(f), that Floyd County Bridge No. 23 will be adversely affected.

Given the rarity of the Warren bedstead pony truss bridge type in Indiana, we believe that Floyd County Bridge No. 23 should be photographically documented prior to its removal. Please refer to Appendix DD in the Indiana Department of Transportation's "Indiana Cultural Resources Manual," which can be found online at http://www.in.gov/indot/files/January_2008_Manual.pdf. Furthermore, we recommend that at least one copy of the photographic documentation should be maintained permanently at a local repository and that at the original be provided to the Indiana State Archives. We should mention, however, that the "Minimum Architectural Documentation Standards" included there are currently undergoing revision. It is not clear at this time that the revised standards will continue to include Standard 3b. Consequently, it would be advisable for Floyd County to arrange on its own to have the photographs printed with archival ink on archival paper, rather than to rely on our office to print the photographs.

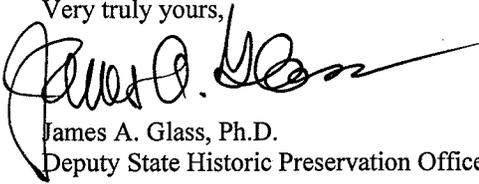
We realize that the environmental study for this project has been following the Project Development Process under the Historic Bridges PA for a Non-Select Bridge and that the availability of Floyd County Bridge No. 23 has been advertised accordingly. Even so, because of the rarity of this bridge type in Indiana, we hope that a way still can be found to place Bridge No. 23 into storage for possible future use elsewhere, if no one has come forward to claim it for immediate reuse.

If you have questions about archaeological issues, please contact Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. Questions about Floyd County Bridge No. 23 or other structures should be directed to John Carr at

Robert F. Tally, Jr., P.E.
May 17, 2011
Page 2

(317) 233-1949 or jcarr@dnr.IN.gov. In all future correspondence regarding the Floyd County Bridge No. 23 replacement project, please refer to DHPA No. 7208.

Very truly yours,

A handwritten signature in black ink, appearing to read "James A. Glass". The signature is written in a cursive style with a long horizontal flourish extending to the right.

James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:JRJ:JLC:jlc

cc: Brett W. Lackey, American Structurepoint, Inc.

emc: Michelle Allen, Indiana Division, Federal Highway Administration
Staffan Peterson, Ph.D., Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Patrick Carpenter, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Christine Meador, American Structurepoint, Inc.
Brett W. Lackey, American Structurepoint, Inc.
Luella Beth Hillen, ASC Group, Inc.

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
SR 252 Bridge Replacement Over Long Run Creek,
Morgantown, Morgan County, Indiana
DES. NO.: 0401165**

**AREA OF POTENTIAL EFFECT
(Pursuant to 36 CFR Section 800.4(a)(1))**

The Area of Potential Effects (APE) consists of an irregularly shaped area from 969 ft west to 562 ft east of the bridge over Long Run Creek, and with a maximum width of 413 ft north and 353 ft south of the centerline of SR 252/Washington Street. The APE's boundaries were set using general lines of sight to and from the project area.

**ELIGIBILITY DETERMINATIONS
(Pursuant to 36 CFR 800.4(c)(2))**

Two properties recommended as eligible for inclusion in the National Register of Historic Places are located in the APE. One property, the Rock House (109-430-67201), 380 West Washington Street, is eligible for the National Register of Historic Places under Criterion C, for being a unique example of Queen Anne architecture. Another property, the bridge over Long Run Creek on SR 252 (NBI No. 030720), is eligible for the National Register of Historic Places under Criterion C, for being a notable example of bridge engineering.

EFFECT FINDING

The Rock House (380 West Washington Street): No Adverse Effect

The bridge over Long Run Creek on SR 252 (NBI No. 030720): Adverse Effect

FHWA has determined an Adverse Effect finding is appropriate for this undertaking.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

Bridge over Long Run Creek on SR 252: This resource is used for transportation purposes. This undertaking will have an adverse effect on the bridge over Long Run Creek on SR 252 (NBI No. 030720), a Section 4(f) historic property; the FHWA has determined the appropriate Section 106 finding is Adverse Effect. Therefore, a Section 4(f) evaluation must be completed for the bridge over Long Run Creek on SR 252 (NBI No. 030720). FHWA respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of Adverse Effect.

Rock House, 380 West Washington Street: This undertaking will not convert property from the Rock House, 380 West Washington Street (109-430-67201), a Section 4(f) historic property, to a transportation use; the INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is No Adverse Effect. Therefore, a Section 4(f) evaluation is not required. INDOT respectfully requests the

Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of No Adverse Effect”

Michelle Allen

to
Robert F. Tally, Jr., P.E.
Administrator
FHWA-IN Division

4.8.11

Approved Date



Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov

May 11, 2011

Robert F. Tally, Jr., P.E.
Division Administrator, Indiana Division
Federal Highway Administration
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: FHWA's finding of Adverse Effect for the SR 252 Bridge Replacement Over Long Run Creek
(Des. No. 0401165; DHPA No. 6248)

Dear Mr. Tally:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed the materials under ASC Group's cover letter dated April 8, 2011 and received on April 11, for the aforementioned project in Morgantown, Morgan County, Indiana.

As we previously have indicated, based on the documentation available to the staff of the Indiana SHPO, we have not identified any archaeological resources listed in or eligible for inclusion in the National Register of Historic Places within the project area.

We concur with your April 8, 2011 finding of Adverse Effect for this project.

We also concur that this project will adversely affect the bridge on SR 252 over Long Run Creek (NBI No. 030720).

Finally, we also concur that the project will have no adverse effect on the Rock House at 380 West Washington Street.

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

If you have questions about archaeological issues, please contact Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. In all future correspondence regarding this project, please refer to DHPA No. 6248.

Very truly yours,

James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:JLC:jlc

cc: Luella Beth Hillen, ASC Group, Inc.

emc: Michelle Allen, Indiana Division, Federal Highway Administration
Staffan Peterson, Ph.D., Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING**

**Improvement of Parke County Bridge No. 72, Wabash Township, Parke County, Indiana
DES. NO.: 0800716**

**AREA OF POTENTIAL EFFECT
(Pursuant to 36 CFR Section 800.4(a)(1))**

The south end of the Area of Potential Effect (APE) is approximately 125 feet north of Coxville Road, and the APE extends north for 1,900 feet. The width of the APE is 300 feet on either side of the centerline of CR 600 West, except in the southwest quadrant of the APE where it extends farther to the west to encompass a farmstead. A map depicting the APE is available in Appendix A in the accompanying documentation.

**ELIGIBILITY DETERMINATIONS
(Pursuant to 36 CFR 800.4(c)(2))**

Parke County Bridge No. 72, constructed in 1939, is a three-span continuous steel beam bridge with a total length of 197 feet and a clear roadway width of 20.7 feet. The south abutment and two piers are concrete and are supported on spread footings bearing on rock, while the north abutment is supported on timber piling. The bridge has solid concrete railings with recessed panels. The Indiana Historic Bridge Inventory identified Parke County Bridge No. 72 as eligible for the NRHP under Criterion C.

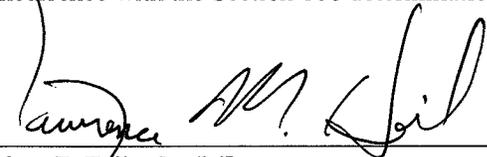
EFFECT FINDING

Parke County Bridge No. 72: Adverse Effect

FHWA has determined an Adverse Effect finding is appropriate for this undertaking.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

Parke County Bridge No. 72 - This resource is used for transportation purposes. This undertaking will have an Adverse Effect on Parke County Bridge No. 72, a Section 4(f) historic property; the FHWA has determined the appropriate Section 106 finding is Adverse Effect; therefore, a Section 4(f) evaluation must be completed for Parke County Bridge No. 72. FHWA respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of Adverse Effect.



Robert F. Tally, Jr., P.E.
Administrator
FHWA-IN Division

8-8-2011

Approved Date



Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov



September 7, 2011

Robert F. Tally, Jr. P.E.
Division Administrator
Indiana Division, Federal Highway Administration
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Notification of FHWA's finding of "adverse effect" and area of potential effect/eligibility determinations regarding the replacement of Bridge No. 72 carrying CR 600 West over Big Raccoon Creek (Designation No. 0800716; DHPA No. 10334)

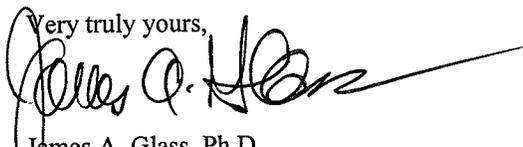
Dear Mr. Tally:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, the Indiana State Historic Preservation Officer regarding the implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer has conducted an analysis of the materials dated August 8, 2011, and received on August 9, 2011, for the above indicated project in Wabash Township, Parke County, Indiana.

Thank you for providing notification of the FHWA's August 8, 2011, finding of adverse effect.

As we previously stated in our letter dated July 20, 2011, given that this Non-Select bridge is to be replaced, according to Attachment B of the Historic Bridges PA and Appendix 1 of the Historic Bridges PA Project Development Process, photographic documentation is needed. We recommend digital photographs be taken of the Parke County Bridge No. 72, in accordance with the "State of Indiana, Indiana DNR - Division of Historic Preservation and Archaeology Minimum Architectural Documentation Standards." Please coordinate with the staff of the INDOT Cultural Resources Office about this photographic documentation.

If you have questions about archaeological issues please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. If you have questions about buildings or structures please contact Toni Lynn Giffin at (317) 233-9636 or tgiffin@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA No. 10334.

Very truly yours,

James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:TLG:WTT:wt

- cc: Luella Beth Hillen, ASC Group, Inc.
- enc: Staffan D. Peterson, Ph.D., Indiana Department of Transportation
- Mary Kennedy, Indiana Department of Transportation
- Shaun Miller, Indiana Department of Transportation
- Melany Prather, Indiana Department of Transportation
- Luella Beth Hillen, ASC Group, Inc.
- Douglas S. Terpstra, ASC Group, Inc.

FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (FOR HISTORIC PROPERTIES) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDINGS

BRIDGE REPLACEMENT
BRIDGE NO. 248
ON C.R. 1200 EAST OVER THE CSX RAILROAD
PARKE COUNTY, INDIANA
DES. NO.: 0900839

AREA OF POTENTIAL EFFECT
(Pursuant to 36 CFR Section 800.4(a) (1))

Pursuant to 36 CFR Section 800.4(a) (1), the Area of Potential Effect (APE) is proposed to encompass the area as follows: 0.25 mile radius centered from Parke County Bridge No. 248 over the CSX tracks. The APE includes the southeast corner of Parke County, the northeast corner of Clay County and a portion of the west side of Putnam County. The APE boundary is shown in the attached Appendix pages A-18 to A-19.

ELIGIBILITY DETERMINATIONS
(Pursuant to 36 CFR 800.4(c) (2))

Parke County Bridge No. 248 is a five span Continuous T-beam concrete bridge constructed in 1907. The bridge maintains sufficient integrity to meet the requirements of eligibility as an intact transportation feature that continues to convey its engineering significance of early concrete construction. The bridge is considered eligible for the National Register of Historic Places (NRHP) under Criterion C, due to its engineering significance at the local level.

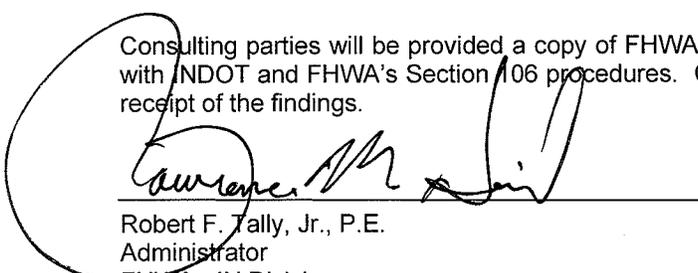
EFFECT FINDING

Pursuant to 36 CFR 800.5(d) (2), an assessment of effects indicates that the proposed project will impact the historic Parke County Bridge No. 248 within the APE. The FHWA has determined an "Adverse Effect" finding is appropriate for this undertaking.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

Parke County Bridge No. 248 is a resource used for transportation purposes. The FHWA has determined the appropriate Section 106 finding is "Adverse Effect", and therefore, a programmatic Section 4(f) evaluation must be completed for Parke County Bridge No. 248. FHWA respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the FHWA's Section 106 determination of "Adverse Effect".

Consulting parties will be provided a copy of FHWA's findings and determinations in accordance with INDOT and FHWA's Section 106 procedures. Comments will be accepted for 30-days upon receipt of the findings.



Robert F. Tally, Jr., P.E.
Administrator
FHWA - IN Division

5-13-2011
Approved Date

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov



June 9, 2011

Robert F. Tally, Jr., P.E.
Division Administrator, Indiana Division
Federal Highway Administration
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: The Federal Highway Administration's area of potential effects and eligibility determinations and finding of Adverse Effect for the replacement of Parke County Bridge No. 248 on CR 1200 East over the CSX Railroad (Des. No. 0900839; DHPA No. 10750)

Dear Mr. Tally:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement . . . Regarding Management and Preservation of Indiana's Historic Bridges," the staff of the Indiana State Historic Preservation Officer has reviewed the materials submitted under Beam, Longest and Neff's cover letter dated May 13, 2011 and received on May 16, for the aforementioned project in Parke and Putnam counties, Indiana.

We concur with FHWA's determination regarding the area of potential effects ("APE") and FHWA's determination that Bridge No. 248 is the only property within the APE that is eligible for inclusion in the National Register of Historic Places.

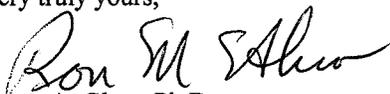
Furthermore, we concur with FHWA's finding of Adverse Effect for this project, because the project will result in the removal of the 1907 five-span, reinforced concrete girder and beam bridge.

We agree to the photographic documentation of Bridge No. 248, as proposed in Beam, Longest and Neff's May 13 letter.

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

If you have questions about archaeological issues, please contact Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. Questions about the bridge or other structures or buildings should be directed to John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. In any future correspondence regarding this project, please refer to DHPA No. 10750.

Very truly yours,


James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

for JAG:JRJ:JLC:jlc

cc: Brian Shaw, Beam, Longest and Neff, L.L.C.

emc: Lawrence Heil, P.E., Indiana Division, Federal Highway Administration
Staffan Peterson, Ph.D., Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Brian Shaw, Beam, Longest and Neff, L.L.C.

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING**

**Improvements to the US 52 Eastbound Bridge over the Wabash River, Lafayette and West Lafayette,
Tippecanoe County, Indiana
DES. NO.: 0400774**

**AREA OF POTENTIAL EFFECT
(Pursuant to 36 CFR Section 800.4(a)(1))**

The Area of Potential Effect (APE) includes US 52/Sagamore Parkway from Soldiers Home Road in West Lafayette to east of the eastbound bridge over the Wabash River in Lafayette, 2,850 ft east and 2,450 ft west of the center of the bridge, and has an approximate width of 935 ft north and 950 ft south of the centerline of eastbound US 52. Please see Appendix A in the attached 800.11(e) documentation for a map depicting the APE.

**ELIGIBILITY DETERMINATIONS
(Pursuant to 36 CFR 800.4(c)(2))**

The US 52 Eastbound bridge over the Wabash River (Bridge No. 052-79-01784EEBL; NBI #19010) is 983 feet long and was completed in 1936. The steel deck truss bridge has eight spans with concrete abutments and a concrete deck. The bridge is eligible for listing in the National Register of Historic Places (NRHP) under Criterion C for its engineering significance.

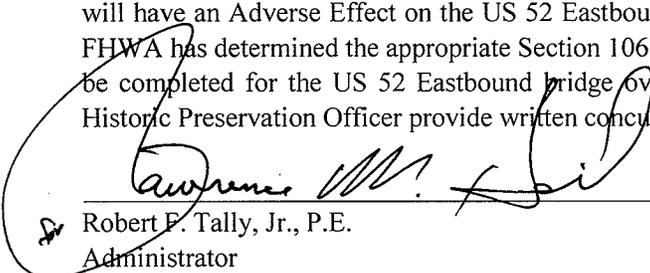
EFFECT FINDING

US 52 Eastbound bridge over the Wabash River (Bridge No. 052-79-01784EEBL; NBI #19010): Adverse Effect

FHWA has determined an Adverse Effect finding is appropriate for this undertaking.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

The US 52 Eastbound bridge over the Wabash River - This resource is used for transportation purposes. This undertaking will have an Adverse Effect on the US 52 Eastbound bridge over the Wabash River, a Section 4(f) historic property; the FHWA has determined the appropriate Section 106 finding is Adverse Effect; and therefore a Section 4(f) evaluation must be completed for the US 52 Eastbound bridge over the Wabash River. FHWA respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of Adverse Effect.


Robert F. Tally, Jr., P.E.
Administrator
FHWA-IN Division

8-11-2011
Approved Date



Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov



September 14, 2011

Robert F. Tally, Jr., P.E.
Division Administrator, Indiana Division
Federal Highway Administration
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Notification of FHWA's finding of Adverse Effect for Improvements to the US 52 Eastbound Bridge over the Wabash River (Des. No. 0400774; DHPA No. 9251)

Dear Mr. Tally:

Pursuant to Section 106 of the National Historic Preservation Act, as amended (16 U.S.C. § 470f), implementing regulations at 36 C.F.R. Part 800, and the "Programmatic Agreement . . . Regarding Management and Preservation of Indiana's Historic Bridges" ("Historic Bridges PA"), the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed the materials provided at with ASC Group's cover letter dated the August 16, 2011 and received on August 17, for the aforementioned project in the cities of Lafayette and West Lafayette, Fairfield and Wabash townships, Tippecanoe County, Indiana.

We concur in FHWA's August 11, 2011 finding of Adverse Effect for this project. We also concur that this project will have an adverse effect, as a result of demolition, specifically on the US 52 Eastbound Bridge over the Wabash River (Bridge No. 052-79-01784EEBL; NBI No. 19010), which was determined to be eligible for inclusion in the National Register of Historic Places, but Non-Select, in the Indiana Historic Bridges Inventory, pursuant to the Historic Bridges PA.

If you have questions about archaeological issues, please contact Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. In any future correspondence regarding the Improvements to the US 52 Eastbound Bridge over the Wabash River in Tippecanoe County, please refer to DHPA No. 9251.

Very truly yours,

James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:JRJ:JLC:jlc

cc: Luella Beth Hillen, ASC Group, Inc.

enc: Lawrence Heil, P.E., Indiana Division, Federal Highway Administration
Staffan Peterson, Ph.D., Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Douglas S. Terpstra, ASC Group, Inc.
Dan Prevost, Parsons Transportation Group, Inc.



Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov



November 16, 2011

Staffan D. Peterson, Ph.D.
Manager, Cultural Resources Office
Environmental Services Division
Indiana Department of Transportation
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204

State Agency: Indiana Department of Transportation

Re: Project information regarding emergency repair work on Bridge No. 46-11-01316B (NBI No. 17050) on SR 46 over the Eel River (Des. No. 1173575; DHPA 12677)

Dear Dr. Peterson:

Pursuant to Indiana Code 14-21-1-18 and 312 IAC 20-4, the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology ("DHPA") has conducted a review of the materials dated and received by the DHPA on November 16, 2011, for the above indicated project 0.45 miles west of the community of Bowling Green, Washington Township, Clay County, Indiana.

Thank you for your submission for the above indicated project. We concur with INDOT's assessment that "there are no archaeological concerns because this emergency work will be restricted to the bridge structure." Furthermore, although the project area is the SR 46 bridge (Bridge No. 046-11-01316A; NBI No. 17050) over Eel River, which is eligible for inclusion in the National Register of Historic Places, based on what we currently know, there will be no adverse impact on any known historic site or historic structure that is state owned. Therefore, under Subsection 11(c) of 312 IAC 20-4, a certificate of approval will not be necessary from the Indiana Historic Preservation Review Board for this project.

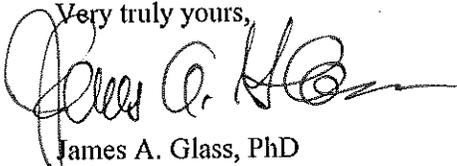
Pursuant to 312 IAC 20-4-11(g), within fifteen (15) days after this determination, an interested person may request a member of the review board to provide public hearing and review under 312 IAC 2-3. The designated member shall issue a determination whether an application for a certificate of approval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

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

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

If you have any further questions regarding this determination, please contact the DHPA. Questions about archaeological issues should be directed to Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. Questions about historic buildings or structures pertaining to this project should be directed to Toni Lynn Giffin at (317) 233-9636 or tgiffin@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA No. 12677.

Very truly yours,



James A. Glass, PhD
Director, Division of Historic Preservation & Archaeology
Indiana Department of Natural Resources

JAG:TLG:tlg

enc: Staffan D. Peterson, Ph.D., Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Tommy Kleckner, Western Regional Office, Indiana Landmarks
Evelyn Brown, Preservation Association of Clay County
Jeffrey Koehler, Clay County Historian

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND SECTION 106 FINDING AND
DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDINGS
DELAWARE COUNTY BRIDGE #85 PROJECT
ALBANY, DELAWARE COUNTY, INDIANA
DES. NO.: 0500078
DHPA #: 3354**

**AREA OF POTENTIAL EFFECT
(Pursuant to 36CFR Section 800.4(a)(1))**

The northern boundary of the area of potential effect (APE) for the existing bridge structure is approximately 825 feet south of Second Street in the town of Albany and extends approximately 700 feet west of the centerline and 1,250 feet west of the centerline of County Road (CR) 800 (Strong Road). The eastern boundary follows a line from the APE's northeast corner to the edge of a wooded area. Because of the limited line of sight provided by the woods, the APE boundary travels west along the edge of the woods and crosses the Mississinewa River 400 feet south of Delaware County Bridge #85. From the west bank of the river, the boundary travels south to a point 400 feet south of the intersection of Strong Road and Edgewater Road. Because of the area's flat terrain west of the Mississinewa, the APE also includes land bordered by Strong Road to the west and a line separating woods and pasture from cropland to the north.

The location of the relocated bridge was included in the APE for the proposed White River Greenway construction (Des. No. 0101336) project, approved on February 23, 2003. The APE for that project included the land between the north bank of the White River and the north right-of-way of the various roads that parallel the north bank of the river in addition to the parcels south of Jackson Street, both east and west of the White River. Please reference the maps in the appendix which shows the APE area (B-8).

**ELIBIGILTY DETERMINATIONS
(Pursuant to 36 CFR 800.4(c) (2))**

The Delaware County Bridge #85 over the Mississinewa River is a Camelback Through Truss bridge built in 1905 by the Indiana Bridge Company and is located within the APE. The bridge has been determined eligible for the National Register of Historic Places (NRHP) under Criterion C because of the engineering significance of the structure. In addition, the Indiana Historic Bridge Inventory also identified Delaware County Bridge #85 as eligible under Criterion C and listed the structure as a "Select Bridge".

The APE surrounding the area of the relocation of Delaware County Bridge #85 described in the previously approved Eligibility Determination for the White River Greenway construction project (Des. No. 0101336) contains no resources either listed in or considered eligible for listing in the NRHP.

EFFECT FINDING

Delaware County Bridge #85: Adverse Effect

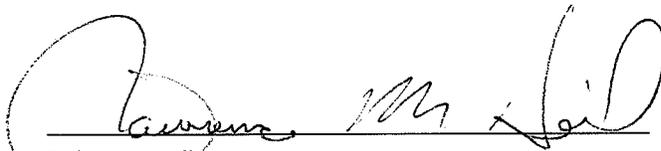
The Indiana Department of Transportation (INDOT) on behalf of the Federal Highway Administration (FHWA) has determined an "Adverse Effect" is appropriate for this undertaking.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

Delaware County Bridge #85

This resource is used for transportation purposes. This undertaking will have an "Adverse Effect" on the Delaware County Bridge #85, a Section 4(f) historic property; the INDOT, acting on behalf of the FHWA, has determined the appropriate Section 106 finding is "Adverse Effect"; and therefore a Section 4(f) evaluation must be completed for the Delaware County Bridge #85. INDOT, on behalf of the FHWA, respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of "Adverse Effect".

Consulting parties will be provided a copy of FHWA's findings and determinations in accordance with FHWA's Section 106 procedures. Comments will be accepted for thirty (30) days upon receipt of the findings.



Robert F. Tally, Jr., P.E.

Administrator

FHWA-IN Division

1-17-2012

Approved Date

Medora Covered Bridge
P. O. Box 132
Medora, Indiana 47260
medorabridge@gmail.com

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[Home Page](#)

The restoration of the Medora Covered Bridge, the longest historic covered bridge in the U.S., is complete.



The bridge is open to pedestrian and bicycle traffic. There are parking areas at both ends of the bridge. The west end is shaded and has three concrete picnic tables with a parking area large enough for RV's to turn around. The bridge is handicap accessible. It is located one mile east of Medora, IN on SR 235.

Built in 1875 by Joseph J. Daniels

It took nine months to build

The cost was: \$18,142.0

Triple Span Multiple King Post Truss Design with Burr Arch.

The longest historic covered bridge in the USA.

Attachment 8

**FEDERAL HIGHWAY ADMINISTRATION'S SECTION 4(F) COMPLIANCE
REQUIREMENTS (for historic properties) AND SECTION 106 FINDINGS AND
DETERMINATIONS
ELIGIBILITY DETERMINATIONS
EFFECT FINDING**

The Rehabilitation of Scipio Covered Bridge (#25) on County Road 575 W. over Sand Creek, in Geneva Township, Jennings County, Indiana and the construction of a new bridge, connecting State Road 7 with County Road 575 W., crossing over Sand Creek, north west of the Historic Scipio Covered Bridge in Geneva Township, Jennings County, Indiana

DES. NO: 0101263 and DES. NO: 0088490

**AREA OF POTENTIAL EFFECT
(Pursuant to 36 CFR Section 800.4(a)(1))**

This project has a combined APE which encompasses both the old and the new bridges. It is an irregular rectangle which approximately parallels the line of the new bridge on the south side at a distance of 200 feet and which extends north to the to the bank of the creek, west to the edge of the cropland and east, approximately 425 feet. (See APE map, attached).

**ELIGIBILITY DETERMINATIONS
(Pursuant to 36 CFR 800.4(c)(2))**

The Scipio Covered Timber Bridge is a rare example of an extant timber bridge in Jennings County. It retains adequate integrity to convey the character of a nineteenth century structure. It is eligible for the NRHP under Criterion A for its association with transportation history in the state of Indiana and Jennings County. In addition, it is eligible for the NRHP under Criterion C, because it embodies the distinctive characteristics of a Howe Truss covered timber bridge. In particular it demonstrates a high degree of integrity in the masonry work, the use of local stone and the truss system.

EFFECT FINDING

The Scipio Covered Bridge is the only historic property within the APE for this project. INDOT, acting on FHWA's behalf, has determined an "Adverse Effect" finding is appropriate for this undertaking.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

The Scipio Covered Bridge – This resource is used for transportation purposes. This undertaking will have an “adverse effect” on the Scipio Covered Bridge, a Section 4(f) historic property; the FHWA has determined the appropriate Section 106 finding is “Adverse Effect.

FHWA believes that the bridge work qualifies for the Section 4(f) exception in 23§774.13(g), which applies to:

(g) Transportation enhancement projects and mitigation activities, where:

- (1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and
- (2) The official(s) with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section.

FHWA respectfully requests that the Indiana State Historic Preservation Officer provide written concurrence that they are in agreement with paragraph (g) (1) above and that the project qualifies for the Section 4(f) exception.

Consulting parties will be provided a copy of the FHW A, findings and determinations in accordance with INDOT and FHW A's Section 106 procedures. Comments will be accepted for thirty (30) days upon receipt of the findings.



for Mr. Robert Tally Jr., P.E. Division Administrator
Federal Highway Administration

6.6.11
Approved Date

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov



July 26, 2011

Robert F. Tally, Jr., P.E.
Division Administrator
Federal Highway Administration
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Finding of Adverse Effect for the rehabilitation of Scipio Covered Bridge (Jennings County Bridge No. 25) on County Road 575 W. over Sand Creek (Des. No. 0101263) and construction of a new bridge, connecting State Road 7 with County Road 575 W., crossing over Sand Creek, northwest of Scipio Covered Bridge (DHPA No. 4608)

Dear Mr. Tally:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana's Historic Bridges," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed the materials under The Westerly Group's cover letter dated June 20, 2011 and received on June 27, for the aforementioned project on the northern edge of the community of Scipio, Geneva Township, Jennings County, Indiana.

The revised area of potential effects ("APE") for above-ground properties appears to be appropriate. We concur that the 1886 Scipio Covered Bridge is the only above-ground property within the APE that is eligible for inclusion in the National Register of Historic Places.

Based upon the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places within the proposed project area.

We concur that this project will have an adverse effect on the historic Scipio Covered Bridge, within the meaning of 36 C.F.R. § 800.5(a).

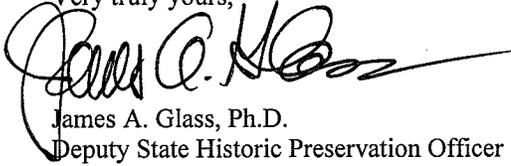
With regard to the Scipio Covered Bridge, we also concur, for the purposes of Section 4(f) of the Department of Transportation Act, that this project satisfies the requirement of 23 C.F.R. § 774.13(g)(1), because the project will extend the bridge's useful life and enable it to continue to be used for crossing Sand Creek. Accordingly, it appears to us that the project qualifies for the Section 4(f) exception in 23 C.F.R. § 774.13(g).

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

Robert F. Tally, Jr., P.E.
July 26, 2011
Page 2

If you have questions about archaeological issues, please contact Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. In all future correspondence regarding the above indicated project, please refer to DHPA No. 4608.

Very truly yours,



James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:JRJ:JLC:jlc

cc: Daniel Wright, FPBH, Inc.
Camille Fife, The Westerly Group, Inc.

emc: Michelle Allen, Indiana Division, Federal Highway Administration
Staffan Peterson, Ph.D., Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Patrick Carpenter, Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Daniel Wright, FPBH, Inc.
Camille Fife, The Westerly Group, Inc.

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING**

**Rehabilitation of Wabash County Bridge No. 645, North Manchester, Wabash County, Indiana
DES. NO.: 0710686**

**AREA OF POTENTIAL EFFECT
(Pursuant to 36 CFR Section 800.4(a)(1))**

The Area of Potential Effect (APE) consists of an area 280 ft northwest of the North Manchester Covered Bridge on South Mill Street, ranging from 172 ft to 550 ft in width; 484 ft southeast of the North Manchester Covered Bridge on Singer Road, ranging from 121 ft to 683 ft in width, and 335 ft of South Sycamore Street from its intersection with South Mill Street, ranging from 173 ft to 550 ft in width. A map of the APE is available in Appendix A of the attached documentation.

**ELIGIBILITY DETERMINATIONS
(Pursuant to 36 CFR 800.4(c)(2))**

Wabash County Bridge No. 645 (North Manchester Covered Bridge) [169-470-03026]: This covered bridge, built in 1872, is approximately 175 ft in length, 18 ft wide, and 12 ft high. The board and batten siding on the bridge is painted red, and the gable roof is covered with asphalt shingles. The bridge has two steel piers and concrete abutments. Wabash County Bridge No. 645 (North Manchester Covered Bridge) was listed on the NRHP in 1982 under Criteria A and C for its association with the settlement of North Manchester and as one of only six Smith truss covered bridges in Indiana (as of 1982).

EFFECT FINDING

Wabash County Bridge No. 645 (North Manchester Covered Bridge) [169-470-03026]: Adverse Effect

FHWA has determined an Adverse Effect finding is appropriate for this undertaking.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

Wabash County Bridge No. 645 (North Manchester Covered Bridge) [169-470-03026]-This resource is used for transportation purposes. This undertaking will have an Adverse Effect on Wabash County Bridge No. 645, a Section 4(f) historic property; the FHWA has determined the appropriate Section 106 finding is Adverse Effect.

FHWA believes that the bridge work qualifies for the Section 4(f) exception in 23§774.13(g), which applies to:

(g) Transportation enhancement projects and mitigation activities, where:

(1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and

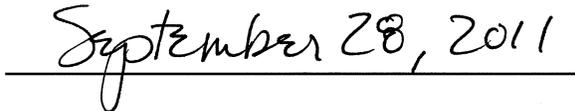
(2) The official(s) with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section.

FHWA respectfully requests that the Indiana State Historic Preservation Officer provide written concurrence that they are in agreement with paragraph (g) (1) above and that the project qualifies for the Section 4(f) exception.



Robert F. Tally, Jr., P.E.

Administrator
FHWA-IN Division



Approved Date

Division of Historic Preservation & Archaeology-402 W. Washington Street, W274-Indianapolis, IN 46204-2739
Phone 317-232-1646-Fax 317-232-0693-dhpa@dnr.IN.gov



October 28, 2011

Robert F. Tally, Jr., P.E.
Division Administrator, Indiana Division
Federal Highway Administration
575 N. Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Notification of the FHWA's finding of Adverse Effect and supporting documentation regarding the rehabilitation of Wabash County Bridge No. 645 carrying Mill Street over the Eel River (Des. No. 0710686; DHPA No. 7304)

Dear Mr. Tally:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the , "Programmatic Agreement . . . Regarding the Management and Preservation of Indiana's Historic Bridges," the staff of the Indiana State Historic Preservation Officer has conducted an analysis of the materials submitted with United Consulting's letter dated September 29, 2011, and received on September 30, 2011, for the above-indicated project in North Manchester, Wabash County, Indiana.

In regard to archaeological resources, as previously indicated, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places within the proposed project areas as indicated in *Figure 3: Aerial Map of the Project Area* of the Indiana archaeological short report (Stillwell, 06/13/2011).

We agree that Wabash County Bridge No. 645 is listed in the National Register of Historic Places and is the only identified historic property within the area of potential effects.

We concur with FHWA's September 28, 2011 finding of Adverse Effect for this project. We also concur that the project will adversely affect Wabash County Bridge No. 645.

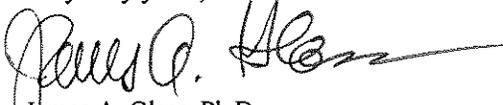
Further, it appears to us that this project qualifies, under 23 C.F.R. § 774.13(g)(1), for the exception to approval under Section 4(f) of the Department of Transportation Act of 1966.

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

If you have questions about archaeological issues, please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. Questions about the bridge or other structures or buildings should be directed John Carr at

(317) 233-1949 or jcarr@dnr.IN.gov. In any future correspondence regarding the rehabilitation of Wabash County Bridge No. 645, please continue to refer to DHPA No. 7304.

Very truly yours,



James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:WTT:JLC:jlc

cc: Michael Oliphant, AICP, United Consulting

emc: Joyce Newland, Indiana Division, Federal Highway Administration
Staffan Peterson, Ph.D., Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Patrick Carpenter, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Michael Oliphant, AICP, United Consulting
Devin Stettler, United Consulting



Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov



September 15, 2011

Scott Matthews
Regulatory Branch
Department of the Army
U.S. Army Engineer District, Louisville
Corps of Engineers
9799 Billings Road
Indianapolis, Indiana 46216-1055

Federal Agency: Army Corps of Engineers

Re: Notification of the Army Corps of Engineers' finding of "no adverse effect" regarding the rehabilitation of Bridge No. 1109L carrying Guilford Avenue over the Indianapolis Water Company Canal (DHPA #11847)

Dear Mr. Matthews:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials dated August 16, 2011 and received on August 17, 2011, for the above indicated project in Indianapolis, Marion County, Indiana.

We concur with the Army Corps of Engineers' August 16, 2011 finding that no historic buildings, structures, districts, objects, or archaeological resources within the area of potential effects will be adversely affected by the above indicated project.

This identification is subject to the following condition:

- The project activities remain within areas disturbed by previous construction.

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

If you have questions about archaeological issues please contact Amy Johnson at (317) 232-6982 or ajohnson@dnr.IN.gov. If you have questions about buildings or structures please contact Chad Slider at (317) 234-5366 or cslider@dnr.IN.gov.

Very truly yours,

James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:ALJ:CWS:cws

emc: Leiellen Atz, US Army Corps of Engineers, Louisville District

**FEDERAL HIGHWAY ADMINISTRATION'S SECTION 4(F) COMPLIANCE REQUIREMENTS
(for historic properties) AND SECTION 106 FINDINGS AND DETERMINATIONS
ELIGIBILITY DETERMINATIONS**

EFFECT FINDING

The Rehabilitation of The James Covered Bridge, also known as the Graham Creek Covered Bridge, which crosses Graham Creek on County Road 625 South, in Section 10, Township 5 North, and Range 8 East, just south of Vernon, Lovett Township, Jennings County.

DES. NO: 0101264

AREA OF POTENTIAL EFFECT

(Pursuant to 36 CFR Section 800.4(a)(1))

The recommended boundary of the Area of Potential Effect is in the form of a rectangle that extends approximately 300' beyond each end of the bridge. It also extends approximately 300' feet each side of the roadway centerline for a total distance of approximately 600' (See APE map, attached).

ELIGIBILITY DETERMINATIONS

(Pursuant to 36 CFR 800.4(c)(2))

The James Covered Timber Bridge is a rare example of an extant timber bridge in Jennings County. It retains adequate integrity to convey the character of a nineteenth century structure. It is eligible for the NRHP under Criterion A for its association with transportation history in the state of Indiana and Jennings County. In addition, it is eligible for the NRHP under Criterion C, because it embodies the distinctive characteristics of a Howe Truss covered timber bridge. In particular it demonstrates a high degree of integrity in the masonry work, the use of local stone and the truss system.

EFFECT FINDING

INDOT, acting on FHWA's behalf, has determined a "No Adverse Effect" finding is appropriate for this undertaking.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

The James Covered Bridge –This resource is used for transportation purposes. This undertaking will have "No Adverse effect" on the James Covered Bridge, a Section 4(f) historic property; the FHWA has determined the appropriate Section 106 finding is "No Adverse Effect. FHWA has determined that a Section 4(f) evaluation is not required. FHWA respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of "No Adverse Effect."



Staffan Peterson, Ph.D. for FHWA
Manager
INDOT Cultural Resources

12/20/2011

Approved Date



Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov



January 25, 2012

Staffan Peterson, Ph.D.
Manager, Cultural Resources Office
Environmental Services
Indiana Department of Transportation
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204

Federal Agency: Indiana Department of Transportation ("INDOT"), on behalf of the
Federal Highway Administration ("FHWA")

Re: INDOT's December 20, 2011 finding of No Adverse Effect, with supporting documentation, for the rehabilitation of the James Covered Bridge, also known as the Graham Creek Covered Bridge, which crosses Graham Creek on County Road 625 South, in Section 10, Township 5 North, and Range 8 East, just south of Vernon, Lovett Township, Jennings County, as well as plans dated November 9, 2011 and a special provisions document dated December 28, 2011 (Des. No. 0101264; CTS-ER-13433; DHPA No. 4588)

Dear Dr. Peterson:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, the "Programmatic Agreement . . . Regarding the Implementation of the Federal Aid Highway Program in the State of Indiana," and the "Programmatic Agreement . . . Regarding Management and Preservation of Indiana's Historic Bridges" ("Historic Bridge PA"), the staff of the Indiana State Historic Preservation Officer has reviewed the finding and documentation submitted under The Westerly Group's transmittal memorandum and cover letter, both of which were dated December 27, 2011 and were received as one submission on December 30, for the aforementioned project in Lovett Township, Jennings County, Indiana. We also have reviewed plans and special provisions for the project that were submitted under a December 28, 2011 cover letter from FPBH, Inc. and that were received on December 29. Your staff has asked us to treat the plans and special provisions as being supplementary to the documentation for the finding and to comment on both in one letter.

As previously indicated, based upon the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places within the proposed project area. However, this identification is subject to the project activities remaining within areas disturbed by previous construction.

Please keep in mind this identification is subject to the project activities remaining within areas disturbed by previous construction. Additionally, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations.

The summary of consulting parties views in the supporting documentation states:

In a letter dated April 6, 2011, SHPO agreed with INDOT-CRS determination of "Adverse Effect" for the project. However, in a second review in October, which resulted in a letter, dated November 14, 2011, SHPO also recommended a finding of "no adverse effect."

Although my staff recalls that the possible effects of the project may have been discussed during the March 9, 2011 site visit, we have found no record that INDOT was proposing an Adverse Effect finding at that time or that we said anything in our April 6 letter (commenting on the March 9 site visit and on materials provided during the site visit) that suggested we believed there would be an adverse effect. On the other hand, we were copied on an October 4, 2011 e-mail from INDOT to FPBH and The Westerly Group that indicates the consultants and your office were considering an Adverse Effect finding. It is true, however, that our November 14 letter implied that we thought the effect would *not* be adverse.

We otherwise agree with the supporting documentation's characterization of the Section 106 determinations and findings for this undertaking.

The supporting documentation contains the five-sheet set of rehabilitation plans, dated August 7, 2008, which we previously had reviewed when we commented on the historic properties report, the purpose and need statement, and the alternatives analysis in our November 14 letter. That set of plans still presents no issues of concern to us.

FPBH's December 27 submission includes the more highly detailed, 20-sheet, November 9, 2011 set of plans and the 35-page, December 28, 2011 special provisions. It is unclear to us whether the other consulting parties received this submission. Having now reviewed those more recent plans and the special provisions, we continue to believe that none of the aspects of the proposed rehabilitation work will diminish the bridge's integrity (see 36 C.F.R. § 800.5[a][1]). In two places on sheet 12, there is a note saying, "(REPLACE EX. SIDING AS NOTED ON SHEET 12)," which, at first glance, appears to call for the replacement of all of the siding on the north and south faces of the bridge. However, because the detailed elevations showing which areas will require replacement, as distinguished from repair, of siding boards on the north and south faces are on found on sheet 13, we believe the intent of the notes in question on sheet 12 was to refer to the elevations on sheet 13.

Accordingly, we concur with the INDOT's December 20, 2011 finding, on behalf of the FHWA, of No Adverse Effect for the rehabilitation of the James Covered Bridge. We also concur that the proposed work on the James Covered Bridge will have no adverse effect on that historic bridge.

FPBH's December 28 cover letter says, "This would be considered the final opportunity to make comments prior to producing a final design for bidding." Because we previously had seen the August 7, 2008 plans, we infer from the quoted statement that the November 9 plans and the December 28 special provisions represent 60% of design, the submission of which is prescribed in Attachment B of the Historic Bridge PA and in Appendix 1 of the April 1, 2010 "Historic Bridge PA Project Development Process."

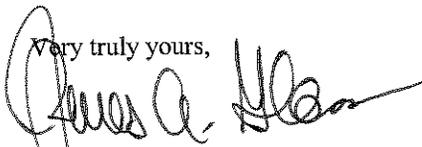
We appreciate the care with which the December 28 special provisions have been crafted. An example of that care is found on page 3, where the following instructions on cleaning the wood, prior to borate or fire retardant treatment, are recorded:

Removal of graffiti is desired, but do not remove the remains of original painted match-marking numbers on the tops of truss chords (if found), which have historic significance. Cleaning shall not be so aggressive that wood is removed, i.e. do not produce "fuzzy" or grained surfaces.

In our opinion, the treatments proposed in the November 9 plans and the December 28 special provisions are in keeping with the rehabilitation standards of the "Secretary of the Interior's Standards for the Treatment of Historic Properties."

If you have questions about archaeological issues, please contact Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 233-1949 or jcarr@dnr.IN.gov.

Very truly yours,



James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:JRJ:JLC:jlc

Staffan Peterson, Ph.D.
January 25, 2012
Page 3

cc: Steve Gill, FPBH, Inc.
Camille Fife, The Westerly Group, Inc.

emc: Michelle Allen, Indiana Division, Federal Highway Administration
Staffan Peterson, Ph.D., Indiana Department of Transportation
Patrick Carpenter, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Dan Wright, FPBH, Inc.
Steve Gill, FPBH, Inc.
Camille Fife, The Westerly Group, Inc.



Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov



November 16, 2011

Andrew Roberts
Project Manager, Regulatory Branch
Department of the Army
U.S. Army Corps of Engineers
P.O. Box 59
Louisville, Kentucky 40201-0059

Federal Agency: U.S. Army Corps of Engineers

Re: Request for signature for the Memorandum of Agreement (MOA) regarding the construction of a boat ramp and a new bridge over Indian Creek adjacent to Harrison Co. Bridge No. 58 (LRL-2011-151-ANR; DHPA #11478)

Dear Mr. Roberts:

Enclosed please find the memorandum of agreement ("MOA") for the above indicated project in Harrison County, Indiana. As you know, the review of this project is being conducted pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. Section 470f) and implementing regulations found at 36 C.F.R. Part 800. Dr. James A. Glass, Deputy State Historic Preservation Officer, has signed the enclosed MOA, indicating his approval of the agreement.

We are returning the MOA to you, so that it may be transmitted with the accompanying documentation specified in 36 C.F.R. § 800.11(f) to the Advisory Council on Historic Preservation (36 C.F.R. § 800.6[b][iv]). The MOA may be transmitted to:

Reid J. Nelson, Director
Office of Federal Agency Programs
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue, N.W. #803
Washington, D.C. 20004

If you have questions about archaeological issues please contact Cathy Draeger-Williams at (317) 234-3791 or cdraeger-williams@dnr.IN.gov. If you have questions about buildings or structures please contact Chad Slider at (317) 234-5366 or cslider@dnr.IN.gov. In all future correspondence regarding the above indicated project, please refer to DHPA #11478.

Very truly yours,

James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:CDW:CWS:cws

Enclosures (1)

cc: Matt Blake, Redwing Ecological Services, Inc.
Harrison County Commissioners
emc: Leiellen Atz, US Army Corps of Engineers, Louisville District
Gregory A. Sekula, Southern Regional Director, Indiana Landmarks



Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov



September 1, 2011

James L. Thomas
Regulatory Branch
Department of the Army
U.S. Army Corps of Engineers
P.O. Box 59
Louisville, Kentucky 40201-0059

Federal Agency: U.S. Army Corps of Engineers

Re: Additional information regarding the replacement of Boone County Bridge No. 70 (LRL-2011-162-JLT;
DHPA #11610)

Dear Mr. Thomas:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials dated and received on August 5, 2011, for the above indicated project in Boone County, Indiana.

Thank you for your recent submission which includes the inspection report for Boone Co. Bridge No. 70. Previously, we noted that the Army Corps of Engineers has determined that the permitted undertaking, which includes the demolition and replacement of the Boone Co. Bridge No. 70 (NBI No. 0600052), would result in an adverse effect to a historic property. Based on the bridge inspection report provided, it is our understanding that the current bridge is not desirable for rehabilitation due to its geometry and current condition.

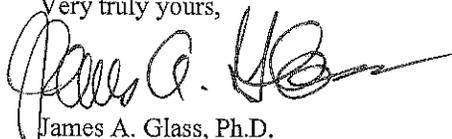
In regard to archaeological resources, it appears that no currently known archaeological resources listed in or eligible for the National Register of Historic Places will be impacted by the project, and no archaeological investigations appear necessary as long as the proposed ground disturbing activities remain within the project boundaries as they are currently planned and within areas which have been previously disturbed.

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

We look forward to continuing consultation in order to resolve the adverse effect of the undertaking and, as appropriate, consider means to avoid, minimize and mitigate the adverse effect of replacing historic Boone Co. Bridge No. 70.

A copy of the revised 36 C.F.R. Part 800 that went into effect on August 5, 2004, may be found on the Internet at www.achp.gov for your reference. If you have questions about archaeological issues please contact Amy Johnson at (317) 232-6982 or ajohnson@dnr.IN.gov. If you have questions about buildings or structures please contact Chad Slider at (317) 234-5366 or cslider@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA #11610.

Very truly yours,



James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:CWS:ALJ:aj

cc: Beam, Longest and Neff
Boone County Commissioners
emc: Leiellen Atz, US Army Corps of Engineers, Louisville District, Leiellen.M.Atz@usace.army.mil
James Cooper, Ph.D., jlcooper@certc.com
Paul Brandenburg, Indiana Historic Spans Task Force, indianabridges@sbcglobal.net
Mark Dollase, Central Regional Office, Indiana Landmarks, central@indianalandmarks.org
Marianne Doyle, Boone County Historian, mhdoyle@indy.rr.com
Mary Kennedy, INDOT, mkennedy@indot.in.gov
Staffan Peterson, Ph.D., INDOT, stpeter@indot.IN.gov
Mark Smith, Boone County Historical Society, cragunhouse@sbcglobal.net



Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov



March 1, 2011

Jim Thomas
Regulatory Project Manager
Regulatory Branch
Department of the Army
U.S. Army Corps of Engineers
P.O. Box 59
Louisville, Kentucky 40201-0059

Federal Agency: U.S. Army Corps of Engineers

Re: Notification of the Army Corps of Engineers' finding of "no adverse effect" regarding the rehabilitation of Bridge No. 32 carrying CR 350 W. over Sugar Creek (LRL-2010-1192-JLT; NBI No. 0600022; DHPA #10428)

Dear Mr. Thomas:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials dated February 24, 2011 and received on February 28, 2011 for the above indicated project near Thornton, Washington Township, Boone County, Indiana.

We concur with the U.S. Army Corps of Engineers' February 24, 2011 finding that no historic buildings, structures, districts, objects, or archaeological resources within the area of potential effects will be adversely affected by the above indicated project.

This identification is subject to the following condition:

- The project activities remain within areas disturbed by previous construction.

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

If you have questions about archaeological issues please contact Cathy Draeger-Williams at (317) 234-3791 or cdraeger-williams@dnr.IN.gov. If you have questions about buildings or structures please contact Chad Slider at (317) 234-5366 or cslider@dnr.IN.gov.

Very truly yours,

James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:CWS:cws

cc: Kristi D. Hamilton, Butler, Fairman and Seufert, Inc.
emc: Leiellen Atz, US Army Corps of Engineers, Louisville District



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114-year-old bridge is moving

Updated: Friday, 03 Jun 2011, 8:27 AM EDT
Published : Friday, 03 Jun 2011, 8:27 AM EDT

BROWNSTOWN, Ind. (AP) - A 114-year-old southern Indiana bridge will be moved to the Jackson County Fairgrounds in Brownstown.

County Commissioner Jerry Hounshel says the bridge over the Lahrman Ditch just south of U.S. 50 will be moved to over creek in the antique tractor area of the fairgrounds.

The county wants to replace the 36-foot-long bridge, but Hounshel says it can't be demolished because it's on a state list of historic bridges. He says if the bridge isn't used somewhere, it has to be placed in storage. Officials say the county bridge crew will move the bridge and build the replacement.

The Tribune of Seymour reports the bridge was built in 1896 and is a rare example of a very small scale truss construction.

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2011-11-22 News

News

'Jewel' of Indian Creek Trail open

Alan Stewart

write the author

November 22, 2011 | 09:29 AM

Officials neglected to bring a ribbon to Friday's ribbon-cutting for the Rothrock Mill Bridge portion of the Indian Creek Trail Project, but no one seemed to mind. The stretch — which reaches more than a mile east from the automobile "turnaround" at the lower level of Hayswood Nature Reserve, along Big Indian Creek and over the restored Rothrock Mill Bridge, then about a quarter-mile toward downtown Corydon — is completely paved and ready for use.

In addition to the Indian Creek Trail Committee, representatives from Harrison County government, the Harrison County Tourism Commission, Harrison County Community Foundation, the Harrison County Parks Department, Lucas Oil and trail designers were on hand. After a few words by Jim Epperson of the Harrison County Convention & Visitors Bureau, people were given the opportunity to walk the trail then partake of a light lunch.



Harrison County Engineer Kevin Russel, left, shakes hands with Carl Snyder of the Indian Creek Trail Committee at Friday's official opening of the Rothrock Mill Bridge section of the walking trail. *Photo by Alan Stewart (click for larger version)*

The asphalt trail is just a few yards away from Big Indian Creek. When walkers approach the crown jewel of this section of the trail — the Rothrock Mill Bridge — they'll find a landscaped ramp that gently rises to the level of the bridge, which now has wood decking and side rails. There is a steel pipe that sits in the middle of the trail to keep motorized vehicles off the bridge; however, the pipe could be lowered if needed.

"We started in about 1995, and our goal was to go from Hayswood park to the (Old Capital Golf Course). So, the first trail section we put in was the 960-foot Logan's Trail, which went from the slab bridge (on Mulberry Street) to the iron bridge at Rice Island," Carl Snyder of the trail committee said. "The second trail was .6-mile Doolittle Trail from the West Bridge to the North Bridge, then we put in the YMCA trail that came down and met with the Doolittle Trail.

"We're on the way to the golf club, if we ever get there ... That's what we aim for is to hook all these trails together so you can walk from the YMCA all the way to right here on a trail and you'll be able to walk from the golf club down here also," he said.

One committee member noted that Snyder, Tony Short and Bill Gerdon had been with the committee for a number of years and all three had said they hoped they'd be around long enough to walk the trail. Then it became a joke that they'd never see the trail open. But on Friday, all three were in attendance.

The Rothrock Mill Bridge was constructed about 1910. Its distinctive feature is the long, low-arched top. Long steel rods, tightened diagonally, give the bridge its

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				1	2	3
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11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

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tension and strength. Over the steel-floor frame, a wooden floor was bolted down. Then, over the floor, ran two thick oak tracks, running lengthwise of the bridge, first carrying wood and steel-rimmed wagon wheels then rubber automobile tires.

"My grandfather, George Carl Doolittle, later Harrison County surveyor, also worked on the (bridge) project, handling the surveying and mathematical calculations. He and my father, Bill Doolittle Sr., were very proud of that particular bridge, and our family often took Sunday drives across the bridge and then up the hill into Crawford County," Bill Doolittle, also of the trail committee, said. "Rothrock's Mill is gone and most of the dam, too, but the bridge lives on in a new life, now spanning Indian Creek in Corydon, a beautiful jewel of the new Indian Creek Trail."

Epperson said the entire trail project took forward-thinking people to get it done.

"There are people who are talking about trails from Leavenworth to Corydon," he said. "Those are long-term projects, but it takes that kind of thinking ahead to start to have an idea on how these all can connect. Very neat things for the future, but it's going to take a lot more time and a lot more work. Thanks to all of these folks who have been part of it."

The nonprofit ICTC was organized in 1998 to establish a 20,000-foot network of trails for walkers, runners and cyclists alongside the two creeks in and around Corydon. The committee now works in conjunction with the Harrison County Parks Department and the Harrison County Convention & Visitors Bureau.

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Reader Feedback

pool

November 28, 2011 | 04:54 PM

can we now get a pool at buffalo trace the lake is so nasty

harrison county red neck

Great work, beautiful trail!

December 06, 2011 | 01:33 PM

My wife and 3 small children got a chance to ride our bikes on the new trail before the official opening and it is wonderful. We have ridden several times from the YMCA and it is so nice to have a place we can ride without worrying about car. I look forward to seeing the trail complete from the YMCA to Hayswood.

Bob Casabella

Alert! The allowed time limit for adding new feedback to this item has expired.

Corydon Democrat, 301 N. Capitol Ave., Corydon, IN 47112 • 1-812-738-2211 • email



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**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS EFFECT FINDING
Strawtown Koteewi Park Pedestrian Bridge over White River Rehabilitation and Erection Project
White River Township, Hamilton County, Indiana
Des No: 0500817
Federal project no: pending**

**AREA OF POTENTIAL EFFECT
(Pursuant to 36 CFR Section 800.4(a)(1))**

The APE has been drawn to encompass properties within a viewshed of the undertaking. The APE takes into account all or a part of sixteen parcels of land that form a quarter-mile radius centered on the bridge. The area contains parkland to the east, a campground, farm fields and low-density residential buildings to the west. The river is flanked by wooded banks with steep slopes, which blocks the viewshed to this project for most of the residential properties within the APE.

**ELIGIBILITY DETERMINATIONS
(Pursuant to 36 CFR 800.4(c)(2))**

Washington County Bridge #113

Originally located in Washington County carrying Fredericksburg Road over the south fork of the Blue River, Bridge #113 is a multiple intersection Warren truss steel bridge that spans 150 feet. Built in 1898, this bridge type is cited as the state's only triple-intersection Warren truss bridge by Dr. James Cooper in his 1987 work *Iron Monuments to Distant Posterity: Indiana's Metal Bridges, 1870-1930*. The 2008 Washington County IHSSI report rated this bridge as "Outstanding," and the 2010 Indiana Historic Bridge Inventory listed this bridge as "Select." All of these distinctions indicated that Bridge #113 met eligibility requirements for inclusion in the NRHP under Criteria C for embodying a distinctive type of bridge and for its unique method of construction. This bridge was dismantled and removed from its original location and is being stored for this project, as stipulated in a 2004 Memorandum of Agreement between the FHWA and the Indiana SHPO.

EFFECT FINDING

Washington County Bridge #113: Adverse Effect

INDOT, acting on FHWA's behalf has determined an "Adverse Effect" finding is appropriate for this undertaking.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

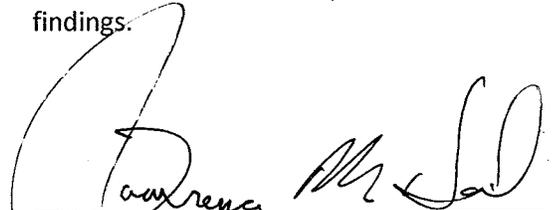
Washington County Bridge #113 – This resource is used for transportation purposes. This undertaking will have an "adverse effect" on Washington County Bridge #113, a Section 4(f) historic property; the FHWA has determined the appropriate Section 106 finding is "Adverse Effect."

FHWA believes that the bridge work qualifies for the Section 4(f) exception in 23§774.13(g), which applies to:

- (g) Transportation enhancement projects and mitigation activities, where:
- (1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and
 - (2) The official(s) with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section.

FHWA respectfully requests that the Indiana State Historic Preservation Officer provide written concurrence that they are in agreement with paragraph (g) (1) above and that the project qualifies for the Section 4(f) exception.

Consulting parties will be provided a copy of the findings and determinations in accordance with INDOT and FHWA's Section 106 procedures. Comments will be accepted for thirty (30) days upon receipt of the findings.


Mr. Robert Tally Jr., P.E. Division Administrator
Federal Highway Administration

6-20-2011
Approved Date

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov



July 21, 2011

Robert F. Tally, Jr., P.E.
Division Administrator, Indiana Division
Federal Highway Administration
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: FHWA's finding of Adverse Effect, 36 C.F.R. § 800.11(e) documentation, and request for comment on the applicability of Section 4(f) to Washington County Bridge #113 regarding the construction of the Strawtown Koteewi Park Pedestrian Bridge over the White River (Des. No. 0500817; DHPA No. 3405)

Dear Mr. Tally:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the 2007 "Programmatic Agreement . . . Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana" ("Minor Projects PA") and the 2006 "Programmatic Agreement . . . Regarding Management and Preservation of Indiana's Historic Bridges" ("Historic Bridges PA"), and the 2004 "Memorandum of Agreement . . . Regarding the Replacement of Fredericksburg Road Over Blue River Bridge (Bridge No. 113) in Posey Township, Washington County, Indiana" ("2004 MOA") the staff of the Indiana State Historic Preservation Officer has considered the materials dated June 20, 2011 and received on June 21, 2011, for the above-indicated project in near Strawtown, Hamilton County, Indiana.

As we have previously indicated, based upon the documentation available to the staff of the Indiana SHPO, there do not appear to be any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places within the "West Project Area," and that the portion of archaeological site 12H993c located in the "East Project Area" does not appear to contain significant archaeological deposits, and no further archaeological investigations are necessary in that area. The portions of site 12H993, including 12H993c, that lie outside of the project area must be avoided or subjected to further archaeological investigations. The boundaries of the project area should be clearly marked, so that the rest of site 12H993 is not disturbed by project activities.

We agree that Washington County Bridge #113 is the only above-ground historic property that will be affected by this project. We also agree, in general, that this project, while ultimately resulting in the preservation of the bridge, in various ways could be said to alter characteristics of the bridge in a way that would diminish the bridge's integrity (36 C.F.R. § 800.5[a][1]).

Accordingly, we concur with FHWA's June 20, 2011, finding of Adverse Effect.

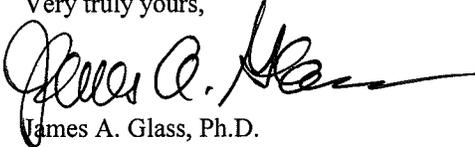
Finally, we agree that, while this project would adversely affect Washington County Bridge #113, the situation described in 23 C.F.R. § 774.13(g) appears to be applicable to this project's use of that bridge, and the project would qualify for the Section 4(f) exception.

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

Robert F. Tally, Jr. P.E.
July 21, 2011
Page 2

If you have questions about archaeological issues, please contact Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. Questions about our comments on Washington County Bridge #113 or other structures should be directed to John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. In all future correspondence regarding the above indicated project, please continue to refer to DHPA No. 3405.

Very truly yours,



James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:JRJ:JLC:jlc

cc: Candace Hudziak, H&H Associates, LLP

emc: Lawrence Heil, P.E., Indiana Division, Federal highway Administration
Staffan Peterson, Ph.D., Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Patrick Carpenter, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Candace Hudziak, H&H Associates, LLP

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
REHABILITATION OF THE WILLIAMS COVERED BRIDGE
LAWRENCE COUNTY, INDIANA
DESIGNATION NO.: 0201239
FEDERAL PROJECT NO.: STP-9947 (021)**

AREA OF POTENTIAL EFFECT (APE, Pursuant to 36 CFR Section 800.4(a)(1))

The APE of the undertaking has been determined to be the existing and proposed roadway rights of way within the project limits and the land immediately adjacent to these rights of way.

ELIGIBILITY DETERMINATIONS (Pursuant to 36 CFR 800.4(c)(2))

INDOT, acting on FHWA's behalf, has determined that the National Register of Historic Places (NRHP) listed Williams Covered Bridge is located within the APE of the undertaking. The Williams Covered Bridge (Site 093-680-45014) was listed on the NRHP on September 11, 1981. The NRHP area of historic significance is engineering and transportation (Criteria C).

EFFECT FINDING

"INDOT, acting on FHWA's behalf, has determined a "No Adverse Effect" finding is appropriate for this undertaking."

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required.

INDOT respectfully requests the Indiana State Historic Preservation Officer (IN SHPO) provide written concurrence with the Section 106 determination of "No Adverse Effect"

Consulting parties will be provided a copy of INDOT, acting on FHWA's behalf, findings and determinations in accordance with INDOT and FHWA's Section 106 procedures. Comments will be accepted for 30-days upon receipt of the findings.



Staffan Peterson, for FHWA
Manager
INDOT Cultural Resources Office



Approved Date

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov



September 15, 2011

Staffan Peterson, Ph.D.
Manager, Cultural Resources Office
Environmental Services
Indiana Department of Transportation
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration (“FHWA”)

Re: The Indiana Department of Transportation’s (“INDOT’s”) finding of No Adverse Effect and supporting documentation concerning the Rehabilitation of the Williams Covered Bridge (Lawrence County Bridge No. 128) (Des. No. 0201239; DLZ No. 0363-0190-90; DHPA No. 10629)

Dear Dr. Peterson:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the “Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program in the State of Indiana,” the staff of the Indiana State Historic Preservation Officer has conducted an analysis of the materials with DLZ Indiana’s letter dated August 16, 2011 and received on August 17, 2011, for the above-indicated project in Spice Valley Township, Lawrence County, Indiana.

In our July 11, 2011 letter, we agreed with the proposal to terminate the 2010 “Revised Memorandum of Agreement . . . Regarding the Rehabilitation of Williams Covered Bridge in Spice Valley Township, Lawrence County, Indiana.”

As we also indicated in that letter, we believe that the elimination of the roof modification from the scope of work, which would have resulted in a loss of integrity of the historic Williams Covered Bridge, avoids the adverse effect that had been assessed in previous reviews of this project. Additionally, based upon the documentation available to the staff of the Indiana SHPO, we have not identified any archaeological resources within the proposed project area that will be affected by the above-indicated project.

Therefore, we concur with INDOT’s July 27, 2011 finding, on behalf of the FHWA, of No Adverse Effect for this project, as currently proposed.

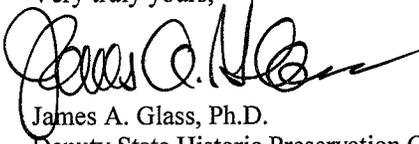
Additionally, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Department of Natural Resources within two (2) business days. In that event,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

If you have questions about archaeological issues, please contact Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 233-1949 or

Staffan Peterson, Ph.D.
September 15, 2011
Page 2

jcarr@dnr.IN.gov. In any future correspondence about the Rehabilitation of the Williams Covered Bridge (Lawrence County Bridge No. 128), please continue to refer to DHPA No. 10629.

Very truly yours,



James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:JRJ:JLC:jlc

cc: Thomas Molt, DLZ Indiana, LLC

emc: Michelle Allen, Indiana Division, Federal Highway Administration
Staffan Peterson, Ph.D., Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Thomas Molt, DLZ Indiana, LLC
John Lukac, P.E., DLZ Indiana, LLC

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Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov



April 18, 2011

Scott Matthews
Manager, Regulatory Branch
U.S. Army Engineer District, Louisville
Corps of Engineers
9799 Billings Road
Indianapolis, Indiana 46216-1055

Federal Agency: U.S. Army Corps of Engineers

Re: Project information and notification of the Army Corps of Engineers' finding of "no adverse effect" regarding the rehabilitation of the Joseph W. Summers Memorial Bridge carrying Meridian Street over Fall Creek (LRL-2005-1016-sam; DHPA #11440)

Dear Mr. Matthews:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials dated March 21, 2011 and received on March 24, 2011 for the above indicated project in Indianapolis, Center Township, Marion County, Indiana.

In regard to buildings and structures within the area of potential effects, we noted that the Joseph W. Summers Memorial Bridge, carrying Meridian Street over Fall Creek, built 1917, is a contributing resource to the Indianapolis Park and Boulevard System, which was listed in the National Register of Historic Places on March 28, 2003.

Based on the information provided to our office, we do not believe the characteristics that qualify the above identified historic property for inclusion in the National Register will be diminished as a result of this project. Therefore, we concur with the U.S. Army Corps of Engineers' March 21, 2011 finding that no historic buildings, structures, districts, objects, or archaeological resources within the area of potential effects will be adversely affected by the above indicated project.

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

If you have questions about archaeological issues please contact Amy Johnson at (317) 232-6982 or ajohnson@dnr.IN.gov. If you have questions about buildings or structures please contact Chad Slider at (317) 234-5366 or cslider@dnr.IN.gov.

Very truly yours,

James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:CWS:ALJ:

emc: Staffan Peterson, Ph.D., Manager, INDOT-CRO
Lawrence Heil, P.E. Federal Highway Administration, Indiana Division
Mary Kennedy, INDOT-CRO