

APPENDIX B

FEDERAL HIGHWAY ADMINISTRATION'S FINDINGS AND DETERMINATIONS

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDY: SECTION 2, SR 64 TO US 50
DES. NO.: 0300378**

AREA OF POTENTIAL EFFECTS

Pursuant to 36 CFR Section 800.4(a)(1), the Area of Potential Effects (APE) for aboveground resources is centered on a 2,000-foot wide corridor that was selected at the end of the Tier 1 Study to advance to the Tier 2 Study. The Section 2 corridor begins approximately at SR 64 and ends approximately at US 50 (approximately 28.5 miles) with an additional one mile at each end for analysis. The width of the APE extends one mile on either side of the 2,000-foot wide corridor except at the Patoka River Valley and at Petersburg where it is narrower because of reduced impact of the project. (See attached APE map.)

The APE for the Phase Ia literature review for archaeology is the 2000-foot corridor. The APE for the Phase Ia reconnaissance will be the preferred alternative to be determined at a later date.

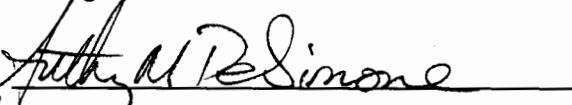
ELIGIBILITY DETERMINATIONS

Pursuant to 36 CFR 800.4(c)(2), the APE includes three aboveground historic properties. Patoka Bridges Historic District, which is listed in the National Register of Historic Places, consists of: Pike County Bridge No. 246, a variation of a Pratt through truss (1884); Pike County Bridge No. 81, a Camelback through truss (1924); and the one-quarter-mile-long segment of County Road 300 West between the two bridges. The property was listed under Criteria A and C for its association with local transportation history, for its association with local Underground Railroad history, and for embodying two stages of through truss bridge design and fabrication.

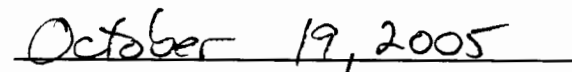
The APE also contains two National Register-eligible aboveground resources. 1) The Thomas C. Singleton Round Barn (1908) is a wood frame round barn, 64 feet in diameter. It is eligible for the National Register under Criteria A and C for its associations with agriculture and architecture. The barn is eligible under the Multiple Property Documentation Form Round and Polygonal Barns of Indiana. 2) The Chapman-Allison Farmstead consists of a two-story vernacular house (circa 1845), two large barns (circa 1900), and other outbuildings (circa 1900–1940). The Chapman-Allison Farmstead is eligible for the National Register under Criterion A for its association with agriculture and early settlement.

Eligibility for archaeology will be determined at a later date.

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 30 days upon receipt of findings.



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



Approved Date

**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
I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDY: SECTION 2, SR 64 TO US 50
DES. NO.: 0300378
FEDERAL PROJECT NO.: IN10(005)**

AREA OF POTENTIAL EFFECT

Pursuant to 36 CFR Section 800.4(a)(1), the Area of Potential Effects (APE) for aboveground resources is centered on a 2,000-foot-wide corridor that was selected at the end of the Tier 1 Study to advance to the Tier 2 Study. The Section 2 corridor begins just north of SR 64 and ends just north of US 50 (approximately 28.5 miles) with an additional one mile at each end for analysis. The width of the APE extends one mile on either side of the 2,000-foot-wide corridor except at the Patoka River Valley and at Petersburg where it is narrower because of reduced impact of the project. (See attached Figure 1.) During the course of the Tier 2 Study, this original APE was expanded in three specific areas to accommodate changes to the project alternatives under consideration. (See attached Figures 2-4.)

The APE for the Phase Ia literature review for archaeology is the 2,000-foot corridor. The APE for the Phase Ia reconnaissance will be the preferred alternative to be determined at a later date.

ELIGIBILITY DETERMINATIONS

Pursuant to 36 CFR 800.4(c)(2), the APE includes four aboveground historic properties. Patoka Bridges Historic District, which is listed in the National Register of Historic Places, consists of: Pike County Bridge No. 246, a variation of a Pratt through truss (1884); Pike County Bridge No. 81, a Camelback through truss (1924); and the one-quarter-mile-long segment of Pike County Road 300 West between the two bridges. The property was listed under Criteria A and C for its association with local transportation history, for its association with local Underground Railroad history, and for embodying two stages of through truss bridge design and fabrication. This property was listed in the Register on March 25, 2005.

The APE also contains three National Register-eligible aboveground resources. 1) The Thomas C. Singleton Round Barn (1908) is a wood frame round barn, 64 feet in diameter. It is eligible for the National Register under Criteria A and C for its associations with agriculture and architecture. The barn is eligible under the Multiple Property Documentation Form Round and Polygonal Barns of Indiana. 2) The Chapman-Allison Farmstead consists of a two-story vernacular house (circa 1845), two large barns (circa 1900), and other outbuildings (circa 1900-1940). The Chapman-Allison Farmstead is eligible for the National Register under Criterion A for its association with agriculture and early settlement. 3) The State Route 257 Bridge over Veale Creek (027-663-30046) is a single-span, steel, Warren pony truss bridge (1938) with flat top chords and a total span of 84 feet. The bridge is eligible for the National Register under Criteria C in the area of engineering.

Eligibility for archaeology will be determined at a later date.

EFFECT FINDING

Patoka Bridges Historic District – Adverse Effect.

Thomas C. Singleton Round Barn – No Adverse Effect.

Chapman-Allison Farmstead – No Adverse Effect.

State Route 257 Bridge over Veale Creek – No Adverse Effect.

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

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

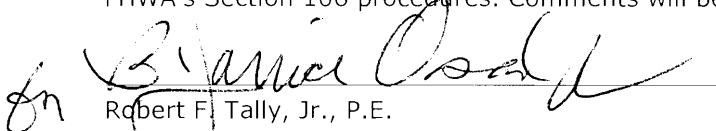
Patoka Bridges Historic District -- This undertaking will not convert property from the Patoka Bridges Historic District, a section 4(f) historic property, to a transportation use that is permanent, temporary or constructive; FHWA has determined the appropriate Section 106 finding is "Adverse Effect"; therefore no Section 4(f) evaluation is required for the Patoka Bridges Historic District. **FHWA respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of "Adverse Effect".**

Thomas C. Singleton Round Barn -- This undertaking will not convert property from the Thomas C. Singleton Round Barn, a section 4(f) historic property, to a transportation use that is permanent, temporary or constructive; FHWA has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore no Section 4(f) evaluation is required for the Thomas C. Singleton Round Barn. **FHWA respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of "No Adverse Effect".**

Chapman-Allison Farmstead -- This undertaking will not convert property from the Chapman-Alison Farmstead, a section 4(f) historic property, to a transportation use that is permanent, temporary or constructive; FHWA has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore no Section 4(f) evaluation is required for the Chapman-Allison Farmstead. **FHWA respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of "No Adverse Effect".**

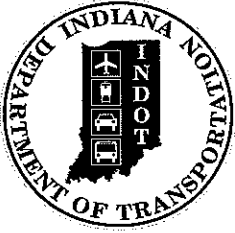
State Route 257 Bridge over Veale Creek -- This undertaking will not convert property from the State Route 257 Bridge over Veale Creek, a section 4(f) historic property, to a transportation use that is permanent, temporary or constructive; FHWA has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore no Section 4(f) evaluation is required for the State Route 257 Bridge over Veale Creek. **FHWA respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of "No 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 30-days upon receipt of the findings.


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

12/15/08

Approved Date



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

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Mitchell E. Daniels, Jr., Governor
Karl B. Browning, Commissioner

DES. #: 0300378

LEGAL NOTICE

OF

SECTION 106 EFFECT FINDINGS

The Indiana Department of Transportation (INDOT) is planning to undertake the construction of Interstate 69 (I-69) Section 2, funded in part by the Federal Highway Administration (FHWA). The construction of Section 2 of the I-69 Evansville to Indianapolis project (DES. NO. 0300378, FEDERAL PROJECT NO. IN10(005)) involves the portion of the interstate from one-half mile north of SR 64 near Oakland City to US 50 east of Washington and is approximately 29 miles in length. A series of alternatives has been analyzed for environmental, social, economic, and engineering concerns. The highway is a freeway facility with interchanges providing the only access. A preferred alternative has been identified.

The purpose and need of Section 2 consists of two parts: (1) the overall project purpose as defined in Tier 1 for the I-69 Evansville to Indianapolis project, and (2) local goals identified as part of the Tier 2 process. The local needs identified in Tier 2 for Section 2 include: to increase personal accessibility for area residents, reduce existing and forecasted traffic congestion, improve traffic safety and support local economic development initiatives.

The proposed action impacts items listed in, and eligible for, the National Register of Historic Places. The FHWA has issued an "Adverse Effect" finding for the project due to an adverse visual effect on the Patoka Bridges Historic District, which is listed in the National Register of Historic Places. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.6(a)(4), the documentation specified in 36 CFR 800.11(e) is available for inspection at the I-69 Section 2 Project Office at the address listed below. This documentation serves as the basis for the FHWA's adverse effect finding. The views of the public on this finding are being sought. Please reply no later than March 9, 2009 to: Joseph Leindecker, I-69 Section 2 Project Office; 60 North Commercial Park Drive, P.O. Box 522, Washington, Indiana, 47501.

-30-

Wednesday, February 25, 2009 -NINE

DOMESTIC ANIMALS 750

Free: 2 Male Beagle dogs, 3 yrs. & 11/2 yrs. old. Hunting or pets. 812-295-2668

Yorkie-Poo Puppies, 8 wks. old. 1st shots & wormed. Call 787-0523 or 486-6175.

LEGAL NOTICES 850

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Feb. 11-13-25,
Mar. 4-11, 2009