

APPENDIX C
AGENCY COORDINATION



Indiana Department of Natural Resources

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-273
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.state.in.us



June 18, 2004

Linda Weintraut, Ph.D.
Weintraut & Associates Historians, Inc.
16 Boone Woods
Zionsville, Indiana 46077

Federal agency: Federal Highway Administration

Re: Your letter of June 3, 2004; area of potential effects for Section 2 of the Tier 2, I-69 Evansville to Indianapolis Study.

Dear Dr. Weintraut:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470f), and implementing regulations at 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of your June 3, 2004, letter and enclosures, which we received on June 4.

Based on information that you have provided and that otherwise is currently available to us, the proposed area of potential effects ("APE") for Section 2 appears to be appropriate. However, if specific kinds of effects or geographic factors that come to light later in the Section 106 consultation suggest otherwise, it may be appropriate at that time to consider making adjustments to the APE.

You may direct questions about our comments to John Carr of my staff at 317-232-1646.

Thank you for your cooperation.

Very truly yours,

Jon C. Smith
Deputy State Historic Preservation Officer

JCS:JLC:jlc

cc: Robert F. Tally, Jr., P.E., Federal Highway Administration, Indiana Division
Janice Osadczuk, Indiana Department of Transportation

emc: Anthony DeSimone, Federal Highway Administration, Indiana Division
Lyle Sadler, Indiana Department of Transportation
Mary Crowe, Indiana Department of Transportation
Linda Weintraut, Ph.D., Weintraut & Associates Historians, Inc.



May 17, 2005

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

Federal Agency: Federal Highway Administration

Re: Executive summary and draft historic property report for the I-69 Section 2 Tier 2 project

Dear Mr. Tally:

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 29 and 30, 2005, and received on March 30, 2005, for the above indicated project.

We have reviewed the Draft of Tier 2 Historic Property Report for the I-69 Indianapolis to Evansville project—Section 2 and we agree with the proposed findings of eligibility and non-eligibility for the properties identified in the report. However, please note that the Patoka Bridges Historic District was listed in the National Register of Historic Places on March 25-2005.

A copy of the revised 36 C.F.R. Part 800 regulations 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 our comments, please call Karie A. Brudis of our office at (317) 232-1646.

Very truly yours,

Jon C. Smith
Deputy State Historic Preservation Officer

JCS:KAB:kab

cc: Linda Weintraut, Ph.D., Weintraut & Associates Historians, Inc.
emc: Janice Osadczuk, Indiana Department of Transportation
Anthony DeSimone, Federal Highway Administration, Indiana Division
Ben Lawrence, Indiana Department of Transportation
Mary Crowe, Indiana Department of Transportation
Thomas Cervone, Ph.D., Bernardin, Lochmueller & Associates, Inc.



Indiana Department of Natural Resources

Mitchell E. Daniels, Jr., Governor
Kyle J. Hupfer, Director

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
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November 23, 2005

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

Re: Draft identification of effects report for Section 2 of the I-69 Evansville to Indianapolis Tier 2 studies (Designation #0300378, DNR #11776)

Dear Mr. Tally:

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 October 19, 2005, and received on October 24, 2005, for the above indicated project.

We concur with the area of potential effects for I-69, Section 2, as described in your October 19, 2005, finding.

We also concur in your determinations, also of October 19, that the Patoka Bridges Historic District (including Pike County bridge numbers 246 and 81 and the section of County Road 300 West between them) is listed in the National Register of Historic Places and that the Thomas C. Singleton Round Barn and the Chapman-Allison Farmstead are eligible for the National Register, for the reasons cited in your determinations.

Thank you for providing a copy of the draft identification of effects report. In general we agree with the report. However, during the November 2nd consulting parties meeting, there was a discussion about how the bridge over the Patoka River would be constructed (i.e., elevated to some degree, relative to the bridges of the nearby Patoka Bridges Historic District). We believe that this should be clarified in the report as well as explaining why the new bridge cannot be shifted further from the Patoka Bridges Historic District (i.e., because of its location within the Patoka River National Wildlife Refuge).

Furthermore, we are concerned with the possibility of construction vehicles using the resources within the Patoka Bridges Historic District during the construction of the new bridge and roadway. It was suggested at the November 2nd meeting that this potentially could occur and that it might be an adverse effect that could be mitigated appropriately in the anticipated Section 106 memorandum of agreement ("MOA") by stipulating that use of those resources by highway construction vehicles would be avoided. We believe that the potential for physical destruction of or damage to the two bridges, in particular, is significant and that it should be identified as an adverse effect now, during the effects assessment step of the Section 106 review process. We would agree with the suggestion at the meeting that provision for avoiding that adverse effect be made by stipulating in the MOA that no construction vehicles would be permitted to cross or park anywhere near Bridge #81, Bridge #246 and the portion of County Road 300 West within the boundaries of the Patoka Bridges Historic District.

We look forward to consulting further as you carry out certain responsibilities pursuant to 36 C.F.R. Part 800 for the Section 106 review process.

A copy of the revised 36 C.F.R. Part 800 regulations 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 our comments, please call Karie A. Brudis of our office at (317) 232-1646.

Very truly yours,



Jon C. Smith

Deputy State Historic Preservation Officer

JCS:KAB:JLC:kab

cc: Janice Osadczuk, Indiana Department of Transportation
I-69 Section 2 Project Office
Linda Weintraut, Ph.D., Weintraut & Associates Historians, Inc.
emc: Anthony DeSimone, P.E., Federal Highway Administration, Indiana Division
Ben Lawrence, P.E., Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Thomas Cervone, Ph.D., Bernardin, Lochmueller & Associates, Inc.
Linda Weintraut, Ph.D., Weintraut & Associates Historians, Inc.



Indiana Department of Natural Resources

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Mitchell E. Daniels, Jr., Governor
Kyle J. Hupfer, Director



May 11, 2006

RECEIVED
MAY 18 2006

BY:

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

Federal Agency: Federal Highway Administration

Re: Identification of Effects Report and Conceptual Mitigation Worksheet for I-69 Evansville to Indianapolis
Tier 2 Studies, Section 2

Dear Mr. Tally:

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 22 and March 9, 2006, and received on February 27 and March 24, 2006, for the above indicated project. We apologize for our delay in response.

We do not have any concerns with the Identification of Effects Report. In terms of Conceptual Mitigation, we believe that the most important ideas are:

- Making funding available for the Pike County Commissioners for repairs to Bridges #246 and 81;
- Not allowing construction traffic to use Bridge #246 and 81; and
- Planting vegetation to provide a screen between the new bridge and the Patoka Bridges Historic District to reduce audible and visual effects.

With respect to the installation of noise barriers on the new bridge, we believe that this may introduce a more visual effect on the Patoka Bridges Historic District and would not be appropriate. Please refer to the enclosed Conceptual Mitigation Worksheet for additional ideas. We look forward to consulting further as you carry out certain responsibilities pursuant to 36 C.F.R. Part 800 for the Section 106 review process.

If you have questions about our comments, please call Karie A. Brudis of our office at (317) 232-1646.

Very truly yours,

Jon C. Smith
Deputy State Historic Preservation Officer

JCS:KAB:kab

Enclosure

cc: Janice Osadczyk, Indiana Department of Transportation (w/Enclosure)
I-69 Section 2 Project Office (w/Enclosure)
Linda Weintraut, Ph.D., Weintraut & Associates Historians, Inc. (w/Enclosure)
emc: Anthony DeSimone, Federal Highway Administration, Indiana Division
Christopher Koeppel, Indiana Department of Transportation
Mary Crowe, Indiana Department of Transportation
Thomas Cervone, Ph.D., Bernardin, Lochmueller & Associates, Inc.
Linda Weintraut, Ph.D., Weintraut & Associates Historians, Inc.

**I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES:
SECTION 2, SR 64 to US 50
Section 106 Consultation for Aboveground Resources
Conceptual Worksheet for Development of Memorandum of Agreement**

The Section 106 process for Section 2 of the I-69 Evansville to Indianapolis Tier 2 Studies has resulted in a finding: historic properties affected, adverse effect. The historic property adversely affected is the Patoka Bridges Historic District.

At this time, Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) are considering ways to avoid or minimize harm, to preserve and enhance the adversely affected aboveground historic resources, as well as ways to improve educational and interpretive opportunities for these resources.

As part of this effort, the FHWA and INDOT are seeking suggestions from Section 106 consulting parties for Section 2 on this issue. Comments received from consulting parties will be considered in developing a draft Memorandum of Agreement (MOA) as part of the Section 106 process for Section 2. The draft MOA will be circulated to the consulting parties for review and comment.

This worksheet is being distributed for discussion purposes at the Section 106 consultation meeting on March 9, 2006. Completed worksheets may be submitted at the meeting or may be submitted after the meeting to Linda Weintraut at the address shown below. The deadline for submitting this worksheet is April 10, 2006. If more space is needed, please attach any extra pages to this form.

SUGGESTIONS FOR MOA

1. **Avoidance and Minimization.** Please provide suggestions for avoiding or minimizing the impacts of this project on aboveground historic resources – for example, vegetative screening to reduce impacts.

- Not allowing construction traffic to use Pike County Bridges #251 and 81.
- Planting of vegetation to provide a screen between the new bridge and the Patoka Bridges Historic District.

2. **Preservation and Enhancement.** Please provide suggestions for preserving and enhancing adversely affected aboveground resources – for example, acquiring preservation easements.

- Making funding available to the Pike County Commissioners for the rehabilitation of or repairs to Bridge #251 and 81.
- Using a low impact, non-intrusive design for the new bridge.

3. Education and Interpretation. Please provide suggestions for ways to improve educational or interpretive opportunities for adversely affected aboveground historic resources – for example, research and documentation, educational materials, etc.

- Installation of an Indiana Tourist Attraction Sign along the Interstate to identify the location of the Patoka Bridges Historic District.
- Installation of an Indiana Historical Marker discussing the Patoka Bridges Historic District.
- Creation of exhibits, brochures or 4th grade curriculum materials relating to the Patoka Bridges Historic District in terms of:
 - The evolution of bridge engineering
 - The Underground Railroad
 - The Wabash & Erie Canal

Worksheet submitted by:

Name: Karie A. Brudis
Phone: (317) 232-1646
Organization: IDNR-DHPA
Email: kbrudis@dnr.IN.gov

Please submit completed worksheets to:

Linda Weintraut, Ph.D.
Weintraut & Associates Historians, Inc.
33 East Cedar Street
Zionsville, IN 46077
Fax: 317.733.9773
E-mail: Linda@weintrautinc.com



Division of Historic Preservation & Archaeology, 1024 W. Washington Street, West 4th Floor, Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov



December 18, 2006

Linda Weintraut, Ph.D.
Weintraut & Associates Historians, Inc.
33 East Cedar Street
Zionsville, Indiana 46077

Federal Agency: Federal Highway Administration, Indiana Division

Re: Your letter and attachments of November 30, 2006, conveying additional historic properties information regarding the SR 257 Bridge over Veale Creek in Daviess County, Indiana, and Section 2 of the I-69 Evansville to Indianapolis Tier 2 Studies (DHPA #1351)

Dear Dr. Weintraut:

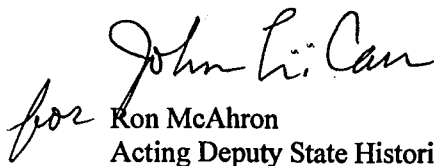
Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an review of the aforementioned received on December 1, 2006.

We agree with your application of the *Guidelines for Assessing the Cultural Significance of Indiana's Extant Metal Bridges (1872-1942)* and with your conclusion that the SR 257 Bridge over Veale Creek is eligible for inclusion in the National Register of Historic Places under Criterion C. In further support of that conclusion, we have observed that Warren pony truss bridges, once plentiful in Indiana, are becoming increasingly rare, especially on the state highway system.

Questions about these comments should be directed to John Carr of our office at (317) 233-1949 or jcarr@dnr.in.gov.

In all future correspondence regarding I-69 Section 2, please refer to DHPA #1351.

Very truly yours,

A handwritten signature in cursive script that reads "John Li Carr".

Ron McAhron
Acting Deputy State Historic Preservation Officer

RM:JLC:jlc

cc: Robert F. Talley, Jr., P.E., Federal Highway Administration, Indiana Division
Michelle Hilary, Indiana Department of Transportation
I-69 Section 2 Project Office

emc: Anthony DeSimone, P.E., Federal Highway Administration, Indiana Division
Christopher Koeppel, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Administration
Thomas Cervone, Ph.D., Bernardin, Lochmueller, & Associates, Inc.
Jason DuPont, Bernardin, Lochmueller, & Associates, Inc.
Linda Weintraut, Ph.D.

DNR

Indiana Department of Natural Resources

Mitchell E. Daniels, Jr., Governor
Robert E. Carter, Jr., Director

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December 20, 2006

Alice Roberts
Consulting Archaeologist
Gray & Pape, Inc.
1318 Main Street
Cincinnati, OH 45202

Federal Agency: Federal Highway Administration

Re: *GIS Modeling of Buried Prehistoric Site Potential and Scope of Work for Subsurface Testing Section 2, SR 64 to US 50 Gibson, Daviess, and Pike Counties, Indiana (Stafford 9/11/06).*

Dear Ms. Roberts:

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 September 11, 2006 and received on September 27, 2006, for the above indicated project in Gibson, Daviess, and Pike counties, Indiana.

We have reviewed and concur with the plan to conduct Phase Ic subsurface reconnaissance for the Section 2 corridor. The survey must be done in accordance with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716) and will be conducted according to the current Indiana Guidebook. A description of the survey methods and results must be submitted to the Division of Historic Preservation and Archaeology for review before we can comment further.

Once the indicated information is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

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 our comments, please call our office at (317) 232-1646. Questions about archaeological issues should be directed to Dr. Rick Jones.

In all future correspondence please refer to DHPA # 20062281.

Very truly yours,


for Ron McAhron
Acting Deputy State Historic Preservation Officer

RM:JRJ:jj

cc: Robert F. Tally, Jr., P.E., Federal Highway Administration, Indiana Division
Christopher Koepfel, Indiana Department of Transportation
Curtis Tomak, Indiana Department of Transportation
Christie Stanifer, Indiana Department of Natural Resources, Division of Water
Linda Weintraut, Ph.D., Weintraut & Assocs. Historians, Inc.
Thomas Cervone, Ph.D., Bernardin, Lochmueller & Associates, Inc.
Anthony DeSimone, Federal Highway Administration, Indiana Division

emc: Mary Kennedy, Indiana Department of Transportation



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Mitchell E. Daniels, Jr., Governor
Robert E. Carter, Jr., Director



January 5, 2007

Alice Roberts
Consulting Archaeologist
Gray & Pape, Inc.
1318 Main Street
Cincinnati, OH 45202

Federal Agency: Federal Highway Administration

Re: Draft Phase Ia Archaeological Investigations – Literature Review and Background Research, Section 2,
County Road 1050E to Halfmoon Creek (Striker and Miller 4/5/06).

Dear Ms. Roberts:

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 April 5, 2006 and received on April 13, 2006, for the above indicated project in Gibson, Pike, and Daviess counties, Indiana.

Thank you for providing the above reference report for review and comment by the Indiana SHPO. In general the report is an adequate review of existing sites and general literature review. Our comments offered below are primarily substantive.

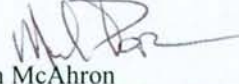
1. Sections 2.3 and 2.4 contain descriptions of soil associations and hydrology with explicit assumptions about relationships between environmental factors (generalized soil associations, hydrology) and cultural factors relating to site types and their locations on the landscape. Given the lack of systematic survey and regional settlement archaeology for the area in question, it seems premature to imply particular associations (negative or positive) between a generalized soil association, landform, and a particular "type" of prehistoric site. This is not to say that such factors as soil type or floodplain size are not important, but relationships about somewhat generalized environmental factors (whose parameters may have differed in prehistoric times) and settlement patterns should be framed within a discussion of specific research objectives or problems, rather than within an environmental overview section.
2. The first paragraph on page 11 referring to Level IV and Level III ecoregions is confusing as currently written.
3. Page 11, para 2, perhaps the last sentence should read "...Mesophytic Forest region as defined by Braun (1950)" rather than "...region of Braun (1950)."
4. The information presented in sections 2.5.4 and 2.5.6 is not well cited.
5. It would enhance the discussion of fauna from archaeological sites in section 2.5.6 if the information was presented in a tighter time frame, if the available evidence allows.
6. In section 3.0 on page 16 a survey of Yankeetown sites in southwest Indiana by Brian Redmond should be cited.
7. Page 16, section 3.0 para 3, last sentence "This continuity within the "Indiana Pocket"..." The citation for this sentence should include a page number reference if the above is a direct quote.
8. On page 24, if PPK was not previously defined, it should be spelled out the first time before being abbreviated since some reviewers may not be aware of the meaning.
9. In the sections on the Archaic, particularly the Middle and Late Archaic, it would appear that the literature cited, in some instances, does not include more recent citations regarding advances in settlement archaeology and rethinking of certain concepts pertaining to hunter-gatherer societies. Also, in the same sections, specific references to sites in the corridor foot print should include a report citation if one exists.
10. On page 30, para. 3, first sentence, what is the "discrete Late Archaic cultural phase"? No referent is given. While we assume the French Lick Phase is the referent, it is not clear.

11. On page 33, the last paragraph, what is (Scherschel)? If it is a citation it is missing the year and it is not in the bibliography.
12. On page 34, section 4.3.5, first para, the sentence beginning "The tiny Merom, Trimble, Riverton, ..." seems to be contradictory as written since presumably the different point styles enable one to differentiate between the Riverton and French Lick phases (at least on the basis of this item of material culture).
13. On page 37, the last paragraph seems to be sparse in citations. Similarly, on page 45 the third paragraph discussing Angel phase ceramics should include reference to Hilgeman's published dissertation, as well as Pollack.
14. On page 49, para 2 the citation quoting David Hackett Fisher (1989) should have a page number. Also, on the same page, para 3, the source of the information for the different counties is not clear, unless Layton 1916 is the sole source for all of the information.
15. It would seem to me that section 5.0 Methodology should come at the beginning of the document, certainly before the literature review. A little more detailed discussion of the historic and prehistoric period sources would also be useful to the reader, particularly a discussion of some of the limitations (strengths and weaknesses) of the various sources of data that form the basis for this report. Also, reference to DHPA should include the Indiana Department of Natural Resources (as in IDNR-DHPA).
16. The review could be strengthened by integrating information and available data from the known sites in the project area with previous research to set the stage for research questions to guide subsequent work. As it is, the statement on page 64, "In general, sites are expected on the floodplains, terraces, and uplands overlooking major drainages" would seem to contradict some of the general assumptions presented in the environmental overview section that implies relationships between particular landforms and the regional settlement data. Also, since the settlement archaeology models referred to in the background discussion (e.g. for expected 'types' of sites in the French Lick phase) have implications for the importance of sites of varying size, material composition (and density), and location, perhaps this information could be integrated with the available data for the sites in the proposed Section 2 survey corridor.
17. In section 7.0, Recommendations, page 65, the section on surface collection/survey should state that no-till agricultural fields are not subject to visual survey but should be surveyed with the shovel probe method.
18. On page 66, point b, in some cases not only the boundaries of shovel probes but the actual locations of transects and shovel probes may require mapping.
19. The utility of the report would be greatly enhanced if, in the results and recommendation sections, some specific research issues or problems were outlined and linked to the available survey data summarized in the report, and a discussion of the survey and analysis methods most suited to interpretation and making recommendations of NRHP eligibility and/or further work, if required (see point 16 above).

Once the indicated information is received, the Indiana SHPO will resume review and comment for this project. Please keep in mind that additional information may be requested in the future.

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 our comments, please call our office at (317) 232-1646. Questions about archaeological issues should be directed to Dr. Melody Pope or Dr. Rick Jones.

Very truly yours,


RM
Ron McAhron
Deputy State Historic Preservation Officer

RM:MKP:JRJ:mkp

cc: Michelle Hilary, Indiana Department of Transportation, I-69 Section 2 Project Office
Linda Weintraut, Ph.D., Weintraut & Associates Historians, Inc.
emc: Anthony DeSimone, Federal Highway Administration, Indiana Division
Christopher Koepfel, Indiana Department of Transportation
Mary Kennedy, INDOT
Thomas Cervone, Ph.D., Bernardin, Lochmueller & Associates, Inc.
Linda Weintraut, Weintraut and Assocs.

WEINTRAUT & ASSOCIATES, INC.

February 6, 2007

Mr. Rob Carter
State Historic Preservation Officer
Indiana Department of Natural Resources
Division of Historic Preservation and Archaeology
402 W. Washington Street, W274
Indianapolis, IN 46204-2739

**RE: I-69 Evansville to Indianapolis Tier 2 Studies, Section 2 (# 1351)
Additional identification and evaluation efforts**


Dear Mr. Carter:

Pursuant to Section 106 of the National Historic Preservation Act and on behalf of the Federal Highway Administration, Weintraut & Associates Historians, Inc. is conveying information regarding historic properties within an expanded Area of Potential Effects (APE) for Section 2 of the I-69 Evansville to Indianapolis Tier 2 Studies.

Enclosed are: 1) a brief report with a narrative description of the scope of work, the methodology, updated contextual information specific to the expanded areas of the APE, results of fieldwork and findings of eligibility, 2) a table showing the newly inventoried property, and 3) Maps showing the inventoried property in the expanded APE, two historic maps showing the APE and aerial maps that reference photo locations.

Please review and provide comments. If you have any questions, please contact me at the phone number below. Thank you for your help with this matter.

Sincerely,



Dr. Linda Weintraut

Cc: Anthony DeSimone, FHWA
Chris Koeppl, INDOT
Jason DuPont, Bernardin Lochmueller & Associates

2-01192-IL



Indiana Department of Natural Resources

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Mitchell E. Daniels, Jr., Governor
Kyle J. Hupfer, Director



March 2, 2007

Linda Weintraut, Ph.D.
Weintraut & Associates, Inc.
33 East Cedar Street
Zionsville, Indiana 46077

RECEIVED
MAR 06 2007
BY: *aw*

Federal Agency: Federal Highway Administration, Indiana Division

Re: I-69 Evansville to Indianapolis Tier 2 Studies, Section 2 (DHPA #1351), additional identification and evaluation efforts; Pike and Daviess counties, Indiana.

Dear Dr. Weintraut:

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 reviewed the report for the aforementioned project, which was submitted with your letter of February 6, 2007, which we received on February 8, 2007.

We agree with the rationales for, and the boundaries of, the three additions to the area of potential effects ("APE") that you have proposed for above-ground properties, at US 50 in Daviess County and at Blackburn Road and at SR 61 in Pike County. The historic contexts for the three additions are appropriate and helpful.

We further agree that none of the properties that you examined within those expansion areas is eligible for inclusion in the National Register of Historic Places. The one newly-inventoried property, Pike 05016 within the Blackburn Road APE expansion area, is of questionable significance, but it clearly has lost integrity, especially because of the wide aluminum siding and the rear additions. The other properties that were photographed but not inventoried exhibit no indication of having the potential for National Register eligibility.

If you have questions about our comments, please contact John Carr of our office, (317) 233-1949 or jcarr@dnr.in.gov.

In all future correspondence regarding this project, please continue to refer to DHPA #1351.

Very truly yours,

John L. Carr

for Ron McAhron
Acting Deputy State Historic Preservation Officer

RM:JLC:jlc

cc: Robert F. Tally, Jr., P.E., Federal Highway Administration, Indiana Division
Michelle Hilary, Indiana Department of Transportation
I-69 Section 2 Project Office

WEINTRAUT & ASSOCIATES, INC.

March 27, 2007

Mr. Ron McAhron
State Historic Preservation Officer
Indiana Department of Natural Resources
Division of Historic Preservation and Archaeology
402 W. Washington Street, W274
Indianapolis, IN 46204-2739

**RE: I-69 Evansville to Indianapolis Tier 2 Studies, Section 2
SR 257 Bridge over Veale Creek, Daviess County, Indiana**

Dear Mr. McAhron:

Pursuant to Section 106 of the National Historic Preservation Act, Weintraut & Associates Historians, Inc. is transmitting the identification of effects for the SR 257 Bridge over Veale Creek, a historic property within Area of Potential Effects (APE) for Section 2 of the I-69 Evansville to Indianapolis Tier 2 Studies.

Please review and provide comments. Thank you for your help with this matter.

Sincerely,



Dr. Linda Weintraut

Cc: Anthony DeSimone, FHWA
Chris Koepfel, INDOT
Jason DuPont, Bernardin Lochmueller & Associates

DNR

Indiana Department of Natural Resources

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

Mitchell E. Daniels, Jr., Governor
Robert E. Carter, Jr., Director



April 20, 2007

Linda Weintraut, Ph.D.
Weintraut & Associates, Inc.
33 East Cedar Street
Zionsville, Indiana 46077

RECEIVED
APR 23 2007
BY: *Raw*

Federal Agency: Federal Highway Administration, Indiana Division

Re: I-69 Evansville to Indianapolis Tier 2 Studies, Section 2: SR 257 Bridge over Veale Creek, Daviess County, Indiana (DHPA #1351)

Dear Dr. Weintraut:

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 reviewed your letter dated March 27, 2007, and enclosures, which we received the same day.

While reviewing your submission, some questions have occurred to us about alternatives A and B, in connection with possible visual impacts on the setting of the historic SR 257 Bridge over Veale Creek.

When you said that the "mainline" of Alternative A would be 700 feet from the historic bridge and that the "mainline" of Alternative B would be 645 feet from the bridge, were you referring to the near edge of the I-69 right-of-way for each alternative?

You indicated that, under Alternative B, SR 257 would be elevated approximately 22 feet above its current grade in order to pass over I-69. We are assuming that, under Alternative A, I-69 would not be placed in a cut at the point of the crossing with SR 257, because I-69 has to cross over Veale Creek about 600 feet to the northeast of the point of crossing. So, under Alternative A, would I-69 be elevated above grade and above SR 257 by about 22 feet?

Under either alternative, as CR 150S approaches I-69 from the east, CR 150S would be realigned toward the southwest and would tee into SR 257 east of I-69 and west of the historic Veale Creek Bridge. It does not appear as though the existing SR 257/CR 150S/CR 175E intersection to west of where I-69 will cross SR 257 will be eliminated or will be radically altered. Are we correct, then, in surmising that the purpose of creating a tee intersection of CR 150S and SR 257 to the east of the I-69/SR 257 crossing is to eliminate the need to build either an underpass or an overpass just for CR 150S?

It appears that the new tee intersection of CR 150S and SR 257 would be located roughly 200 feet farther to the east, and closer to the historic Veale Creek Bridge, under Alternative B than it would be under Alternative A. We presume that this is because SR 257 has to climb over I-69 under Alternative B and that it might be desirable to keep the new tee intersection as low in elevation as possible and as far away as possible from Alternative B's SR 257 overpass bridge, both for traffic safety and for the purpose of minimizing the amount of fill needed for the CR 150S connection. Presumably, CR 150S would have to be elevated somewhat as it approaches SR 257 in order to

Linda Weintraut, Ph.D.

April 20, 2007

Page 2

intersect the state highway. That elevated part of CR 150S, being only about half the distance from the historic Veale Creek Bridge as the SR 257 bridge overpass of I-69, might augment the visual impact on the historic bridge that the overpass above I-69 could have. By about how many feet would SR 150S have to be elevated above grade at the point of its intersection with the upward-sloping SR 257?

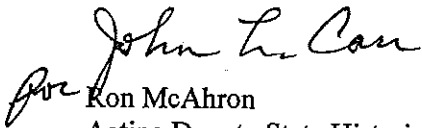
In terms of potential impact on archaeological resources, a review of our records indicates that the proposed project alternative areas are in an environmental setting that is suitable to contain archaeological resources. All necessary archaeological investigations will be conducted in the chosen project alternative area prior to project construction.

The investigations must be done in accordance with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716) and the current Indiana Guidebook for Indiana Historic Sites and Structures Inventory--Archaeological Sites.

If you have questions about our comments regarding effects on the historic bridge, please contact John Carr of our office at (317) 232-1646 or at jcarr@dnr.in.gov. Questions about archaeological issues may be directed to Dr. Richard Jones at (317) 233-0953 or at rjones@dnr.in.gov.

In all future correspondence regarding I-69 Section 2, please refer to DHPA #1351.

Very truly yours,



Ron McAhron

Acting Deputy State Historic Preservation Officer

RM:JLC:JRJ:jlc

cc: Robert F. Tally, Jr., P.E., Federal Highway Administration, Indiana Division
Michelle Hilary, J.D., Indiana Department of Transportation
Alice Roberts, Gray & Pape, Inc.
I-69 Section 2 Project Office

emc: Anthony DeSimone, P.E., Federal Highway Administration, Indiana Division
Christopher Koepfel, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Thomas Cervone, Ph.D., Bernardin, Lochmueller & Associates, Inc.
Jason DuPont, P.E., Bernardin, Lochmueller & Associates, Inc.
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.

MEMO:

To: John Carr

From: Linda Weintraut

Date: April 20, 2007

Re: I-69 Evansville to Indianapolis Tier 2 Studies, Section 2: SR 257 Bridge over Veale Creek, Daviess County, Indiana (DHPA #1351)

To recap the telephone conversation that we had today:

- 1) The distances provided are between the right-of-way for each alternative and the historic property boundary for the SR 257 Bridge over Veale Creek.
- 2) Under Alternative A, I-69 will be elevated approximately 22 feet over SR 257.
- 3) The purpose of creating a tee intersection of CR 150 with SR 257 is to provide access to those properties along CR 150 without building an overpass or underpass.
- 4) With Alternative B, CR 150 S will be elevated approximately 11 feet, according to the Section 2 consultants.



April 24, 2007

Linda Weintraut, Ph.D.
Weintraut & Associates, Inc.
33 East Cedar Street
Zionsville, Indiana 46077

Federal Agency: Federal Highway Administration, Indiana Division

Re: Your letter of March 27, 2007, regarding I-69 Evansville to Indianapolis Tier 2 Studies, Section 2: SR 257 Bridge over Veale Creek, Daviess County, Indiana, and clarifying information that you provided on April 20, 2007 (DHPA #1351)

Dear Dr. Weintraut:

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 reviewed the aforementioned materials.

You have clarified that under Alternative A, I-69 would be elevated approximately 22 feet over SR 257. Based in part on this clarification, we agree with your conclusion that the I-69 structure passing above SR 257 would be clearly visible from the historic SR 257 Veale Creek Bridge, and we would further suggest that I-69 would also be visible as it runs along, presumably on earthen fill, on both the south and the north approaches to the overpass structure. However, that overpass structure and the approaches would be more than 700 feet from the historic bridge, given that the mainline (or right-of-way line) of I-69 would be 700 feet from the bridge.

You also have clarified that under Alternative B, the point at which the realigned CR 150S would meet SR 257 in a new, tee intersection would be elevated approximately 11 feet above the current grade. You had indicated in your March 27 information that the approach to the SR 257 overpass structure would begin approximately 20 feet west of the SR 257 Bridge and would rise to a height of approximately 22 feet above the height of the existing SR 257 at the point at which the SR 257 overpass structure would cross I-69. Because you had indicated in the March 27 information that the mainline (or right-of-way line) of Alternative B would be 645 feet from the historic bridge, we surmise that the point at which the SR 257 overpass structure would reach the height of 22 feet above its current elevation would also likely be at least 645 feet away from the historic bridge and that the point at which the realigned CR 150S would intersect SR 257, approximately 11 feet above the current elevation of SR 257, would be very roughly half that distance or about 300 feet from the historic bridge. We think that both SR 257 as it rises, presumably on fill, toward I-69, and CR 150S as it rises, presumably on fill, toward SR 257, would be clearly visible from the historic bridge.

As you noted in your March 27 information, the historic SR 257 Veale Creek Bridge is known to be significant only under National Register Criterion C, for its engineering attributes. Although the setting of a Criterion C property is not necessarily irrelevant to that property's integrity, we think that as one moves farther away from the point at which the SR 257 Bridge crosses Veale Creek, the importance of the setting to this bridge's integrity declines fairly rapidly. Consequently, we believe that the intrusions that either Alternative A or Alternative B

would introduce into the setting of the SR 257 Veale Creek Bridge are not likely to "diminish the integrity of the

Linda Weintraut, Ph.D.

April 24, 2007

Page 2

property's significant historic features" (*see* 36 C.F.R. § 800.5[a][2][v]). Consequently, we agree with your opinion that neither Alternative A nor Alternative B would adversely affect this historic bridge.

As we have stated previously, in terms of potential impact on archaeological resources, a review of our records indicates that the proposed project alternative areas are in an environmental setting that is suitable to contain archaeological resources. All necessary archaeological investigations will be conducted in the chosen project alternative area prior to project construction.

The investigations must be done in accordance with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716) and the current Indiana Guidebook for Indiana Historic Sites and Structures Inventory--Archaeological Sites.

If you have questions about our comments regarding effects on the historic bridge, please contact John Carr of our office at (317) 232-1646 or at jcarr@dnr.in.gov. Questions about archaeological issues may be directed to Dr. Richard Jones at (317) 233-0953 or at rjones@dnr.in.gov.

In all future correspondence regarding I-69 Section 2, please refer to DHPA #1351.

Very truly yours,

Ron McAhron
Acting Deputy State Historic Preservation Officer

RM:JLC:jlc

cc: Robert F. Tally, Jr., P.E., Federal Highway Administration, Indiana Division
Michelle Hilary, J.D., Indiana Department of Transportation
Alice Roberts, Gray & Pape, Inc.
I-69 Section 2 Project Office

emc: Anthony DeSimone, P.E., Federal Highway Administration, Indiana Division
Christopher Koepfel, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Thomas Cervone, Ph.D., Bernardin, Lochmueller & Associates, Inc.
Jason DuPont, P.E., Bernardin, Lochmueller & Associates, Inc.
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.



FINAL MEETING SUMMARY

Meeting with State Historic Preservation Office

September 23, 2008 at 10:30 a.m.

INDOT Office Rm N642

| Attendee | Organization |
|---------------------|---------------------|
| John Carr | SHPO |
| Tom Seeman | INDOT |
| Mary Kennedy | INDOT |
| Christopher Koeppel | INDOT |
| Anthony DeSimone | FHWA |
| Tom Cervone | BLA |
| Jason DuPont | BLA |
| Linda Weintraut | W&A |

The purpose of this meeting was to discuss Appendix O to the Draft Environment Impact Study that details the refinements to the noise modeling and the alternatives considered to reduce noise impacts on the Patoka Bridges Historic District.

Jason DuPont started the meeting by giving an overview of Appendix O, pointing out the refinements made to the noise modeling that resulted in a decrease in predicted noise levels. These refinements included accounting for the effects of the crash barrier wall on the I-69 bridge, refinement of the historic district boundary, existing terrain and vegetation feature refinements and I-69 alignment refinements. John Carr said that he was glad that noise mitigation was included even though the noise level is not reaching the limit of FHWA's threshold for an adverse effect.

Anthony DeSimone asked if the field between the Patoka Bridges Historic District and the new bridge could be purchased to plant trees for mitigation. It is anticipated that any vegetative screening area, if incorporated into an MOA commitment, would be purchased as part of the right-of-way for I-69 to allow for the plantings. This right-of-way purchase would not include land within the Patoka Bridges Historic District.

There was general discussion as to whether the standard crash barrier wall on the I-69 bridge will obscure the vista (including a view of the District) for people driving across it. Standard heights for barriers along the side are: 2 feet, 9 inches and 3 feet, 6 inches.

John Carr noted that from the exhibits in Appendix O, it looked like the 6 foot barriers did not result in significant additional attenuation of sound beyond that provided by the standard barrier; it was not until an 8 foot barrier is used that there is a noticeable reduction from the standard barrier levels.

Both INDOT and FHWA agreed that no construction traffic would be permitted on the bridges within Patoka Bridges Historic District.



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

John Carr noted that he likes the quiet of the present District and likes that measures are being considered to reduce the noise but he is concerned about the height of the side barriers. There are many disadvantages to higher side barriers, including obscuring the view of the bridges from the highway.

Jason DuPont gave an overview of the consideration of moving the alternatives outside the corridor within the Patoka River National Wildlife Refuge area. He said that the impacts to wetlands and other natural resources increased quickly and there was no assurance that even with these shifts that the effects on the Patoka Bridges District would not be adverse. John Carr agreed that the alignment within the previously identified I-69 Corridor did appear to be a reasonable alignment to avoid the Patoka Bridges District and minimize impacts to all resources in the area.

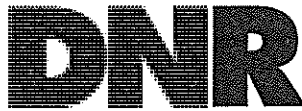
There was some discussion about educational mitigation, perhaps audio tour that discusses the natural and cultural heritage of the area and that would encourage people to leave the highway and to visit nearby sites. Not only could Patoka Bridges be included but also portions of the Wabash & Erie Canal.

It was agreed that there will be no new release of the *Identification of Effects* Report, rather the 800.11(e) will include the revised noise modeling and DEIS's "Appendix O" in its appendix.

The next anticipated formal SHPO comments will follow the release of the DEIS and Section 4(f) Evaluation, including the 800.11(e) documentation (unless, of course, SHPO wishes to comment before that).

Details discussed in this meeting are subject to change, but are a reflection of how things stood at the close of the meeting. This meeting summary documents ongoing, internal agency deliberations. Accordingly, the information contained in this summary is considered to be pre-decisional and deliberative.

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Indiana Department of Natural Resources

Mitchell E. Daniels, Jr., Governor
Robert E. Carter, Jr., Director

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 9, 2009

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 the Federal Highway Administration's finding of "adverse effect" and 36 C.F.R. § 800.11(e) documentation pertaining to the I-69 Evansville to Indianapolis Section 2 Tier 2 Studies (Des. No. 0300378; Federal Project No. IN10[003]; DHPA #1351)

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 has conducted an analysis of the materials dated February 3, 2009 and received on February 5, 2009, for the above indicated project in Pike and Daviess counties, Indiana.

Thank you for providing notification of the FHWA's December 15, 2008 finding of adverse effect. We agree with the finding of adverse effect for the reasons stated, and because the identification and evaluation of archaeological resources have not been completed yet. Please note that on page 3 of the documentation, section 2.0, regarding archaeological reconnaissance, Phase II is incorrectly referred to as survey. Phase II should be referred to as test excavations. We suggest clarifying that Phase I, and Phase II and III (if necessary) archaeological investigations will be conducted. Phase III is large scale excavation.

We further agree with the following assessments of effects for specific historic properties:

Patoka Bridges Historic District: Adverse Effect

Thomas C. Singleton Round Barn: No Adverse Effect

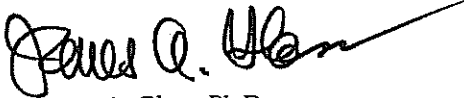
Chapman-Allison Farmstead: No Adverse Effect

State Route 257 Bridge over Veale Creek: No Adverse Effect

We would be willing to enter into a memorandum of agreement for the above identified project with appropriate mitigation measures. Once an opportunity has been had to take into account the views on the effects as provided by the Indiana SHPO and other consulting parties, it would be appropriate to prepare a draft memorandum of agreement, we will then be happy to continue with consultation on this project.

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 #1351.

Very truly yours,



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

JAG:JRJ:JLC:je

cc: Michelle Allen, Indiana Department of Transportation
I-69 Section 2 Project Office

enc: Janice Osadczuk, Federal Highway Administration, Indiana Division
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Linda Weintraut, Ph.D., Weintraut & Associates Historians, Inc.
Thomas Cervone, Ph.D., Bernardin, Lochmueller & Associates, Inc.
Jason DuPont, P.E., Bernardin, Lochmueller & Associates, Inc.



Meeting Minutes

Tier 2 Meeting Section 106 Aboveground Issues

Meeting Location, IGCN 955, Indianapolis, IN

Wednesday, March 25, 2009, 10:00 a.m. EDT

| | |
|---|---|
| Attendees: | |
| Janice Osadczuk – Federal Highway Administration, Indiana Division | Jason DuPont – Bernardin, Lochmueller & Assoc./ Project Management Consultant (PMC) |
| John Carr – IDNR/State Historic Preservation Officer (SHPO), Division of Historic Preservation & Archaeology (DHPA) | Linda Weintraut – Weintraut & Associates/PMC |
| Frank Hurdis – IDNR/SHPO/DHPA | Michelle Gammon Purvis – Weintraut & Associates/PMC |
| Mary Kennedy – Indiana Dept. of Transportation | |

The purpose of this meeting was to discuss public/consulting party comments regarding 800.11(e) for Section 2 and 3, the Memorandum of Agreement for Sections 2 and 3 (including mitigation ideas), and the methodology for the proposed Age of Data Survey for Section 4.

Linda Weintraut began the meeting by mentioning that the comment period on the 800.11(e) has been extended to May 8, 2009. Consulting parties had requested additional time to review the documents. There was a general discussion about the various consulting party comments that have been received. Several comments have been received; all of these were briefly reviewed.

Discussion then focused on a letter/email submitted by William Boyd that contained comments and objections to the overall Section 3 Historic Property Report (HPR) as well as 73 points of objection to various aspects of the Eligibility Report for the Dowden Farm. Weintraut & Associates explained that most of the points in this March 8, 2009 letter had been submitted during earlier comment period and that the comments are not likely to have any effect on the determination for the Dowden Farm (determined ineligible by the Keeper of the National Register).

Janice Osadczuk requested that a copy of Boyd's recent correspondence be sent to SHPO, along with the appropriate sections of the Eligibility Report highlighted, so SHPO can comment on whether or not the submitted information could have an effect on eligibility. Osadczuk requested that special attention be paid to any new information contained in Boyd's letter. Weintraut & Associates will send a package of information to SHPO that will contain previous correspondence from Jan Boyd, the eligibility report with appropriate sections highlighted, and this new communication from William Boyd.

Other discussion about Sections 3's consulting party comments continued. Osadczuk asked whether any local historians had been involved in the process. DuPont and



Weintraut answered that there has not been much input from local historians, although one had attended a consulting party meeting.

There was a brief discussion about the FHWA noise policy because Citizens for Appropriate Rural Roads (CARR) had expressed concern over the effects created by I-69 noise. Osadczuk explained that the FHWA noise policy, which is set in decibels, is a guideline and that each State has the option of setting its own noise policy. INDOT revised its policy last year. The policy does not require the absence of road noise; however, the noise policy, based on FHWA guidelines, sets thresholds to identify what level of roadway noise intensity constitutes an *adverse* effect. DuPont said that noise thresholds have been reviewed for the NR-eligible properties and that the properties in Scotland do not come close to meeting the decibel levels deemed to be an adverse effect by the noise policy.

The group then discussed whether changes should be made to the Historic Property Reports based on comments that there are inaccuracies. Osadczuk said that changes should be made for errors (such as typos, etc.) pointed out by consulting parties. An errata sheet will be distributed shortly after the May 8, 2009 deadline.

The meeting topic then moved to an update on Section 2. Some consulting parties had stated that the comment period was too short, but Osadczuk reminded the group that the law requires 30 days for review; nevertheless, the comment period on the 800.11(e) has been extended to May 8, 2009.

There was a detailed discussion about mitigation for Section 2, in particular the concept of providing funding to Pike County Commissioners for repairs to bridges in the Patoka Bridges Historic District. While this may be a good idea, details need to be worked out to determine feasibility and practicality. These include the following: Has a cost estimate been made for bridge repairs? Does the County have any plans? What is the County's interest? These need to be known before including it in the MOA. DuPont said he would inquire regarding Pike County's information on the bridges and their interest in rehabilitation.

DuPont also mentioned that there has been discussion about converting these to pedestrian-only travel, if the road were to be closed by I-69 and pending property acquisition by the Patoka River National Wildlife Refuge. However, the road is currently planned to be kept open as identified in the DEIS. The bridges currently do not appear to be in great condition. Osadczuk reminded the group that any change in use would need to be evaluated to see if it would result in an adverse effect. John Carr mentioned that the Advisory Council on Historic Preservation used to have a "Manual of Mitigation Measures" that discussed various common mitigation approaches. This document indicated that bypasses are always treated as an adverse effect, even if the MOA requires that a bridge be converted to pedestrian use to repair and protect it.



Finally, there was discussion about the concern expressed that the NR-listed Patoka Bridges not be used by construction traffic. FHWA and INDOT have consistently expressed that this is an important commitment and it can be made part of the construction contract. DuPont mentioned that it would be easy to keep construction machinery/traffic off the bridges, but that regulating traffic to and from the site might be more difficult. However, this condition will be written into the construction contract documents and will be monitored by the construction engineer to maintain compliance during construction.

Osadcuk reminded the group that if bridge rehabilitation would be included in the MOA, it should also have its own CE.

The final aspect of the discussion regarded borrow pits; William Boyd had commented that Section 106 must be done on borrow pits. The group agreed that borrow pits will be handled appropriately during construction, per the INDOT Standard Specifications, which require clearance of borrow pits. In crafting the document that details consideration of consulting party comments, Mary Kennedy said that Weintraut & Associates could obtain official wording from Shaun Miller regarding this issue.

At this point in the meeting, Carr requested that the group discuss the Age of Data Survey for Section 4 so that Frank Hurdis could provide his expertise and input, and be excused from the meeting. Weintraut referred to the Methodology hand-out and explained that the goal is to update the Section 4 survey to make it current through 2015, specifically by reviewing properties constructed between 1954 and 1965.

There was some discussion about a Task Force assembled by the DHPA to consider the survey program and the future challenges, especially as more post-war buildings meet the age criteria for consideration of National Register eligibility. Weintraut and Hurdis explained that given the number of properties constructed during this time, the Task Force decided that Phase II of the IHSSI will survey post-war properties with a high level of integrity and that only properties with an excellent level of integrity would be considered eligible. Weintraut agreed to add a statement to the methodology indicating that post-war properties possess high integrity in order to be inventoried for the I-69 survey.

Hurdis asked why this Age of Data Survey is focused on Section 4; Weintraut answered that since the Section 4's 800.11(e) is not anticipated to be released until late 2009 with completion of this section not until 2010, so the team would like to be proactive. Sections 2 and 3 have been released, and are anticipated to be completed before the end of 2009. ., Construction is happening now for Section 1, and Sections 2 and 3 are moving into final design and construction. DuPont explained that plans for Sections 5 and 6 are not definitive enough, which is the reason the re-survey for those sections is not happening now, but an update like this is anticipated to occur in the future.



Hurdis asked how this survey interfaces with the mitigation surveys; Weintraut explained that this survey is simply a method to update data for those remaining sections that have not yet completed the 800.11(e) documentation process. Carr mentioned that SHPO is interested in knowing when the Tier 1 mitigation surveys can start for Sections 2 and 3: DuPont and Osadczuk said that the plan is for the RODs for Sections 2 and 3 to be signed by the end of the year.

Weintraut asked for confirmation that the methodology for the Age of Data Survey is appropriate. Osadczuk requested that a consulting parties meeting be held after this Additional Information (AI) Report is completed.

Weintraut pointed out that the survey update will also include a *reconnaissance review* of properties surveyed by CCRG to verify status. The group agreed that “changed” could mean either having a reduction in status due to improper alterations, or improved in status due to repairs that follow the Secretary of Interior’s guidelines, or if a property should be contributing due to the age requirement.

The discussion returned to the post-war properties. Non-traditional, post-war sites (such as industrial sites, trailer parks) will be reviewed.

Mary Kennedy suggested that Weintraut & Associates review USGS maps in addition to aerial photographs.

DuPont summarized the discussion, saying that the survey would verify general information on the previously surveyed contributing properties and it would add additional information about contributing properties constructed between 1954 and 1965. These newly-surveyed properties will be assessed for NR eligibility; if any are eligible, effects will be assessed. Changes to the methodology for the additional information survey will be made based on this meeting discussion. Weintraut & Associates will begin the survey update immediately.

The final topic of the meeting was a review of proposed mitigation ideas for Sections 2 and 3. The MOA will follow the template established by Section 1.

There was a discussion about a proposal for Section 2 mitigation to have a “Low impact, non-intrusive bridge design.” After discussing the fact that the statement must be reviewed by INDOT bridge design staff, the group amended this statement to say “visually non-intrusive, context sensitive bridge design.”

The MOA will include a stipulation that says, “Bridge design will be coordinated with SHPO.” There was some discussion about the review process for the bridge design; the group decided that it was appropriate for SHPO to review the design once prior to, and at 30 percent bridge design so that the design could be modified, if necessary to assure conformity to this commitment. DuPont agreed to find out what the current stage of completion is, and confirm the language in the RFP for the design of Sections 2 and 3.



Weintraut passed out information about the proposed Audio Tour as mitigation. This item has been included as a public education mitigation tool that will assist heritage tourism. It will bring travelers into the communities to learn about cultural and natural history of the area and could also help with economic development. There was some discussion about how the tour would be disseminated. Some ideas included having kiosks at rest stops and working with the state tourist offices, county CVBs, and local schools to distribute the information. The audio media is planned to be produced in electronic format so that it can be easily distributed, including as an internet download. The mitigation plan includes researching, writing, and production supervision of the audio tour. The marketing plan and marketing of the tour and distribution of the media will need to be developed.

The final meeting topic was the mitigation for the McCall Family Farmstead in Section 3. Tree planting for screening was one idea, and there was some discussion about the best location for these trees. Osadczuk said it is important that if trees are planted, they should be planted in right-of-way rather than on private property so that the state does not spend money on mitigation that could be removed immediately. While it is possible to plant trees on private property, the owner must agree to an easement restriction that says the trees will remain. White Cedar trees have been proposed because they have dense foliage that reaches from the ground to 20 to 30 feet in height. DuPont agreed to find out if White Cedar trees are prone to any diseases since they are not native to Indiana.

The concept of doing a National Register nomination for McCall farm and Archaeology on the site also was discussed. The property owner would need to agree to either of these. Archaeology was removed from the list because it is not anticipated to produce significant additional information and would not have as broad of an impact as other mitigation ideas.

Finally, there was additional discussion on the Audio Tour and other public interpretation measures such as exhibits and brochures as mitigation for the McCall Farmstead. Osadczuk suggested incorporating Lincoln information into the items if I-69 crosses paths Lincoln used to travel from Indiana to Illinois.

ACTION ITEMS:

1. Weintraut & Associates will send a package of information to SHPO that will contain previous correspondence, the eligibility report with appropriate sections highlighted, and this new communication from Bill Boyd.
2. DuPont will find out if Pike County already has estimates for the repair or rehabilitation of the Patoka Bridges.
3. DuPont agreed to look at the bridge inspection report for details as to the condition of Patoka Bridges.



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

4. Weintraut & Associates will obtain official wording regarding borrow pits from Shaun Miller.
5. Errata sheets will be prepared for the HPRs and for the Dowden Report on Eligibility. These will be distributed shortly after the May 8, 2009 deadline.
6. Weintraut & Associates will update the Age of Data methodology to reflect discussion at this meeting.
7. DuPont will find out if White Cedar trees are prone to any diseases since they are not native to Indiana.
8. DuPont agreed to find out what the current stage of completion is, and confirm the language in the RFP for the design of Sections 2 and 3.
9. Weintraut & Associates will begin background work on the MOAs.
10. Weintraut & Associates will begin survey update immediately.

Details discussed in this meeting are subject to change, but are a reflection of how things stood at the close of the meeting. This meeting summary documents ongoing, internal agency deliberations. Accordingly, the information contained in this summary is considered to be pre-decisional and deliberative.



Indiana Department of Natural Resources

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

Mitchell E. Daniels, Jr., Governor
Robert E. Carter, Jr., Director



June 26, 2009

Michelle Allen
Manager, Office of Environmental Services
Indiana Department of Transportation
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Draft environmental impact statement pertaining to the I-69 Evansville to Indianapolis Section 2
Tier 2 Studies (FHWA-IN-EIS-09-01-D; DHPA No. 1351)

Dear Ms. Allen:

Pursuant to the National Environmental Policy Act of 1969, as amended (42 U.S.C. § 4321, *et seq.*) and Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470f) and implementing regulations at 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer has reviewed the draft environmental impact statement ("DEIS") submitted under the Indiana Department of Transportation's cover letter, copy and revisions received February 9, 2009 and May 1, 2009, for the above project in Gibson, Pike, and Daviess counties in Indiana.

We agree with the conclusions in the DEIS regarding the identification of historic resources (aboveground properties) within the Section 2 study area that are eligible for inclusion in the National Register of Historic Places and with the conclusions regarding the impacts that this project will have on those historic resources.

In regards to archaeology, we concur with the archaeological information presented in the DEIS for the "Cultural Overview," "Archaeology," and "Archaeological Sites Analysis."

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 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:JLC:JRJ:jlc

cc: Robert F. Tally, Jr., P.E., Federal Highway Administration, Indiana Division
I-69 Section 2 Project Office

emc: Janice Osadczuk, Federal Highway Administration, Indiana Division
Staffan Peterson, Indiana Department of Transportation
Jason DuPont, P.E., Bernardin, Lochmueller & Associates, Inc.
Linda Weintraut, Ph.D., Weintraut & Associates Historians, Inc.
Alice Roberts, Gray & Pape, Inc.





Indiana Department of Natural Resources

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Mitchell E. Daniels, Jr., Governor
Robert E. Carter, Jr., Director



July 24, 2009

Alice K.S. Roberts
Gray & Pape, Inc.
101 Kirkwood, Suite 207
Bloomington, Indiana 47404

Federal Agency: Federal Highway Administration

Re: Phase Ia archaeological reconnaissance survey for Section 2, SR 64 to US 50/150 of
the I-69 Evansville to Indianapolis Tier 2 Studies (Designation # 0300379; DHPA
#1351)

Dear Ms. Roberts:

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 June 17, 2009 and received on June 18, 2009, for the above indicated project in Gibson, Daviess, and Pike counties, Indiana.

Thank you for providing the Phase Ia archaeological report for the above project. Archaeological site 12Da1462 appears potentially eligible for the National Register of Historic Places and must either be avoided by all project activities, or subjected to Phase II archaeological investigations. If avoidance is not feasible, a plan for Phase II test investigations must be submitted to the Division of Historic Preservation and Archaeology ("DHPA") for review and comment. A plan for Phase II investigations of this site has been submitted to the DHPA for review and comment, and will be commented in a separate letter.

There is insufficient information to determine whether archaeological site 12Gi1191 is eligible for the National Register of Historic Places. However, that portion of archaeological site 12Gi1191 within the proposed project area does not appear to contain significant archaeological deposits, and no further archaeological investigations are necessary in this portion of the site. The rest of the archaeological site, outside of the proposed project area, must either be avoided by all project activities, or subjected to further archaeological investigations. If this area is to be avoided, it should be clearly marked so that it is avoided by all project activities. If avoidance is not feasible, a plan for subsurface investigations must be

submitted to the Division of Historic Preservation and Archaeology ("DHPA") for review and comment prior to further field investigations.

There is insufficient information regarding archaeological site 12Pi103 to determine whether it is eligible for the National Register of Historic Places, and it must either be avoided by all project activities, or subjected to further archaeological investigations, particularly subsurface investigations. If avoidance is not feasible, a plan for further archaeological investigations must be submitted to the Division of Historic Preservation and Archaeology ("DHPA") for review and comment.

Archaeological site 12Da738 (Battle Cemetery) must either be avoided by all project activities, or treated under relevant state statutes, including IC 14-21-1 and IC 23-14. If the site is avoided, a cemetery development plan under IC 14-21-1-26.5 will be necessary if "construction will disturb the ground within one hundred (100) feet of a burial ground for the purpose of excavating or covering over the ground or erecting, altering, or repairing any structure."

There is insufficient information regarding archaeological sites 12Pi582, 12Pi756, and 12Pi762 for our office to complete its review of these sites. For site 12Pi582, please explain why a no-till field was considered to have adequate visibility and adequately represent the artifacts of the site. For site 12Pi756, it is stated that some artifacts, including unidentified metal artifacts, were not collected. Please clarify why the metal artifacts were not collected. Were they architectural, and was the DHPA contacted for consultation regarding this sampling methodology? For site 12Pi762, only diagnostic artifacts were collected. Was the DHPA consulted with on this strategy?

We do have some questions and comments regarding the project and archaeological report. Could there be expected evidence of the Buffalo Trace across the proposed project area east of the City of Petersburg, what would this evidence be, and would any other field methodologies possibly be useful in identifying evidence of the trace? A few other questions and comments are listed on the attached sheet. Once these items have been addressed and the revised report received, Indiana SHPO will resume identification and evaluation procedures for this project.

None of the other archaeological sites identified and investigated during the reconnaissance appear eligible for inclusion in the National Register of Historic Places, and no further archaeological investigations appear necessary.

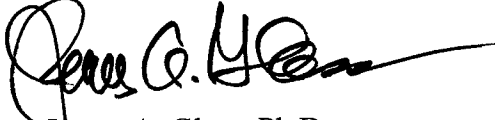
Any further archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716). A description of the methods and results of the investigations must be submitted to the DHPA for review before we can comment further (see list of qualified professional archaeologists at the DHPA website link http://www.in.gov/dnr/historic/bin/qp/qp_archo.pdf).

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.

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 Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA #1351.

Very truly yours,

A handwritten signature in black ink, appearing to read "James A. Glass", with a long, sweeping horizontal line extending to the right.

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

JAG:JRJ:jj

Enclosures (1)

cc: Staffan Peterson, Indiana Department of Transportation
Ben Lawrence, Indiana Department of Transportation

emc: Janice Osadcuk, Federal Highway Administration, Indiana Division
Laura Hilden, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Jason DuPont, P.E., Bernardin, Lochmueller & Associates, Inc.
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.,

Page 21: It appears that 2.5.2 Fauna should be 2.5.6.

Page 24: Under 3,1, the statement that "Archaeological research has been undertaken in southwestern Indiana since the 1950s" is not accurate, as a number of archaeological studies were conducted in southwestern Indiana before that date, such as Adams (1946, 1949), Black (1933, 1945, numerous Angel mounds, Vanderburgh County publications), Miller (1941), Moorehead (1906), etc. On the same page, it should be mentioned that Greene (1972) conducted an archaeological survey of Posey and Gibson counties.

Page 27: It is stated that four previously recorded archaeological sites were "determined potentially eligible," when the following sites in parenthesis and in Table 2 indicate five.

Page 28: There is a report on file for sites recorded in 1996.

Page 32: The Alton site is 12Pe171, not 12Pe71.

Page 38: Is there a citation for the Morrisoe site in Kentucky?

Page 39: Is there a citation for the last sentence in the first paragraph regarding the introduction of *Cucurbita*?

Pages 40-41: Are there citations for archaeological sites 12Gi428 and 12Pi106?

Page 47: Are there citations for archaeological sites 12Pi55 and 12Pi103?

Page 54: Are there citations for archaeological sites 12Pi575 and 12Pi576?

Page 161: It appears that the Appendix A map reference for archaeological site 12Gi1191 should be Sheet 1, not Sheet 6.



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Mitchell E. Daniels, Jr., Governor
Robert E. Carter, Jr., Director



August 5, 2009

Alice K.S. Roberts
Gray & Pape, Inc.
101 Kirkwood, Suite 207
Bloomington, Indiana 47404

Federal Agency: Federal Highway Administration

Re: Phase II work plan (Roberts 7/6/09) for archaeological site 12Da1462 regarding SR 64 to US 50/150 of the I-69
Evansville to Indianapolis Tier 2 studies (Designation #0710899; DHPA #1351)

Dear Ms. Roberts:

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 July 6, 2009, and received on July 7 2009, for the above indicated project in Daviess County, Indiana.

Thank you for providing the Phase II archaeological work plan for archaeological site 12Da1462 for the above project. The plan is acceptable with the following conditions.

1. All archaeological investigations must be directly supervised in the field and laboratory by an archaeologist meeting the professional qualification standards for archaeology in the "Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation."
2. If any human remains dating on or before December 31, 1939 are encountered, the discovery must be reported to the Indiana Department of Natural Resources within two (2) business days. The discovery must be treated in accordance with IC 14-21-1 and 312 IAC 22. In that event, please call 317-232-1646.
3. If artifacts are to be retained by the landowner, further more detailed analyses according the Indiana Guidebook, in consultation with the DHPA, may be necessary prior to their return.
4. An electronic archaeological site form incorporating the investigations will be submitted to the Division of Historic Preservation and Archaeology.
5. Any proposed revisions to the project or archaeological plan must be submitted in writing to the DHPA prior to implementation in the field or laboratory.

The Phase II investigations must be done in accordance with the "Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716), and the "Guidebook for Indiana Historic Sites and Structures Inventory--Archaeological Sites."

Once the report for the Phase II investigations is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

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 Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA #1351.

Very truly yours,

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

JAG:JRJ:jj

cc: Staffan Peterson, Indiana Department of Transportation



Indiana Department of Natural Resources

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Mitchell E. Daniels, Jr., Governor
Robert E. Carter, Jr., Director



November 10, 2009

Alice K.S. Roberts
Gray & Pape, Inc.
101 Kirkwood, Suite 207
Bloomington, Indiana 47404

Federal Agency: Federal Highway Administration

Re: Phase II archaeological investigations for 12Da1462 (Roberts, 10/16/09) for the May Site I-69
Section 2 Environmental Mitigation Project (Designation #0710899; DHPA #5252)

Dear Ms. Roberts:

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 October 21, 2009 and received on October 22, 2009, for the above indicated project in Daviess County, Indiana.

Thank you for providing the Phase II archaeological report for the above project. Based upon the documentation available to the staff of the Indiana SHPO, it does not appear that archaeological site 12Da1462 is eligible for inclusion in the National Register of Historic Places and no further archaeological investigations appear necessary. If artifacts from this investigation are to be retained by the landowner, further more detailed analyses according the Indiana Guidebook, in consultation with the DHPA, may be necessary prior to their return, and incorporated into the Phase II archaeological report.

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 Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA #5252.

Very truly yours,

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

JAG:JRJ:jj

cc: Staffan Peterson, Indiana Department of Transportation