

APPENDIX D

CONSULTING PARTIES

I-69 North Tier 2 Section 2 Consulting Parties

Name	Representing	Address	E-Mail	Phone Number	Fax Number	Consulting Party in Other Sections	Did Not Respond to Invitation	Did Not Wish To Be a Consulting Party	Returned Response Card
Mr. David Abel, Mayor	City of Washington	200 Harned Avenue Washington, IN 47501	mayor@dmrtc.net	812-254-5575	812-254-8223				06/03/04
Mr. Harold Allison		RR 4 Washington, IN 47501	nature1@rtc.com	812-644-7385					X
Ms. Karie Brudis	Indiana Department of Natural Resources/SHPO	Division of Historical Preservation 402 W. Washington St., Room W274 Indianapolis, IN 46204		317-232-1646	317-232-0693				X
Tamara Francis, NAGPRA Director	Delaware Nation	PO Box 825 Anadarko, OK 73005	tfrancis@thedelawarenation-nsn.gov	405-247-2448 ext. 130	405-247-9393				06/01/04
John P. Froman, Chief	Peoria Tribe of Indians of Oklahoma	PO Box 1527 Miami, OK 74355	jfroman@peoriatribe.com	918-540-2535	918-540-2538				06/01/04
Ms. Shannon Hill	Historic Landmark Foundation of Indiana	340 West Michigan St. Indianapolis, IN 46202	survey@historiclandmarks.org	317-639-4534	317-639-6734				05/26/04
Dr. Rick Jones	Indiana Department of Natural Resources/SHPO	402 W. Washington St. Indianapolis, IN 46204							X
Mr. Tommy Kleckner, Director	Historic Landmarks Foundation of Indiana Western Regional Office	643 Wabash Avenue Terre Haute, IN 47807	tkleckner@historiclandmarks.org	812-232-4534	812-234-0156				05/25/04
Ms. Sandy McBeth	Pike County Historical Society	709 East Locust St. Petersburg, IN 47567	mcbeth@sigeom.net	812-354-1043					06/02/04
Mr. Tim Maloney	Hoosier Environmental Council	1915 W. 18th Street, Suite A Indianapolis, IN 46202		317-685-8800	317-686-4754				07/07/04
Ms. Julie Olds	Miami Tribe of Oklahoma	PO Box 1326 Miami, OK 74355	jlolds@miamination.com	918-542-1445	918-542-7260				07/26/04
Mr. Zachariah Pahmahmie, Chairperson	Prairie Band Potawatomi Nation	Government Center 16281 Q Road Mayetta, KS 66509-8970	zachp@pbpnation.org	785-966-4007	785-966-4009				06/07/04
Ms. Joanne Raetz Stuttgart	Traditional Arts Indiana	759 E. Washington St. Martinsville, IN 46151	stuttgart@insightbb.com	765-349-1537					06/07/04
Ms. Edith Sarra	Owen County CARR/ Owen County Preservations	1816 Concord Rd. Gosport, IN 47433	esarra@indiana.edu	812-829-0451					06/14/04
Mr. Robert F. Schmidt, President	Canal Society of Indiana	5205 Wapiti Drive Ft. Wayne, IN 46804-4949	indcanal@aol.com	260-432-0279	260-436-8676				06/01/04
Mr. Stewart Sebree	Historic Landmarks Foundation of Indiana	PO Box 20215 Evansville, IN 47708							06/07/04
Mr. Jon Smith	IDNR Division of Historic Preservation & Archaeology/SHPO	402 W. Washington St. W274 Indianapolis, IN 46204							X

**I-69 North Tier 2 Section 2
Consulting Parties**

Name	Representing	Address	E-Mail	Phone Number	Fax Number	Consulting Party in Other Sections	Did Not Respond to Invitation	Did Not Wish To Be a Consulting Party	Returned Response Card
Mr. Ron Sparkman, Chairperson	Shawnee Tribe, Oklahoma	PO Box 189 Miami, OK 74355	shawneemike@neok.com	918-542-2441	918-542-2922				06/01/04
Ms. Sandra Tokarski	CARR	PO Box 54 Stanford, IN 47463		812-825-9555	812-825-9555				06/07/04
Ms. Patricia Warner	Pike County Historical Society	PO Box 265 Petersburg, IN 47567	patwarner@earthlink.net	812-354-6860	812-354-2800				05/26/04
Mayor Hugh Wirth	Mayor of Oakland City	301 S. Franklin Street Oakland City, IN 47660	mayorwirth@sit-co.net	812-664-2201	812-749-3206				09/20/04
PMC									
Mr. Kent Ahrenholtz	Bernardin Lochmueller & Associates, Inc.	6200 Vogel Rd. Evansville, IN 47715-4006		812-479-6200	812-479-6262				
Dr. Tom Cervone	Bernardin Lochmueller & Associates, Inc.	6200 Vogel Rd. Evansville, IN 47715-4006		812-479-6200	812-479-6262				
Mr. Jeremy Kieffner	Bernardin Lochmueller & Associates, Inc.	6200 Vogel Rd. Evansville, IN 47715-4006		812-479-6200	812-479-6262				
Dr. Linda Weintraut	Weintraut & Associates	1555 W. Oak St. Suite 20 Zionsville, IN 46077	lweintraut@ameritech	317-733-9770	317-733-9773				
EEAC									
Mr. John McCarthy	Jacobs Civil	Jacobs Civil Project Office-Section 2 804 S. Industrial Park Drive PO Box 97 Petersburg, IN 47567	l69sec2@jacobs.com	812-354-3462 Mobile:314-486-7614	812-354-3516				
Ms. Lori Thursby	ASC Group National Headquarters	4620 Indianola Avenue Columbus, OH 43214	lthursby@ascgroup.com	514-268-2514	514-268-7881				
INDOT									
Ms. Mary Kennedy	INDOT	100 N. Senate Ave.,Room 848 Indianapolis, IN 46204		317-232-5215	317-232-5478				
Mr. Kevin Knoke	INDOT	100 N. Senate Ave.,Room N848 Indianapolis, IN 46204	kknoke@indot.state.in.us	317-233-3944					
Ms. Janice Osadcuk	INDOT	100 N. Senate Ave.,Room 848 Indianapolis, IN 46204							
Mr. Lyle Sadler	INDOT	100 N. Senate Ave.,Room 848 Indianapolis, IN 46204							
FHWA									
Mr. Anthony DeSimone	FHWA	Room 254, Federal Office Bldg 575 N. Pennsylvania St. Indianapolis, IN 46204		317-226-5307	317-226-7341				



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division

575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

June 9, 2004

Dear Consulting Party:

**SUBJECT: I-69 Evansville to Indianapolis Study: Section 2:
SR 64 to US 50; Section 106 Meeting on June 25,
2004 - Formal Invitation to Consulting Parties**

The Federal Highway Administration (FHWA), in cooperation with the Indiana Department of Transportation, is conducting a Tier 2 Environmental Impact Study for I-69 from SR 64 to US 50. Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic and archaeological properties. For a map of the sections, you are invited to visit the website at www.i69indyevn.org.

As a willing consulting party, we cordially invite you to attend a Section 106 meeting for this project. This meeting will focus only on Section 106 issues: historic and archaeological properties in Section 2. FHWA and its consultants will be there to explain the Section 106 process and the role of consulting parties in that process. They will also discuss the Area of Potential Effects and the timeline for the project. (We have enclosed a map of the APE and a list of potentially eligible properties identified in the Tier 1 study.)

Please join us on:

**Friday June 25, 2004, 10:00 am
I-69 Project Office, Section 2
804 South Industrial Park Drive
Corner of Illinois and S. Industrial Park Drive
PO Box 97
Petersburg, Indiana 47567**

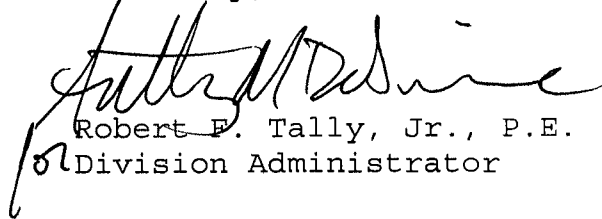
The agenda will include: 1) welcoming remarks by FHWA and an introduction of the principals involved in the process, 2) discussion of the National Historic Preservation Act (NHPA) and its purpose, 3) an overview of the steps in the Section 106 process, 4) the role of Consulting Parties in

the process, 5) discussion of the Tier 1 Memorandum of Agreement, 6) a description of the Area of Potential Effects for Section 1, 7) a discussion of listed and potentially-eligible properties identified in Tier 1, 8) archaeological resources in the area, 9) next steps, and 10) question and answer period.

Please come prepared to discuss any additional historic properties that have not been identified in Section 2.

We look forward to seeing you on June 25, 2004. If you should have any questions, comments, or written correspondence after the meeting(s), please direct them to Randall Perkinson at the project office (address above), by e-mail at Section2@I69indyevn.org, or by telephone at 812-354-3462.

Sincerely,

A handwritten signature in cursive script, appearing to read "Robert F. Tally, Jr.", is written over the typed name. The signature is fluid and stylized, with a large initial "R".

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

CC:

Lyle Sadler, INDOT

I-69 North Tier 2 Section 2											
Data as of 2002											
County Township	Number	Rating	Description	Address	Date	Style	Significance	X	Y	Quad	Eligible
Daviss Veale	35005	O	Thomas Singleton Round Barn	450 S	1908	Round Barn	Architecture Agriculture	481962	4271169	576	PE
Daviss Veale	35012	NL	Farm	241 300 S	c.1880	Cruciform House Vernacular	Agriculture	0	0		PE
Daviss Washington	30030	N	House	1918 Troy Rd. (off of Division Rd.)	c. 1850	Federal Greek Revival	Architecture	485952	4275824	576	PE
Gibson Columbia	30005	N	Harper House	SR 64	c. 1890	Carpenter-Builder	Architecture	467412	4242067	474	PE
Pike Logan	20001	NL	Ropp Farm	CR 200 S & 350 W	c.1920	Carpenter-Builder	Architecture Agriculture	0	0	508	PE
Pike Logan	20005	NL	County Bridges No. 246 and No. 81 connected by a section of CR 300 W	CR 325 W over Patoka River Fork	c.1885 ----- 1920	Bridge 246 Pratt Thru truss (Wrought Iron Bridge Co) Bridge 81 Camelback Thru truss	Transportation Engineering	0	0		PE
Pike Logan	20006	NL	Bridge No. 32	CR 500 W over Patoka River	c. 1915	Camelback Thru Vincennes Bridge Company	Engineering Transportation	0	0		PE
Pike Logan	20009	NL	Farm	Westside of CR 300 W south of CR 125	c.1880	Queen-Anne Greek Revival	Architecture Agricultural	0	0		PE
Pike Washington	05002	NL	County Bridge No. 175	CR 125 W Over Flat Creek	c.1920	Warren Pony Truss	Engineering Transportation	0	0	508	PE
Pike Washington	05004	NL	House	Meridian Rd. approx 360 N	c. 1870	National Folk Style Italianate	Architecture/ Agricultural	0	0	508	PE
Pike Washington	05005	NL	House	CR 400 N & SR 61	c.1925	Bungalow	Architecture	0	0	508	PE
Pike Washington	05006	NL	House	701 Goodlet	c. 1870	Greek Revival Colonial Revival	Architecture	0	0	508	PE
Pike Washington	05007	NL	Alford Unity Methodist Church	1709 CR 475	c. 1930	Vernacular	Religion/Cultural	0	0	508	PE
Pike Washington	05010	NL	House	2191 CR 475 N (near CR 200E)	c. 1880	Italianate	Architecture	0	0	688	PE
Pike Washington	05011	NL	House	5152 CR 185 W (between 475N & 550N)	c. 1870	Greek Revival Colonial Revival	Architecture	0	0	571	PE

Mr. David Abel
Mayor City of Washington
200 Harned Ave.
Washington, In 47501

Tamara Francis - NAGPRA Dir.
PO Box 825
Anadarko, Ok 73005

John P. Froman, Chief
PO Box 1527
Miami, Ok 74355

Ms. Shannon Hill
340 West Michigan St.
Indianapolis, In 46202

Mr. Tommy Kleckner, Director
643 Wabash Ave.
Terre Haute, In 47807

Ms. Sandy McBeth
709 E. Locust St.
Petersburg, In 47567

Mr. Zachariah Pahmahmie
Government Center
16281 Q Road
Mayetta, Ks. 66509-8970

Mr. Robert F, Schmidt
5205 Wapiti Dr.
Ft. Wayne, IN 46804-4949

Mr. Ron Sparkman
PO Box 189
Miami, Ok 74355

Ms. Joanne Raetz Stuttgen
759 E. Washington St.
Martinsville, In 46151

Ms. Sandra Tokarski
PO Box 54
Stanford, In 47463

Ms. Patricia Warner
PO Box 265
Petersburg, In 47567

Ms. Edith Sarra
1816 Concord Rd.
Gosport, In 47433

Mr. Stewart Sebree
PO Box 20215
Evansville, In 47708

Mr. Harold Allison
RR 4
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Mr. Kevin Knobe
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100 N Senate Ave. Room 848
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Mr. Tim Maloney
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100 N. Senate Ave. Room 848
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Ms. Janice Osadczuk
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Mr. Anthony DeSimone
Room 254 Federal Office Bldg.
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Mr. Kent Ahrenholtz
6200 Vogel Rd.
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Mr. Jon Smith
402 W. Washington St. W274
Indianapolis, In 46204-2739

Mr. Lyle Sadler
100 N. Senate Ave. Room N855
Indianapolis, In 46204

Mr. John Carr
402 W. Washington St. W274
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Mr. Rick Jones
402 W Washington St W274
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Mr. Michael Striker
1624 Burlington Pike, Suite D
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Mr. Jeremy Kieffner
6200 Vogel Rd.
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Dr. Linda Weintraut
1555 West Oak St. Suite 20
Zionsville, In 46077

Dr. Don Cochran
2000 W. University BB314
Dept of Anthropology
Muncie, In 47306

Mr. Curtis Tomak
100 N. Senate Ave Room 848
Indianapolis, In 46204

Ms. Lu Froehle
1077 N St Rd 61
Petersburg, In 47567

Ms. Pauline Spiegel
4410 N. Pennsylvania St.
Indianapolis, In 46204

Ms Michelle Bariner
100 N. Senate Ave. Room N848
Indianapolis, In 46204

Mr. David Butts
100 N. Senate Ave. Room N848
Indianapolis, In 46204

Mr. Tom Weintraut
1555 West Oak St. Suite 20
Zionsville, In 46077

Mr. Joe Leindecker
501 North Broadway, Suite 100
St. Louis, Mo 63102

SIGN INN

June 25
Consulting
Parties Mtg
Petersburg

NAME

REPRESENTING

sect PHONE

Linda Weintraut

W & A Historians

317-733-9770

Randy Perkins

Jacobs Civil

812-354-3462

Michelle Barnier

INDOT

317-232-5135

Mary Crowe

INDOT

317-232-5215

Jeremy Kieffner

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812-479-6200

Michael Striker

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317-733-9770

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317-724-6617

Tony DeSimone

FHW

317-226-5307

Lu Froelle

WRE & Hist. Soc.

351-6511

Patricia Warner

Historical Soc Warner
Real Estate

354-6860
on-2800

John Carr

DNR Historic Pres & Archaw.

317-232-1646

Rick Jones

" " " "

" " "

Stewart Seiber

HLFI

812-423-2981

Sandy McBeth

County Historian

812-354-1043

Kevin Knoke

* Add to consulting Parties List



INDIANA DEPARTMENT OF TRANSPORTATION

KEVIN KNOKE, P.E.

ENGINEERING ASSESSMENT SECTION
ENVIRONMENT, PLANNING AND ENGINEERING DIVISION

100 N. SENATE AVENUE,
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I-69 Section 2 Project Office
804 South Industrial Park Drive
Petersburg, IN 47567 U.S.A.
1.812.354.3462 Fax 1.812.354.3513

Meeting Notes

Location	Citizens State Bank Petersburg, IN	Project:	I-69 Second Tier EIS – Section 2
Date/Time	June 25, 2004 10:00 am	Notes Prepared By:	Weintraut/Striker
Subject	Section 106 Consulting Party Meeting No. 1		
Participants	Stewart Sebree, Historic Landmarks Foundation of Indiana Sandy McBeth, Pike County Historian Lu Froehle, Pike County Historical Society Patricia Warner, Pike County Historical Society Pauline Spiegel Anthony DeSimone, Federal Highway Administration Mary Crowe, Indiana Department of Transportation Michelle Barnier, Indiana Department of Transportation Kevin Knoke, Indiana Department of Transportation David Butts, Indiana Department of Transportation Rick Jones, IDNR, Division of Historic Preservation & Archaeology John Carr, IDNR, Division of Historic Preservation & Archaeology Jermy Kieffner, Bernardin Lochmueller & Associates Randy Perkinson, Jacobs Civil Randy Hancock, HWC Michael Striker, ASC Group Linda Weintraut, Weintraut & Associates Tom Weintraut, Weintraut & Associates		

Notes	Action
<p>Anthony DeSimone, Federal Highway Administration, welcomed everyone to the first Section 106 consulting party meeting for I-69 Evansville to Indianapolis Study: Section 2. DeSimone asked each participant to introduce him/her self.</p> <p>DeSimone and Dr. Weintraut discussed the tiering process. DeSimone noted that in Tier 1 properties had been identified as potentially eligible but in Tier 2 properties will be deemed ineligible or eligible: final determinations will be made and FHWA will issue a Findings of APE and Eligibility later this year.</p> <p>Weintraut discussed the Tier 1 Memorandum of Agreement. In that MOA, FHWA, INDOT and SHPO affirmed a commitment to a Tier 2 Section 106 process in which each section of the I-69 has its own Section 106 consultation. All applicable federal and state laws will be followed. Each section will look at properties beyond the termini of its section. The MOA stipulated that consulting parties could consult on more than one section. Weintraut also discussed the conceptual mitigation aspects of the MOA as well as the commitment for technical support: GIS based tools for SHPO, interim report updates and in the case of Pike County, a survey and</p>	



Meeting Notes (Continued)

Page 2 of 3

interim report.

Michael Striker, the archaeologist for ASC Group, the archaeological and historical consultants for this section, was introduced. Striker reviewed the National Historic Preservation Act, and the four steps in the Section 106 process, especially as it relates to consultation with consulting parties.

Striker then discussed the rationale for the Area of Potential Effects (APE), which in the area in which there *may* be effects on historic or archaeological properties. The APE is generally one mile in width based on flat topography except in Patoka Bottoms where it is heavily wooded and in Petersburg where buildings will mask the undertaking. Striker then discussed some of the properties identified in Tier 1 as potentially eligible and asked for information regarding properties that have not yet been identified.

One consulting party asked about cemeteries located within the corridor. While cemeteries are not usually eligible for the National Register, they are avoided wherever possible. Indiana law governs the proximity of an undertaking to them and the circumstances under which they may be moved.

Stewart Sebree asked what "NL" designated in the rating system. Weintraut replied that it means "not listed" in the interim survey.

Striker reported that ongoing work included developing a context, fieldwork, and consultation.

A question was raised if abandoned rail lines are historic. DeSimone replied that they are not usually.

Patty Warner asked if the corridor will be moved for churches. DeSimone said that churches are not protected under Section 106.

Striker discussed archaeological efforts, including the records check and the work that will be done on the preferred alternative once it is chosen. This will include a Phase Ia survey designed to identify all previously unidentified archaeological sites in the area. The actual scope of work for the archaeological work is under development and should be completed in the next few weeks.

DeSimone said that historic resources will be identified over the next several months. The fieldwork will be finished late summer and then a report will be written. DeSimone will issue of Findings of APE and Eligibility after the report is completed.



Meeting Notes

(Continued)

Page 3 of 3

Patty Warner asked how all of the different issues (wetlands, historic properties, etc.) are factored into the decision-making process. DeSimone replied that it was a delicate balancing all of them.

Both DeSimone and Striker emphasized the importance of input into Section 106 consultation, especially in the identification phase, and asked consulting parties to contact the ASC Group or the I-69 Project Office in Section 2 with information.

The meeting was adjourned.



U.S. Department
of Transportation

**Federal Highway
Administration**

Indiana Division

575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

March 29, 2005

HDA-IN

Dear Consulting Party:

**RE: I-69 Section 2 Tier 2 Study; SR 64 to US 50
Section 106: Consulting Party Meeting, April 13, 2005**

The Federal Highway Administration (FHWA), in cooperation with the Indiana Department of Transportation, is preparing a Tier 2 Environmental Impact Statement (EIS) for Section 2 of the I-69 Evansville to Indianapolis study. Section 106 of the National Historic Preservation Act (1966) requires Federal agencies to take into account the effects of their undertakings on historic and archaeological properties.

Because you have agreed to be a willing consulting party, we cordially invite you to attend a second Section 106 meeting for Section 2 of this study. This meeting will be held on **April 13, 2005, 6:00 pm EST** at the **Section 2 I 69 Project Office – 804 S. Industrial Park Drive (at the corner of Illinois Street and the railroad tracks) - Petersburg, Indiana 47567.**

Please review the enclosures before that meeting. Included are 1) the executive summary of the Historic Property Report, 2) a description of all eligible and listed National Register properties, 3) a table listing all newly-inventoried properties (those properties not previously listed in an interim report) in Section 2, 4) a map indicating the location of all properties surveyed, and 5) a map showing the location of the project office.

FHWA and its consultants will discuss the findings of eligibility for Section 2 of this study at the consulting party meeting. There were historic properties listed or eligible for listing in the National Register of Historic Places in Section 2.

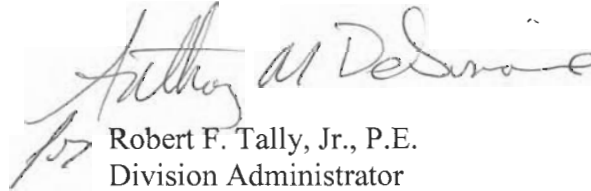
If you wish to read the complete Historic Property Report, it is available at the Section 2 Field Office (M-F 8:00 am to 5:00 pm), at the Petersburg Public Library, or at the Washington Public Library.

An update regarding Phase Ia archaeological investigations for Section 1 will also be presented at the meeting.



We look forward to seeing you. If you should have any questions, comments, or written correspondence after the meeting regarding the Findings of Eligibility, please direct them to the I-69 Section 2 Field Office (see address above). You may also contact Tony DeSimone at the FHWA at (317)226-5307.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Robert F. Tally, Jr.", is written over a light blue rectangular stamp. The signature is fluid and cursive. To the left of the signature, there is a small, handwritten mark that looks like "1/2".

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

Enclosure

cc:

Lyle Sadler, INDOT N848
John Carr, Indiana SHPO

I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Historic Property Report, Section 2



Executive Summary

This Historic Property Report documents the methodology and findings of eligibility as part of the Section 106 process for Section 2 of the Interstate 69 Tier 2 Study. Above-ground resources were identified and evaluated in accordance with Section 106, National Historic Preservation Act of 1966, as amended, and CFR Part 800 (Revised January 2001), Final Rule on Revision of Current Regulations dated December 12, 2000 and incorporating amendments effective August 5, 2004.

Project historians identified and evaluated above-ground resources in consultation with the Indiana State Historic Preservation Officer and the consulting parties for this project.

One district, consisting of two bridges and a section of roadway, is in the Area of Potential Effects for Section 2 is listed in the Indiana Historic Register of Sites and Structures and has been nominated to the National Register of Historic Places: Pike 20005: Pike County Bridges Nos. 81 and 246 and a portion of County Road 300 West. The National Register of Historic Places listing is pending acceptance by the Keeper of the National Register of Historic Places.

The project historians examined all above-ground resources more than fifty years old in the Area of Potential Effects of Section 2 and surveyed fifty-one above-ground resources associated with a locally important theme and with at least a moderate level of integrity. Thirty-three of the fifty-one above-ground resources were newly inventoried during the present survey.

As a result of identification and evaluation efforts for this project, two individual historic properties and no districts were determined eligible for listing in the National Register of Historic Places:

- Daviess 35005: Thomas C. Singleton Round Barn
- Daviess 35001: Chapman-Allison Farmstead



Pike 20005-Bridge No. 246 and County Road 300 West, view northeast.



Pike 20005-Bridge No. 246, view southwest.



Pike 20005-Bridge No. 246, nameplate.

Patoka Bridges Historic District

County Road 300 West just north of Gibson County line

The Patoka Bridges Historic District has been nominated to the National Register of Historic Places 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 DHPA accepted the nomination in January 2005. Listing the historic district in the NRHP is pending the acceptance by the Keeper of the NRHP.

Description: The Patoka Bridges Historic District consists of Pike County Bridge No. 246, Pike County Bridge No. 81, and the stretch of County Road 300 West between the two bridges (Site plan 1).

Bridge No. 246 is an 1884 variation of a Pratt through truss. The single-span, single-lane bridge spans the original course of the Patoka River. Bridge No. 246 sits on concrete-encased cut-stone abutments. The truss has nine panels, is composed of wrought and cast iron, and has pinned connections. The bridge's diagonal elements extend across two panels when angled toward the span's end and only one when angled toward the span's center. This use of double-intersecting braces is the patented variation of the Pratt truss design. The bridge's portals feature latticed bracing, a nameplate that reads "Wrought Iron Bridge Co. Canton, O/Builders/Patented Nov. 21st, 1876," and a decorative crest above the nameplate.

I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Historic Property Report, Section 2



Pike 20005-Bridge No. 81, view southwest.



Pike 20005-Bridge No. 81, view northeast.



Pike 20005-County Road 300 West north of Bridge No. 246, view north.



Pike 20005-County Road 300 West south of Bridge No. 81, view northeast.

The bridge has a wood floor deck. Major repairs to the bridge were made in 1910.²⁴⁵

Pike County Bridge No. 81 is a Camelback through truss. The bridge was erected in 1924 to span Houchins Ditch, the new channel of the Patoka River, which had been completed in March of that year.²⁴⁶ The single-span, single-lane bridge rests on concrete abutments and wingwalls and has a concrete deck. The truss is divided into eight panels. The center panels have crossed diagonals, while the side panels have diagonals angled toward the center of the span from the top chord. The truss members are steel and are bolted together.

County Road 300 West is a single-lane road that has an average width of 14.5 feet.²⁴⁷ The road skirts an oxbow of the Patoka River and curves to allow the two bridges to span intervening water bodies at right angles. The gravel road is paved with asphalt, although the pavement is deteriorated. The road has been repaved at the bridge approaches. James T. Tartt and Company's *History of Gibson County* states (p. 213) in regard to Dongola "it was here that the old Wabash and Erie Canal and state road crossed the Patoka River." County Road 300 West was part of this state road. Exact dates of construction of the old state road are uncertain, but it could have been built as early as 1825.²⁴⁸

²⁴⁵ Sarra, Patoka Bridges Historic District National Register of Historic Places Registration Form, 7-4.

²⁴⁶ Sarra, Patoka Bridges Historic District National Register of Historic Places Registration Form, 7-5.

²⁴⁷ Sarra, Patoka Bridges Historic District National Register of Historic Places Registration Form, 7-2.

²⁴⁸ Sarra, Patoka Bridges Historic District National Register of Historic Places Registration Form, 7-2, 8-8.

I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Historic Property Report, Section 2



Context/Significance: The Patoka Bridges Historic District is eligible for listing in the NRHP under Criterion A for its association with the patterns of transportation in the Wabash Lowlands of southwestern Indiana and for its association with the Underground Railroad and under Criterion C for the engineering significance of the two truss bridges. The important themes represented by this district include transportation, engineering, social history, and ethnic heritage. The period of significance is 1851–1936.²⁴⁹

The two metal truss bridges illustrate the use of metal truss bridges from the late nineteenth through the early twentieth centuries, before the use of concrete and other more modern materials became common for bridge construction. The bridges were constructed forty years apart and illustrate the changes in technology and materials in bridge construction over that time.

According to the NRHP nomination, Pike County Bridge No. 246 is significant in the area of transportation as an important crossing on the old state road (County Road 300 West) that linked Petersburg to Oakland City and as an illustration of the continuing evolution of transportation systems in the Patoka Bottoms area. The bridge is significant in the area of engineering as an outstanding representative of Pratt truss highway bridge design in the 1870s and 1880s, for being the work of the Wrought Iron Bridge Company, one of the most important American bridge fabricators of the time, for using a rare patented design element found in only one other surviving bridge in Indiana, and for being one of few extant Indiana bridges with cast-iron elements.²⁵⁰

Pike County Bridge No. 81 is significant in the area of transportation as a crossing over Houchins Ditch, allowing continued use of the old state road after construction of the ditch. In the area of engineering, the bridge is significant as an excellent example of a Camelback through truss bridge.²⁵¹

The old state road (County Road 300 West) meets NRHP Criterion A in the themes of transportation, social history, and ethnic heritage. The road served the earliest farm to market and farm to mill traffic needs of southern Pike County and northeastern Gibson County. Construction of the road began perhaps as early as 1825. The village of Dongola was established in 1851 where this road and the Wabash and Erie Canal crossed the Patoka River. Underground Railroad operatives were active in Dongola and, according to local lore, used the old state road with its covered bridge over the river to transport escaped slaves between Oakland City and Petersburg. Pike County Bridge No. 246 replaced the covered bridge in 1884. Even after the

²⁴⁹ Sarra, Patoka Bridges Historic District National Register of Historic Places Registration Form, 8-8.

²⁵⁰ Sarra, Patoka Bridges Historic District National Register of Historic Places Registration Form, 8-10.

²⁵¹ Sarra, Patoka Bridges Historic District National Register of Historic Places Registration Form, 8-11.

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canal closed and the Civil War ended the Underground Railroad, the old state road continued to serve the transportation needs of local farmers.²⁵²

²⁵² Sarra, Patoka Bridges Historic District National Register of Historic Places Registration Form, 8-8, 8-9, 8-10.

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Daviess 35005-Thomas C. Singleton Round Barn, view southwest.



Daviess 35005-Round barn, view south.



Daviess 35005-Round barn, view northeast.



Daviess 35005-Round barn, interior from south door, view northwest.

Thomas C. Singleton Round Barn (Daviess 35005)

Located at southwest corner of intersection of SR 57 and County Road 450 South
Criteria: A and C

The Thomas C. Singleton Round Barn is eligible for the NRHP 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.²⁵⁴ The Singleton Round Barn was designed by Benton Steele, one of the most significant designers and promoters of round barns in Indiana. The barn retains a high level of integrity.

Description: This barn is rated outstanding in the Daviess County *Interim Report*. The Thomas C. Singleton Round Barn is the only building on this piece of land (Site plan 2). The barn sits alone in a pasture located at the southwest corner of the intersection of SR 57 and County Road 450 South. A wire fence lines the pasture along the two roads. A gate in the fence along County Road 450 South provides access to the pasture. Non-period and period residences line SR 57 in the vicinity, except along the pasture. Agricultural fields mostly line County Road 450 South in this vicinity.

The barn is sixty-four feet in diameter and eighteen feet to the eaves.²⁵⁵ The barn sits on a concrete foundation and is built of wood frame construction clad with board and batten siding. The gambrel roof is covered with asphalt shingles. A ventilator with louvered vents tops the roof.

²⁵⁴ McMahan, "Round and Polygonal Barns."

²⁵⁵ Hanou, *A Round Indiana*, 67.

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Lightning rods have been installed around the roof where the gambrel changes pitch. A lightning rod also sits atop the ventilator. “Thos. C. Singleton. 1908” is painted on boards fastened above the north door. The north door is a sliding door set on a track. The door and most of the track are missing from the south doorway. Smaller sliding doors are located on the east and west sides. Small window openings, some of which retain four-light sash, circle the ground level of the barn; the loft level also has window openings, but fewer. The two main doors open to a center driveway. Semi-circular storage areas are located on either side of the driveway. The barn has space for cattle at the ground level, above which is a hayloft. A corncrib lines about a quarter of the outer wall.

Context/Significance: The Thomas C. Singleton Round Barn is a highly intact example of this barn type, built from the design of Benton Steele, one of the most prominent round barn promoters and designers in Indiana. The productivity of Indiana farms during the golden age of agriculture created a need for new building types to house the improved agricultural equipment of the period and to increase efficiency on the farm. The flush times provided farmers with sufficient capital to risk on new and unproven barn designs, such as round barns. Also, the barn is illustrative of the experimentation in barn construction and function that was prevalent in the early twentieth century.

Thomas C. Singleton was born on June 24, 1873, in Veale Township. He was the son of Hunley Singleton, a carpenter and farmer, who moved to Indiana from Kentucky. Thomas Singleton through his mother was a descendent of James C. Veale, the early settler for whom the township was named. Singleton attended Vincennes University and taught school in Veale Township for several years before taking up farming. As of 1915, he owned 175 acres of land and was a general farmer and stock raiser, known for success in raising cattle and hogs. He also held public office, having been elected county recorder in 1913.²⁵⁶

In the 1888 Daviess County atlas, the site of the pasture was the possession of L. B. and D. Griffin. Members of the Singleton family lived to the north and east. Singleton was not a common name in the township at that time.²⁵⁷ Thomas Singleton built his round barn in 1908 according to plans that he had ordered from Benton Steele, one of the most prominent designers and promoters of round barns in Indiana. The builders of the barn were G. Scudder, A. Ragsdale, and a man named Bugler.²⁵⁸ Scudder and Ragsdale were names found in the neighborhood in 1888, so local carpenters likely assembled the barn.²⁵⁹ However, Thomas Singleton did not purchase the 40-acre parcel until 1909.²⁶⁰ Singleton submitted a description of

²⁵⁶ Fulkerson, *History of Daviess County*, 596–98.

²⁵⁷ Griffing, Dixon & Co., *Atlas of Daviess County*, 51.

²⁵⁸ Hanou, *A Round Indiana*, 67, 107.

²⁵⁹ Griffing, Dixon & Co., *Atlas of Daviess County*, 51.

²⁶⁰ Daviess County deed book 26, page 186. The deed was notarized and recorded in November 1909.

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his barn and an endorsement of the round barn type to the *Indiana Farmer* in 1909. The article was Steele's last promotion in the journal before he moved to Kansas the same year.²⁶¹ In 1977, Inez Singleton owned the piece of land containing the barn and pasture.²⁶² In 1989, K. S. and P. Ward owned the portion of the pasture containing the barn, while Anna L. Ward owned the rest of the land containing the pasture.²⁶³

The early farmers of Indiana practiced agriculture primarily on a subsistence basis. As more settlers entered the state and the number of farms grew, the means of transporting surplus goods to outside markets was also improving. The completion of the National Road through the state, the completion of the Michigan Road, the opening of the southern division of the Wabash and Erie Canal, and the establishment of early railroads were the main transportation improvements allowing commercial agriculture to take hold in Indiana. During the second half of the nineteenth century, various efforts were established to improve the quality of farming in Indiana. The Indiana General Assembly established the State Board of Agriculture in 1851, which in turn began publishing the *Indiana Farmer* in 1874 to disseminate information on new agricultural machinery and practices. In addition, university-associated agricultural experiment stations formed during this period and placed a more scientific focus on agriculture.²⁶⁴

These efforts culminated in a period from about 1881 to 1920 called Indiana's golden age of agriculture. Improvements in farming practices and machinery allowed more efficient and productive cultivation of the land without an increase in the labor expended. The value of farm property increased dramatically during this period without a substantial increase in cultivated acreage. Subsistence agriculture required few outbuildings, but as farm productivity increased farmers added outbuildings, which often were small and built for a single purpose. However, scientific farmers and agricultural researchers began to advocate consolidating these various small buildings into single large barns, both to promote efficiency and to allow storage of the improved, and often large, new equipment becoming available.²⁶⁵

As the economic and scientific influences on farming increased, farmers and researchers sought innovations to improve efficiency and productivity, and therefore profits. Among other areas, these efforts focused on the design and construction of barns. Innovations such as the use of balloon framing, self-supporting roofs, and the development of the circular silo allowed barns to be constructed more quickly and at lower cost and to be more functional in use through the elimination of obstructing posts and by ensuring a year round supply of silage. The development of the round barn is illustrative of the efforts to improve the efficiency and productivity of farm

²⁶¹ Hanou, *A Round Indiana*, 107.

²⁶² *Daviess-Martin Counties, Indiana, Plat Book*, 19.

²⁶³ *Daviess/Martin Counties, Indiana, Plat Directory*, 34.

²⁶⁴ McMahan, "Round and Polygonal Barns," E1-2.

²⁶⁵ McMahan, "Round and Polygonal Barns," E2-3.

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operations during Indiana's golden age of agriculture.²⁶⁶ That wealthy progressive farmers generally were the first purchasers of round barns in Indiana is reflective of the fact that farmers with capital were the most likely to experiment with new barn types. Among the earliest round barn owners were a University of Chicago professor, a banker, a congressman, an attorney, and state legislator.²⁶⁷

The rise and fall of the round barn occurred during a period of great experiment in farm building design from the 1890s to the 1920s. Beginning in the 1890s, a variety of factors came together to generate interest in improvements to the traditional design and construction of barns. The increasing scarcity of heavy timbers for traditional timber frames was one factor, as well as the need for a more open loft to take maximum advantage of the use of the hay carrier. The U.S. Department of Agriculture, the state agricultural colleges, popular agricultural journals, and mail-order building catalogs began to have an influence on the thinking of some farmers. Finally, a shortage of labor and capital made farmers more open to barn designs that were less expensive to construct and less labor intensive to operate. Among the innovations of the period were the plank frame and its successor the balloon frame, greater adoption of the gambrel roof, development of the open loft gothic roof and curved roof forms, and the use of concrete and hollow tile to increase sanitation and reduce fire risk.²⁶⁸

The earliest round and nonorthogonal barns were experiments by gentleman farmers, such as George Washington. A New York scientific agriculturalist and editor of an agricultural journal named Elliot W. Stewart advocated the use of octagonal barns beginning in the 1870s and caused a mini-boom in construction of the type. However, it was not until Franklin H. King, an agriculture professor at the University of Wisconsin, constructed and began publicizing a balloon-framed round barn in 1889 did the idea of the round barn begin to take hold in the Midwest. Previously, the technical skill necessary to construct a round barn with timber framing limited its appeal and led to the use of nonorthogonal barns as a compromise between the familiar rectangular barn and the ideal of a round barn. However, King showed that balloon framing could be used to construct a round barn that was just as strong as a timber-framed barn, but was less expensive and easier to construct.²⁶⁹

Despite several successful experiments and some limited publicity, it was not until several carpenter-builders in Indiana adopted the round barn as the main focus of their business that the idea of the round barn began to get more general attention from farmers. Isaac and Emery McNamee were hired to build a round barn in Rush County, Indiana, in 1900, which inspired

²⁶⁶ McMahan, "Round and Polygonal Barns," E4, 6–8.

²⁶⁷ McMahan, "Round and Polygonal Barns," E11.

²⁶⁸ Soike, "Midwest Barns Perfected," 147–69; Sculle and Price, "Barns of Nonorthogonal Plan," 188–92; Harper and Gordon, "Modern Midwestern Barn," 213–36.

²⁶⁹ Hanou, *A Round Indiana*, 6–15; Sculle and Price, "Barns of Nonorthogonal Plan," 192–96.

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them to try to sell the idea to others. For their second round barn, in Hancock County, they collaborated with Benton Steele, a carpenter and self-taught architect. Working with the McNamees and Samuel Detraz, another carpenter, Steele was able to market the round barn idea to two prominent businessmen in 1901. These two commissions led to still more orders for round barns. By 1902, Steele had begun to publish round barn plans and advertisements in the *Indiana Farmer*. In 1905, Isaac McNamee, Horace Duncan, a carpenter who had been working with McNamee, and attorney Frank Littleton patented the design of a self-supporting conical roof, which essentially gave them the rights to the design of the round barn. Despite this, Steele continued to design and promote round barns in Indiana. Steele was able to interest the University of Illinois Agricultural Experiment Station in the round barn design, and the university published a book of plans and building instructions in 1910. However, Duncan eventually began to pressure Steele for royalties on the round barn designs that Steele sold, so Steele moved to Kansas in 1909 and continued to design round barns.

Without Steele's promotional efforts, interest in round barns began to decline in Indiana. The increased use of round barns also began to highlight flaws in their design, such as poor lighting and ventilation. Also, there was much waste material generated in construction of the barn. The number of round barns constructed in Indiana peaked in 1910, and few were built after 1918. Although the round barn boom began in Indiana, round barns were built throughout the country, with the greatest concentration in the Midwest.²⁷⁰

Despite the short-lived period of round barn construction, round barns are a highly visible example of the type of experimentation occurring in agricultural building design in the late nineteenth century and early twentieth century. This experimentation transformed the standard barn design from a barn with a heavy timber frame and a gable roof, which had been ubiquitous in the east half of the country through much of the nineteenth century, to a light-framed building with a prominent roof housing ample loft space, which became widespread in the twentieth century. In Indiana, Benton Steele was an important designer and proponent of the round barn. The Singleton Round Barn is an excellent example of the type. Adding to its significance is that it is one of Steele's designs.

²⁷⁰ Hanou, *A Round Indiana*, 1, 15–30; Sculle and Price, "Barns of Nonorthogonal Plan," 197–98.



Daviess 35001-Chapman-Allison Farmstead,
view southeast.



Daviess 35001-House, view northwest.



Daviess 35001-House, view southwest.



Daviess 35001-House, kitchen ell and addition,
view southeast.

Chapman-Allison Farmstead (Daviess 35001)

**Northwest and southwest corners of intersection
of County Road 50 East and County Road 400
South**

Criterion: A

The Chapman-Allison Farmstead is eligible for the NRHP under Criterion A for its association with agriculture and early settlement. The Chapman-Allison House (circa 1845) is significant for its association with the early settlement of Veale Township. It is an example of early housing in the township and the process of expansion and remodeling that early houses underwent during the period after the end of the wilderness period. The farmstead is an excellent example of a turn of the twentieth century livestock farm and has one of the largest and most intact collections of outbuildings observed in the APE.

Description: The Chapman-Allison Farmstead is not evaluated or rated in the Daviess County *Interim Report*, although the Chapman-Allison House, which is a part of the farmstead, was rated Contributing. The farmstead contains a total of twelve contributing buildings or structures, including the vernacular Chapman-Allison House (circa 1845 [in its current appearance]), a transverse frame barn (circa 1900), a three-portal barn (circa 1900), a machine shed (circa 1940), a granary (circa 1900), two agricultural outbuildings of uncertain use (circa 1900), a well house (age unknown), a garage (circa 1940), two sheds (age unknown), and a concrete block outbuilding (circa 1940) near the house (Site plan 3).

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Daviess 35001-Garage, view northwest.



Daviess 35001-East shed, view northwest.



Daviess 35001-West shed, view northwest.



Daviess 35001-Concrete block outbuilding, view southwest.

Most of the agricultural outbuildings, including the barns, are located south of County Road 400 South. These buildings have a courtyard layout, with the barns parallel and set back from the road in the center and flanked by two of the smaller buildings closer to the road. One small agricultural outbuilding is located opposite the end of County Road 400 South. Fences, gates, and driveways among the agricultural outbuildings help define patterns of circulation. A lawn slopes down to County Road 400 South in front of the house and opposite the barns. Much of the surrounding land appears to be, or to have been, pasture land. Modern residential development is occurring along County Road 400 South west of the farmstead.

The two-story, side-gabled house is vernacular and asymmetrical in orientation and has a few elements of the Greek Revival style. The house is clad in wood clapboards and has an asphalt shingle roof. Several window types are present. The second floor windows generally are short two-over-two double hung sash. The first floor windows generally are four-over-four double hung sash. A six-over-six double hung sash is present in the west gable end. The two front doors are early and possibly original. The doorways, both with transoms, are asymmetrically placed on the façade. The house has pilaster corner boards and a wide frieze under the eaves. The front porch has a rock-faced concrete block foundation and walls.

An early ell with a lower roof line projects north from the east end of the north wall. Stairs and a patch in the siding show where a window has replaced a doorway in the north wall of the ell. Screened porches line the remainder of the north wall of the house and most of the east side of the ell. A small shed roof non-period addition projects from the west side of the house and ell.

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Daviess 35001-Well house, view north.



Daviess 35001-Machine shed, view northeast.



Daviess 35001-Granary, view southeast.



Daviess 35001-Three-portal barn, view southwest.

This addition has a concrete block foundation and two small four-light windows.

The house retains most of its integrity. The design has been altered somewhat by the addition of later porches on the front and rear, although the front porch is well over fifty years old and contributes to the history of the house. The front porch does not obscure the massing or asymmetry of the house, and so is not a serious detriment to the integrity of the house. Also, a small addition has been made on the west side of the house. However, the addition is small enough that it does not change an observer's impression of the plan or massing of the house.

The garage is located northeast of the house. The front-gabled building has a sliding door on the south wall, an asphalt shingle roof, and vertical wood siding.

Two front-gabled sheds are located north of the house. The east shed has a corrugated metal roof and board and batten siding. The west shed has an asphalt shingle roof, board and batten siding, and an overhang over the door in the south wall.

A front-gabled concrete block outbuilding is located west of the house. This outbuilding has a standing seam metal roof. The east half of this building is a partially screened enclosure.

The well house is located at the east edge of the pasture west of the house and is a small shed roof building with vertical wood siding.

The building on the east side of County Road 50 East is a front-gabled machine shed with vertical board siding, exposed rafter tails, and double hinged doors in the west wall.

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Daviess 35001-Transverse frame barn, view southwest.



Daviess 35001-Front-gabled outbuilding, view southwest.



Daviess 35001-West outbuilding, view south.

Fencing and loose cattle in the barnyard prevented a close examination of the agricultural outbuildings. The easternmost outbuilding of those south of County Road 400 South is a front-gabled building set on piers, possibly a granary. The building has a corrugated metal roof and vertical wood siding. Double hinged doors are in the north wall.

The east barn is the three-portal barn. This barn has a metal roof and a mix of vertical board and board and batten siding. This barn has a large gabled hay hood with an owl hole.

The transverse frame barn is west of this barn. The transverse frame barn has a metal roof and a mix of vertical board and board and batten siding. A triangular hay hood shelters the hayloft doors in the gable end. A shed roof extension has been added along the west side of the barn.

A front-gabled outbuilding, parallel to the road, is located west of the barns. This building has a corrugated metal roof and vertical board siding.

The westernmost outbuilding is a front-gabled building with vertical wood siding and a shed roof equipment shelter along its east side.

Context/Significance: The period of significance for the Chapman-Allison Farmstead (Daviess 35001) is 1845–1955. The period of significance includes two areas of significance: Exploration/Settlement for the house and Agriculture for the farmstead.

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The Chapman-Allison House is significant as an early- to mid-nineteenth century house reflective of the second generation of farm housing after farmers had expanded their farms enough to think about replacing their early primitive log cabins. The house shows the expansion and stylistic updating that was once a common practice among early settlers, and is likely one of few surviving houses that display such changes in Veale Township. The house was the home of Elijah Chapman, a prominent early settler who was a farmer, politician, and entrepreneur.

Elijah Chapman was one of the first settlers in Veale Township and entered a tract of land in 1813. He owned mills and a pottery kiln, was proprietor of a village (no longer extant), and was active in the Methodist church. Chapman served as a representative to the state legislature from 1844 to 1846 and served two terms as associate judge of the Daviess County circuit court. The Chapman-Allison House locally is attributed to circa 1813 based on Chapman's acquisition of the land, although the house's current form likely dates to the 1840s. If the house truly dates to circa 1813, then it likely has a log core in half of the house (probably the east half since it would be more difficult to add ells to the log section and both additions extend from the west half of the house). Chapman moved to Illinois in 1854 and died in 1855.²⁷¹

Around the turn of the twentieth century, a descendent of Elijah Chapman, visiting the old farm in Veale Township, reported that the only improvements made to the house by the Allison's up to that time were new kitchen verandas and a new roof. Assuming that this information is accurate, the Chapman-Allison House was largely in its existing form by 1854 when Chapman left for Illinois.²⁷²

As antebellum settlers lived on, improved, and farmed the land, their early temporary log cabins became animal shelters or raw materials for other buildings. The average farmer built a new, larger house when time and resources permitted. The new house had doors and windows, unlike the early cabins, and eventually, if not right away, received clapboard siding. As the family grew, additions or whole wings, often referred to as "ells," were added to accommodate the newcomers. The accretion of rooms, wings, and additions gave many early houses an asymmetrical appearance.

The Chapman-Allison House has an asymmetrical façade that may represent two major periods of construction, possibly circa 1813 and circa 1845. Stylistic elements have been applied to the house to provide a more fashionable appearance, namely the wide frieze and the capitals on the cornerboards. These elements suggest the influence of the Greek Revival style of architecture, a style popular in the rapidly expanding U.S. frontier during the 1830s through the 1850s. The use of such stylistic elements on the house may reflect Elijah Chapman's political and economic

²⁷¹ Williams, *Chapman-Johnson-Wallace-Palmer Family*, 10–14; Goodspeed, *History of Knox and Daviess Counties*, 591; Myers, *Daviess County*, Vol. 1, 85.

²⁷² Williams, *Chapman-Johnson-Wallace-Palmer Family*, 13.

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success during the 1840s, when he served as a state legislator. Also, the establishment of sawmills in the township, including one owned by Chapman, enabled improvements to the housing stock of early Veale Township, such as the expansion of Chapman's own house, which reflects the growing stability and prosperity of the settlers in Daviess County.

The Chapman-Allison Farmstead is one of the largest and most intact period farmsteads observed in the APE and is illustrative of a turn of the twentieth century livestock farm in Daviess County. County histories indicate that livestock raising was an important agricultural activity.²⁷³ Veale Township's hilly terrain may have made livestock a more appealing option than crops.

In a deed recorded in November 1854, Elijah Chapman sold the farm to Joseph Allison for one hundred dollars. The farm consisted of the south 110 acres in the southeast quarter of Section 14 and 11.5 acres at the north edge of the northwest quarter of the northeast quarter of Section 23.²⁷⁴ Joseph Allison was born in Pennsylvania in 1792 and later moved to Kentucky with his parents.

After piloting flatboats to New Orleans and serving in the War of 1812, Allison settled in Washington Township, Daviess County, in 1817. He married Mary (Ragsdale) Allison and fathered ten children. In 1854, he moved his family to the former Chapman farm.²⁷⁵ In 1864, Allison sold the Chapman farm to his sons William A., John A., and Joseph C. Allison.²⁷⁶ Joseph Allison died in 1873.

William A. Allison was born in 1826, John A. Allison was born in 1838, and Joseph C. Allison was born in 1842. William A. Allison made his home at the "Homeplace" received from his father. Allison was one of the first people to bring Shorthorn cattle to Indiana and eventually was named to Purdue University's Livestock Breeders Hall of Fame. John A. Allison taught school for five years before becoming a farmer and stock raiser. He also apparently lived at the Homeplace, having settled there in 1877. Joseph C. Allison served in the Civil War. He settled on a farm a short distance north on County Road 50 East from his brothers in 1873 and mixed farming and teaching. He was elected township trustee in 1874 and 1876. The 1888 county atlas shows John A. Allison living at the Chapman-Allison House and William A. and Joseph C. Allison living almost opposite one another a short distance to the north. Various members of the Allison family owned land throughout the northeast corner of Veale Township, including in Sections 14, 23, 24, 25, and 26.²⁷⁷

²⁷³ Fulkerson, *History of Daviess County*, 132.

²⁷⁴ Daviess County deed book I, page 775.

²⁷⁵ Fulkerson, *History of Daviess County*, 508; Goodspeed, *History of Knox and Daviess Counties*, 893–894.

²⁷⁶ Daviess County deed book N, page 233.

²⁷⁷ Myers, *Daviess County*, Vol. 1, 254; Goodspeed, *History of Knox and Daviess Counties*, 893–894; Fulkerson, *History of Daviess County*, 507–508; Griffing, Dixon & Co., *Atlas of Daviess County*.

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The Allison brothers continued to add to their land holdings through the nineteenth century.²⁷⁸ Isaac and Owen Allison, sons of John A. Allison, also were farmers in Veale Township. Around 1915, the brothers operated a farm on 740 acres of land and raised Shorthorn cattle.²⁷⁹

The Chapman-Allison Farmstead's agricultural outbuildings likely were built during Indiana's golden age of agriculture, between 1881 and 1920. Agricultural buildings in particular reflect the major changes that took place in farming during this era. Farmers constructed larger framed stock barns with shelter and feeding facilities for their animals all placed under one roof and with breeding facilities nearby. With more equipment, the farmer needed buildings for storage and repair of his growing inventory of machinery and tools. County histories show that the Allisons primarily were recognized as livestock farmers, especially of shorthorn cattle.²⁸⁰ The Chapman-Allison Farmstead contains two large barns for sheltering and feeding cattle and other outbuildings for storage of feed and machinery. The division of the farmstead on either side of the road sharply delineates the agricultural and domestic functions of the farmstead.

²⁷⁸ For example see Daviess County deed book Q, page 141; deed book T, pages 489–490; deed book 7, page 549; and deed book 10, page 323.

²⁷⁹ Fulkerson, *History of Daviess County*, 507–509.






²⁸⁰ Myers, *Daviess County*, Vol. 1, 254; Fulkerson, *History of Daviess County*, 509; Goodspeed, *History of Knox and Daviess Counties*, 893–94.



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Newly Inventoried Properties


Photos	County Township	Number	Rating	Property Name	Address	Date	Style	Integrity Issues/Notes
	Gibson/ Columbia	30016	C	House	North side of SR 64 west of SR 57	Ca. 1921	Craftsman gable- front bungalow	Siding replaced, some windows replaced, lacks significance
	Pike/ Jefferson	00001	C	Arnold Church	4255 CR 675 N at corner of CR 425 E	Ca. 1875	Vernacular church	Foundation replaced, belfry added, lacks significance
	Pike/ Jefferson	00002	C	Ashton Farmstead	4687 CR 750 N	Ca. 1940	Vernacular double pen and farmstead	Siding replaced, roofing replaced, front porch altered, additions, outbuildings deteriorated, no historic field patterns evident
	Pike/ Jefferson	00003	C	Newkirk House	4294 CR 750 N	Ca. 1900	Vernacular Gabled ell and farmstead	Siding replaced, front porch altered, rear deck added, garage added to rear end of basement, no pre-1955 outbuildings remain
	Pike/ Washington	05001	C	Little Willis Cemetery	Unmarked road on reclaimed mine land south of CR 200 N	Ca. 1850	Cemetery	Setting altered, lacks significance



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Newly Inventoried Properties






Photos	County Township	Number	Rating	Property Name	Address	Date	Style	Integrity Issues/Notes
	Pike/ Washington	05002	C	Pike County Bridge No. 175	CR 125 W over Flat Creek	Ca. 1920	Warren Pony truss	Lacks significance
	Pike/ Washington	05003	C	Johnson Cemetery	East side of Meridian Road south of CR 300 N	Ca. 1835	Cemetery	Setting altered, damaged markers
	Pike/ Washington	05004	C	Bahr House	3432 N. Meridian Road	Ca. 1885	Vernacular front- gabled with Italianate elements and farmstead	Fenestration altered, siding replaced, rear addition, modern deck
	Pike/ Washington	05005	C	Helfenbein Farmstead	4032 North SR 61	Ca. 1915	Craftsman dormer- front bungalow and farmstead	Front porch enclosed, setting altered
	Pike/ Washington	05006	N	Goodlet Morgan House	701 Goodlet Street	1851-1854	Italianate	Front porch replaced, garage added, rear porch removed, eaves trim removed, chimneys removed



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Section 2

Newly Inventoried Properties

Photos	County Township	Number	Rating	Property Name	Address	Date	Style	Integrity Issues/Notes
	Pike/ Washington	05007	C	Alford United Methodist Church	1709 SR 356	1927	Vernacular church	Siding replaced, windows replaced, large rear addition, addition at front entrance
	Pike/ Washington	05008	C	Bradfield House	South side of CR 650 N east of SR 57	Ca. 1875	Italianate	Fenestration altered, siding replaced, front door replaced, some windows replaced, setting altered
	Pike/ Washington	05009	C	Middleton House	3108 CR 475 N	Ca. 1905	Queen Anne and farmstead	Windows replaced, siding replaced, modern rear deck, non- contributing outbuildings
	Pike/ Washington	05010	C	Preston House	2191 CR 475 N	Ca. 1880	Vernacular	Windows replaced, siding replaced, additions, front porch altered
	Pike/ Washington	05011	N	Lemuel R. Hargrave House	5152 CR 200 E	Ca. 1863	I-house with Greek Revival elements	Outbuildings removed, front porch altered, side porch removed



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Section 2

Newly Inventoried Properties






Photos	County Township	Number	Rating	Property Name	Address	Date	Style	Integrity Issues/Notes
	Pike/ Washington	05012	C	House	East side of CR 200 E south of CR 650 N	Ca. 1940	Vernacular	Deteriorated condition, lack of significance
	Pike/ Washington	05013	C	Lick Creek Cemetery/Twin Oaks Memorial Gardens	West side of CR 200 E between CR 650 N and CR 550 N	Ca. 1843	Cemetery	Setting altered through modern expansion of cemetery
	Pike/ Washington	05014	C	Damewood Farmstead	3423 CR 725 N	Ca. 1900	Queen Anne	Siding replaced, west porch altered, rear addition, doorway removed from east porch, outbuildings removed
	Pike/ Washington	05015	C	Farmstead	East side of CR 200 E between CR 650 N and CR 550 N	Ca. 1915	Vernacular double pen and farmstead	Outbuildings severely deteriorated, lacks historic field patterns,
	Pike/ Logan	20001	C	Ropp Farmstead	3451 CR 200 S	Ca. 1893	Vernacular front- gabled with Queen Anne elements and farmstead	Siding replaced, porches enclosed, alterations to barn, setting altered



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Section 2

Newly Inventoried Properties

Photos	County Township	Number	Rating	Property Name	Address	Date	Style	Integrity Issues/Notes
	Pike/ Logan	20002	C	Logan Public Cemetery	East side of CR 350 W north of CR 200 S	Ca. 1865	Cemetery	Setting altered, most markers damaged
	Pike/ Logan	20003	C	Knights Chapel and Knights Cemetery	Northeast corner of CR 125 S and CR 375 W	Ca. 1920 (church) and Ca. 1870 (cemetery)	Vernacular church and cemetery	Front and rear additions, siding replaced
	Pike/ Logan	20004	C	Loveless Cemetery	North side of Division Road east of CR 325 W	Ca. 1872	Cemetery	Setting altered
	Pike/ Logan	20005	O	Pike County Bridges Nos. 81 and 246 and portion of CR 300 W	CR 300 W north of Gibson County Line	1884 and 1924 (bridges), Ca. 1840s (road)	Pratt Through truss, Camelback Through truss, road	Pending listing in NRHP as a historic district.
	Pike/ Logan	20006	C	Pike County Bridge No. 32	CR 500 W over Patoka River new channel	Ca. 1924	Camelback Through truss	Good integrity, not eligible per state guidelines



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Section 2

Newly Inventoried Properties



Photos	County Township	Number	Rating	Property Name	Address	Date	Style	Integrity Issues/Notes
	Pike/ Logan	20007	C	Loveless House	East side of CR 300 W between CR 200 S and CR 125 S	Ca. 1905	Vernacular T-plan	Front porch removed, barn removed, some windows replaced, front door removed
	Pike/ Logan	20009	C	Loveless Farmstead	1953 CR 300 W	Ca. 1880	Vernacular cross- plan with Folk Victorian ornament and farmstead	Setting altered, small addition in northwest corner
	Pike/ Logan	20010	C	Loveless Farmstead II	2653 CR 200 S	Ca. 1910	Vernacular double pen and farmstead	Siding replaced, doorway removed on ell, setting altered
	Daviess/ Washington	30039	C	House	2418 E. National Hwy 50	Ca. 1900	Vernacular T-plan	Siding replaced, setting altered
	Daviess/ Washington	30040	C	Graham Homestead Farmstead	South side of US 50/150 between CR 200 E and CR 300 E	1910	Vernacular Gable front Bungalow and farmstead	Siding replaced, modern outbuildings



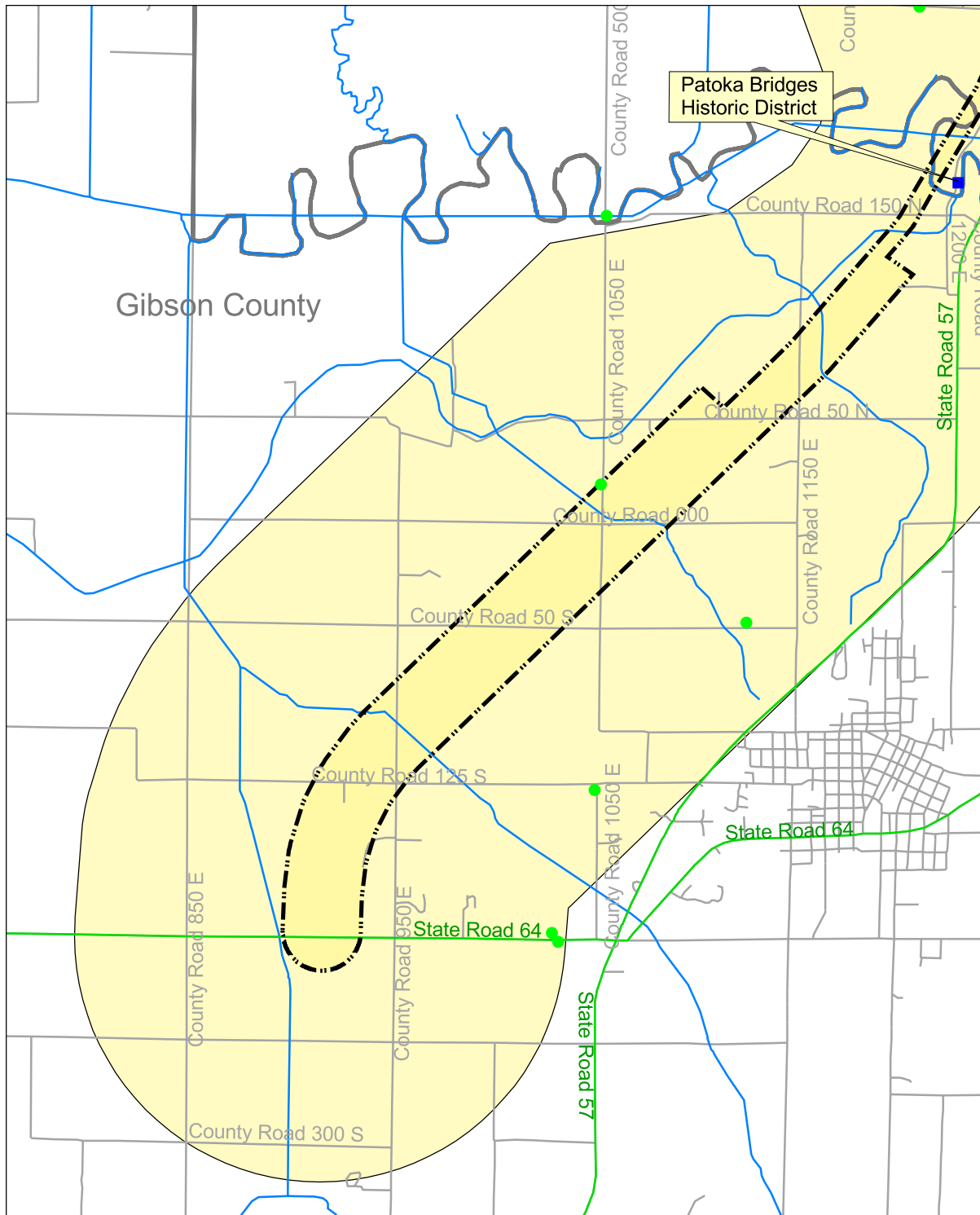
I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Section 2

Newly Inventoried Properties

Photos	County Township	Number	Rating	Property Name	Address	Date	Style	Integrity Issues/Notes
	Daviess/ Washington	30041	C	Joe Schultheis Farmstead	North side of SR 257 between US 50/150 and CR 175 E	Ca. 1925	Gable-front bungalow and farmstead	Siding replaced, lacks significance
	Daviess/ Washington	30042	C	House	South side of SR 257 east of CR 175 E	Ca. 1915	Dormer-front bungalow	Rear addition, lacks significance
	Daviess/ Washington	30043	C	John Prewett Farmstead	East side of SR 257 north of CR 200 S	Ca. 1920	Dormer-front bungalow and farmstead	Good integrity, but lacks significance

Map 2: I-69 Evansville to Indianapolis Study Section 2: Gibson, Pike, and Daviess Counties (Sheet 1 of 7)



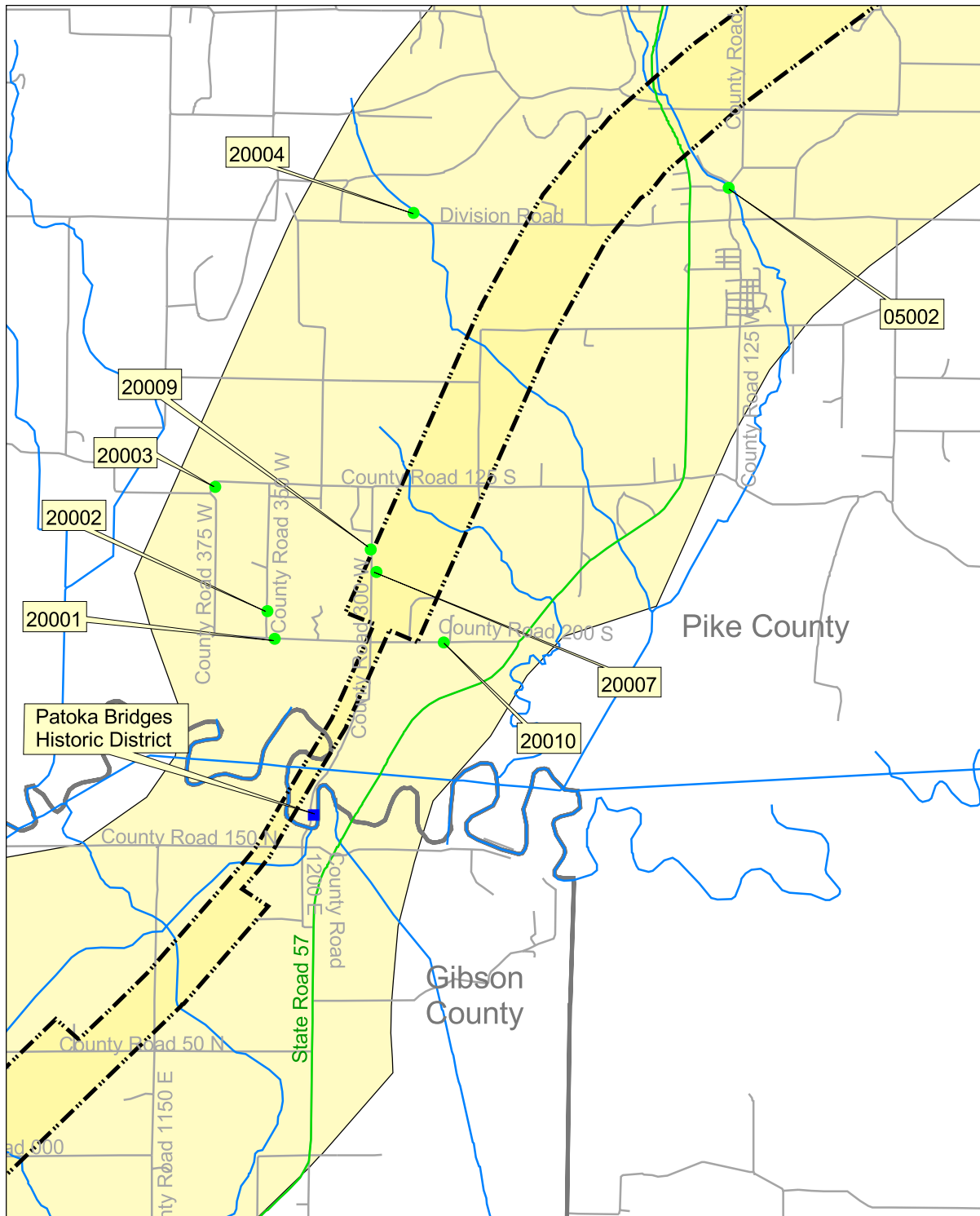
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Note: GIS data used to create this map are from the best known sources existing at this time. However, experience shows that many national datasets such as cemeteries, churches, airports, schools, karst, etc. are not all inclusive. Some national datasets are created on a much smaller scale than that mapped here and as a result have positional inaccuracies. Use of this map should be limited to planning, but should not replace field review or background checks with other sources.

- Area of Potential Effects
- 2000-ft Corridor
- County Roads
- Major Streets
- Rivers and Streams
- National Register Listed Properties
- Ineligible Properties

Map 2: I-69 Evansville to Indianapolis Study Section 2: Gibson, Pike, and Daviess Counties (Sheet 2 of 7)



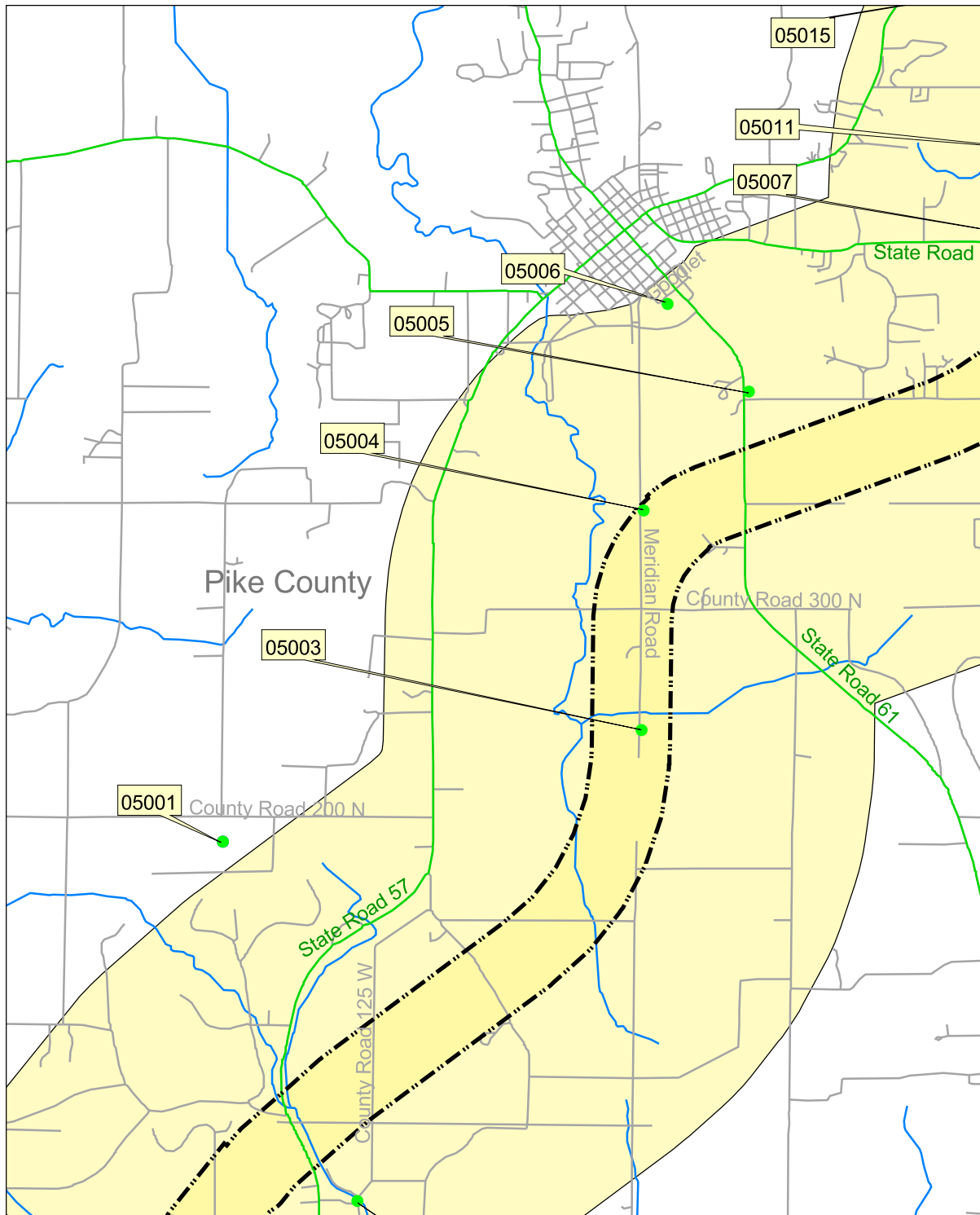
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Map 2: I-69 Evansville to Indianapolis Study Section 2: Gibson, Pike, and Daviess Counties (Sheet 3 of 7)



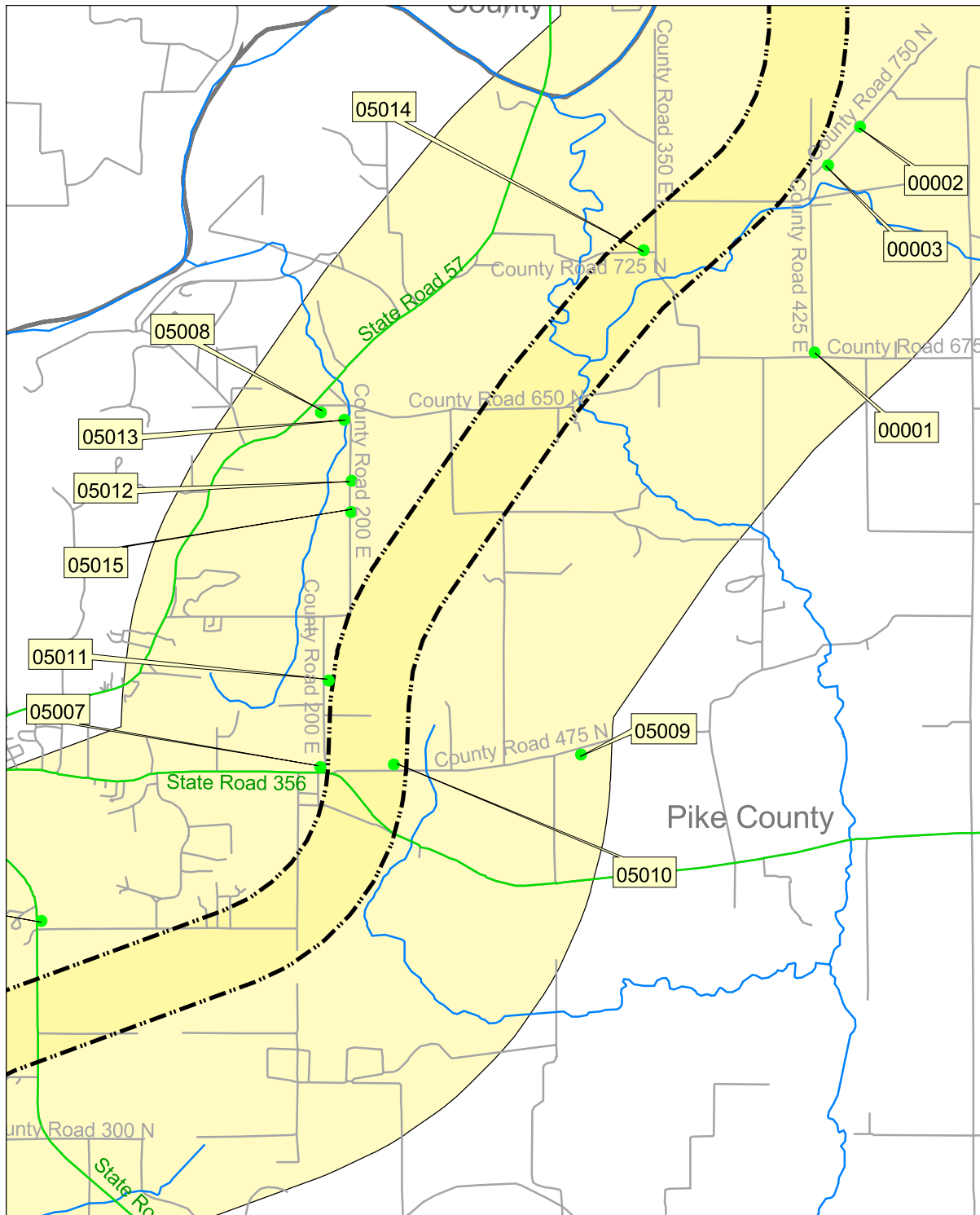
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- Area of Potential Effects
- 2000-ft Corridor
- County Roads
- Major Streets
- Rivers and Streams
- Ineligible Properties

Map 2: I-69 Evansville to Indianapolis Study Section 2: Gibson, Pike, and Daviess Counties (Sheet 4 of 7)



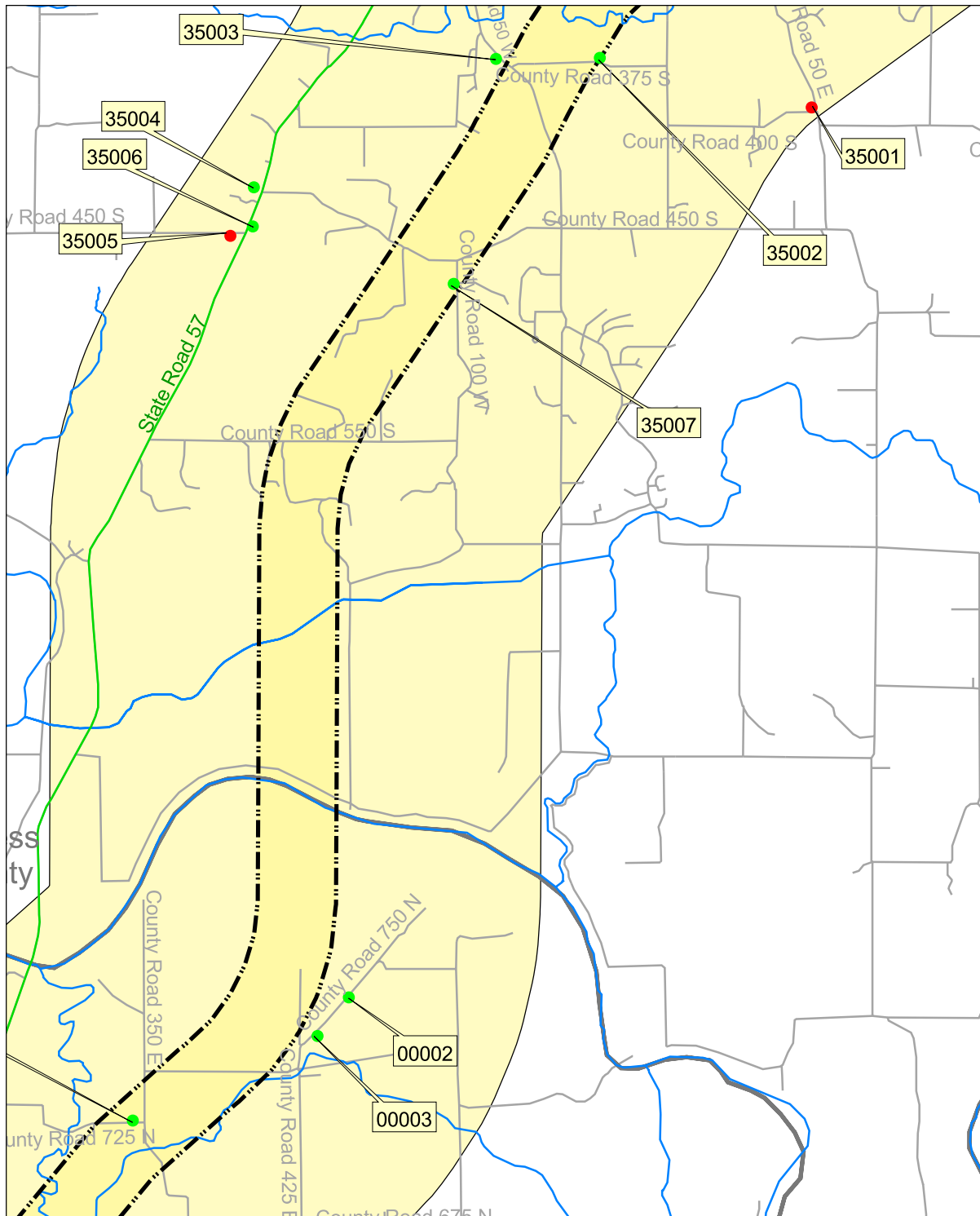
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- Area of Potential Effects
- 2000-ft Corridor
- County Roads
- Major Streets
- Rivers and Streams
- Ineligible Properties

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Map 2: I-69 Evansville to Indianapolis Study Section 2: Gibson, Pike, and Daviess Counties (Sheet 5 of 7)



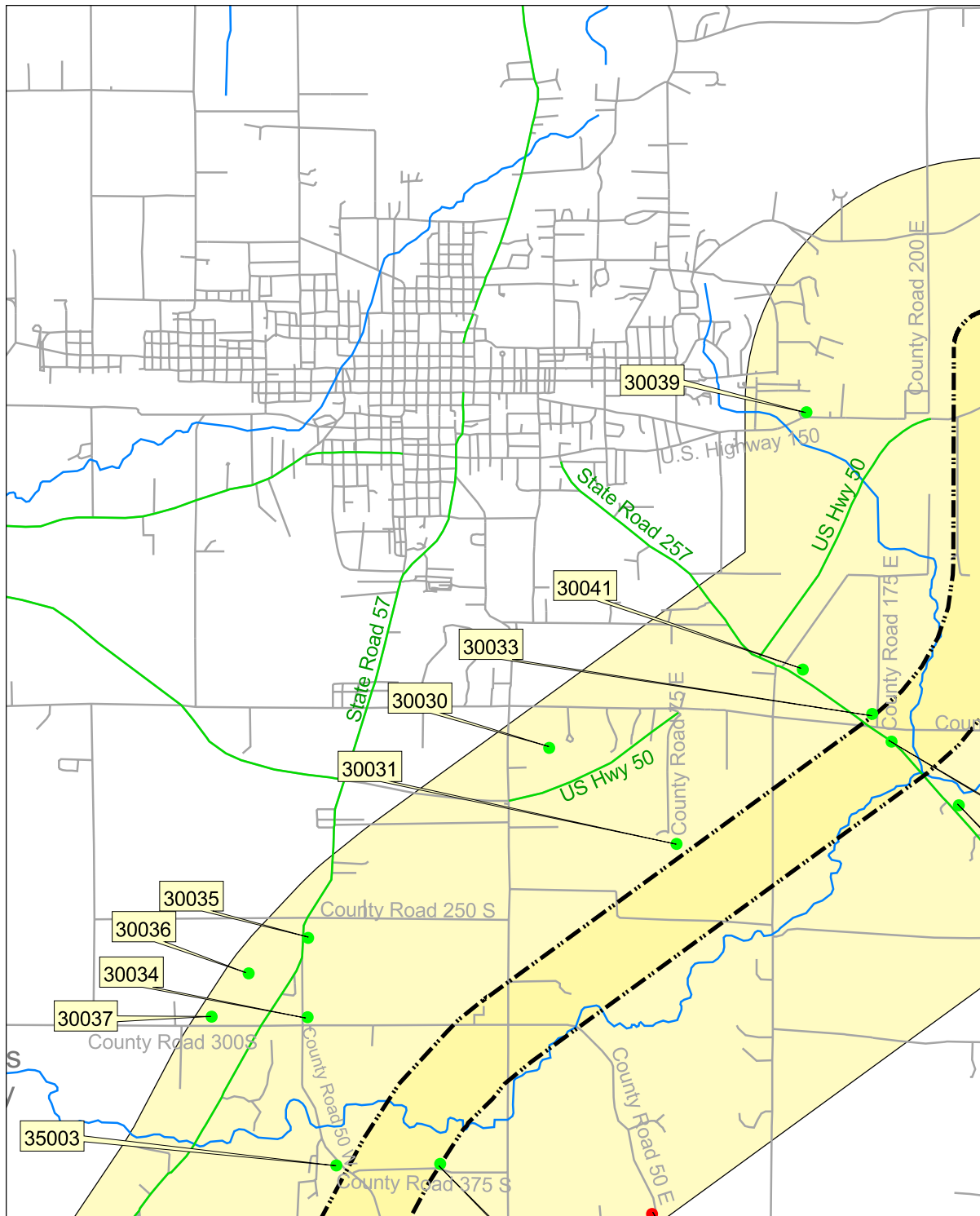
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- Area of Potential Effects
- 2000-ft Corridor
- County Roads
- Major Streets
- Rivers and Streams
- Eligible Properties
- Ineligible Properties

Map 2: I-69 Evansville to Indianapolis Study Section 2: Gibson, Pike, and Daviess Counties (Sheet 6 of 7)



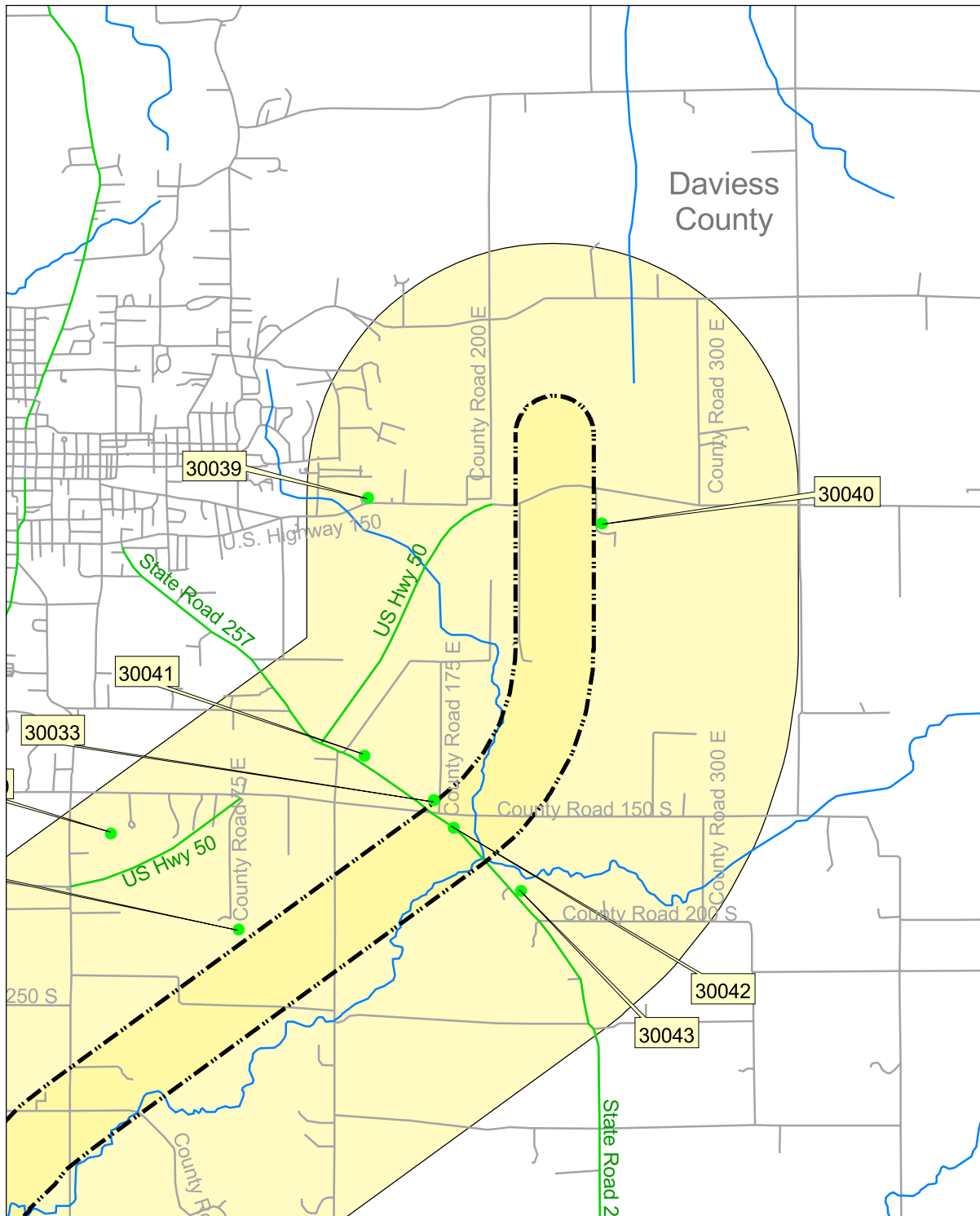
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- Area of Potential Effects
- 2000-ft Corridor
- County Roads
- Major Streets
- Rivers and Streams
- Eligible Properties
- Ineligible Properties

Map 2: I-69 Evansville to Indianapolis Study Section 2: Gibson, Pike, and Daviess Counties (Sheet 7 of 7)

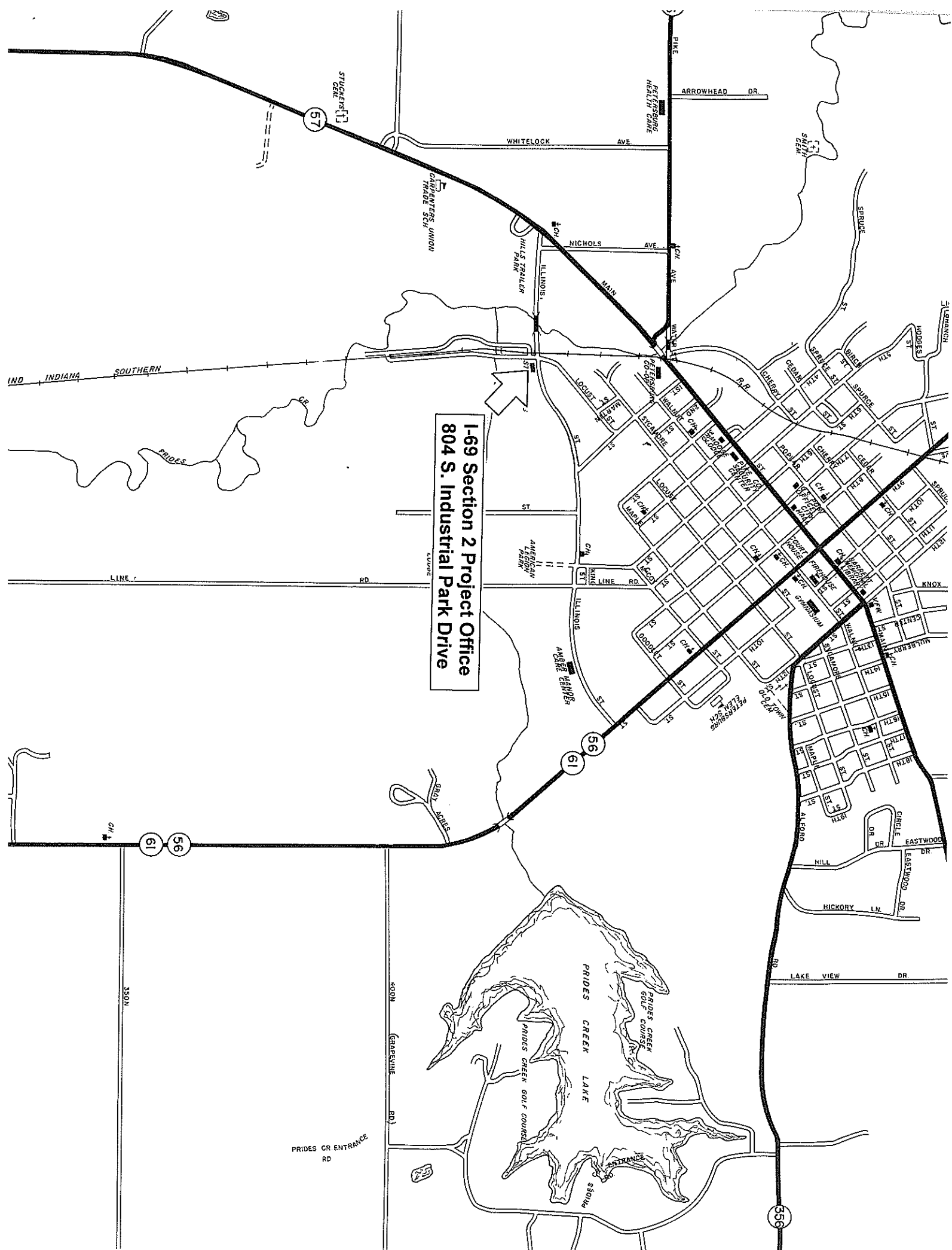


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- Area of Potential Effects
- 2000-ft Corridor
- County Roads
- Major Streets
- Rivers and Streams
- Ineligible Properties



Consulting Party Meeting Sign-In

Section # 2 Meeting # 2 April 13, 2005 6:00 p.m.

Location: Section 2 Project Office



Evansville to Indianapolis Tier 2 Studies

Please leave all recording devices outside the meeting room.
By signing this sheet, you indicate that you attended this meeting on the above stated date. Addresses will not be used for any other purposes than to provide information to you regarding the project.

Organization	CP Member Name	E-mail	Phone	Fax	Mailing/Contact Address (the address you would like us to send all CP related correspondence)	Signature (Please confirm all information is correct)
City of Washington	Mayor David Abel	mayor@dmrtc.net	812-254-5575		200 Harmed Ave. Washington, IN 47501	
	Mr. Harold Allison	nature1@rtc.com	812-644-7385	Harmon	RR 4 Box 181 Washington, IN 47501	Harold Allison
Indiana Department o Natural Resources/SHPO	Ms. Karie Brudis	kbrudis@dwr.IN.gov	317-232-1646	317-232-0693	Division of Historical Preservation 402 W. Washington St. Room W274 Indianapolis, IN 46204	Karie Brudis
Delaware Nation	Tamara Francis, NAGPRA Director	tfrancis@thedelawarenation-nsn.gov	405-247-2448 ext. 130	405-247-9393	P.O. Box 825 Anadarko, OK 73005	
Peoria Tribe of Indians of Oklahoma	John P. Froman, Chief	jfroman@peoriatribe.com	918-540-2535	918-540-2538	P.O. Box 1527 Miami, OK 74355	
Historic Landmark Foundation of Indiana	Ms. Shannon Hill	survey@historiclandmarks.org	317-639-4534	317-639-6734	340 West Michigan St. Indianapolis, IN 46202	
Indiana Department of Natural Resources/SHPO	Dr. Rick Jones	rjones@dwr.in.gov	317-232-1646	317-232-0693 317-232-1646	402 W. Washington St. Indianapolis, IN 46204	Dr. Rick Jones
Historic Landmarks Foundation of Indiana Western Regional Office	Mr. Tommy Kleckner, Director	tkleckner@historiclandmarks.org	812-232-4534	812-234-0156	643 Wabash Avenue Terre Haute, IN 47807	
Pike County Historical Society	Ms. Sandy McBeth	mcbeth@sigecom.net	812-354-1043		709 East Locust St. Petersburg, IN 47567	
Hoosier Environmental Council	Mr. Tim Maloney		317-686-8800	317-686-4754	1915 W. 18 th Street, Suite A Indianapolis, IN 46202	

Consulting Party Meeting Sign-In
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Evansville to Indianapolis Tier 2 Studies

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Organization	CP Member Name	E-mail	Phone	Fax	Mailing/Contact Address (the address you would like us to send all CP related correspondence)	Signature (Please confirm all information is correct)
Miami Tribe of Oklahoma	Ms. Julie Olds	jlolds@miamination.com	918-542-1445	918-542-7260	P.O. Box 1326 Miami, OK 74355	
Prairie Band Potawatomi Nation	Mr. Zachariah Pahlmahmie Chairperson	zachp@pbpnation.org	785-966-4007	785-966-4009	Government Center 16281 Q Road Mayetta, KS 66509-8970	
Traditional Arts Indiana	Ms. Joanne Raetz Stuttgen	stuttgen@insightbb.com	765-349-1537		759 E. Washington St. Martinsville, IN 46151	
Owen County CARR/ Owen County Preservations	Ms. Edith Sarra	esarra@indiana.edu	812-829-0451		1816 Concord Rd. Gosport, IN 47433	Edith Sarra
Canal Society of Indiana	Mr. Robert F. Schmidt, President	indcanal@aol.com	260-432-0279	260-436-8676	5205 Wapiti Drive Ft. Wayne, IN 46804-4949	
Historic Landmarks Foundation of Indiana	Mr. Stewart Sebree				P.O. Box 20215 Evansville, IN 47708	
IDNR Division of Historic Preservation & Archaeology/SHPO	Mr. Jon Smith				402 W. Washington St. W274 Indianapolis, IN 46204	
Shawnee Tribe, Oklahoma	Mr. Ron Sparkman, chairperson	shawneemike@neok.com	918-542-2441	918-542-2922	P.O. Box 189 Miami, OK 74355	
	Mr. Joe Tamalavic		812-354-2612		5152 North Co Rd 200 East Petersburg, IN 47567	
CARR	Ms. Sandra Tokarski		812-825-9555	812-825-9555	P.O. Box 54 Stanford, IN 47463	

Consulting Party Meeting Sign-In
Section # 2 Meeting # 2 April 13, 2005 6:00 p.m.
Location: Section 2 Project Office



Evansville to Indianapolis Tier 2 Studies

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Organization	CP Member Name	E-mail	Phone	Fax	Mailing/Contact Address (the address you would like us to send all CP related correspondence)	Signature (Please confirm all information is correct)
Warner Real Estate - Historical Society	Ms. Patricia Warner	patwarner@earthlink.net	812-354-6860	812-354-2800	P.O. Box 265 Petersburg, IN 47567	
City of Oakland City	Mayor Hugh Wirth	mayorwirth@sit-co.net	812-664-2201	812-749-3206	210 E. Washington Street Oakland City, IN 47660	
	Ms. Pauline Spiegel	p.spiegel@audimax.edu	317-926-6617		4410 North Pennsylvania Indianapolis, IN 46205	Pauline Spiegel
	Ms. Lu Froehle				1077 N St. Rd. 61 Petersburg, IN 47567	
Bernardin Lochmueller & Associates, Inc.	Mr. Kent Ahrenholtz	kahrenholtz@blainc.com	812-479-6200	812-479-6262	6200 Vogel Rd. Evansville, IN 47715-4006	
Bernardin Lochmueller & Associates, Inc.	Dr. Tom Cervone	tcervone@blainc.com	812-479-6200	812-479-6262	6200 Vogel Rd. Evansville, IN 47715-4006	Tom Cervone
Bernardin Lochmueller & Associates, Inc.	Mr. Jeremy Kieffner	jkieffner@blainc.com	812-479-6200	812-479-6262	6200 Vogel Rd. Evansville, IN 47715-4006	
Weintraut & Associates	Dr. Linda Weintraut	lweintraut@ameritech.net	317-733-9770	317-733-9773	1555 W. Oak St. Suite 20 Zionsville, IN 46077	Linda Weintraut
	Dr. Don Cochran				2000 W. University BB 314 Dept. of Anthropology Muncie, IN 47306	
Gray & Pape	Ms. Alice Roberts				1316 Main St. Cincinnati, Ohio 45202-7614	Alice Roberts

Consulting Party Meeting Sign-In
Section # 2 Meeting # 2 April 13, 2005 6:00 p.m.
Location: Section 2 Project Office



Evansville to Indianapolis Tier 2 Studies

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Organization	CP Member Name	E-mail	Phone	Fax	Mailing/Contact Address (the address you would like us to send all CP related correspondence)	Signature (Please confirm all information is correct)
Jacobs Civil	Mr. John McCarthy	l69sec2@jacobs.com	812-354-3462	812-354-3513	P.O. Box 97 Petersburg, IN 47567	
ASC Group National Headquarters	Ms. Lori Thursby	lthursby@ascgroup.net	614-268-2514	614-268-7881	4620 Indianola Avenue Columbus, OH 43214	
ASC Group	Mr. Mike Striker	mstriker@ascgroup.net	859-746-1968		1616 Burlington Pike, Suite A Florence, KY 41042	
INDOT	Ms. Mary Kennedy	McKennedy@indot.state.in.us	317-232-5215	317-232-5478	100 N. Senate Ave., Room 848 Indianapolis, IN 46204	
INDOT	Mr. Kevin Knoke	kknoke@indot.state.in.us	317-233-3944		100 N. Senate Ave., Room 848 Indianapolis, IN 46204	
INDOT	Ms. Janice Osadczuk	josadczuk@indot.state.in.us	317-232-5468	317-232-5478	100 N. Senate Ave., Room 848 Indianapolis, IN 46204	
INDOT	Mr. Lyle Sadler	lsadler@indot.state.in.us	317-233-6972	317-233-1565	100 N. Senate Ave., Room 848 Indianapolis, IN 46204	
INDOT	Ms. Michelle Barnier				100 N. Senate Ave., Room 848 Indianapolis, IN 46204	
INDOT	Mr. Curtis Tomak	ctomak@indot.state.in.us	317-232-5210		100 N. Senate Ave., Room 848 Indianapolis, IN 46204	
INDOT	Mr. Brad Steckler	bsteckler@indot.state.in.us	317-232-5137		100 N. Senate Ave., Room 848 Indianapolis, IN 46204	



Consulting Party Meeting Sign-In
Section # 2 Meeting # 2 **April 13, 2005 6:00 p.m.**
Location: Section 2 Project Office

Evansville to Indianapolis Tier 2 Studies

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Organization	CP Member Name	E-mail	Phone	Fax	Mailing/Contact Address (the address you would like us to send all CP related correspondence)	Signature (Please confirm all information is correct)
FHWA	Mr. Anthony Desimone	anthony.desimone@fhwa.dot.gov	317-226-5307	317-226-7341	Room 254, Federal Office Bldg. 575 N. Pennsylvania St. Indianapolis, IN 46204	<i>[Signature]</i>

*Monroe County
Surveyor*

kenrigh@co.monroe.in.us (812) 349-2570

*119 W 7th St
Bloomington IN 47404*

Karen E. [Signature]

Kenn E. RIGH T



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Consulting Party Meeting: Section 2
April 13, 2005 – 6:00 pm

Agenda

- 1) Welcoming and introductions**
- 2) Review of the NHPA and the four steps in the Section 106 process**
- 3) Role of consulting parties in this stage of the process**
- 4) Discussion of National Register criteria and elements of integrity**
- 5) Discussion of National Register listed and eligible properties**
- 6) Archaeological update**
- 7) Other issues/Next steps**
- 8) Discussion/questions and answers.**



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

April 21, 2005

Dear Consulting Party:

For those of you who attended the consulting party meeting held on April 13, 2005, at the Section 2 Project Office, I wish to thank you. It was a good meeting with important issues raised. I have enclosed a copy of the minutes of that meeting.

We are asking each of you to comment on the findings of eligibility, which was both discussed at the meeting and in the materials sent with the invitation. Please send correspondence by April 29, 2005, to:

**I-69 Project Office, Section 2
804 S. Industrial Park Drive
Petersburg, Indiana 47567.**

If you have not had a chance to review the Draft Historic Property Report, it will be available at the Section 2 I-69 Project Office (at above address). The office is open from 8:00 am-5:00 pm Monday through Friday. If you are not able to visit the office at those times, please call 1-812-354-3462 to schedule a mutually agreeable time to do so.

I hope that everyone can join us at our next meeting when we will discuss the effects of the undertaking upon historic properties. No date has yet been set for this meeting, but as a willing consulting party, you will be sent an invitation.

Thank you,

Linda Weintraut, c2
Linda Weintraut, Ph.D.



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Consulting Party Meeting

I-69 Evansville to Indianapolis Studies: Section 2

April 13, 2005, 6:00 pm

Section 2 Project Office

ATTENDEES:

CP MEMBERS:

Harold Allison

Karie Brudis, Division of Historic Preservation & Archaeology (DHPA) /State
Historic Preservation Officer staff (SHPO)

Tom Cervone, Ph.D., Bernardin Lochmueller & Associates

Anthony DeSimone, Federal Highway Administration (FHWA)

Randy Hancock, HWC

Rick Jones, Ph.D., Division of Historic Preservation & Archaeology (DHPA)
/State Historic Preservation Officer staff (SHPO)

Mary Kennedy, Indiana Department of Transportation (INDOT)

John McCarthy, Jacobs Civil

Alice Roberts, Gray & Pape

Edith Sarra, Owen County CARR / Owen County Preservation

Michael Striker, ASC Group

Joe Tamalavic

Lori Thursby, ASC Group

Linda Weintraut, Ph.D., Weintraut & Associates

OBSERVERS

Pauline Spiegel

Kevin Enright, Monroe County Surveyor

Anthony DeSimone (FHWA) opened the meeting at 6:03 p.m. and announced the purpose of the meeting: to discuss eligibility of above-ground historic resources and to give an archaeological update. He noted that since the printing of the Historic Properties Report, the Patoka Bridges Historic District has been listed in the National Register.

DeSimone then asked those present to introduce themselves.

The historian, Lori Thursby, made a PowerPoint presentation. She discussed the National Historic Preservation Act and the fact that Section 106 involves a four-step process. FHWA has determined that the project constitutes an undertaking and has identified consulting parties. The historians are presently engaged in the identification and evaluation of historic properties. FHWA must make a "reasonable and good faith effort" to identify historic properties. The historians have reviewed existing data, talked with consulting parties, researched, and written a historic context.

Edith Sarra asked if the report can be made available on-line. DeSimone will check into it. [It was later decided that since the report is still in draft form and in consideration of some property owners and privacy issues, it should not be placed on-line for public viewing.]

Thursby additionally said that fieldwork involved driving all roads in the Area of Potential Effects and documenting resources more than fifty years old. Properties were evaluated for integrity and National Register (NR) criteria applied. Most properties were disqualified for listing due to integrity issues. Thursby discussed criteria. A property may have integrity but fail to meet any criteria.

Thursby discussed listed or eligible properties in the APE: Patoka Bridges Historic District (listed under Criterion A), Thomas C. Singleton Round Barn (eligible under Criteria A & C), and the Chapman-Allison Farmstead (eligible under Criterion A).

Harold Allison complimented Thursby on the excellent research done on the Chapman-Allison property. Dr. Tom Cervone asked Thursby to explain how the research was done. She explained that they did deed research, interviewed family members, researched individuals associated with the property in secondary and primary sources, and examined the physical evidence presented by the property.

Michael Striker presented an archaeological update. Archaeologists examined site files and archaeological literature relevant to the area. Thirty-six known sites were located in the 2000-ft wide corridor. This information will be reported. Actual fieldwork will be done on preferred alignment only.

Kevin Enright (Observer) asked about evaluation of borrow pits during construction and if these potential sites would also be evaluated during the Tier 2 work. He indicated that this should be considered a secondary impact of the project, as future development around borrow pits is common.

DeSimone, Dr. Rick Jones, and Cervone responded that these sites were under the obligation of the contractor for the project. Examination of such sites at this time is not possible because borrow pit locations are not known at this very early stage of the project. It was also explained that the contractor is required to obtain an archeological evaluation prior to utilization of any borrow site. DeSimone further explained that it was impractical to evaluate the entire limits of the corridor for the Tier 2 portion of the study. He said that a judgment had been made to limit the archeological discovery efforts to the preferred alignment in order to make good use of money and time. Karie Brudis added that any future development plans with Federal involvement (funding, licensing, permits) will be required to go through the Section 106 review process, which includes archeological evaluation of the site.

Enright (Observer) questioned whether the bridges (associated with the Patoka Bridges Historic District) were identified in Tier 1. DeSimone and Weintraut affirmed that they were. [They were initially identified as two single properties but after consultation with the DHPA, both bridges were identified as one single property (two similar resources within a property) that was potentially eligible for the NR.]

Sarra asked if Dongola was to be evaluated for potential archeological significance. She noted that Cheryl Ann Munson knows of a work camp reportedly associated with the construction of the canal. Striker indicated that potential sites would be properly investigated and that he would contact Munson. Cervone noted that the corridor avoided the canal profiles that ran along SR 57 (where the historic marker is located). The corridor crosses the canal in tilled agricultural fields where no outline of the canal is visible. This was fully considered in Tier 1 as evidenced by the Technical Memorandum on the canal.

Consulting parties were asked to comment by April 29, 2005. If SHPO concurs with the eligibility findings then consultation continues and effects will be assessed.

Enright (Observer) asked the names of the SHPO and THPO. Karie Brudis explained that the SHPO is the State Historic Preservation Officer who is Kyle Hupfer. The Deputy SHPO is Jon Smith; she and Rick Jones are the SHPO staff representatives for the project. DeSimone explained that there is no THPO since the project does not cross tribal lands. Several tribes were contacted for comment and are consulting parties. They have indicated no properties of concern at this point.

DeSimone again gave due date for comments and asked for comments and questions.

Joe Tamalavic asked about the evaluation of the Hargrave property. He had been told [by Historic Landmarks of Indiana] that his property is eligible for listing in the National Register. Thursby explained the reasoning behind the decision: the property does not reach the high level of significance necessary for listing. The house has some integrity issues but it is generally the lack of significance that led the historians to their conclusion. Tamalavic noted that in the report, it says that outbuildings were removed; he reported that his research has indicated that there were never outbuildings on site. Thursby replied that it is very rare for a rural property not to have outbuildings, but that it was really the lack of significance that led to the decision. Brudis indicated that the property would be re-evaluated by the SHPO to either confirm the ASC Group recommendation or to ask for more research into the eligibility of the property. DeSimone reiterated that FHWA will consider any new information and that the decision will be made by FHWA in consultation with SHPO.

Cervone noted that locations of archaeological sites will be confidential.

Sarra asked multiple questions. She asked the status of the Pike County Interim report. Weintraut and DeSimone explained that completion of the report was a stipulation of the Tier 1 MOA and would be implemented sometime after the Section 106 process had

concluded. Sarra pointed out that she found the draft report confusing in its description of historic districts within the APE. She felt the report was unclear in describing the National Register status of the Patoka Bridges Historic District. Any revised report will include an update on this area; the Patoka Bridges Historic District was listed at the same time that the report was being printed. She asked how we are defining “structure.” Thursby gave her the NR definition. Sarra stated that she believed that canal and ditch embankments should be considered. She also pointed out that the construction of the current Patoka River (dredged channel) made a major impact to the agricultural viability of the region and asked for its inclusion in the historic context. Weintraut and Thursby agreed to consider. Sarra also questioned the determination of the Logan Cemetery as not eligible for the National Register. She believed family members buried there were active in the Underground Railroad.

Sarra asked why the report included selected ineligible properties within the APE. Weintraut explained that the intent is to show the level of effort in researching and evaluating the historic properties. Sarra doubted that tobacco farming and livestock raising were dominant agriculture activities and wondered about microclimates. Thursby explained that considerations of eligibility were not limited to these types of farming.

Enright (Observer) questioned the Tiering process. Indiana Geological Survey mapping shows 637 historic properties in southwestern Indiana (which includes both Indianapolis and Evansville), but some, like the canal and bridges, are not shown in the Tier 1 GIS historic properties layer. Brudis said that that information is part of the canal layer and the bridges layer; only newly identified properties have not yet been added. Enright expressed concern regarding a concentration of features such as the bridges district and the canal near the Patoka River where the APE is constricted. DeSimone and Cervone noted that the area of the Patoka Bottoms, 0.9 mile, will be bridged. Enright expressed concerns with the level of consideration for the effects of bridging. Randy Hancock described new construction techniques that allow for less impact when constructing bridges.

DeSimone said that the next step is to identify alternatives, and that the next report will talk about effects.

Pauline Spiegel (Observer) asked Tamalavic to explain how he sought inclusion of his property. Tamalavic said that he was never contacted and only found out after the report was submitted. Thursby explained that the Tamalavics were absent when the surveyors visited; however, when she learned of his concern, she called him that very evening to gain information. Weintraut explained that she had contacted Historic Landmarks Foundation of Indiana (HLFI) when she had learned of their interest in the Hargrave Property. She and Tommy Kleckner (HLFI) had carried on a dialogue regarding the property as the Section 2 historians conducted more research and documentation based on the concerns and questions of Tamalavic and HLFI. They had investigated the possible “ethnic” connection based on Kleckner’s questioning but found nothing in the background of the property owner to support this claim. The historians further investigated the construction method of “nogging” because it is found in the house.

Research indicates it is a common insulating technique in the Midwest. Weintraut further noted that her office had consulted frequently with the Chief of Registration & Survey regarding this property.

DeSimone stated that all of these comments will be considered and that the report can be modified and updated.

Enright (Observer) asked when the GIS corridor layer (polygon) will be made available to the public. Cervone said he would check into it. [Note that Cervone found out that such a layer is available to the public. It may be obtained by requesting it from the I-69 Project Attorney in the legal division of INDOT.]

DeSimone said the next consulting party meeting will discuss effects.

Weintraut encouraged everybody to submit comments as soon as possible.

The meeting adjourned at 8:10 p.m.

Details discussed in this meeting are subject to change, but are a reflection of how things stood at the close of the meeting.

Note: This meeting summary documents ongoing, internal agency deliberations. Accordingly, the information contained in this summary is considered to be pre-decisional and deliberative.



Section 106 – Findings of Eligibility Consulting Party Meeting

Section 2

April 13, 2005

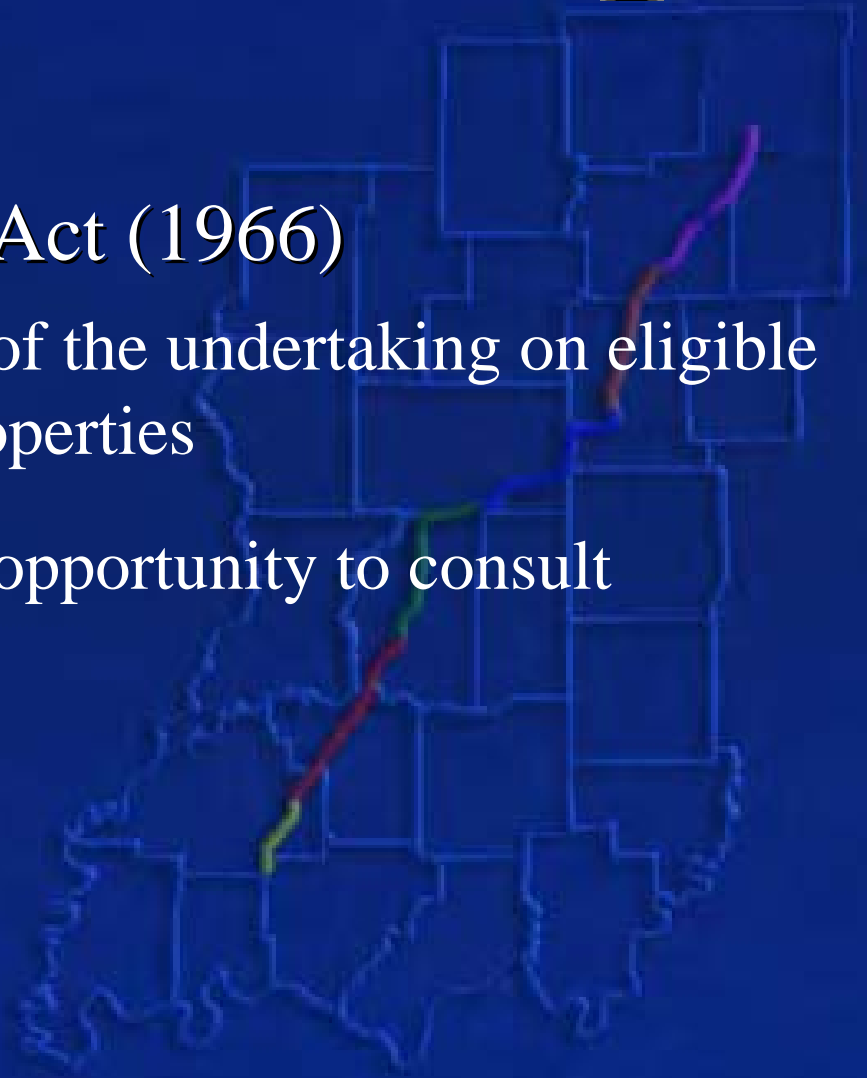
I-69 Evansville to Indianapolis Tier 2 Studies

Section 106



National Historic Preservation Act (1966)

- Take into account the effects of the undertaking on eligible or listed National Register properties
- Afford Advisory Council the opportunity to consult (www.achp.gov)



Section 106 Review



4 Step Process:

1. **Initiate** the process
2. **Identify** historic properties
3. **Assess** effects of undertaking on historic properties
4. **Resolve** any adverse effects





Section 106-Tier 2 Section 2

Where are we in the process?

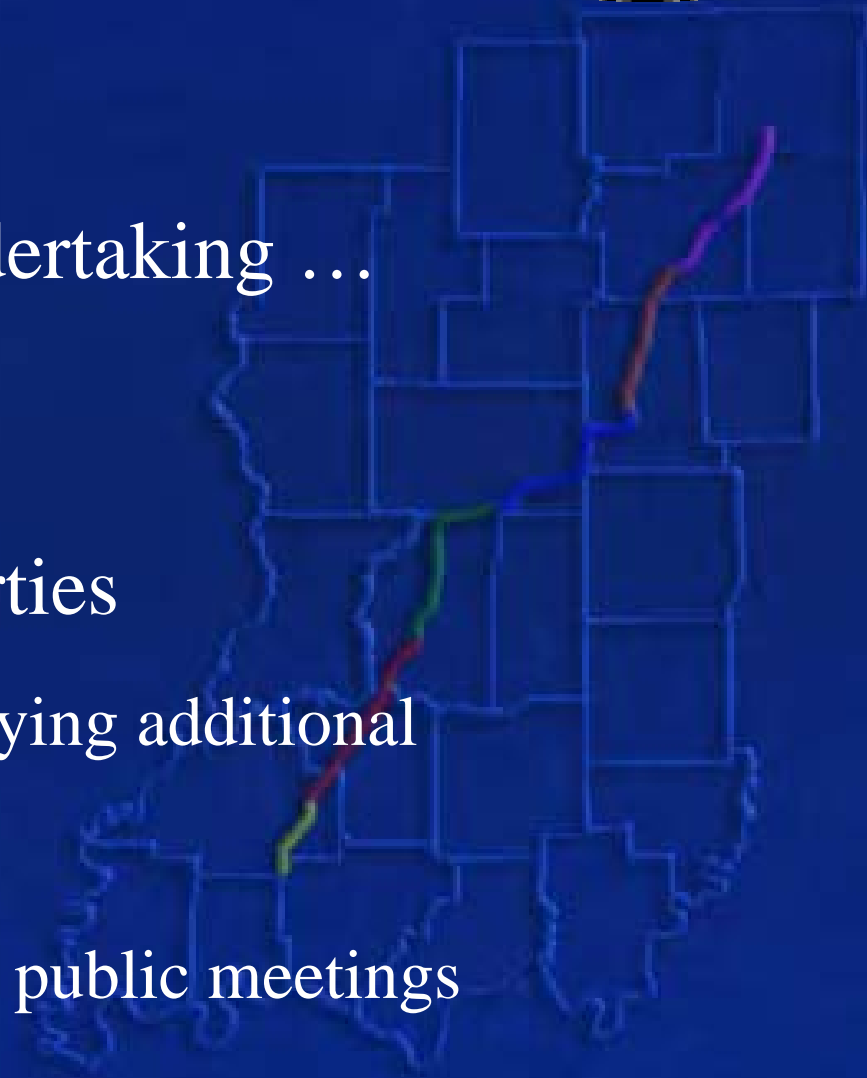




Step 1: Initiation of the Process

Established that there is an undertaking ...

- ✓ Identified SHPO/THPO
- ✓ Identified Consulting Parties
 - Section consultants identifying additional
 - Tier 1 list
 - Informational brochures at public meetings



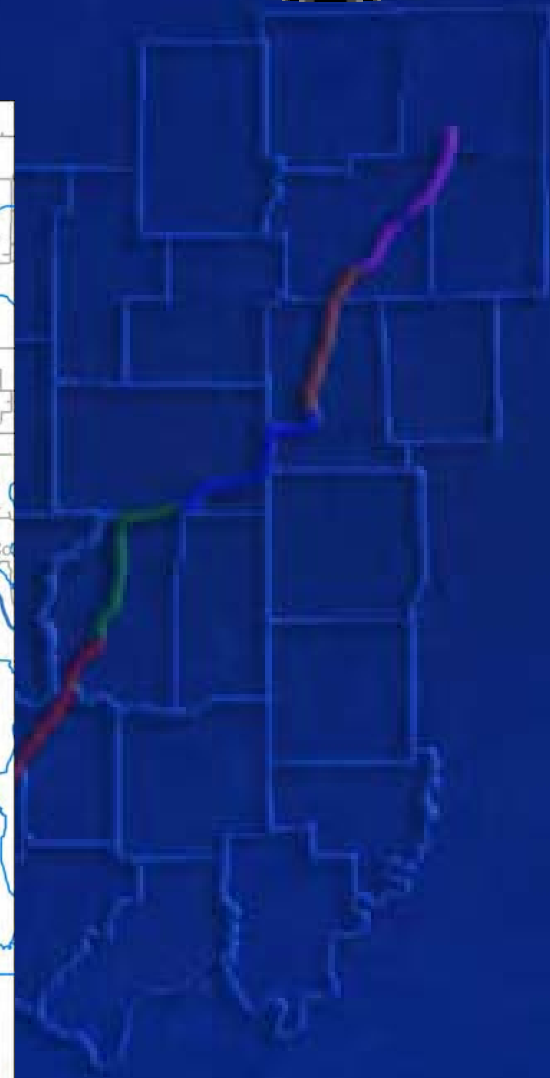


Step 2: Identification of Historic Properties

Determined scope of identification efforts:
“Reasonable and good faith effort”

- ✓ Developed Area of Potential Effects: APE

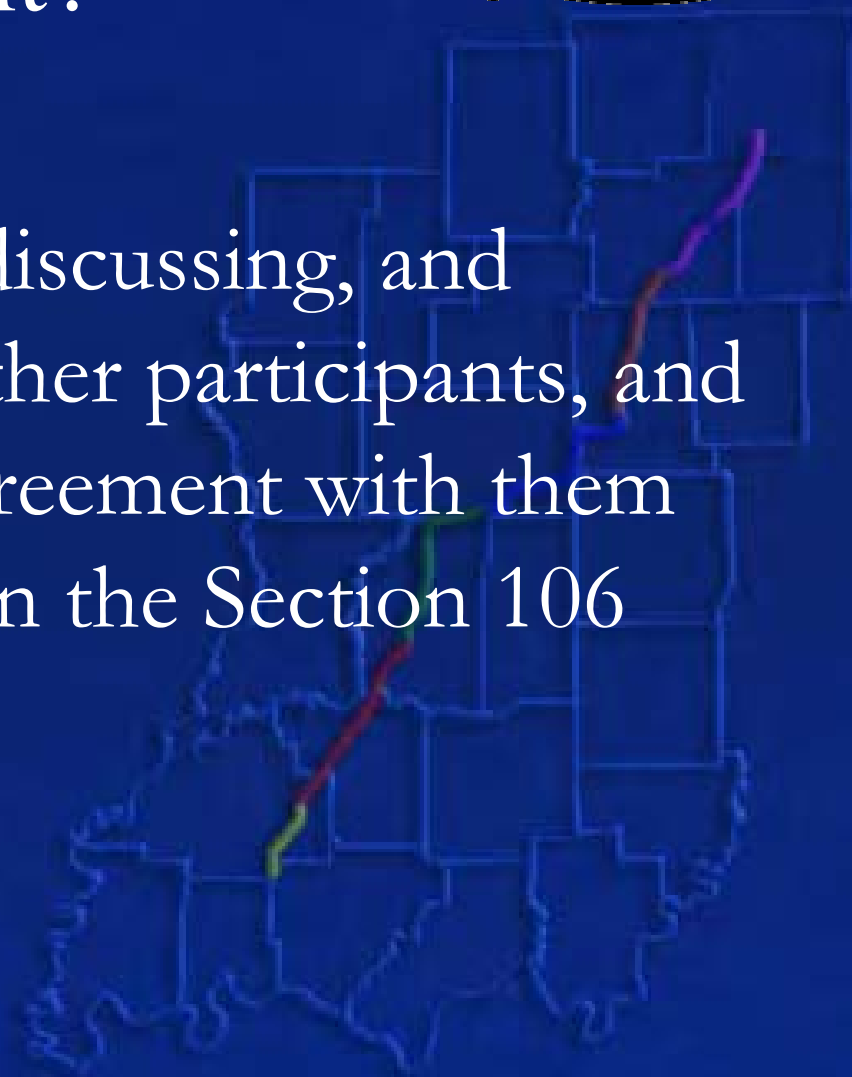
In Consultation with SHPO





Consultation - What is it?

“The process of seeking, discussing, and considering the view of other participants, and where feasible, seeking agreement with them regarding matters arising in the Section 106 process.”





Step 2: Identification of Historic Properties

Reviewed Existing Data

Sought information from knowledgeable persons

1. Consulting party meeting (June 25, 2004)
2. Talked with consulting parties
3. Talked with others who have information



Step 2: Identification of Historic Properties

- “Reasonable and Good Faith Efforts” included:
 - ✓ Research
 - ✓ Historic context
 - ✓ Fieldwork





Step 2: Identification of Historic Properties

- Evaluated Historic Properties
 - ✓ Assessed integrity
 - ✓ Applied National Register criteria



Integrity

- ✓ Location
- ✓ Design
- ✓ Setting
- ✓ Materials
- ✓ Workmanship
- ✓ Feeling
- ✓ Association





Applied NR Criteria

- A. Association with events that have made a contribution to the broad patterns of history
- B. Association with the lives of significant persons
- C. Embodiment of the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant or distinguishable entity whose components may lack individual distinction
- D. Have yielded, or may be likely to yield, important data (i.e.: archaeology)



NR Listed Property

- Patoka Bridges Historic District, Listed 3/25/05



Bridge No. 246 and CR 300 W



Bridge No. 81 and CR 300 W



Eligible Properties

- Thomas C. Singleton Round Barn (Davies 35005)





Eligible Properties

- Chapman-Allison Farmstead (Davies 35001)





Archaeology

- Phase Ia Archaeological Investigations have been initiated for Section 2.
- Background research and site files checks have been completed.
- Archaeological fieldwork is scheduled to commence in Fall 2005.





NEXT STEPS:

- Consulting parties: submit comments by April 29, 2005
- If SHPO concurs with Findings of Eligibility, then consultation continues and we will begin assessing effects of undertaking on eligible and listed historic properties.



Section 2 Contact Information

For project information, or to provide input, please visit or call the project office:

I-69 Section 2 Project Office

804 South Industrial Park Drive

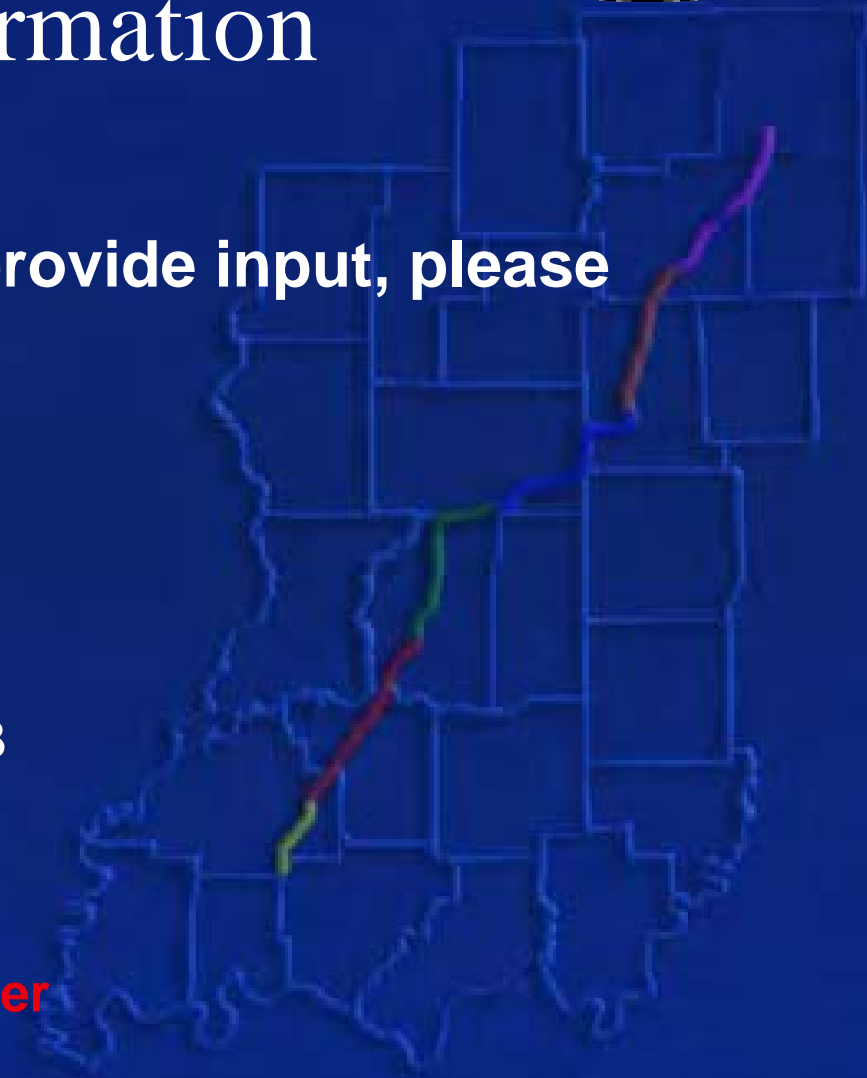
P.O. Box 97

Petersburg, IN 47567

Ph. 812-354-3462 Fx. 812-354-3513

www.i69indyevn.org

John McCarthy, AICP—Project Manager





U.S. Department
of Transportation

**Federal Highway
Administration**

Indiana Division

575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

October 19, 2005

HDA-IN

Dear Consulting Party:

The Federal Highway Administration (FHWA), in cooperation with the Indiana Department of Transportation, is preparing a Tier 2 Environmental Impact Statement (EIS) for Section 2 of the I-69 Evansville to Indianapolis Tier project. Section 2 connects SR 64 to US 50. Section 106 of the National Historic Preservation Act (1966) requires Federal agencies to take into account the effects of their undertakings on historic and archaeological properties.

Because you have agreed to be a willing consulting party or are an owner of property determined to be historic, we cordially invite you to attend the third Section 106 Consulting Party meeting for Section 2. This meeting will be held on **November 2, 2005, 6:00 pm EST** at the:

**I-69 Section 2 Project Office
804 South Industrial Park Drive
PO Box 97
Petersburg, IN 47567**

Please review the enclosures before that meeting. Included are: 1) Identification of Effects Report, 2) CD copy of the revised Historic Property Report (also available on the project website <http://www.i69indyevn.org>), 3) Findings of APE and Eligibility, and a 4) a map showing the location of the Section 2 project office.

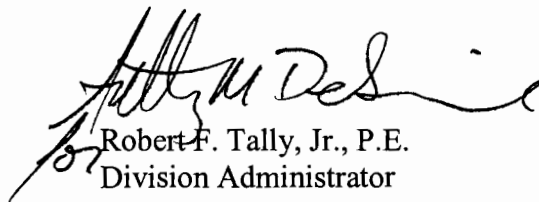
At this consulting party meeting, FHWA and its consultants will discuss the Findings of APE and Eligibility as well as the effects of Section 2 of the undertaking on historic properties. There were historic properties listed or eligible for listing in the National Register of Historic Places in Section 2 and these properties will be adversely affected.

An update regarding Phase I (a) archaeological investigations for Section 2 will also be presented at the meeting.



We look forward to seeing you. If you should have any questions, comments, or written correspondence after the meeting regarding the Findings of APE and Eligibility or the Identification of Effects, please direct them to the I-69 Section 2 Project Office (see address above) by November 16, 2005. You may also contact Tony DeSimone with FHWA at (317) 226-5307.

Sincerely yours,



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

Enclosure

cc:

Janice Osadczuk, INDOT N848

Karie Brudis, Indiana SHPO

**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.

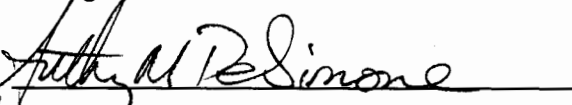
ELIGIBILITY DETERMINATIONS

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.

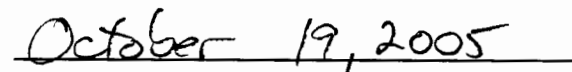
The APE also contains two National Register-eligible aboveground resources. 1) The Thomas C. Singleton Round Barn (1908) is a wood frame round barn, 64 feet in diameter. It is eligible for the National Register under Criteria A and C for its associations with agriculture and architecture. The barn is 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

Consulting Party Meeting Sign-In

Section # 2 Meeting # 3 November 2, 2005 6:00 p.m.

Location: Section 2 Project Office



Evansville to Indianapolis Tier 2 Studies

Please leave all recording devices outside the meeting room.
By signing this sheet, you indicate that you attended this meeting on the above stated date. Addresses will not be used for any other purposes than to provide information to you regarding the project.

Organization	CP Member Name	E-mail	Phone	Fax	Mailing/Contact Address (the address you would like us to send all CP related correspondence)	Signature (Please confirm all information is correct)
City of Washington	Mayor David Abel	mayor@dmrtc.net	812-254-5575		200 Harned Ave. Washington, IN 47501	
	Mr. Harold Allison	nature1@rtc.com	812-644-7385	812-644-7385	RR 4 Box 181 Washington, IN 47501	
Indiana Department o Natural Resources/SHPO	Ms. Karie Brudis	kbrudis@dnr.in.gov	317-232-1646	317-232-0693	Division of Historical Preservation 402 W. Washington St. Room W274 Indianapolis, IN 46204	Karie Brudis
Delaware Nation	Tamara Francis, NAGPRA Director	tfrancis@thedelawarenation-nsn.gov	405-247-2448 ext. 130	* 405-247-9393	P.O. Box 825 Anadarko, OK 73005	
Peoria Tribe of Indians of Oklahoma	John P. Froman, Chief	jfroman@peoriatribe.com	918-540-2535	918-540-2538	P.O. Box 1527 Miami, OK 74355	
Historic Landmark Foundation of Indiana	Ms. Shannon Hill	survey@historiclandmarks.org	317-639-4534	317-639-6734	340 West Michigan St. Indianapolis, IN 46202	
Property Owner	Dale N Allison Christina K Allison				RR 2 Box 356 Washington, IN 47501	
Historic Landmarks Foundation of Indiana Western Regional Office	Mr. Tommy Kleckner, Director	tkleckner@historiclandmarks.org	812-232-4534	812-234-0156	643 Wabash Avenue Terre Haute, IN 47807	
Pike County Historical Society	Ms. Sandy McBeth	mcbeth@sigecom.net	812-354-1043		709 East Locust St. Petersburg, IN 47567	
Hoosier Environmental Council	Mr. Tim Maloney		317-685-8800	317-686-4754	1915 W. 18 th Street, Suite A Indianapolis, IN 46202	

Consulting Party Meeting Sign-In
Section # 2 Meeting # 3 November 2, 2005 6:00 p.m.
Location: Section 2 Project Office



Evansville to Indianapolis Tier 2 Studies

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Miami Tribe of Oklahoma	Ms. Julie Olds	jlolds@miamination.com	918-542-1445	918-542-7260	P.O. Box 1326 Miami, OK 74355	
Prairie Band Potawatomi Nation	Mr. Zachariah Pahmahmie Chairperson	zachp@pbpnation.org	785-966-4007	785-966-4009	Government Center 16281 Q Road Mayetta, KS 66509-8970	
Traditional Arts Indiana	Ms. Joanne Raetz Stuttgart	stuttgart@insightbb.com	765-349-1537		759 E. Washington St. Martinsville, IN 46151	
Owen County CARR/ Owen County Preservations	Ms. Edith Sarra	esarra@indiana.edu	812-829-0451	*	1816 Concord Rd. Gosport, IN 47433	
Canal Society of Indiana	Mr. Robert F. Schmidt, President	indcanal@aol.com	260-432-0279	260-436-8676	5205 Wapiti Drive Ft. Wayne, IN 46804-4949	
Historic Landmarks Foundation of Indiana	Mr. Stewart Sebree				P.O. Box 20215 Evansville, IN 47708	
IDNR Division of Historic Preservation & Archaeology/SHPO	Mr. Jon Smith				402 W. Washington St. W274 Indianapolis, IN 46204	
Shawnee Tribe, Oklahoma	Mr. Ron Sparkman, chairperson	shawneemike@neek.com	918-542-2441	918-542-2922	P.O. Box 189 Miami, OK 74355	
	Mr. Joe Tamalavic		812-354-2612		5152 North Co Rd 200 East Petersburg, IN 47567	
CARR	Ms. Sandra Tokarski		812-825-9555	812-825-9555	P.O. Box 54 Stanford, IN 47463	

Consulting Party Meeting Sign-In

Section # 2 Meeting # 3 November 2, 2005 6:00 p.m.

Location: Section 2 Project Office



Evansville to Indianapolis Tier 2 Studies

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Organization	CP Member Name	E-mail	Phone	Fax	Mailing/Contact Address (the address you would like us to send all CP related correspondence)	Signature (Please confirm all information is correct)
Warner Real Estate - Historical Society	Ms. Patricia Warner	patwarner@earthlink.net	812-354-6860	812-354-2800	P.O. Box 265 Petersburg, IN 47567	
City of Oakland City	Mayor Hugh Wirth	mayorwirth@sit-co.net	812-664-2201	812-749-3206	210 E. Washington Street Oakland City, IN 47660	
	Ms. Pauline Spiegel	pspiegel@indiana.edu	317-926-6617		4410 North Pennsylvania Indianapolis, IN 46205	<i>Pauline Spiegel</i>
Property Owner	Karen Ann Stone	<i>Cindy1124@msn.com</i>	<i>812-254-1686</i>		6100 Prestwick Dr. McKinney, TX 75070	<i>Karen Stone</i>
SHPO	John Carr	<i>jcarr@dur.in.gov</i>	<i>817-232-1646</i>	<i>317-232-0693</i>	<i>402 W Washington St, W274 Indianapolis, IN 46204</i>	<i>John L. Carr</i>
Pike County Highway Engineer	Mike Pelham				552 N St Rd 61 Petersburg, IN 47567	
Gray & Pape	Ms. Alice Roberts				1316 Main St. Cincinnati, Ohio 45202-7614	
	Dr. Don Cochran				2000 W. University BB 314 Dept. of Anthropology Muncie, IN 47306	

Consulting Party Meeting Sign-In
Section # 2 Meeting # 3 November 2, 2005 6:00 p.m.
Location: Section 2 Project Office



Evansville to Indianapolis Tier 2 Studies

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Organization	CP Member Name	E-mail	Phone	Fax	Mailing/Contact Address (the address you would like us to send all CP related correspondence)	Signature (Please confirm all information is correct)
INDOT	Mr. Kevin Knoke	kknoke@indot.state.in.us	317-233-3944		100 N. Senate Ave., Room 848 Indianapolis, IN 46204	
INDOT	Ms. Janice Osadczuk	josadczuk@indot.state.in.us	317-232-5468	317-232-5478	100 N. Senate Ave., Room 848 Indianapolis, IN 46204	
INDOT	Tom Seeman	tseeman@indot.state.in.us	317-232-5336		100 N. Senate Ave., Room 642 Indianapolis, IN 46204	
INDOT	Eric Swickard	eswickard@indot.state.in.us			100 N. Senate Ave., Room 855 Indianapolis, IN 46204	
INDOT	Mr. Curtis Tomak	ctomak@indot.state.in.us	317-232-5210		100 N. Senate Ave., Room 848 Indianapolis, IN 46204	
INDOT	Ms. Mary Kennedy	mkennedy@indot.state.in.us	317-232-5215	317-232-5478	100 N. Senate Ave., Room 848 Indianapolis, IN 46204	Mary E Kennedy
FHWA	Mr. Anthony Desimone	anthony.desimone@fhwa.dot.gov	317-226-5307	317-226-7341	Room 254, Federal Office Bldg. 575 N. Pennsylvania St. Indianapolis, IN 46204	Anthony Desimone

Consulting Party Meeting Sign-In

Section # 2 Meeting # 3 November 2, 2005 6:00 p.m.

Location: Section 2 Project Office



Evansville to Indianapolis Tier 2 Studies

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Organization	CP Member Name	E-mail	Phone	Fax	Mailing/Contact Address (the address you would like us to send all CP related correspondence)	Signature (Please confirm all information is correct)
Bernardin Lochmueller & Associates, Inc.	Mr. Kent Ahrenholz	kahrenholz@blainc.com	812-479-6200	812-479-6262	6200 Vogel Rd. Evansville, IN 47715-4006	
Bernardin Lochmueller & Associates, Inc.	Dr. Tom Cervone	tcervone@blainc.com	812-479-6200	812-479-6262	6200 Vogel Rd. Evansville, IN 47715-4006	
Bernardin Lochmueller & Associates, Inc.	Mr. Jeremy Kieffner	jkieffner@blainc.com	812-479-6200	812-479-6262	6200 Vogel Rd. Evansville, IN 47715-4006	
Weintraut & Associates	Dr. Linda Weintraut	lweintraut@ameritech.net linda@weintrautinc.com	317-733-9770	* 317-733-9773	1555 W. Oak St. Suite 20 Zionsville, IN 46077 same as below	HERE Present
Weintraut Assoc	Connie Zeigler	connie@weintrautinc.com connie@weintrautinc.com	95 733 9770		33 E Cedar St Zionsville IN 46077	HERE Present
Jacobs Civil	Mr. John McCarthy	l69sec2@jacobs.com	812-354-3462	812-354-3513	P.O. Box 97 Petersburg, IN 47567	Mr. McCarthy
ASC Group National Headquarters	Ms. Lori Thursby	lthursby@ascgroup.net	614-268-2514	614-268-7881	4620 Indianola Avenue Columbus, OH 43214	Lori Thursby



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Consulting Party Meeting: Section 2
November 2, 2005, 6:00 pm CST

Agenda

- 1) Welcoming and introductions**
- 2) Review of the NHPA and Section 106 process**
- 3) Review of APE and Eligibility Determinations for Aboveground Resources**
- 4) Review of APE and findings of Records Check**
- 5) Discussion of Effects of Undertaking on Aboveground Resources**
- 6) Other issues/Next steps**
- 8) Discussion/questions and answers.**



Minutes – Section 2
Consulting Party Meeting # 3
Section 2 Project Office
November 2, 2005

Attendees:

Anthony DeSimone, Federal Highway Administration
John Carr, IDNR, Division of Historic Preservation and Archaeology
Karie Brudis, IDNR, Division of Historic Preservation and Archeology
Mary Kennedy, Indiana Department of Transportation (INDOT)
Lori Thursby, ASC Group
Jeremy Kieffner, Bernardin Lochmueller & Associates (BLA)
Linda Weintraut, Weintraut & Associates
Connie Zeigler, Weintraut & Associates
John H. McCarthy, Jacobs Civil Engineering
Pauline Spiegel, Consulting Party
Cindy Stone, Property Owner

Mr. Anthony DeSimone, Federal Highway Administration (FHWA), welcomed everyone to the third Section 106 Consulting Party meeting for Section 2 Tier 2 Study of the I-69 Evansville to Indianapolis project. Mr. DeSimone explained the purpose of the meeting was to discuss issues regarding the recently released final *Historic Property Report* and the draft *Identification of Effects Report*. Mr. DeSimone also commented that the FHWA finding of APE and Eligibility has been issued.

Mr. DeSimone asked those present to introduce themselves.

Ms. Lori Thursby made a PowerPoint presentation. She first reviewed the Section 106 process and how the project team has reached the current point in the project. She discussed the four-step Section 106 process: initiation of the process, identification and evaluation of historic properties, assessment of effects, and resolution of any adverse effects. Ms. Thursby also commented on the good-faith efforts undertaken by the project team regarding research, development of historic contexts, fieldwork and interviews.

Ms. Thursby gave an update on the archaeology investigations. Phase 1a Archaeological Investigations have been initiated for Section 2. Background research and site files checks have been completed for the study corridor. The area of potential effect for archaeology will be limited to the preferred alternative, which is approximately 400' wide. Background research has produced previously recorded sites. Previously recorded sites will be relocated and re-evaluated for National Register of Historic Places (NR) eligibility if they are located within the preferred alternative.

Ms. Thursby reported that the effect finding for this project is: Historic Properties Affected – Adverse Effect. The undertaking will not result in the acquisition of any right-of-way from any historic property in Section 2. Ms. Thursby then discussed effects of the undertaking on the three historic properties within the APE, the Patoka Bridges Historic District, the Chapman-Allison Farmstead, and the Thomas C. Singleton Round Barn. An effect is an alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the NR. She then discussed the seven potential adverse effects as listed in CFR 800.5(2). For each property, Ms. Thursby summarized the information found in the draft *Identification of Effects Report*, including aerial maps and photographs. Only the Patoka Bridges Historic District will experience an adverse effect.

Mr. DeSimone then reviewed the next steps on the project. He asked consulting parties to submit their comments by November 16. He reviewed the section 800.11(e) documentation requirements and noted that at the next Consulting Party meeting, we begin discussing how to resolve adverse effects.

After a property owner, Cindy Stone, introduced herself, Mr. DeSimone noted that owners of eligible properties were invited to the meetings, though they are not officially consulting parties. Ms. Stone said that she was preparing a National Register application for the Thomas C. Singleton Round Barn.

Linda Weintraut moderated the meeting and asked for questions. Pauline Spiegel asked about specific wording in the presentation. She wondered what would “disqualify” a property for being listed in the NR. Demolition was cited as an example. Other than by demolition, on a case-by-case basis, a property could be de-listed if radical changes to its integrity rendered it no longer eligible. This is a decision that would be made by the Keeper of the National Register. Ms. Thursby discussed the reasons why introducing I-69 is not expected to involve a change in the setting of the Patoka River Bridges Historic District that would lead to its de-listing. She discussed changes in vegetation from the period from 1850s to 1936, noting that much of the area was cleared for the canal construction and used for agriculture prior to 1936 after which time new herbaceous vegetation emerged. Mr. DeSimone noted that few, if any, highway projects have resulted in the de-listing of a property.

Mr. John Carr, staff of State Historic Preservation Officer (SHPO), said he could not think of any projects in Indiana that had resulted in the de-listing of a National Register (NR) property.

Ms. Spiegel further questioned whether or not the Patoka Bridges would have been eligible if the highway had existed before it was surveyed. The answer was yes; it would have been eligible whether or not the highway existed.

Dr. Weintraut asked Ms. Thursby to elaborate on the setting of the Patoka Bridges Historic District. Ms. Thursby said the period of significance for the bridge district was up to the year 1936 [beginning in 1853]. The setting of the district at this time does not reflect the historic setting in 1936 or earlier. The area would have been cleared for the canal and then for agriculture. When Houchins Ditch was constructed between the bridges, it failed and due to that failure, the area is now becoming wetlands. A 1937 aerial shows that there were open fields in the area, but as early as the 1950s the setting was reforesting. Dr. Weintraut noted that the NR nomination made the case that the setting was rural.

Mr. Carr questioned the location of the Patoka River Bridges Historic District in relation to the I-69 corridor. Ms. Thursby reviewed the distances on the PowerPoint slide showing the relationship between the project alignments and the district. Mr. John McCarthy explained that the placement of the I-69 corridor is based on the original Patoka National Wildlife Refuge environmental study. When Mr. Carr asked if one of the alternatives could be moved farther to the west, Mr. McCarthy explained that one of the two highway alignments is as far to the west as possible due to safety considerations. He said the alternative will be elevated in this area.

Mr. Carr questioned how much the elevated structure would be above grade. Mr. McCarthy said there was no set distance, but the sag curve now under consideration would be a minimum ten feet clearance so that it would be above flood stage. At one spot it may be elevated over a roadway: in that location, it would be approximately twenty feet above grade. Beginning at CR 150N it will likely be on structure to CR 200S.

This discussion also included consideration of including construction restrictions on contractors to restrict project truck passage through the historic district, which can be specified in the Memorandum of Agreement (MOA).

Ms. Spiegel asked how the Section 2 Final Historic Properties Report differs from the draft report as a result of comments of consulting parties from the second meeting. Ms. Thursby noted a number of examples and the changes that were made or the reasoning for the differences. Agricultural statistics were added for Pike County in two different time periods to provide comparability with Gibson and Daviess county statistics. Information on dredging, ditching, and erosion in the Patoka Bottoms during early twentieth century was also added. A consulting party had provided two resources for information and information from both was included.

Ms. Spiegel asked how the information on Houchin's Ditch effected the evaluation of properties. Ms. Thursby indicated that this additional information reinforced the finding that one of the properties (Ropp Farmstead) is not eligible. It also helped establishing the setting of the Patoka Bridges Historic District.

Ms. Thursby said that levees built on the Ropp farm were small and atypical. The farm itself is larger than others in the area. A 1955 doctoral dissertation on Houchin's Ditch was referenced in this discussion of the Wabash lowlands.

Dr. Weintraut also noted that a large amount of levees were constructed in the Wabash lowlands. The levee associated with the Ropp Farm was only three miles long. This information came from a source that one of the consulting parties had pointed out. Dr. Weintraut also noted that since the Ropp Farm was evaluated, its windows have all been replaced: a further loss of integrity.

Ms. Thursby said that historic aerials showed strip mining in the area of the farmstead which had caused a significant change in its setting, including a change in topography with a small pond introduced and other nearby houses had been demolished.

Ms. Spiegel asked for a copy of the consulting party comments and was told they were included with the Final Historic Property Report.

Mr. DeSimone also said that letters from consulting parties will be included as part of the 800.11(e) documentation and that the HPR is an appendix to the 800.11(e).

Ms. Spiegel asked if all property owners were notified of the historic property eligibility evaluations. Dr. Weintraut responded that Section 106 does not require that property owners be notified of its findings. Ms. Thursby noted that any property owners who were home when fieldwork was underway were contacted. Ms. Thursby also stated that the county historians and local librarians were contacted. Dr. Weintraut noted that the level of involvement on this project exceeds "reasonable and good faith efforts" on Section 106 projects. Mr. DeSimone said that all property owners in the corridor received notice of survey, but that this notice was for all environmental survey work.

Ms. Spiegel asked if the Tamalavic property was reconsidered after the last consulting party meeting. Ms. Thursby said the Tamalavic property was reconsidered, additional contact was made with the owner and additional information was added on the property. However, the Hargrave House was not determined eligible for listing in the NR.

Mr. DeSimone stated that the next meeting for Section 2 will be held after a preferred alternative is identified.

Ms. Spiegel asked if the Section 106 people are contacted when effects are discussed as part of the NEPA process.

A mailing will be sent to consulting parties inviting them to a meeting to discuss how to resolve adverse effects on the Patoka Bridges Historic District. Subsequent steps will include a MOA (Section 106 requirement), which will be made a part of the Final Environmental Impact Statement (FEIS) and referenced in the Record of Decision (ROD) (NEPA requirements).

Dr. Weintraut noted after the MOA is drafted, it is sent out to consulting parties. Then the SHPO makes comments and changes are made. Once agreement is reached, SHPO and

FHWA sign the MOA: INDOT is an invited signatory. Others may sign as concurring parties, but this is not required.

Ms. Spiegel asked how widely distributed the MOA would be, and Dr. Weintraut replied that it would be distributed to consulting parties.

Mr. DeSimone reminded the consulting parties to send in comments as soon as possible so that review and revision can be made as necessary.

There were no more questions or comments. The meeting adjourned at 7:00 p.m.
Details discussed in this meeting are subject to change, but are a reflection of how things stood at the close of the meeting.

Note: This meeting summary documents ongoing, internal agency deliberations. Accordingly, the information contained in this summary is considered to be pre-decisional and deliberative.



Section 106 – Identification of Effects Consulting Party Meeting

Section 2

November 2, 2005

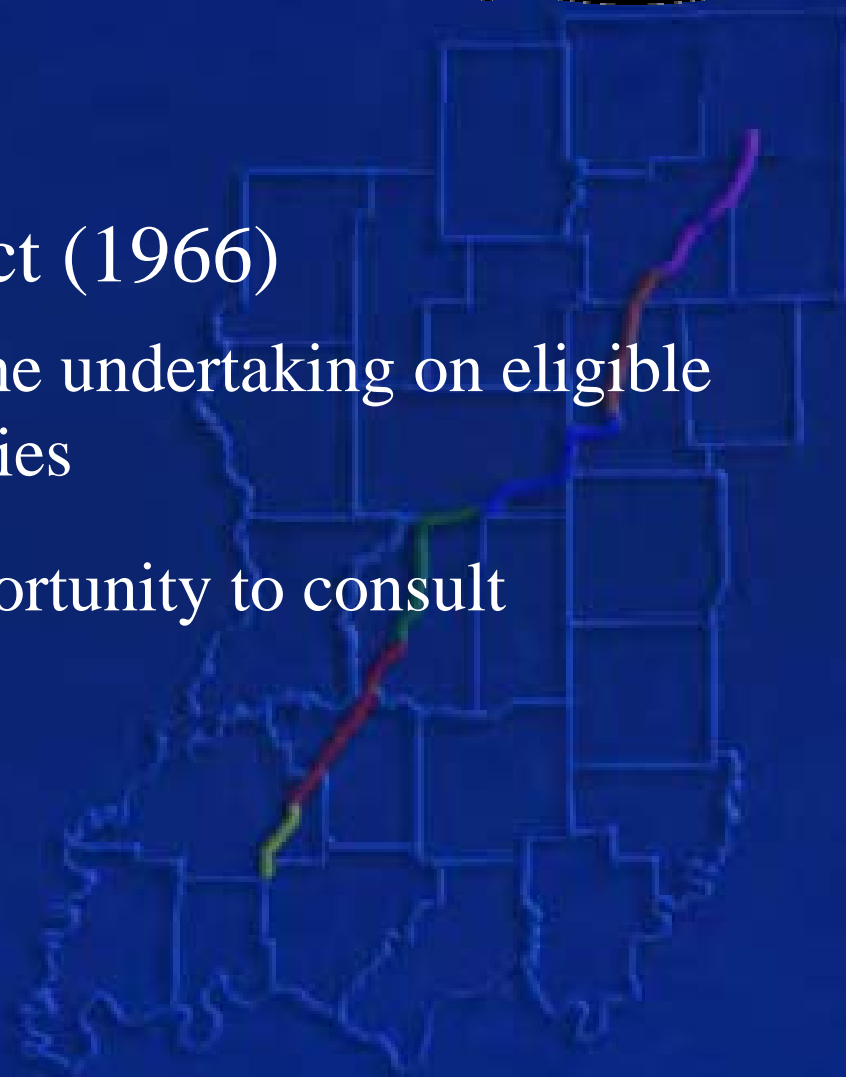
I-69 Evansville to Indianapolis Tier 2 Studies



Section 106

National Historic Preservation Act (1966)

- Take into account the effects of the undertaking on eligible or listed National Register properties
- Afford Advisory Council the opportunity to consult (www.achp.gov)





Section 106 Review

4 Step Process:

1. **Initiate** the process
2. **Identify** historic properties
3. **Assess** effects of undertaking on historic properties
4. **Resolve** any adverse effects





Section 106-Tier 2 Section 2

Where are we in the process?

1. **Initiated** the process
2. **Identified** historic properties
3. **Assessing** effects of undertaking on historic properties





Age Group	Percentage
18-24	10%
25-34	25%
35-44	35%
45-54	15%
55-64	5%
65-74	2%
75-84	1%
85+	1%

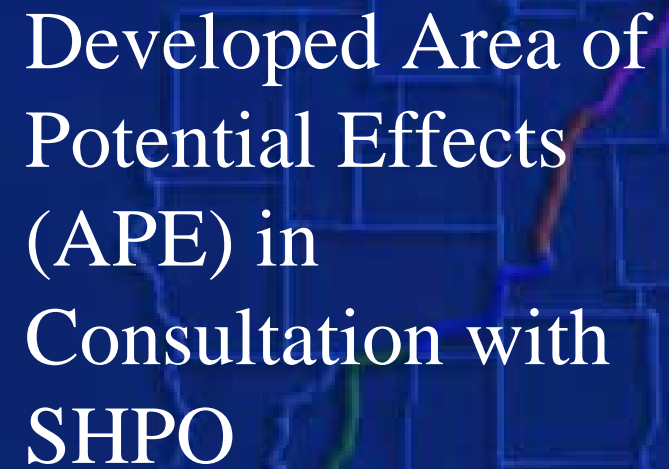
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ties

public meetings

lting Parties

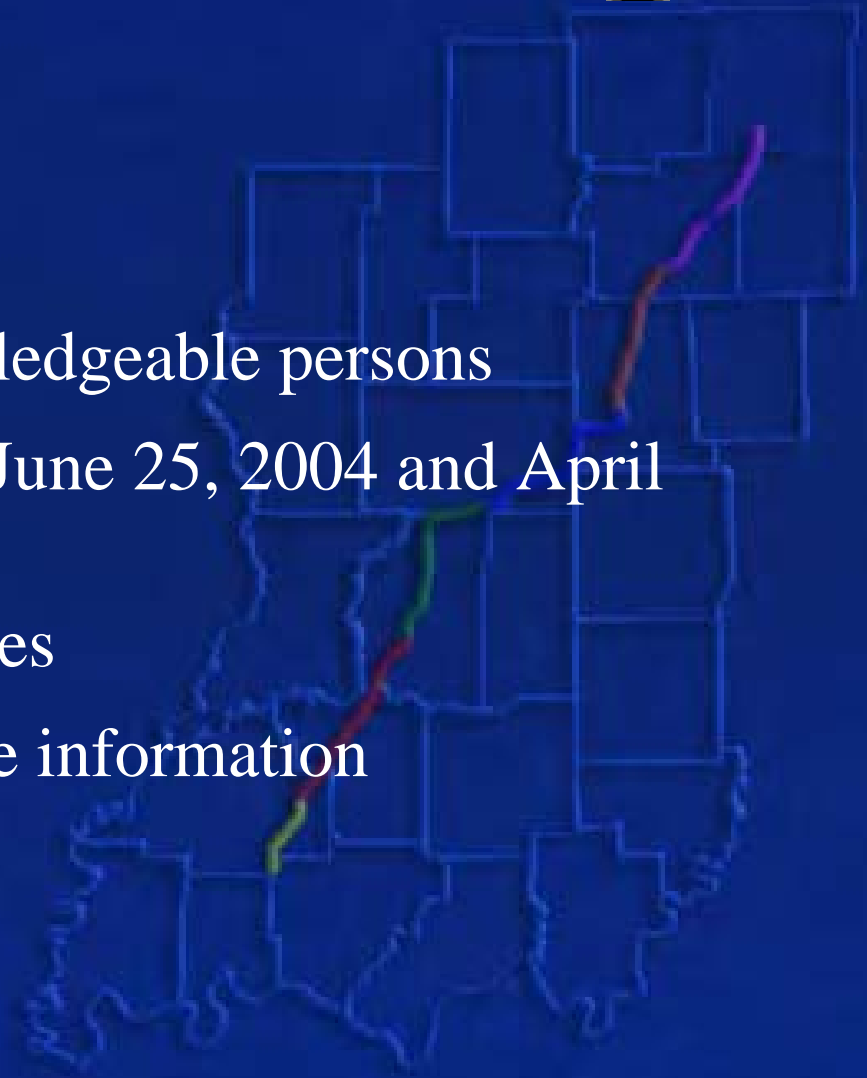
- ✓ Identified SHPO/THPO
- ✓ Identified Consulting Parties
 - Tier 1 List
 - Information brochures at public meetings
 - Identified additional Consulting Parties





Step 2: Identification

- ✓ Reviewed Existing Data
- ✓ Sought information from knowledgeable persons
 - ✓ Consulting party meetings (June 25, 2004 and April 13, 2005)
 - ✓ Talked with consulting parties
 - ✓ Talked with others who have information





Consultation - What is it?

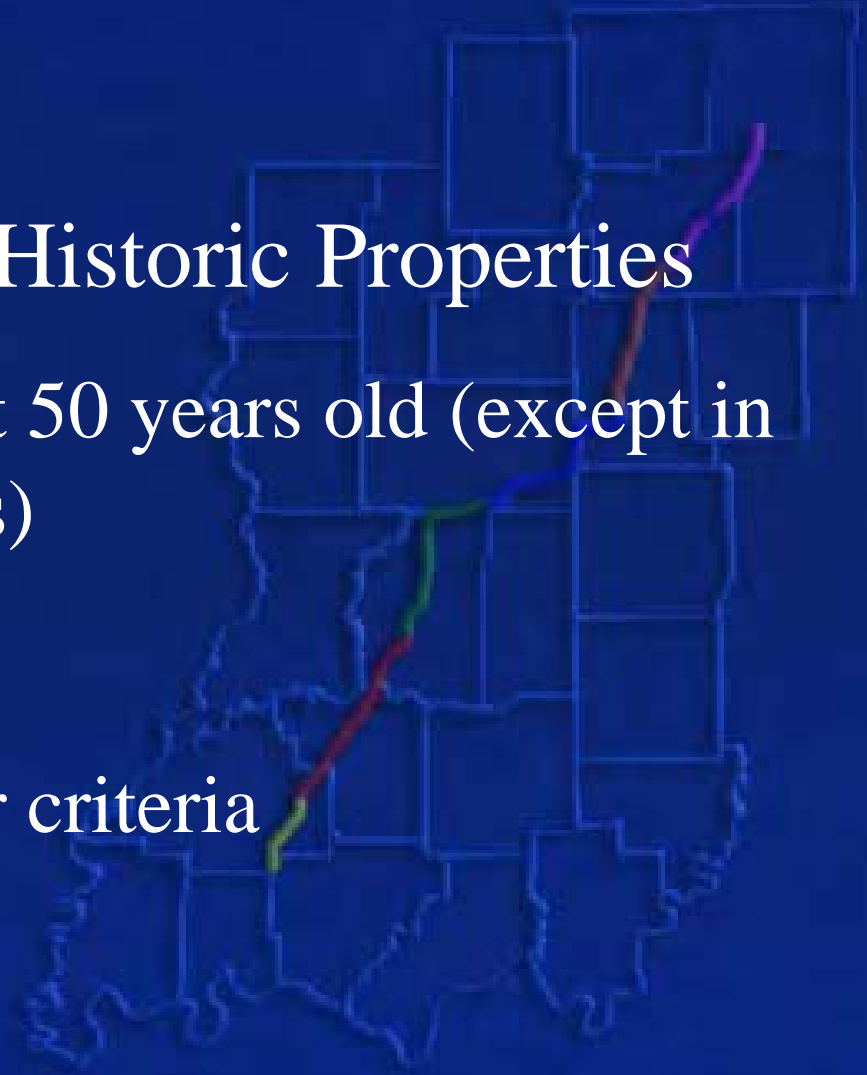
“The process of seeking, discussing, and considering the view of other participants, and where feasible, seeking agreement with them regarding matters arising in the Section 106 process.”





Step 2: Identification of Historic Properties

- Surveyed and Evaluated Historic Properties
 - ✓ Properties must be at least 50 years old (except in exceptional circumstances)
 - ✓ Assessed integrity
 - ✓ Applied National Register criteria





Step 2: Identification of Historic Properties

Our “Reasonable and Good Faith Efforts”

- ✓ Research
- ✓ Develop Historic Contexts
- ✓ Fieldwork
- ✓ Talked with property owners





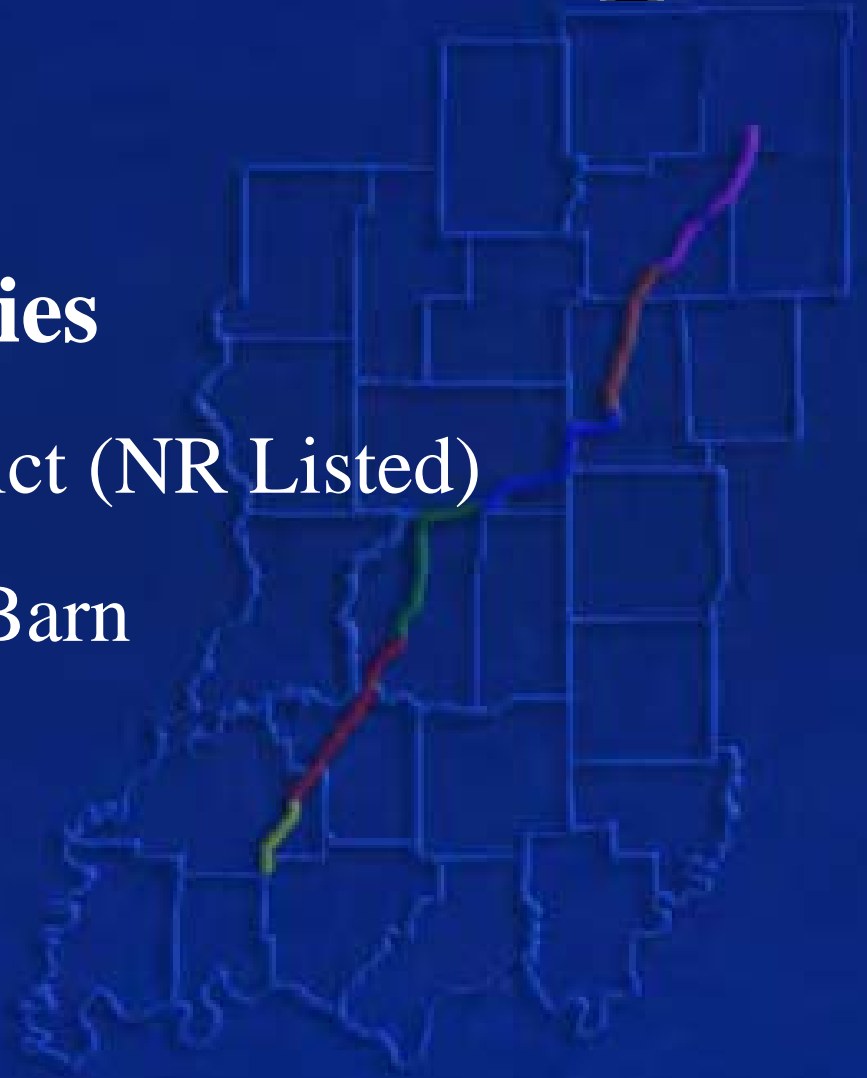
Step 2: Identification

Section 2 Historic Properties

Patoka Bridges Historic District (NR Listed)

Thomas C. Singleton Round Barn

Chapman-Allison Farmstead





National Register Listed Property



Patoka Bridges Historic District
Criteria A and C



Eligible Property



Thomas C. Singleton Round Barn
Criteria A and C



Eligible Property



Chapman-Allison Farmstead
Criteria A





Archaeology

- Phase Ia Archaeological Investigations have been initiated for Section 2.
- Background research and site files checks have been completed for study corridor.
- Area of Potential Effects for archaeology is limited to preferred alternative (approximately 400' wide).





Results of Phase Ia Archaeology Background Research

- 38 previously recorded sites are located within the 2000' study corridor – 24 prehistoric sites, 5 sites with prehistoric and historic components, and 9 historic sites.
- Previous NRHP assessment: 5 sites recommended as potentially eligible, 9 sites recommended not eligible, and 24 sites were not evaluated for eligibility.
- Previously recorded sites will be relocated and re-evaluated for NRHP eligibility if they are located within the preferred alternative.
- Phase Ia fieldwork will be conducted for the preferred alternative, and is scheduled for the Spring of 2006.

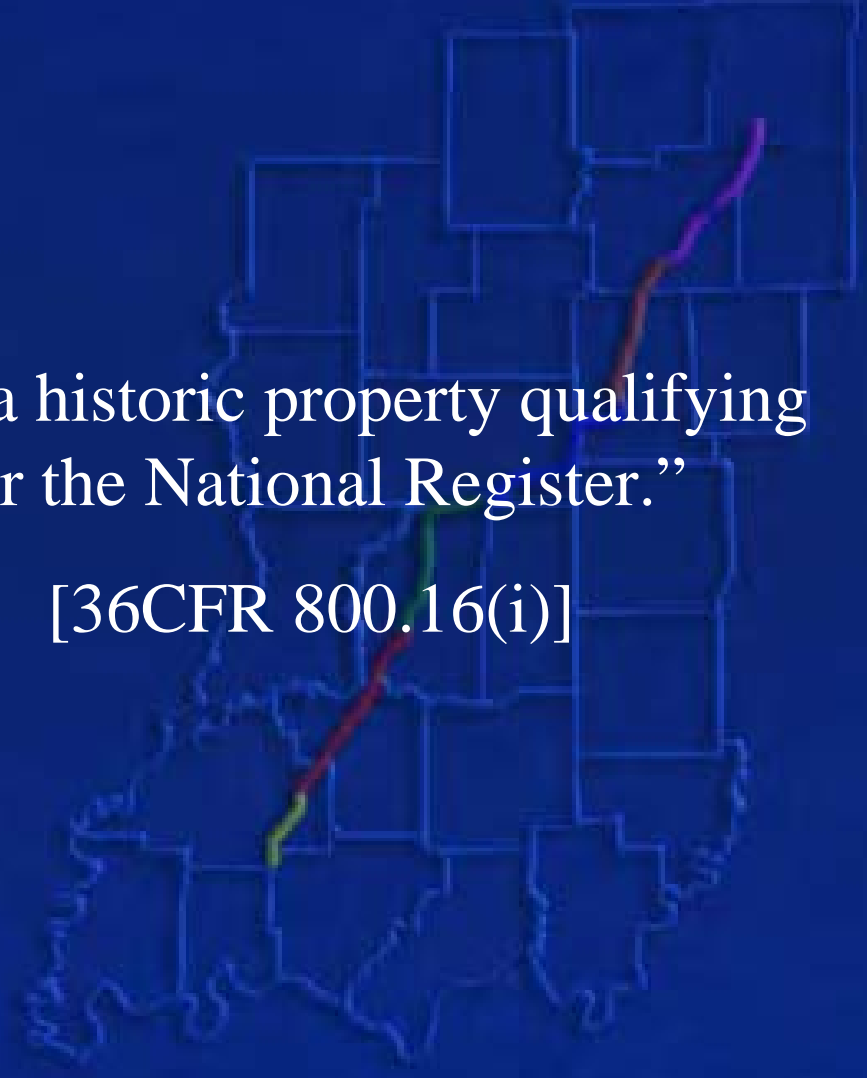


Effects Finding

An effect is

“alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register.”

[36CFR 800.16(i)]





Effects Finding

According to CFR 800.5(2), “adverse effects include but are not limited to:

- i. Physical destruction or damage to all or part of the property;
- ii. Alteration of the property including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary’s standards for the treatment of historic properties and applicable guidelines;
- iii. Removal of a property from its historic location;
- iv. Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic features;
- v. Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features;
- vi. Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- vii. Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property’s historic significance.”

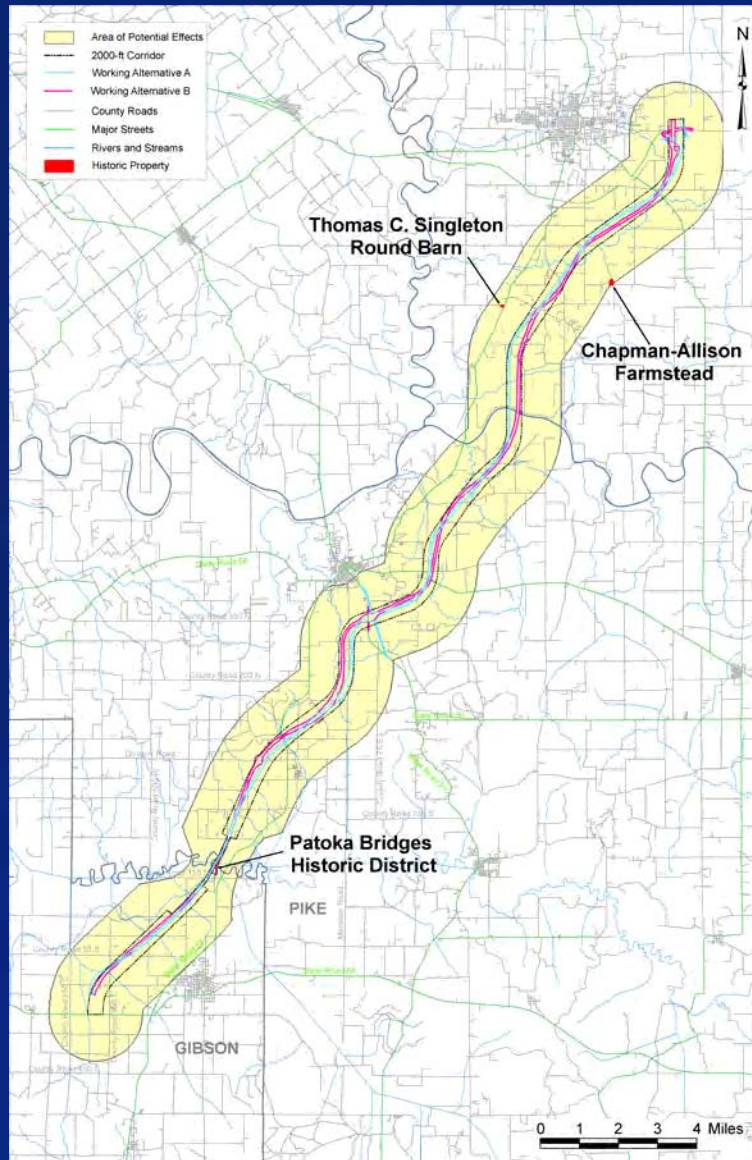


Effects Finding

Historic Properties Affected:
Adverse Effect

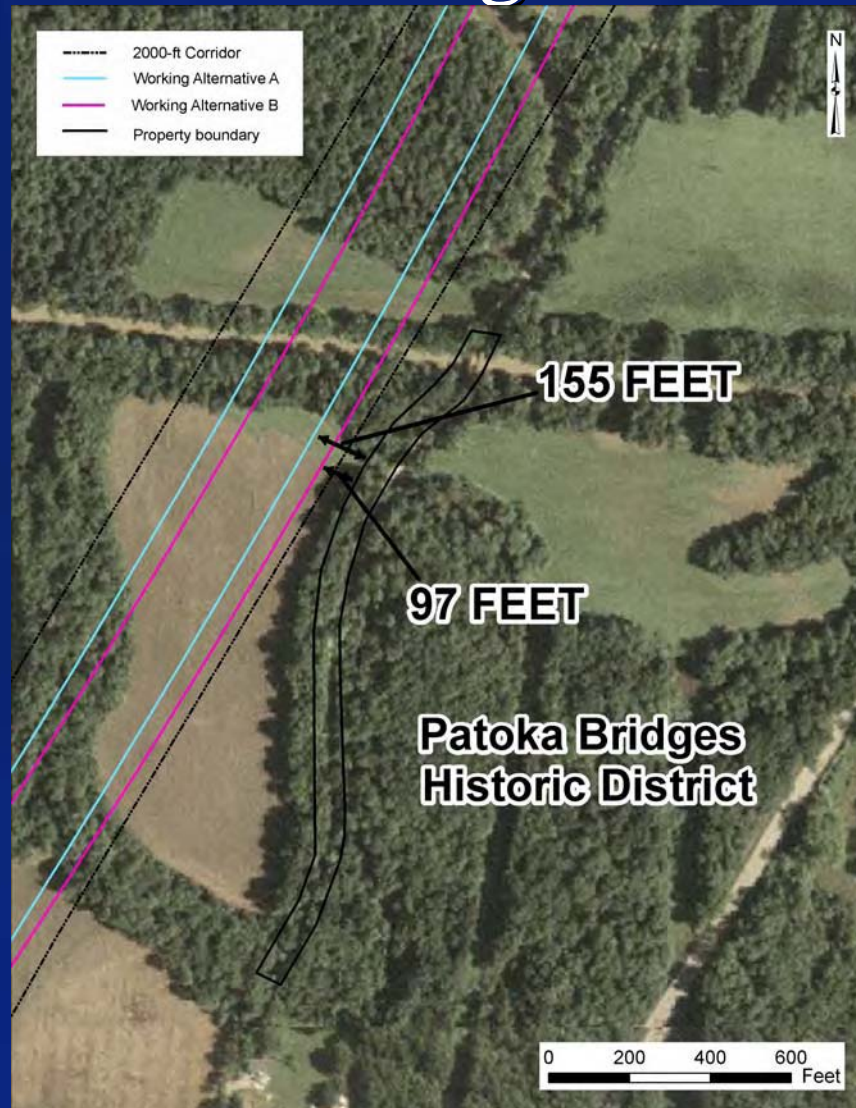


Effects Finding





Effects Finding



Patoka Bridges Historic District, Criteria A and C

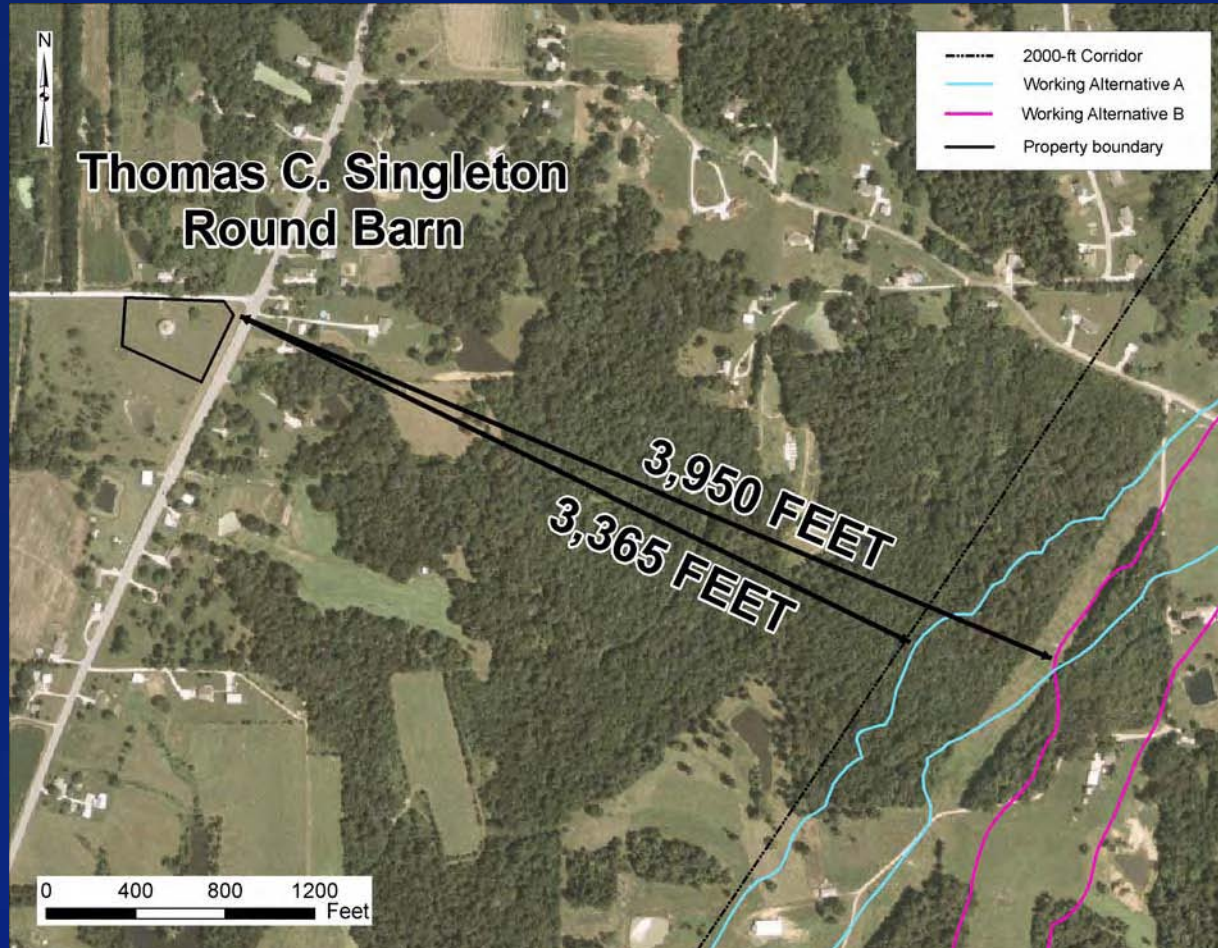


Effects Finding



Patoka Bridges Historic District, Criteria A and C

Effects Finding



Thomas C. Singleton Round Barn, Criteria A and C

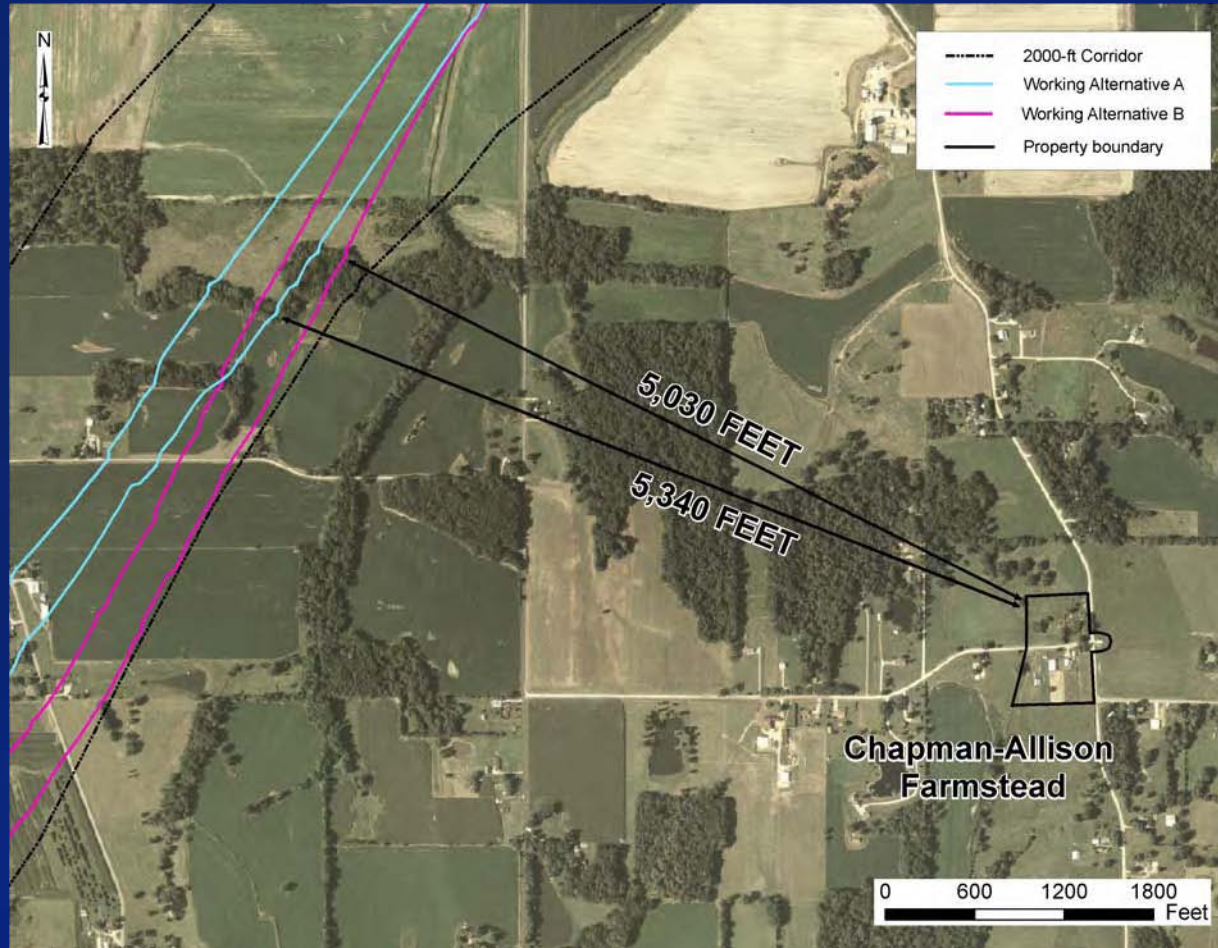
Effects Finding



Thomas C. Singleton Round Barn, Criteria A and C



Effects Finding



Chapman-Allison Farmstead, Criterion A



Effects Finding



Chapman-Allison Farmstead, Criterion A



NEXT STEPS:

- Consulting parties: submit comments
 - Draft Effects Report – November 16, 2005
 - Historic Property Report – November 16, 2005
- 800.11(e) documentation
- Begin discussing how to resolve adverse effects



Section 2 Contact Information

For project information, contact:

I-69 Section 2 Project Office

804 South Industrial Park Drive

P.O. Box 97

Petersburg, IN 47567

Ph. 812-354-3462 Fx. 812-354-3513

John McCarthy, AICP—Project Manager

www.i69indyevn.org





U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division

575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

February 22, 2006

HDA-IN

Dear Consulting Party:

The Federal Highway Administration (FHWA), in cooperation with the Indiana Department of Transportation, is preparing an Environmental Impact Statement (EIS) for Section 2 of the I-69 Evansville to Indianapolis Tier 2 project. Section 2 extends from SR 64 to US 50. Section 106 of the National Historic Preservation Act (1966) requires Federal agencies to take into account the effects of their undertakings on historic properties.

Because you have agreed to be a willing consulting party or are the owner of a property determined to be historic, we cordially invite you to attend the fourth Section 106 Consulting Party meeting for Section 2. This meeting will be held on **March 9, 2006, 1:30 pm EST** at the:

**I-69 Section 2 Project Office
804 South Industrial Park Drive
PO Box 97
Petersburg, IN 47567**

Please review the enclosures before that meeting. Included are: the Identification of Effects Report for Section 2 on a CD, a Conceptual Mitigation Worksheet, and a map showing the location of the Section 2 Project Office. If you need a paper copy of the Identification of Effects Report, please contact the project office at 812-354-3462.

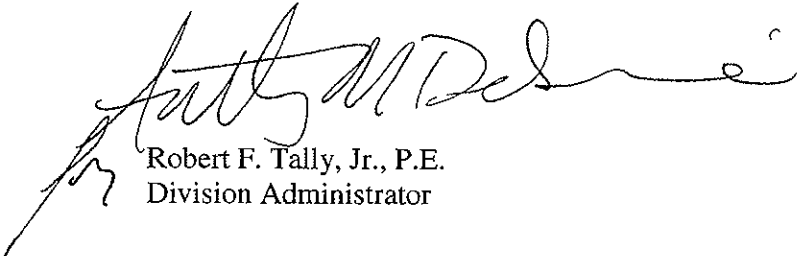
At the consulting party meeting, FHWA and its consultants will update the consulting parties regarding the effects of Section 2 of the undertaking on historic properties and discuss possible ways to mitigate the adverse effect. The historic property that will be adversely affected within the APE for Section 2 is the Patoka Bridges Historic District.



At this meeting, there will also be an update regarding archaeological investigations for Section 2.

We look forward to seeing you. If you have questions, comments, or written correspondence before or after the meeting, please direct them to the I-69 Section 2 Project Office (see address above) by April 10, 2006. You may also contact Tony DeSimone with FHWA at (317) 226-5307.

Sincerely yours,

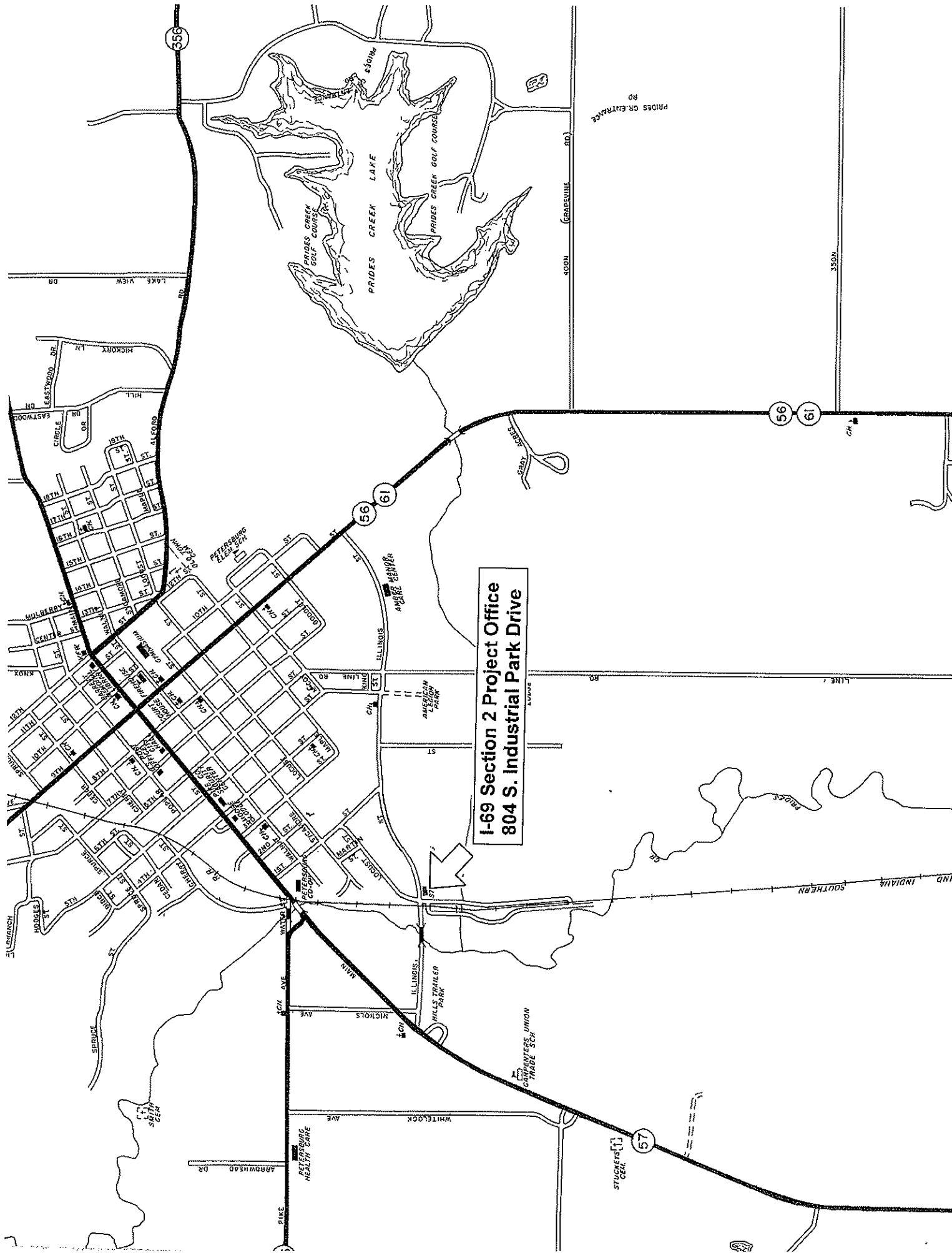
A handwritten signature in black ink, appearing to read "Robert F. Tally, Jr.", with a long horizontal flourish extending to the right.

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

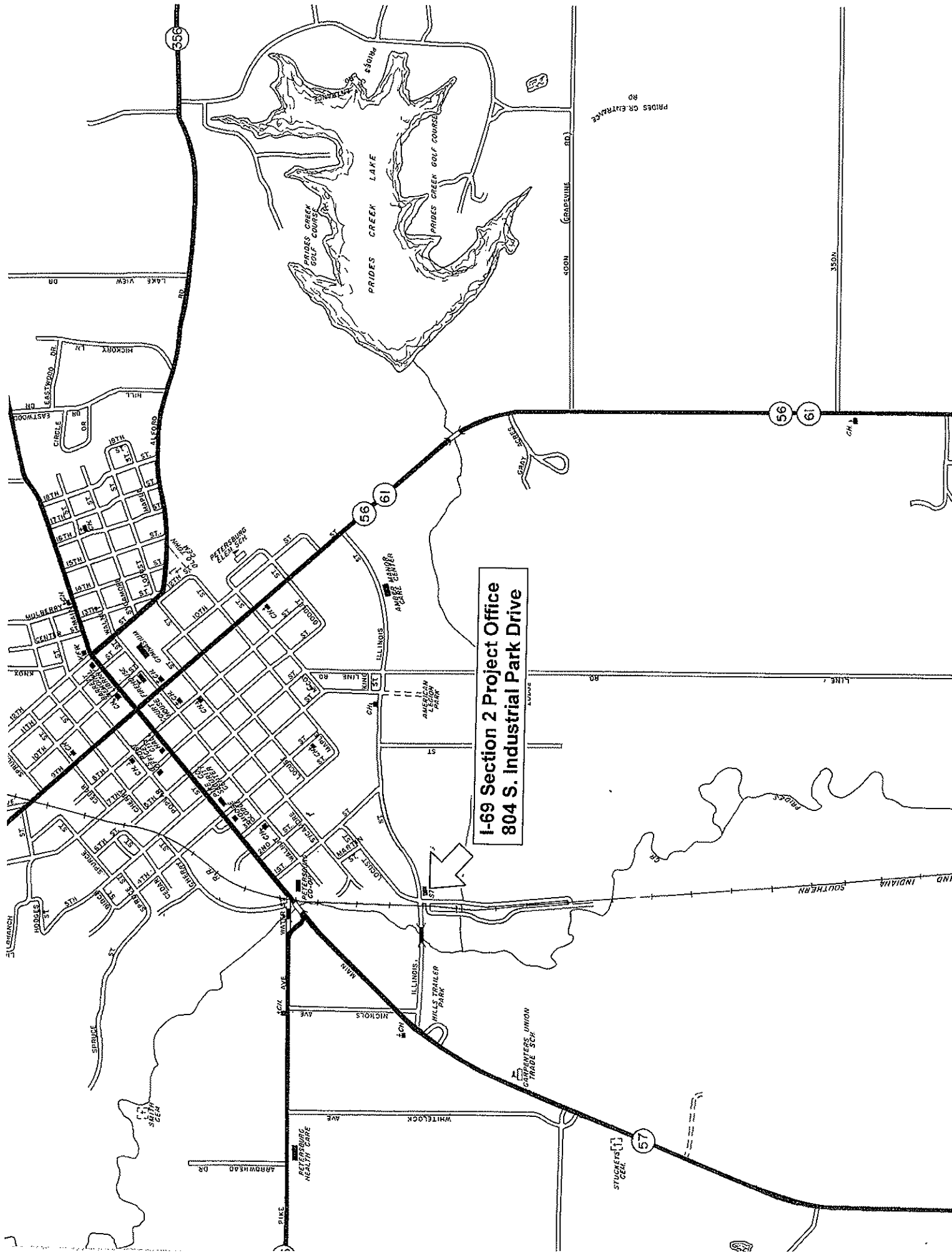
Enclosures

cc:

Ms. Michelle Hilary (INDOT N855)
Karie Brudis (IDNR-DHPA)



I-69 Section 2 Project Office
804 S. Industrial Park Drive



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.

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

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.

Worksheet submitted by:

Name _____ Phone _____

Organization _____ Email _____

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

Consulting Party Meeting Sign-In

Section # 2 Meeting # 4 March 9, 2006 1:00 p.m.

Location: Section 2 Project Office



Evansville to Indianapolis Tier 2 Studies

Page 1 of 5

Please leave all recording devices outside the meeting room.

By signing this sheet, you indicate that you attended this meeting on the above stated date. Addresses will not be used for any other purposes than to provide information to you regarding the project.

Organization	CP Member Name	E-mail	Phone	Fax	Mailing/Contact Address (the address you would like us to send all CP related correspondence)	Signature (Please confirm all information is correct)
City of Washington	Mayor David Abel	mayor@dmrtc.net	812-254-5575		200 Harned Ave. Washington, IN 47501	
	Mr. Harold Allison	nature1@rtc.com	812-644-7385	812-644-7385	RR 4 Box 181 Washington, IN 47501	
Indiana Department of Natural Resources/SHPO	Ms. Karie Brudis	kbrudis@dnr.in.gov	317-232-1646	317-232-0693	Division of Historical Preservation 402 W. Washington St. Room W274 Indianapolis, IN 46204	Karie Brudis
Delaware Nation	Tamara Francis, NAGPRA Director	tfrancis@thedelawarenation- nsn.gov	405-247-2448 ext. 130	405-247-9393	P.O. Box 825 Anadarko, OK 73005	
Peoria Tribe of Indians of Oklahoma	John P. Froman, Chief	jfroman@peoriatribe.com	918-540-2535	918-540-2538	P.O. Box 1527 Miami, OK 74355	
Historic Landmark Foundation of Indiana	Ms. Shannon Hill	survey@historiclandmarks.org	317-639-4534	317-639-6734	340 West Michigan St. Indianapolis, IN 46202	
Property Owner	Dale N Allison Christina K Allison				RR 2 Box 356 Washington, IN 47501	
Historic Landmarks Foundation of Indiana Western Regional Office	Mr. Tommy Kleckner, Director	tkleckner@historiclandmarks.org	812-232-4534	812-234-0156	643 Wabash Avenue Terre Haute, IN 47807	
Pike County Historical Society	Ms. Sandy McBeth	mcbeth@sigecom.net	812-354-1043		709 East Locust St. Petersburg, IN 47567	
Hoosier Environmental Council	Mr. Tim Maloney		317-685-8800	317-686-4754	1915 W. 18 th Street, Suite A Indianapolis, IN 46202	

Consulting Party Meeting Sign-In

Section # 2 Meeting # 4 March 9, 2006 1:00 p.m.

Location: Section 2 Project Office



Evansville to Indianapolis Tier 2 Studies

Page 2 of 5

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Organization	CP Member Name	E-mail	Phone	Fax	Mailing/Contact Address (the address you would like us to send all CP related correspondence)	Signature (Please confirm all information is correct)
Miami Tribe of Oklahoma	Ms. Julie Olds	jlolds@miamination.com	918-542-1445	918-542-7260	P.O. Box 1326 Miami, OK 74355	
Prairie Band Potawatomi Nation	Mr. Zachariah Pahmahmie Chairperson	zachp@pbpnation.org	785-966-4007	785-966-4009	Government Center 16281 Q Road Mayetta, KS 66509-8970	
Traditional Arts Indiana	Ms. Joanne Raetz Stuttgen	stuttgen@insightbb.com	765-349-1537		759 E. Washington St. Martinsville, IN 46151	
Owen County CARR/ Owen County Preservations	Ms. Edith Sarra	esarra@indiana.edu	812-829-0451		1816 Concord Rd. Gosport, IN 47433	
Canal Society of Indiana	Mr. Robert F. Schmidt, President	indcanal@aol.com	260-432-0279	260-436-8676	5205 Wapiti Drive Ft. Wayne, IN 46804-4949	
Historic Landmarks Foundation of Indiana	Mr. Stewart Sebree				P.O. Box 20215 Evansville, IN 47708	
IDNR Division of Historic Preservation & Archaeology/SHPO	Mr. Jon Smith				402 W. Washington St. W274 Indianapolis, IN 46204	
Shawnee Tribe, Oklahoma	Mr. Ron Sparkman, chairperson	shawneemike@neok.com	918-542-2441	918-542-2922	P.O. Box 189 Miami, OK 74355	
	Mr. Joe Tamalavic		812-354-2612		5152 North Co Rd 200 East Petersburg, IN 47567	
CARR	Ms. Sandra Tokarski		812-825-9555	812-825-9555	P.O. Box 54 Stanford, IN 47463	

Consulting Party Meeting Sign-In

Section # 2 Meeting # 4 March 9, 2006 1:00 p.m.

Location: Section 2 Project Office



Evansville to Indianapolis Tier 2 Studies

Page 3 of 5

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Organization	CP Member Name	E-mail	Phone	Fax	Mailing/Contact Address (the address you would like us to send all CP related correspondence)	Signature (Please confirm all information is correct)
Warner Real Estate - Historical Society	Ms. Patricia Warner	patwarner@earthlink.net	812-354-6860	812-354-2800	P.O. Box 265 Petersburg, IN 47567	
City of Oakland City	Mayor Hugh Wirth	mayorwirth@sit-co.net	812-664-2201	812-749-3206	210 E. Washington Street Oakland City, IN 47660	
	Ms. Pauline Spiegel	pspiegel@indiana.edu	317-926-6617		4410 North Pennsylvania Indianapolis, IN 46205	
Property Owner	Karen Ann Stone		812-254-1686		6100 Prestwick Dr. McKinney, TX 75070	
SHPO	John Carr	jcarr@dnr.in.gov	317-232-1646	317-232-0693	402 W Washington St. W 274 Indianapolis, IN 46204	<i>John L. Carr</i>
Pike County Highway Engineer	Mike Pelham				552 N St Rd 61 Petersburg, IN 47567	
	Dr. Rick Jones				402 W Washington St W274 Indianapolis, IN 46204-4739	
Gray & Pape	Ms. Alice Roberts				1316 Main St. Cincinnati, Ohio 45202-7614	
	Dr. Don Cochran				2000 W. University BB 314 Dept. of Anthropology Muncie, IN 47306	

Consulting Party Meeting Sign-In

Section # 2 Meeting # 4 March 9, 2006 1:00 p.m.

Location: Section 2 Project Office



Evansville to Indianapolis Tier 2 Studies

Page 4 of 5

Please leave all recording devices outside the meeting room.

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Organization	CP Member Name	E-mail	Phone	Fax	Mailing/Contact Address (the address you would like us to send all CP related correspondence)	Signature (Please confirm all information is correct)
Bernardin Lochmueller & Associates, Inc.	Mr. Kent Ahrenholtz	kahrenholtz@blainc.com	812-479-6200	812-479-6262	6200 Vogel Rd. Evansville, IN 47715-4006	
Bernardin Lochmueller & Associates, Inc.	Dr. Tom Cervone	tcervone@blainc.com	812-479-6200	812-479-6262	6200 Vogel Rd. Evansville, IN 47715-4006	
Bernardin Lochmueller & Associates, Inc.	Mr. Jeremy Kieffner	jkieffner@blainc.com	812-479-6200	812-479-6262	6200 Vogel Rd. Evansville, IN 47715-4006	<i>MEAD</i>
Weintraut & Associates	Dr. Linda Weintraut	linda@weintrautinc.com	317-733-9770	317-733-9773	33 E Cedar St Zionsville, IN 46077	<i>LINDA WEINTRAUT</i>
Weintraut & Associates	Connie Zeigler	connie@weintrautinc.com			33 E Cedar St Zionsville, IN 4607	<i>Zeigler</i>
Jacobs Civil	Tracey Lober	l69sec2@jacobs.com	812-354-3462	812-354-3513	P.O. Box 97 Petersburg, IN 47567	<i>Tracey Lober</i>
ASC Group National Headquarters	Mr. Doug Terpstra	dterpstra@ascgroup.net	614-268-2514	614-268-7881	4620 Indianola Avenue Columbus, OH 43214	<i>Douglas S. Terpstra</i>
11	SHAUNE SKINNER	SSKINNER@ASCGROUP.NET	11	11	11	<i>Shaune Skinner</i>

Consulting Party Meeting Sign-In

Section # 2 Meeting # 4 March 9, 2006 1:00 p.m.

Location: Section 2 Project Office



Evansville to Indianapolis Tier 2 Studies

Please leave all recording devices outside the meeting room.
By signing this sheet, you indicate that you attended this meeting on the above stated date. Addresses will not be used for any other purposes than to provide information to you regarding the project.

Organization	CP Member Name	E-mail	Phone	Fax	Mailing/Contact Address (the address you would like us to send all CP related correspondence)	Signature (Please confirm all information is correct)
INDOT	Mr. Kevin Knoke	kknoke@indot.state.in.us	317-233-3944		100 N. Senate Ave., Room 848 Indianapolis, IN 46204	
INDOT	Ms. Janice Osadczuk	josadczuk@indot.state.in.us	317-232-5468	317-232-5478	100 N. Senate Ave., Room 848 Indianapolis, IN 46204	
INDOT	Tom Seeman	tseeman@indot.state.in.us	317-232-5336		100 N. Senate Ave., Room 642 Indianapolis, IN 46204	
INDOT	Mr. Curtis Tomak	ctomak@indot.state.in.us	317-232-5210		100 N. Senate Ave., Room 848 Indianapolis, IN 46204	Attended
INDOT	Ms. Mary Kennedy	mkennedy@indot.state.in.us	317-232-5215	317-232-5478	100 N. Senate Ave., Room 848 Indianapolis, IN 46204	Mary E Kennedy
FHWA	Mr. Anthony DeSimone	anthony.desimone@fhwa.dot.gov	317-226-5307	317-226-7341	Room 254, Federal Office Bldg. 575 N. Pennsylvania St. Indianapolis, IN 46204	Anthony DeSimone



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Consulting Party Meeting: Section 2
March 9, 2006; 1:30 pm EST

Agenda

- 1) Welcoming and introductions**
- 2) Review of the NHPA and Section 106 process to date**
- 3) Archaeological update**
- 4) Findings of Effects: Adverse Effect on Patoka Bridges Historic District**
- 5) Discussion of ways to resolve adverse effects**
- 6) Other issues/next steps**



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Meeting Minutes – Section 2

Tier 2 Consulting Party Meeting # 4

Section 2 Project Office, Petersburg, IN

Thursday, March 9, 2006, 1:30 pm

Attendees:

Anthony DeSimone, Federal Highway Administration
John Carr, Indiana Department of Natural Resources (IDNR), Division of Historic Preservation and Archaeology (DHPA)/ State Historic Preservation Officer (SHPO)
Karie Brudis, Indiana Department of Natural Resources (IDNR), Division of Historic Preservation and Archaeology (DHPA)/ State Historic Preservation Officer (SHPO)
Mary Kennedy, Indiana Department of Transportation (INDOT)
Curtis Tomak, Indiana Department of Transportation (INDOT)
Douglas Terpstra, ASC Group, Inc., Section 2
Shaune Skinner, ASC Group, Inc., Section 2
Tracey Lober, Jacobs Civil Engineering, Section 2
Jeremy Kieffner, Bernardin Lochmueller & Associates, Project Management Consultant (PMC)
Linda Weintraut, Weintraut & Associates, Project Management Consultant (PMC)
Connie Zeigler, Weintraut & Associates, Project Management Consultant (PMC)
Alice Roberts, Gray & Pape, Project Management Consultant (PMC)

The meeting was delayed a few minutes to allow extra time for consulting parties or property owners to arrive.

Mr. Anthony DeSimone, Federal Highway Administration (FHWA), welcomed everyone to the fourth Section 106 Consulting Party meeting for Section 2 Tier 2 Study of the I-69 Evansville to Indianapolis project. Mr. DeSimone explained the purpose of the meeting was to update consulting parties on the effects of the undertaking on historic properties and to discuss possible ways to resolve adverse effects of the project on the Patoka Bridges Historic District. Mr. DeSimone asked those present to introduce themselves.

Dr. Linda Weintraut suggested skipping first part of the presentation, which describes the Section 106 process (since the only consulting parties in attendance were staff members of the State Historic Preservation Officer who are familiar with the process) and that the presentation begin with new information: an update on the archaeological investigation and the revisions to the Identification of Effects Report.

Ms. Alice Roberts presented the current findings and status of the archaeological investigations. Phase 1a has been initiated. Section 2 has not submitted their literature review report.

Mr. Douglas Terpstra discussed changes to the Identification of Effects Report, which mostly consisted of revised noise modeling numbers for the Patoka Bridges Historic District. He noted that more accurate modeling had resulted in a decrease in noise numbers, but that the numbers are still above the INDOT recommended level. Mr. Jeremy Kieffner explained that the revised numbers resulted from placing the noise receptors on the bridges rather than just in the vicinity of the district, which yielded more precise readings. Mr. Terpstra explained that there would be visual and auditory impacts to the district, as well as the possibility of an adverse effect with construction traffic driving through the district.

Dr. Weintraut explained that the mitigation worksheet that everyone received in the mail followed the same format as used in developing the Tier 1 Memorandum of Agreement (MOA). She asked for suggestions of ways to avoid or minimize the project's impacts on the historic district. It was suggested that a sound wall could be constructed along the new bridge. This would add considerably to construction costs due to the need to strengthen the bridge to support the sound wall.

Another idea was that trees could be planted between the new bridge and the historic district to absorb noise from I-69. Mr. Keiffner provided some considerations for this idea: the density of the new forest area needed to absorb the noise, the new trees would have to be planted such that they did not interfere with the floodway, and that the plantings would need to be coordinated with the IDNR. [At the meeting, it was indicated that trees may be planted in a flood plain but not in a floodway. Upon further research, it was found that tree planting in a floodway may be done.]

Mr. John Carr asked if there is a minimum density of planting needed to lower the auditory effect. Mr. DeSimone said there is a certain density required to actually decrease the sound effect; however, there is a perception of lowering auditory levels even with a visual barrier, although this cannot be detected with a monitor.

Dr. Weintraut passed out a diagram prepared by the Section 2 office that showed the relationship of the historic district to both alternatives. In the report, distances are reported to the right-of-way line; the new bridges may be constructed farther from the historic district than reported.

Mr. Carr asked if the elevation of the new bridges shown in the diagram is accurate. Ms. Tracy Lober said it is the current projected elevation. The elevation is required to be five feet above the 100-year flood mark.

Ms. Shaune Skinner asked if the trees would be tall enough to block noise from the new bridge. Mr. Keiffner explained that it would take time for the trees to grow tall enough to

block noise, but since the district would be below the level of the elevated roadway, the trees may begin to have an effect even before reaching full height.

As part of the discussion of avoidance measures studied for this project, Dr. Weintraut asked Mr. Keiffner to explain why the alternatives cannot be moved further west, away from the historic district. He said that the land west of the corridor is part of the Patoka Wildlife Refuge and moving the alternatives would be trading impacts on the historic district for impacts on the wildlife refuge. To the west, there is an increase in the amount of wetlands and forest cover, and the current corridor provides the one place with the least impact to the wildlife refuge. There is a desire to minimize the cutting of trees. Mr. Kieffner also explained that a sound wall could not be constructed on the ground through the floodplain.

Mr. DeSimone said that the construction contracts could include language restricting most, if not all, construction traffic from driving through the district. This could be difficult to enforce, but signage could be placed near the bridges restricting heavy trucks and placing a limit on construction traffic.

Ms. Connie Zeigler asked if the new bridge could be designed in an architecturally interesting way to enhance the view from the district. Mr. DeSimone said that the design of the new bridge could be a measure to enhance the historic district. Either the bridge could be given a lower profile or it could be designed to be more visually pleasing.

Ms. Skinner asked how long the new bridge would be. Ms. Lober said it would be almost a mile long.

Ms. Skinner asked if a noise barrier could be placed on the bridge itself. Mr. Kieffner said that it is possible, but due to the high cost it is most likely not practicable from a cost/benefit standpoint. The PMC is doing a benefit/cost analysis on this idea.

Ms. Karie Brudis pointed out that such a barrier would create a greater visual effect. Mr. Kieffner said the new bridge will be seen from the district.

Dr. Weintraut began a discussion of mitigation measures that would preserve and enhance the historic district. Ms. Mary Kennedy suggested that INDOT might be able to provide partial funding to restore or repair the metal truss bridges. There was concern expressed over Pike County's ability to match funds for such a project.

In regards to interpretative or educative mitigation measures, Mr. Carr reminded the group that signage about the historic districts was considered as possible mitigation in Tier 1.

Dr. Weintraut said that John McCarthy (the Section 2 project manager) had mentioned that there may be a tourism center near the northern end of Section 2. Perhaps educative or interpretative materials about the historic district could be displayed there that would encourage heritage tourism. Those in attendance suggested themes for interpretation or

education that may include the Underground Railroad, the Wabash & Erie Canal, Dongola, bridge engineering, or ditching. These themes could be developed for exhibits, brochures, or school curriculum. Mr. DeSimone said an interpretation at a tourism center would be preferable to signage near the bridges, because it is important that the project does not bring development of the Patoka area.

Dr. Weintraut told those present that they could email their suggestions to her. Mr. Carr asked Dr. Weintraut to send examples of the items discussed in her email. [This communication was sent via email; a copy of the correspondence is included.]

Next steps will be to prepare the Draft Environmental Impact Study, which will contain the preferred alternative and the 800.11(e) documentation and to prepare a draft Memorandum of Agreement (MOA). Mr. DeSimone asked the SHPO staff to prioritize their suggestions in the MOA. After archaeology is completed, the 800.11(e) will be revised to take into account any archaeological sites, if necessary. Ms. Roberts said it is hoped all the Phase 1a archaeological work will be final in the FEIS. Dr. Weintraut said it is the intent of the PMC to have the MOA signed by the time the FEIS is issued.

The meeting adjourned.

Details discussed in this meeting are subject to change, but are a reflection of how things stood at the close of the meeting.



Section 106 – Resolving Adverse Effects: Consulting Party Meeting 4

Section 2

March 9, 2006

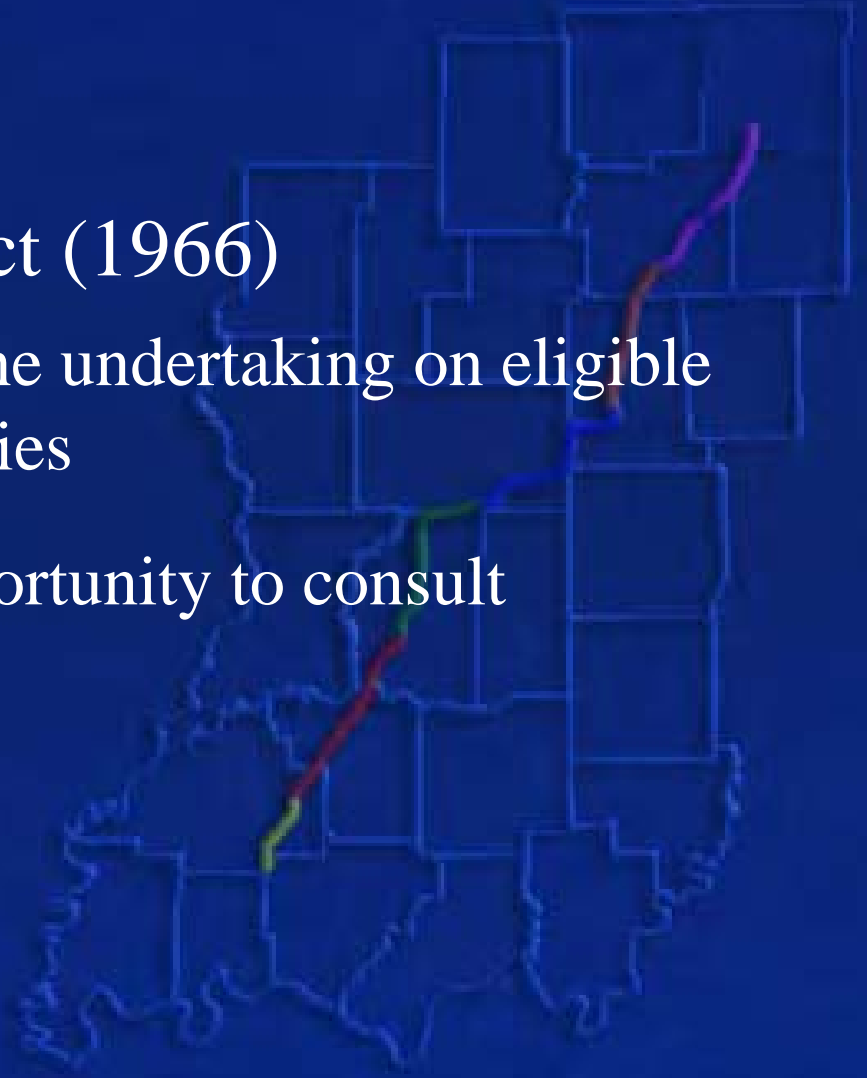
I-69 Evansville to Indianapolis Tier 2 Studies



Section 106

National Historic Preservation Act (1966)

- Take into account the effects of the undertaking on eligible or listed National Register properties
- Afford Advisory Council the opportunity to consult (www.achp.gov)





Section 106 Review

4 Step Process:

1. **Initiate** the process
2. **Identify** historic properties
3. **Assess** effects of undertaking on historic properties
4. **Resolve** any adverse effects





Section 106-Tier 2

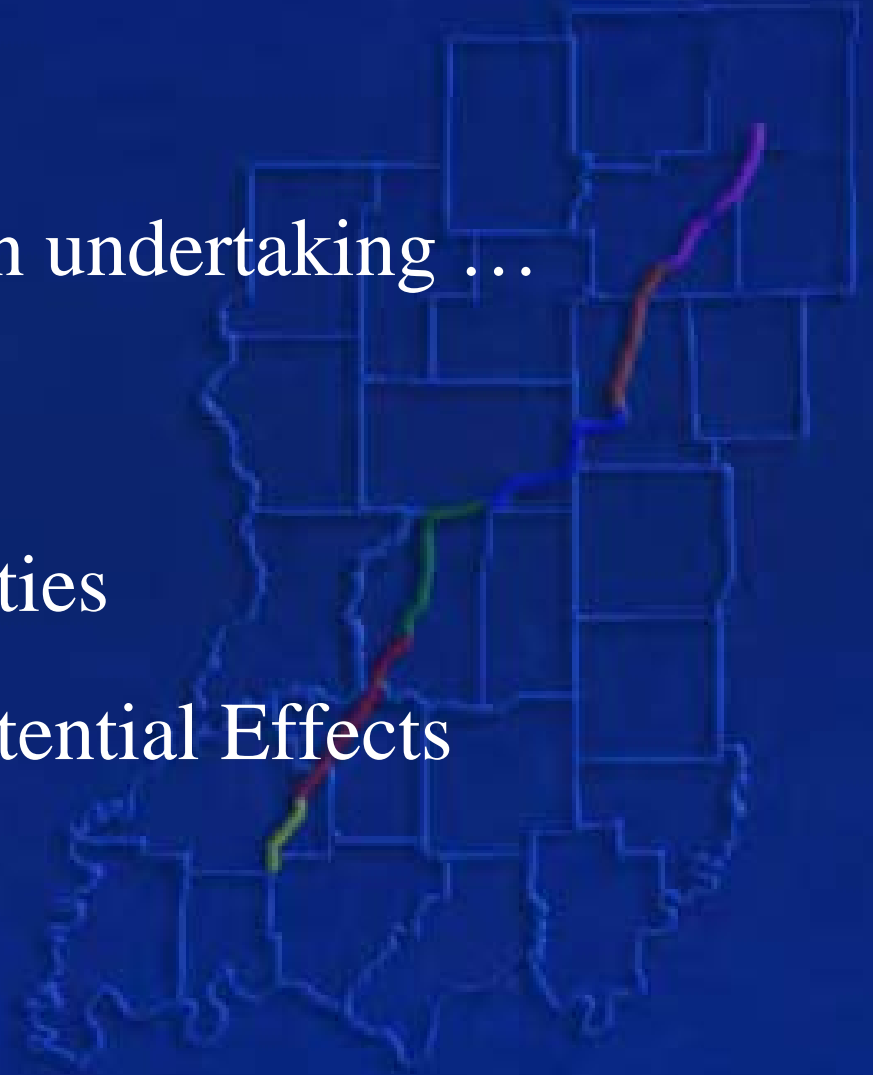
Where are we in the process?

1. **Initiated** the process
2. **Identified** historic properties
3. **Assessing** effects of undertaking on historic properties
4. Discussing ways to resolve adverse effects



Step 1: Initiation of the Process

- ✓ Established that there is an undertaking ...
- ✓ Identified SHPO
- ✓ Identified Consulting Parties
- ✓ Developed an Area of Potential Effects





Step 2: Identification

Sought information from knowledgeable persons

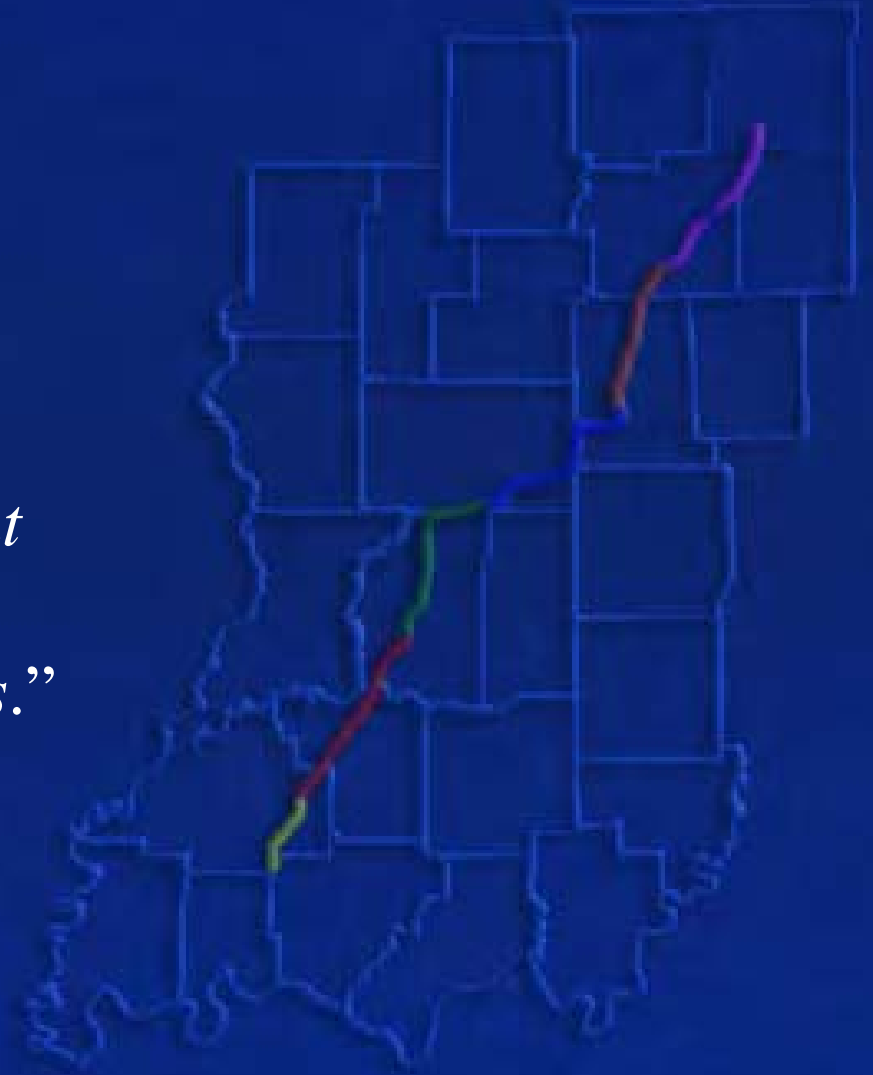
- ✓ Consulting party meetings – 4 meetings
- ✓ Talked with consulting parties
- ✓ Talked with others who have information



Consultation - What is it?

“The process of seeking, discussing, and considering the view of other participants, and where feasible, seeking agreement with them regarding matters arising in the Section 106 process.”

[CFR 800.16(f)]





Step 2: Identification of Historic Properties

“Reasonable and Good Faith Efforts”

- ✓ Research
- ✓ Develop Historic Contexts
- ✓ Fieldwork
- ✓ Talked with property owners





Step 2: Identification of Historic Properties

- Identified and Evaluated Historic Properties
 - ✓ Properties must be at least 50 years old (except in exceptional circumstances)
 - ✓ Assessed integrity
 - ✓ Applied National Register criteria





Step 2: Identification

Section 2 Historic Properties

- **Patoka Bridges Historic District**
- **Chapman-Allison Farmstead**
- **Thomas C. Singleton Round Barn**





Archaeology

- Phase Ia Archaeological Investigations have been initiated for Section 2.
- Background research and site files checks have been completed for 2000' study corridor.
- Area of Potential Effect for archaeology is limited to preferred alternative (approximately 400' wide).





Results of Phase Ia Archaeology Background Research

- 38 previously recorded sites are located within the 2000' corridor – 24 prehistoric sites, 5 sites with prehistoric and historic components, and 9 historic sites.
- Previous NRHP assessment: 5 sites recommended as potentially eligible, 9 sites recommended not eligible, and 24 sites were not evaluated for eligibility.
- Previously recorded sites will be relocated and re-evaluated for NRHP eligibility if they are located within the preferred alternative.
- Phase 1a fieldwork will be conducted for the preferred alternative and is scheduled for Spring 2006.



Step 3: Effects Finding

An adverse effect is found when

“the undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity ...”

[36 CFR 800.5(a)(1)]





Step 3: Effects Finding

Historic Properties Affected:

Adverse Effect

Patoka Bridges Historic
District





Step 4: Discussion - ways to resolve adverse effects:

- Avoidance /Minimization
- Preservation / Enhancement
- Education / Interpretation





Section 2 Contact Information

For project information, contact:

Section 2 Project Office

804 South Industrial Park Drive

P.O. Box 97

Petersburg, Indiana 47567

Phone: 812.354.3462

Website: www.i69indyevn.org





NEXT STEPS:

- 800.11(e) documentation
- Draft Memorandum of Agreement



From: Linda Weintraut
To: esarra@indiana.edu; indcanal@aol.com; jcarr@dnr.IN.gov; jfroman@peoriatribe.com; jlolds@miamination.com; kbrudis@dnr.IN.gov; mayor@dmrtc.net; mayorwirth@sit-co.net; mcbeth@sigeom.net; nature1@rtc.com; patwarner@earthlink.net; rjones@dnr.IN.gov; shawneemike@neok.com; ssebree@historiclandmarks.org; stuttegen@insightbb.com; survey@historiclandmarks.org; tfrancis@thedelawarenation-nsn.gov; tkleckner@historiclandmarks.org; zachp@pbpnation.org
Date: 3/15/2006 12:57:32 PM
Subject: Section 2 consulting party worksheet

Dear Consulting Parties for Section 2,

We had a good meeting on March 9, 2006 with lots of good ideas generated for resolving the adverse effects on the Patoka Bridges Historic District.

The following ideas were discussed:

Avoidance and Minimization: Not allowing heavy construction traffic to use bridges; plantings to minimize audible and visual; noise barriers

Preservation and Enhancement: Repairs to bridge

Interpretation and Education: exhibits, brochures or 4th grade curriculum materials relating to the district perhaps related to themes of underground railroad, Wabash & Erie

I have attached a MS word copy of the the document; you may type in this document and email it to me if that is easier for you. You should also have a paper copy that was mailed to you. We welcome your input.

I am sending this email to all consulting parties for section 2 for whom I have email addresses. Everyone was mailed a copy of the worksheet. The minutes of the meeting are in process and will be mailed.

Thanks,

Linda

Linda Weintraut, Ph.D.

Weintraut & Associates, Inc.
33 East Cedar Street
Zionsville, IN 46077
T: (317) 733-9770
F: (317) 733-9773
www.weintrautinc.com

CC: anthony.desimone@fhwa.dot.gov; Jason Dupont; jkieffner@blainc.com; john.mccarthy@jacobs.com; mkennedy@indot.state.in.us; rwilson@hwcengineering.com; tcervone@blainc.com; Tracey Lober



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division

575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

May 18, 2004
HDA-IN

Dear Interested Party:

Subject: Section 106 Consulting Party Invitation for I-69
Evansville to Indianapolis, Tier 2 Studies

The Federal Highway Administration (FHWA), in cooperation with the Indiana Department of Transportation, is conducting Tier 2 Environmental Impact Studies for the six (6) sections of the I-69 Project from Evansville to Indianapolis.

As part of the Tier 1 study, a Memorandum of Agreement (MOA) was developed and in December 2003 signed by the FHWA, the State Historic Preservation Officer, and the Indiana Department of Transportation. That Tier 1 MOA stipulates that Section 106 study and consultation will occur for each of the six Tier 2 sections. This includes identification and evaluation of historic and archaeological properties, assessing effects, and resolving any adverse effects for each section. This Tier 1 MOA will be discussed in greater detail at the first consulting party meeting for each section.

Section 106 of the National Historic Preservation Act (1966) requires Federal agencies to take into account the effects of their undertakings on historic and archaeological properties. In accordance with 36 CFR 800.2(c) you are hereby invited to be a consulting party for this Section 106 process.

As a consulting party, it will be your responsibility to participate in efforts to identify and evaluate historic properties by providing information about the history of the area and of specific properties, to consult on effects on this undertaking upon any National Register listed or eligible properties, and to consult on ways to resolve any adverse effects. As a consulting party, you will be invited to consulting party meetings where these issues will be discussed.

This project has been divided into six sections; each will have its own Section 106 consultation.

- Section 1: I-64 to IN 64
- Section 2: IN 64 to US 50
- Section 3: US 50 to US 231
- Section 4: US 231 to IN 37
- Section 5: IN 37 to IN 39
- Section 6: IN 39 to I-465

For a map of the sections, you are invited to visit the website www.i69indyevn.org.

Please return the enclosed postcard indicating if you "do not" agree or "do" agree to be a consulting party for each section. Please check only those sections for which you have specific interest and knowledge of historic and/or archaeological properties. We request that you mail the postcard by May 28, 2004, so that you will be properly notified of the first consulting parties meeting for each section in which you are interested.

If the postcard is not returned indicating your desire to participate in the Section 106 process as a consulting party, you will not be included on the list of consulting parties for this project.

FHWA will be available at upcoming public meetings for each section to answer questions regarding the Section 106 process. Information regarding the date and time will be published on the project website and in local newspapers. You may seek more information about the process at the website www.achp.gov/usersguide.html. The booklet, "Protecting Historic Properties - A Citizen's Guide to Section 106 Review" will be available at that meeting.

Thank you for considering this opportunity to be a consulting party for this project. If you have any questions concerning becoming a consulting party, please contact Mr. Tony DeSimone of this office at (317) 226-5307.

Sincerely yours,


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

Enclosure

cc:

John Goss, Indiana State Historic Preservation Officer
Janice Osadczuk, INDOT N848



PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538

P.O. Box 1527

MIAMI, OKLAHOMA 74355

CHIEF
John P. Froman

SECOND CHIEF
Joe Goforth

April 5, 2005

I-69 Section 2 Field Office
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

RE: I-69 Section 2 Tier 2 Study; SR 64 to US 50
Section 106: Consulting Party Meeting, April 13, 2005

Thank you for notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during construction, the Peoria Tribe request notification and further consultation.

The Peoria Tribe has no objection to the proposed construction. However, if any human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, the construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

A handwritten signature in black ink, appearing to read 'J.P. Froman', is written over a horizontal line.

John P. Froman
Chief

xc: Bud Ellis, Repatriation/NAGPRA Committee Chairman

TREASURER
John Sharp

SECRETARY
Hank Downum

FIRST COUNCILMAN
Claude Landers

SECOND COUNCILMAN
Jenny Rampey

THIRD COUNCILMAN
Jason Dollarhide

4 May 2005

I-69 Project Office, Section 2
804 S. Industrial Park Drive
Petersburg, IN 47567

To Whom It May Concern:

This letter is written for three purposes, the first being to provide written comments on the content and methodology of the draft Historic Property Report for Tier 2 of Section 2 of the I-69 Project. Secondly, as a consulting party, I attended the April 13th meeting at the Section 2 Project Office in Petersburg. The second part of my comments will concern corrections and additions to the minutes of that meeting that were mailed to all attending consulting parties after April 21st. Thirdly, I would like to express my concerns about the Section 2 Project team's compliance with Section 106 Review processes. My final comments address this issue and provide documentation of my difficulties accessing the draft Historic Property Report.

I. Comments on Section 2 "Draft Historic Property Report"

I have seven issues of concern with the methodology and content of the draft Historic Property Report. The first two are general/methodological, and the remaining five have to do with the descriptions/evaluations of individual structures.

The first two of these issues are interrelated and have to do with the "Agricultural contexts" section in two parts of the "Historic Context" chapter of the draft report ("Indiana's Golden Age: 1881-1920" and "Depression and War: 1921-1954"). There are essentially two glaring problems here: 1) the lack of a narrative description of agricultural practices and trends in Pike county, and 2) the absence of any reference to the larger history of drainage and flood control practices in the Patoka wetlands, their impact on agricultural trends, and most importantly, their impact on the built environment in Pike and Gibson.

1. Agricultural practices in Pike County.

The section entitled "Indiana's Golden Age" states (p. 46) that "most of the above-ground resources in the APE date from this period." Elsewhere, the report makes the point that most of the above-ground resources in the APE are associated with agriculture. Given the report's own stated finding that agriculture is the dominant theme affecting extant above ground resources in the APE, the omission of a detailed survey of Pike's agricultural profile is curious. Starting on p. 52, the report begins a county-by-county verbal description of agricultural trends, but excludes Pike from this account. There is no specific information given on Pike County's patterns of crop production or on any notable agricultural practices comparable to that given for Daviess and Gibson.

The absence of a specific description of agriculture and agricultural practices in Pike results in serious deficiencies that affect the credibility of the Historic Property Report and skew its inventory of above-ground resources for Pike County. Absent this information, the tables that follow the narrative account (providing information on the average size of farms, and average acreage relative to numbers of farms in Pike, Gibson and Daviess) provide no insight on the report's own findings that "Between 1900-1920...the average size and value [of farms in all three counties] increased—but the greatest decline in the number of farms and amount of acreage farmed was in Gibson and Pike." Further on, the report also notes, without explanation, that "Pike was well below both state and regional averages for farm size."

2. The history of dredging, ditching, and erosion control in the Patoka bottoms.

Part of the report's inability to account for the facts about farm size in Pike County has to do with its failure to acknowledge the existence (let alone impact) of extensive dredging and erosion control efforts initiated by Pike County commissioners (and individual Pike County farmers and entrepreneurs) in Monroe, Logan, and other townships along the Patoka. At least one of these projects (Houchins Ditch) was a huge undertaking, jointly carried out by Pike and Gibson during the late teens and early twenties. It had an enormous impact on farming practices and farm size in the Patoka River valley.¹ Moreover, the farming practices initiated in Pike at this time are representative of trends that can be seen throughout the area known as the Wabash lowlands (which includes Dubois, Knox, and Posey counties as well as Gibson and Pike).² Individual above ground resources associated with Pike and Gibson counties' drainage/dredging efforts include (but are probably not limited to):

- Pike County bridge #81(part of the Patoka Bridges Historic District)
- Pike County bridge # 32 (see below, item #3)
- The Ropp levees (see below, item #4)
- Houchins Ditch (see below, item #5)

In addition to these individual properties, the failure to factor in the impact of Pike's history of dredging operations in the Patoka bottoms undermines the Historic Property Report's evaluations of farmsteads in affected townships. The economic hardships produced by Pike County's "ditch assessments" on individual farmers in the Bottoms remain one of the important influences underlying the history of farming and farmsteads in Pike County throughout the twenties and into the Depression and beyond. The draft Historic Property Report needs to be seriously revised in light of further research on this important facet of southwestern Indiana's agricultural past.

¹ See Edith Sarra, "Patoka Bridges Historic District National Register of Historic Places Registration Form, 11-13.

² See James Woodall Taylor, "Ditch, Tile, and Levee: The Significance of Wetlands and Their Drainage for the Wabash Lowlands of Indiana." Ph.D. dissertation, Indiana University, 1955.

3. Pike County bridge #32 (a.k.a. Miller Bridge).

There are multiple problems with the Historic Property Report's description of this bridge. The bridge retains a very high level of integrity, as the report admits. But it is deemed ineligible for the NHR largely on the basis of its failure to score 7 points or better on the DHPA's "Guidelines for Assessing the Cultural Significance of Indiana's Extant Metal Bridges (1872-1942)" (the report finds its score to be 6). Aside from the fact that the "Point System of Significance" is meant to be treated as rules of thumb only, I question whether the guidelines have been fairly and thoroughly applied in the case of this bridge on the following grounds:

The Historic Property Report lists and assesses the bridge's significance in terms of the five categories (A-E) listed under "Category I: Automatic Consideration." These categories are meant to determine significance "without much ado"—that is, every bridge that falls into **at least one** of the five categories listed will be considered significant as long as the bridge is structurally intact. Bridge #32 likely falls into at least one, and possibly two of these categories (C and D).³

Category C: The Historic Property Report never definitively states whether or not the bridge provides an example of category C, though a summary paragraph on p. 96 asserts that "although the Camelback through truss is an uncommon type in Indiana, there are not so few examples that bridge #32 automatically meets the criteria for significance..." There is no documentation for this assertion. The Report does not state the number of extant Camelback through truss bridges in Indiana. Furthermore, its own findings reveal that the bridge gains a point on the "Point System of Significance" for being a bridge type of which there are fewer extant examples than there are counties in the region. The Report points to the existence of another Camelback through truss in the vicinity (Bridge #81), which is now listed on the National Register, but this should not be construed, as the Report attempts to do, as having a negative impact on the significance of Bridge #32. Indeed, the proximity of another metal bridge of the same era and type, built as part of the same event in local history (the creation of Houchins Ditch), links the bridge to a larger pattern in the social history and agricultural development of the Patoka bottoms (see below, Criterion 11).

Category E: The Historic Property Report states that the bridge's significance is diminished because it did not receive a rating in James Cooper's authoritative survey, *Iron Monuments to Distant Prosperity*. While this is true, the volume itself was published almost twenty years ago (1987); its surveys and ratings need to be updated against currently existing bridges in the state (many metal bridges have been destroyed or have greatly deteriorated since 1987). I have contacted Dr. Cooper personally, and he has communicated to me that he would "from a structural standpoint...start by regarding the

³ "Guidelines for Assessing the Cultural Significance of Indiana's Extant Metal Bridges (1872-1942)."

bridge as Nat-Reg-elig”⁴ and goes on to question whether the historic consultants who conducted the Section 106 review know something about the bridge that he does not.

The “Point System of Significance.” The five categories (A-E) for determining automatic consideration are NOT the criteria on which bridges are awarded points per the state guidelines, though some of the categories overlap with those criteria. The Historic Property Report presents the five basic categories as if they were the only criteria used for determining the bridge’s significance and score. The “Point System of Significance” contains thirteen criteria, which the Historic Property Report does not list and in several instances does not address at all, despite their assessment of the bridge’s score of 6 on this scale. I question whether all criteria have been in fact considered in determining that score. In particular, the Historic Property Report is silent on the following:

Criterion 3: My site inspection of the bridge on 2 May 2005 confirmed the physical description given in the Historic Property Report. The bridge retains a high level of structural integrity. One detail struck me while on site. The bridge does indeed have a wooden deck (apparently original). This feature, however, is at odds with the description of the bridge given in “Indiana’s Historic Metal Bridges” survey which was forwarded to me by James Cooper in the email cited above. In that inventory, the bridge is described as having a concrete deck. There may be other discrepancies not apparent to me between the “Historic Metal Bridge” inventory and the Section 106 report that bear looking into in any fair assessment of this bridge’s significance. For example, is the bridge in fact sitting on a concrete substructure or on a cut-stone or metal one (criterion 3; one of the criteria that goes unmentioned in the Historic Property Report).

Criterion 11: The bridge was erected to span Houchins Ditch. I would contend on that basis (its significance as part of the history of Pike County’s dredging efforts) that bridge #32 meets criterion 11: it forms part of an unusually important (agriculture and social history-related) community setting. Bridge 32 is part of the built environment created in response to a significant event in local history (the creation of Houchins Ditch). This origin of the bridge links it to a larger pattern in the social history and agricultural development of the Patoka bottoms and to the Wabash lowlands in general.

Criterion 12: I question whether research has been conducted to discover if criterion 12 applies. Has it been determined whether extant plans/detailed specifications for the bridge exist? Further investigation on this head might also reveal whether the bridge is in fact a product of the Vincennes Bridge Company (Category D).

Setting, association, and feeling: In addition to its high level of structural integrity, this bridge retains outstanding integrity of setting, association, and feeling. The gravel and dirt road approaches to the bridge via a county road running N-S through Pike and Gibson, and another county road running E-W along the south bank of Houchins Ditch in Gibson county are intensely rural and agricultural, conveying the feeling of farm roads of

⁴ email communication from James Cooper to Edith Sarra, 16 April 2005.

the 1920s, prior to rural electrification and the heyday of the automobile. These roads are unencumbered by power lines and are sheltered by a dense canopy of overarching trees. North of the bridge, the county road enters forested wetlands. South of it, the road traverses open fields under cultivation. The E-W road features alternating vistas of cultivated fields and dense wetland forest.

Finally, I want to point out that the bridge was not marked with its identifying number on the maps sent out to the consulting parties prior to the meeting on April 13th, so I had some difficulty locating it on the ground. Nor were any of the Gibson county structures marked with identifying numbers on the first page of maps sent to the consulting parties.

4. The Ropp farmstead.

There are various distortions in the assessment of this farmstead's integrity and significance. I will address four issues here.

Integrity of setting: The Report contends that "because strip mining has altered much of the upland fields, the farmstead has lost some of its integrity of setting" (p.99). In fact, the bulk of the Ropp farm acreage lies south of CR 200 S, in the lowlands, and this has been so since the farm's beginnings in 1893, according to my research into the Land Transfer records on Gus Ropp's creation of the farm from the 1890s and into the Depression. Furthermore, strip mining is not occurring now in the upland fields north of CR 200 S. Indeed, the hill just north of the farm is still crowned by a woodlot and the Logan Public Cemetery (a.k.a the Simpson Cemetery), resting place for the children and grandchildren of Basil Simpson, a local "conductor" on the Underground Railroad. I would contend that the Historic Property Report's assessment of the farm's integrity of setting is highly arguable.

Physical description: The physical description of the farmstead omits any mention of one of the farm's most distinctive and significant features: the extensive system of earthen levees surrounding the farm's eastern, southern, and southwestern bottomland fields. See my draft report on the proposed Patoka Bottoms Rural Historic District submitted to the DHPA prior to the site visit I made with them on 25 July 2003, for a description and dating of the levees to 1946. Because of these levees, field patterns and drainage practices in the Ropp farm today continue patterns set by 1946.

The "Context/Significance" assessment inaccurately represents correspondence between myself and Frank Hurdis, of the DHPA.⁵ The Report states that "after a field visit, the DHPA concluded that the Ropp Farmstead has no apparent important architectural or historical association." This interpretation has little to do with the gist of Frank Hurdis's letter to me, which concerned among other things the feasibility of including the Ropp Farmstead in a Rural Historic District for the Patoka Bottoms that would link it with the

⁵ For the record, this is not the first time this letter has been misrepresented by the I-69 Project team. See my letter to Mike Grovak, Project Manager for Bernardin, Lochmueller, and Associates, Inc., dated 2 February 2004.

Patoka Bridges (#81 and #246) and the Wabash and Erie Canal crossing at Dongola. The issue for the DHPA was not the architectural/historical significance of the Ropp farmstead, but rather which of the historic resources toured during the site visit and described in my report could work as part of the Patoka Bottoms Rural Historic District *as it was proposed at that point*. Duncan Campbell, who had consulted with the DHPA also on this proposal and was part of the site visit, later followed up the correspondence by suggesting that further research on the history of ditching and levee building in the Patoka valley and the Wabash lowlands in general could reveal the Ropp farm's significance in local history and render it potentially eligible as a separate nomination to the National Register.⁶

Assessment of the Ropp farm's significance in the history of agriculture: The Historic Property Report asserts that "The Ropp Farm is not particularly illustrative of the agricultural character of Pike County in the first half of the 20th century....Because the Ropp Farm historically has been considerably larger than the average farm of the area, it does not well represent the history of agriculture in the area" (p. 99). However, it should be acknowledged that the greater size of the Ropp Farm relative to its neighbors in Logan Township foretells the trends in farm size during Indiana's Golden Age which the Historic Property Report itself confirms in "Indiana's Golden Age." Gustaf Ropp (a.k.a. Rapp) and his parents were part of the mid-nineteenth century wave of German immigrants to southern Indiana. He and his heirs were ahead of the curve of farming trends in the largely Scots-Irish ethnic community of southern Pike county, and stayed ahead of it by dint of their ingenuity and innovation. The farm therefore is in fact quite illustrative of the agricultural character of the greater Wabash lowlands; it was simply ahead of its time for Pike County and more typical of farms of German-ethnic ownership.

The distinctive features of this farm (its prosperity, the neatness and continued maintenance of its field patterns and outbuildings, and particularly its innovative system of earthen levees) also link it to trends in Pike and Gibson that become clearer during the course of the Depression and in the wake of World War II, with the advent of mobile pumps for draining agricultural fields and the growth of farms with more substantial acreage than was the norm for the early twentieth century. The farm's significance should not be arbitrarily assessed in terms of norms that apply to the first two decades of the twentieth century in Pike County, without reference to the larger picture of trends that were just beginning to develop in response to wetland drainage in the Wabash lowlands (Dubois, Gibson, Pike, Knox, and Gibson counties) during the 1930s and 1940s. This problem might have been avoided, had the Historic Property Report addressed the peculiarities of Pike County's agricultural history in their "Historic Context" chapter (see above, item 2).

⁶ Email from Duncan Campbell to Edith Sarra, James Cooper, John Smith, and Lane Ralph, 22 September 2003.

5. Houchins Ditch

This structure, integral to the history of Pike and Gibson Counties' history of dredging and ditching operations in the early 20th century, received no mention in the Historic Property Report. Part of Houchins Ditch is included in the Patoka Bridges Historic District. The story of its construction provides one of the more dramatic episodes in the social and agricultural history of the Patoka bottoms. But its construction was not an anomaly; it was the culmination of a pattern of local efforts to intervene in the agricultural development of the area, and was preceded by at least one other major Pike county effort to dredge the Patoka in the teens. See Sarra, "Patoka Bridges Historic District National Register of Historic Places Registration Form, 11-13 for a brief history of Houchins Ditch and its impact on farming and the built environment. This structure should be included in the Section 106 Review of historic resources in the APE.

6. The Loveless farmstead (Pike 20009).

The Historic Property Report deems this structurally intact farmstead as ineligible due to its lack of significance. The report cites "loss of farmland, nearby strip mining, and extensive overgrowth around the buildings" as having diminished the integrity of setting, feeling, and association." While it may be true that the farmstead lacks significance as a farmstead, this should not disqualify the house for consideration of eligibility.

The physical description of the house and outbuildings in the Historic Property Report highlights the feeling of abandonment and unkemptness. The description never mentions and does not photograph the house's delicate corner pilasters, and the interesting and intact wood trim decorating the three original porches and the gable front of the house (including a unique folk carving of a horse on the gable front).

The Context/Significance section of the report is confusingly equivocal, admitting that the farmstead is "illustrative of small-scale farms common to southern Pike County in the 19th and early 20th centuries, but lacks significant associations with the history of agriculture in the region." No grounds for this latter assertion are given.

Mention is made of the fact that the property is still in the possession of the Loveless family, and that the family "owned a great deal of land in the east half of Logan township," but no mention is made of the fact that the Loveless family (in the person of Percy Loveless) provided the first recorded white settler (1811) in what is now called Logan township, then a part of Madison township.⁷

The property is deemed ineligible as a farmstead. I would suggest that the house be reconsidered as a significant example of a vernacular cross-plan house with folk Victorian ornament, and with associations to historically significant figures in the history of Logan township (NR criteria A and C).

⁷ Sarra, draft proposal for "Patoka Bottoms Rural Historic District," 4.

7. The Lemuel Hargrove house

This property was deemed ineligible due to a lack of significance. This assessment seems to have been arrived at primarily on the basis of categorizing the house as the only surviving remnant of a former farmstead: “The house originally was a farmhouse, but the loss of all period outbuildings has diminished the integrity of setting and association.” (Historic Property Report, “Selected Ineligible Properties”). This was further confirmed at the April 13th consulting party meeting, when project historian Lori Thursby stated to Joe Tamalavic, the current owner of the house, that “the issue with your house was not its integrity, it was its historical significance.” My contention is that the house only lacks significance when viewed as a potential representative of a 19th century farmstead (hence the Report’s emphasis on the house’s lack of outbuildings).

In answer to the criticism that the house lacked outbuildings, Mr. Tamalavic stated that his research revealed Lemuel Hargrove to have been a kind of gentleman farmer who did not farm from the property—the land he actually farmed was land that he owned and/or leased elsewhere. (This pattern of “gentleman farming” is not unheard of in parts of southern Indiana, when the landowner is a person of some means). This explains the lack of traces of outbuildings around the house.

Architectural integrity and significance of the house: I would point out that it is not necessary for the house to be part of an intact farmstead in order to be considered eligible for the National Register. Having made a site visit to the house on 2 May 2005, I would suggest that the case be reopened on the basis of consideration of the house’s significance under NR criterion C. The house illustrates an interesting variation on a particular type of vernacular domestic architecture characteristic of southern Indiana and its Upland South cultural hearth roots. Furthermore, the variations it illustrates are not uncharacteristic of the vernacular house type it embodies (the I-house), and they may in fact point to significant details about the house’s origins.

The Historic Property Report describes the house as an I-house, though later (p. 119) concludes that it is “not characteristic of the I-house type and with only a few modest stylistic details, is not characteristic of the Greek Revival style.” No reasons are given for the conclusion that the house is uncharacteristic of I-houses. Furthermore, I would contend that modesty of stylistic detail is characteristic of the Federal style, of which this house appears to be a late version.

The stylistic details mentioned in the Historic Property Report are details that can be found in both Federal and Greek Revival stylistic vocabularies (transoms and sidelights, low pitched roof, wainscoting). Stylistic details which are present but which the Historic Property Report does NOT mention further support a characterization of this house as Federal in style: lack of lintels defining the windows and an unrecessed front door (thus giving it an austere look); extremely delicate pilasters on the outer corners of the house; a parlor mantel with simple reedlike fluting—a lightness of detail that is characteristic of vernacular Federal houses; an original stairway with frail, turned balusters and a slender

handrail ending in a non-bulbous newel post.⁸ The placement of the front door on the far right side of house's front façade rather than in its center also suggests a throwback to Federal building idioms (an eschewing of the symmetry associated with both earlier Georgian-influenced vernacular houses of the colonial era and later Greek Revival tendencies).

The modern addition of a one story portico over the front door of the house suggests that the owner who made this addition was in fact interpreting the house as Federal in idiom, not Greek Revival (which would have called for a gable-front or pedimented portico). The addition of the portico has not compromised the presence of the pilasters, flush with the wall of the house, that serve as ornament highlighting the house's front door and the bay immediately above it. In that respect, the portico may be said to be a superficial and reversible change, not a structural one that compromises the house's architectural integrity.

Regardless of whether one characterizes the house as Federal or Greek Revival in stylistic detail, its modesty of detail is characteristic of I-houses in general, as are the house's floor plan, room arrangements, and fenestration.

Dating of the house/historic context and associations: The Historic Property Report dates the house to circa 1863 (when the property was bought by Emily Hargrove), but notes that the property itself had five different owners between 1853 and 1863. All but one owned the property for less than three years. Census records indicate that four of the property owners lived in Petersburg and one in Logan township (i.e. not on the property itself). The Report concludes from this that the property was acquired for "investment purposes." I feel that research on this part of the property's history is insufficient, and that further digging may well reveal some important information about the origin of the house, its possible links to local history, and some of its peculiar architectural details (for example, the curious and apparently original interior windows in rooms on the second floor of the ell—not mentioned in the Historic Property Report).

The period from 1853 to 1863 was a busy and tumultuous one for the history of Pike County, and perhaps particularly so for this corner of the county. The sections of the Wabash and Erie Canal linking Petersburg to Evansville were finally completed in 1853. Local informants suggest there was a spur of the Wabash and Erie Canal located near the Lemuel Hargrove house.⁹ Goodspeed's *History of Pike and Dubois Counties* notes that the village of Alford's (which still exists as a crossroads a couple of miles south of the Hargrove house on CR 200 East) was platted in 1856 by contractors for the "Old Straight Railroad"—whose failure as a venture "brought stagnation to the place."¹⁰ Since these ventures and great expectations characterized local life around Alford's in the 1850s, I would urge further research on possible links between the Hargrove house and local

⁸ Wilbur D. Peat, *Indiana Houses of the Nineteenth Century*, "The Federal Mode" pp. 9-19.

⁹ Interview with Angela Tamalavic, by Edith Sarra, 2 May 2005.

¹⁰ Goodspeed, 355.

history. It is possible that the place may have been built in the 1850s, not 1863,¹¹ and intended, not primarily as a farmhouse but rather as a public house or hostelry, with investors anticipating Canal and/or rail traffic business from the nearby village of Alfords.

The Historic Property Report also omits any rationale for its evaluation of Lemuel Hargrove, Civil War veteran and State Representative for Pike and Dubois County, as “not significant in the history of the township or county.”

Conclusion

The Report has not fully addressed the question of the dating of the house, the identity and motives of any of the first five property owners, nor important stylistic details of the house itself. Its architectural description of the house is neither thorough nor judicious. It fails to account for its negative assessment of Hargrove’s significance in local history. In short, the assessment of the Lemuel Hargrove house in the Report raises far more questions than it answers.

I argue strongly that this house be considered eligible for National Register listing under criterion C, regardless of whether links to local historical significance can be established. But I also urge further research be done on the historical context in which the house was built, and on Lemuel Hargrove’s various roles in local history for possible consideration of the property under criterion A.

II. Corrections/Queries: Minutes of the Consulting Party Meeting, 13 April 2005

Paragraph 6: “Thursby discussed listed or eligible properties in the APE: Patoka Bridges Historic District (listed under Criterion A)”

Correction: the District is listed under Criteria A and C.

Paragraph 8: “Michael Striker...Thirty-six known sites were located in the 2000 ft wide corridor. This information will be reported.”

Query: reported where?

Paragraph 12: “Sarra asked if Dongola was to be evaluated for potential archeological significance.”

Correction: I asked whether the Patoka aqueduct/Patoka Bottoms area was being considered for archeological significance (not Dongola). I further noted that Cheryl Munson had indicated the uniqueness of the area as a mid-19th century work site; she knows of no others in southwestern Indiana.

Paragraph 12: “The corridor crosses the canal in tilled agricultural fields where no outline of the canal is visible.”

¹¹ How likely is it that such a house would have been built in a county like Pike at the height of the Civil War? Common sense alone suggests an earlier date of construction.

Query: what about the corridor as it crosses CR 1150 E in Columbia township, Gibson County? My impression is that there is a watered section of the canal crossing the corridor and the county road.

Paragraph 16: "Thursby explained...the [Hargrove] house has some integrity issues but it is generally the lack of significance that led the historians to their conclusion."

Correction: I heard Thursby say (and I was taking notes) "the issue with your house was not its integrity, it was its historical significance."

Paragraph 18: "Sarra ... asked the status of the Pike County Interim report."

Correction: I asked who is conducting that project and when it would be underway. My question about who would conduct the Interim Report survey was never answered. Instead Linda Weintraut said that Pike's Interim Report "will be part of the mitigation."

It makes no sense that the Interim Report should have to wait until after the Section 106 process has moved on to a discussion of mitigation. It would be of much greater use now, in terms of Section 106's object of identifying and rating all potentially eligible above ground resources. By the same token, why should the I-69 Project team have the authority to say when the Interim Report will be undertaken?

Paragraph 18: Logan Cemetery

Correction: I did not say I believed that family members buried there were active in the Underground Railroad. I noted that the cemetery has connections to Bazil Simpson, a conductor on the UGRR, and one of Logan township's earliest settlers. He was twice owner of the property and his children and grandchildren are buried there. Nor did I suggest it should be considered eligible for the NR. Cemeteries are not normally eligible for NR status. They are protected under other kinds of legislation (no mention of which has been made anywhere in the Historic Property Report, however).

Paragraph 19: "Sarra doubted that tobacco farming and livestock raising were dominant agriculture (sic) activities."

Correction: I expressed doubt that these kinds of farms characterize agricultural history in Pike County throughout the possible periods of significance applicable to the Lemuel Hargrove house and other Pike County above-ground resources under discussion. In general, I expressed concern about the Report's (and the presentation's) inadequate grasp and representation of Pike County agricultural history.

Paragraph 22: "Pauline Spiegel ... asked Tamalavic to explain how he sought inclusion of his property."

Addition: Ms. Spiegel asked the ASC group and Weintraut/DeSimone whether all owners of properties that were being considered for their historical significance were systematically contacted and consulted with for the purpose of gathering historical information. This question was never really answered, as the conversation turned quickly to a somewhat adversarial dialogue between Thursby and Tamalavic, the latter of whom protested that his "dialogue" with ASC had been largely initiated and sustained as a result of his own efforts, not theirs.

III. Compliance with Section 106 Review processes?

I encountered great difficulties, requiring an extensive investment of time and phoning of various parties repeatedly in order to gain access to the Historic Property Report, hence these comments arrive after the initial deadline of April 29th, and two days after the extended deadline of May 3rd.

Since “interactive consultation is at the heart of Section 106 review”¹² I must point out that in this instance, the I-69 Project team is falling short of its professed “good faith effort” to make its findings available to the interested public and to fully engage in consultation with willing consulting parties. Many, if not most of the consulting parties on this project are volunteers like myself who are not professionally involved in this project, and who must take time away from their regular occupations in order to participate at all. The I-69 Project team has acknowledged these circumstances to the degree that it now schedules consulting party meetings during evening hours. However, the meaningfulness of these meetings is greatly undermined when consulting parties have limited access to the documents under discussion.

Delays and restrictions on access to the Historic Property Report

Initially, the report was available at the Section 2 Project Office in Petersburg, and at the public libraries in Petersburg and Washington, locales that are a one and a half to two hour drive from my home. I am a full-time faculty member at Indiana University, Bloomington, and the semester was in full swing during the period when the report was available, so I was unable to make the day-trip that would be required for reading the roughly 140 page report. I had to reschedule an afternoon class in order to attend the meeting in Petersburg on April 13th, and was only able to skim through the report before the meeting.

I therefore asked at the outset of the meeting why the report had not been put on line. Tony DeSimone and Linda Weintraut initially seemed to agree that this was an oversight on their part that could be easily corrected. Mr. DeSimone promised he would get back to me on this.

On Thursday, April 21, one week after the meeting, I still had not heard back from Mr. DeSimone. I phoned his office in Indianapolis. He told me no decision had been reached yet, but that they were now considering placing a copy of the report in the Section 4 Office (Bloomington) so that consulting parties in that part of the corridor could read it. Meanwhile, they had withdrawn copies formerly deposited at the public libraries in Pike and Daviess counties—i.e., they had further limited access to the report, instead of the requested opposite.

¹² Advisory Council on Historic Preservation, “Protecting Historic Properties: A Citizen’s Guide to Section 106 Review,” 14.

Their rationale for this further restriction of access was that the report was in draft form, and therefore not appropriate for public consumption outside of the consulting parties and members of the Project team. This rationale, from the point of view of a consulting party still unable to access the report, made no sense.

I asked him to please inform me when the copy might become available at the Section 4 Office, and I requested an extension of the April 29th deadline for submission of comments. Mr. DeSimone promised he would consider both requests.

On Friday, April 22, I spoke with a Mr. Wilson, from the Section 2 Project Office in Petersburg. He told me that the decision to put a copy in the Section 4 Office was "still in the talking stage."

On Tuesday, April 26, Mr. DeSimone phoned to say that they would place a copy at the Section 4 Office and I should phone that office to learn its hours of operation. He requested that I submit my comments by a revised deadline of May 3rd.

The copy did not arrive at the Section 4 office until Thursday, April 28th (per my phone conversation with the Section 4 Office intern on April 29th: "We got it in the mail yesterday"). I thus was not able to read the report until Friday, April 29th. I also was not allowed to make use of a copier, so all my notes on the report had to be made by hand.

Conclusion

As the author of the Patoka Bridges Historic District's successful listing on the National Register of Historic Places, I conducted extensive research on the history of Pike and Gibson counties over a period of three years, and consulted at length with several experts on southern Indiana's historic resources (Dr. James Cooper, on iron and steel bridges; Dr. Cheryl Ann Munson, on archeological profiles of southwestern Indiana; Mr. Duncan Campbell, professional preservationist, and Ms. Sandy McBeth, Pike County Historical Society). Given my recent research in the history of these counties, I have been particularly concerned about the I-69 Project team's inadequate representation of Pike County, for which there are no systematic prior historical inventories (like the Interim Reports available for other counties in the APE). I contend that the team still needs to conduct a substantive amount of general and specific research before the Historic Property Report should be accepted for Tier 2 purposes.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Edith Sarra', with a stylized flourish at the end.

Edith Sarra, Ph.D.

Cc: Advisory Council on Historic Preservation
Kyle Hupfer, State Historic Preservation Officer

Frank Hurdis, Chief of Survey and Registration, DHPA
Dr. Cheryl Ann Munson, Indiana University
Dr. James Cooper, Depauw University
Mr. Duncan Campbell, Preservations Development, Inc.
Sandy McBeth, Pike County Historical Society
John Moore, Environmental Law and Policy Center
Nick Keener, Hoosier Environmental Council
Mr. Lane Ralph, assistant to Senator Richard Lugar
Thomas and Sandra Tokarski, Citizens for Appropriate Rural Roads
Bonnie Tinsley, Owen County Preservations, Inc.
Mr and Mrs. Warren and Dixie Loveless
Mr and Mrs Joe and Angela Tamalavic

WEINTRAUT & ASSOCIATES, INC.

November 30, 2006

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

Dear Consulting Party:

The Federal Highway Administration (FHWA), in cooperation with the Indiana Department of Transportation (INDOT), is preparing an Environmental Impact Statement (EIS) for the I-69 Evansville to Indianapolis Tier 2 Studies. Section 106 of the National Historic Preservation Act (1966) requires Federal agencies to take into account the effects of their undertakings on historic and archaeological properties.

During the fieldwork for this project, the section consultants concluded that SR 257 Bridge over Veale Creek in Daviess County, Indiana, was a bridge from the modern era. Additional fieldwork and research have proven that it dates to 1938.

After consultation with FHWA, INDOT, and the SHPO, I am transmitting to you the description and evaluation of this property. The Section 2 consultants are recommending that SR 257 Bridge over Veale Creek is eligible for listing in the National Register of Historic Places. FHWA plans to update the list of eligible properties during the next step in the Section 106 process.

Please review the attached information and provide any comments to the Section 2 Project Office at 804 South Industrial Park Drive, PO Box 97, Petersburg, Indiana 47567 by December 30 2006. You may also contact Anthony DeSimone with FHWA at (317) 226-5307.

Thank you for your cooperation in this matter.

Best regards,



Dr. Linda Weintraut
President, Weintraut & Associates

Cc: Anthony DeSimone, INDOT
Chris Koeppel, INDOT
Jason DuPont, Bernardin Lochmueller & Associates, Inc.



Daviess 30046-SR257 Bridge over Veale Creek, view southeast.

State Road 257 Bridge over Veale Creek (Daviess 30046)
State Road 257 over Veale Creek, Daviess County

The State Road 257 Bridge over Veale Creek meets the criteria for evaluation under Criterion C and is eligible for the NR as an intact example of a Warren pony truss bridge located on the state road system. The bridge rates seven points in the DHPA's Guidelines for Assessing the Cultural Significance of Indiana's Extant Metal Bridges (1872–1942).

Description: The SR 257 Bridge over Veale Creek (027-663-30046) is a state-owned bridge located approximately one mile southeast of the U.S. 50 bypass around the city of Washington in Daviess County. The bridge is a single span, steel Warren pony truss bridge with flat top chords. The trusses have verticals and metal brackets extending perpendicularly to the outside of the truss. These brackets are in line with the verticals. The trusses have six panels of fourteen feet width for a total span of eighty-four feet. The bridge has a roadway width of twenty-four feet, and has a width of twenty-six feet and six-and-one-half inches from center-to-center of the trusses. The distance from the bridge seat to the top chord is ten feet. The bridge rests on concrete abutments with wing walls. East of the bridge is a wood lot; west of the bridge are agricultural fields.

Context/Significance: The bridge was constructed in 1938 by Bergen & Bergen during the Great Depression. According to a note on the bridge plans, the Works Progress Administration (WPA) prepared the approach to the bridge. In

1977, repairs to the bridge included replacement of the floor slab, cleaning and painting of the steel beams, and installation of guardrails. INDOT retains both the 1938 and 1977 plans.

According to the point system of significance in the DHPA's *Guidelines for Assessing the Cultural Significance of Indiana's Extant Metal Bridges (1872–1942)*, a bridge requires at least seven points on a scale to be considered significant. The SR 257 Bridge receives four points for its trusses remaining essentially intact, one point for being built by an Indiana fabricator, one point for extant plans, and one point for its location on an important transportation route (a total of seven points). The firm of Bergen & Bergen of Franklin, Indiana, constructed the bridge. The presence of an important transportation route can be established in three ways: the present bridge replaced an earlier span at that crossing, the bridge was constructed on a current or former state highway, and the road on which the bridge is located was depicted in the *1876 Illustrated Historical Atlas of the State of Indiana*. The SR 257 Bridge over Veale Creek meets all three criteria.

As of 2004, there were still at least twenty-one remaining examples of Warren pony truss bridges in Daviess and its adjacent counties. Cross referencing the 2004 National Bridge Inventory (<http://nationalbridges.com/>) with the metal truss bridge inventory contained in Cooper (1987) reveals seventeen examples of county-owned Warren pony truss bridges built by 1930 still surviving in the counties adjacent to Daviess County.¹ In addition, there are four examples of state-owned Warren pony truss bridges built after 1930 in Daviess and its adjacent counties.²

Bridge firms were constructing Warren pony truss bridges by the 1890s, and, by 1905, the type was the truss of choice for the middle range of highway spans on moderately traveled roads. The effective length of Warren pony trusses increased to well over 100 feet for a span by 1910.³

Conclusion: The SR 257 Bridge over Veale Creek rates seven points in the DHPA's *Guidelines for Assessing the Cultural Significance of Indiana's Extant Metal Bridges (1872–1942)*. The bridge displays the distinctive characteristics of a Warren pony truss bridge and is eligible for the NR under Criterion C.

¹ Knox (7), Greene (3), Martin (2), Dubois (2), and Pike (3); Cooper (1987) does not record any of these bridges as NRHP-listed, determined eligible, historic bridge committee pool, or inventoried Notable or Outstanding.

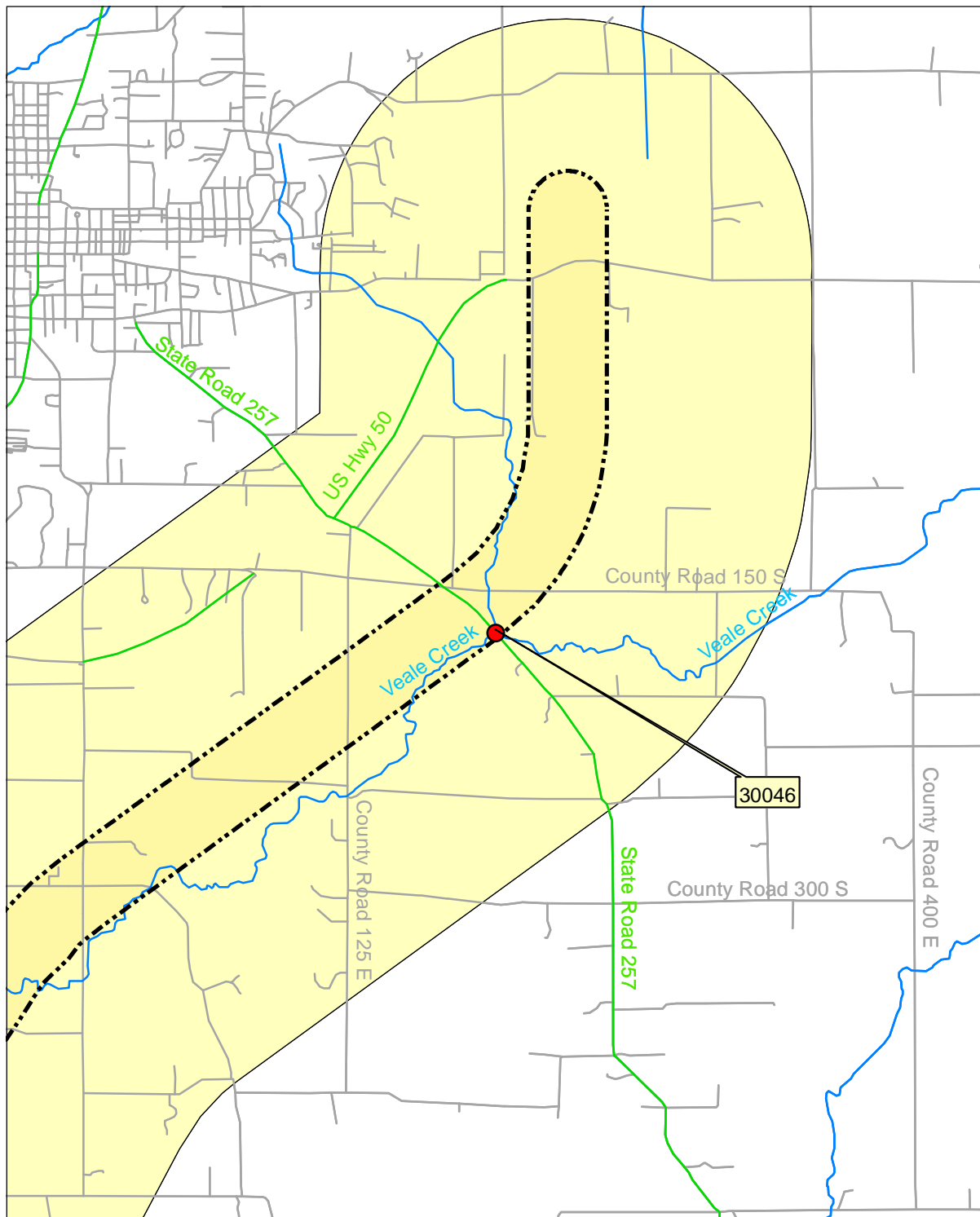
² Knox (1), Daviess (2), Dubois (1)

³ Cooper, James L., *Iron Monuments to Distant Posterity: Indiana's Metal Bridges, 1870–1930*, 1987.

I-69 Evansville to Indianapolis Study

Section 2: Gibson, Pike, and Daviess Counties

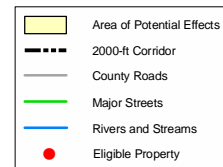
(SR 257 Bridge over Veale Creek in Daviess County) 11/17/06

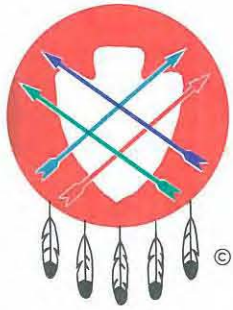


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Note: GIS data used to create this map are from the best known sources existing at this time. However, experience shows that many national datasets such as cemeteries, churches, airports, schools, etc. are not all inclusive. Some national datasets are created on a much smaller scale than that mapped here and as a result have positional inaccuracies. Use of this map should be limited to planning, but should not replace field review or background checks with other sources.





PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538
P.O. Box 1527
MIAMI, OKLAHOMA 74355

CHIEF
John P. Froman

SECOND CHIEF
Jason Dollarhide

December 13, 2006

Section 2 Project Office
804 South Industrial Park Drive
PO Box 97
Petersburg, Indiana 47567

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

Thank you for notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during construction, the Peoria Tribe request notification and further consultation.

The Peoria Tribe has no objection to the proposed construction. However, if any human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, the construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

John P. Froman
Chief

xc: Bud Ellis, Repatriation/NAGPRA Committee Chairman

RECEIVED
DEC 20 2006

BY:

TREASURER
John Sharp

SECRETARY
Hank Downum

FIRST COUNCILMAN
Carolyn Garren

SECOND COUNCILMAN
Jenny Rampey

THIRD COUNCILMAN
Alan Goforth



I-69 Evansville to Indianapolis Tier 2 Studies

February 9, 2007

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

Dear Consulting Party:

The Federal Highway Administration (FHWA), in cooperation with the Indiana Department of Transportation (INDOT), is preparing an Environmental Impact Statement (EIS) for the I-69 Evansville to Indianapolis Tier 2 Studies. Section 106 of the National Historic Preservation Act (1966) requires Federal agencies to take into account the effects of their undertakings on historic and archaeological properties.

We are 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 by March 12, 2007 to the Section 2 Project Office at 804 South Industrial Park Drive, PO Box 97, Petersburg, Indiana 47567. You may also contact Anthony DeSimone with FHWA at (317) 226-5307.

Thank you for your cooperation in this matter.

Best regards,

Joseph A. Leindecker
Project Manager, I-69 Section 2

Project Office Section 2
804 S. Industrial Park Dr.
P.O. Box 97
Petersburg, IN 47567
812-354-3462

All work within the expanded Area of Potential Effects described below, of the I-69 Evansville to Indianapolis Tier 2 Studies was conducted by professional historians in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and CFR Part 800 (Revised January 2001), Final Rule on Revision of Current Regulations dated December 12, 2000, and incorporating amendments effective August 5, 2004.

Scope of Work

Professional historians were engaged to identify and evaluate above-ground resources within the Area of Potential Effects (APE) established by the Federal Highway Administration (FHWA) in consultation with the State Historic Preservation Officer in December 2006. As a result of more information becoming available regarding potential access roads and interchanges, the APE was expanded in three areas.(See figure 1.)

1. Along US 50 east of Washington in Daviess County: Because the planned I-69 interchange at US 50 may be shifted to the eastern edge of the corridor, and US 50 may be realigned, the APE has been extended an additional 1,500 feet to the east to take into account potential visual effects.
2. Along Blackburn Road north of Petersburg in Pike County. Because Blackburn Road may be realigned, and the improvements may extend outside the present APE, the APE has been extended approximately 1,500 feet to the northwest to take into account potential direct and visual effects.
3. At State Road (SR) 61 southeast of Petersburg in Pike County. SR 61 may be realigned both north and south of the I-69 interchange, although an extension of the APE is necessary only to the south. The APE has been extended to the intersection of SR 61 and County Road (CR) 100 East to take into account any potential effects from an elevated interchange or realignment of SR 61.

Methodology

Above-ground resources within the expanded APE were identified and evaluated to determine their eligibility for listing in the National Register of Historic Places (NRHP) based on their integrity and ability to meet one or more NRHP criteria for evaluation. These criteria are:

- a) associated with events that have made a contribution to the broad patterns of history;

- b) associated with the lives of persons significant in our past;
- c) embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant or distinguishable entity whose components may lack individual distinction; and
- d) have yielded, or may be likely to yield, information important in prehistory or history.

An above-ground resource need only meet one criterion to be eligible for listing in the NRHP. According to the NRHP, “integrity is the ability of a property to convey its significance.” There are seven attributes of integrity: location, design, setting, materials, workmanship, feeling, and association.¹

Professional historians evaluated above-ground resources after conducting a field survey of the expanded APE, reviewing documentary research for the Section 2 Historic Property Report historic context development, and following up with site-specific research.

Historians conducted the fieldwork for the expanded APE on January 8 and 9, 2007. The survey was completed in accordance with *Archeology and Historic Preservation: Secretary of the Interior’s Standards and Guidelines*, the professional standards common to this type of above-ground resource identification and evaluation.² Historians used the same methodology for this fieldwork as they used in the survey of the APE in summer 2004. They drove all the roads in the expanded APE, identified those properties of minimum age to be eligible for listing in the NRHP, i.e., at least fifty years of age, and further evaluated resources to determine whether they retained sufficient integrity.

The historians examined each resource that met the age requirement to determine its level of integrity. They reviewed aspects of integrity that included, but were not limited to, the presence of replacement siding, windows, and/or doors; the removal of a porch; the alteration or replacement of a porch; changes in fenestration; the presence of additions; a change in massing; the removal of early trim; relocation from its original site; and alterations to the setting, including the loss of early outbuildings, the presence of non-period outbuildings, and the proximity of modern development.

¹ Andrus, *How to Apply the National Register Criteria*, 44.

² Federal Register, *Archeology and Historic Preservation*, 44716–44726, 44728–44730.

In addition, above-ground resources that retained integrity and displayed an association with a locally important theme were inventoried for the Indiana Historic Sites and Structures (IHSS) Inventory. The location of each surveyed resource was recorded using a global positioning satellite Global Positioning System (GPS) unit.

Historians recorded field notes for each above-ground resource. Field notes included, but were not limited to, address or location, style and/or type, and comments regarding integrity. Above-ground resources that were judged to lack integrity were noted on field maps and photographed using a digital camera.

Above-ground resources in the expanded APE were evaluated as buildings, structures, objects, sites, and districts. In the case of agricultural properties, both farms (residence, outbuildings, and associated fields) and farmsteads (residence and outbuildings) received detailed evaluation. Historians evaluated the expanded APE as a rural historic landscape to determine if any portion of the expanded APE was relatively untouched by modern changes to the landscape. No rural historic districts were identified in the expanded APE. The small size of the expanded areas, changes to the historic landscape, and the lack of a significant concentration of above-ground resources precluded the presence of such districts.

Following fieldwork in January 2007, project historians conducted research at the Barrett Memorial Library in Petersburg to locate information on the above-ground resource inventoried during the fieldwork. Because the expanded APE areas are small and are covered by the existing historic context, only limited additional research was necessary to identify specific contextual information.

Historic Context

Note that the *I-69 Evansville to Indianapolis, Tier 2 Studies, Historic Property Report, Section 2, SR 64 to US 50* contains a historic context for the Study Area of Pike and Daviess counties. The following contains material directly relevant to the expanded APE.

US 50 Expanded APE. The Griffing, Dixon & Company (1888) atlas of Daviess County labels some of the land in the expanded APE as “coal lands” (Figure 2). Coal was an important early industry in Daviess County. As early as the 1850s, one million tons of coal was mined per year in Indiana; some supplied local needs and the rest traveled by rail to market. As the rate of rail building rapidly increased across southwestern Indiana after the Civil War, it became much easier to transport coal. Towns were established where coal mines and rail lines intersected. Washington in Daviess County

had the good fortune to already exist where a railroad and coal seam would meet. In 1857, a vein of coal was discovered in a grade cut for the new Ohio & Mississippi Railroad near the city. The discovery caused a population boom in the city as miners flocked to the area for work. Officials of the Ohio and Mississippi Railroad tested the coal for its steam-producing qualities and soon converted their wood-burning locomotives to coal. Mines in Daviess County were worked either by shafts or by tunneling into the bank of a hill.³

By the mid-1880s, coal was being mined throughout the southwestern region of Indiana. As one deposit was mined out, either by the shaft, slope, or stripping method, producers moved on to other land. In 1880, the state geologist noted that the “promise for the future from these treasure houses [coal mines] is grand.” Indeed, the Indiana coalfield stretched across much of southwestern Indiana.⁴ Railroad spur lines in Washington Township, Daviess County, linked coal mines south and west of Washington to the Ohio & Mississippi Railroad in the city.⁵

The coal-mining industry suffered greatly during the period after World War I. Indiana remained the sixth largest producer of coal, but sales shrank as a result of competition from coal mines in West Virginia and Kentucky. After World War I, the supply of coal exceeded the demand, causing the closure of mines and the displacement of miners. When mining resumed after World War II, it focused on strip mining rather than shaft mining. Most of the coal mines in Daviess County went out of business in the 1960s; by 1975, only one mine was still in operation.⁶

A line of the CSX Railroad passes through the north end of the expanded APE. This railroad line began as the Ohio & Mississippi Railroad (O&M), which later became part of a line of the Baltimore & Ohio Railroad (B&O). The O&M was constructed through Washington in Daviess County in 1857. The railroad connected St. Louis and Cincinnati and brought rapid growth to Washington.⁷ The B&O, originally the O&M, was the only line running completely across southern Indiana and linked the state of Ohio to Lawrence, Martin, Daviess, and Knox counties.

Blackburn Road Expanded APE. In the nineteenth century, Dr. John W. Posey owned much of the land in the expanded APE along Blackburn Road (Figure 2). (Blackburn was the maiden name of Posey’s wife who died in 1851). Posey, a prominent doctor and merchant in Petersburg, is best remembered as an abolitionist and Underground Railroad operator. Posey lived in Petersburg

³ *Daviess County Interim Report*, xvi–xvii; Fulkerson, *History of Daviess County*, 64.

⁴ Phillips, *Indiana in Transition*, 186.

⁵ Griffing, Dixon & Co., *Atlas of Daviess County*, 32–33, 36–37.

⁶ Myers, *Daviess County*, vol. 1, 9.

⁷ Taylor, *Indiana: A New Historical Guide*, 262.

through the Civil War period, but owned a farm northeast of the town, most of which is now in the expanded APE. This farm contained the Blackburn mine, where Posey reportedly hid runaway slaves on their way from Oakland City in Gibson County to Washington in Daviess County. As marked on the Griffing (1881) atlas of Gibson and Pike counties, the coal bank was located along the Evansville & Indianapolis Railroad, north of the APE. Posey later lived in a house overlooking the White River. The house is no longer extant, and facilities of the Indianapolis Power & Light's Petersburg Generating Station occupy much of the site of the mine.⁸ After Posey's death in 1884, the farm passed to his grandchildren. The grandchildren had a subdivision plat recorded for the land in 1900. The subdivision was named Arda for one of the grandchildren. Despite the plat, no one ever lived in the subdivision.⁹

Perry C. Hammond owned forty acres of land south of Posey's farm in 1881 (Figure 2). Hammond was a prominent merchant in Petersburg in the mid-nineteenth century, but like Posey, is known to have lived in Petersburg.¹⁰ The land may have been an outlying farm like Posey's or may have been held as an investment.

The rich coal deposits in the region resulted in the construction of two power generation stations along the White River in the 1960s. The Petersburg Generating Station of the Indianapolis Power & Light Company now supplies 75 percent of Indianapolis' power.¹¹

SR 61 Expanded APE. An examination of historic maps shows that the alignment of what is present-day SR 61 is a twentieth-century creation. The original course of the road from Petersburg to the southeast followed what is now CR 100 East, which is east of present SR 61 (Figure 2).¹² The presence of two circa 1925 houses along the present alignment of SR 61 suggests that the road had been realigned by that time. Common surnames names of farmers in the vicinity of the expanded APE area in 1881 include the family names of many early settlers in the county, such as Brenton, Tislow, and Kinman.¹³

⁸ Mills et al., *Report Concerning Underground Railroad*, 23–24.

⁹ McBeth, *Washington Township Cities Past & Present-Arda*, <http://www.rootsweb.com/~inpike/Washcit.htm>.

¹⁰ Goodspeed, *History of Pike and Dubois Counties*, 339, 340, 346, 352, 397; McClellan, *People of Pike County*, 209, 218.

¹¹ City of Petersburg, *History and Information*, <http://petersburg.in.gov/facts.html>.

¹² Griffing, *Atlas of Gibson and Pike Counties*, 55; United States Geological Survey, "Petersburg quadrangle."

¹³ Jean and Trenor, "The First Families of White Oak Springs, 1810 to 1817," 235–39.

Results of Fieldwork

The historians inventoried one property, Pike 05016, which is associated with a locally important theme and has at least a moderate level of integrity (Appendix A, Table 1). All other properties failed to meet the minimum requirements for survey. A narrative overview of the survey follows.

US 50 Expanded APE. In this area of mostly modern above-ground resources, the historians identified only two houses more than 50 years of age; both lack integrity. (Figure 4) One, a gable-ell has vinyl siding, replacement windows and doors, additions in the corners of the ells, a modern side porch, and a modern garage outbuilding (Plate 1). A second house has received large additions, vinyl siding, replacement doors and windows, and a modern porch and it, too, has a modern garage outbuilding (Plate 2).



Plate 1: House in US 50 expanded APE area



Plate 2: House in US 50 expanded APE area



Plate 3: View of power generation station from Blackburn Road along Fettinger Lane

Blackburn Road Expanded APE. The area contains mostly trailer/manufactured homes (Figure 5). The Indianapolis Power & Light facility towers over the landscape (Plate 3). One late nineteenth century house, Pike 05016, was inventoried during the field survey (Plates 4–5). This house lacks integrity due to the presence of aluminum siding, replacement doors, rear additions, a front porch addition, and alterations to the setting.



Plate 4: Pike 05016 in Blackburn Road expanded APE area



Plate 5: Pike 05016 in Blackburn Road expanded APE area



Plate 6: House along CR 100 East in SR 61 expanded APE area



Plate 7: Barn along CR 100 East in SR 61 expanded APE area



Plate 8: House along CR 100 East in SR 61 expanded APE area



Plate 9: House along SR 61 in SR 61 expanded APE area



Plate 10: House along SR 61 in SR 61 expanded APE area

SR 61 Expanded APE. This APE contains a mixture of modern and older agricultural outbuildings and houses (Figure 6). Most of the above-ground resources are houses. Note that the property shown in Plate 9 is located along present-day SR 61. The property includes a circa 1925 bungalow and outbuildings. The primary outbuildings are both front-gabled one-story structures that resemble large garages. However, this property likely was a farmstead once.

All of the above-ground resources greater than 50 years of age are greatly altered and lack integrity (Plates 6–10). These alterations include the presence of additions; replacement siding, windows, and doors; the addition or replacement of porches; and/or changes to fenestration.

Findings of Eligibility

There are no above-ground individual resources or districts listed in the NRHP.

There are no properties listed in the Indiana Register of Historic Sites and Structures.

Historians identified no above-ground resources eligible for listing in the NRHP.

Summary/Conclusions

The project APE was expanded in three locations to accommodate planned interchanges with the I-69 corridor that approached or extended beyond the initial APE discussed in the Historic Property Report. The three areas are along US 50 east of Washington in Daviess County, along Blackburn Road north of Petersburg in Pike County, and at SR 61 south of Petersburg in Pike County. Each of these areas of expanded APE are relatively small and exhibit the general physical characteristics and historic themes identified in the Historic Property Report for Section 2.

The historians newly inventoried one property, Pike 05016, located in the expanded APE at Blackburn Road. However, it lacks integrity and is not eligible for listing in the NRHP. There are no historic properties listed or eligible for listing in the NRHP within the expanded APE.

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APPENDIX



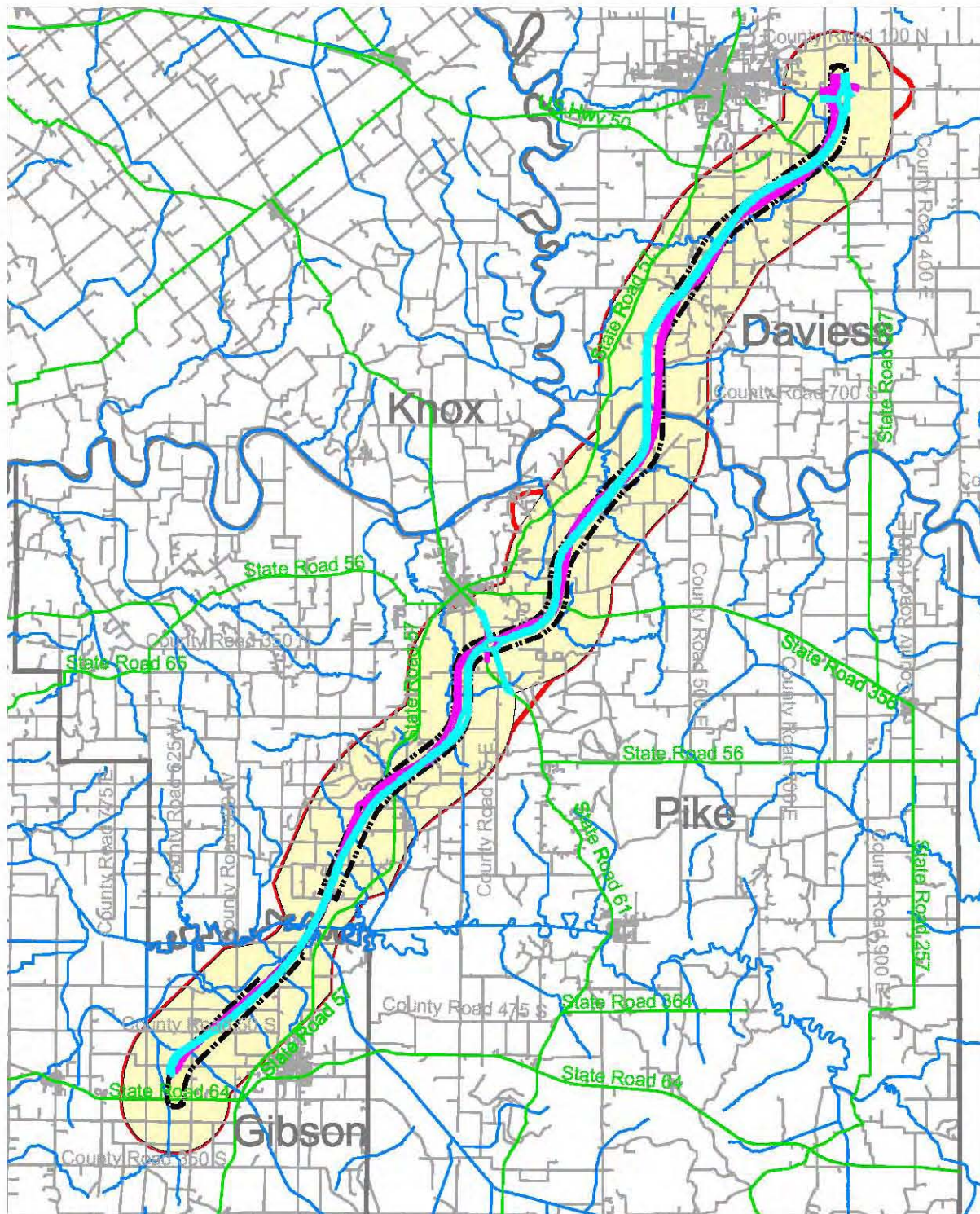
I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Section 2

Newly Inventoried Properties

Photos	County Township	Number	Rating	Property Name	Address	Date	Style	Integrity Issues/Notes
	Pike/ Washington	05016	C	House	1250 E. Carbondale	c. 1900	Vernacular double pen	Rear additions, front doors replaced, aluminum siding, setting altered


**Map 1: I-69 Evansville to Indianapolis Study
Section 2: Gibson, Pike, and Daviess Counties**



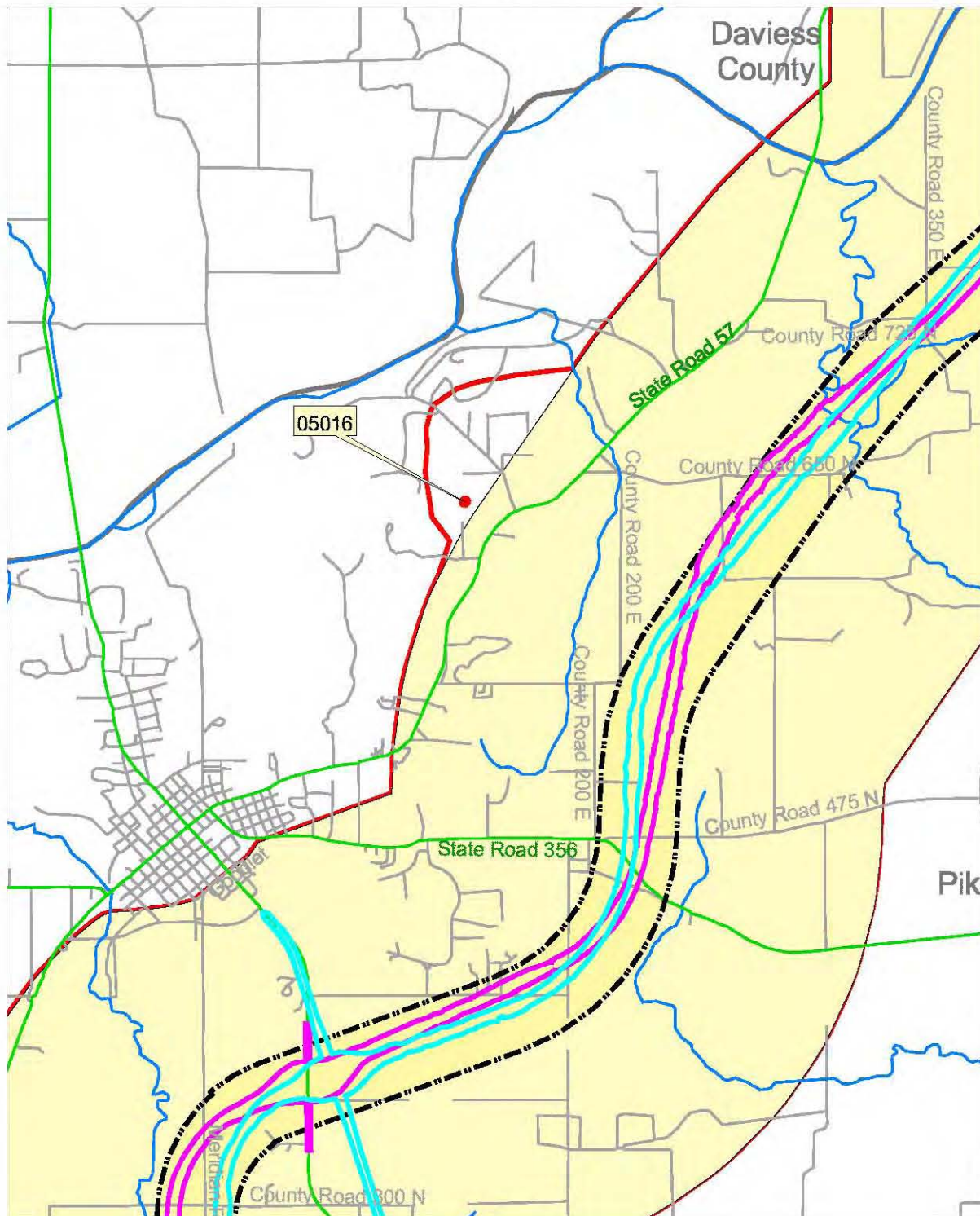
A horizontal scale bar with alternating black and white segments. It is marked with the numbers 0, 1, 2, 3, 4, and 5, followed by the word "Miles".

Note: GIS data used to create this map are from the best known sources existing at this time. However, experience shows that many national datasets such as cemeteries, churches, airports, schools, herat, etc. are not all inclusive. Some national datasets are created on a much smaller scale than that mapped here and as a result have positional inaccuracies. Use of this map should be limited to planning, but should not replace field review or background checks with other sources.



-  Original Area of Potential Effects
 Expanded Area of Potential Effects
 2000-ft Corridor
 Alternative A
 Alternative B
 County Roads
 Major Streets
 Rivers and Streams

Map 2: I-69 Evansville to Indianapolis Study Section 2: Gibson, Pike, and Daviess Counties



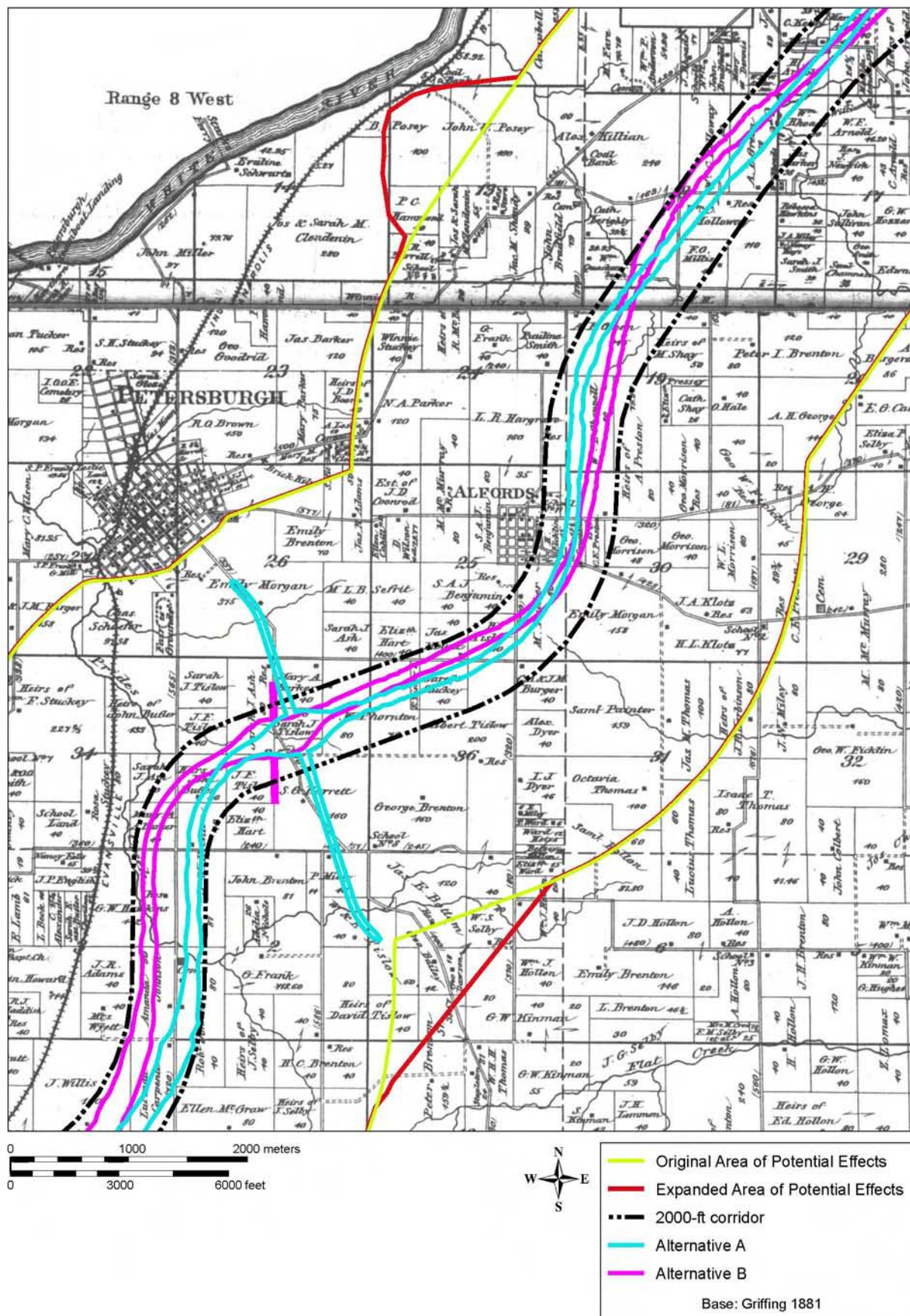
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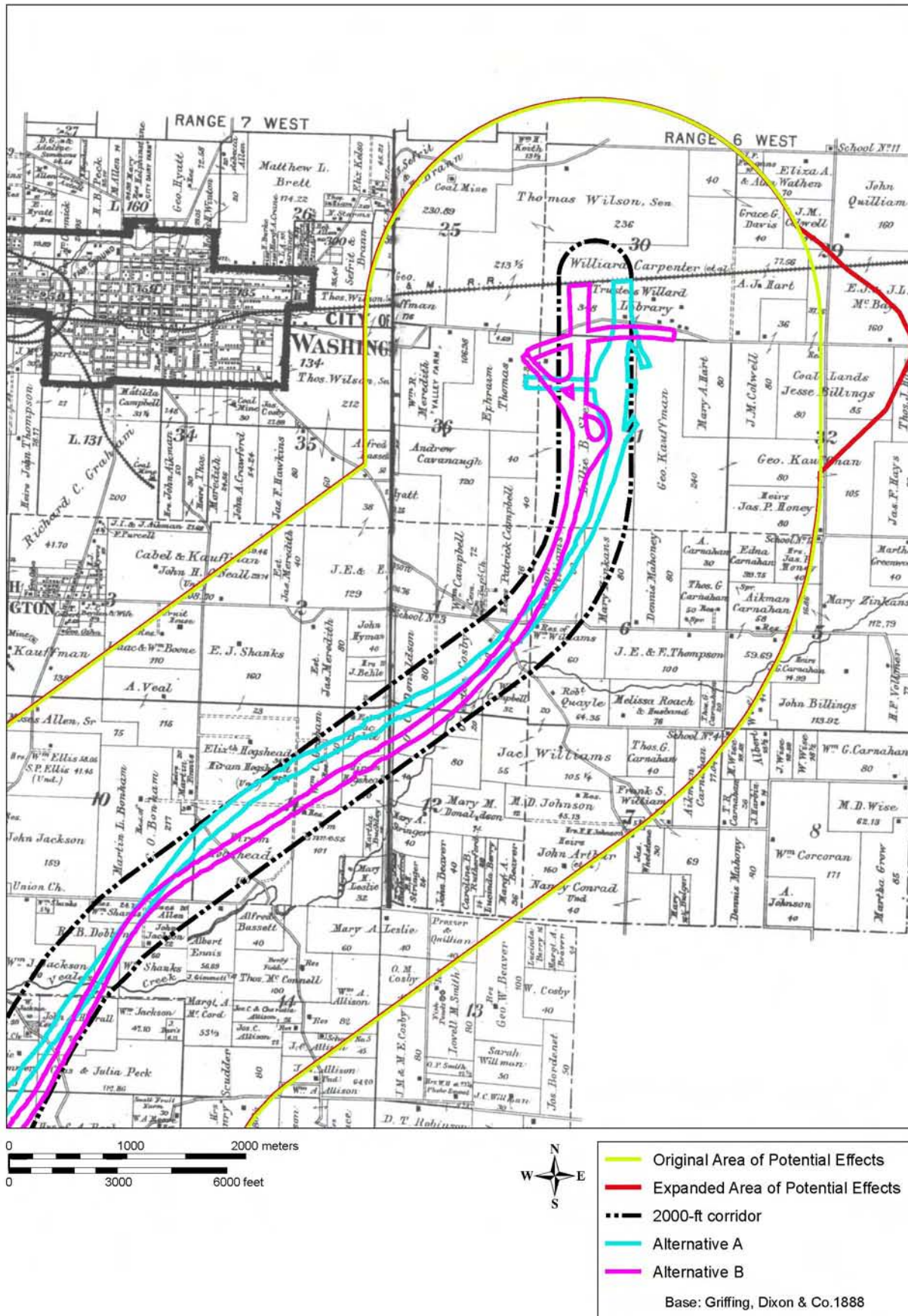
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- Original Area of Potential Effects
- Expanded Area of Potential Effects
- 2000-ft Corridor
- Alternative A
- Alternative B
- County Roads
- Major Streets
- Rivers and Streams
- Newly Inventoried Property

Map 3: I-69 Evansville to Indianapolis Study
Section 2: Gibson, Pike, and Daviess Counties
(Sheet 1 of 2)



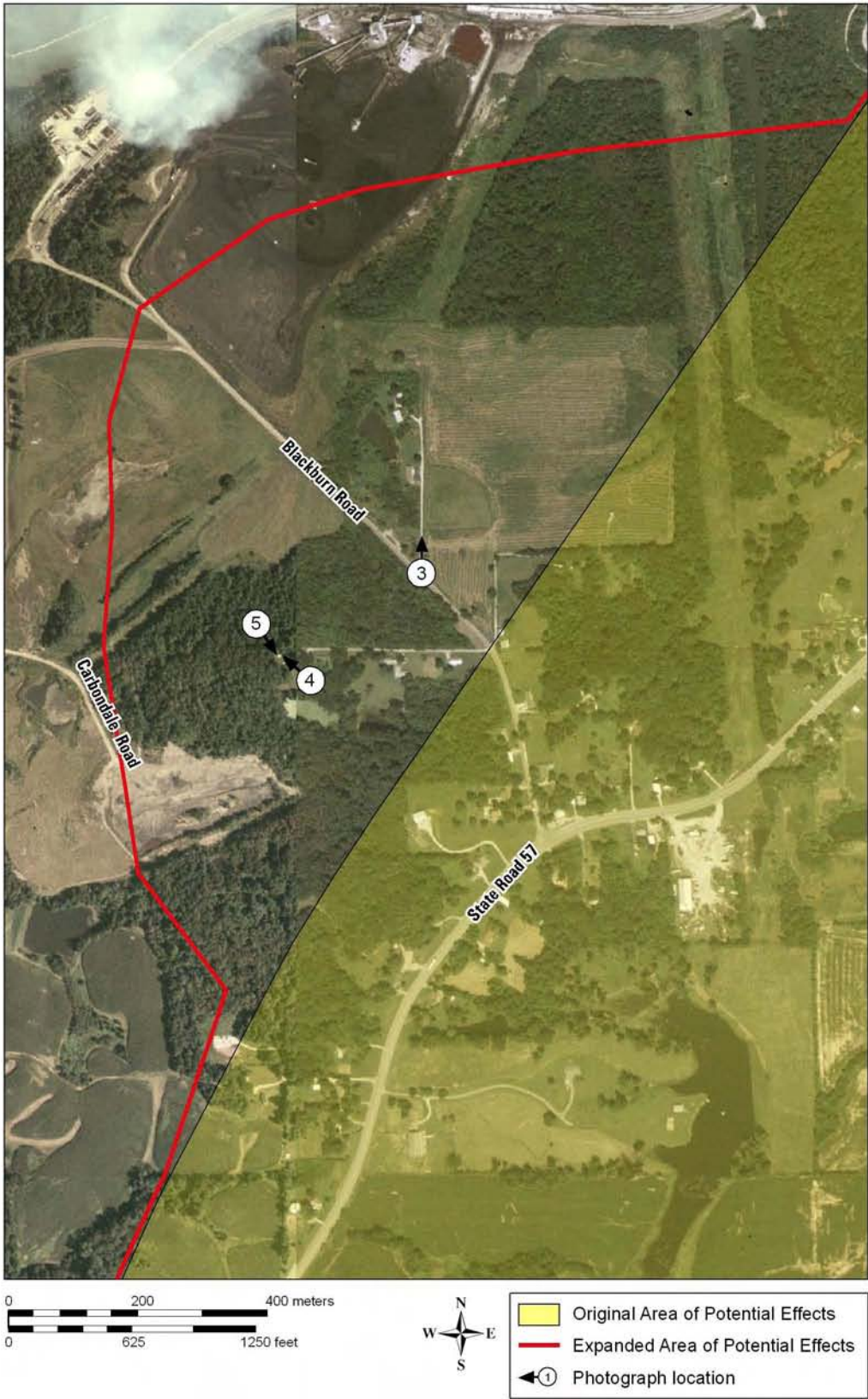
Map 3: I-69 Evansville to Indianapolis Study Section 2: Gibson, Pike, and Daviess Counties (Sheet 2 of 2)



Map 4: I-69 Evansville to Indianapolis Study
Section 2: Gibson, Pike, and Daviess Counties

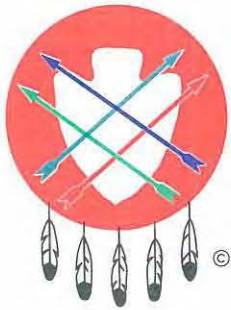


Map 5: I-69 Evansville to Indianapolis Study
Section 2: Gibson, Pike, and Daviess Counties



Map 6: I-69 Evansville to Indianapolis Study
Section 2: Gibson, Pike, and Daviess Counties





PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538

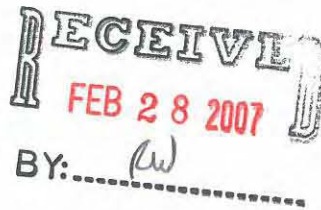
P.O. Box 1527

MIAMI, OKLAHOMA 74355

CHIEF
John P. Froman

SECOND CHIEF
Jason Dollarhide

February 13, 2007



Section 2 Project Office
804 South Industrial Park Drive
PO Box 97
Petersburg, Indiana 47567

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

Thank you for notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves protection and Repatriation Act (NAGPRA) are discovered during construction, the Peoria Tribe request notification and further consultation.

The Peoria Tribe has no objection to the proposed construction. However, if human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

John P. Froman
Chief

xc: Bud Ellis, Repatriation/NAGPRA Committee Chairman

TREASURER
John Sharp

SECRETARY
Hank Downum

FIRST COUNCILMAN
Carolyn Garren

SECOND COUNCILMAN
Jenny Rampey

THIRD COUNCILMAN
Alan Goforth



I-69 Evansville to Indianapolis Tier 2 Studies

March 26, 2007

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

Dear Consulting Party:

The Federal Highway Administration (FHWA), in cooperation with the Indiana Department of Transportation (INDOT), is preparing an Environmental Impact Statement (EIS) for the I-69 Evansville to Indianapolis Tier 2 Studies. Section 106 of the National Historic Preservation Act (1966) requires Federal agencies to take into account the effects of their undertakings on historic properties.

On November 30, 2006, you were sent information recommending that SR 257 Bridge over Veale Creek be considered eligible for listing in the National Register of Historic Places (NR). The State Historic Preservation Officer has agreed that the property is eligible for the NR.

As a result, Section 2 historians have assessed the effects of the undertaking upon SR 257 Bridge over Veale Creek and are recommending a finding of No Adverse Effect for this property. FHWA has asked Section 2 to share this information with consulting parties for comment prior to making final determinations of effects.

Please review the attached information and provide any comments to the Section 2 Project Office at 804 South Industrial Park Drive, PO Box 97, Petersburg, Indiana 47567 by April 26, 2007. You may also contact Anthony DeSimone with FHWA at (317) 226-5307.

Thank you for your cooperation in this matter.

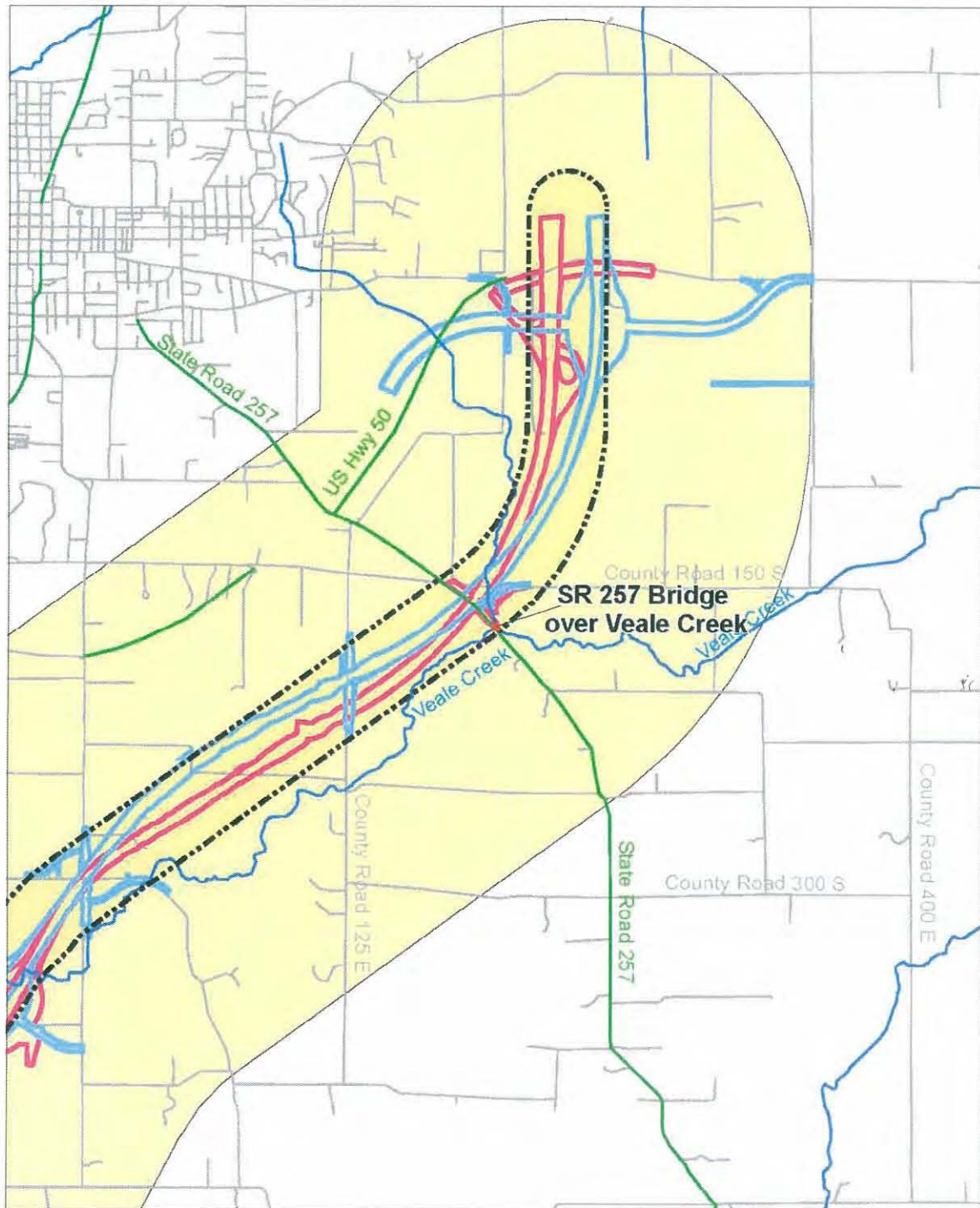
Best regards,

Joseph A. Leindecker
Project Manager, I-69 Section 2

Cc: Anthony DeSimone, FHWA
Christopher Koepfel, INDOT
Jason DuPont, Bernardin Lochmueller & Associates, Inc.
Dr. Linda Weintraut, Weintraut & Associates Historians, Inc.

Project Office Section 2
804 S. Industrial Park Dr.
P.O. Box 97
Petersburg, IN 47567
812-354-3462

Map 1: I-69 Evansville to Indianapolis Study Section 2: Gibson, Pike, and Daviess Counties

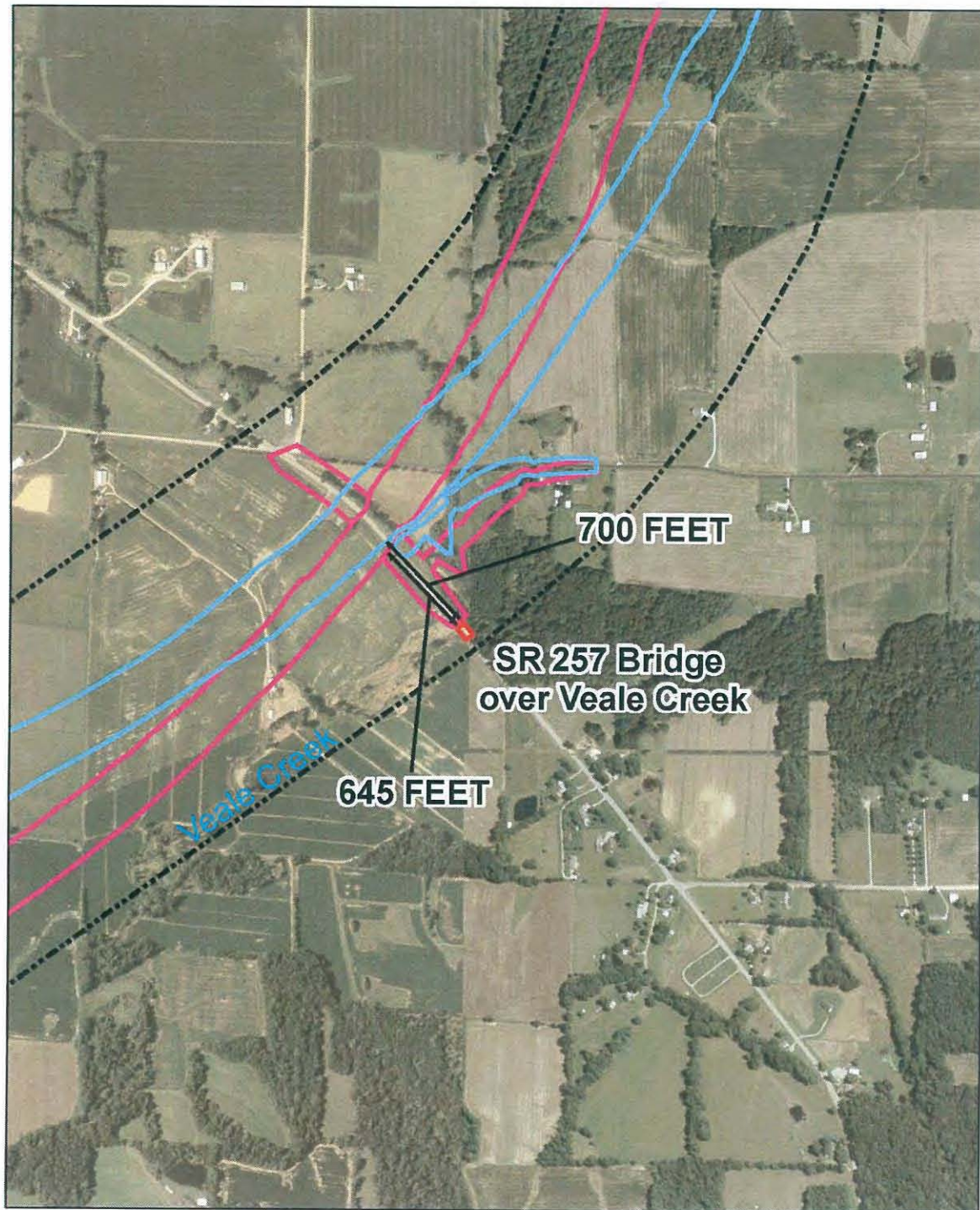


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Note: GIS data used to create this map are from the best known sources existing at this time. However, experience shows that many national datasets such as cemeteries, churches, airports, schools, karst, etc. are not all inclusive. Some national datasets are created on a much smaller scale than that mapped here and as a result have positional inaccuracies. Use of this map should be limited to planning, but should not replace field review or background checks with other sources.

- Area of Potential Effects
- 2000-ft Corridor
- Working Alternative A
- Working Alternative B
- County Roads
- Major Streets
- Rivers and Streams
- NHP Eligible Boundary

Map 2: I-69 Evansville to Indianapolis Study Section 2: Gibson, Pike, and Daviess Counties



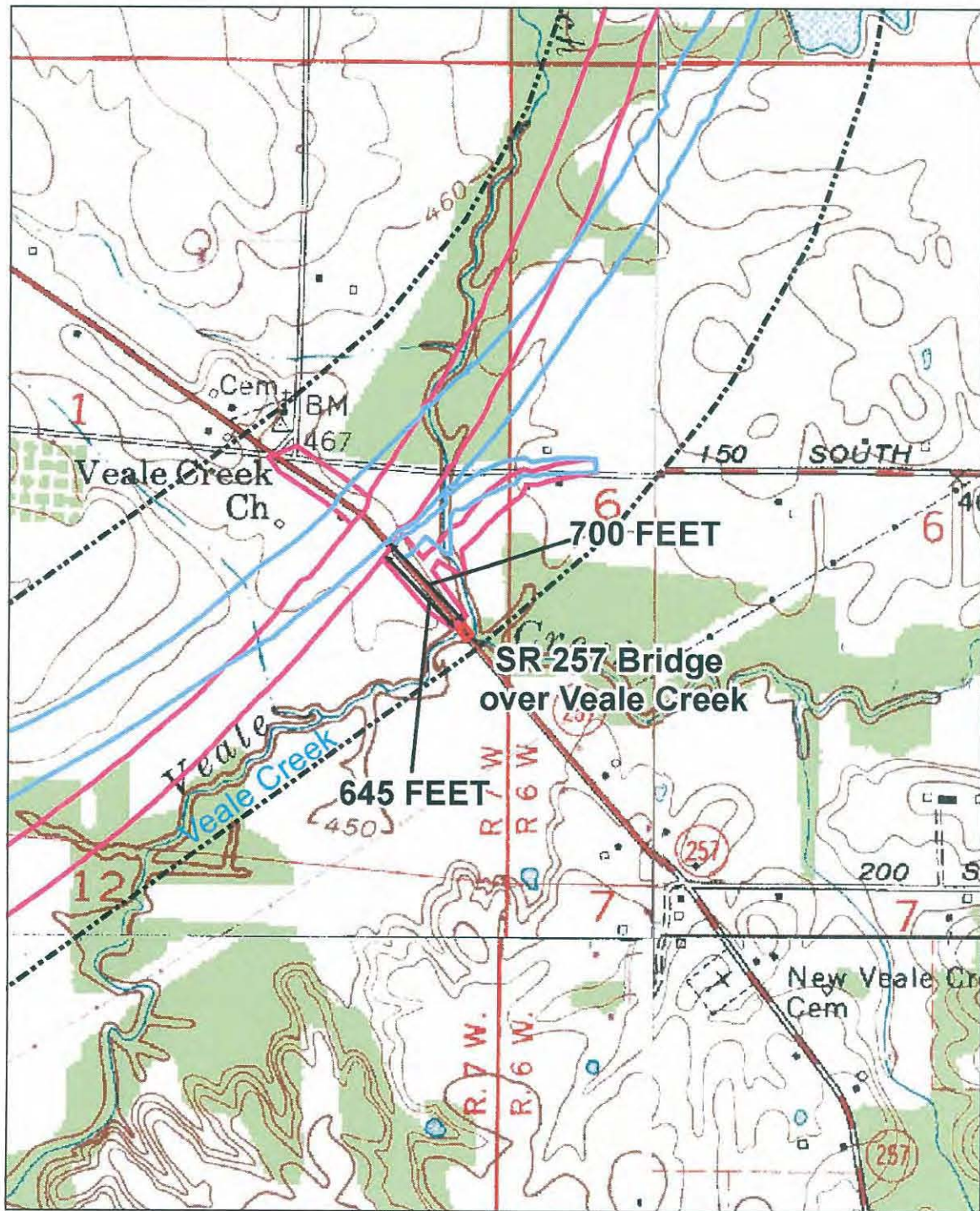
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Feet



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	2000-ft Corridor
	Working Alternative A
	Working Alternative B
	NRHP-Eligible Boundary

Map 3: I-69 Evansville to Indianapolis Study Section 2: Gibson, Pike, and Daviess Counties



Note: GIS data used to create this map are from the best known sources existing at this time. However, experience shows that many national datasets such as cemeteries, churches, airports, schools, karst, etc. are not all inclusive. Some national datasets are created on a much smaller scale than that mapped here and as a result have positional inaccuracies. Use of this map should be limited to planning, but should not replace field review or background checks with other sources.



Daviess 30046-SR257 Bridge over Veale Creek, view southeast.



Daviess 30046-SR257 Bridge over Veale Creek, view northwest.



Daviess 30046-View northwest from northwest end of bridge.

State Road 257 Bridge over Veale Creek (Daviess 30046)
State Road 257 over Veale Creek,
Daviess County
Criterion C

Description/Significance: The SR 257 Bridge over Veale Creek (027-663-30046) is eligible for the NR under Criterion C in the area of engineering. The bridge is a single-span, steel, Warren pony truss bridge with flat top chords. The trusses have a total span of eighty-four feet. The bridge rests on concrete abutments with wing walls. East and north of the bridge is a wood lot; south, west, and northwest of the bridge are agricultural fields. The bridge was constructed in 1938 and rehabilitated in 1977.

SR 257 Bridge over Veale Creek rates seven points in the DHPA's *Guidelines for Assessing the Cultural Significance of Indiana's Extant Metal Bridges (1872-1942)*. SR 257 Bridge receives four points for its trusses remaining essentially intact, one point for being built by an Indiana fabricator, one point for extant plans, and one point for its location on an important transportation route (a total of seven points). The bridge displays the distinctive characteristics of a Warren pony truss bridge and is eligible for the NR under Criterion C. The boundary extends fifteen feet on each side of the bridge.

Effects Discussion

Among the possible effects of the undertaking on the SR 257 Bridge over Veale Creek are direct, visual, and/or auditory effects.

Direct Effects: The undertaking would



Daviess 30046-View northwest from northwest end of bridge.



Daviess 30046-View southwest showing Veale Creek.

not directly affect the SR 257 Bridge over Veale Creek under Alternatives A or B. Maps 2 and 3 depict the shortest distance between the alternatives' mainline (I-69) rights-of-way and the property boundary. The mainline of both alternatives is more than 600 feet from the property boundary of the bridge. No interchange between I-69 and SR 257 is planned in either alternative, so the undertaking would not cause an increase in traffic that might result in a need to replace the bridge.

Alternative A: The mainline of Alternative A would be 700 feet from the boundary of the bridge. Project-related activities would not occur within the bridge's boundary under Alternative A, nor would Alternative A remove or relocate the bridge.

Alternative B: Although the mainline would be 645 feet from the bridge, Alternative B includes an overpass for SR 257 to cross I-69. Under this alternative, the reconstructed SR 257 ties into the existing SR 257 approximately 20 feet west of the bridge, or five feet west of the bridge's NR-eligible boundary. Project-related activities would not occur within the bridge's boundary under Alternative B, nor would Alternative B remove or relocate the bridge. The SR 257 overpass would not alter traffic patterns such that there would be an increase in traffic that might result in a need to replace the bridge.

Visual Effect: The undertaking would have a visual effect on the SR 257 Bridge over Veale Creek. The land south, west, and northwest of the bridge consists of flat, open agricultural fields. North and east of the bridge is a wood lot. The shortest distance between either alternative's mainline right-of-way and the boundary of the bridge is 645 feet. The undertaking would be clearly visible from the bridge at all times of the year. In addition, with Alternative B, the SR 257 overpass over I-69 ties into the existing road approximately 20 feet west of the SR 257 Bridge and rises approximately 22 feet above the elevation of the existing SR 257 at its highest point crossing I-69. The highest point above I-69 will be approximately 850 feet northwest of the SR 257 Bridge over Veale Creek. The reconstruction of SR 257 to pass over I-69 will begin approximately 20 feet west of the SR 257 Bridge NRHP boundary and will climb gradually from that point to its highest point over I-69.

The vicinity of the bridge is relatively dark at night, although security lights are present at some residences along SR 257. No lighting is planned for I-69 in this area.

The undertaking's visual effect on the bridge would change the character of physical features within the property's setting, primarily the expanse of adjacent agricultural fields. However, the bridge is eligible for the NR under Criterion C as an excellent example of its bridge type, and, although in a rural setting, the bridge is not in an isolated location. It is located along a state highway and not far from the US 50 bypass around Washington. Although the bridge's setting is a component of its integrity, setting does not contribute to the bridge's significant historic features. Changes to the bridge's setting would not alter any of the qualities of the bridge for which it is eligible for the NR. The undertaking would have an effect on the bridge, but the effect would not be adverse.

Auditory Effect: The undertaking would not have an auditory effect on the SR 257 Bridge over Veale Creek. This bridge is on a state highway where noise, or lack thereof, will not influence the setting and, thus, the integrity of this bridge. After consultation with the Indiana SHPO, it was determined that noise modeling on this bridge was not necessary.

Other Considerations: The new I-69 is not anticipated to induce new development within the immediate vicinity of the bridge. There will not be an interchange between I-69 and SR 257, and the bridge does not lie within the area where new development is anticipated to be induced by the proposed interchange of I-69 and US 50. The straight-line distance from the SR 257 Bridge over Veale Creek to the nearest Alternative A interchange, at US 50, is approximately 1.77 miles, and the distance to the Alternative B interchange with US 50 is 1.86 miles.

Effects Finding

In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (16U.S.C. 470f), the project historians examined Alternatives A and B for the Section 2 Tier 2 Study of the I-69 Evansville to Indianapolis Project for their potential to adversely affect the SR 257 Bridge over Veale Creek.

The Identification of Effects considered potential direct, visual, and auditory effects by each alternative on the SR 257 Bridge. The analysis determined if an alternative would likely cause an effect to the SR 257 Bridge, and if that effect would be adverse; i.e., destroy, diminish, or alter important physical features or characteristics that qualify it for the NR.

The finding of effects for the SR 257 Bridge over Veale Creek is: ***Historic Properties Affected – No Adverse Effects.***

The undertaking, following Alternatives A or B, would not have a direct or an auditory effect on the SR 257 Bridge, but would have a visual effect on the bridge through introducing a change in the setting of the bridge. The visual effect would not change any features or characteristics that qualify the bridge for the NR and therefore would not be adverse.



PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538

P.O. Box 1527

MIAMI, OKLAHOMA 74355

CHIEF
John P. Froman

SECOND CHIEF
Jason Dollarhide

March 29, 2007

Section 2 Project Office
804 South Industrial Park Drive
PO Box 97
Petersburg, Indiana 47567

RECEIVED
APR 02 2007
BY: *raw*

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

Thank you for notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves protection and Repatriation Act (NAGPRA) are discovered during construction, the Peoria Tribe request notification and further consultation.

The Peoria Tribe has no objection to the proposed construction. However, if human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

John P. Froman
Chief

xc: Bud Ellis, Repatriation/NAGPRA Committee Chairman

TREASURER
John Sharp

SECRETARY
Hank Downum

FIRST COUNCILMAN
Carolyn Garren

SECOND COUNCILMAN
Jenny Rampey

THIRD COUNCILMAN
Alan Goforth



Prairie Band Potawatomi Nation
Government Center

613

RECEIVED
APR 30 2007

BY: *[Signature]*

April 25, 2007

**Section 2 Project Office
804 South Industrial Park Dr.
P.O. Box 97
Petersburg, IN 47567**

Dear Mr. Leindecker:

I am writing to inform you that I am in receipt of your recent National Historic Preservation Act (NHPA), Section 106 and Section 110 correspondence.

After reviewing the contents of your recent mailing we would like to inform that we have no objections to the following project(s):

**Project(s): I-69 Evansville –Indianapolis Tier 2 Studies, Section 2 SR
257 Bridge over Veale Creek, Daviess County, Indiana**

At this time we are unaware of any historical cultural resources in the proposed development area. However, we do request to be immediately contacted if any inadvertent discoveries are uncovered at anytime throughout the various phases of the project.

Please feel free to call me at (785) 966-4007 or additional information can be faxed to (785) 966-4009. We look forward to working with you.

Respectfully,

[Signature]

Tracy Stanhoff
Tribal Chair
NAGPRA Representative
Prairie Band Potawatomi Nation

TS/ssh



U.S. Department
of Transportation

**Federal Highway
Administration**

Indiana Division

575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

February 3, 2009

HDA-IN

Dear Consulting Party:

**Re: I-69 Evansville to Indianapolis Tier 2 Studies, Section 2
Section 106: Transmittal of 800.11(e) documentation**

Pursuant to Section 106 of the National Historic Preservation Act (1966) and 36 CFR Part 800 (Revised January 2001 and incorporating amendments effective August 5, 2004), federal agencies are required to take into account the effects of their undertakings on historic and archaeological properties. The Federal Highway Administration (FHWA), in cooperation with the Indiana Department of Transportation (INDOT), is conducting Section 106 Consultation as part of the I-69 Evansville to Indianapolis Tier 2 Studies, Section 2, SR 64 near Oakland City to US 50 East of Washington.

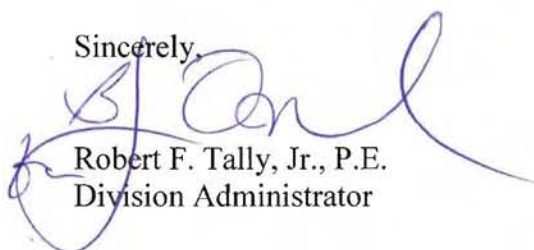
Pursuant to 36 CFR 800.4(d)(2), FHWA, in consultation with the Indiana State Historic Preservation Officer, has determined that there are four (4) aboveground historic properties within the Area of Potential Effects for Section 2: Patoka Bridges Historic District, Thomas C. Singleton Round Barn, Chapman-Allison Farmstead, and SR 257 Bridge over Veale Creek. Enclosed is a copy of the 800.11(e) documentation, which describes the undertaking, describes the efforts taken to identify historic properties, describes the historic properties, describes the effects of the undertaking on historic properties, explains the application of the criteria of adverse effect, and summarizes consulting party and public views.

Pursuant to 36 CFR 800.6(a)(3), FHWA is providing this copy of the 800.11(e) documentation. Note that the FHWA has signed the Section 106 Findings and Determinations: Area of Potential Effects, Eligibility Determinations, and Effects Findings.

**MOVING THE
AMERICAN
ECONOMY**

Please direct any comments to the **I-69 Section 2 Project Office, 60 North Commercial Park Drive, P.O. Box 522, Washington, Indiana, 47501**. Please provide any comments by March 9, 2009.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Tally", is written over the typed name and title.

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

Enclosures

cc:

Christopher Koeppel, INDOT
Dr. James Glass, SHPO



PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538
P.O. Box 1527
MIAMI, OKLAHOMA 74355

CHIEF
John P. Froman

SECOND CHIEF
Jason Dollarhide

February 12, 2009

Indiana Department of Transportation
100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216

RE: Draft Environmental Impact Statement (Tier 2) for the I-69, Evansville to Indianapolis
Project for Section 2 between Oakland City and Washington, Indiana.
[FHWA-IN-EIS-09-01-D]

Thank you for notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during construction, the Peoria Tribe request notification and further consultation.

The Peoria Tribe has no objection to the proposed construction. However, if any human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, the construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

A handwritten signature in blue ink, appearing to read 'JPL'.

John P. Froman
Chief

xc: Bud Ellis, Repatriation/NAGPRA Committee Chairman

TREASURER
John Sharp

SECRETARY
Hank Downum

FIRST COUNCILMAN
Carolyn Garren

SECOND COUNCILMAN
Jenny Rampey

THIRD COUNCILMAN
Alan Goforth



Miami Tribe of Oklahoma

P.O. Box 1326 Miami, Oklahoma 74355

Ph: (918) 542-1445 Fax (918) 542-7260



February 18, 2009

Indiana Department of Transportation\
100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216

RE: Draft Environmental Impact Statement for the I-69, Evansville to Indianapolis Project for Section 2 between Oakland City and Washington, Indiana.

To Whom It May Concern:

Aya, kikwesitoole. My name is Joshua Sutterfield and I am the Tribal Historic Preservation Officer for the Federally Recognized Miami Tribe of Oklahoma. In this capacity I am the Miami Nation's point of contact for all NAGPRA and Section 106 issues.

In reference to the above mentioned construction/project's, the Miami Nation is not currently aware of existing documentation directly linking specific Miami religious, cultural, or historic sites to the above referenced construction/project site(s). However, as this site(s) is/are within the aboriginal homelands of the Miami Nation, should any Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) be discovered during this or any construction project the Miami Nation requests immediate consultation with the appropriate State Historical Society or related entity.

The Miami Nation offers no objection to the proposed construction/project at this time. Again, should human remains and/or objects be uncovered please contact me at 918-542-1445, or by mail at the address listed above, to initiate consultation.

Sincerely

Joshua Sutterfield
Tribal Historic Preservation Officer
Miami Nation

March 7, 2009

I-69 Section 2 Project Office
60 North Commercial Park Drive
PO Box 522
Washington, IN 47501

"Perhaps our age will be known to the future historian as the age of the bulldozer and the exterminator; and in many parts of the country the building of a highway has about the same result upon vegetation and human structures as the passage of a tornado or the blast of an atom bomb." --Lewis Mumford

Comments of Citizens for Appropriate Rural Roads,
Section 106, Section 2, Tier 2

The comment period for the Section 106 Finding of Adverse Effect is too short. We request an extension of the comment period of an additional 60 days so that we can adequately review the materials.

Please include as part of CARR's Comments, the comments submitted by Dr. Edith Sarra.

Because the Section 106 review in Tier 2 of the I-69 project has been segmented into 6 sections, it has been extremely difficult for CARR to participate in a meaningful way in the review process. While INDOT and FHWA appear to solicit citizen participation, the segmentation of the project in fact discourages meaningful participation by stakeholders and citizens. Overall the Section 106 review indicates that the careful consideration of historic and cultural resources takes the back seat to the political pressure to build another highway through southwest Indiana. The SHPO and the consultants doing the Section 106 review will not present information that would jeopardize a project that is supported by the political powers in the State.

Patoka Bridges Historic District

The technical report "Measures to Minimize Harm, Patoka Bridges Historic District" prepared by Jacobs Engineering from St. Louis, Missouri attempts to obscure the obvious: The construction and operation of an international truck route 242 feet from the Patoka Bridges Historic District will destroy the historic integrity of this site. There is no remediation that will compensate this loss.

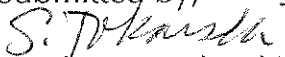
The "preferred route" through the Patoka river area was predetermined years ago for political reasons. US41/I-70 alternative, which would have had very

little impact on wetlands, farmland and forests, as well as cultural and historic resources, was rejected.

We concur with the SHPO to make funding available for the Pike County Commissioners for repairs to the bridges, to prohibit construction traffic on the bridges.

The sensible solution is to abandon the new terrain route and upgrade the existing US41 and I-70 alternative.

Submitted by,



Sandra W. Tokarski
Section 6 Consulting Party
CARR
PO Box 54
Stanford, IN 47463

From: Jan & Bill Boyd [mailto:waboyd@iquest.net]
Sent: Mon 3/9/2009 20:12
To: section3pm@indyeven.org; section3@i69indyevn.org
Cc: Grovak, Mike; Thomas & Sandra Tokarski
Subject: Comments for the record

Comments to the Section 106, Section 2, Tier 2, Finding of Adverse Effect Report:

The comment period for the Section 106 Finding of Adverse Effect is too short. I hereby request an extension of the comment period of an additional 60 days so that I may fully review the materials.

Because the Section 106 review in Tier 2 of the I-69 project has been segmented into 6 sections, the review process is extremely difficult for anyone to participate in a meaningful and substantial manner. While INDOT and FHWA appear to solicit citizen participation, the segmentation of the project in fact discourages meaningful participation by stakeholders and citizens.

Overall the Section 106 review indicates that the careful consideration of historic and cultural resources takes the back seat to the political pressure to build another highway through southwest Indiana. The SHPO and the consultants doing the Section 106 review will not present information that would jeopardize a project that is supported by the political powers in the State. It should be noted that there appear to be structures overlooked that could be of significant historical value.

There is absolutely no mention of where borrow materials will be sourced from and how these activities may affect the referenced historic properties. Section 106 of the National Historic Presentation Act must apply to all areas where there is land disturbances.

Section 106 regulations require Federal agencies to make a reasonable and good faith effort to carry out appropriate identification efforts within the APE, defined as the "geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties. Ref. 36 CFR Part 800.4. The level of effort as describe in subpart (b)(1) is not evident within the report.

Patoka Bridges Historic District

The technical report "Measures to Minimize Harm Patoka Bridges Historic District" prepared by Jacobs Engineering from St. Louis, Missouri attempts to obscure the obvious: The construction and operation of an international truck route 242 feet from the Patoka Bridges Historic District will destroy the historic integrity of this site. There is no remediation that will compensate this loss.

The "preferred route" through the Patoka river area was predetermined years ago for political reasons. US41/I-70 alternative, which would have had very little impact on wetlands, farmland and forests, as well as cultural and historic resources, was rejected.

We concur with the SHPO to make funding available for the Pike County Commissioners for repairs to the bridges, to prohibit construction traffic on the bridges.

Also, include as part of my own comments, the response submitted by Dr. Edith Sarra.

The sensible solution is to abandon the new terrain route and upgrade the existing US41 and I-70 alternative.

I request that these comments be entered as part of the permanent project record.

William A. Boyd
RR2 Box 296
Bloomfield, IN 47424

9 March 2009

I-69 Project Office, Section 2
60 North Commercial Park Drive
P.O. Box 522
Washington, IN 47501

To Whom It May Concern:

This letter is written as a comment on the "Federal Highway Administration Documentation of Section 106 Finding of Adverse Effect" for properties in Section 2 of the proposed I-69 highway. Since the Federal Highway Administration has secured concurrence from the State Historic Preservation Officer with its judgment of "No Adverse Effects" for all Section Two NR eligible or NR properties except the Patoka Bridges Historic District, my comments will be confined to mitigation of effects on the Patoka Bridges District.

I was appalled to read, in Section 4.1 ("Patoka Bridges"), p. 14, that the I-69 project was even considering using CR 300 West and the two historically significant bridges within the District for construction traffic during the proposed building of I-69 through the Patoka Bottoms. Even if the highway builders were to consistently respect posted load limits for these old, historically significant bridges, and to request "special approval from the County" prior to any use involving loads in excess of posted load limits, it is certain the bridges themselves would suffer from the dramatically increased wear and tear that project related activities would inevitably produce.

It is equally appalling to see the statement in Section 5.1, p. 16, that under such use of the Patoka Bridges District for project related activities "there will be no 'physical destruction of or damage to all or part of the property'" –hence, the judgment that CFR 800.5 (a) (2) (ii) does not apply.

It was good to see that the SHPO weighed in strongly against such use of the Patoka Bridges Historic District, and provided three other constructive suggestions for mitigation of adverse effects. On pp. 18-19, the FHWA report refers to the letter from the SHPO's office (dated May 11, 2006) that suggests ideas for conceptual mitigation. The report seems to indicate that FHWA has accepted only one of the four recommendations made by the SHPO: their recommendation that construction traffic on Bridge #246 and #81 be prohibited. The report continues:

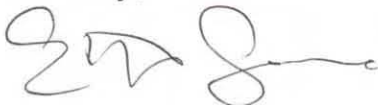
"Regardless of the posted load limits on the bridges, a commitment has been included as a part of the project to preclude any I-69 construction traffic from using the bridges. No other commitments to specific mitigation measures have yet been made. There will be further evaluation of the measures listed above. Planting trees in the Patoka floodplain to provide additional visual screening will be investigated during final design..."

My concern is with the vagueness of the language here. What, precisely, is the “commitment” that has been made? What kind of project-related traffic will be prohibited from using the bridges? (i. e., will earth-moving equipment and heavy trucks only be prohibited, or will work crew traffic also be excluded?—it should be, as that would also involve a dramatic increase in wear and tear on the bridges and the county road). How will that commitment be enforced?

I anticipate that, despite the promise to make “further evaluation” of the other measures suggested by the SHPO, FHWA will find a reason to reject the SHPO’s idea to “make funding available for the Pike County Commissioners for repairs to Bridges #246 and #81. I hope I am wrong. Funding for repairs and restoration of these bridges would help to put a better face on a highway project that has so far seemed bent on disavowing responsibility for the negative impacts it is likely to have on the counties it crosses. Pike County in particular has already lost much of its historically significant built environment to strip mining throughout the last hundred years.

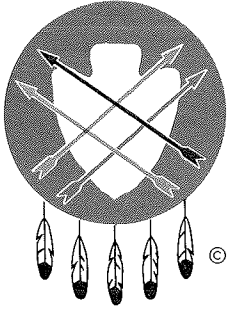
Finally, I would like to know why there is no documentation for the meeting between FHWA, INDOT, and the SHPO held on September 23, 2008 “to discuss avoidance and minimization measures considered for the Patoka Bridges Historic District and possible future mitigation measures” (p. 7). The absence of documentation is conspicuous, given the records of other meetings, correspondence, and telephone communications. What was discussed at the meeting? What conclusions or “commitments” were made?

Sincerely,

A handwritten signature in black ink, appearing to read 'Edith Sarra', with a stylized, flowing script.

Edith Sarra, Ph.D.

cc: Christopher Koeppel, INDOT
Dr. James Gla



PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538
P.O. Box 1527
MIAMI, OKLAHOMA 74355

CHIEF
John P. Froman

SECOND CHIEF
Jason Dollarhide

May 6, 2009

Indiana Department of Transportation
100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216

RE: Draft Environmental Impact Statement (Tier 2) for the I-69, Evansville to Indianapolis
Project for Section 2 between Oakland City and Washington, Indiana.
[FHWA-IN-EIS-09-01-D]

Thank you for notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during construction, the Peoria Tribe request notification and further consultation.

The Peoria Tribe has no objection to the proposed construction. However, if any human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, the construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

John P. Froman
Chief

xc: Bud Ellis, Repatriation/NAGPRA Committee Chairman

TREASURER
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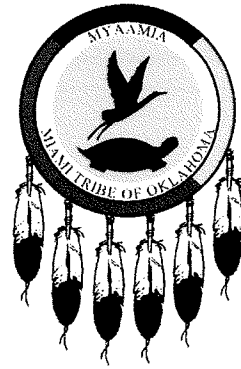
THIRD COUNCILMAN
Alan Goforth



Miami Tribe of Oklahoma

P.O. Box 1326 Miami, Oklahoma 74355

Ph: (918) 542-1445 Fax (918) 542-7260



May 7, 2009

Indiana Department of Transportation
100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216

RE: I-69, Evansville to Indianapolis project for Section 2 between Oakland City and Washington, Indiana.

To Whom It May Concern:

Aya, kikwesitoole. My name is Jake Long and I am the Acting Cultural Resources Director for the Federally Recognized Miami Tribe of Oklahoma. In this capacity I am the Miami Nation's point of contact for all NAGPRA and Section 106 issues.

In reference to the above mentioned construction/project's, the Miami Nation is not currently aware of existing documentation directly linking specific Miami religious, cultural, or historic sites to the above referenced construction/project site(s). However, as this site(s) is/are within the aboriginal homelands of the Miami Nation, should any Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) be discovered during this or any construction project the Miami Nation requests immediate consultation with the appropriate State Historical Society or related entity.

The Miami Nation offers no objection to the proposed construction/project at this time. Again, should human remains and/or objects be uncovered please contact me at 918-542-1445, or by mail at the address listed above, to initiate consultation.

Sincerely

Jake Long
Acting Cultural Resources Director
Miami Nation

>FirstName = edith
>LastName = sarra
>StreetAddress = 1816 concord road
>Address =
>City = gosport
>State = IN
>ZipCode = 47433
>Email = esarra@indiana.edu
>Comments = 27 June 2009

>
>I-69 DEIS Comments, Section 2
>Joseph Leindecker
>Jacobs Engineering Group
>P.O. Box 8464
>Evansvilled, IN 47716

>
>To The I-69 Project Team:

>
>This letter is written as a comment on the "Federal Highway Administration Documentation of Section 106 Finding of Adverse Effect" for properties in Section 2 of the proposed I-69 highway. Since the Federal Highway Administration has secured concurrence from the State Historic Preservation Officer with its judgment of "No Adverse Effects" for all Section Two NR eligible or NR properties except the Patoka Bridges Historic District, the bulk of my comments will be concerned with mitigation of effects on the Patoka Bridges District. However, because I have submitted earlier comments as a consulting party for Section 106 concerns which have NOT been addressed in FHWA correspondence and the current DEIS, I will begin by raising these issues again.

>The first of these still unaddressed issues that concern me is the wooded area just to the east of the Patoka Bridges District, where the raised embankments for the Wabash and Erie Canal cross the bottoms. This part of the W & E Canal site was judged potentially eligible for the National Register in the aftermath of my research for the nomination of the Patoka Bridges District to the National Register in March 2005. The Canal site was not included in the District itself, but I was encouraged by Frank Hurdis at the time that further investigation in the area might provide enough information to build a case for the National Register nomination of the Canal and aqueduct at Dongola (particularly given potential below-ground traces of the extended work site for the Canal's construction across the bottoms north of Dongola). This area too, should be prohibited from use by project related traffic and activities.

>
>The second issue concerns the potential below-ground traces of the Wabash and Erie Canal's construction mentioned above. While I was conducting research on this area I was in touch with Indiana University archaeologist Cheryl Munson, who pointed out that the area is unique because it represents a verifiable mid-nineteenth century work site that was in operation for an unusually extended period of time. (See National Register of Historic Places "Statement of Significance" for the Patoka Bridges Historic District, appended at the end of this letter). The construction of the W & E Canal across the Patoka Bottoms took over two years, from 1851 to 1853. The length of time that the worksite in the Patoka Bottoms at Dongola remained in operation renders the probability very high that there are below-ground remains of the site still there.

>
>I would further point out that another aspect of the area which contributes to the Patoka Bridges District's historical significance (as recognized by the U.S. Department of the Interior in its listing of the district as part of the National Register of Historic Places) is its status as part of the Underground Railroad network in southern Indiana. The W & E Canal path, as well as the old state road "now Pike County Road 300 West" have been documented as part of the Underground Railroad route from Little Pigeon Creek to Posey's coal bank three miles north of Petersburg, Indiana (See National Register of Historic Places "Statement of Significance" for the Patoka Bridges Historic District, appended at the end of this letter). In short, the path by which the proposed I-69 traverses the Patoka River Bottoms cuts across an area steeped in historic significance. Only part of it is currently listed on the National Register, but the area just to the east of the Patoka Bridges District has been judged as POTENTIALLY ELIGIBLE for NR listing. The paid consultants for I-69 have simply failed to address this issue. Because this area had been judged potentially eligible, the project is required, by Federal law, to address mitigation issues. They have not.

>
>Concerning the plans for mitigation of adverse effects on the Patoka Bridges District itself, I was appalled to read, in Section 4.1 ("Patoka Bridges"), p. 14, that the I-69 project was even considering using CR 300 West and the two historically significant bridges within the District for construction traffic during the proposed building of I-69 through the Patoka Bottoms. Even if the highway builders were to consistently respect posted load limits for these old, historically significant bridges, and to request "special approval from the County" prior to any use involving loads in excess of posted load limits, it is certain the bridges themselves would suffer from the dramatically increased wear and tear that project related activities would inevitably produce.

>
>It is equally appalling to see the statement in Section 5.1, p. 16, that under such use of the Patoka Bridges District for project related activities "there will be no physical destruction of or

damage to all or part of the propertyâ€”â€” hence, the judgment that CFR 800.5 (a) (2) (ii) does not apply.

>

>It was good to see that the SHPO weighed in strongly against such use of the Patoka Bridges Historic District, and provided three other constructive suggestions for mitigation of adverse effects. On pp. 18-19, the FHWA report refers to the letter from the SHPOâ€™s office (dated May 11, 2006) that suggests ideas for conceptual mitigation. The report seems to indicate that FHWA has accepted only one of the four recommendations made by the SHPO: their recommendation that construction traffic on Bridge #246 and #81 be prohibited. The report continues:

>

>â€”Regardless of the posted load limits on the bridges, a commitment has been included as a part of the project to preclude any I-69 construction traffic from using the bridges. No other commitments to specific mitigation measures have yet been made. There will be further evaluation of the measures listed above. Planting trees in the Patoka floodplain to provide additional visual screening will be investigated during final designâ€”â€”

>

>My concern is with the vagueness of the language here. What, precisely, is the â€”commitmentâ€” that has been made? What kind of project-related traffic will be prohibited from using the bridges? (i.e., will earth-moving equipment and heavy trucks only be prohibited, or will work crew traffic also be excluded?â€”it should be, as that would also involve a dramatic increase in wear and tear on the bridges and the county road). How will that commitment be enforced?

>

>I anticipate that, despite the promise to make â€”further evaluationâ€” of the other measures suggested by the SHPO, FHWA will find a reason to reject the SHPOâ€™s idea to â€”make funding available for the Pike County Commissioners for repairs to Bridges #246 and #81. I hope I am wrong. Funding for repairs and restoration of these bridges would help to put a better face on a highway project that has so far seemed bent on disavowing responsibility for the negative impacts it is likely to have on the counties it crosses. Pike County in particular has already lost much of its historically significant built environment to strip mining throughout the last hundred years.

>

>Finally, I would like to know why there is no documentation for the meeting between FHWA, INDOT, and the SHPO held on September 23, 2008 â€”to discuss avoidance and minimization measures considered for the Patoka Bridges Historic District and possible future mitigation measuresâ€” (p. 7). The absence of documentation is conspicuous, given the records of other meetings, correspondence, and telephone communications. What was discussed at the meeting? What conclusions or â€”commitmentsâ€” were made?

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>Sincerely,

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>Edith Sarra, Ph.D.

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>c: Robert F. Tally, Jr., Federal Highway Administration; John M. Fowler, Executive Director, Advisory Council on Historic Preservation; James A. Glass, Ph.D., Deputy State Historic Preservation Officer for Indiana; Frank Hurdis, Assistant Director of Preservation Services, Indiana Division of Historic Preservation and Archaeology; James R. Jones III, Ph.D., State Archaeologist; Cheryl and Pat Munson, Indiana University; Thomas and Sandra Tokarski, Citizens for Appropriate Rural Roads; Attorney John Moore, Environmental Law and Policy Center; Tim Maloney, Hoosier

Environmental Council; John Smith, COUNTUS; Kevin Enright, Monroe County Surveyor.

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>The Patoka Bridges Historic District meets National Register criteria A and C in the themes of transportation, engineering, social history, and ethnic heritage. The early nineteenth century state road, its well-preserved surroundings, and two metal bridges represent patterns of transportation which characterized the Wabash Lowlands of southwestern Indiana from the middle of the nineteenth century into the early twentieth. The two bridges also embody two distinct stages in Pratt through truss bridge design and fabrication, and each of the two represents a historic bridge type which is rapidly disappearing from the state.

>

>The period of significance (1851-1936) encompasses the pre-Civil War decade during which construction of the Wabash and Erie Canalâ€™s Petersburg to Evansville division prompted the platting of the nearby village of Dongola at this crossing of the Patoka River. Written records attest to the high concentration of Irish canal laborersâ€™ camps in the vicinity, as well as the importance of the state road crossing of the Patoka as a stage on the Little Pigeon Creek corridor of the Underground Railroad during the 1850s. The possibility that an adjacent area may yield archaeologically significant remains related to the Wabash and Erie Canal is high, but for the purposes of this application, no spade testing was conducted. For this reason, Criterion D is not applicable at this time.

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>The Old State Road

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>The old state road meets National Register Criterion A in the themes of transportation, social history, and ethnic heritage. The road was crucial to the early development of the area and to patterns of traffic, both commercial and contraband (slaves fleeing via the Underground Railroad). Settlers in the Wabash Lowlands arrived overland, via the "old Buffalo trace" from Louisville to Vincennes, settling first along the White River, then pushing south toward the Patoka. The first white settler in Pike County was Woolsey Pride at White Oak Springs in 1800. The earliest dates of white settlement in the Patoka Bottoms (what is now southern Logan

township) began about a decade later, with the earliest, the Loveless family, settling in 1811. With construction beginning perhaps as early as 1825, the road served the earliest farm to market, and farm to mill traffic needs in the communities of southern Pike and northeastern Gibson Counties.

>

>Commercial activity immediately along this section of the road got its first (and last) major boost with the construction of the Petersburg to Evansville sections of the Wabash and Erie Canal in 1851-53. An early covered timber bridge that carried the road across the Patoka on the county line (where Pike Co. Bridge #246 now stands) helped determine the location of Dongola as a port town at the intersection of the old state road, the Patoka River, and the Wabash and Erie Canal. Anticipating the continued commercial success of the Canal, local farmer-entrepreneurs Willard Carpenter and Quaker Issac Steele (a.k.a. Issac Street) platted the town of Dongola along the old state road on the south bank of the Patoka River in 1851.

>

>The Quaker-founded village of Dongola harbored an especially active and well-documented enclave of Anti-Slavery League members and sympathizers. James Cockrum, the Oakland City abolitionist, farmer- entrepreneur, and two-time Representative to the Indiana Legislature, owned a packing and shipping house for pork and tobacco on the Wabash and Erie Canal at Dongola. Cockrum was an important local member of the "Executive Committee" of the Anti-

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>Slavery League, a secret network that sprang to life in opposition to the Fugitive Slave Act of 1850, and the abolitionist sentiments fanned by new fugitive slave laws. The old state road and its Patoka River bridge in turn determined the path of fugitive slaves following the Little Pigeon Creek corridor of the Underground Railroad north to the Petersburg area and beyond. Using maps from 1852, 1876, 1881, 1994 and landmarks noted in Cockrum's History of the Underground Railroad, the Pike County Historical Society and Pike County Freedom Trails Committee have constructed maps of the probable route of the Underground Railroad between Cockrum's barn in present day Oakland City and Posey's coal bank three miles north of Petersburg.. The use of the 1852 map of the area is key for determining the role played by the section of the old state road under consideration here for listing as part of the Patoka Bridges Historic District. As the anecdotes in Cockrum's history further illustrate, the state road crossing of the bottoms just north of the old Dongola bridge was crucial to wagon transport of escaping slaves across eastern Gibson and southern Pike Counties.

>

>Topography played a major role in the concentration of Anti-Slavery League activity on this section of the old state road. The sloughs that surrounded the Patoka River made the state road and the old Dongola bridge almost impossible to avoid when escaping slaves were being conveyed by wagon. The only possible alternative route through the wetlands "the towpath of the Wabash and Erie Canal" could not

afford safe passage for fugitives except under the cover of moonless dark, due to its hundred feet of deforested right-of-way. The state road crossing of the bottoms lay almost midway between two documented stations on the Little Pigeon Creek corridor of the Underground Railroad. Ira Caswell's farm in Warrick County was the first point of contact for slaves fleeing across the Ohio River to a point above the mouth of Little Pigeon Creek. From Caswell's farm they were guided to a barn on James Cockrum's farm in what is now Oakland City, Gibson County. The third "station" on this route was a coal bank owned by Dr. John Posey outside of Petersburg in Pike County.

>

>Of these sites, the Cockrum barn no longer stands, the Caswell farm has no surviving landmarks, and the Posey coalbank and any buildings on Posey's farm are no longer discernible. The old state road segment appears to be the only site that remains relatively intact.

>

>As the detailed reports in Cockrum's History of the Underground Railroad demonstrate, the section of the old state road which still spans the bottoms between the two current bridges, the old Dongola bridge, and a low-lying thicket just south of Dongola known as "the Hazel rough" provided the settings for numerous recorded altercations among escaping slaves, slave hunters, and local members of the Anti-Slavery League who were involved at times not only in aiding ex-slaves on the path to freedom, but also in administering their own brand of justice to slave hunters. An anecdote from Cockrum's history that specifically references the section of the road proposed here as part of the Patoka Bridges Historic District concerns an incident from the "early fall of 1853" when William Cockrum, George Hill, and Ira Caswell conveyed eight escaping slaves (five men and three women) by wagon across the Patoka at the old Dongola bridge via the "Evansville and Petersburg road" (a.k.a. the old state road).. While the Hazel rough and the old

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>Dongola bridge have long since vanished, the old state road across the bottoms north of the Patoka still embodies one of the paths taken by escaping slaves through southwestern Indiana during the 1850s.

>

>Commercially, throughout the 1850s, this particular section of the old state road across the Patoka Bottoms served as an unusually busy nexus for canal boat, river flatboat, and farm wagon traffic. After the failure of the Canal and the end of the Civil War, the old state road continued to serve the transportation needs of local farmers. New bridges were

>constructed to carry it across the Patoka and Houchins Ditch in 1884 and 1924 respectively. Although the town of Dongola dwindled out of existence during the last quarter of the nineteenth century, farms continued to prosper in the bottoms and during the decade surrounding World War I, strip mining came to play an increasingly significant part in the local economy. Through it all, the road continued its

role as one of the main farm to market routes for two counties. Indeed, with the construction of Houchins Ditch in 1924 the roadbed was raised and "improved" with graveling and tarring. But the completion of S. R. 57 in the 1930s turned this section of the old state road into a local byway. Thus it has retained with unusual integrity the look and feel of an early twentieth century low-volume rural road.

>

>Pike County Bridge #246

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>Pike County Bridge #246 meets National Register criterion A in the area of transportation and C for its engineering. In the area of transportation, the bridge provided passage across the Patoka River for horse and wagon traffic and later, motorized vehicles on the old state road, linking Petersburg to Oakland City and ultimately Evansville. Its survival

>makes concrete a particular late nineteenth century stage in the continuing evolution of transportation systems in the Patoka Bottoms area, replacing the timber bridge that had served the mid nineteenth century needs of Dongola and its Wabash and Erie Canal commerce. In the area of engineering, the bridge is an outstanding representative of Pratt-truss highway bridge design in the 1870s and 1880s. The Wrought Iron Bridge Company which made its superstructure was one of the most important American bridge fabricators of the time. Additionally, the bridge includes a rare patented design element which can be seen in only one other surviving bridge in Indiana. The number of extant Hoosier bridges with cast-iron elements is also very limited.

>

>The history of Pike County Bridge #246 began in March 1881, when Gibson County residents successfully petitioned their county commissioners to initiate construction of a new bridge to replace the timber bridge at Dongola. By this time, Dongola had ceased to entertain commercial hopes, but Ferdinand Knier was still operating a sawmill in the village, and the old state road remained the only significant farm-to-market road between Oakland City and Petersburg. Gibson County took the lead in planning and contracting, and agreed to pay 75% of the bridge's estimated cost of \$7,000. Clearly, the bridge was understood as serving the immediate needs of taxpayers in the Dongola area.

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>Alexander H. Polk, Gibson County surveyor, was jointly appointed by Gibson and Pike County commissioners in 1881 to gather estimates, bids, specifications, and to superintend construction of the bridge. Work initially progressed very

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>slowly. The bridge's cut stone substructure was not completed until the fall of 1883. In the summer of 1884, Polk engaged Solomon Godman and William Winslow of the Wrought Iron Bridge Company (Canton, Ohio) as contractors for the bridge's wrought iron superstructure and masonry abutments. By August 1884, the iron superstructure and masonry abutments were complete, though "the

earth work [was still] in course of construction.â€

>

>The decision to erect a wrought iron bridge instead of another timber one bespeaks the continued importance of the state road passage across the Patoka River. As James Cooper notes, the use of timber bridges for highway crossings
>did not peak in Indiana until 1880, with the turning point in the transition from timber to iron not coming until sometime in the late 1880s.

>

>Pike County Bridge #246 is an important representative work of engineering. The nameplate decorating both of the bridgeâ€™s portals identifies the bridge as the product of the Wrought Iron Bridge Company, one of the most prolific and influential American bridge fabricators of the late nineteenth century. It also calls attention to a patent that represents a specific improvement in truss-bridge design invented by David Hammond, Henry G. Morse, and Job Abbott in 1876. (See Section 7: Narrative Description, for detail on the patented improvement)

>

>Pike County Bridge #246 retains a high degree of integrity. The trusses have all their original members, including the decorative portal struts, cresting, and laced railings. The original cut-stone substructure remains, though it has been encased in concrete. The timber stringers under the floor of the superstructure have been replaced by rolled steel beams, but this has had almost no visual impact and has served to strengthen the structure. The timber deck has, of

>course, been periodically replaced, but always with timber. The bridge was included in the Indiana Historic Bridge Committee Pool in 1987.

>

>Pike County Bridge #81

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>Pike County Bridge #81 meets National Register criterion A in the area of transportation, and criterion C for its engineering. In the area of transportation, the bridge provides safe passage across Houchins Ditch, and has enabled the continued use of the old state road across Patoka Bottoms into the twenty-first century. In the area of engineering, the steel bridge represents an excellent example of camelback through-truss design, a variation on the Pratt through-truss type which allows for greater load-bearing capacity over a wider open span.

>

>In the area of transportation, Pike County Bridge #81 is closely linked to the changes provoked by the emergence of automobile traffic in the Wabash Lowlands during the early twentieth century. Because it was built to span Houchins Ditch, the bridge is also intimately bound up with the controversies associated with the introduction of mechanized ditching in the Patoka River valley. Houchins Ditch was completed in 1924 over the vehement protestations of many local landowners. Its impact since then on the Patoka Bottoms --both the natural environment and its social history and built environment--has been mixed. A brief digression on the history of Houchins Ditch illuminates the social-historical links between the construction of Bridge #81, the waterway it spans, and the surrounding communityâ€™s

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>ambivalence about the transitions engendered by the automobile and other mechanized "improvements" on existing means of transportation and agriculture.

>

>Houchins Ditch remains Pike County's most ambitious public effort at artificial drainage. It is also one of its greatest failures. Beginning in the 1910s and continuing into the mid 1940s, individual farmers (notably Gustaf Ropp and his heirs, whose levees still lie within sight of Bridge #81), the Civilian Conservation Corps, and in this case, a county-

>backed group of entrepreneurs (the Houchins' Ditch Association), initiated levee construction and dredging operations aimed at flood control, drainage, and reclamation of Patoka bottom lands for crop fields. With the notable exception of the Ropp farm levees, most of these efforts fell far short of their goals. Houchins Ditch was perhaps one of the most monumental examples of such failures. Meant to drain and bypass the many oxbows and meanders of the original Patoka River (now called Patoka River South Fork), the Ditch did not achieve its intended effect of permanently altering the flow of water through the bottoms. The original channel remains watered to this day.

>

>The invention of the steam dredge mechanized ditching in the second half of the nineteenth century. This made an immediate and major impact on the reclamation of wetlands in northern Indiana, and as early as 1884, Gibson County historians were writing in glowing terms of the "advantages of tile draining" as a method of draining for agricultural purposes the "many small and several large, ponds and lakes in the county, some of which cover several hundred acres each." But change came slowly to southwestern Indiana. It was not until 1911 that local efforts were organized to attempt systematic dredging of the Patoka River through Monroe township, Pike County

>In 1915, emboldened by the apparent success of their neighbors in Monroe township, Devore C. Houchins (Pike County) and Samuel Morrison (Gibson County surveyor) petitioned the county commissioners to initiate a ditching operation designed to create a new, perfectly straight channel for the Patoka River from Winslow in Patoka township, >Pike County, through Wheeling, in Gibson County, and as far west as the Wabash River. Although in the end, the operation never proceeded any farther west than Wheeling, the new channel would entirely bypass 36 miles of lazy meanders and oxbows in the Patoka's old channel, shortening the distance between the two villages to 17 miles. The idea was to allow high water a means of flushing rapidly through the bottoms, shifting the course of the river entirely, and thus draining the old channel and reclaiming an estimated 100,000 acres of flood plain for crop fields. The estimated cost of the project was \$500,000. Local farmers who would stand to benefit from the drainage would be assessed according to the benefits the drainage project was expected to bring them.

>

>The plans provoked an enormous outcry among local landowners. Nine hundred "demonstrators" appeared on the courthouse square in Princeton, the Gibson County seat, to protest the ditching, stalling further plans for a couple of years. But pro-drainage sentiment was the stronger force in the 1920s, especially in Pike County where the relative success of the Patoka River South Fork dredging was still recent. Digging began in 1920, with two dredges operating simultaneously "one moving westward from Winslow, the other east from a point south of Wheeling in Gibson County. Spoils were sidecast from the dredges, creating earthen berms on both sides of the channel that were expected to keep high water in check even during spring floods.

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>By the time the two dredges met in mid course, just to the north of
Dongola, the fatal miscalculations of the project had become
evident. The dredge moving west (towards the Wabash) had dug a
deeper channel than the eastbound dredge.
>The reverse fall and slack water conditions this created were
exacerbated by the bowl-shaped topography of the floodplain in this
section of the Patoka bottoms. Instead of draining 100,000 acres,
only 5,000 acres were reclaimed,
>at the cost of financial ruin to an untold number of small farm
owners who lost their bottom lands due to "delinquent ditch
assessments."
>
>The history of Pike County Bridge #81 begins with the completion of
Houchins Ditch. Like Houchins Ditch, the proposed construction of a
new bridge across the Patoka Bottoms provoked controversy in the
community. A spirited debate raged for several weeks in March 1924
via letters to the editors of the Petersburg newspapers. Local
voices for progress ("Good Roads" movement boosters who advocated
bypassing the old state road entirely) countered those who preferred
that the county build the new bridge on the existing bed of the old
state road. The outcome of the debate was
>conservative in nature: Pike County constructed Bridge #81 on the
existing old state road. The letters to the editor, as well as
certain details of the bridge itself reflect the community's slow,
reluctant transition toward the automobile era.
>
>The "Good Roads" boosters were concerned that the existing state
road was unsuitable for automobile traffic. Though it might require
a higher initial investment of capital, they proposed that the county
take advantage of the extensive embankments of the old Wabash and
Erie Canal through the bottoms, using the raised bed and towpath of
the Canal as a roadbed. This would position the new bridge at a
point east of the old state road, eliminate the need to climb the
numerous hills between Petersburg and Oakland City, and provide
travelers with a roadbed known to sit high and dry above the annual
floods of the Patoka Bottoms.
>
>The "Good Roads" advocates were defeated by a more fiscally
conservative group of letter-writing taxpayers one of whom noted the
county was still staggering under the unpaid debt created by Houchins
Ditch. When this latter group won the day, the concept of a road
built on the Wabash and Erie Canal embankments through the Patoka
Bottoms was tabled until the planning of S. R. 57 in the 1930s.
>
>When the Pike County council was called into emergency session on
March 25-26, 1924, appropriations for a bridge at Houchins Ditch were
made as part of a package of some thirty proposed structures. At an
estimated cost of \$11,988, the bridge was the largest structure of

the thirty, accounting for 20% of the appropriations package. A month later, Lawrence J. Utley of Mount Vernon, Indiana won the contract for construction of the bridge with "the lowest and best bid" of \$10,969. Bridge historian James Cooper speculates that Utley sublet the fabrication of the bridge's metal trusses to the International Steel and Iron Company of Evansville.

>
>Like Pike County Bridge #246, Bridge #81 documents a distinct stage in the evolution of road-related transportation systems in the Patoka Bottoms. The same conservative attitude toward "progress" that stalled the "Good Roads" boosters is also reflected in some of the structural details of the bridge itself. The choice of a steel truss bridge design

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>in 1924 was a conservative one. As James Cooper notes, reinforced concrete had already begun to win a significant number of highway bridge contracts as early as 1905. By the mid 1920s, steel truss bridges were beginning to be
>regarded as things of the past. If the choice of wrought iron for the Dongola span had been slightly ahead of the curve in 1881, the choice of steel for the sister bridge forty years later suggests an overall decline in the means and aspirations of southern Pike County.

>
>The width of the steel bridge's roadway is also telling. Although the clear width of the roadway had grown from 13.66 feet in Bridge #246 to 16 feet in Bridge #81, the accommodation of motor vehicles in the latter was still not generous for the time. At 16 feet, the roadway of the new bridge was serviceable but substandard for two-way, motor-vehicular traffic which included trucks and busses in the mid-1920s. While the new bridge generally accommodated motor vehicles, the county implicitly treated this as a low-volume road. Yet, the design elements introduced into Bridge #81 were quite different from those of the nearby iron Bridge #246 and underlined some of the significant changes that had occurred over half a century in materials, fabrication, and vehicular traffic.

>
>The steel through-trusses of the camelback (#81) especially underline some of the distance that metal bridge design and fabrication had come in the four decades since Bridge #246 had been built. Polygonation of the upper
>chord had become typical and span-length extended accordingly. Members were heavier, more uniform, made increasingly from standard steel-mill sections, and connected with bolts rather than pins. Of the long-dozen of camelback spans left in Indiana, Bridge #81 is one of only four with bolted connections.

>
>Like Pike County Bridge #246, Bridge #81 also retains its integrity. The trusses have all their original members intact. Indeed, even the concrete deck may be original. The latticed portals offer a modest decorative element to the bridge. The bridge has undergone no major repairs since 1924, and still appears remarkably sound.

>
>Summary
>
>The Patoka Bridges Historic District meets National Register criteria A and C in the themes of transportation, social history, ethnic heritage, and engineering. The historical structures concentrated at this crossing of the Patoka River record a history of local responses to changing transportation needs from the Canal period up into the twentieth century. The two bridges carry one of the early farm-to-market state roads between Petersburg through Hosmer/Glezen, Littles, Dongola, and Oakland City to Evansville. The state road crossing of the Patoka here was followed in order by an aqueduct carrying the Wabash and Erie Canal nearby, then the Indianapolis and Evansville railroad, and finally by the Indiana State Highway #57. The road and the two bridges document a particularly rich and varied history of part of a major north-south thoroughfare from the early mid-nineteenth into the mid-twentieth centuries.

>
>The two bridges are both historically significant embodiments of late nineteenth and early twentieth century Pratt lineage highway bridge design and each is a classic of its kind. Pike County Bridge #246 is possibly the more

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>significant of the two in terms of engineering. It is one of only a few surviving bridges in Indiana constructed of wrought and cast iron members, and is one of only two that employs the patented design element touted by its
>nameplate and owned by the Wrought Iron Bridge Company"one of the leading bridge fabricators of the last quarter of the nineteenth century. Pike County Bridge #81 is an outstanding example of camelback through-truss design, and is one of only thirteen left in Indiana. Its bolted connections place it in a group of only four other Indiana camelback spans. In addition to their significance as representatives of two distinct stages of Pratt-lineage engineering, both
>bridges retain high degrees of structural integrity, while their close proximity to one another and their continuous usage evoke the peculiar sense of a place that has conserved its several overlapping layers of historical change and continuity.

>
>The Patoka Bridges Historic District is significant as a whole because it documents an intact, interrelated sequence of transportation interventions peculiar to a kind of rural environment prevalent in the river bottoms throughout the Wabash Lowlands: a meandering river whose wide floodplain created unusual challenges to transportation, and lush, fertile wetlands that both promised and thwarted agricultural success. Yet the challenges presented by these wetlands have also served to protect the integrity of their built environment. Dramatic changes have been limited. The slow, fitful course transportation methods have followed in this area is well

documented by the remaining structures themselves, all of them with the exception of the adjacent Canal, in continuous use since their construction.

>

>The integrity of the property is all the more valuable given that so many of the historic structures in surrounding sections of southern Pike and eastern Gibson Counties have utterly vanished or else been irrevocably altered by the extensive strip mining operations that have played so large a role in the twentieth century economic development of these counties. Today, the sense of an older, multi-layered history of human adaptation to the river bottoms still pervades the district, strikingly unadulterated by late twentieth century developments.

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>Endnotes

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U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division

575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

May 18, 2004
HDA-IN

Dear Interested Party:

Subject: Section 106 Consulting Party Invitation for I-69
Evansville to Indianapolis, Tier 2 Studies

The Federal Highway Administration (FHWA), in cooperation with the Indiana Department of Transportation, is conducting Tier 2 Environmental Impact Studies for the six (6) sections of the I-69 Project from Evansville to Indianapolis.

As part of the Tier 1 study, a Memorandum of Agreement (MOA) was developed and in December 2003 signed by the FHWA, the State Historic Preservation Officer, and the Indiana Department of Transportation. That Tier 1 MOA stipulates that Section 106 study and consultation will occur for each of the six Tier 2 sections. This includes identification and evaluation of historic and archaeological properties, assessing effects, and resolving any adverse effects for each section. This Tier 1 MOA will be discussed in greater detail at the first consulting party meeting for each section.

Section 106 of the National Historic Preservation Act (1966) requires Federal agencies to take into account the effects of their undertakings on historic and archaeological properties. In accordance with 36 CFR 800.2(c) you are hereby invited to be a consulting party for this Section 106 process.

As a consulting party, it will be your responsibility to participate in efforts to identify and evaluate historic properties by providing information about the history of the area and of specific properties, to consult on effects on this undertaking upon any National Register listed or eligible properties, and to consult on ways to resolve any adverse effects. As a consulting party, you will be invited to consulting party meetings where these issues will be discussed.

This project has been divided into six sections; each will have its own Section 106 consultation.

- Section 1: I-64 to IN 64
- Section 2: IN 64 to US 50
- Section 3: US 50 to US 231
- Section 4: US 231 to IN 37
- Section 5: IN 37 to IN 39
- Section 6: IN 39 to I-465

For a map of the sections, you are invited to visit the website www.i69indyevn.org.

Please return the enclosed postcard indicating if you "do not" agree or "do" agree to be a consulting party for each section. Please check only those sections for which you have specific interest and knowledge of historic and/or archaeological properties. We request that you mail the postcard by May 28, 2004, so that you will be properly notified of the first consulting parties meeting for each section in which you are interested.

If the postcard is not returned indicating your desire to participate in the Section 106 process as a consulting party, you will not be included on the list of consulting parties for this project.

FHWA will be available at upcoming public meetings for each section to answer questions regarding the Section 106 process. Information regarding the date and time will be published on the project website and in local newspapers. You may seek more information about the process at the website www.achp.gov/usersguide.html. The booklet, "Protecting Historic Properties - A Citizen's Guide to Section 106 Review" will be available at that meeting.

Thank you for considering this opportunity to be a consulting party for this project. If you have any questions concerning becoming a consulting party, please contact Mr. Tony DeSimone of this office at (317) 226-5307.

Sincerely yours,


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

Enclosure

cc:

John Goss, Indiana State Historic Preservation Officer
Janice Osadczuk, INDOT N848



PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538

P.O. Box 1527

MIAMI, OKLAHOMA 74355

CHIEF
John P. Froman

SECOND CHIEF
Joe Goforth

April 5, 2005

I-69 Section 2 Field Office
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

RE: I-69 Section 2 Tier 2 Study; SR 64 to US 50
Section 106: Consulting Party Meeting, April 13, 2005

Thank you for notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during construction, the Peoria Tribe request notification and further consultation.

The Peoria Tribe has no objection to the proposed construction. However, if any human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, the construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

A handwritten signature in black ink, appearing to read 'J.P. Froman', is written over a horizontal line.

John P. Froman
Chief

xc: Bud Ellis, Repatriation/NAGPRA Committee Chairman

TREASURER
John Sharp

SECRETARY
Hank Downum

FIRST COUNCILMAN
Claude Landers

SECOND COUNCILMAN
Jenny Rampey

THIRD COUNCILMAN
Jason Dollarhide

4 May 2005

I-69 Project Office, Section 2
804 S. Industrial Park Drive
Petersburg, IN 47567

To Whom It May Concern:

This letter is written for three purposes, the first being to provide written comments on the content and methodology of the draft Historic Property Report for Tier 2 of Section 2 of the I-69 Project. Secondly, as a consulting party, I attended the April 13th meeting at the Section 2 Project Office in Petersburg. The second part of my comments will concern corrections and additions to the minutes of that meeting that were mailed to all attending consulting parties after April 21st. Thirdly, I would like to express my concerns about the Section 2 Project team's compliance with Section 106 Review processes. My final comments address this issue and provide documentation of my difficulties accessing the draft Historic Property Report.

I. Comments on Section 2 "Draft Historic Property Report"

I have seven issues of concern with the methodology and content of the draft Historic Property Report. The first two are general/methodological, and the remaining five have to do with the descriptions/evaluations of individual structures.

The first two of these issues are interrelated and have to do with the "Agricultural contexts" section in two parts of the "Historic Context" chapter of the draft report ("Indiana's Golden Age: 1881-1920" and "Depression and War: 1921-1954"). There are essentially two glaring problems here: 1) the lack of a narrative description of agricultural practices and trends in Pike county, and 2) the absence of any reference to the larger history of drainage and flood control practices in the Patoka wetlands, their impact on agricultural trends, and most importantly, their impact on the built environment in Pike and Gibson.

1. Agricultural practices in Pike County.

The section entitled "Indiana's Golden Age" states (p. 46) that "most of the above-ground resources in the APE date from this period." Elsewhere, the report makes the point that most of the above-ground resources in the APE are associated with agriculture. Given the report's own stated finding that agriculture is the dominant theme affecting extant above ground resources in the APE, the omission of a detailed survey of Pike's agricultural profile is curious. Starting on p. 52, the report begins a county-by-county verbal description of agricultural trends, but excludes Pike from this account. There is no specific information given on Pike County's patterns of crop production or on any notable agricultural practices comparable to that given for Daviess and Gibson.

The absence of a specific description of agriculture and agricultural practices in Pike results in serious deficiencies that affect the credibility of the Historic Property Report and skew its inventory of above-ground resources for Pike County. Absent this information, the tables that follow the narrative account (providing information on the average size of farms, and average acreage relative to numbers of farms in Pike, Gibson and Daviess) provide no insight on the report's own findings that "Between 1900-1920...the average size and value [of farms in all three counties] increased—but the greatest decline in the number of farms and amount of acreage farmed was in Gibson and Pike." Further on, the report also notes, without explanation, that "Pike was well below both state and regional averages for farm size."

2. The history of dredging, ditching, and erosion control in the Patoka bottoms.

Part of the report's inability to account for the facts about farm size in Pike County has to do with its failure to acknowledge the existence (let alone impact) of extensive dredging and erosion control efforts initiated by Pike County commissioners (and individual Pike County farmers and entrepreneurs) in Monroe, Logan, and other townships along the Patoka. At least one of these projects (Houchins Ditch) was a huge undertaking, jointly carried out by Pike and Gibson during the late teens and early twenties. It had an enormous impact on farming practices and farm size in the Patoka River valley.¹ Moreover, the farming practices initiated in Pike at this time are representative of trends that can be seen throughout the area known as the Wabash lowlands (which includes Dubois, Knox, and Posey counties as well as Gibson and Pike).² Individual above ground resources associated with Pike and Gibson counties' drainage/dredging efforts include (but are probably not limited to):

- Pike County bridge #81(part of the Patoka Bridges Historic District)
- Pike County bridge # 32 (see below, item #3)
- The Ropp levees (see below, item #4)
- Houchins Ditch (see below, item #5)

In addition to these individual properties, the failure to factor in the impact of Pike's history of dredging operations in the Patoka bottoms undermines the Historic Property Report's evaluations of farmsteads in affected townships. The economic hardships produced by Pike County's "ditch assessments" on individual farmers in the Bottoms remain one of the important influences underlying the history of farming and farmsteads in Pike County throughout the twenties and into the Depression and beyond. The draft Historic Property Report needs to be seriously revised in light of further research on this important facet of southwestern Indiana's agricultural past.

¹ See Edith Sarra, "Patoka Bridges Historic District National Register of Historic Places Registration Form, 11-13.

² See James Woodall Taylor, "Ditch, Tile, and Levee: The Significance of Wetlands and Their Drainage for the Wabash Lowlands of Indiana." Ph.D. dissertation, Indiana University, 1955.

3. Pike County bridge #32 (a.k.a. Miller Bridge).

There are multiple problems with the Historic Property Report's description of this bridge. The bridge retains a very high level of integrity, as the report admits. But it is deemed ineligible for the NHR largely on the basis of its failure to score 7 points or better on the DHPA's "Guidelines for Assessing the Cultural Significance of Indiana's Extant Metal Bridges (1872-1942)" (the report finds its score to be 6). Aside from the fact that the "Point System of Significance" is meant to be treated as rules of thumb only, I question whether the guidelines have been fairly and thoroughly applied in the case of this bridge on the following grounds:

The Historic Property Report lists and assesses the bridge's significance in terms of the five categories (A-E) listed under "Category I: Automatic Consideration." These categories are meant to determine significance "without much ado"—that is, every bridge that falls into **at least one** of the five categories listed will be considered significant as long as the bridge is structurally intact. Bridge #32 likely falls into at least one, and possibly two of these categories (C and D).³

Category C: The Historic Property Report never definitively states whether or not the bridge provides an example of category C, though a summary paragraph on p. 96 asserts that "although the Camelback through truss is an uncommon type in Indiana, there are not so few examples that bridge #32 automatically meets the criteria for significance..." There is no documentation for this assertion. The Report does not state the number of extant Camelback through truss bridges in Indiana. Furthermore, its own findings reveal that the bridge gains a point on the "Point System of Significance" for being a bridge type of which there are fewer extant examples than there are counties in the region. The Report points to the existence of another Camelback through truss in the vicinity (Bridge #81), which is now listed on the National Register, but this should not be construed, as the Report attempts to do, as having a negative impact on the significance of Bridge #32. Indeed, the proximity of another metal bridge of the same era and type, built as part of the same event in local history (the creation of Houchins Ditch), links the bridge to a larger pattern in the social history and agricultural development of the Patoka bottoms (see below, Criterion 11).

Category E: The Historic Property Report states that the bridge's significance is diminished because it did not receive a rating in James Cooper's authoritative survey, *Iron Monuments to Distant Prosperity*. While this is true, the volume itself was published almost twenty years ago (1987); its surveys and ratings need to be updated against currently existing bridges in the state (many metal bridges have been destroyed or have greatly deteriorated since 1987). I have contacted Dr. Cooper personally, and he has communicated to me that he would "from a structural standpoint...start by regarding the

³ "Guidelines for Assessing the Cultural Significance of Indiana's Extant Metal Bridges (1872-1942)."

bridge as Nat-Reg-elig”⁴ and goes on to question whether the historic consultants who conducted the Section 106 review know something about the bridge that he does not.

The “Point System of Significance.” The five categories (A-E) for determining automatic consideration are NOT the criteria on which bridges are awarded points per the state guidelines, though some of the categories overlap with those criteria. The Historic Property Report presents the five basic categories as if they were the only criteria used for determining the bridge’s significance and score. The “Point System of Significance” contains thirteen criteria, which the Historic Property Report does not list and in several instances does not address at all, despite their assessment of the bridge’s score of 6 on this scale. I question whether all criteria have been in fact considered in determining that score. In particular, the Historic Property Report is silent on the following:

Criterion 3: My site inspection of the bridge on 2 May 2005 confirmed the physical description given in the Historic Property Report. The bridge retains a high level of structural integrity. One detail struck me while on site. The bridge does indeed have a wooden deck (apparently original). This feature, however, is at odds with the description of the bridge given in “Indiana’s Historic Metal Bridges” survey which was forwarded to me by James Cooper in the email cited above. In that inventory, the bridge is described as having a concrete deck. There may be other discrepancies not apparent to me between the “Historic Metal Bridge” inventory and the Section 106 report that bear looking into in any fair assessment of this bridge’s significance. For example, is the bridge in fact sitting on a concrete substructure or on a cut-stone or metal one (criterion 3; one of the criteria that goes unmentioned in the Historic Property Report).

Criterion 11: The bridge was erected to span Houchins Ditch. I would contend on that basis (its significance as part of the history of Pike County’s dredging efforts) that bridge #32 meets criterion 11: it forms part of an unusually important (agriculture and social history-related) community setting. Bridge 32 is part of the built environment created in response to a significant event in local history (the creation of Houchins Ditch). This origin of the bridge links it to a larger pattern in the social history and agricultural development of the Patoka bottoms and to the Wabash lowlands in general.

Criterion 12: I question whether research has been conducted to discover if criterion 12 applies. Has it been determined whether extant plans/detailed specifications for the bridge exist? Further investigation on this head might also reveal whether the bridge is in fact a product of the Vincennes Bridge Company (Category D).

Setting, association, and feeling: In addition to its high level of structural integrity, this bridge retains outstanding integrity of setting, association, and feeling. The gravel and dirt road approaches to the bridge via a county road running N-S through Pike and Gibson, and another county road running E-W along the south bank of Houchins Ditch in Gibson county are intensely rural and agricultural, conveying the feeling of farm roads of

⁴ email communication from James Cooper to Edith Sarra, 16 April 2005.

the 1920s, prior to rural electrification and the heyday of the automobile. These roads are unencumbered by power lines and are sheltered by a dense canopy of overarching trees. North of the bridge, the county road enters forested wetlands. South of it, the road traverses open fields under cultivation. The E-W road features alternating vistas of cultivated fields and dense wetland forest.

Finally, I want to point out that the bridge was not marked with its identifying number on the maps sent out to the consulting parties prior to the meeting on April 13th, so I had some difficulty locating it on the ground. Nor were any of the Gibson county structures marked with identifying numbers on the first page of maps sent to the consulting parties.

4. The Ropp farmstead.

There are various distortions in the assessment of this farmstead's integrity and significance. I will address four issues here.

Integrity of setting: The Report contends that "because strip mining has altered much of the upland fields, the farmstead has lost some of its integrity of setting" (p.99). In fact, the bulk of the Ropp farm acreage lies south of CR 200 S, in the lowlands, and this has been so since the farm's beginnings in 1893, according to my research into the Land Transfer records on Gus Ropp's creation of the farm from the 1890s and into the Depression. Furthermore, strip mining is not occurring now in the upland fields north of CR 200 S. Indeed, the hill just north of the farm is still crowned by a woodlot and the Logan Public Cemetery (a.k.a the Simpson Cemetery), resting place for the children and grandchildren of Basil Simpson, a local "conductor" on the Underground Railroad. I would contend that the Historic Property Report's assessment of the farm's integrity of setting is highly arguable.

Physical description: The physical description of the farmstead omits any mention of one of the farm's most distinctive and significant features: the extensive system of earthen levees surrounding the farm's eastern, southern, and southwestern bottomland fields. See my draft report on the proposed Patoka Bottoms Rural Historic District submitted to the DHPA prior to the site visit I made with them on 25 July 2003, for a description and dating of the levees to 1946. Because of these levees, field patterns and drainage practices in the Ropp farm today continue patterns set by 1946.

The "Context/Significance" assessment inaccurately represents correspondence between myself and Frank Hurdis, of the DHPA.⁵ The Report states that "after a field visit, the DHPA concluded that the Ropp Farmstead has no apparent important architectural or historical association." This interpretation has little to do with the gist of Frank Hurdis's letter to me, which concerned among other things the feasibility of including the Ropp Farmstead in a Rural Historic District for the Patoka Bottoms that would link it with the

⁵ For the record, this is not the first time this letter has been misrepresented by the I-69 Project team. See my letter to Mike Grovak, Project Manager for Bernardin, Lochmueller, and Associates, Inc., dated 2 February 2004.

Patoka Bridges (#81 and #246) and the Wabash and Erie Canal crossing at Dongola. The issue for the DHPA was not the architectural/historical significance of the Ropp farmstead, but rather which of the historic resources toured during the site visit and described in my report could work as part of the Patoka Bottoms Rural Historic District *as it was proposed at that point*. Duncan Campbell, who had consulted with the DHPA also on this proposal and was part of the site visit, later followed up the correspondence by suggesting that further research on the history of ditching and levee building in the Patoka valley and the Wabash lowlands in general could reveal the Ropp farm's significance in local history and render it potentially eligible as a separate nomination to the National Register.⁶

Assessment of the Ropp farm's significance in the history of agriculture: The Historic Property Report asserts that "The Ropp Farm is not particularly illustrative of the agricultural character of Pike County in the first half of the 20th century....Because the Ropp Farm historically has been considerably larger than the average farm of the area, it does not well represent the history of agriculture in the area" (p. 99). However, it should be acknowledged that the greater size of the Ropp Farm relative to its neighbors in Logan Township foretells the trends in farm size during Indiana's Golden Age which the Historic Property Report itself confirms in "Indiana's Golden Age." Gustaf Ropp (a.k.a. Rapp) and his parents were part of the mid-nineteenth century wave of German immigrants to southern Indiana. He and his heirs were ahead of the curve of farming trends in the largely Scots-Irish ethnic community of southern Pike county, and stayed ahead of it by dint of their ingenuity and innovation. The farm therefore is in fact quite illustrative of the agricultural character of the greater Wabash lowlands; it was simply ahead of its time for Pike County and more typical of farms of German-ethnic ownership.

The distinctive features of this farm (its prosperity, the neatness and continued maintenance of its field patterns and outbuildings, and particularly its innovative system of earthen levees) also link it to trends in Pike and Gibson that become clearer during the course of the Depression and in the wake of World War II, with the advent of mobile pumps for draining agricultural fields and the growth of farms with more substantial acreage than was the norm for the early twentieth century. The farm's significance should not be arbitrarily assessed in terms of norms that apply to the first two decades of the twentieth century in Pike County, without reference to the larger picture of trends that were just beginning to develop in response to wetland drainage in the Wabash lowlands (Dubois, Gibson, Pike, Knox, and Gibson counties) during the 1930s and 1940s. This problem might have been avoided, had the Historic Property Report addressed the peculiarities of Pike County's agricultural history in their "Historic Context" chapter (see above, item 2).

⁶ Email from Duncan Campbell to Edith Sarra, James Cooper, John Smith, and Lane Ralph, 22 September 2003.

5. Houchins Ditch

This structure, integral to the history of Pike and Gibson Counties' history of dredging and ditching operations in the early 20th century, received no mention in the Historic Property Report. Part of Houchins Ditch is included in the Patoka Bridges Historic District. The story of its construction provides one of the more dramatic episodes in the social and agricultural history of the Patoka bottoms. But its construction was not an anomaly; it was the culmination of a pattern of local efforts to intervene in the agricultural development of the area, and was preceded by at least one other major Pike county effort to dredge the Patoka in the teens. See Sarra, "Patoka Bridges Historic District National Register of Historic Places Registration Form, 11-13 for a brief history of Houchins Ditch and its impact on farming and the built environment. This structure should be included in the Section 106 Review of historic resources in the APE.

6. The Loveless farmstead (Pike 20009).

The Historic Property Report deems this structurally intact farmstead as ineligible due to its lack of significance. The report cites "loss of farmland, nearby strip mining, and extensive overgrowth around the buildings" as having diminished the integrity of setting, feeling, and association." While it may be true that the farmstead lacks significance as a farmstead, this should not disqualify the house for consideration of eligibility.

The physical description of the house and outbuildings in the Historic Property Report highlights the feeling of abandonment and unkemptness. The description never mentions and does not photograph the house's delicate corner pilasters, and the interesting and intact wood trim decorating the three original porches and the gable front of the house (including a unique folk carving of a horse on the gable front).

The Context/Significance section of the report is confusingly equivocal, admitting that the farmstead is "illustrative of small-scale farms common to southern Pike County in the 19th and early 20th centuries, but lacks significant associations with the history of agriculture in the region." No grounds for this latter assertion are given.

Mention is made of the fact that the property is still in the possession of the Loveless family, and that the family "owned a great deal of land in the east half of Logan township," but no mention is made of the fact that the Loveless family (in the person of Percy Loveless) provided the first recorded white settler (1811) in what is now called Logan township, then a part of Madison township.⁷

The property is deemed ineligible as a farmstead. I would suggest that the house be reconsidered as a significant example of a vernacular cross-plan house with folk Victorian ornament, and with associations to historically significant figures in the history of Logan township (NR criteria A and C).

⁷ Sarra, draft proposal for "Patoka Bottoms Rural Historic District," 4.

7. The Lemuel Hargrove house

This property was deemed ineligible due to a lack of significance. This assessment seems to have been arrived at primarily on the basis of categorizing the house as the only surviving remnant of a former farmstead: “The house originally was a farmhouse, but the loss of all period outbuildings has diminished the integrity of setting and association.” (Historic Property Report, “Selected Ineligible Properties”). This was further confirmed at the April 13th consulting party meeting, when project historian Lori Thursby stated to Joe Tamalavic, the current owner of the house, that “the issue with your house was not its integrity, it was its historical significance.” My contention is that the house only lacks significance when viewed as a potential representative of a 19th century farmstead (hence the Report’s emphasis on the house’s lack of outbuildings).

In answer to the criticism that the house lacked outbuildings, Mr. Tamalavic stated that his research revealed Lemuel Hargrove to have been a kind of gentleman farmer who did not farm from the property—the land he actually farmed was land that he owned and/or leased elsewhere. (This pattern of “gentleman farming” is not unheard of in parts of southern Indiana, when the landowner is a person of some means). This explains the lack of traces of outbuildings around the house.

Architectural integrity and significance of the house: I would point out that it is not necessary for the house to be part of an intact farmstead in order to be considered eligible for the National Register. Having made a site visit to the house on 2 May 2005, I would suggest that the case be reopened on the basis of consideration of the house’s significance under NR criterion C. The house illustrates an interesting variation on a particular type of vernacular domestic architecture characteristic of southern Indiana and its Upland South cultural hearth roots. Furthermore, the variations it illustrates are not uncharacteristic of the vernacular house type it embodies (the I-house), and they may in fact point to significant details about the house’s origins.

The Historic Property Report describes the house as an I-house, though later (p. 119) concludes that it is “not characteristic of the I-house type and with only a few modest stylistic details, is not characteristic of the Greek Revival style.” No reasons are given for the conclusion that the house is uncharacteristic of I-houses. Furthermore, I would contend that modesty of stylistic detail is characteristic of the Federal style, of which this house appears to be a late version.

The stylistic details mentioned in the Historic Property Report are details that can be found in both Federal and Greek Revival stylistic vocabularies (transoms and sidelights, low pitched roof, wainscoting). Stylistic details which are present but which the Historic Property Report does NOT mention further support a characterization of this house as Federal in style: lack of lintels defining the windows and an unrecessed front door (thus giving it an austere look); extremely delicate pilasters on the outer corners of the house; a parlor mantel with simple reedlike fluting—a lightness of detail that is characteristic of vernacular Federal houses; an original stairway with frail, turned balusters and a slender

handrail ending in a non-bulbous newel post.⁸ The placement of the front door on the far right side of house's front façade rather than in its center also suggests a throwback to Federal building idioms (an eschewing of the symmetry associated with both earlier Georgian-influenced vernacular houses of the colonial era and later Greek Revival tendencies).

The modern addition of a one story portico over the front door of the house suggests that the owner who made this addition was in fact interpreting the house as Federal in idiom, not Greek Revival (which would have called for a gable-front or pedimented portico). The addition of the portico has not compromised the presence of the pilasters, flush with the wall of the house, that serve as ornament highlighting the house's front door and the bay immediately above it. In that respect, the portico may be said to be a superficial and reversible change, not a structural one that compromises the house's architectural integrity.

Regardless of whether one characterizes the house as Federal or Greek Revival in stylistic detail, its modesty of detail is characteristic of I-houses in general, as are the house's floor plan, room arrangements, and fenestration.

Dating of the house/historic context and associations: The Historic Property Report dates the house to circa 1863 (when the property was bought by Emily Hargrove), but notes that the property itself had five different owners between 1853 and 1863. All but one owned the property for less than three years. Census records indicate that four of the property owners lived in Petersburg and one in Logan township (i.e. not on the property itself). The Report concludes from this that the property was acquired for "investment purposes." I feel that research on this part of the property's history is insufficient, and that further digging may well reveal some important information about the origin of the house, its possible links to local history, and some of its peculiar architectural details (for example, the curious and apparently original interior windows in rooms on the second floor of the ell—not mentioned in the Historic Property Report).

The period from 1853 to 1863 was a busy and tumultuous one for the history of Pike County, and perhaps particularly so for this corner of the county. The sections of the Wabash and Erie Canal linking Petersburg to Evansville were finally completed in 1853. Local informants suggest there was a spur of the Wabash and Erie Canal located near the Lemuel Hargrove house.⁹ Goodspeed's *History of Pike and Dubois Counties* notes that the village of Alford's (which still exists as a crossroads a couple of miles south of the Hargrove house on CR 200 East) was platted in 1856 by contractors for the "Old Straight Railroad"—whose failure as a venture "brought stagnation to the place."¹⁰ Since these ventures and great expectations characterized local life around Alford's in the 1850s, I would urge further research on possible links between the Hargrove house and local

⁸ Wilbur D. Peat, *Indiana Houses of the Nineteenth Century*, "The Federal Mode" pp. 9-19.

⁹ Interview with Angela Tamalavic, by Edith Sarra, 2 May 2005.

¹⁰ Goodspeed, 355.

history. It is possible that the place may have been built in the 1850s, not 1863,¹¹ and intended, not primarily as a farmhouse but rather as a public house or hostelry, with investors anticipating Canal and/or rail traffic business from the nearby village of Alfords.

The Historic Property Report also omits any rationale for its evaluation of Lemuel Hargrove, Civil War veteran and State Representative for Pike and Dubois County, as “not significant in the history of the township or county.”

Conclusion

The Report has not fully addressed the question of the dating of the house, the identity and motives of any of the first five property owners, nor important stylistic details of the house itself. Its architectural description of the house is neither thorough nor judicious. It fails to account for its negative assessment of Hargrove’s significance in local history. In short, the assessment of the Lemuel Hargrove house in the Report raises far more questions than it answers.

I argue strongly that this house be considered eligible for National Register listing under criterion C, regardless of whether links to local historical significance can be established. But I also urge further research be done on the historical context in which the house was built, and on Lemuel Hargrove’s various roles in local history for possible consideration of the property under criterion A.

II. Corrections/Queries: Minutes of the Consulting Party Meeting, 13 April 2005

Paragraph 6: “Thursby discussed listed or eligible properties in the APE: Patoka Bridges Historic District (listed under Criterion A)”

Correction: the District is listed under Criteria A and C.

Paragraph 8: “Michael Striker...Thirty-six known sites were located in the 2000 ft wide corridor. This information will be reported.”

Query: reported where?

Paragraph 12: “Sarra asked if Dongola was to be evaluated for potential archeological significance.”

Correction: I asked whether the Patoka aqueduct/Patoka Bottoms area was being considered for archeological significance (not Dongola). I further noted that Cheryl Munson had indicated the uniqueness of the area as a mid-19th century work site; she knows of no others in southwestern Indiana.

Paragraph 12: “The corridor crosses the canal in tilled agricultural fields where no outline of the canal is visible.”

¹¹ How likely is it that such a house would have been built in a county like Pike at the height of the Civil War? Common sense alone suggests an earlier date of construction.

Query: what about the corridor as it crosses CR 1150 E in Columbia township, Gibson County? My impression is that there is a watered section of the canal crossing the corridor and the county road.

Paragraph 16: "Thursby explained...the [Hargrove] house has some integrity issues but it is generally the lack of significance that led the historians to their conclusion."

Correction: I heard Thursby say (and I was taking notes) "the issue with your house was not its integrity, it was its historical significance."

Paragraph 18: "Sarra ... asked the status of the Pike County Interim report."

Correction: I asked who is conducting that project and when it would be underway. My question about who would conduct the Interim Report survey was never answered. Instead Linda Weintraut said that Pike's Interim Report "will be part of the mitigation."

It makes no sense that the Interim Report should have to wait until after the Section 106 process has moved on to a discussion of mitigation. It would be of much greater use now, in terms of Section 106's object of identifying and rating all potentially eligible above ground resources. By the same token, why should the I-69 Project team have the authority to say when the Interim Report will be undertaken?

Paragraph 18: Logan Cemetery

Correction: I did not say I believed that family members buried there were active in the Underground Railroad. I noted that the cemetery has connections to Bazil Simpson, a conductor on the UGRR, and one of Logan township's earliest settlers. He was twice owner of the property and his children and grandchildren are buried there. Nor did I suggest it should be considered eligible for the NR. Cemeteries are not normally eligible for NR status. They are protected under other kinds of legislation (no mention of which has been made anywhere in the Historic Property Report, however).

Paragraph 19: "Sarra doubted that tobacco farming and livestock raising were dominant agriculture (sic) activities."

Correction: I expressed doubt that these kinds of farms characterize agricultural history in Pike County throughout the possible periods of significance applicable to the Lemuel Hargrove house and other Pike County above-ground resources under discussion. In general, I expressed concern about the Report's (and the presentation's) inadequate grasp and representation of Pike County agricultural history.

Paragraph 22: "Pauline Spiegel ... asked Tamalavic to explain how he sought inclusion of his property."

Addition: Ms. Spiegel asked the ASC group and Weintraut/DeSimone whether all owners of properties that were being considered for their historical significance were systematically contacted and consulted with for the purpose of gathering historical information. This question was never really answered, as the conversation turned quickly to a somewhat adversarial dialogue between Thursby and Tamalavic, the latter of whom protested that his "dialogue" with ASC had been largely initiated and sustained as a result of his own efforts, not theirs.

III. Compliance with Section 106 Review processes?

I encountered great difficulties, requiring an extensive investment of time and phoning of various parties repeatedly in order to gain access to the Historic Property Report, hence these comments arrive after the initial deadline of April 29th, and two days after the extended deadline of May 3rd.

Since “interactive consultation is at the heart of Section 106 review”¹² I must point out that in this instance, the I-69 Project team is falling short of its professed “good faith effort” to make its findings available to the interested public and to fully engage in consultation with willing consulting parties. Many, if not most of the consulting parties on this project are volunteers like myself who are not professionally involved in this project, and who must take time away from their regular occupations in order to participate at all. The I-69 Project team has acknowledged these circumstances to the degree that it now schedules consulting party meetings during evening hours. However, the meaningfulness of these meetings is greatly undermined when consulting parties have limited access to the documents under discussion.

Delays and restrictions on access to the Historic Property Report

Initially, the report was available at the Section 2 Project Office in Petersburg, and at the public libraries in Petersburg and Washington, locales that are a one and a half to two hour drive from my home. I am a full-time faculty member at Indiana University, Bloomington, and the semester was in full swing during the period when the report was available, so I was unable to make the day-trip that would be required for reading the roughly 140 page report. I had to reschedule an afternoon class in order to attend the meeting in Petersburg on April 13th, and was only able to skim through the report before the meeting.

I therefore asked at the outset of the meeting why the report had not been put on line. Tony DeSimone and Linda Weintraut initially seemed to agree that this was an oversight on their part that could be easily corrected. Mr. DeSimone promised he would get back to me on this.

On Thursday, April 21, one week after the meeting, I still had not heard back from Mr. DeSimone. I phoned his office in Indianapolis. He told me no decision had been reached yet, but that they were now considering placing a copy of the report in the Section 4 Office (Bloomington) so that consulting parties in that part of the corridor could read it. Meanwhile, they had withdrawn copies formerly deposited at the public libraries in Pike and Daviess counties—i.e., they had further limited access to the report, instead of the requested opposite.

¹² Advisory Council on Historic Preservation, “Protecting Historic Properties: A Citizen’s Guide to Section 106 Review,” 14.

Their rationale for this further restriction of access was that the report was in draft form, and therefore not appropriate for public consumption outside of the consulting parties and members of the Project team. This rationale, from the point of view of a consulting party still unable to access the report, made no sense.

I asked him to please inform me when the copy might become available at the Section 4 Office, and I requested an extension of the April 29th deadline for submission of comments. Mr. DeSimone promised he would consider both requests.

On Friday, April 22, I spoke with a Mr. Wilson, from the Section 2 Project Office in Petersburg. He told me that the decision to put a copy in the Section 4 Office was "still in the talking stage."

On Tuesday, April 26, Mr. DeSimone phoned to say that they would place a copy at the Section 4 Office and I should phone that office to learn its hours of operation. He requested that I submit my comments by a revised deadline of May 3rd.

The copy did not arrive at the Section 4 office until Thursday, April 28th (per my phone conversation with the Section 4 Office intern on April 29th: "We got it in the mail yesterday"). I thus was not able to read the report until Friday, April 29th. I also was not allowed to make use of a copier, so all my notes on the report had to be made by hand.

Conclusion

As the author of the Patoka Bridges Historic District's successful listing on the National Register of Historic Places, I conducted extensive research on the history of Pike and Gibson counties over a period of three years, and consulted at length with several experts on southern Indiana's historic resources (Dr. James Cooper, on iron and steel bridges; Dr. Cheryl Ann Munson, on archeological profiles of southwestern Indiana; Mr. Duncan Campbell, professional preservationist, and Ms. Sandy McBeth, Pike County Historical Society). Given my recent research in the history of these counties, I have been particularly concerned about the I-69 Project team's inadequate representation of Pike County, for which there are no systematic prior historical inventories (like the Interim Reports available for other counties in the APE). I contend that the team still needs to conduct a substantive amount of general and specific research before the Historic Property Report should be accepted for Tier 2 purposes.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Edith Sarra', with a stylized flourish at the end.

Edith Sarra, Ph.D.

Cc: Advisory Council on Historic Preservation
Kyle Hupfer, State Historic Preservation Officer

Frank Hurdis, Chief of Survey and Registration, DHPA
Dr. Cheryl Ann Munson, Indiana University
Dr. James Cooper, Depauw University
Mr. Duncan Campbell, Preservations Development, Inc.
Sandy McBeth, Pike County Historical Society
John Moore, Environmental Law and Policy Center
Nick Keener, Hoosier Environmental Council
Mr. Lane Ralph, assistant to Senator Richard Lugar
Thomas and Sandra Tokarski, Citizens for Appropriate Rural Roads
Bonnie Tinsley, Owen County Preservations, Inc.
Mr and Mrs. Warren and Dixie Loveless
Mr and Mrs Joe and Angela Tamalavic

WEINTRAUT & ASSOCIATES, INC.

November 30, 2006

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

Dear Consulting Party:

The Federal Highway Administration (FHWA), in cooperation with the Indiana Department of Transportation (INDOT), is preparing an Environmental Impact Statement (EIS) for the I-69 Evansville to Indianapolis Tier 2 Studies. Section 106 of the National Historic Preservation Act (1966) requires Federal agencies to take into account the effects of their undertakings on historic and archaeological properties.

During the fieldwork for this project, the section consultants concluded that SR 257 Bridge over Veale Creek in Daviess County, Indiana, was a bridge from the modern era. Additional fieldwork and research have proven that it dates to 1938.

After consultation with FHWA, INDOT, and the SHPO, I am transmitting to you the description and evaluation of this property. The Section 2 consultants are recommending that SR 257 Bridge over Veale Creek is eligible for listing in the National Register of Historic Places. FHWA plans to update the list of eligible properties during the next step in the Section 106 process.

Please review the attached information and provide any comments to the Section 2 Project Office at 804 South Industrial Park Drive, PO Box 97, Petersburg, Indiana 47567 by December 30 2006. You may also contact Anthony DeSimone with FHWA at (317) 226-5307.

Thank you for your cooperation in this matter.

Best regards,



Dr. Linda Weintraut
President, Weintraut & Associates

Cc: Anthony DeSimone, INDOT
Chris Koeppel, INDOT
Jason DuPont, Bernardin Lochmueller & Associates, Inc.



Daviess 30046-SR257 Bridge over
Veale Creek, view southeast.

**State Road 257 Bridge over Veale
Creek (Daviess 30046)
State Road 257 over Veale Creek,
Daviess County**

The State Road 257 Bridge over Veale Creek meets the criteria for evaluation under Criterion C and is eligible for the NR as an intact example of a Warren pony truss bridge located on the state road system. The bridge rates seven points in the DHPA's Guidelines for Assessing the Cultural Significance of Indiana's Extant Metal Bridges (1872–1942).

Description: The SR 257 Bridge over Veale Creek (027-663-30046) is a state-owned bridge located approximately one mile southeast of the U.S. 50 bypass around the city of Washington in Daviess County. The bridge is a single span, steel Warren pony truss bridge with flat top chords. The trusses have verticals and metal brackets extending perpendicularly to the outside of the truss. These brackets are in line with the verticals. The trusses have six panels of fourteen feet width for a total span of eighty-four feet. The bridge has a roadway width of twenty-four feet, and has a width of twenty-six feet and six-and-one-half inches from center-to-center of the trusses. The distance from the bridge seat to the top chord is ten feet. The bridge rests on concrete abutments with wing walls. East of the bridge is a wood lot; west of the bridge are agricultural fields.

Context/Significance: The bridge was constructed in 1938 by Bergen & Bergen during the Great Depression. According to a note on the bridge plans, the Works Progress Administration (WPA) prepared the approach to the bridge. In

1977, repairs to the bridge included replacement of the floor slab, cleaning and painting of the steel beams, and installation of guardrails. INDOT retains both the 1938 and 1977 plans.

According to the point system of significance in the DHPA's *Guidelines for Assessing the Cultural Significance of Indiana's Extant Metal Bridges (1872–1942)*, a bridge requires at least seven points on a scale to be considered significant. The SR 257 Bridge receives four points for its trusses remaining essentially intact, one point for being built by an Indiana fabricator, one point for extant plans, and one point for its location on an important transportation route (a total of seven points). The firm of Bergen & Bergen of Franklin, Indiana, constructed the bridge. The presence of an important transportation route can be established in three ways: the present bridge replaced an earlier span at that crossing, the bridge was constructed on a current or former state highway, and the road on which the bridge is located was depicted in the *1876 Illustrated Historical Atlas of the State of Indiana*. The SR 257 Bridge over Veale Creek meets all three criteria.

As of 2004, there were still at least twenty-one remaining examples of Warren pony truss bridges in Daviess and its adjacent counties. Cross referencing the 2004 National Bridge Inventory (<http://nationalbridges.com/>) with the metal truss bridge inventory contained in Cooper (1987) reveals seventeen examples of county-owned Warren pony truss bridges built by 1930 still surviving in the counties adjacent to Daviess County.¹ In addition, there are four examples of state-owned Warren pony truss bridges built after 1930 in Daviess and its adjacent counties.²

Bridge firms were constructing Warren pony truss bridges by the 1890s, and, by 1905, the type was the truss of choice for the middle range of highway spans on moderately traveled roads. The effective length of Warren pony trusses increased to well over 100 feet for a span by 1910.³

Conclusion: The SR 257 Bridge over Veale Creek rates seven points in the DHPA's *Guidelines for Assessing the Cultural Significance of Indiana's Extant Metal Bridges (1872–1942)*. The bridge displays the distinctive characteristics of a Warren pony truss bridge and is eligible for the NR under Criterion C.

¹ Knox (7), Greene (3), Martin (2), Dubois (2), and Pike (3); Cooper (1987) does not record any of these bridges as NRHP-listed, determined eligible, historic bridge committee pool, or inventoried Notable or Outstanding.

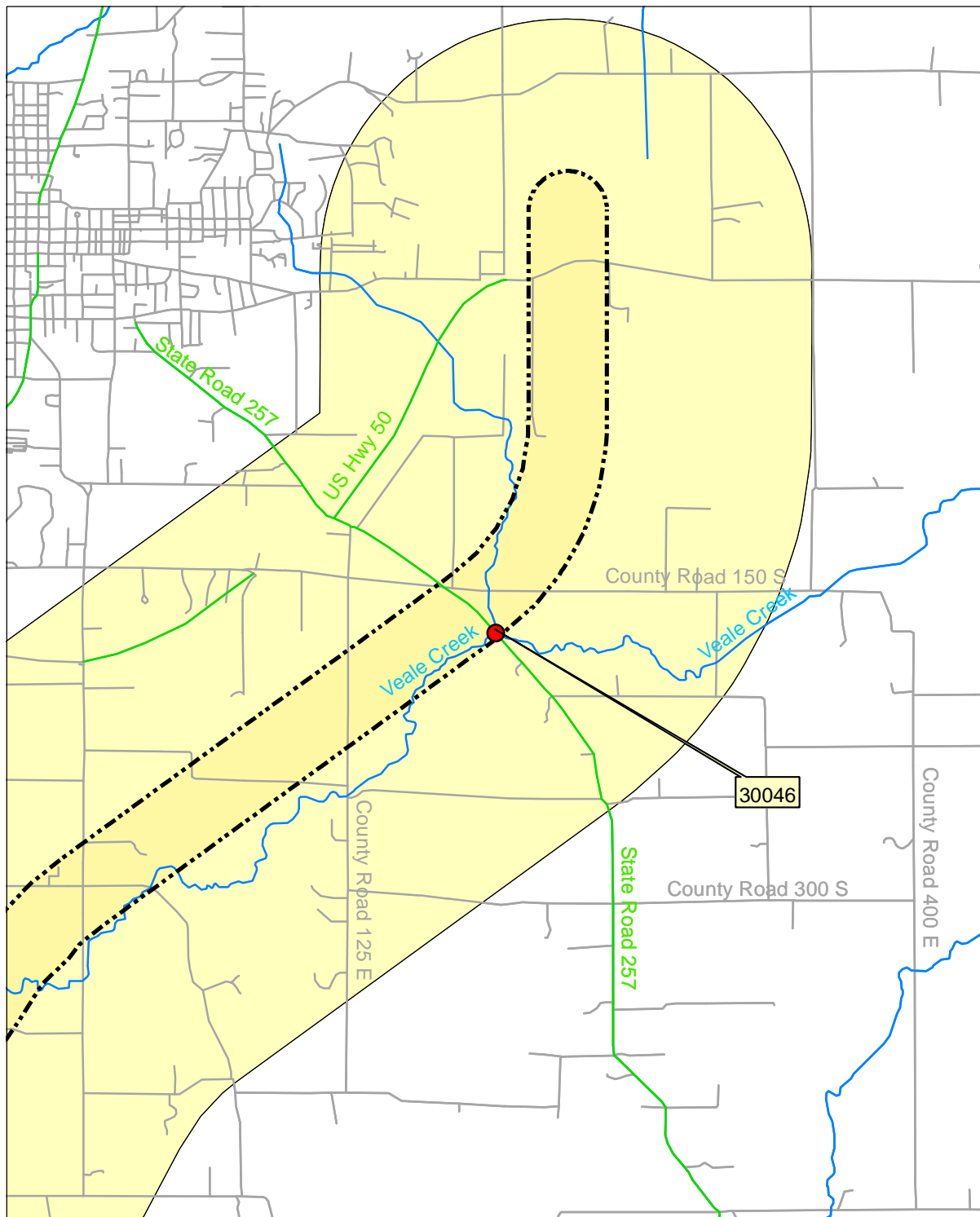
² Knox (1), Daviess (2), Dubois (1)

³ Cooper, James L., *Iron Monuments to Distant Posterity: Indiana's Metal Bridges, 1870–1930*, 1987.

I-69 Evansville to Indianapolis Study

Section 2: Gibson, Pike, and Daviess Counties

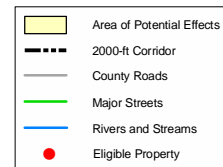
(SR 257 Bridge over Veale Creek in Daviess County) 11/17/06

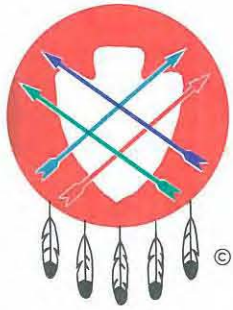


0 0.25 0.5 0.75 1 Miles



Note: GIS data used to create this map are from the best known sources existing at this time. However, experience shows that many national datasets such as cemeteries, churches, airports, schools, etc. are not all inclusive. Some national datasets are created on a much smaller scale than that mapped here and as a result have positional inaccuracies. Use of this map should be limited to planning, but should not replace field review or background checks with other sources.





PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538
P.O. Box 1527
MIAMI, OKLAHOMA 74355

CHIEF
John P. Froman

SECOND CHIEF
Jason Dollarhide

December 13, 2006

Section 2 Project Office
804 South Industrial Park Drive
PO Box 97
Petersburg, Indiana 47567

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

Thank you for notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during construction, the Peoria Tribe request notification and further consultation.

The Peoria Tribe has no objection to the proposed construction. However, if any human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, the construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

John P. Froman
Chief

xc: Bud Ellis, Repatriation/NAGPRA Committee Chairman

RECEIVED
DEC 20 2006

BY:

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THIRD COUNCILMAN
Alan Goforth



I-69 Evansville to Indianapolis Tier 2 Studies

February 9, 2007

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

Dear Consulting Party:

The Federal Highway Administration (FHWA), in cooperation with the Indiana Department of Transportation (INDOT), is preparing an Environmental Impact Statement (EIS) for the I-69 Evansville to Indianapolis Tier 2 Studies. Section 106 of the National Historic Preservation Act (1966) requires Federal agencies to take into account the effects of their undertakings on historic and archaeological properties.

We are 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 by March 12, 2007 to the Section 2 Project Office at 804 South Industrial Park Drive, PO Box 97, Petersburg, Indiana 47567. You may also contact Anthony DeSimone with FHWA at (317) 226-5307.

Thank you for your cooperation in this matter.

Best regards,

Joseph A. Leindecker
Project Manager, I-69 Section 2

Project Office Section 2
804 S. Industrial Park Dr.
P.O. Box 97
Petersburg, IN 47567
812-354-3462

All work within the expanded Area of Potential Effects described below, of the I-69 Evansville to Indianapolis Tier 2 Studies was conducted by professional historians in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and CFR Part 800 (Revised January 2001), Final Rule on Revision of Current Regulations dated December 12, 2000, and incorporating amendments effective August 5, 2004.

Scope of Work

Professional historians were engaged to identify and evaluate above-ground resources within the Area of Potential Effects (APE) established by the Federal Highway Administration (FHWA) in consultation with the State Historic Preservation Officer in December 2006. As a result of more information becoming available regarding potential access roads and interchanges, the APE was expanded in three areas.(See figure 1.)

1. Along US 50 east of Washington in Daviess County: Because the planned I-69 interchange at US 50 may be shifted to the eastern edge of the corridor, and US 50 may be realigned, the APE has been extended an additional 1,500 feet to the east to take into account potential visual effects.
2. Along Blackburn Road north of Petersburg in Pike County. Because Blackburn Road may be realigned, and the improvements may extend outside the present APE, the APE has been extended approximately 1,500 feet to the northwest to take into account potential direct and visual effects.
3. At State Road (SR) 61 southeast of Petersburg in Pike County. SR 61 may be realigned both north and south of the I-69 interchange, although an extension of the APE is necessary only to the south. The APE has been extended to the intersection of SR 61 and County Road (CR) 100 East to take into account any potential effects from an elevated interchange or realignment of SR 61.

Methodology

Above-ground resources within the expanded APE were identified and evaluated to determine their eligibility for listing in the National Register of Historic Places (NRHP) based on their integrity and ability to meet one or more NRHP criteria for evaluation. These criteria are:

- a) associated with events that have made a contribution to the broad patterns of history;

- b) associated with the lives of persons significant in our past;
- c) embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant or distinguishable entity whose components may lack individual distinction; and
- d) have yielded, or may be likely to yield, information important in prehistory or history.

An above-ground resource need only meet one criterion to be eligible for listing in the NRHP. According to the NRHP, “integrity is the ability of a property to convey its significance.” There are seven attributes of integrity: location, design, setting, materials, workmanship, feeling, and association.¹

Professional historians evaluated above-ground resources after conducting a field survey of the expanded APE, reviewing documentary research for the Section 2 Historic Property Report historic context development, and following up with site-specific research.

Historians conducted the fieldwork for the expanded APE on January 8 and 9, 2007. The survey was completed in accordance with *Archeology and Historic Preservation: Secretary of the Interior’s Standards and Guidelines*, the professional standards common to this type of above-ground resource identification and evaluation.² Historians used the same methodology for this fieldwork as they used in the survey of the APE in summer 2004. They drove all the roads in the expanded APE, identified those properties of minimum age to be eligible for listing in the NRHP, i.e., at least fifty years of age, and further evaluated resources to determine whether they retained sufficient integrity.

The historians examined each resource that met the age requirement to determine its level of integrity. They reviewed aspects of integrity that included, but were not limited to, the presence of replacement siding, windows, and/or doors; the removal of a porch; the alteration or replacement of a porch; changes in fenestration; the presence of additions; a change in massing; the removal of early trim; relocation from its original site; and alterations to the setting, including the loss of early outbuildings, the presence of non-period outbuildings, and the proximity of modern development.

¹ Andrus, *How to Apply the National Register Criteria*, 44.

² Federal Register, *Archeology and Historic Preservation*, 44716–44726, 44728–44730.

In addition, above-ground resources that retained integrity and displayed an association with a locally important theme were inventoried for the Indiana Historic Sites and Structures (IHSS) Inventory. The location of each surveyed resource was recorded using a global positioning satellite Global Positioning System (GPS) unit.

Historians recorded field notes for each above-ground resource. Field notes included, but were not limited to, address or location, style and/or type, and comments regarding integrity. Above-ground resources that were judged to lack integrity were noted on field maps and photographed using a digital camera.

Above-ground resources in the expanded APE were evaluated as buildings, structures, objects, sites, and districts. In the case of agricultural properties, both farms (residence, outbuildings, and associated fields) and farmsteads (residence and outbuildings) received detailed evaluation. Historians evaluated the expanded APE as a rural historic landscape to determine if any portion of the expanded APE was relatively untouched by modern changes to the landscape. No rural historic districts were identified in the expanded APE. The small size of the expanded areas, changes to the historic landscape, and the lack of a significant concentration of above-ground resources precluded the presence of such districts.

Following fieldwork in January 2007, project historians conducted research at the Barrett Memorial Library in Petersburg to locate information on the above-ground resource inventoried during the fieldwork. Because the expanded APE areas are small and are covered by the existing historic context, only limited additional research was necessary to identify specific contextual information.

Historic Context

Note that the *I-69 Evansville to Indianapolis, Tier 2 Studies, Historic Property Report, Section 2, SR 64 to US 50* contains a historic context for the Study Area of Pike and Daviess counties. The following contains material directly relevant to the expanded APE.

US 50 Expanded APE. The Griffing, Dixon & Company (1888) atlas of Daviess County labels some of the land in the expanded APE as “coal lands” (Figure 2). Coal was an important early industry in Daviess County. As early as the 1850s, one million tons of coal was mined per year in Indiana; some supplied local needs and the rest traveled by rail to market. As the rate of rail building rapidly increased across southwestern Indiana after the Civil War, it became much easier to transport coal. Towns were established where coal mines and rail lines intersected. Washington in Daviess County

had the good fortune to already exist where a railroad and coal seam would meet. In 1857, a vein of coal was discovered in a grade cut for the new Ohio & Mississippi Railroad near the city. The discovery caused a population boom in the city as miners flocked to the area for work. Officials of the Ohio and Mississippi Railroad tested the coal for its steam-producing qualities and soon converted their wood-burning locomotives to coal. Mines in Daviess County were worked either by shafts or by tunneling into the bank of a hill.³

By the mid-1880s, coal was being mined throughout the southwestern region of Indiana. As one deposit was mined out, either by the shaft, slope, or stripping method, producers moved on to other land. In 1880, the state geologist noted that the “promise for the future from these treasure houses [coal mines] is grand.” Indeed, the Indiana coalfield stretched across much of southwestern Indiana.⁴ Railroad spur lines in Washington Township, Daviess County, linked coal mines south and west of Washington to the Ohio & Mississippi Railroad in the city.⁵

The coal-mining industry suffered greatly during the period after World War I. Indiana remained the sixth largest producer of coal, but sales shrank as a result of competition from coal mines in West Virginia and Kentucky. After World War I, the supply of coal exceeded the demand, causing the closure of mines and the displacement of miners. When mining resumed after World War II, it focused on strip mining rather than shaft mining. Most of the coal mines in Daviess County went out of business in the 1960s; by 1975, only one mine was still in operation.⁶

A line of the CSX Railroad passes through the north end of the expanded APE. This railroad line began as the Ohio & Mississippi Railroad (O&M), which later became part of a line of the Baltimore & Ohio Railroad (B&O). The O&M was constructed through Washington in Daviess County in 1857. The railroad connected St. Louis and Cincinnati and brought rapid growth to Washington.⁷ The B&O, originally the O&M, was the only line running completely across southern Indiana and linked the state of Ohio to Lawrence, Martin, Daviess, and Knox counties.

Blackburn Road Expanded APE. In the nineteenth century, Dr. John W. Posey owned much of the land in the expanded APE along Blackburn Road (Figure 2). (Blackburn was the maiden name of Posey’s wife who died in 1851). Posey, a prominent doctor and merchant in Petersburg, is best remembered as an abolitionist and Underground Railroad operator. Posey lived in Petersburg

³ *Daviess County Interim Report*, xvi–xvii; Fulkerson, *History of Daviess County*, 64.

⁴ Phillips, *Indiana in Transition*, 186.

⁵ Griffing, Dixon & Co., *Atlas of Daviess County*, 32–33, 36–37.

⁶ Myers, *Daviess County*, vol. 1, 9.

⁷ Taylor, *Indiana: A New Historical Guide*, 262.

through the Civil War period, but owned a farm northeast of the town, most of which is now in the expanded APE. This farm contained the Blackburn mine, where Posey reportedly hid runaway slaves on their way from Oakland City in Gibson County to Washington in Daviess County. As marked on the Griffing (1881) atlas of Gibson and Pike counties, the coal bank was located along the Evansville & Indianapolis Railroad, north of the APE. Posey later lived in a house overlooking the White River. The house is no longer extant, and facilities of the Indianapolis Power & Light's Petersburg Generating Station occupy much of the site of the mine.⁸ After Posey's death in 1884, the farm passed to his grandchildren. The grandchildren had a subdivision plat recorded for the land in 1900. The subdivision was named Arda for one of the grandchildren. Despite the plat, no one ever lived in the subdivision.⁹

Perry C. Hammond owned forty acres of land south of Posey's farm in 1881 (Figure 2). Hammond was a prominent merchant in Petersburg in the mid-nineteenth century, but like Posey, is known to have lived in Petersburg.¹⁰ The land may have been an outlying farm like Posey's or may have been held as an investment.

The rich coal deposits in the region resulted in the construction of two power generation stations along the White River in the 1960s. The Petersburg Generating Station of the Indianapolis Power & Light Company now supplies 75 percent of Indianapolis' power.¹¹

SR 61 Expanded APE. An examination of historic maps shows that the alignment of what is present-day SR 61 is a twentieth-century creation. The original course of the road from Petersburg to the southeast followed what is now CR 100 East, which is east of present SR 61 (Figure 2).¹² The presence of two circa 1925 houses along the present alignment of SR 61 suggests that the road had been realigned by that time. Common surnames names of farmers in the vicinity of the expanded APE area in 1881 include the family names of many early settlers in the county, such as Brenton, Tislow, and Kinman.¹³

⁸ Mills et al., *Report Concerning Underground Railroad*, 23–24.

⁹ McBeth, *Washington Township Cities Past & Present-Arda*, <http://www.rootsweb.com/~inpike/Washcit.htm>.

¹⁰ Goodspeed, *History of Pike and Dubois Counties*, 339, 340, 346, 352, 397; McClellan, *People of Pike County*, 209, 218.

¹¹ City of Petersburg, *History and Information*, <http://petersburg.in.gov/facts.html>.

¹² Griffing, *Atlas of Gibson and Pike Counties*, 55; United States Geological Survey, "Petersburg quadrangle."

¹³ Jean and Trenor, "The First Families of White Oak Springs, 1810 to 1817," 235–39.

Results of Fieldwork

The historians inventoried one property, Pike 05016, which is associated with a locally important theme and has at least a moderate level of integrity (Appendix A, Table 1). All other properties failed to meet the minimum requirements for survey. A narrative overview of the survey follows.

US 50 Expanded APE. In this area of mostly modern above-ground resources, the historians identified only two houses more than 50 years of age; both lack integrity. (Figure 4) One, a gable-ell has vinyl siding, replacement windows and doors, additions in the corners of the ells, a modern side porch, and a modern garage outbuilding (Plate 1). A second house has received large additions, vinyl siding, replacement doors and windows, and a modern porch and it, too, has a modern garage outbuilding (Plate 2).



Plate 1: House in US 50 expanded APE area



Plate 2: House in US 50 expanded APE area



Plate 3: View of power generation station from Blackburn Road along Fettinger Lane

Blackburn Road Expanded APE. The area contains mostly trailer/manufactured homes (Figure 5). The Indianapolis Power & Light facility towers over the landscape (Plate 3). One late nineteenth century house, Pike 05016, was inventoried during the field survey (Plates 4–5). This house lacks integrity due to the presence of aluminum siding, replacement doors, rear additions, a front porch addition, and alterations to the setting.



Plate 4: Pike 05016 in Blackburn Road expanded APE area



Plate 5: Pike 05016 in Blackburn Road expanded APE area



Plate 6: House along CR 100 East in SR 61 expanded APE area



Plate 7: Barn along CR 100 East in SR 61 expanded APE area



Plate 8: House along CR 100 East in SR 61 expanded APE area



Plate 9: House along SR 61 in SR 61 expanded APE area



Plate 10: House along SR 61 in SR 61 expanded APE area

SR 61 Expanded APE. This APE contains a mixture of modern and older agricultural outbuildings and houses (Figure 6). Most of the above-ground resources are houses. Note that the property shown in Plate 9 is located along present-day SR 61. The property includes a circa 1925 bungalow and outbuildings. The primary outbuildings are both front-gabled one-story structures that resemble large garages. However, this property likely was a farmstead once.

All of the above-ground resources greater than 50 years of age are greatly altered and lack integrity (Plates 6–10). These alterations include the presence of additions; replacement siding, windows, and doors; the addition or replacement of porches; and/or changes to fenestration.

Findings of Eligibility

There are no above-ground individual resources or districts listed in the NRHP.

There are no properties listed in the Indiana Register of Historic Sites and Structures.

Historians identified no above-ground resources eligible for listing in the NRHP.

Summary/Conclusions

The project APE was expanded in three locations to accommodate planned interchanges with the I-69 corridor that approached or extended beyond the initial APE discussed in the Historic Property Report. The three areas are along US 50 east of Washington in Daviess County, along Blackburn Road north of Petersburg in Pike County, and at SR 61 south of Petersburg in Pike County. Each of these areas of expanded APE are relatively small and exhibit the general physical characteristics and historic themes identified in the Historic Property Report for Section 2.

The historians newly inventoried one property, Pike 05016, located in the expanded APE at Blackburn Road. However, it lacks integrity and is not eligible for listing in the NRHP. There are no historic properties listed or eligible for listing in the NRHP within the expanded APE.

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APPENDIX



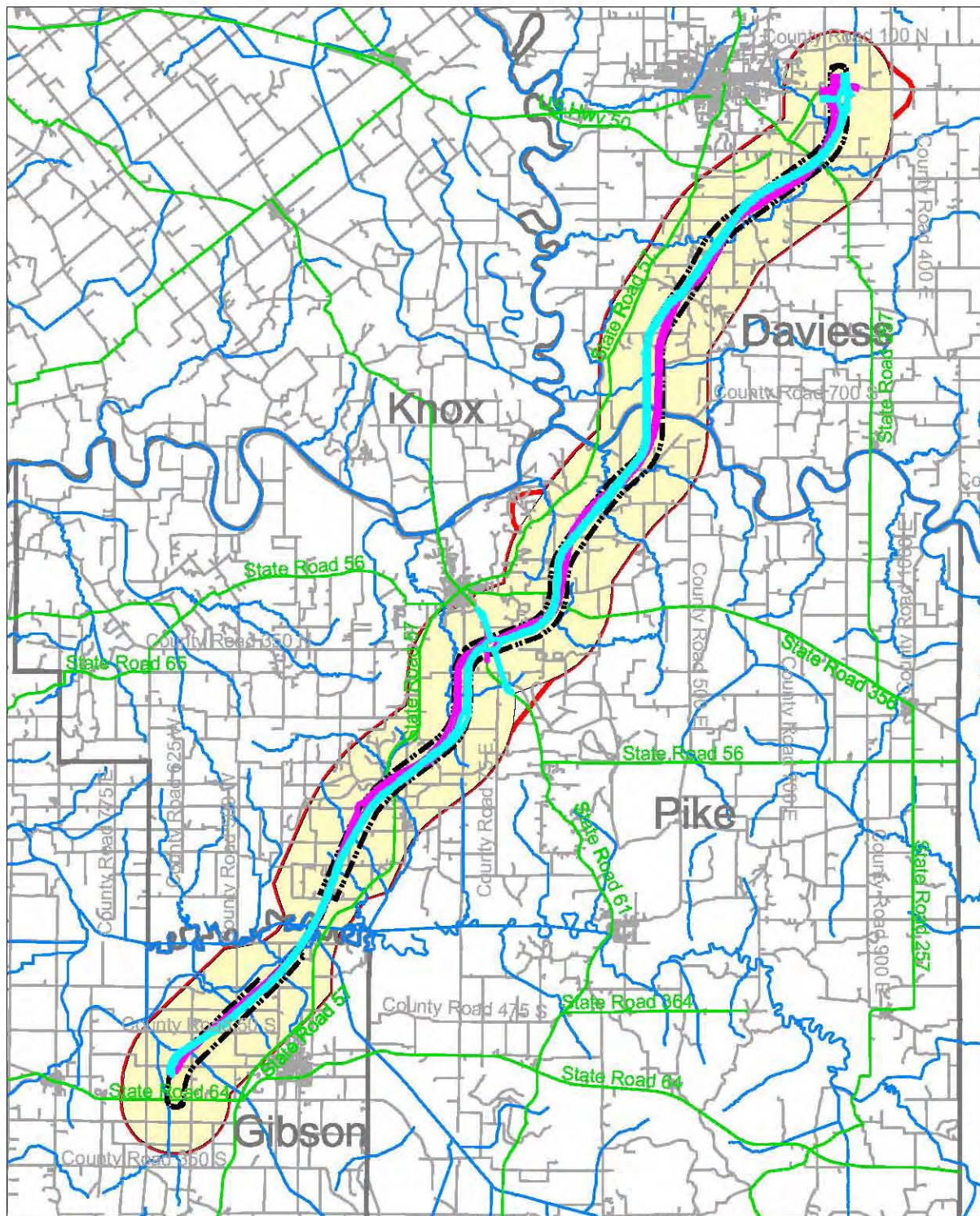
I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Section 2

Newly Inventoried Properties

Photos	County Township	Number	Rating	Property Name	Address	Date	Style	Integrity Issues/Notes
	Pike/ Washington	05016	C	House	1250 E. Carbondale	c. 1900	Vernacular double pen	Rear additions, front doors replaced, aluminum siding, setting altered









**Map 1: I-69 Evansville to Indianapolis Study
Section 2: Gibson, Pike, and Daviess Counties**



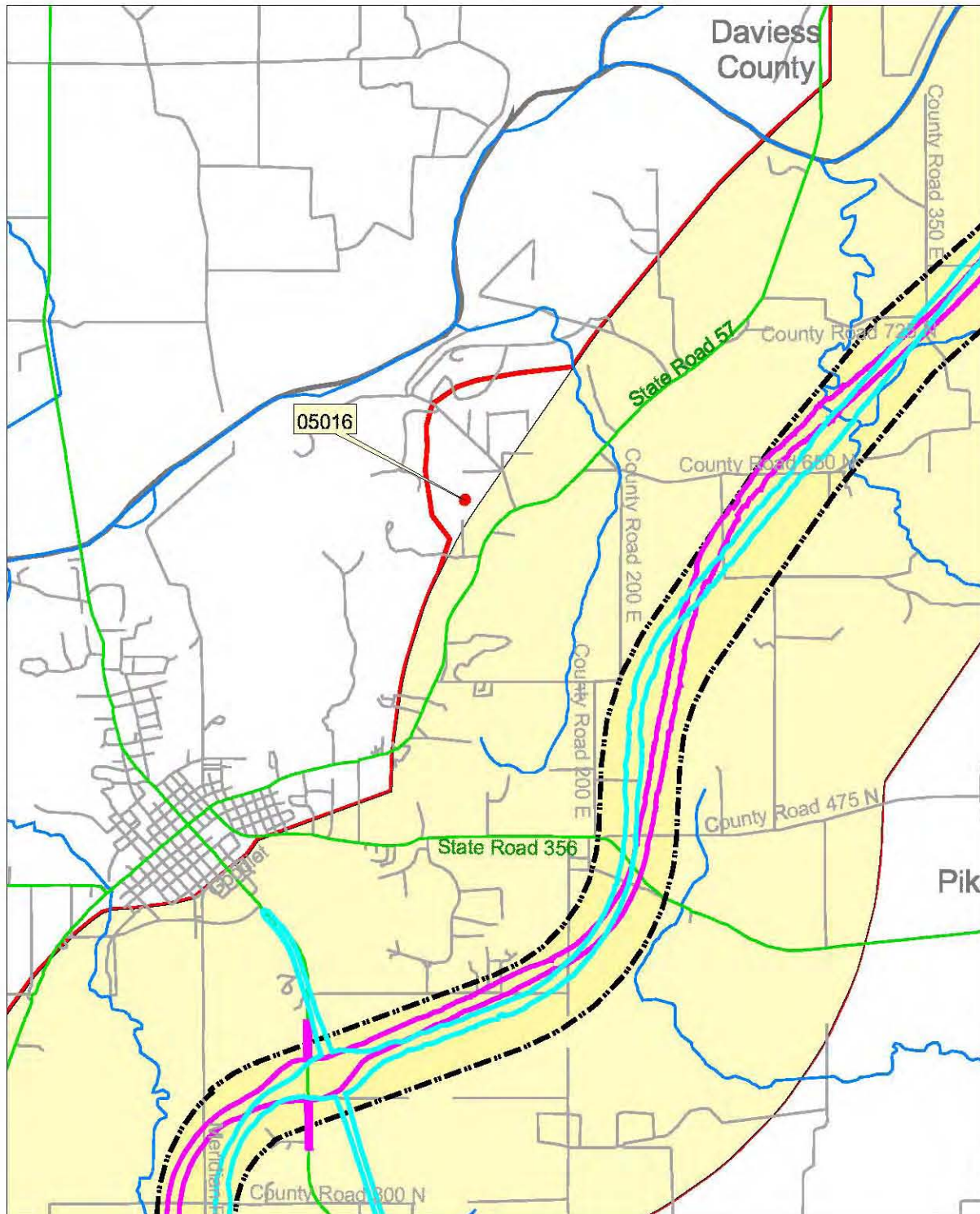
A horizontal scale bar with alternating black and white segments. It is marked with numbers 0, 1, 2, 3, 4, and 5, followed by the word "Miles".

Note: GIS data used to create this map are from the best known sources existing at this time. However, experience shows that many national datasets such as cemeteries, churches, airports, schools, karst, etc. are not all inclusive. Some national datasets are created on a much smaller scale than that mapped here and as a result have positional inaccuracies. Use of this map should be limited to planning, but should not replace field review or background checks with other sources.



- | | |
|---|------------------------------------|
|  | Original Area of Potential Effects |
|  | Expanded Area of Potential Effects |
|  | 2000-ft Corridor |
|  | Alternative A |
|  | Alternative B |
|  | County Roads |
|  | Major Streets |
|  | Rivers and Streams |

Map 2: I-69 Evansville to Indianapolis Study Section 2: Gibson, Pike, and Daviess Counties



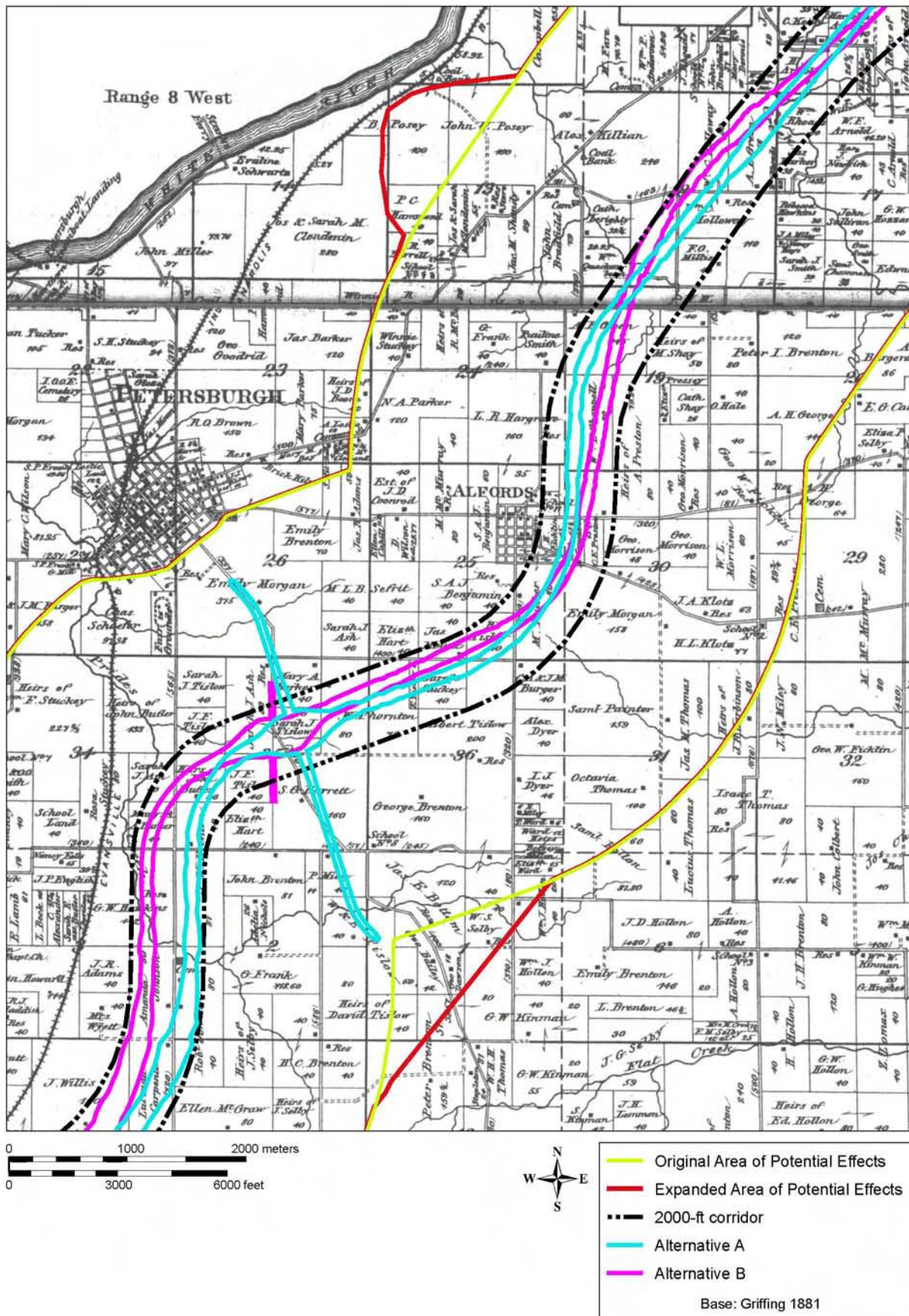
0 0.25 0.5 0.75 1 Miles



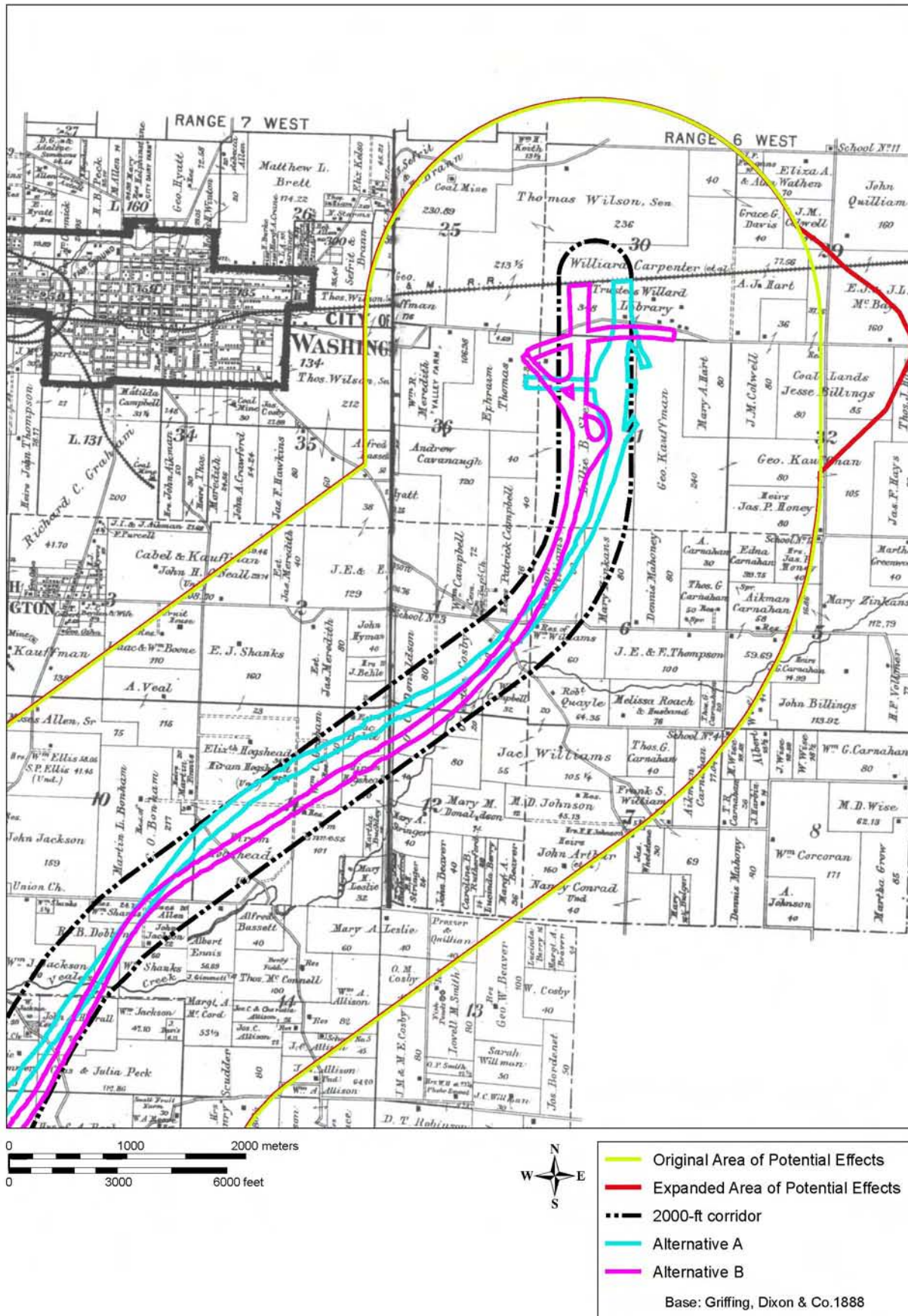
Note: GIS data used to create this map are from the best known sources existing at this time. However, experience shows that many national datasets such as cemeteries, churches, airports, schools, waste, etc. are not all inclusive. Some national datasets are created on a much smaller scale than that mapped here and as a result have positional inaccuracies. Use of this map should be limited to planning, but should not replace field review or background checks with other sources.

- Original Area of Potential Effects
- Expanded Area of Potential Effects
- 2000-ft Corridor
- Alternative A
- Alternative B
- County Roads
- Major Streets
- Rivers and Streams
- Newly Inventoried Property

Map 3: I-69 Evansville to Indianapolis Study Section 2: Gibson, Pike, and Daviess Counties (Sheet 1 of 2)



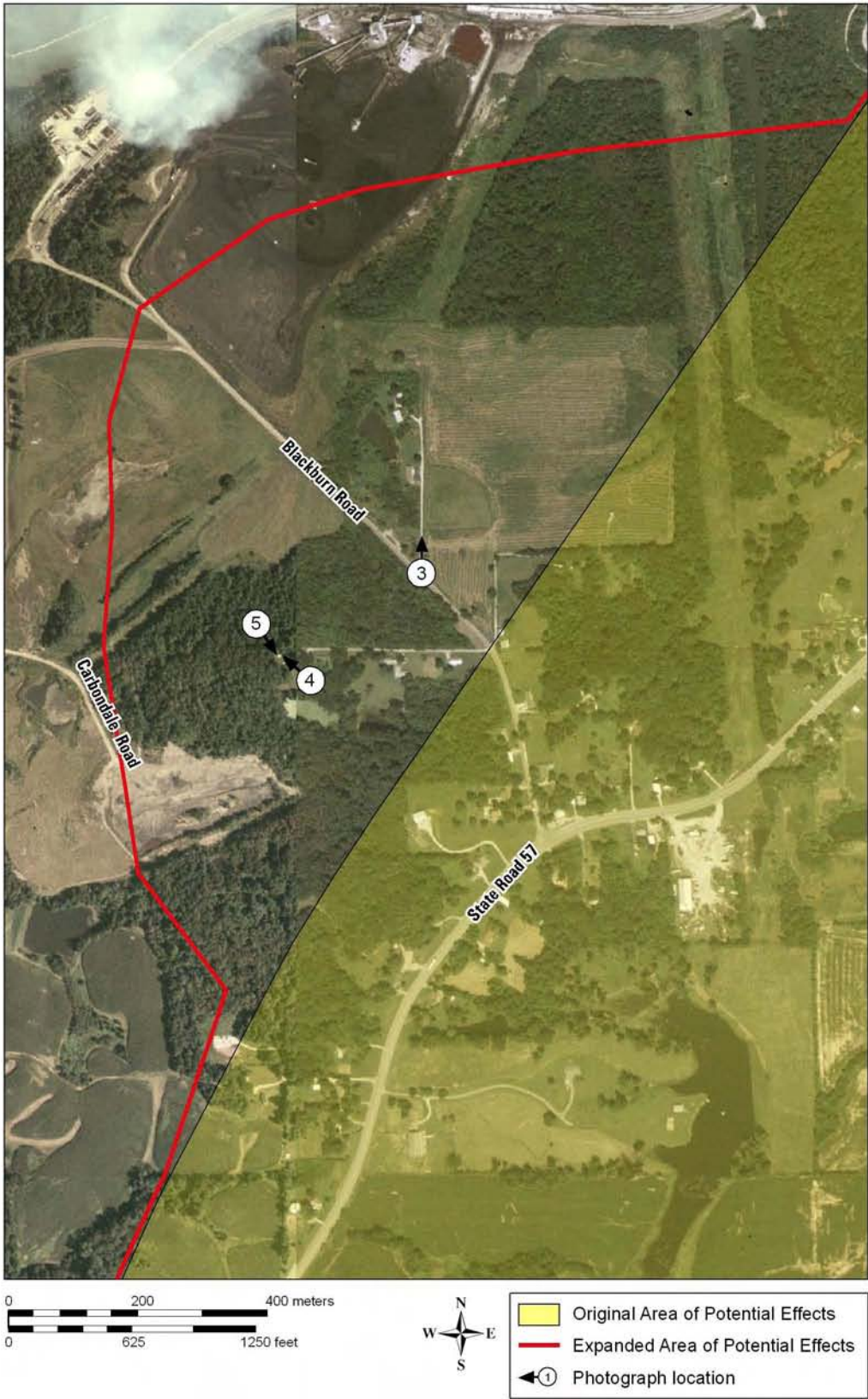
Map 3: I-69 Evansville to Indianapolis Study Section 2: Gibson, Pike, and Daviess Counties (Sheet 2 of 2)



Map 4: I-69 Evansville to Indianapolis Study
Section 2: Gibson, Pike, and Daviess Counties

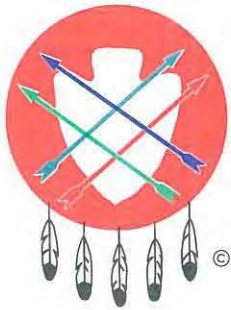


Map 5: I-69 Evansville to Indianapolis Study
Section 2: Gibson, Pike, and Daviess Counties



Map 6: I-69 Evansville to Indianapolis Study
Section 2: Gibson, Pike, and Daviess Counties





PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538

P.O. Box 1527

MIAMI, OKLAHOMA 74355

CHIEF
John P. Froman

SECOND CHIEF
Jason Dollarhide

February 13, 2007

RECEIVED
FEB 28 2007
BY: (w)

Section 2 Project Office
804 South Industrial Park Drive
PO Box 97
Petersburg, Indiana 47567

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

Thank you for notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves protection and Repatriation Act (NAGPRA) are discovered during construction, the Peoria Tribe request notification and further consultation.

The Peoria Tribe has no objection to the proposed construction. However, if human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

John P. Froman
Chief

xc: Bud Ellis, Repatriation/NAGPRA Committee Chairman

TREASURER
John Sharp

SECRETARY
Hank Downum

FIRST COUNCILMAN
Carolyn Garren

SECOND COUNCILMAN
Jenny Rampey

THIRD COUNCILMAN
Alan Goforth



I-69 Evansville to Indianapolis Tier 2 Studies

March 26, 2007

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

Dear Consulting Party:

The Federal Highway Administration (FHWA), in cooperation with the Indiana Department of Transportation (INDOT), is preparing an Environmental Impact Statement (EIS) for the I-69 Evansville to Indianapolis Tier 2 Studies. Section 106 of the National Historic Preservation Act (1966) requires Federal agencies to take into account the effects of their undertakings on historic properties.

On November 30, 2006, you were sent information recommending that SR 257 Bridge over Veale Creek be considered eligible for listing in the National Register of Historic Places (NR). The State Historic Preservation Officer has agreed that the property is eligible for the NR.

As a result, Section 2 historians have assessed the effects of the undertaking upon SR 257 Bridge over Veale Creek and are recommending a finding of No Adverse Effect for this property. FHWA has asked Section 2 to share this information with consulting parties for comment prior to making final determinations of effects.

Please review the attached information and provide any comments to the Section 2 Project Office at 804 South Industrial Park Drive, PO Box 97, Petersburg, Indiana 47567 by April 26, 2007. You may also contact Anthony DeSimone with FHWA at (317) 226-5307.

Thank you for your cooperation in this matter.

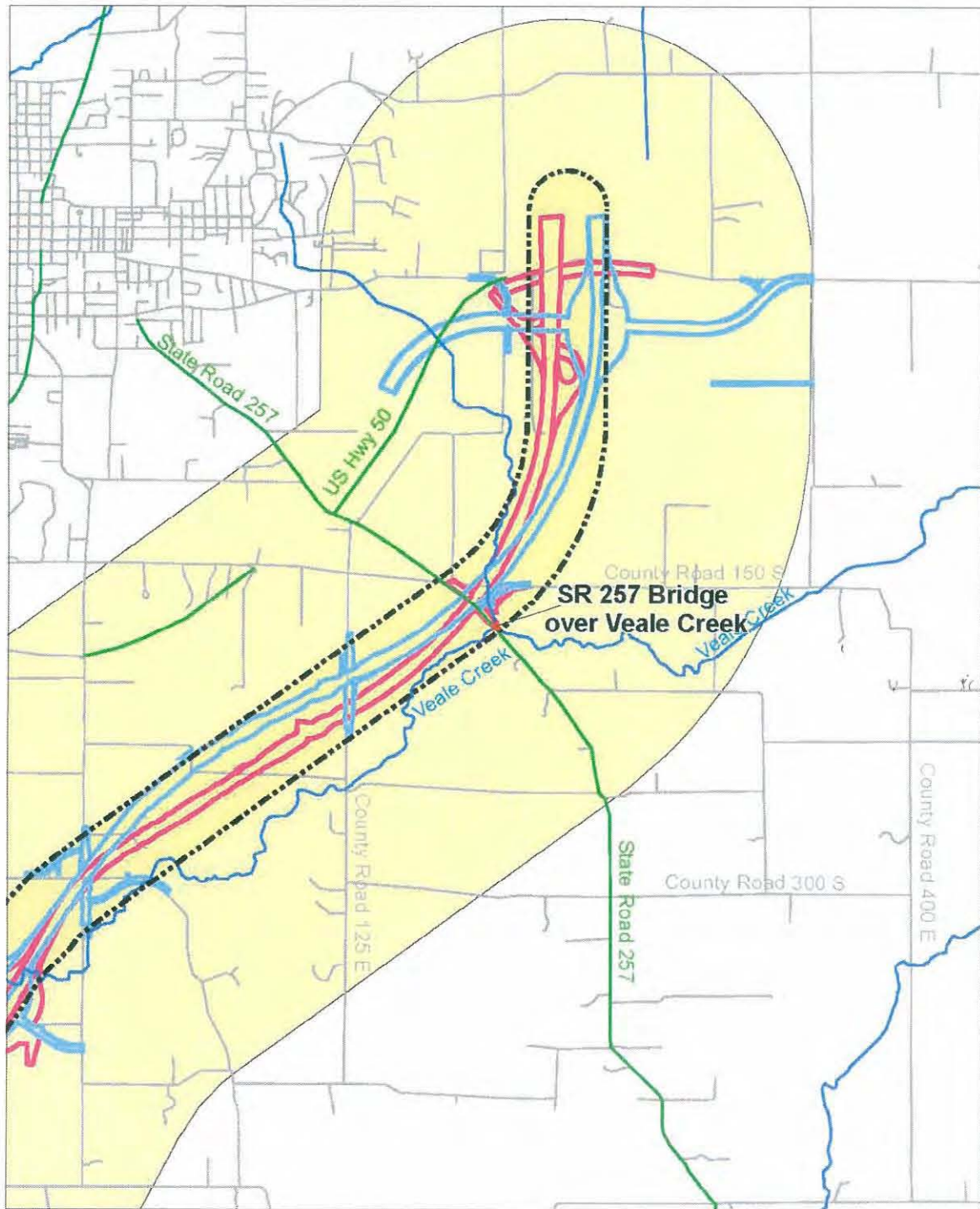
Best regards,

Joseph A. Leindecker
Project Manager, I-69 Section 2

Cc: Anthony DeSimone, FHWA
Christopher Koepfel, INDOT
Jason DuPont, Bernardin Lochmueller & Associates, Inc.
Dr. Linda Weintraut, Weintraut & Associates Historians, Inc.

Project Office Section 2
804 S. Industrial Park Dr.
P.O. Box 97
Petersburg, IN 47567
812-354-3462

Map 1: I-69 Evansville to Indianapolis Study Section 2: Gibson, Pike, and Daviess Counties

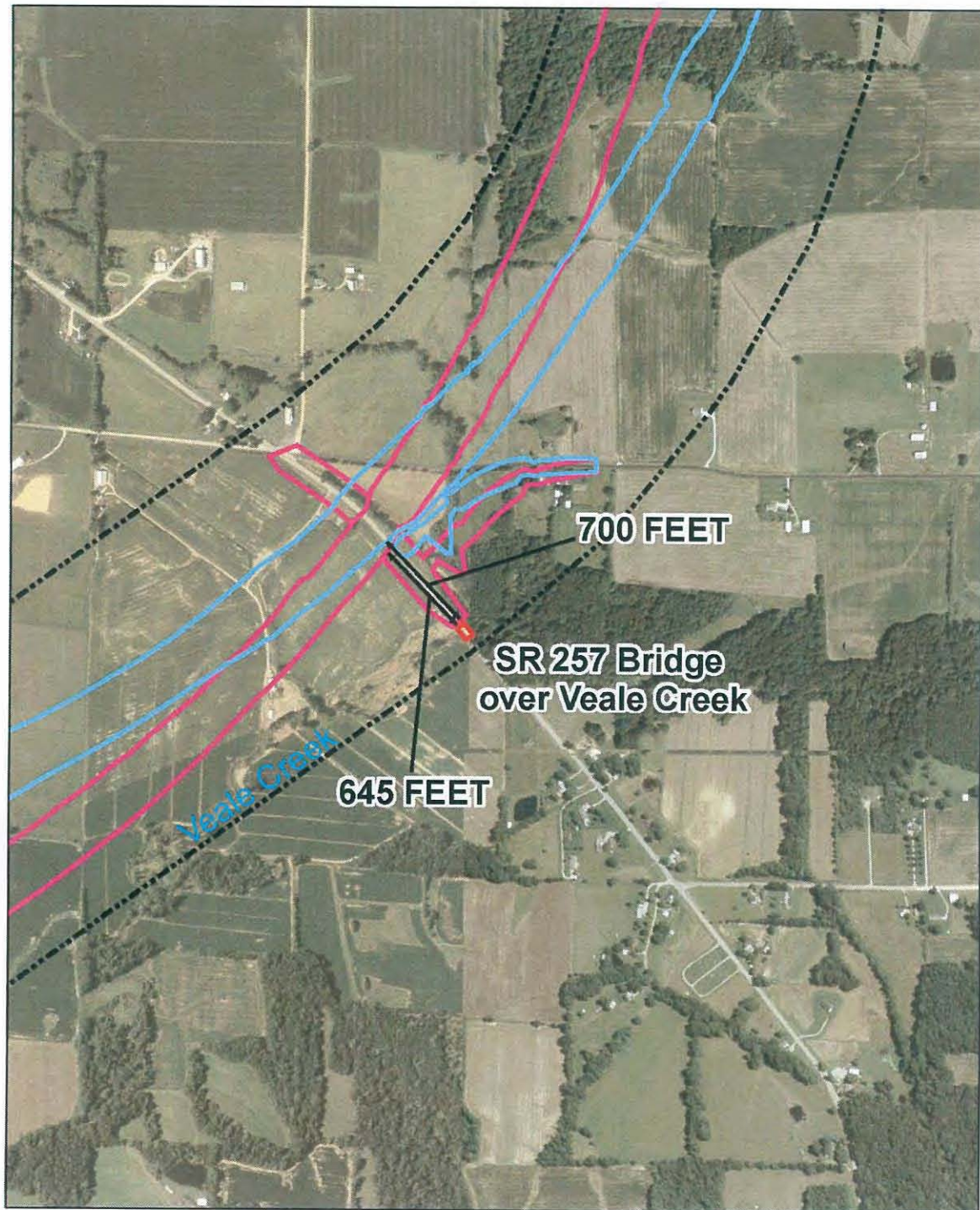


0 0.25 0.5 0.75 1 Miles

Note: GIS data used to create this map are from the best known sources existing at this time. However, experience shows that many national datasets such as cemeteries, churches, airports, schools, karst, etc. are not all inclusive. Some national datasets are created on a much smaller scale than that mapped here and as a result have positional inaccuracies. Use of this map should be limited to planning, but should not replace field review or background checks with other sources.

- Area of Potential Effects
- 2000-ft Corridor
- Working Alternative A
- Working Alternative B
- County Roads
- Major Streets
- Rivers and Streams
- NHP Eligible Boundary

Map 2: I-69 Evansville to Indianapolis Study Section 2: Gibson, Pike, and Daviess Counties



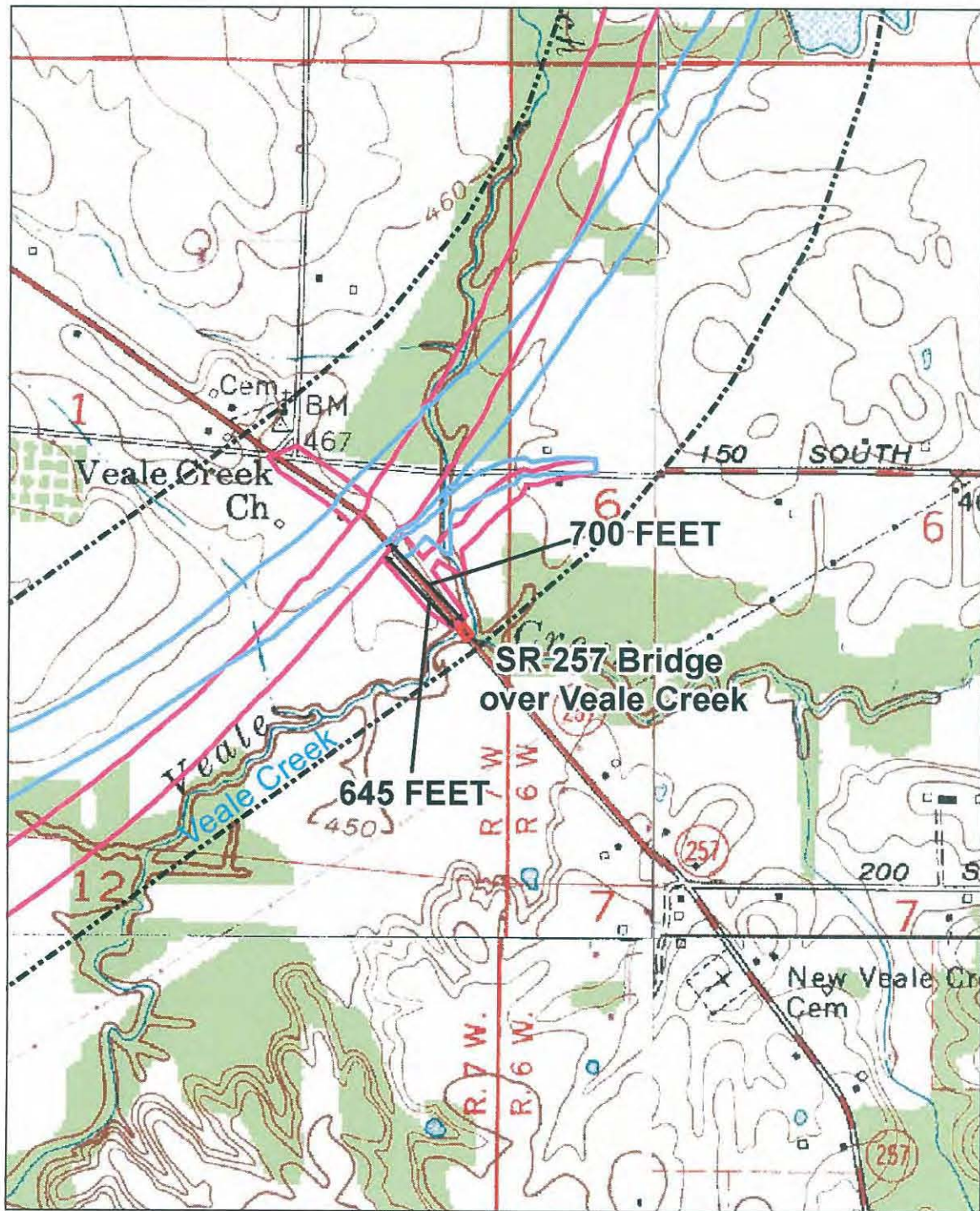
0 500 1,000 1,500 2,000
Feet



Note: GIS data used to create this map are from the best known sources existing at this time. However, experience shows that many national datasets such as cemeteries, churches, airports, schools, karst, etc. are not all inclusive. Some national datasets are created on a much smaller scale than that mapped here and as a result have positional inaccuracies. Use of this map should be limited to planning, but should not replace field review or background checks with other sources.

	2000-ft Corridor
	Working Alternative A
	Working Alternative B
	NRHP-Eligible Boundary

Map 3: I-69 Evansville to Indianapolis Study Section 2: Gibson, Pike, and Daviess Counties



Note: GIS data used to create this map are from the best known sources existing at this time. However, experience shows that many national datasets such as cemeteries, churches, airports, schools, karst, etc. are not all inclusive. Some national datasets are created on a much smaller scale than that mapped here and as a result have positional inaccuracies. Use of this map should be limited to planning, but should not replace field review or background checks with other sources.



Daviess 30046-SR257 Bridge over Veale Creek, view southeast.



Daviess 30046-SR257 Bridge over Veale Creek, view northwest.



Daviess 30046-View northwest from northwest end of bridge.

State Road 257 Bridge over Veale Creek (Daviess 30046)
State Road 257 over Veale Creek,
Daviess County
Criterion C

Description/Significance: The SR 257 Bridge over Veale Creek (027-663-30046) is eligible for the NR under Criterion C in the area of engineering. The bridge is a single-span, steel, Warren pony truss bridge with flat top chords. The trusses have a total span of eighty-four feet. The bridge rests on concrete abutments with wing walls. East and north of the bridge is a wood lot; south, west, and northwest of the bridge are agricultural fields. The bridge was constructed in 1938 and rehabilitated in 1977.

SR 257 Bridge over Veale Creek rates seven points in the DHPA's *Guidelines for Assessing the Cultural Significance of Indiana's Extant Metal Bridges (1872-1942)*. SR 257 Bridge receives four points for its trusses remaining essentially intact, one point for being built by an Indiana fabricator, one point for extant plans, and one point for its location on an important transportation route (a total of seven points). The bridge displays the distinctive characteristics of a Warren pony truss bridge and is eligible for the NR under Criterion C. The boundary extends fifteen feet on each side of the bridge.

Effects Discussion

Among the possible effects of the undertaking on the SR 257 Bridge over Veale Creek are direct, visual, and/or auditory effects.

Direct Effects: The undertaking would



Daviess 30046-View northwest from northwest end of bridge.



Daviess 30046-View southwest showing Veale Creek.

not directly affect the SR 257 Bridge over Veale Creek under Alternatives A or B. Maps 2 and 3 depict the shortest distance between the alternatives' mainline (I-69) rights-of-way and the property boundary. The mainline of both alternatives is more than 600 feet from the property boundary of the bridge. No interchange between I-69 and SR 257 is planned in either alternative, so the undertaking would not cause an increase in traffic that might result in a need to replace the bridge.

Alternative A: The mainline of Alternative A would be 700 feet from the boundary of the bridge. Project-related activities would not occur within the bridge's boundary under Alternative A, nor would Alternative A remove or relocate the bridge.

Alternative B: Although the mainline would be 645 feet from the bridge, Alternative B includes an overpass for SR 257 to cross I-69. Under this alternative, the reconstructed SR 257 ties into the existing SR 257 approximately 20 feet west of the bridge, or five feet west of the bridge's NR-eligible boundary. Project-related activities would not occur within the bridge's boundary under Alternative B, nor would Alternative B remove or relocate the bridge. The SR 257 overpass would not alter traffic patterns such that there would be an increase in traffic that might result in a need to replace the bridge.

Visual Effect: The undertaking would have a visual effect on the SR 257 Bridge over Veale Creek. The land south, west, and northwest of the bridge consists of flat, open agricultural fields. North and east of the bridge is a wood lot. The shortest distance between either alternative's mainline right-of-way and the boundary of the bridge is 645 feet. The undertaking would be clearly visible from the bridge at all times of the year. In addition, with Alternative B, the SR 257 overpass over I-69 ties into the existing road approximately 20 feet west of the SR 257 Bridge and rises approximately 22 feet above the elevation of the existing SR 257 at its highest point crossing I-69. The highest point above I-69 will be approximately 850 feet northwest of the SR 257 Bridge over Veale Creek. The reconstruction of SR 257 to pass over I-69 will begin approximately 20 feet west of the SR 257 Bridge NRHP boundary and will climb gradually from that point to its highest point over I-69.

The vicinity of the bridge is relatively dark at night, although security lights are present at some residences along SR 257. No lighting is planned for I-69 in this area.

The undertaking's visual effect on the bridge would change the character of physical features within the property's setting, primarily the expanse of adjacent agricultural fields. However, the bridge is eligible for the NR under Criterion C as an excellent example of its bridge type, and, although in a rural setting, the bridge is not in an isolated location. It is located along a state highway and not far from the US 50 bypass around Washington. Although the bridge's setting is a component of its integrity, setting does not contribute to the bridge's significant historic features. Changes to the bridge's setting would not alter any of the qualities of the bridge for which it is eligible for the NR. The undertaking would have an effect on the bridge, but the effect would not be adverse.

Auditory Effect: The undertaking would not have an auditory effect on the SR 257 Bridge over Veale Creek. This bridge is on a state highway where noise, or lack thereof, will not influence the setting and, thus, the integrity of this bridge. After consultation with the Indiana SHPO, it was determined that noise modeling on this bridge was not necessary.

Other Considerations: The new I-69 is not anticipated to induce new development within the immediate vicinity of the bridge. There will not be an interchange between I-69 and SR 257, and the bridge does not lie within the area where new development is anticipated to be induced by the proposed interchange of I-69 and US 50. The straight-line distance from the SR 257 Bridge over Veale Creek to the nearest Alternative A interchange, at US 50, is approximately 1.77 miles, and the distance to the Alternative B interchange with US 50 is 1.86 miles.

Effects Finding

In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (16U.S.C. 470f), the project historians examined Alternatives A and B for the Section 2 Tier 2 Study of the I-69 Evansville to Indianapolis Project for their potential to adversely affect the SR 257 Bridge over Veale Creek.

The Identification of Effects considered potential direct, visual, and auditory effects by each alternative on the SR 257 Bridge. The analysis determined if an alternative would likely cause an effect to the SR 257 Bridge, and if that effect would be adverse; i.e., destroy, diminish, or alter important physical features or characteristics that qualify it for the NR.

The finding of effects for the SR 257 Bridge over Veale Creek is: ***Historic Properties Affected – No Adverse Effects.***

The undertaking, following Alternatives A or B, would not have a direct or an auditory effect on the SR 257 Bridge, but would have a visual effect on the bridge through introducing a change in the setting of the bridge. The visual effect would not change any features or characteristics that qualify the bridge for the NR and therefore would not be adverse.



PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538

P.O. Box 1527

MIAMI, OKLAHOMA 74355

CHIEF
John P. Froman

SECOND CHIEF
Jason Dollarhide

March 29, 2007

Section 2 Project Office
804 South Industrial Park Drive
PO Box 97
Petersburg, Indiana 47567

RECEIVED
APR 02 2007
BY: *raw*

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

Thank you for notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves protection and Repatriation Act (NAGPRA) are discovered during construction, the Peoria Tribe request notification and further consultation.

The Peoria Tribe has no objection to the proposed construction. However, if human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

John P. Froman
Chief

xc: Bud Ellis, Repatriation/NAGPRA Committee Chairman

TREASURER
John Sharp

SECRETARY
Hank Downum

FIRST COUNCILMAN
Carolyn Garren

SECOND COUNCILMAN
Jenny Rampey

THIRD COUNCILMAN
Alan Goforth



Prairie Band Potawatomi Nation
Government Center

613

RECEIVED
APR 30 2007

BY: *[Signature]*

April 25, 2007

**Section 2 Project Office
804 South Industrial Park Dr.
P.O. Box 97
Petersburg, IN 47567**

Dear Mr. Leindecker:

I am writing to inform you that I am in receipt of your recent National Historic Preservation Act (NHPA), Section 106 and Section 110 correspondence.

After reviewing the contents of your recent mailing we would like to inform that we have no objections to the following project(s):

**Project(s): I-69 Evansville –Indianapolis Tier 2 Studies, Section 2 SR
257 Bridge over Veale Creek, Daviess County, Indiana**

At this time we are unaware of any historical cultural resources in the proposed development area. However, we do request to be immediately contacted if any inadvertent discoveries are uncovered at anytime throughout the various phases of the project.

Please feel free to call me at (785) 966-4007 or additional information can be faxed to (785) 966-4009. We look forward to working with you.

Respectfully,

[Signature]

Tracy Stanhoff
Tribal Chair
NAGPRA Representative
Prairie Band Potawatomi Nation

TS/ssh



U.S. Department
of Transportation

**Federal Highway
Administration**

Indiana Division

575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

February 3, 2009

HDA-IN

Dear Consulting Party:

**Re: I-69 Evansville to Indianapolis Tier 2 Studies, Section 2
Section 106: Transmittal of 800.11(e) documentation**

Pursuant to Section 106 of the National Historic Preservation Act (1966) and 36 CFR Part 800 (Revised January 2001 and incorporating amendments effective August 5, 2004), federal agencies are required to take into account the effects of their undertakings on historic and archaeological properties. The Federal Highway Administration (FHWA), in cooperation with the Indiana Department of Transportation (INDOT), is conducting Section 106 Consultation as part of the I-69 Evansville to Indianapolis Tier 2 Studies, Section 2, SR 64 near Oakland City to US 50 East of Washington.

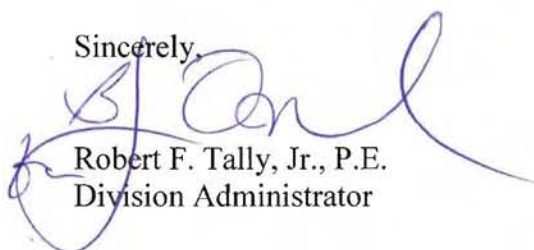
Pursuant to 36 CFR 800.4(d)(2), FHWA, in consultation with the Indiana State Historic Preservation Officer, has determined that there are four (4) aboveground historic properties within the Area of Potential Effects for Section 2: Patoka Bridges Historic District, Thomas C. Singleton Round Barn, Chapman-Allison Farmstead, and SR 257 Bridge over Veale Creek. Enclosed is a copy of the 800.11(e) documentation, which describes the undertaking, describes the efforts taken to identify historic properties, describes the historic properties, describes the effects of the undertaking on historic properties, explains the application of the criteria of adverse effect, and summarizes consulting party and public views.

Pursuant to 36 CFR 800.6(a)(3), FHWA is providing this copy of the 800.11(e) documentation. Note that the FHWA has signed the Section 106 Findings and Determinations: Area of Potential Effects, Eligibility Determinations, and Effects Findings.

**MOVING THE
AMERICAN
ECONOMY**

Please direct any comments to the **I-69 Section 2 Project Office, 60 North Commercial Park Drive, P.O. Box 522, Washington, Indiana, 47501**. Please provide any comments by March 9, 2009.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Tally", is written over the typed name.

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

Enclosures

cc:

Christopher Koeppel, INDOT
Dr. James Glass, SHPO



PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538
P.O. Box 1527
MIAMI, OKLAHOMA 74355

CHIEF
John P. Froman

SECOND CHIEF
Jason Dollarhide

February 12, 2009

Indiana Department of Transportation
100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216

RE: Draft Environmental Impact Statement (Tier 2) for the I-69, Evansville to Indianapolis
Project for Section 2 between Oakland City and Washington, Indiana.
[FHWA-IN-EIS-09-01-D]

Thank you for notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during construction, the Peoria Tribe request notification and further consultation.

The Peoria Tribe has no objection to the proposed construction. However, if any human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, the construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

A handwritten signature in blue ink, appearing to read "J P L", likely representing John P. Froman.

John P. Froman
Chief

xc: Bud Ellis, Repatriation/NAGPRA Committee Chairman

TREASURER
John Sharp

SECRETARY
Hank Downum

FIRST COUNCILMAN
Carolyn Garren

SECOND COUNCILMAN
Jenny Rampey

THIRD COUNCILMAN
Alan Goforth



Miami Tribe of Oklahoma

P.O. Box 1326 Miami, Oklahoma 74355

Ph: (918) 542-1445 Fax (918) 542-7260



February 18, 2009

Indiana Department of Transportation\
100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216

RE: Draft Environmental Impact Statement for the I-69, Evansville to Indianapolis Project for Section 2 between Oakland City and Washington, Indiana.

To Whom It May Concern:

Aya, kikwesitoole. My name is Joshua Sutterfield and I am the Tribal Historic Preservation Officer for the Federally Recognized Miami Tribe of Oklahoma. In this capacity I am the Miami Nation's point of contact for all NAGPRA and Section 106 issues.

In reference to the above mentioned construction/project's, the Miami Nation is not currently aware of existing documentation directly linking specific Miami religious, cultural, or historic sites to the above referenced construction/project site(s). However, as this site(s) is/are within the aboriginal homelands of the Miami Nation, should any Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) be discovered during this or any construction project the Miami Nation requests immediate consultation with the appropriate State Historical Society or related entity.

The Miami Nation offers no objection to the proposed construction/project at this time. Again, should human remains and/or objects be uncovered please contact me at 918-542-1445, or by mail at the address listed above, to initiate consultation.

Sincerely

Joshua Sutterfield
Tribal Historic Preservation Officer
Miami Nation

March 7, 2009

I-69 Section 2 Project Office
60 North Commercial Park Drive
PO Box 522
Washington, IN 47501

"Perhaps our age will be known to the future historian as the age of the bulldozer and the exterminator; and in many parts of the country the building of a highway has about the same result upon vegetation and human structures as the passage of a tornado or the blast of an atom bomb." --Lewis Mumford

Comments of Citizens for Appropriate Rural Roads,
Section 106, Section 2, Tier 2

The comment period for the Section 106 Finding of Adverse Effect is too short. We request an extension of the comment period of an additional 60 days so that we can adequately review the materials.

Please include as part of CARR's Comments, the comments submitted by Dr. Edith Sarra.

Because the Section 106 review in Tier 2 of the I-69 project has been segmented into 6 sections, it has been extremely difficult for CARR to participate in a meaningful way in the review process. While INDOT and FHWA appear to solicit citizen participation, the segmentation of the project in fact discourages meaningful participation by stakeholders and citizens. Overall the Section 106 review indicates that the careful consideration of historic and cultural resources takes the back seat to the political pressure to build another highway through southwest Indiana. The SHPO and the consultants doing the Section 106 review will not present information that would jeopardize a project that is supported by the political powers in the State.

Patoka Bridges Historic District

The technical report "Measures to Minimize Harm, Patoka Bridges Historic District" prepared by Jacobs Engineering from St. Louis, Missouri attempts to obscure the obvious: The construction and operation of an international truck route 242 feet from the Patoka Bridges Historic District will destroy the historic integrity of this site. There is no remediation that will compensate this loss.

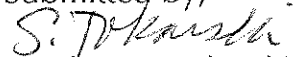
The "preferred route" through the Patoka river area was predetermined years ago for political reasons. US41/I-70 alternative, which would have had very

little impact on wetlands, farmland and forests, as well as cultural and historic resources, was rejected.

We concur with the SHPO to make funding available for the Pike County Commissioners for repairs to the bridges, to prohibit construction traffic on the bridges.

The sensible solution is to abandon the new terrain route and upgrade the existing US41 and I-70 alternative.

Submitted by,



Sandra W. Tokarski
Section 6 Consulting Party
CARR
PO Box 54
Stanford, IN 47463

From: Jan & Bill Boyd [mailto:waboyd@iquest.net]
Sent: Mon 3/9/2009 20:12
To: section3pm@indyeven.org; section3@i69indyevn.org
Cc: Grovak, Mike; Thomas & Sandra Tokarski
Subject: Comments for the record

Comments to the Section 106, Section 2, Tier 2, Finding of Adverse Effect Report:

The comment period for the Section 106 Finding of Adverse Effect is too short. I hereby request an extension of the comment period of an additional 60 days so that I may fully review the materials.

Because the Section 106 review in Tier 2 of the I-69 project has been segmented into 6 sections, the review process is extremely difficult for anyone to participate in a meaningful and substantial manner. While INDOT and FHWA appear to solicit citizen participation, the segmentation of the project in fact discourages meaningful participation by stakeholders and citizens.

Overall the Section 106 review indicates that the careful consideration of historic and cultural resources takes the back seat to the political pressure to build another highway through southwest Indiana. The SHPO and the consultants doing the Section 106 review will not present information that would jeopardize a project that is supported by the political powers in the State. It should be noted that there appear to be structures overlooked that could be of significant historical value.

There is absolutely no mention of where borrow materials will be sourced from and how these activities may affect the referenced historic properties.
Section 106 of the National Historic Presentation Act must apply to all areas where there is land disturbances.

Section 106 regulations require Federal agencies to make a reasonable and good faith effort to carry out appropriate identification efforts within the APE, defined as the "geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties. Ref. 36 CFR Part 800.4. The level of effort as describe in subpart (b)(1) is not evident within the report.

Patoka Bridges Historic District

The technical report "Measures to Minimize Harm Patoka Bridges Historic District" prepared by Jacobs Engineering from St. Louis, Missouri attempts to obscure the obvious: The construction and operation of an international truck route 242 feet from the Patoka Bridges Historic District will destroy the historic integrity of this site. There is no remediation that will compensate this loss.

The "preferred route" through the Patoka river area was predetermined years ago for political reasons. US41/I-70 alternative, which would have had very little impact on wetlands, farmland and forests, as well as cultural and historic resources, was rejected.

We concur with the SHPO to make funding available for the Pike County Commissioners for repairs to the bridges, to prohibit construction traffic on the bridges.

Also, include as part of my own comments, the response submitted by Dr. Edith Sarra.

The sensible solution is to abandon the new terrain route and upgrade the existing US41 and I-70 alternative.

I request that these comments be entered as part of the permanent project record.

William A. Boyd
RR2 Box 296
Bloomfield, IN 47424

9 March 2009

I-69 Project Office, Section 2
60 North Commercial Park Drive
P.O. Box 522
Washington, IN 47501

To Whom It May Concern:

This letter is written as a comment on the "Federal Highway Administration Documentation of Section 106 Finding of Adverse Effect" for properties in Section 2 of the proposed I-69 highway. Since the Federal Highway Administration has secured concurrence from the State Historic Preservation Officer with its judgment of "No Adverse Effects" for all Section Two NR eligible or NR properties except the Patoka Bridges Historic District, my comments will be confined to mitigation of effects on the Patoka Bridges District.

I was appalled to read, in Section 4.1 ("Patoka Bridges"), p. 14, that the I-69 project was even considering using CR 300 West and the two historically significant bridges within the District for construction traffic during the proposed building of I-69 through the Patoka Bottoms. Even if the highway builders were to consistently respect posted load limits for these old, historically significant bridges, and to request "special approval from the County" prior to any use involving loads in excess of posted load limits, it is certain the bridges themselves would suffer from the dramatically increased wear and tear that project related activities would inevitably produce.

It is equally appalling to see the statement in Section 5.1, p. 16, that under such use of the Patoka Bridges District for project related activities "there will be no 'physical destruction of or damage to all or part of the property'" –hence, the judgment that CFR 800.5 (a) (2) (ii) does not apply.

It was good to see that the SHPO weighed in strongly against such use of the Patoka Bridges Historic District, and provided three other constructive suggestions for mitigation of adverse effects. On pp. 18-19, the FHWA report refers to the letter from the SHPO's office (dated May 11, 2006) that suggests ideas for conceptual mitigation. The report seems to indicate that FHWA has accepted only one of the four recommendations made by the SHPO: their recommendation that construction traffic on Bridge #246 and #81 be prohibited. The report continues:

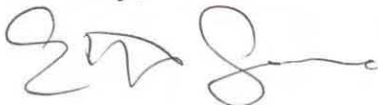
"Regardless of the posted load limits on the bridges, a commitment has been included as a part of the project to preclude any I-69 construction traffic from using the bridges. No other commitments to specific mitigation measures have yet been made. There will be further evaluation of the measures listed above. Planting trees in the Patoka floodplain to provide additional visual screening will be investigated during final design..."

My concern is with the vagueness of the language here. What, precisely, is the "commitment" that has been made? What kind of project-related traffic will be prohibited from using the bridges? (i. e., will earth-moving equipment and heavy trucks only be prohibited, or will work crew traffic also be excluded?—it should be, as that would also involve a dramatic increase in wear and tear on the bridges and the county road). How will that commitment be enforced?

I anticipate that, despite the promise to make "further evaluation" of the other measures suggested by the SHPO, FHWA will find a reason to reject the SHPO's idea to "make funding available for the Pike County Commissioners for repairs to Bridges #246 and #81. I hope I am wrong. Funding for repairs and restoration of these bridges would help to put a better face on a highway project that has so far seemed bent on disavowing responsibility for the negative impacts it is likely to have on the counties it crosses. Pike County in particular has already lost much of its historically significant built environment to strip mining throughout the last hundred years.

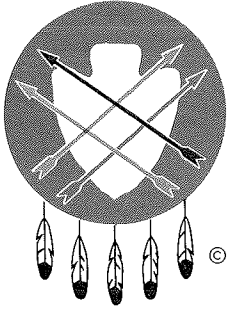
Finally, I would like to know why there is no documentation for the meeting between FHWA, INDOT, and the SHPO held on September 23, 2008 "to discuss avoidance and minimization measures considered for the Patoka Bridges Historic District and possible future mitigation measures" (p. 7). The absence of documentation is conspicuous, given the records of other meetings, correspondence, and telephone communications. What was discussed at the meeting? What conclusions or "commitments" were made?

Sincerely,

A handwritten signature in black ink, appearing to read 'Edith Sarra', with a stylized flourish at the end.

Edith Sarra, Ph.D.

cc: Christopher Koeppel, INDOT
Dr. James Gla



PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538
P.O. Box 1527
MIAMI, OKLAHOMA 74355

CHIEF
John P. Froman

SECOND CHIEF
Jason Dollarhide

May 6, 2009

Indiana Department of Transportation
100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216

RE: Draft Environmental Impact Statement (Tier 2) for the I-69, Evansville to Indianapolis
Project for Section 2 between Oakland City and Washington, Indiana.
[FHWA-IN-EIS-09-01-D]

Thank you for notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during construction, the Peoria Tribe request notification and further consultation.

The Peoria Tribe has no objection to the proposed construction. However, if any human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, the construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

A handwritten signature in black ink, appearing to be 'J P L', representing John P. Froman.

John P. Froman
Chief

xc: Bud Ellis, Repatriation/NAGPRA Committee Chairman

TREASURER
John Sharp

SECRETARY
Hank Downum

FIRST COUNCILMAN
Carolyn Garren

SECOND COUNCILMAN
Jenny Rampey

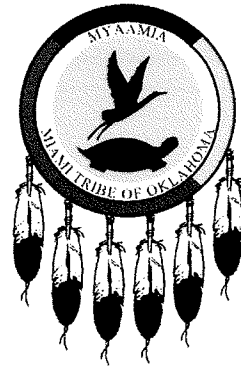
THIRD COUNCILMAN
Alan Goforth



Miami Tribe of Oklahoma

P.O. Box 1326 Miami, Oklahoma 74355

Ph: (918) 542-1445 Fax (918) 542-7260



May 7, 2009

Indiana Department of Transportation
100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216

RE: I-69, Evansville to Indianapolis project for Section 2 between Oakland City and Washington, Indiana.

To Whom It May Concern:

Aya, kikwesitoole. My name is Jake Long and I am the Acting Cultural Resources Director for the Federally Recognized Miami Tribe of Oklahoma. In this capacity I am the Miami Nation's point of contact for all NAGPRA and Section 106 issues.

In reference to the above mentioned construction/project's, the Miami Nation is not currently aware of existing documentation directly linking specific Miami religious, cultural, or historic sites to the above referenced construction/project site(s). However, as this site(s) is/are within the aboriginal homelands of the Miami Nation, should any Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) be discovered during this or any construction project the Miami Nation requests immediate consultation with the appropriate State Historical Society or related entity.

The Miami Nation offers no objection to the proposed construction/project at this time. Again, should human remains and/or objects be uncovered please contact me at 918-542-1445, or by mail at the address listed above, to initiate consultation.

Sincerely

Jake Long
Acting Cultural Resources Director
Miami Nation

>FirstName = edith
>LastName = sarra
>StreetAddress = 1816 concord road
>Address =
>City = gosport
>State = IN
>ZipCode = 47433
>Email = esarra@indiana.edu
>Comments = 27 June 2009

>
>I-69 DEIS Comments, Section 2
>Joseph Leindecker
>Jacobs Engineering Group
>P.O. Box 8464
>Evansvilled, IN 47716

>
>To The I-69 Project Team:

>
>This letter is written as a comment on the "Federal Highway Administration Documentation of Section 106 Finding of Adverse Effect" for properties in Section 2 of the proposed I-69 highway. Since the Federal Highway Administration has secured concurrence from the State Historic Preservation Officer with its judgment of "No Adverse Effects" for all Section Two NR eligible or NR properties except the Patoka Bridges Historic District, the bulk of my comments will be concerned with mitigation of effects on the Patoka Bridges District. However, because I have submitted earlier comments as a consulting party for Section 106 concerns which have NOT been addressed in FHWA correspondence and the current DEIS, I will begin by raising these issues again.

>The first of these still unaddressed issues that concern me is the wooded area just to the east of the Patoka Bridges District, where the raised embankments for the Wabash and Erie Canal cross the bottoms. This part of the W & E Canal site was judged potentially eligible for the National Register in the aftermath of my research for the nomination of the Patoka Bridges District to the National Register in March 2005. The Canal site was not included in the District itself, but I was encouraged by Frank Hurdie at the time that further investigation in the area might provide enough information to build a case for the National Register nomination of the Canal and aqueduct at Dongola (particularly given potential below-ground traces of the extended work site for the Canal's construction across the bottoms north of Dongola). This area too, should be prohibited from use by project related traffic and activities.

>
>The second issue concerns the potential below-ground traces of the Wabash and Erie Canal's construction mentioned above. While I was conducting research on this area I was in touch with Indiana University archaeologist Cheryl Munson, who pointed out that the area is unique because it represents a verifiable mid-nineteenth century work site that was in operation for an unusually extended period of time. (See National Register of Historic Places "Statement of Significance" for the Patoka Bridges Historic District, appended at the end of this letter). The construction of the W & E Canal across the Patoka Bottoms took over two years, from 1851 to 1853. The length of time that the worksite in the Patoka Bottoms at Dongola remained in operation renders the probability very high that there are below-ground remains of the site still there.

>
>I would further point out that another aspect of the area which contributes to the Patoka Bridges District's historical significance (as recognized by the U.S. Department of the Interior in its listing of the district as part of the National Register of Historic Places) is its status as part of the Underground Railroad network in southern Indiana. The W & E Canal path, as well as the old state road "now Pike County Road 300 West" have been documented as part of the Underground Railroad route from Little Pigeon Creek to Posey's coal bank three miles north of Petersburg, Indiana (See National Register of Historic Places "Statement of Significance" for the Patoka Bridges Historic District, appended at the end of this letter). In short, the path by which the proposed I-69 traverses the Patoka River Bottoms cuts across an area steeped in historic significance. Only part of it is currently listed on the National Register, but the area just to the east of the Patoka Bridges District has been judged as POTENTIALLY ELIGIBLE for NR listing. The paid consultants for I-69 have simply failed to address this issue. Because this area had been judged potentially eligible, the project is required, by Federal law, to address mitigation issues. They have not.

>
>Concerning the plans for mitigation of adverse effects on the Patoka Bridges District itself, I was appalled to read, in Section 4.1 ("Patoka Bridges"), p. 14, that the I-69 project was even considering using CR 300 West and the two historically significant bridges within the District for construction traffic during the proposed building of I-69 through the Patoka Bottoms. Even if the highway builders were to consistently respect posted load limits for these old, historically significant bridges, and to request "special approval from the County" prior to any use involving loads in excess of posted load limits, it is certain the bridges themselves would suffer from the dramatically increased wear and tear that project related activities would inevitably produce.

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damage to all or part of the propertyâ€”â€” hence, the judgment that CFR 800.5 (a) (2) (ii) does not apply.

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>

>â€”Regardless of the posted load limits on the bridges, a commitment has been included as a part of the project to preclude any I-69 construction traffic from using the bridges. No other commitments to specific mitigation measures have yet been made. There will be further evaluation of the measures listed above. Planting trees in the Patoka floodplain to provide additional visual screening will be investigated during final designâ€”

>

>My concern is with the vagueness of the language here. What, precisely, is the â€”commitmentâ€” that has been made? What kind of project-related traffic will be prohibited from using the bridges? (i.e., will earth-moving equipment and heavy trucks only be prohibited, or will work crew traffic also be excluded?â€”it should be, as that would also involve a dramatic increase in wear and tear on the bridges and the county road). How will that commitment be enforced?

>

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>

>Finally, I would like to know why there is no documentation for the meeting between FHWA, INDOT, and the SHPO held on September 23, 2008 â€”to discuss avoidance and minimization measures considered for the Patoka Bridges Historic District and possible future mitigation measuresâ€” (p. 7). The absence of documentation is conspicuous, given the records of other meetings, correspondence, and telephone communications. What was discussed at the meeting? What conclusions or â€”commitmentsâ€” were made?

>

>

>Sincerely,

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>

>Edith Sarra, Ph.D.

>

>c: Robert F. Tally, Jr., Federal Highway Administration; John M. Fowler, Executive Director, Advisory Council on Historic Preservation; James A. Glass, Ph.D., Deputy State Historic Preservation Officer for Indiana; Frank Hurdis, Assistant Director of Preservation Services, Indiana Division of Historic Preservation and Archaeology; James R. Jones III, Ph.D., State Archaeologist; Cheryl and Pat Munson, Indiana University; Thomas and Sandra Tokarski, Citizens for Appropriate Rural Roads; Attorney John Moore, Environmental Law and Policy Center; Tim Maloney, Hoosier

township) began about a decade later, with the earliest, the Loveless family, settling in 1811. With construction beginning perhaps as early as 1825, the road served the earliest farm to market, and farm to mill traffic needs in the communities of southern Pike and northeastern Gibson Counties.

>

>Commercial activity immediately along this section of the road got its first (and last) major boost with the construction of the Petersburg to Evansville sections of the Wabash and Erie Canal in 1851-53. An early covered timber bridge that carried the road across the Patoka on the county line (where Pike Co. Bridge #246 now stands) helped determine the location of Dongola as a port town at the intersection of the old state road, the Patoka River, and the Wabash and Erie Canal. Anticipating the continued commercial success of the Canal, local farmer-entrepreneurs Willard Carpenter and Quaker Issac Steele (a.k.a. Issac Street) platted the town of Dongola along the old state road on the south bank of the Patoka River in 1851.

>

>The Quaker-founded village of Dongola harbored an especially active and well-documented enclave of Anti-Slavery League members and sympathizers. James Cockrum, the Oakland City abolitionist, farmer- entrepreneur, and two-time Representative to the Indiana Legislature, owned a packing and shipping house for pork and tobacco on the Wabash and Erie Canal at Dongola. Cockrum was an important local member of the "Executive Committee" of the Anti-

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Patoka Bridges Historic District

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Pike Co., IN

>Statement of Significance

>

>Slavery League, a secret network that sprang to life in opposition to the Fugitive Slave Act of 1850, and the abolitionist sentiments fanned by new fugitive slave laws. The old state road and its Patoka River bridge in turn determined the path of fugitive slaves following the Little Pigeon Creek corridor of the Underground Railroad north to the Petersburg area and beyond. Using maps from 1852, 1876, 1881, 1994 and landmarks noted in Cockrum's History of the Underground Railroad, the Pike County Historical Society and Pike County Freedom Trails Committee have constructed maps of the probable route of the Underground Railroad between Cockrum's barn in present day Oakland City and Posey's coal bank three miles north of Petersburg.. The use of the 1852 map of the area is key for determining the role played by the section of the old state road under consideration here for listing as part of the Patoka Bridges Historic District. As the anecdotes in Cockrum's history further illustrate, the state road crossing of the bottoms just north of the old Dongola bridge was crucial to wagon transport of escaping slaves across eastern Gibson and southern Pike Counties.

>

>Topography played a major role in the concentration of Anti-Slavery League activity on this section of the old state road. The sloughs that surrounded the Patoka River made the state road and the old Dongola bridge almost impossible to avoid when escaping slaves were being conveyed by wagon. The only possible alternative route through the wetlands "the towpath of the Wabash and Erie Canal" could not

afford safe passage for fugitives except under the cover of moonless dark, due to its hundred feet of deforested right-of-way. The state road crossing of the bottoms lay almost midway between two documented stations on the Little Pigeon Creek corridor of the Underground Railroad. Ira Caswell's farm in Warrick County was the first point of contact for slaves fleeing across the Ohio River to a point above the mouth of Little Pigeon Creek. From Caswell's farm they were guided to a barn on James Cockrum's farm in what is now Oakland City, Gibson County. The third "station" on this route was a coal bank owned by Dr. John Posey outside of Petersburg in Pike County.

>

>Of these sites, the Cockrum barn no longer stands, the Caswell farm has no surviving landmarks, and the Posey coalbank and any buildings on Posey's farm are no longer discernible. The old state road segment appears to be the only site that remains relatively intact.

>

>As the detailed reports in Cockrum's History of the Underground Railroad demonstrate, the section of the old state road which still spans the bottoms between the two current bridges, the old Dongola bridge, and a low-lying thicket just south of Dongola known as "the Hazel rough" provided the settings for numerous recorded altercations among escaping slaves, slave hunters, and local members of the Anti-Slavery League who were involved at times not only in aiding ex-slaves on the path to freedom, but also in administering their own brand of justice to slave hunters. An anecdote from Cockrum's history that specifically references the section of the road proposed here as part of the Patoka Bridges Historic District concerns an incident from the "early fall of 1853" when William Cockrum, George Hill, and Ira Caswell conveyed eight escaping slaves (five men and three women) by wagon across the Patoka at the old Dongola bridge via the "Evansville and Petersburg road" (a.k.a. the old state road).. While the Hazel rough and the old

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>Dongola bridge have long since vanished, the old state road across the bottoms north of the Patoka still embodies one of the paths taken by escaping slaves through southwestern Indiana during the 1850s.

>

>Commercially, throughout the 1850s, this particular section of the old state road across the Patoka Bottoms served as an unusually busy nexus for canal boat, river flatboat, and farm wagon traffic. After the failure of the Canal and the end of the Civil War, the old state road continued to serve the transportation needs of local farmers. New bridges were

>constructed to carry it across the Patoka and Houchins Ditch in 1884 and 1924 respectively. Although the town of Dongola dwindled out of existence during the last quarter of the nineteenth century, farms continued to prosper in the bottoms and during the decade surrounding World War I, strip mining came to play an increasingly significant part in the local economy. Through it all, the road continued its

role as one of the main farm to market routes for two counties. Indeed, with the construction of Houchins Ditch in 1924 the roadbed was raised and "improved" with graveling and tarring. But the completion of S. R. 57 in the 1930s turned this section of the old state road into a local byway. Thus it has retained with unusual integrity the look and feel of an early twentieth century low-volume rural road.

>

>Pike County Bridge #246

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>Pike County Bridge #246 meets National Register criterion A in the area of transportation and C for its engineering. In the area of transportation, the bridge provided passage across the Patoka River for horse and wagon traffic and later, motorized vehicles on the old state road, linking Petersburg to Oakland City and ultimately Evansville. Its survival

>makes concrete a particular late nineteenth century stage in the continuing evolution of transportation systems in the Patoka Bottoms area, replacing the timber bridge that had served the mid nineteenth century needs of Dongola and its Wabash and Erie Canal commerce. In the area of engineering, the bridge is an outstanding representative of Pratt-truss highway bridge design in the 1870s and 1880s. The Wrought Iron Bridge Company which made its superstructure was one of the most important American bridge fabricators of the time. Additionally, the bridge includes a rare patented design element which can be seen in only one other surviving bridge in Indiana. The number of extant Hoosier bridges with cast-iron elements is also very limited.

>

>The history of Pike County Bridge #246 began in March 1881, when Gibson County residents successfully petitioned their county commissioners to initiate construction of a new bridge to replace the timber bridge at Dongola. By this time, Dongola had ceased to entertain commercial hopes, but Ferdinand Knier was still operating a sawmill in the village, and the old state road remained the only significant farm-to-market road between Oakland City and Petersburg. Gibson County took the lead in planning and contracting, and agreed to pay 75% of the bridge's estimated cost of \$7,000. Clearly, the bridge was understood as serving the immediate needs of taxpayers in the Dongola area.

>

>Alexander H. Polk, Gibson County surveyor, was jointly appointed by Gibson and Pike County commissioners in 1881 to gather estimates, bids, specifications, and to superintend construction of the bridge. Work initially progressed very

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>slowly. The bridge's cut stone substructure was not completed until the fall of 1883. In the summer of 1884, Polk engaged Solomon Godman and William Winslow of the Wrought Iron Bridge Company (Canton, Ohio) as contractors for the bridge's wrought iron superstructure and masonry abutments. By August 1884, the iron superstructure and masonry abutments were complete, though "the

earth work [was still] in course of construction.â€

>

>The decision to erect a wrought iron bridge instead of another timber one bespeaks the continued importance of the state road passage across the Patoka River. As James Cooper notes, the use of timber bridges for highway crossings
>did not peak in Indiana until 1880, with the turning point in the transition from timber to iron not coming until sometime in the late 1880s.

>

>Pike County Bridge #246 is an important representative work of engineering. The nameplate decorating both of the bridgeâ€™s portals identifies the bridge as the product of the Wrought Iron Bridge Company, one of the most prolific and influential American bridge fabricators of the late nineteenth century. It also calls attention to a patent that represents a specific improvement in truss-bridge design invented by David Hammond, Henry G. Morse, and Job Abbott in 1876. (See Section 7: Narrative Description, for detail on the patented improvement)

>

>Pike County Bridge #246 retains a high degree of integrity. The trusses have all their original members, including the decorative portal struts, cresting, and laced railings. The original cut-stone substructure remains, though it has been encased in concrete. The timber stringers under the floor of the superstructure have been replaced by rolled steel beams, but this has had almost no visual impact and has served to strengthen the structure. The timber deck has, of

>course, been periodically replaced, but always with timber. The bridge was included in the Indiana Historic Bridge Committee Pool in 1987.

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>Pike County Bridge #81

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>Pike County Bridge #81 meets National Register criterion A in the area of transportation, and criterion C for its engineering. In the area of transportation, the bridge provides safe passage across Houchins Ditch, and has enabled the continued use of the old state road across Patoka Bottoms into the twenty-first century. In the area of engineering, the steel bridge represents an excellent example of camelback through-truss design, a variation on the Pratt through-truss type which allows for greater load-bearing capacity over a wider open span.

>

>In the area of transportation, Pike County Bridge #81 is closely linked to the changes provoked by the emergence of automobile traffic in the Wabash Lowlands during the early twentieth century. Because it was built to span Houchins Ditch, the bridge is also intimately bound up with the controversies associated with the introduction of mechanized ditching in the Patoka River valley. Houchins Ditch was completed in 1924 over the vehement protestations of many local landowners. Its impact since then on the Patoka Bottoms --both the natural environment and its social history and built environment--has been mixed. A brief digression on the history of Houchins Ditch illuminates the social-historical links between the construction of Bridge #81, the waterway it spans, and the surrounding communityâ€™s

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>ambivalence about the transitions engendered by the automobile and other mechanized "improvements" on existing means of transportation and agriculture.

>

>Houchins Ditch remains Pike County's most ambitious public effort at artificial drainage. It is also one of its greatest failures. Beginning in the 1910s and continuing into the mid 1940s, individual farmers (notably Gustaf Ropp and his heirs, whose levees still lie within sight of Bridge #81), the Civilian Conservation Corps, and in this case, a county-

>backed group of entrepreneurs (the Houchins' Ditch Association), initiated levee construction and dredging operations aimed at flood control, drainage, and reclamation of Patoka bottom lands for crop fields. With the notable exception of the Ropp farm levees, most of these efforts fell far short of their goals. Houchins Ditch was perhaps one of the most monumental examples of such failures. Meant to drain and bypass the many oxbows and meanders of the original Patoka River (now called Patoka River South Fork), the Ditch did not achieve its intended effect of permanently altering the flow of water through the bottoms. The original channel remains watered to this day.

>

>The invention of the steam dredge mechanized ditching in the second half of the nineteenth century. This made an immediate and major impact on the reclamation of wetlands in northern Indiana, and as early as 1884, Gibson County historians were writing in glowing terms of the "advantages of tile draining" as a method of draining for agricultural purposes the "many small and several large, ponds and lakes in the county, some of which cover several hundred acres each." But change came slowly to southwestern Indiana. It was not until 1911 that local efforts were organized to attempt systematic dredging of the Patoka River through Monroe township, Pike County

>In 1915, emboldened by the apparent success of their neighbors in Monroe township, Devore C. Houchins (Pike County) and Samuel Morrison (Gibson County surveyor) petitioned the county commissioners to initiate a ditching operation designed to create a new, perfectly straight channel for the Patoka River from Winslow in Patoka township, >Pike County, through Wheeling, in Gibson County, and as far west as the Wabash River. Although in the end, the operation never proceeded any farther west than Wheeling, the new channel would entirely bypass 36 miles of lazy meanders and oxbows in the Patoka's old channel, shortening the distance between the two villages to 17 miles. The idea was to allow high water a means of flushing rapidly through the bottoms, shifting the course of the river entirely, and thus draining the old channel and reclaiming an estimated 100,000 acres of flood plain for crop fields. The estimated cost of the project was \$500,000. Local farmers who would stand to benefit from the drainage would be assessed according to the benefits the drainage project was expected to bring them.

>

>The plans provoked an enormous outcry among local landowners. Nine hundred "demonstrators" appeared on the courthouse square in Princeton, the Gibson County seat, to protest the ditching, stalling further plans for a couple of years. But pro-drainage sentiment was the stronger force in the 1920s, especially in Pike County where the relative success of the Patoka River South Fork dredging was still recent. Digging began in 1920, with two dredges operating simultaneously "one moving westward from Winslow, the other east from a point south of Wheeling in Gibson County. Spoils were sidecast from the dredges, creating earthen berms on both sides of the channel that were expected to keep high water in check even during spring floods.

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>
Patoka Bridges Historic District
>Section number 8 Page 13 Pike
Co., IN
>Statement of Significance
>
>By the time the two dredges met in mid course, just to the north of Dongola, the fatal miscalculations of the project had become evident. The dredge moving west (towards the Wabash) had dug a deeper channel than the eastbound dredge.
>The reverse fall and slack water conditions this created were exacerbated by the bowl-shaped topography of the floodplain in this section of the Patoka bottoms. Instead of draining 100,000 acres, only 5,000 acres were reclaimed,
>at the cost of financial ruin to an untold number of small farm owners who lost their bottom lands due to "delinquent ditch assessments."
>
>The history of Pike County Bridge #81 begins with the completion of Houchins Ditch. Like Houchins Ditch, the proposed construction of a new bridge across the Patoka Bottoms provoked controversy in the community. A spirited debate raged for several weeks in March 1924 via letters to the editors of the Petersburg newspapers. Local voices for progress ("Good Roads" movement boosters who advocated bypassing the old state road entirely) countered those who preferred that the county build the new bridge on the existing bed of the old state road. The outcome of the debate was
>conservative in nature: Pike County constructed Bridge #81 on the existing old state road. The letters to the editor, as well as certain details of the bridge itself reflect the community's slow, reluctant transition toward the automobile era.
>
>The "Good Roads" boosters were concerned that the existing state road was unsuitable for automobile traffic. Though it might require a higher initial investment of capital, they proposed that the county take advantage of the extensive embankments of the old Wabash and Erie Canal through the bottoms, using the raised bed and towpath of the Canal as a roadbed. This would position the new bridge at a point east of the old state road, eliminate the need to climb the numerous hills between Petersburg and Oakland City, and provide travelers with a roadbed known to sit high and dry above the annual floods of the Patoka Bottoms.
>
>The "Good Roads" advocates were defeated by a more fiscally conservative group of letter-writing taxpayers one of whom noted the county was still staggering under the unpaid debt created by Houchins Ditch. When this latter group won the day, the concept of a road built on the Wabash and Erie Canal embankments through the Patoka Bottoms was tabled until the planning of S. R. 57 in the 1930s.
>
>When the Pike County council was called into emergency session on March 25-26, 1924, appropriations for a bridge at Houchins Ditch were made as part of a package of some thirty proposed structures. At an estimated cost of \$11,988, the bridge was the largest structure of

the thirty, accounting for 20% of the appropriations package. A month later, Lawrence J. Utley of Mount Vernon, Indiana won the contract for construction of the bridge with "the lowest and best bid" of \$10,969. Bridge historian James Cooper speculates that Utley sublet the fabrication of the bridge's metal trusses to the International Steel and Iron Company of Evansville.

>
>Like Pike County Bridge #246, Bridge #81 documents a distinct stage in the evolution of road-related transportation systems in the Patoka Bottoms. The same conservative attitude toward "progress" that stalled the "Good Roads" boosters is also reflected in some of the structural details of the bridge itself. The choice of a steel truss bridge design

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>in 1924 was a conservative one. As James Cooper notes, reinforced concrete had already begun to win a significant number of highway bridge contracts as early as 1905. By the mid 1920s, steel truss bridges were beginning to be
>regarded as things of the past. If the choice of wrought iron for the Dongola span had been slightly ahead of the curve in 1881, the choice of steel for the sister bridge forty years later suggests an overall decline in the means and aspirations of southern Pike County.

>
>The width of the steel bridge's roadway is also telling. Although the clear width of the roadway had grown from 13.66 feet in Bridge #246 to 16 feet in Bridge #81, the accommodation of motor vehicles in the latter was still not generous for the time. At 16 feet, the roadway of the new bridge was serviceable but substandard for two-way, motor-vehicular traffic which included trucks and busses in the mid-1920s. While the new bridge generally accommodated motor vehicles, the county implicitly treated this as a low-volume road. Yet, the design elements introduced into Bridge #81 were quite different from those of the nearby iron Bridge #246 and underlined some of the significant changes that had occurred over half a century in materials, fabrication, and vehicular traffic.

>
>The steel through-trusses of the camelback (#81) especially underline some of the distance that metal bridge design and fabrication had come in the four decades since Bridge #246 had been built. Polygonation of the upper
>chord had become typical and span-length extended accordingly. Members were heavier, more uniform, made increasingly from standard steel-mill sections, and connected with bolts rather than pins. Of the long-dozen of camelback spans left in Indiana, Bridge #81 is one of only four with bolted connections.

>
>Like Pike County Bridge #246, Bridge #81 also retains its integrity. The trusses have all their original members intact. Indeed, even the concrete deck may be original. The latticed portals offer a modest decorative element to the bridge. The bridge has undergone no major repairs since 1924, and still appears remarkably sound.

>
>Summary
>
>The Patoka Bridges Historic District meets National Register criteria A and C in the themes of transportation, social history, ethnic heritage, and engineering. The historical structures concentrated at this crossing of the Patoka River record a history of local responses to changing transportation needs from the Canal period up into the twentieth century. The two bridges carry one of the early farm-to-market state roads between Petersburg through Hosmer/Glezen, Littles, Dongola, and Oakland City to Evansville. The state road crossing of the Patoka here was followed in order by an aqueduct carrying the Wabash and Erie Canal nearby, then the Indianapolis and Evansville railroad, and finally by the Indiana State Highway #57. The road and the two bridges document a particularly rich and varied history of part of a major north-south thoroughfare from the early mid-nineteenth into the mid-twentieth centuries.

>
>The two bridges are both historically significant embodiments of late nineteenth and early twentieth century Pratt lineage highway bridge design and each is a classic of its kind. Pike County Bridge #246 is possibly the more

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>
>significant of the two in terms of engineering. It is one of only a few surviving bridges in Indiana constructed of wrought and cast iron members, and is one of only two that employs the patented design element touted by its
>nameplate and owned by the Wrought Iron Bridge Company"one of the leading bridge fabricators of the last quarter of the nineteenth century. Pike County Bridge #81 is an outstanding example of camelback through-truss design, and is one of only thirteen left in Indiana. Its bolted connections place it in a group of only four other Indiana camelback spans. In addition to their significance as representatives of two distinct stages of Pratt-lineage engineering, both
>bridges retain high degrees of structural integrity, while their close proximity to one another and their continuous usage evoke the peculiar sense of a place that has conserved its several overlapping layers of historical change and continuity.

>
>The Patoka Bridges Historic District is significant as a whole because it documents an intact, interrelated sequence of transportation interventions peculiar to a kind of rural environment prevalent in the river bottoms throughout the Wabash Lowlands: a meandering river whose wide floodplain created unusual challenges to transportation, and lush, fertile wetlands that both promised and thwarted agricultural success. Yet the challenges presented by these wetlands have also served to protect the integrity of their built environment. Dramatic changes have been limited. The slow, fitful course transportation methods have followed in this area is well

documented by the remaining structures themselves, all of them with the exception of the adjacent Canal, in continuous use since their construction.

>

>The integrity of the property is all the more valuable given that so many of the historic structures in surrounding sections of southern Pike and eastern Gibson Counties have utterly vanished or else been irrevocably altered by the extensive strip mining operations that have played so large a role in the twentieth century economic development of these counties. Today, the sense of an older, multi-layered history of human adaptation to the river bottoms still pervades the district, strikingly unadulterated by late twentieth century developments.

>

>Endnotes

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----- Forward message -----

Date: Mon, 08 Jun 2009 09:21:48 -0500

From: ezform@cinergycom.com

To: 2-section_i69@i69indyevn.org

Subject: I-69 Tier 2 Web Site Comment Section 2

FirstName = John

LastName = Smith

StreetAddress = 3270 E Robinson Road

Address =

City = Bloomington

State = IN

ZipCode = 47408

Email = john@bikesmiths.net

Comments =

Comments from:

John L. Smith

3270 E Robinson Road

Bloomington, IN 47408

June 8, 2009

Religious, Archaeological and Historical arguments for the protection of this area known as the Patoka Wildlife Area/ Crossing of I-69

I find the area of the proposed I-69 in named Section 2 known as The Patoka Wildlife refuge to be in need of protection for religious and historical reasons not yet considered and for reasons of historical district sound-scape and land-scape protection.

I-69 cannot be built in this location without destruction of these protected assets.

In August and September of 2002 I developed a Car tour of all the then considered routes under study for I-69. I was successful in getting maps of the proposed routes to most of the residence of all the routes whose homes and businesses were within 1000 feet of each route. I did this with the citizen's group assembled for this effort known as COUNT US!.

In order to accomplish this 200+ citizens volunteered their time. Still, I did much of the distribution of the maps myself, driving thousands of miles and spending hundreds of hours in so doing.

I would estimate that I have more of all the routes proposed than perhaps any person not being paid as a consultant overseeing all of the study and even in that case, I would doubt that any other has gone door to door as widely as me.

I have been advised not to make my religious comments because I will

not be taken seriously. It is my right to Freedom of Religion and I am offended by I-69 on Religious grounds.

I am Shinto. I have traveled to Japan seven times and in doing so I have each time discovered and experienced Shinto holy places. I have found there my religion, the only religion that has ever worked for me. I believe all religions include aspects of Shinto without realizing this fact. I have witnessed at the Catholic funeral of my mother in law. I think all but those who ignore the natural world and the beauty of nature have some sense of what it is to be Shinto.

So my point is, in 2002 when I was distributing maps of I-69, I received a call from the late Julia Carson's office. I talked to Julia Carson's chief of staff for perhaps as long as 1/2 hour in my vehicle stopped in what I learned later was the historic district between the two iron bridges in the Patoka Wildlife Area and just south of the failed Houchins Ditch. As the conversation ended I had the revelation that I was in one the holiest of Shinto places that I have ever experienced in the USA. One can feel these places. The fact that the Wabash Erie Canal that cost thousands of humans their lives (one for every 6th of the canals distance from lake Erie to Evansville) had a town Dongola perhaps 1/8th mile away and the fact of this being a crossing point of the Underground Railway for northbound slaves fulfills the importance of the spirits of the ancestors that is part of the Shinto Faith.

As for the Archaeological importance of this area, Dongola provides a unique opportunity to study a very select time in Southern Indiana USA history by digging for the relics undoubtedly lying under the area that would be I-69. It is highly unique that a population inhabited a concise piece of land for a very short time, as the Wabash Erie canal was a boom/bust development/ ghost town here. This area needs scientific study before the resources hidden beneath the soil would be lost forever to human knowledge.

So two the federally recognized "HISTORIC DISTRICT" including the two Iron Bridges would be significantly and negatively impacted by reasons of visual and sound impact. This area should be avoided for this reason.

I before have proposed the historic nature of the highest point of the Wabash and Erie Canal. I believe those who are making decisions today are missing the importance of the constructions of dirt that are clearly observable today in this area of the Ropp farm and the nationally recognized boondoggle project the Wabash and Erie Canal. As I pointed out in comments made during Tier-1 of this study, one book that honors every mile of the Wabash and Erie Canal had it's only explanation mark when it pointed to the fact that one can clearly observe the blueprint cutaway of what the Wabash Erie Canal was from this dirt construct that now has 150 year old trees growing in it. I think our current historical resource managers fail to see

what is there made by humans with shovels and ox pulled wheel barrels in the mid 1850, the time of Abraham Lincoln.

Few areas are so well documented as part of the underground railway for slaves escaping north. This area is highly desirable for protection for this reason. Experts on this subject must be consulted quickly and in depth study included here. Much of the documentation can be found in the Library at Oakland City.

This area is so rich and so important in so many ways, it should not be harmed for a project that many would argue is a all to close repeat of the prior transportation boondoggle the Wabash and Erie Canal.

I have placed a map and the significant features of this area at:

1. The Ropp farm. The line here marks the earthen levees that border bottom-land fields on the farm. Well-maintained since their construction in 1946, the levees regulate flood water and drainage with the help of a stationary electric (formerly diesel engine powered) pump. The nearly 300 acre farm includes all land inside the levees, but also the land south to Houchins Ditch and east to include 4A, as well as land north of that. The Ropp farm is farmed by the Pflug family.

2. This line follows Houchins Ditch, part of a 17 mile section of new channel created for the Patoka River and completed in 1924. The county-funded dredging project began in 1917 and sparked controversy among landowners along the Patoka in both Pike and Gibson Counties. Two barges, one moving east from Wheeling, the other west from Winslow, met near this point as the project was nearing completion. One of the barges was abandoned in the vicinity. Remnants of it may still be found. (See ? below.)

3. Remains of the massive embankments that carried the W&E Canal across the Patoka bottoms are in good shape through here. Solid line indicates the presence of Canal embankments that are still in good shape. Broken lines mark areas where the Canal path is no longer visible.

4. Bill McCoy, manager of the Patoka River National Wildlife Refuge, delivered an offer to purchase to Bill Hughes day(s) before he passed away. Hughes' heirs returned the offer unopened. Current owners names?

- 4A. The Ropp bottoms, part of the Ropp farm. Section in purple marks land used for cultivation. The section near and above the Patoka River South Fork (original Patoka River channel) is wooded wetland. Value approximately \$1200 per acre.

Photos of the bridges are in the COUNT US! Gallery
Text regarding our efforts to protect this area is linked here.
More maps of this area.
The Patoka River National Wildlife Refuge and Management Area.
All features in Red are currently under consideration as resources
to be
included in a Rural Historic District nomination to the National
Register of
Historic Places.

5. Off the map north is the Ropp farmstead. Logan Public Cemetery (a.k.a. Simpson Cemetery) is just northwest of the Ropp farmstead. Graves of seven children and grandchildren of Underground Railroad "conductor," Bazil Simpson.

6. The northernmost bridge (Pike County #81) was built to cross Houchins Ditch in 1924. It is a metal camelback through-truss bridge.

7. The southernmost bridge (Pike County #246) was completed in 1884, to replace a wooden covered bridge. It is a pinned, Pratt through-truss bridge made of wrought and cast iron. This bridge marks the northern edge of the former village of Dongola, a once-thriving canal town with more than a dozen streets, a school and several commercial buildings. The village was also a center of Underground Railroad activity.

8. Site of the W& E Canal's Patoka River aqueduct. The Canal embankments are still about 30' above water level through this area and in excellent condition.

9. Completed in 1936, Hwy. 57 was constructed on top of the Canal from this point to the top of the map. The berm and towpath were pushed into the Canal bed to fill the prism, and create a raised bed for the highway. The highway is still 20 feet above water level here. At the point where the Canal turns veers off to the southwest of the highway there is an historical marker that is planted in the middle of the Canal prism. The marker is approximately 10 feet above the highway bed, on ground that would have been under 4-1/2 feet of water in 1853. Highway 57 crosses Houchins Ditch and the Patoka River South Fork on two bridges built at the time of highway construction in the 1930s, but upgraded in 1996. They are not under consideration as potential historical resources.

A. The Patoka National Wildlife Refuge owns what is shown in the yellowish color of "A". This is shown on all of the mapping we have seen of The Tier 1 EIS, but when Bernardin, Lochmueller and

Associates provided the State of Indiana Geological Survey their digital mapping of this area this piece of property mysteriously disappeared.

?. This indicates an area off the map believed by some to be the common grave of many Canal laborers who died in one of the cholera epidemics of the early 1850s. Closer yet is the site of a slough full of cat tails where local oral tradition has it that slaves hid while waiting to cross the covered bridge at Dongola at night on their Underground Railroad trip north. This is also thought to be the area where one of the two barges that dredged the Patoka River in the 1920s was abandoned.

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I-69 EVANSVILLE TO INDIANAPOLIS TIER 2

Memo of telephone conversation

To: Linda Weintraut

From: Tommy Kleckner - Historic Landmarks Foundation

Subject: I-69 Historic properties-Section 2; Pike 05011

Date: February 2, 2005

Tommy called during the early afternoon and I returned his call at approximately 3:30 pm. He had a high degree of concern over the Lemuel R. Hargrave House (Pike 05011).

He has called Paul Diebault at the DHPA about it.

Mr. Joe Tamalavic who owns the house contacted him yesterday because he said that he had been told at the project office that the DHPA ("the state") had declared his house ineligible. He also said that Mr. Tamalavic believed that the consultation process was over. He had been told at the project office that all owners of eligible properties had been contacted. Tamalavic had not been contacted.

I assured Tommy that first of all, the SHPO has not issued formal comments; they had provided some informal comments about the property, mostly in the form of questions that should be answered if the property was to be considered eligible. I told Tommy that Frank Hurdis (DHPA) and I had spent some time on the property trying to figure out the architecture (how the house was built, whether it was log, whether it was built in stages or not). The conversation between Frank and I had resulted in many questions that I had passed on to the project historians.

Tommy and I talked about the construction of the house. Tommy believes that it is a Tudor (half-timber) beneath the clapboard siding and that the first section was built circa 1840. It has locally fired bricks in the construction. Tommy also suggested that we look into the ethnic heritage of the first owner, perhaps German or Swiss (which is consistent with migratory trends) due to the particular construction.

Then I assured him that the Section 106 process is ongoing and we look forward to getting more information.

I told him that *if* the owners of any properties had been contacted with final determinations of eligibility that it was done in error—but I had no knowledge that it had been done.

Memo

To: Randy Perkinson, Section 2 Project Manager
From: Lori Thursby, ASC Group, Inc.
CC: Linda Weintraut, Weintraut & Associates; Doug Terpstra, ASC Group, Inc.
Date: 02/02/2005
Re: Lemuel R. Hargrave House (Pike 05011)

I telephoned Mr. Joe Tamalavic on the evening of Tuesday, February 1, 2005, after he had visited the Section 2 field office earlier that day and had indicated he has information on the significance of the house he owns, the Lemuel R. Hargrave House (Pike 05011).

I reached Angela Tamalavic, Mr. Joe Tamalavic's wife, shortly after 7pm, and explained who I was and why I was calling. She stated that last summer, the district representative from the Vincennes office of the "state historical office" came out to the house and told the Tamalavics that their house was significant because it has nogging. Mrs. Tamalavic could remember only the first name of the representative, which is Jim. Mrs. Tamalavic described the nogging as scrap brick dropped in between the studs. She indicated that the nogging construction comprises the exterior walls of the first level, and assumes that it was also used on the second level. She said the house dates to the 1840s.

Mrs. Tamalavic then got her husband, who was unavailable when we first started talking, and I spoke with him about his house. He indicated that a friend arranged for representatives from the "federal office" to come out and look at his house. The representatives came from Terre Haute, Evansville, and Indianapolis. I asked if the representatives were from the Historic Landmarks Foundation of Indiana, and he said that sounded familiar, but he was not sure. The representatives told Mr. Tamalavic that the architecture of the house is of the quality for National Register listing, and encouraged him to list it. They also stated that nogging is not common to the area, and that the Hargraves, the builders of the house, came from Virginia where nogging was common. Mr. Tamalavic also informed me that their deed abstract lists the first sale of the home in 1850, so the house dates before 1850.

Mr. Tamalavic continued by telling me that shortly after the field office opened, he stopped in and asked to speak to the representative for the historical survey, because he wanted to inform the surveyor of the information on his house. He did not remember whom he spoke to at the field office. He thanked me for calling him so that he could talk with someone associated with the historical survey.

I ended the phone call by informing him that I would be interested in speaking to the representatives who had visited his house. Mr. Tamalavic said that he has their information written down and will find it and e-mail it to me. Mr. Tamalavic and I exchanged e-mail addresses. I also informed him that I would need to speak to the project manager and the other project historians who are working on the project to discuss the information that he provided. I thanked him for his time.

Memo

To: Randy Perkinson, Section 2 EEAC Project Manager
From: Lori Thursby, ASC Group, Inc.
CC: Linda Weintraut, Weintraut & Associates
Date: 02/21/2005
Re: Consulting party contact – Mr. Harold Allison

As a consulting party on Section 2 of the I-69 Evansville to Indianapolis Tier 2 Study, I requested information on historic properties in Section 2 from Mr. Allison. In particular, I asked him for information on any historic properties in Daviess County, since Section 3 project historians indicated to us that he is very knowledgeable in Daviess County history. Mr. Allison explained to me that over the past 30 years he has authored thousands of newspaper articles and other narratives on various topics related to Indiana history and the history of the local area. He mentioned that he had met with a lady (a consultant on the I-69 project) in Washington last fall to go over information on historical sites in the county; he did not remember her name.

Mr. Allison asked me if there were any particular properties I wanted to ask him about. Noticing his surname, I asked him if he had information on the Chapman-Allison Farmstead. He said one of his great great grandfathers built the house, and his cousin currently lives there. I asked he might have information on the Chapman and Allison families and the latter family's association with Shorthorn cattle breeding. Mr. Allison offered to look through his files for information, and to call his cousin to get the dates of construction and other historical information on the property. However, he said he would not have time to do this until after March 1, so I arranged to call him back during the second week of March.

Memo

To: Roger Wade, Section 1 EEAC Project Manager, and
Randy Perkinson, Section 2 EEAC Project Manager

From: Lori Thursby, ASC Group, Inc.

CC: Linda Weintraut, Weintraut & Associates

Date: 02/22/2005

Re: Consulting party contact – Mayor Hugh Wirth, Mayor of Oakland City

As a consulting party on Sections 1 and 2 of the I-69 Evansville to Indianapolis Tier 2 Study, I requested information on historic properties in both sections from Mayor Wirth. He replied that the only property of possible historical significance in the corridor is the Wabash and Erie Canal. Mayor Wirth said that parts of it might be visible north of Oakland City. Otherwise, barring a possible unknown cemetery out there, he is not aware of any historic properties in the corridor (near Oakland City). Mayor Wirth then added that I-69 could be an asset to Oakland City for its potential to bring more people and commerce to the community. He thanked me for calling him.

I-69 Evansville to Indianapolis Tier 2 Studies

Memo

To: Randy Perkinson, Section 2 EEAC Project Manager
From: Lori Thursby, ASC Group, Inc.
CC: Linda Weintraut, Weintraut & Associates
Date: 02/22/2005
Re: Consulting party contact – Mayor David Abel, Mayor of Washington

As a consulting party on Section 2 of the I-69 Evansville to Indianapolis Tier 2 Study, I requested information on historic properties in Section 2 from Mayor Abel. He identified three possible historic properties near Washington and in or near the Section 2 APE. One was the site of the original (county?) fairgrounds, which is the current site of Graham Farms. He said, however, it is unlikely that any original fairgrounds structures remain. The second is Wonder (or Wonders) Lake, which was built as a WPA work relief project. Mayor Abel indicated it is 5 to 6 miles south of Washington. The third property he identified is the Singleton Round Barn.

Mayor Abel indicated that the corridor runs through a sparsely populated area, so there are no public buildings. In particular, he did not believe that any churches are in or near the corridor. He referred me to Washington's fire chief, Dave Chapman, who is a CAC member and lives in the area. He thought Mr. Chapman may be able to identify other historic properties in the area.

I-69 Evansville to Indianapolis Tier 2 Studies

Memo

To: Randy Hancock, Section 2 EEAC, HWC Project Manager
From: Lori Thursby, ASC Group, Inc.
CC: Linda Weintraut, Weintraut & Associates; Ron Wilson
Date: 03/07/2005
Re: Consulting party contact – Ms. Patricia Warner

As a consulting party on Section 2 of the I-69 Evansville to Indianapolis Tier 2 Study, I telephoned Ms. Warner on February 22 to request information on historic properties in Section 2. She offered to meet with me in person to look over our information on historical properties so she could provide us with additional information. I responded that I will not be in the area until probably April, and would call her back to make some type of other arrangement with her.

Ms. Warner and I spoke again on Friday, March 4. Since I will not be in the area to meet with Ms. Warner until probably April, I asked Ms. Warner for information on four specific properties in the Section 2 APE in Pike County:

Goodlet Morgan House (Pike 05006): Ms. Warner indicated that Goodlet Morgan was a renowned publisher outside of Pike County. He published in Washington, D.C., and information about him is available at the Indiana University Archives and at the Smithsonian. She said that Morgan is also important because he did a lot of building in Petersburg. He was a bricklayer, and he and his father built many of the pre-Civil War era buildings in Petersburg. Ms. Warner then said that the Goodlet Morgan House was damaged by a tornado several years ago. She recounted that the tornado lifted the roof into the air and set it back down again, and a turret, or lookout, on top of the roof was destroyed. The suctioning effect of the wind also disturbed the doors and windows. Ms. Warner indicated that the house was an Underground Railroad (UGRR) site. She said that there was a well in the backyard and slaves would go down the well and through a tunnel that connected to the basement of the house. I asked Ms. Warner if there is a written record of this UGRR activity and she said that it should be available at the IU Archives. If it is not at the IU Archives, then she suggested contacting Sandy McBeth or JoAnn Woodhall, who wrote regular histories for the newspaper.

Ropp Farmstead (Pike 20001): Ms. Warner suggested I contact Barb Ropp, who works at the Citizens Bank in Petersburg, and ask her about her family's former farmstead. Ms. Warner said that Doc Ropp was the last Ropp to live there. Information on the Ropp family is also presented in either **Col. Cochran's Pike County history** or in the combined **Gibson/Pike County history**. Ms. Warner relayed that there is a lot of history associated with the Ropp farm and the neighboring Cochran farm. A battle took place near there, and much UGRR activity occurred there. In fact, she said a structure (no longer present) on the Ropp farm was an UGRR site.

Loveless Farmstead (Pike 20009): Ms. Warner stated that there is not much history associated with this farmstead. She indicated that Gerald Loveless, the last Loveless son to live there, sold the farm about one or two years ago to Randy Innes.

Helfenbein Farmstead (Pike 05005): Ms. Warner owns this property. She said that the Helfenbeins moved here from Germany in 1890. They were farmers and carpenters. Ms. Warner indicated that the Helfenbeins owned more than 500 acres in the area: the land was on both sides of the present SR 61, and ran between Alford and Pride's Creek and where the present Grange Hall is located. The Helfenbeins lived in the chicken house (the Warners renovated it and now run a small antique store in it) for one year (1893), then built the barn and lived in there until they built the house in 1902. When the Helfenbeins lived in the barn, their livestock lived on the bottom level and they lived on the story above. There is a rope elevator in the barn. The Helfenbeins had cattle, horses, chickens, and many orchards, including apple, grape, and other fruits. They sold their farm products, which included cheese, eggs, fruit, and wine, off the farm. Ms. Warner indicated their cheese was well known. She said that the Helfenbeins constructed the house and outbuildings from wood cut on their land near Pride's Creek. The wood was kiln-dried for two years. The Helfenbeins sent wood to a factory (Ms. Warner could not remember the name or location of the factory) to build the "built-in" furniture, and finished the rest of the house themselves.

In summary, Ms. Warner stated that other than the Ropp farmstead and buildings associated with Goodlet Morgan, not much [of historical significance] is left in the county because coal mining has wiped them out. To conclude Ms. Warner mentioned two more properties of historical note: a small square barn on the "road up to Washington" (west of SR 57 now) that was an UGRR site, and the Arnold Church, which is the oldest church in the area (but rebuilt in the early 1900s), and where there is a graveyard. I thanked Ms. Warner for her time and for the wealth of information she provided.

Memo

To: Randy Hancock, Section 2 EEAC, HWC Project Manager
From: Lori Thursby, ASC Group, Inc.
CC: Linda Weintraut, Weintraut & Associates; Ron Wilson
Date: 03/14/2005
Re: Consulting party contact – Mr. Robert Schmidt, Canal Society of Indiana

As a consulting party on Section 2 of the I-69 Evansville to Indianapolis Tier 2 Study, I called Mr. Schmidt several times at the end of February and the beginning of March to request information on historic properties in Section 2, and was unable to reach him. On March 7, 2005, I e-mailed Mr. Schmidt to request information on the Wabash and Erie Canal. On the evening of March 10, 2005, Mr. Schmidt left a message on my voice mail, explaining that he has been out of town. In his message, he offered to send me an 80-page tour book, which has everything the Canal Society of Indiana knows about the Wabash and Erie Canal. He said it includes maps that identify the canal route and canal structures. He also suggested I contact Mr. Stan Schmitt (812-423-6815), who is the local person with the Canal Society. Mr. Schmitt knows exactly where canal remnants, such as its embankments and aqueducts, are located.

I spoke to Mr. Schmidt on the telephone on March 14, 2005, and arranged for him to send me the book he mentioned in his message, which is entitled *The Final Link*. The book covers the Gibson, Pike, and Daviess counties area.

Memo

To: Randy Hancock, Section 2 EEAC, HWC Project Manager
From: Lori Thursby, ASC Group, Inc.
CC: Linda Weintraut, Weintraut & Associates; Ron Wilson
Date: 03/15/05
Re: Consulting party contact – Mr. Harold Allison

On February 21, 2005, I had telephoned Mr. Allison for information on the Chapman-Allison Farmstead (Daviess 35001). He offered to look through his files for information, and to call his cousin to get the dates of construction and other historical information on the property, but he said he would not be able to provide it to me until after the first week of March. I made a follow-up phone call to Mr. Allison on March 15, 2005, to check to see if he had been able to collect the information I requested. Mr. Allison stated that his cousin is tending to a sick relative, and has not had time to gather the information on the property. I provided Mr. Allison with my e-mail address and suggested that when things are back to normal for his cousin and when it was convenient for him, he should e-mail me and I would call him at that time. In conclusion, Mr. Allison offered to show me around the Chapman-Allison Farmstead the next time I am in the area.

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Consulting Party Comment:	Action Taken to Address Comment
Letter from SHPO, 18 June 2004	
Proposed area of potential effects “appears to be appropriate.”	No action required.
“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.”	Adjustments were subsequently proposed to the APE when extent of project limits changed.
Letter from Dr. Edith Sarra, 4 May 2005	
“Starting on p. 52, the report begins a county-by-county verbal description of agricultural trends, but excludes Pike from this account. There is no specific information given on Pike County’s patterns of crop production or on any notable agricultural practices comparable to that given for Daviess and Gibson [counties].” (Sarra letter, 4 May 05)	Additional research was conducted (Department of Commerce and Labor, <i>Thirteenth Census</i> ; Department of the Interior, <i>Productions of Agriculture</i>). Additional material was added to the Historic Property Report (HPR) and the sources were added to the bibliography (pp. 55, 138).
“The absence of a specific description of agriculture and agricultural practices in Pike results in serious deficiencies that affect the credibility of the Historic Property Report and skew its inventory of above-ground resources for Pike County.” (Sarra letter, 4 May 05)	The inventory of above-ground resources in the APE in Pike County was thorough and complete. All contributing farms and farmsteads were evaluated in consultation with the State Historic Preservation Office (SHPO).
“Further on, the report also notes, without explanation, that ‘Pike was well below both state and regional averages for farm size.’” (Sarra letter, 4 May 05)	The statement about Pike County farm size averages was drawn directly from statistics available at the Indiana Agricultural Statistics Service’s web site, which is cited in the HPR (p. 55, footnote 199).

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Consulting Party Comment:	Action Taken to Address Comment
<p>“Part of the report’s inability to account for the facts about farm size in Pike County has to do with its failure to acknowledge the existence (let alone impact) of extensive dredging and erosion control efforts...in Monroe, Logan, and other townships along the Patoka.”</p> <p>“...the failure to factor in the impact of Pike’s history of dredging operations in the Patoka bottoms undermines the Historic Property Report’s evaluations of farmsteads in affected townships. The economic hardships produced by Pike County’s ‘ditch assessments’ on individual farmers in the Bottoms remain one of the important influences underlying the history of farming and farmsteads in Pike County throughout the twenties and into the Depression and beyond.” (Sarra letter, 4 May 05)</p>	<p>Additional research was conducted (James W. Taylor, “Ditch, Tile, and Levee”). Additional material was added to the HPR and the source was added to the bibliography (pp. 27–28, 41, 64–65, 144). However, the historians found no data to support the notion that these efforts constitute a major theme in the historic context of the APE. The historians found no information that directly correlates the impacts of the ditching and erosion control efforts to farming and farm sizes in Pike County as a whole. Other factors during the 1920s and into the 1930s, such as technological innovations in farm machinery, impacted agricultural trends and practices by farmers in the county. Furthermore, it is doubtful that the economic hardships of farmers in the Patoka Bottoms affected the history of farming in Pike County as a whole.</p>
<p>“There are multiple problems with the Historic Property Report’s description of [Pike County bridge #32]. The bridge retains a very high level of integrity, as the report admits. But it is deemed ineligible for the NHR [sic] largely on the basis of its failure to score 7 points or better on the DHPA’s ‘Guidelines for Assessing the Cultural Significance of Indiana’s Extant Metal Bridges (1872–1942)’ (the report finds its score to be 6).”</p>	<p>Thank you for your comments regarding the evaluation of Pike County Bridge No. 32 (Pike 20006).</p>
<p>“The Historic Property Report lists and assesses the bridge’s significance in terms of the five categories (A–E) listed under ‘Category I: Automatic Consideration.’ These categories are meant to determine significance ‘without much ado’ —that is, every bridge that falls into at least one of the five categories listed will be considered significant as long as the bridge is structurally intact. Bridge #32 likely falls into at least one, and possibly two of these categories (C and D).” (Sarra letter, 4 May 05)</p>	<p>Thank you for your comments regarding the evaluation of Pike County Bridge No. 32 (Pike 20006).</p>

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Consulting Party Comment:	Action Taken to Address Comment
<p>“Has it been determined whether extant plans/detailed specifications for [Pike County bridge #32] exist?” (Sarra letter, 4 May 05)</p>	<p>The historians did check with the Pike County engineer as part of the research and evaluation of this bridge, and was informed that the engineer’s office does not have the original bridge plans. The historian’s contact with the Pike County Highway Engineer is described on page 8 in the HPR.</p>
<p>“Finally, I want to point out that [Pike County bridge #32] was not marked with its identifying number on the maps sent out to the consulting parties prior to the meeting on April 13th, so I had some difficulty locating it on the ground. Nor were any of the Gibson county structures marked with identifying numbers on the first page of maps sent to the consulting parties.” (Sarra letter, 4 May 05)</p>	<p>The omission of the locations of some above-ground resources on the maps sent to the consulting parties was an inadvertent and unintentional error that occurred during production. They have been corrected in the HPR (Appendix A). Thank you for pointing it out.</p>
<p>“The Report contends that ‘because strip mining has altered much of the upland fields, the [Ropp] farmstead has lost some of its integrity of setting’ (p. 99). In fact, the bulk of the Ropp farm acreage lies south of CR 200 S, in the lowlands, and this has been so since the farm’s beginnings in 1893... Furthermore, strip mining is not occurring now in the upland fields north of CR 200 S. Indeed, the hill just north of the farm is still crowned by a woodlot and the Logan Public Cemetery...” (Sarra letter, 4 May 05)</p>	<p>The setting of the Ropp Farmstead includes all the land around the property (including the uplands), not just the property itself and not just the land south of County Road 200 South. Information from 1937 and modern aerial photographs was added to the HPR to clarify the changes to the setting of the farmstead (p. 102). While it is true the land is no longer being mined and has been reclaimed and generally returned to agricultural use, there have no doubt been changes to the land contours and there definitely have been changes to the drainage (several new ponds are shown in aerial photographs). A cluster of trees at the bend in the road around the Logan Public Cemetery likely only survives because it is in and around the cemetery, which the mining activity avoided. The integrity of the setting has not been completely changed, hence the statement “the farmstead has lost <i>some</i> (emphasis added) of its integrity of setting.”</p>

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Consulting Party Comment:	Action Taken to Address Comment
<p>“The physical description of the [Ropp] farmstead omits any mention of one of the farm’s most distinctive and significant features: the extensive system of earthen levees surrounding the farm’s eastern, southern, and southwestern bottomland fields.” (Sarra letter, 4 May 05)</p>	<p>The physical description of the Ropp Farmstead does not mention the earthen levees because the property was assessed as a farmstead (residence and outbuildings) and not as a farm (residence, outbuildings, and associated fields with distinctive, small field patterns and pastures). A 2003 field review of the Patoka Bottoms by Frank Hurdis and others from the Division of Historic Preservation and Archaeology (DHPA) determined that the Ropp property was not eligible as a farm (see next comment). Therefore, the historians evaluated it as a farmstead for the Section 2 HPR. The levees are part of the farm, but are not part of the cluster of buildings that constitutes the farmstead. As such, the levees are not relevant to the description of the farmstead.</p>
<p>“The ‘Context/Significance’ assessment [of the Ropp Farmstead] inaccurately represents correspondence between myself and Frank Hurdis, of the DHPA. The Report states that ‘after a field visit, the DHPA concluded that the Ropp Farmstead has no apparent important architectural or historical association.’ This interpretation has little to do with the gist of Frank Hurdis’s letter to me, which concerned among other things the feasibility of including the Ropp Farmstead in a Rural Historic District for the Patoka Bottoms that would link it with the Patoka Bridges (#81 and #246) and the Wabash and Erie Canal crossing at Dongola.” (Sarra letter, 4 May 05)</p>	<p>The Context/Significance assessment in the 3/29/2005 draft of the HPR simplified the content of the correspondence between the commenter and Frank Hurdis of DHPA, but it was not inaccurate. Nonetheless, direct quotations from the letter were added to the final HPR to prevent inaccurate interpretations of the meaning of Mr. Hurdis’s letter (pp. 102–103).</p>

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Consulting Party Comment:	Action Taken to Address Comment
<p>“The Historic Property Report asserts that ‘The Ropp Farm is not particularly illustrative of the agricultural character of Pike County in the first half of the 20th century...Because the Ropp Farm historically has been considerably larger than the average farm of the area, it does not well represent the history of agriculture in the area’ (p. 99). However, it should be acknowledged that the greater size of the Ropp Farm relative to its neighbors in Logan Township foretells the trends in farm size during Indiana’s Golden Age which the Historic Property Report itself confirms in ‘Indiana’s Golden Age.’ Gustaf Ropp (a.k.a. Rapp) and his parents were part of the mid-nineteenth century wave of German immigrants to southern Indiana. He and his heirs were ahead of the curve of farming trends in the largely Scots-Irish ethnic community of southern Pike county, and stayed ahead of it by dint of their ingenuity and innovation. The farm therefore is in fact quite illustrative of the agricultural character of the greater Wabash lowlands; it was simply ahead of its time for Pike County and more typical of farms of German-ethnic ownership.” (Sarra letter, 4 May 05)</p>	<p>The commenter argues that the HPR does not properly assess the significance of the Ropp Farmstead in the history of agriculture, which would mean it must meet Criterion A, “associated with events that have made a significant contribution to the broad patterns of our history,” under the National Register guidelines. The commenter’s own statements that the Ropp farm was “ahead of its time for Pike County and more typical of farms of German-ethnic ownership” in the “largely Scots-Irish ethnic community of southern Pike county” demonstrate that the Ropp farm was an anomaly rather than part of a pattern in history. Frank Hurdis, in the 27 August 2003 letter to the commenter, came to the same conclusion. He wrote: “For example, small scale agriculture was an activity that your research indicated typified the area. Yet the Ropp farm...was not typical in several respects nor appeared to be representative of a widespread pattern of farmland organization.” No changes were made to the HPR to address this comment.</p>

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Consulting Party Comment:	Action Taken to Address Comment
<p>“[Houchins Ditch], integral to the history of Pike and Gibson Counties’ history of dredging and ditching operations in the early 20th century, received no mention in the Historic Property Report.”</p> <p>“The story of its construction provides one of the more dramatic episodes in the social and agricultural history of the Patoka bottoms. But its construction was not an anomaly; it was the culmination of a pattern of local efforts to intervene in the agricultural development of the area...” (Sarra letter, 4 May 05)</p>	<p>Additional research was conducted (James W. Taylor, “Ditch, Tile, and Levee”). Historical information on Houchins Ditch was added to the HPR and the source was added to the bibliography (pp. 64–65, 144). Its level of significance is arguable. According to the draft nomination for the Patoka Bottoms Rural Historic District, it is apparent that design flaws with Houchins Ditch resulted in its failure to reclaim much of the land that it was intended to drain (5,000 acres reclaimed versus the 100,000 that were intended). Furthermore, in the project APE, the bottoms reverted to brush and swamp and did not become productive farmland. If ditching and dredging were significant in the region, then presumably successful examples of ditches and/or dredged river channels are present in the region, which would be better examples of this trend in history.</p>
<p>“The Historic Property Report deems this structurally intact farmstead as ineligible due to its lack of significance...While it may be true that the [Loveless] farmstead lacks significance as a farmstead, this should not disqualify the house for consideration of eligibility.”</p> <p>“I would suggest that the house [on the Loveless Farmstead] be reconsidered as a significant example of a vernacular cross-plan house with folk Victorian ornament, and with associations to historically significant figures in the history of Logan township (NR criteria A and C).” (Sarra letter, 4 May 05)</p>	<p>Thank you for your comments regarding the evaluation of the Loveless Farmstead (Pike 20009).</p>

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Consulting Party Comment:	Action Taken to Address Comment
<p>“This property [the Lemuel Hargrave House] was deemed ineligible due to a lack of significance. This assessment seems to have been arrived at primarily on the basis of categorizing the house as the only surviving remnant of a former farmstead.”</p> <p>“In answer to the criticism that the house lacked outbuildings, Mr. Tamalavic [the owner] stated that his research revealed Lemuel Hargrove [sic] to have been a kind of gentleman farmer who did not farm from the property—the land he actually farmed was land that he owned and/or leased elsewhere. This explains the lack of traces of outbuildings around the house.” (Sarra letter, 4 May 05)</p>	<p>All the information the historians found indicates that this house was once a farmhouse. Additional information that clarifies the historians’ evaluation of the house within the local agricultural context was added to the HPR (p. 123). The assessment of the Hargrave House was not based primarily or solely on categorizing the house as part of a former farmstead, as the commenter contends. Page 124 of the HPR includes the evaluations of the house under NRHP Criteria A, B, and C.</p>
<p>“...I would suggest that the case [for eligibility] be reopened on the basis of consideration of the [Lemuel Hargrove] house’s significance under NR criterion C. The house illustrates an interesting variation on a particular type of vernacular domestic architecture characteristic of southern Indiana and its Upland South cultural hearth roots. Furthermore, the variations it illustrates are not uncharacteristic of the vernacular house type it embodies (the I-house), and they may in fact point to significant details about the house’s origins.” (Sarra letter, 4 May 05)</p>	<p>This house is similar to an I-house in appearance, but it has a side hall entrance and is not characteristic of an I-house in plan. I-houses generally are not characteristic of any particular settlement pattern. Page 122 of the HPR contains the interpretation of the house’s architecture and the conclusion on page 124 explains why the house does not meet Criterion C.</p>
<p>“Furthermore, I would contend that modesty of stylistic detail is characteristic of the Federal style, of which [the Lemuel Hargrove] house appears to be a late version.”</p> <p>“The placement of the front door on the far right side of [the] house’s front façade [sic] rather than in its center also suggests a throwback to Federal building idioms.”</p> <p>“The modern addition of a one story portico over the front door of the house suggests that the owner who made this addition was in fact interpreting the house as Federal in idiom, not Greek Revival...” (Sarra letter, 4 May 05)</p>	<p>The house has many Greek Revival details, as explained in the HPR (p. 122), and was constructed in the period when Greek Revival architecture was popular in the Midwest (1820 to 1860s), decades after the period in which the Federal style was a popular building form. The modern addition of the portico is a large alteration that affects the integrity of the house. Whether or not it is an “interpretation” of one style or another is irrelevant, since it does not date to the historic period.</p>

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Consulting Party Comment:	Action Taken to Address Comment
<p>“The Historic Property Report dates the house to circa 1860 (when the property was bought by Emily Hargrove [sic]), but notes that the property itself had five different owners between 1853 and 1863...The Report concludes from this that the property was acquired for ‘investment purposes.’ I feel that research on this part of the property’s history is insufficient, and that further digging may well reveal some important information about the origin of the house, its possible links to local history, and some of its peculiar architectural details (for example, the curious and apparently original interior windows in rooms on the second floor of the ell—not mentioned in the Historic Property Report).” (Sarrah letter, 4 May 05)</p>	<p>Additional information on the five different owners between 1853 and 1863 was added to the HPR (pp. 122–123).</p>

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Consulting Party Comment:	Action Taken to Address Comment
<p>“The period from 1853 to 1863 was a busy and tumultuous one for the history of Pike County, and perhaps particularly so for this corner of the county. The sections of the Wabash and Erie Canal linking Petersburg to Evansville were finally completed in 1853. Local informants suggest there was a spur of the Wabash and Erie Canal located near the Lemuel Hargrove [sic] house.</p> <p>Goodspeed’s History of Pike and Dubois Counties notes that the village of Alford (which still exists as a crossroads a couple of miles south of the Hargrove [sic] house on CR 200 East) was platted in 1856 by contractors for the ‘Old Straight Railroad’—whose failure as a venture ‘brought stagnation to the place.’ Since these ventures and great expectations characterized local life around Alford in the 1850s, I would urge further research on possible links between the Hargrove [sic] house and local history. It is possible that the place may have been built in the 1850s, not 1863 {footnote: How likely is it that such a house would have been built in a county like Pike at the height of the Civil War?}, and intended, not primarily as a farmhouse but rather as a public house or hostelry, with investors anticipating Canal and/or rail traffic business from the nearby village of Alford.” (Sarra letter, 4 May 05)</p>	<p>Documentary evidence gives no indication of a spur or sidecut of the Wabash and Erie Canal from Petersburg to Alford and the vicinity of the Hargrave House. The house is not particularly close to the canal, nor is it on a major route to Petersburg. The historians did not find any documentary evidence that would suggest that the Hargrave House was built as a hostelry in anticipation of rail traffic business from the Old Straight Railroad. If the commenter has information that would link the investors or contractors of the railroad to local construction projects, then please forward it to the historians for their review and consideration. Without evidence, the house cannot be proven significant.</p> <p>The HPR states that the Hargrave House was built “circa 1863,” i.e., that this is the <i>estimated</i> date of construction. Construction did not stop during the Civil War. Hargrave’s service in the Civil War ended in 1863. Emily Hargrave, his wife, purchased this property in 1863. It is certainly possible and plausible that he built this house after he completed his service and returned to Pike County in 1863.</p>

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Consulting Party Comment:	Action Taken to Address Comment
<p>“The Historic Property Report also omits any rationale for its evaluation of Lemuel Hargrove [sic], Civil War veteran and State Representative for Pike and Dubois County, as ‘not significant in the history of the township or county.’” (Sarraf letter, 4 May 05)</p>	<p>For a property to be eligible for its association with the lives of persons significant in our past (Criterion B), the person must have made demonstrably important achievements or contributions within a local, state, or national historic context and the associated property must illustrate the person’s important achievements or contributions (National Register Bulletin “How to Apply the National Register Criteria for Evaluation”: 14, 15). Documentary evidence did not reveal that Lemuel Hargrove’s contributions were demonstrably important or notable within the respective contexts of service in the Civil War or service to the legislature of Pike and Dubois counties. Consultation with the IN SHPO on these issues prior to the production of the HPR confirmed the lack of significance of the property under Criterion B.</p>

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Consulting Party Comment:	Action Taken to Address Comment
<p>“I encountered great difficulties, requiring an extensive investment of time and phoning of various parties repeatedly in order to gain access to the Historic Property Report...”</p> <p>“Initially, the report was available at the Section 2 Project Office in Petersburg, and at the public libraries in Petersburg and Washington, locales that are a one and a half to two hour drive from my home...I was unable to make the day-trip that would be required for reading the roughly 140 page report. I had to reschedule an afternoon class in order to attend the meeting in Petersburg on April 13th, and was only able to skim through the report before the meeting.”</p> <p>“I therefore asked at the outset of the meeting why the report had not been put on line...one week after the meeting...[Mr. DeSimone] told me no decision [about putting the report on line] had been reached yet, but that they were now considering placing a copy of the report in the Section 4 Office (Bloomington) so that consulting parties in that part of the corridor could read it. Meanwhile, they had withdrawn copies formerly deposited at the public libraries in Pike and Daviess counties—i.e., they had further limited access to the report, instead of the requested opposite. Their rationale for this further restriction of access was that the report was in draft form, and therefore not appropriate for public consumption outside of the consulting parties and members of the Project team.” (Sarra letter, 4 May 05)</p>	<p>In light of the commenter’s concerns on the accessibility of the report, the project team elected to mail a copy of the revised (final) Section 2 HPR to consulting parties with the invitation to attend the third consulting party meeting, which was held on November 2, 2005. Furthermore, the final Section 2 HPR has been posted on the I-69 project web site.</p> <p>When scheduling Section 106 consulting party meetings and making available a copy of the draft HPR, the project team has done its best to make it convenient for as many people as possible. Draft Section 106 reports are typically not available for “public consumption” until the Draft EIS has been completed and is available during the public comment period. Draft Section 106 reports are typically only available for review by consulting parties and members of the project team. The availability of the draft HPRs for this project is not unlike the approaches taken by others.</p>

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Consulting Party Comment:	Action Taken to Address Comment
<p>“ The copy did not arrive at the Section 4 office until Thursday, April 28th (per my phone conversation with the Section 4 Office intern on April 29th: ‘We got it in the mail yesterday.’)” (Sarra letter, 4 May 05)</p>	<p>The Section 4 Office intern that the commenter spoke to was incorrect in his or her statement that the report arrived on Thursday, April 28. According to the shipping report, the copy of the report arrived at the Section 4 Project Office on Tuesday, April 26, at 12:48 pm.</p>
<p>Letter from SHPO, 17 May 2005</p>	
<p>SHPO reviewed the Draft of the Section 2 Historic Property Report and stated “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.”</p>	<p>Information about the Patoka Bridges Historic District was added to the HPR.</p>
<p>Letter from SHPO, 23 November 2005</p>	
<p>SHPO reviewed the draft Identification of Effects Report, and stated “We concur with the area of potential effects for I-69, Section 2, as described in your October 19, 2005, finding.</p>	<p>No further action required.</p>
<p>SHPO also concurred in the determinations “that the Patoka Bridges Historic District 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.”</p>	<p>No further action required.</p>

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Consulting Party Comment:	Action Taken to Address Comment
<p>SHPO requested that additional information be provided about the construction procedures and final location of the new bridge relative to the District. SHPO further requested an explanation of "... 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)."</p>	<p>Additional information regarding the proposed structure and its effects on the District were included in the final version of the <i>Identification of Effects Report</i>. In addition, subsequent to that report, a further investigation was conducted of alternatives to reduce the visual and noise effects on the District. These alternative measures are presented in Appendix O to the DEIS document, <i>Measures to Minimize Harm – Patoka Bridges Historic District</i>.</p>
<p>SHPO stated "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."</p>	<p>Following further discussion with the SHPO, a commitment is made in the DEIS to prohibit construction vehicles from using the properties of the District, and this prohibition will be incorporated into the Section 106 MOA.</p>
<p>Letter from SHPO, 11 May 2006</p>	
<p>SHPO reviewed the revised final Identification of Effects Report, and stated "We do not have any concerns with the Identification of Effects Report."</p>	<p>No action required.</p>

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Consulting Party Comment:	Action Taken to Address Comment
<p>With regard to conceptual mitigation, SHPO stated “we believe the most important ideas are:</p> <ul style="list-style-type: none"> • 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.” <p>On the Conceptual Worksheet for Development of Memorandum of Agreement submitted the same day, 11 May 2006, SHPO also included additional conceptual mitigation ideas including:</p> <ul style="list-style-type: none"> • “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....” 	<p>All of these suggested mitigation measures have been developed further and are being considered for incorporation into the Memorandum of Agreement with SHPO that will be executed prior to the Final EIS.</p>

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Consulting Party Comment:	Action Taken to Address Comment
<p>“With respect to the installation of noise barriers on the new bridge, we believe that this may introduce more visual effect on the Patoka Bridges Historic District and would not be appropriate.”</p>	<p>Noise barriers on the new bridge that would be substantially taller than the standard outside safety barriers were dropped from further consideration. Shorter barriers, that would not be discernibly different in visual effect from the standard safety barriers but which would provide some noise reduction, have been investigated and discussed with the SHPO in subsequent coordination.</p>
<p>Letter from Peoria Tribe of Indians of Oklahoma, 13 December 2006</p>	
<p>The Tribe reviewed the information provided regarding the SR 257 Bridge over Veale Creek and stated “The Peoria Tribe has no objection to the proposed construction.”</p>	<p>No response required.</p>
<p>Letter from SHPO, 18 December 2006</p>	
<p>SHPO reviewed the information provided regarding the SR 257 Bridge over Veale Creek and stated “We agree with your application of the <i>Guidelines for Assessing the Cultural Significance of Indiana’s Extant Metal Bridges (1872-1942)</i> and with your conclusion that the SR 257 Bridge over Veale Creek is eligible for inclusion in the National Register of Historic Places...”.</p>	<p>An analysis of the project’s potential effects on the SR 257 Bridge over Veale Creek was prepared and subsequently coordinated with SHPO.</p>
<p>Letter from Peoria Tribe of Indians of Oklahoma, 13 February 2007</p>	

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Consulting Party Comment:	Action Taken to Address Comment
The Tribe reviewed information provided regarding three additions to the Area of Potential Effects and the historic resources within those areas and stated “The Peoria Tribe has no objection to the proposed construction.”	No response required.
Letter from SHPO, 2 March 2007	
SHPO reviewed information provided regarding three additions to the Area of Potential Effects and the historic resources within those areas. SHPO stated “We agree with the rationales for, and boundaries of, the three additions to the area of potential effects (“APE”) that you have proposed...”. SHPO also stated “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.”	No further action required.
Letter from Peoria Tribe of Indians of Oklahoma, 29 March 2007	
The Tribe reviewed information submitted regarding the effects of the proposed project on the SR 257 Bridge over Veale Creek, and stated “The Peoria Tribe has no objection to the proposed construction.”	No response required.
Letter from SHPO, 20 April 2007	
SHPO reviewed information submitted regarding the effects of the proposed project on the SR 257 Bridge over Veale Creek, and requested additional information about the geometric layout and potential impacts of the two alternatives under consideration.	The additional information requested regarding the two alternatives was provided to the SHPO via email.

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Consulting Party Comment:	Action Taken to Address Comment
<p>SHPO further stated “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.”</p>	<p>Required archaeological investigations will be conducted once the preferred alternative is selected.</p>
<p>Letter from SHPO, 24 April 2007</p>	
<p>SHPO reviewed materials provided regarding potential impacts to the SR 257 Bridge over Veale Creek and stated “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 property’s significant historic features’ (see 36 C.F.R. Sec. 800.5[a][2][v]). Consequently, we agree with your opinion that neither Alternative A nor Alternative B would adversely affect this historic bridge.”</p>	<p>No further action required.</p>
<p>Letter from Prairie Band Potawatomi Nation, 25 April 2007</p>	
<p>The Potawatomi Nation reviewed materials provided regarding potential impacts to the SR 257 Bridge over Veale Creek and stated “After reviewing the contents of your recent mailing we would like to inform that we have no objections to the ... project....”</p>	<p>No further action required.</p>

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Consulting Party Comment	Action / Response
1. Issue: Section 106 Review and Comment Process	
<p>“The comment period for the Section 106 Finding of Adverse Effect is too short. We request an extension of ...an additional 60 days...”</p> <p><i>Letter from Sandra W. Tokarski, Citizens for Appropriate Rural Roads, March 7, 2009</i></p>	<p>This request was granted. The comment period, originally scheduled to end March 9, 2009, was extended to May 8, 2009.</p>
<p>“The comment period for the Section 106 Finding of Adverse Effect is too short. I hereby request an extension of the comment period of an additional 60 days...”</p> <p><i>E-Mail from Jan & Bill Boyd, March 9, 2009</i></p>	<p>See response above.</p>
<p>“Please include as part of CARR’s Comments, the comments submitted by Dr. Edith Sarra.”</p> <p><i>Letter from Sandra W. Tokarski, Citizens for Appropriate Rural Roads, March 7, 2009</i></p>	<p>These comments have been included.</p>
<p>“Because the Section 106 review in Tier 2 of the I-69 project has been segmented into 6 sections, it has been extremely difficult for CARR to participate in a meaningful way in the review process.”</p> <p><i>Letter from Sandra W. Tokarski, Citizens for Appropriate Rural Roads, March 7, 2009</i></p>	<p>The I-69 Evansville to Indianapolis project covers a total project length of approximately 142 miles. 36 C.F.R. Part 800.4(b)(2) provides for phased identification “where alternatives under consideration consist of corridors or large land areas.” For a project of this magnitude, the Federal Highway Administration (FHWA) determined that a tiered Environmental Impact Study (EIS) process was most appropriate. The Record of Decisions for Tier 1, issued in March 2004, established six separate “sections of independent utility” for the Tier 2 EIS process. Each of these sections is proceeding on an independent schedule, which allows an in-depth evaluation of the impacts within that section. For the Section 106 process to occur as a single process at one time for the entire corridor would have made it more difficult to focus on specific areas or resources.</p>

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<p>“Because the Section 106 review in Tier 2 of the I-69 project has been segmented into 6 sections, the review process is extremely difficult for anyone to participate in a meaningful and substantial manner.”</p> <p><i>E-Mail from Jan & Bill Boyd, March 9, 2009</i></p>	<p>See response above. All comments submitted have been given full consideration.</p>
<p>“Overall the Section 106 review indicates that the careful consideration of historic and cultural resources takes the back seat to the political pressure to build another highway through southwest Indiana. The SHPO and the consultants doing the Section 106 review will not present information that would jeopardize a project that is supported by the political powers in the State.”</p> <p><i>Letter from Sandra W. Tokarski, Citizens for Appropriate Rural Roads, March 7, 2009</i></p>	<p>The comment does not identify information that was allegedly omitted from the report. Project historians completed work on this project in a professional manner in accordance with Section 106, National Historic Preservation Act (NHPA) of 1966, as amended, and 36 CFR Part 800, (Revised January 2001) and Final Rule on Revision of Current Regulations, dated December 12, 2000, and incorporating amendments effective August 5, 2004.</p>
<p>“Overall the Section 106 review indicates that the careful consideration of historic and cultural resources takes the back seat to the political pressure to build another highway through southwest Indiana. The SHPO and the consultants doing the Section 106 review will not present information that would jeopardize a project that is supported by the political powers in the State.”</p> <p><i>E-Mail from Jan & Bill Boyd, March 9, 2009</i></p>	<p>See response above.</p>
<p>“Finally, I would like to know why there is no documentation for the meeting between FHWA, INDOT, and the SHPO held on September 23, 2008 ‘to discuss avoidance and minimization measures considered for the Patoka Bridges Historic District and possible future mitigation measures’ (p. 7)....What was discussed at the meeting? What conclusions or ‘commitments’ were made?”</p> <p><i>Letter from Dr. Edith Sarra, March 9, 2009 and E-Mail dated June 29, 2009</i></p>	<p>Minutes of the meeting with the State Historic Preservation Officer (SHPO) were included in the Draft EIS document, Appendix B, Agency Correspondence. The minutes were subsequently included in the revised 800.11(e) documentation within Appendix C, Agency Coordination, and are discussed in the documentation.</p>

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2. Issue: Impacts to Patoka Bridges Historic District	
<p>The construction and operation of an international truck route 242 feet from the Patoka Bridges Historic District will destroy the historic integrity of this site. There is no remediation that will compensate this loss.”</p> <p><i>Letter from Sandra W. Tokarski, Citizens for Appropriate Rural Roads, March 7, 2009</i></p>	<p>The seven components of integrity are: location, setting, feeling, association, design, materials, and workmanship. While the setting and the feeling may be diminished somewhat by the undertaking, the Patoka Bridges Historic District will remain eligible for the National Register of Historic Places. With the comments received from consulting parties, the SHPO, FHWA, and the Indiana Department of Transportation (INDOT) have drafted a Memorandum of Agreement (MOA) that addresses the effects of the undertaking upon this resource.</p>
<p>“The construction and operation of an international truck route 242 feet from the Patoka Bridges Historic District will destroy the historic integrity of this site. There is no remediation that will compensate this loss.”</p> <p><i>E-Mail from Jan & Bill Boyd, March 9, 2009</i></p>	<p>See response above.</p>
<p>“I was appalled to read, in Section 4.1 (“Patoka Bridges”), p. 14, that the I-69 project was even considering using CR 300 West and the two historically significant bridges within the District for construction traffic during the proposed building of I-69 through the Patoka Bottoms. Even if the highway builders were to consistently respect posted load limits for these old, historically significant bridges, and to request “special approval from the County” prior to any use involving loads in excess of posted load limits, it is certain the bridges themselves would suffer from the dramatically increased wear and tear that project related activities would inevitably produce.”</p> <p><i>E-Mail from Dr. Edith Sarra, June 29, 2009</i></p>	<p>Section 4.1 does not indicate the intention to allow construction traffic across the two bridges; Section 4.1 included the prohibition of traffic so that there would be no question as to FHWA’s intent to keep construction traffic from using the bridges.</p>

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<p>“It is equally appalling to see the statement in Section 5.1, p. 16, that under such use of the Patoka Bridges District for project related activities ‘there will be no ‘physical destruction of or damage to all or part of the property’” – hence, the judgment that CFR 800.5 (a) (2) (ii) does not apply.”</p> <p><i>Letter from Dr. Edith Sarra, March 9, 2009 and E-Mail dated June 29, 2009</i></p>	<p>The language quoted in the comment is found in CFR 800.5 and is used to discuss the criteria of adverse effect. It reiterates that there is no anticipated adverse effect due to the undertaking. Continued public use of the bridges, in accordance with existing posted load limits, would not be expected to cause the physical destruction of the bridges. It is not anticipated that traffic will increase as a result of the undertaking and construction traffic will be prohibited from using the bridges.</p>
<p>3. Issue: Other Alternative Highway Corridors</p>	
<p>“The ‘preferred route’ through the Patoka River area was predetermined years ago for political reasons. US41/I-70 alternative, which would have had very little impacts on wetlands, farmland and forests, as well as cultural and historic resources, was rejected.”</p> <p><i>Letter from Sandra W. Tokarski, Citizens for Appropriate Rural Roads, March 7, 2009</i></p>	<p>The preferred corridor alternative was selected through the Tier 1 EIS process, which was completed with the issuance of the FHWA’s Tier 1 Record of Decision in March 2004. This process examined in detail the potential impacts of the preferred corridor, as well as potential impacts of the US 41/I-70 corridor and of other alternatives.</p>
<p>“The ‘preferred route’ through the Patoka river area was predetermined years ago for political reasons. US41/I-70 alternative, which would have had very little impacts on wetlands, farmland and forests, as well as cultural and historic resources, was rejected.”</p> <p><i>E-Mail from Jan & Bill Boyd, March 9, 2009</i></p>	<p>See response above.</p>
<p>“The sensible solution is to abandon the new terrain route and upgrade the existing US41 and I-70 alternative.”</p> <p><i>Letter from Sandra W. Tokarski, Citizens for Appropriate Rural Roads, March 7, 2009</i></p>	<p>See response above.</p>

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Consulting Party Comment	Action / Response
4. Issue: Mitigation of Impacts to Patoka Bridges Historic District	
<p>“We concur with the SHPO to make funding available for the Pike County Commissioners for repairs to the bridges, to prohibit construction traffic on the bridges.”</p> <p><i>Letter from Sandra W. Tokarski, Citizens for Appropriate Rural Roads, March 7, 2009</i></p>	<p>This mitigation suggestion was considered during the development of the MOA and a commitment regarding the funding is included in the draft MOA.</p>
<p>“It was good to see that the SHPO weighed in strongly against such use of the Patoka Bridges Historic District, and provided three other constructive suggestions for mitigation of adverse effects.”</p> <p><i>Letter from Dr. Edith Sarra, March 9, 2009 and E-Mail dated June 29, 2009</i></p>	<p>All of the mitigation measures suggested by the SHPO and other consulting parties were considered during the development of the draft MOA.</p>
<p>“My concern is with the vagueness of the language here. What, precisely, is the ‘commitment’ that has been made? What kind of project-related traffic will be prohibited from using the bridges? (i.e., will earth-moving equipment and heavy trucks only be prohibited, or will work crew traffic also be excluded? – it should be, as that would also involve a dramatic increase in wear and tear on the bridges and the county road). How will that commitment be enforced?”</p> <p><i>Letter from Dr. Edith Sarra, March 9, 2009 and E-Mail dated June 29, 2009</i></p>	<p>Details regarding the prohibition of construction traffic from the historic bridges has been included in the draft MOA; construction documents will include this language as well.</p>
<p>“I anticipate that, despite the promise to make ‘further evaluation’ of the other measures suggested by the SHPO, FHWA will find a reason to reject the SHPO’s idea to ‘make funding available for the Pike County Commissioners for repairs to Bridges #246 and #81.’”</p> <p><i>Letter from Dr. Edith Sarra, March 9, 2009 and E-Mail dated June 29, 2009</i></p>	<p>FHWA further evaluated the concept of funding for the bridges; language concerning this funding will be included in the MOA.</p>

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<p>“Funding for repairs and restoration of these bridges would help to put a better face on a highway project that has so far seemed bent on disavowing responsibility for the negative impacts it is likely to have on the counties it crosses. Pike County in particular has already lost much of its historically significant built environment to strip mining throughout the last hundred years.”</p> <p><i>E-Mail from Dr. Edith Sarra, dated June 29, 2009</i></p>	<p>This mitigation suggestion was considered during the development of the MOA and a commitment regarding the funding has been included in the draft MOA.</p>
<p>5. Issue: Identification of Historic Properties</p>	
<p>“It should be noted that there appear to be structures overlooked that could be of significant historical value.”</p> <p><i>E-Mail from Jan & Bill Boyd, March 9, 2009</i></p>	<p>The Historic Properties Report describes in detail the investigations to identify and evaluate historic properties. Section 106 of the National Historic Preservation Act requires that federal agencies take into account the effect of the undertaking on historic properties. Historic properties are buildings, structures, sites, objects and/or districts listed in or eligible for listing in the National Register of Historic Places. All properties have a history; however, not every property is eligible for listing under the criteria set forth in the National Register.</p>
<p>“Section 106 regulations requires Federal agencies to make a reasonable and good faith effort to carry out appropriate identification efforts within the APE, defined as the ‘geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties. Ref. 35 CFR Part 800.4. The level of effort as described in subpart (b)(1) is not evident within the report.”</p> <p><i>E-Mail from Jan & Bill Boyd, March 9, 2009</i></p>	<p>The Historic Property Report was prepared in consultation with the SHPO and fully describes the research and documentation efforts. Project historians completed work on this project in a professional manner in accordance with Section 106, National Historic Preservation Act (NHPA) of 1966, as amended, and 36 CFR Part 800, (Revised January 2001) and Final Rule on Revision of Current Regulations, dated December 12, 2000, and incorporating amendments effective August 5, 2004.</p>

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6. Issue: Impacts associated with obtaining borrow materials	
<p>“There is absolutely no mention of where borrow materials will be sourced from and how these activities may affect the referenced historic properties. Section 106 of the National Historic Preservation Act must apply to all areas where there is land disturbances.”</p> <p><i>E-Mail from Jan & Bill Boyd, March 9, 2009</i></p>	<p>The need for borrow material will not be known until the final design is complete. Any borrow areas specified during the final design will be addressed per the terms of the proposed MOA. However, the source for any required borrow materials is typically determined by the highway contractor.. INDOT Standard Specifications include requirements for additional environmental review for borrow sites identified by the contractor to address this issue.</p>
7. Issue: Wabash and Erie Canal	
<p>“The first of these still unaddressed issues that concern me is the wooded area just to the east of the Patoka Bridges District, where the raised embankments for the Wabash and Erie Canal cross the bottoms. This part of the W & E Canal site was judged potentially eligible for the National Register in the aftermath of my research for the nomination of the Patoka Bridges District to the National Register in March 2005. The Canal site was not included in the District itself, but I was encouraged by Frank Hurdis at the time that further investigation in the area might provide enough information to build a case for the National Register nomination of the Canal and aqueduct at Dongola (particularly given potential below-ground traces of the extended work site for the Canal's construction across the bottoms north of Dongola). This area too, should be prohibited from use by project related traffic and activities.</p> <p>The second issue concerns the potential below-ground traces of the Wabash and Erie Canal's construction mentioned above. While I was conducting research on this area I was in touch with Indiana University archaeologist Cheryl Munson, who pointed out that the area is unique because it represents a verifiable mid-nineteenth century work site that</p>	<p>Resources associated with the Wabash & Erie Canal (and other canals in Indiana) are generally considered archaeological unless there is an aboveground resource, such as a building or structure, associated with the area. The Division of Historic Preservation & Archaeology (DHPA), reaffirmed this consideration in a letter on February 20, 2004 and quoted below:</p> <p>“The eligibility of the canal section is more uncertain because the site is overgrown with vegetation and no extant above-ground resources are apparent. However, in other parts of the state, we have determined canal segments eligible based on their archaeological significance. In the absence of on-site archaeological investigations, we cannot rule out the possibility that the Wabash and Erie Canal segment may be eligible for archaeological significance.”</p> <p>Since there are no aboveground resources associated with the canal located in the Area of Potential Effects (APE), FHWA and</p>

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was in operation for an unusually extended period of time. (See National Register of Historic Places "Statement of Significance" for the Patoka Bridges Historic District, appended at the end of this letter). The construction of the W & E Canal across the Patoka Bottoms took over two years, from 1851 to 1853. The length of time that the worksite in the Patoka Bottoms at Dongola remained in operation renders the probability very high that there are below-ground remains of the site still there. I would further point out that another aspect of the area which contributes to the Patoka Bridges District's historical significance (as recognized by the U.S. Department of the Interior in its listing of the district as part of the National Register of Historic Places) is its status as part of the Underground Railroad network in southern Indiana. The W & E Canal path, as well as the old state road-now Pike County Road 300West-have been documented as part of the Underground Railroad route from Little Pigeon Creek to Posey's coal bank three miles north of Petersburg, Indiana (See National Register of Historic Places "Statement of Significance" for the Patoka Bridges Historic District, appended at the end of this letter). In short, the path by which the proposed I-69 traverses the Patoka River Bottoms cuts across an area steeped in historic significance. Only part of it is currently listed on the National Register, but the area just to the east of the Patoka Bridges District has been judged as POTENTIALLY ELIGIBLE for NR listing. The paid consultants for I-69 have simply failed to address this issue. Because this area had been judged potentially eligible, the project is required, by Federal law, to address mitigation issues.

They have not.”

E-Mail from Dr. Edith Sarra, dated June 29, 2009

its consultants considered the canal an archaeological resource in identification and evaluation efforts and in consultation with the SHPO. Project consultants conducted all necessary investigations of the canal *within the archaeological APE*. These investigations revealed that the area where the archaeological APE crosses the former canal, the canal prism has been significantly disturbed and in some places destroyed; further, no intact or well-preserved portions of the canal prism were found in the archaeological APE. The Wabash & Erie Canal has been fully evaluated within the archaeological APE and the portion of the canal within the APE is not eligible for NR listing.

Please note this finding does not evaluate the eligibility of archaeological sections of the canal outside the APE. However, this project is only charged with identification and evaluation efforts within the APE.

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8. Issue: Finding of Effect	
<p>“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.”</p> <p><i>Letter from Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology, March 9, 2009</i></p>	<p>The additional evaluation of archaeological resources has been addressed in the draft MOA.</p>
<p>“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 II is large scale excavation.”</p> <p><i>Letter from Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology, March 9, 2009</i></p>	<p>Future documentation will reflect this correction.</p>
<p>“We further agree with the following assessments of effects for specific historic properties:</p> <p>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”</p> <p><i>Letter from Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology, March 9, 2009</i></p>	<p>No further action required.</p>

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9. Issue: Memorandum of Agreement	
<p>“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.”</p> <p><i>Letter from Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology, March 9, 2009</i></p>	<p>A draft MOA has been prepared and will be executed prior to the Final EIS.</p>
10 Issue: Identification of Religiously Significant Area	
<p>“I have been advised not to make my religious comments because I will not be taken seriously. It is my right to Freedom of Religion and I am offended by I-69 on Religious grounds. I am Shinto. I have traveled to Japan seven times and in doing so I have each time discovered and experienced Shinto holy places. I have found there my religion, the only religion that has ever worked for me. I believe all religions include aspects of Shinto without realizing this fact. I have witnessed at the Catholic funeral of my mother in law. I think all but those who ignore the natural world and the beauty of nature have some sense of what it is to be Shinto. So my point is, in 2002 when I was distributing maps of I-69, I received a call from the late Julia Carson’s office. I talked to Julia Carson's chief of staff for perhaps as long as 1/2 hour in my vehicle stopped in what I learned later was the historic district between the two iron bridges in the Patoka Wildlife Area and just south of the failed Houchins Ditch. As the conversation ended I had the revelation that I was in one the holiest of Shinto places that I have ever experienced in the USA. One can feel these places. The fact that the Wabash Erie Canal that cost thousands of humans their lives (one for every 6â€™ of the canals distance from lake Erie to Evansville) had a town Dongola perhaps 1/8th mile away and the fact of this being a crossing point of the Underground Railway for northbound slaves fulfills the importance of the spirits of the ancestors that is part of the Shinto Faith.”</p> <p><i>E-Mail Received from John Smith, June 8, 2009, public comment</i></p>	<p>Within the context of this EIS, Mr. Smith has provided a comment which ties the Patoka Bridges Historic District to his individual Shinto faith. As part of the EIS’s cultural findings, the Patoka Bridges Historic District has been recognized as a site significant not in the area of religion, but in the areas of transportation, engineering, social history, and ethnic history, per its National Register registration in 2005.</p> <p>The religious significance of a site, whether it is a building, structure, or object, is generally excluded from National Register eligibility. National Register Bulletin No. 15 states that “[a] religious property requires justification on architectural, artistic, or historic grounds to avoid any appearance of judgment by government about the validity of any religion or belief. Historic significance for a religious property cannot be established on the merits of a religious doctrine, but rather, for architectural or artistic values or for important historic or cultural forces that the property represents. A religious property's significance under Criterion A, B, C, or D must be judged in purely secular terms. A religious group may, in some cases, be considered a cultural group whose activities are significant in areas broader than religious history.” Within the context of this National Register guidance, project consultants find no evidence that those of the Shinto faith have an established tie to this site.</p>

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	Even looking at the Shinto faith in its broadest possible context, the NR makes it clear that it “is not the appropriate vehicle for recognizing cultural values that are purely intangible, nor is there legal authority to address them under Section 106 unless they are somehow related to a historic property.” Therefore, while respectful of Mr. Smith’s comment and religious beliefs, the affects of the undertaking upon the Patoka Bridges Historic District must be judged solely in terms of cultural values that have a tangible link to the historic property.
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