

Des 1702735 CE-4

Appendix D

Section 106 of the NHPA

Wells County Bridge No. 106 Bridge Rehabilitation Project

800.11(e) Documentation and Effects Finding

Wells County, Indiana

Des. No. 1702735, DHPA No. 25650

April 2021



Prepared for:
USI Consultants, Inc.
8415 East 56th Street
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By:



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

**Wells County Bridge No. 106 Rehabilitation Project
DES. NO.: 1702735; DHPA No. 25650**

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

The Area of Potential Effects (APE) of the project includes all properties adjacent to the project and those with a proximate viewshed of the project. Land use within the APE consists primarily of agricultural fields and residential properties. CR 100 N bisects the APE through its center. The dimensions of the APE were defined by the open space of the agricultural fields and restricted views caused by the bends in the road and tree lines near residential property boundaries. From the center of the project area, the APE extends 0.13 mile north, 0.09 mile east, 0.12 mile south, and 0.15 mile west. The archaeology APE was defined by a survey area encompassing approximately 2.3 acres that included all of the existing and proposed right-of-way required for the undertaking. See Appendix A for a map of the APE.

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

The APE contains one property eligible for listing in the National Register of Historic Places (NRHP): Wells County Bridge No. 106 (NBI 9000080), built in 1920, is an 86-foot-long two span reinforced concrete arch bridge, carrying CR 100 N over Rock Creek. The bridge is eligible under Criterion C as it has a character-defining arch and is an example of an outstanding filled spandrel double-span. The bridge is classified as “Select.” No other properties within the APE are listed in or recommended eligible for listing in the NRHP.

EFFECT FINDING

Wells County Bridge No. 106 (NBI 9000080): Per the terms of the “Programmatic Agreement Regarding Management and Preservation of Indiana’s Historic Bridges” (Historic Bridges PA), the Federal Highway Administration—Indiana Division (FHWA) will satisfy its Section 106 responsibilities involving “Select” and “Non-Select” bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Wells County Bridge No. 106 (NBI 9000080) has been classified as a “Select” Bridge by the INDOT Historic Bridge Inventory and, thus, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA’s Section 106 responsibilities for the bridge.

Therefore, the finding for this project only applies to other resources located within the APE and not Wells County Bridge No. 106 (NBI 9000080). This document will satisfy the Section 106 responsibilities for other resources located in the APE. Regarding other resources located in the project area, INDOT, acting on FHWA’s behalf, has determined a “No historic properties affected” finding is appropriate for this undertaking.

INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

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

Wells County Bridge No. 106 (NBI 9000080) - This resource is used for transportation purposes. Wells County Bridge No. 106 (NBI 9000080) will be evaluated through the *Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges*.

Anuradha V. Kumar

Anuradha V. Kumar, for FHWA
Manager
INDOT Cultural Resources

04/21/2021

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO HISTORIC PROPERTIES AFFECTED
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.4(d)(1)
Wells County Bridge No. 106 (NBI 9000080) Bridge Rehabilitation Project
DES. NO.: 1702735; DHPA 25650**

1. DESCRIPTION OF THE UNDERTAKING

Wells County, with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with the Wells County Bridge No. 106 (NBI 9000080) Project, Des. No. 1702735. This project is located on County Road 100 North (CR 100N) over Rock Creek, located approximately 0.5 mile west of CR 400 W in Wells County, Indiana. It is within Rock Creek Township, Markle USGS Topographic Quadrangle, in Section 29, Township 27 North, Range 11 East.

The project proposes to improve the condition and capacity of Wells County Bridge No. 106 (NBI 9000080) while providing a safe passage over Rock Creek. This improvement is needed due to the deteriorated condition of the existing structure. Individual components such as the spandrel walls, arch barrels, pier, foundation, and bridge rail are deteriorated with leaching, numerous spalls, exposed reinforcement, and voids behind the arch barrels. The bridge is currently rated for 16 tons due to the poor condition of the concrete arches. Additionally, the existing bridge rail does not meet current INDOT/FHWA safety standards. It is anticipated that 0.13 acre of permanent right-of-way and 0.37 acre of temporary right-of-way will be required. No relocations of residents or businesses are anticipated.

Wells County Bridge No. 106 (NBI 9000080), built in 1920, is an 86-foot-long two span reinforced concrete arch bridge, carrying CR 100 N over Rock Creek. It was given "Select" status in the Historic Bridge Inventory Report (HBIR) and was determined eligible for listing in the NRHP.

The APE of the project includes all properties adjacent to the project and those with a proximate viewshed of the project. Land use within the APE consists primarily of agricultural fields and residential properties. CR 100 N bisects the APE through its center. The dimensions of the APE were defined by the open space of the agricultural fields and restricted views caused by the bends in the road and tree lines near residential property boundaries. From the center of the project area, the APE extends 0.13 mile north, 0.09 mile east, 0.12 mile south, and 0.15 mile west. The archaeology APE was defined by a survey area encompassing approximately 2.3 acres that included all of the existing and proposed right-of-way required for the undertaking. See Appendix A for a map of the APE.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

The NRHP, Indiana Register of Historic Sites and Structures (State Register), the *Wells County Interim Report* (2010), the State Historic Architectural and Archaeological Research Database (SHAARD and the Indiana Historic Buildings, Bridges and Cemeteries Map) were consulted. The APE contains no resources listed in the NRHP. Wells County Bridge No. 106 (NBI 9000080) is listed as Historic Bridge (HB) – 2311. The INDOT-sponsored *Indiana Historic Bridge Inventory* (February 2009) by M&H Architecture, Inc. was also reviewed. Wells County Bridge No. 106 (NBI 9000080) is listed as "eligible" and classified as "Select." Research indicated that no previous investigations had occurred within the project APE. There are no HABS/HAER/HALS resources identified with the vicinity of the project.

Garrett Receveur, a qualified professional historian who meets the Secretary of the Interior Standards, conducted a site visit of the project area on March 12, 2020. He documented above-ground resources within the project area and APE. The APE was investigated for the existence of any historical properties, structures, objects, or districts listed in or eligible for the listing in the NRHP. All resources that will be at

least 50 years of age at the time of project letting, anticipated 2022, were surveyed. Photographic documentation of Contributing resources and representative Non-contributing resources was prepared. Aside from Wells County Bridge No. 106 (NBI 9000080), no resources in the APE were found to be listed in or eligible for the NRHP.

The following parties/agencies were invited to become consulting parties (CPS) to this project and were sent early coordination information dated May 26, 2020. The Indiana State Historic Preservation Officer (SHPO) is an automatic consulting party; that office and others that accepted consulting party status are shown in boldface type below. All consulting party correspondence is located in Appendix C.

Indiana State Historic Preservation Office

Indiana Landmarks – Northeast Field Office

Mayor of Bluffton

Wells County Council

Wells County Commissioners

Wells County Highway Department

Wells County Area Planning Commission

Wells County Historical Society and Museum and Wells County Historian

Northeastern Indiana Regional Coordinating Council

Historic Hoosier Bridges

Indiana Historic Spans Task Force

Historicbridges.org

Dr. James Cooper

Historic Bridge Foundation

Eastern Shawnee Tribe of Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Oklahoma

Pokagon Band of Potawatomi Indians

Shawnee Tribe

Delaware Nation of Oklahoma

In response to the early coordination letter, on May 29, 2020, the Northeastern Indiana Regional Coordination Council (NIRCC) accepted consulting party status. The NIRCC also commented that several properties surrounding the project area were listed in the State Historic Architectural and Architectural Research Database (SHAARD):

- Wells County Bridge No. 106, IHSSI No. 179-385-10049, rated Contributing
- Friends, Rockford Cemetery, IHSSI No. 179-385-10048, rated Contributing (a cemetery development plan may be required)
- Farm, IHSSI No. 179-385-10047, rated Contributing, located approximately 1,000 feet east of the project area at 4407 West CR 100 North
- Redman's Lodge and Store, IHSSI No. 179-385-10047, rated Notable, located approximately 1,200 feet west of the project area at the northwest corner of the intersection of CR 475 West and CR 110 North
- Adventist Church, IHSSI No. 179-385-10050, rated Contributing, located approximately 1,550 feet west of the project area near 1275 N 500 W
- House, IHSSI No. 179-385-10052, rated Contributing, located approximately 1,400 feet west of the project area at 1188 N 500 W; however, this home has been demolished

The NIRCC also commented on some environmental sites as well that will be addressed in the red flag investigation as part of the National Environmental Policy Act (NEPA) studies.

On June 2, 2020, the Miami Tribe of Oklahoma accepted consulting party status and "offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site."

On June 24, 2020, the SHPO staff responded, stating that they were “not aware of any parties who should be invited to participate in the Section 106 consultation on this federal undertaking, beyond those whom INDOT already invited.”

On July 18, 2020, the Indian Historic Spans Task Force accepted consulting party status. It should be noted that the email for the chairman of the Indiana Historic Spans Task Force, Paul Brandenburg, has changed to paul@pbrandy.org.

Per the terms of the “Programmatic Agreement Regarding Management and Preservation of Indiana’s Historic Bridges” (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving “Select” and “Non-Select” bridge through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because Wells County Bridge No. 106 (NBI 9000080) is a “Select” bridge, the procedures outline in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA’s Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: <http://www.in.gov/indot/2530.htm>).

Per Stipulation III.A.3 a Purpose and Need statement and Historic Bridge Alternatives Analysis (HBAA) and 30% plans were prepared and distributed to consulting parties on October 5, 2020 through IN SCOPE at <http://erms.indot.in.gov/Section106Documents/>. Since the HBAA and 30% plans were distributed, the proposed work on the spandrel walls and arch rings have been modified. The scope of the undertaking now proposes the removal of the existing spandrel walls and deteriorated outer portions of the arch ring and replacement with the same overall geometric dimensions and aesthetic appearance. New reinforcing steel will be placed within the spandrel walls and portions of the arch ring to be replaced. This additional work is reflected in the 60% plans located in Appendix F. The summary of the HBAA is located in Appendix E.

Responding to the HBAA, in a letter dated October 14, 2020, the NIRCC had “no comments relating to the early coordination phase of the environment review process with this project.”

On October 27, 2020, the SHPO staff responded to the HBAA stating that “We agree with the HBAA that Alternative B: rehabilitation of Existing Structure for Continued Vehicular Use (one-lane option) should be the preferred alternative for Bridge No. 106.” The staff went on to note they appreciate the County and the engineering consultants attempt to preserve the historic nature of Bridge No. 106 as much as possible through the rehabilitation. They also understand the existing railing must be replaced and look forward with interest to seeing how the replacement railing will look. SHPO staff also stated “At this point, we are satisfied with what we have read in the verbal scope of work and in the 30% plans.”

On January 14, 2021, a Historic Property Short Report (HPSR) and Archaeology Report (Tribes only) were prepared and distributed to consulting parties for review and comment. The Report Distribution letter that accompanied the HPSR and Archaeology Report dated January 21, 2021, stated there had been scope changes and that the 60% plans would be forthcoming.

On January 29, 2021, the NIRCC responded in a letter to the HPSR stating “The NIRCC staff does not have any comments regarding this project.”

In a letter dated February 5, 2021, the Indiana State Historic Preservation Officer (SHPO) staff agreed with the size of the APE and the conclusions of the HPSR (Receveur, 1/2021), “that there are no historic properties within the APE Eligible for inclusion in the National Register, except Wells County Bridge No. 106 (IHSSI # 179-385-10049).” SHPO staff also commented that “We note no archaeological resources were identified as a result of the reconnaissance survey (Jackson, 1/12/2021). Therefore, we concur with the recommendation that project activities may proceed without additional archaeological reconnaissance.” SHPO staff also took note of the change to the scope of work that occurred prior to the distribution of the Historic Property Short Report and Archaeological Report since their review of the 30% plans. They also stated that they “look forward to receiving the 60% plans for review.”

On February 12, 2021, the Shawnee Tribe responded concurring with the HPSR that “no known historic properties will be negatively impacted by this project.” The Tribe also noted that they do not have any concerns or issues currently with the project moving forward but asked to be notified in the event archaeological materials are encountered at the project location.

None of the other consulting parties provided any additional comments regarding the early coordination letter, HBAA, HPSR, or archaeological investigation. Please see Appendix C for Consulting Party Correspondence.

The procedures outlined in the Historic Bridge PA will be followed to fulfill FHWA’s Section 106 responsibilities for the bridge and any effects to the bridge. Therefore, the finding for this project only applies to other resources within the APE. Regarding these other resources, INDOT, acting on behalf of FHWA, has determined a “No Historic Properties Affected” finding is appropriate because no other resources in the APE are listed in or eligible for the NRHP.

Per Attachment B (Standard Treatment Approach for Historic Bridges) of the Historic Bridges PA, Wells County will provide rehabilitation plans to the SHPO when the design is approximately 30% complete, 60% complete, and when final design plans are complete. As mentioned, the 30% plan submittal has already occurred, and the 60% plans are provided in Appendix F of this document.

The only potential mitigation is photo documentation, per Attachment B of the Historic Bridges PA. The SHPO is requested to confirm whether photographs should be taken of the bridge before construction activities begin. If requested by the SHPO, the photographs will be taken by a qualified professional.

A public notice of the “No Historic Properties Affected” finding will be published in *The Bluffton News-Banner* (Bluffton, IN) and the public will be afforded thirty (30) days to respond. This document will be revised, if necessary, after the expiration of the public comment period. Per Stipulation III(A)(7) of the Historic Bridges PA, INDOT will hold a public hearing for the project prior to completion of the National Environmental Policy Act (NEPA) studies. Consulting parties will be notified of the public hearing.

3. BASIS FOR FINDING

Wells County Bridge No. 106 (NBI 9000080) is the only resource in the APE that is listed in or eligible for listing in the NRHP. FHWA will satisfy its Section 106 responsibilities involving “Select” and “Non-select” bridge through the Historic Bridge PA Project Development Process (PDP) (Stipulation III). Therefore, the finding for this project only applies to other resources within the APE and not the bridge. Because there are no other historic properties in the APE, INDOT, acting on behalf of FHWA, has determined a finding of “No Historic properties Affected” is appropriate.

APPENDIX

- A – Maps
- B – Photographs
- C – Consulting Parties List and Correspondence
- D – Historic Property Short Report and Archaeology Report Summaries
- E – Alternatives Analysis Summary
- F – Excerpted Pages from the 60% Plans (Full set is available through IN SCOPE)



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (317) 296-0799

Eric Holcomb, Governor
Joe McGuinness, Commissioner

April 21, 2021

This letter was sent to the listed parties.

RE: Wells County Bridge No. 106 (NBI 9000080) Project, Wells County, Indiana, Des. No. 1702735;
DHPA No. 25650

Dear Consulting Party,

Wells County, with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with the Wells County Bridge No. 106 (NBI 9000080) Project, Des. No. 1702735.

This letter is part of the Section 106 review process for this project. 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. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on May 26, 2020. In addition, a letter distributed on October 5, 2020 notified consulting parties that a Historic Bridge Alternatives Analysis (HBAA) and the 30% plans were available for review and comment. On January 14, 2021, a letter was distributed notifying consulting parties that a Historic Property Short Report (HPSR) and an Archaeology Report (Tribes only) were available for review and comment.

The proposed undertaking is on County Road 100 North (CR 100 N), which is approximately 0.5 mile west of CR 400 W in Wells county, Indiana. It is within Rock Creek Township, Markle USGS Topographic Quadrangle, in Section 29, Township 27 North, Range 11 East.

The need for this project is based on the deteriorated condition of the existing structure. Individual components, such as the spandrel walls, arch barrels, pier, foundations, and bridge rail are deteriorated with leaching, numerous spalls, exposed reinforcement, and voids behind the arch barrels. The bridge is currently rated for 16 tons due to the poor condition of the concrete arches. Additionally, the existing bridge rail does not meet current INDOT/FHWA safety standards. The purpose of the project is to improve the condition of the historic arch bridge, provide a safe bridge railing, raise the condition rating of the bridge (and all individual components such as spandrel walls, arch barrels, pier, foundations, and ridge rail) to good (7), and to extend the life of the bridge for at least another 25 years.

Wells County Bridge No. 106 (NBI No. 9000080), built in 1920, is an 87.5-foot-long two span reinforced concrete arch bridge, carrying CR 100N over Rock Creek. CR 100 N has a clear roadway width of 17 feet (ft.), 10 inches (in.), consisting of a 12-foot-wide paved roadway with 2 ft., 11 in. grass shoulders on each side. It is

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anticipated that 0.13 acre of permanent right-of-way and 0.37 acre of temporary right-of-way will be required.. No relocations of residents or businesses are anticipated.

Under the preferred alternative, the proposed project would involve the following: mill and overlay of asphalt approach pavement, construction of aggregate shoulders, rock excavation in the channel for additional hydraulic capacity, installation of approach guardrail, removal and replacement of the existing bridge wearing surface, structural backfill, bridge rail, and curbs, and construction of a new concrete deck and approach slabs. Since the HBAA and 30% plans were distributed, the proposed work on the spandrel walls and arch rings have been modified. The scope of the undertaking now proposes the removal of the existing spandrel walls and deteriorated outer portions of the arch ring and replacement with the same overall geometric dimensions and aesthetic appearance. New reinforcing steel will be placed within the spandrel walls and portions of the arch ring to be replaced. This additional work is reflected in the 60% plans that are attached with this letter. The existing structure will remain in place. The existing one-lane bridge will remain a one-lane bridge after rehabilitation.

SJCA Inc. (formerly Green 3, LLC) is under contract with Wells County to advance the environmental documentation for the referenced project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because Wells County Bridge No. 106 (NBI 9000080) is a "Select" bridge, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: <http://www.in.gov/indot/2530.htm>).

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, Wells County Bridge No. 106 (NBI 9000080) IHSSI # 179-385-10049 is recommended as eligible for listing in the NRHP.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified no sites within the project area. As a result of these efforts, no sites are recommended eligible for listing in the NRHP and no further work is recommended.

On January 29, 2021, the Northeastern Indiana Regional Coordinating Council (NIRCC) responded in a letter to the Historic Property Short Report stating “The NIRCC staff does not have any comments regarding this project.”

In a letter dated February 5, 2021, the Indiana State Historic Preservation Officer (SHPO) staff agreed with the size of the APE and the conclusions of the HPSR (Receveur, 1/2021), “that there are no historic properties within the APE Eligible for inclusion in the National Register, except Wells County Bridge No. 106 (IHSSI # 179-385-10049).” SHPO staff also commented that “We note no archaeological resources were identified as a result of the reconnaissance survey (Jackson, 1/12/2021). Therefore, we concur with the recommendation that project activities may proceed without additional archaeological reconnaissance.” SHPO staff also took note of the change to the scope of work that occurred prior to the distribution of the Historic Property Short Report and Archaeological Report since their review of the 30% plans. They also stated that they “look forward to receiving the 60% plans for review.”

On February 12, 2021, the Shawnee Tribe responded concurring with the HPSR that “no known historic properties will be negatively impacted by this project.” The Tribe also noted that they do not have any concerns or issues currently with the project moving forward but asked to be notified in the event archaeological materials are encountered at the project location.

The effects finding, 800.11(d) documentation, and 60% plans are available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request as soon as you can.

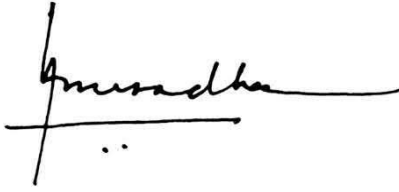
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

For questions concerning specific project details, you may contact Scott Henley of SJCA Inc. at (317) 566-0629 or shenley@sjcainc.com. All future responses regarding the proposed project should be forwarded to SJCA Inc. at the following address:

Scott Henley
Cultural Resources Associate
SJCA Inc.
1104 Prospect Street
Indianapolis, IN 46203
shenley@sjcainc.com

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Sincerely,

A handwritten signature in black ink, appearing to read "Anuradha", with a horizontal line underneath and a vertical line extending downwards from the left.

Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:

Effect Finding and 800.11(d) Documentation (available via IN SCOPE)
60% Plans

Distribution List:

Indiana State Historic Preservation Officer, rsharkey@dnr.in.gov, cslider@dnr.in.gov
NIRCC, Stacey.Gorsuch@co.allen.in.us
Indiana Historic Spans Task Force, paul@prbrandy.com
Miami Tribe of Oklahoma
Shawnee Tribe

Northeastern Indiana Regional Coordinating Council



April 28, 2021

Scott Henley
Cultural Resources Associate
SJCA Inc.
1104 Prospect Street
Indianapolis, IN 46203

Re: Early Coordination
DES 1702735 Wells County Bridge No. 106
Location: Wells County

Dear Mr. Henley:

Members of our staff reviewed your letter and report, dated April 21, 2021, concerning the Early Coordination of the Wells County Bridge No. 106 project. The NIRCC staff has the following comments relating to the early coordination phase of the environmental review process with this project, see attached letter.

Thank you for the opportunity to comment on this project. If you have any questions, please do not hesitate to contact our office.

Sincerely,

Stacey Gorsuch
Principal Transportation Planner

The referenced attached letter can
be viewed in Appendix D-x.

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



May 21, 2021

Karen Wood
SJCA, Inc.
1104 Prospect Street
Indianapolis, Indiana 46203

Federal Agency: Indiana Department of Transportation (“INDOT”),
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Indiana Department of Transportation’s finding of “no historic properties affected” on behalf of
the Federal Highway Administration and 60% plans for the Wells County Bridge No. 106 Project
on CR 100 North over Rock Creek (Des. No. 1702735; DHPA No. 25650)

Dear Ms. Wood:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” and the “Programmatic Agreement Regarding Management and Preservation of Indiana’s Historic Bridges,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO” or “DNR-DHPA”) has reviewed your April 21, 2021, review request submittal form, INDOT’s April 21, 2020 finding and 60% bridge plans, which we received electronically on the same date.

As stated in our previous correspondence, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places (“NRHP”) within the proposed project area. The reconnaissance survey by SJCA, Inc. (Jackson, 1/12/2021) was acceptable and we concur with the recommendation that project activities may proceed without additional archaeological reconnaissance.

As previously stated, we note that Wells County Bridge No. 106 (NBI No. 9000080), a two-span, reinforced concrete arch bridge built in 1920, was rated Select in the Indiana Historic Bridges Inventory. We agree with the conclusion of the Historic Property Short Report (Receveur, 1/2021), that there are no historic properties within the APE eligible for inclusion in the National Register, except Wells County Bridge No. 106 (IHSSI # 179-385-10049). We note that the procedures outlined in Stipulation III.A. of the Programmatic Agreement Regarding Management and Preservation of Indiana’s Historic Bridges will be followed to fulfill FHWA’s Section 106 responsibilities for the bridge.

Accordingly, we concur with INDOT’s April 21, 2021, Section 106 finding, on behalf of FHWA, of “No Historic Properties Affected” for this federal undertaking.

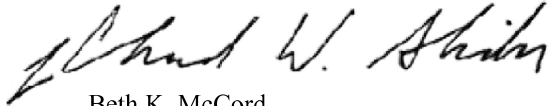
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to DNR-DHPA within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

Furthermore, we are satisfied with the 60% bridge plans and look forward to reviewing the final plans, as required by the Project Development Process under the Indiana Historic Bridges PA.

The Indiana SHPO staff's archaeological reviewer for this project is Rachel Sharkey, and the structures reviewer is Chad Slider. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the Wells County Bridge No. 106 Project on CR 100 North over Rock Creek (Des. No. 1702735), please continue to refer to DHPA No. 25650.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:RAS:CWS:cws

emc: Karstin Carmany-George, FHWA
Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Shaun Miller, INDOT
Nate Rumschlag, P.E., Wells County Engineer
Northeastern Indiana Regional Coordinating Council
Karen Wood, SJCA, Inc.
Miami Tribe of Oklahoma
Indiana Historic Spans Task Force
Rachel Sharkey, DNR-DHPA
Chad Slider, DNR-DHPA

Public Notice
Des. No. 1702735

Wells County is planning to undertake a historic bridge project, funded in part by the Federal Highway Administration. The project is located on County Road 100 North (CR 100N) over Rock Creek, 0.5 miles west of CR 400 W in Wells County, Indiana.

Under the preferred alternative, the proposed project would involve the following: mill and overlay of asphalt approach pavement, construction of aggregate shoulders, rock excavation in the channel for additional hydraulic capacity, installation of approach guardrail, removal and replacement of the existing bridge wearing surface, structural backfill, bridge rail, and curbs, construction of a new concrete deck and approach slabs, removal of the existing spandrel walls and deteriorated outer portions of the arch ring and replacement with new concrete with the same overall geometric dimensions and aesthetic appearance. New reinforcing steel will be placed within the spandrel walls and portions of the arch ring to be replaced. The existing structure will remain in place. The existing one-lane bridge will remain a one-lane bridge after rehabilitation. It is anticipated that approximately 0.13 acre of permanent right-of-way acquisition and 0.37 acre of temporary right-of-way acquisition will be required. No relocations of residents or businesses are anticipated.

Wells County Bridge No. 106 (NBI 9000080), which is eligible for the NHRP under Criterion C for its engineering significance, is classified as a "Select" bridge by the INDOT Historic Bridge Inventory and, thus, the procedures outline in Stipulation III.B. of the Historic Bridges Programmatic Agreement (HBPA) will be followed to fulfill FHWA's Section 106 responsibilities for the project. Per Stipulation III.A. of the HBPA, INDOT will hold a public hearing for the project prior to completion of the National Environmental Policy Act (NEPA) studies. The hearing will be advertised at a later date.

To satisfy FHWA's Section 106 responsibilities for the other historic resources that may be in the Area of Potential Effects (APE), FHWA will comply with the requirements of 36 CFR 800.3-800.6. Regarding other resources in the APE, INDOT, on behalf of the FHWA, has issued a "No Historic Properties Affected" finding for the project. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(1), the documentation specified in 36 CFR 800.11(d) is available for inspection in the office of SJCA Inc. (formerly Green 3, LLC). Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents>. This documentation serves as the basis for the "No Historic Properties Affected" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Scott Henley, SJCA Inc. 1104 Prospect Street, Indianapolis, IN 46203, (317) 566-0629 or shenley@sjcainc.com no later than May 25, 2021.

In accordance with the "Americans with Disabilities Act", if you have a disability for which Wells County needs to provide accessibility to the document(s) such as interpreters or readers, please contact Nate Rumschlag, Wells County Engineer, (260) 824-6430 or chengineer@wellscounty.org.

Wells County Highway Department
(GOVERNMENTAL UNIT)

To: News-Banner Publications, P.O. Box 436, Bluffton, IN 46714

Wells County, Indiana

Legal Notice

PUBLISHER'S CLAIM

LINE COUNT

Display Master (Must not exceed two actual lines, neither of which shall total more than four solid lines of type in which the body of the advertisement is set) -- number of equivalent lines

Head -- number of lines.....	4
Body -- number of lines.....	106
Tail -- number of lines.....	1
Total number of lines in notice.....	<u>111</u>

COMPUTATION OF CHARGES

<u>111</u> lines, <u>1</u> columns wide equals <u>111</u> equivalent lines	
at <u>0.4988</u> cents per line.....	<u>\$55.37</u>
Additional charges for notices containing rule or tabular work (50 percent of above amount).....	
Charge for extra proofs of publication (\$1.00 for each proof in excess of two).....	
TOTAL AMOUNT OF CLAIM.....	<u>\$55.37</u>

DATA FOR COMPUTING COST

Width of single column: 9p9
Number of insertions: 1
Size of type: 7 points

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 1 times. The dates of publication being as follows:

24-Apr-21

Additionally, the statement check below is true and correct:

- ☐ Newspaper does not have a Web site.
- ☒ Newspaper has a web site and this public notice was posted on the same day as it was published in the newspaper.
- ☐ Newspaper has a Web site, but due to technical problem or error, public notice was posted on _____.
- ☐ Newspaper has a Web site but refuses to post the public notice.

D-16 Martha A. Pelley

Wells County Highway Department
(GOVERNMENTAL UNIT)

To: News-Banner Publications, P.O. Box 436, Bluffton, IN 46714

Wells County, Indiana

Legal Notice

PUBLISHER'S CLAIM

Public Notice

Des. No. 1702735

Wells County is planning to take a historic bridge project, funded in part by the Federal Highway Administration. The project is located on County Road 100 North (100N) over Rock Creek, 0.5 miles west of CR 400 W in Wells County, Indiana.

Under the preferred alternative, the proposed project would involve the following: mill and lay of asphalt approach pavement; construction of aggregate shoulders; rock excavation in the channel for additional hydraulic capacity; installation of approach railroad; removal and replacement of the existing bridge wearing surface; structural backfill; bridge and curbs; construction of a concrete deck and approach; removal of the existing channel walls and deteriorated portions of the arch ring and replacement with new concrete; the same overall geometric dimensions and aesthetic appearance. New reinforcing steel will be placed within the spandrel walls; portions of the arch ring to be replaced. The existing structure remain in place. The existing one-lane bridge will remain a one-lane bridge after rehabilitation. It is anticipated that approximately one acre of permanent right-of-way acquisition and 0.37 acre of temporary right-of-way acquisition be required. No relocations of homes or businesses are anticipated.

Wells County Bridge No. 106 (9000080), which is eligible for NHRP under Criterion C for its engineering significance, is classified as a "Select" bridge by the DOT Historic Bridge Inventory. Thus, the procedures outline stipulation III.B. of the Historic Bridges Programmatic Agreement (PA) will be followed to fulfill IA's Section 106 responsibilities for the project. Per Stipulation of the HBP, INDOT will hold public hearing for the project to completion of the National Environmental Policy Act (NEPA) rules. The hearing will be advertised at a later date.

to satisfy FHWA's Section responsibilities for the other historic resources that may be in the Area of Potential Effects (APE). FHWA will comply with the requirements of 36 CFR 800.3-6. Regarding other resources in the APE, INDOT, on behalf of FHWA, has issued a "No Historic Properties Affected" finding for the project. In accordance with National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a). Pursuant to 36 CFR 800.4(d), the documentation specified in 36 CFR 800.11(d) is available for inspection in the office of SJCA (formerly Green 3, LLC). Additional

aster (Must not exceed two actual lines, neither of which shall total more than lines of type in which the body of the advertisement is set) -- number of lines

Number of lines.....	4
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(percent of above amount).....

extra proofs of publication (\$1.00 for each proof
of two).....

TOTAL AMOUNT OF CLAIM..... \$55.37

COMPUTING COST

Single column: 9p9

insertions: 1

points: 7 points

In accordance with the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the amount has been paid.

I certify that the printed matter attached hereto is a true copy, of the same column width and type size, as published in said paper 1 times. The dates of publication being as follows:

24-Apr-21

Accordingly, the statement check below is true and correct:

- _____ Newspaper does not have a Web site.
- ☒ Newspaper has a web site and this public notice was posted on the same day as it was published in the newspaper.
- _____ Newspaper has a Web site, but due to technical problem or error, public notice was posted on _____.
- _____ Newspaper has a Web site but refuses to post the public notice.

Martha A. Poling
Martha A. Poling

Title

Business Manager

24-Apr-21

D-17

Scott Henley
SJCA Inc.
1104 Prospect Street
Indianapolis, Indiana 46203

Dear Scott,

5/9/2021

Our combined family history in Rockford can be traced back to the original settlers in this community. When we heard that the historic bridge was in line for repairs, we became interested in the plans.

At first when I contacted the Wells County Highway department, I was told that the plans were to leave this bridge as is and build another adjacent to it. I was thrilled to find that answer instead of tearing down the current bridge. Now I understand that the plan is to make repairs and try to ensure the integrity of the historic bridge.

In my mind I see the old being torn down and replaced with new materials that resemble what is already there. I appreciate that idea in the name of safety, however, how is that truly preserving the history of what our forefathers left to us?

I also read that the plan is to leave it a one lane bridge. In this age of time, people are well not experienced in the idea of letting the first arrived automobile have access to the crossing, and in seeing a few close calls, they do not seem to realize that one lane bridges still exist even though there are signs posted on the road as the bridge is approached.

Perhaps the people considering the options of this project could consider an unseen or less seen upgrade to the current bridge and the possibility of perhaps another matching bridge alongside for an opposite flow of traffic. Or as first planned, leave the tired old bridge as a foot bridge where it stands and build a newer one alongside.

One other concern is the stone quarry is up creek from our bridge, we witness stone trucks using this bridge on a regular basis. I worry about the weight of those

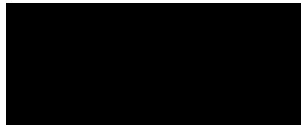
vehicles doing unnecessary damage with the massive weight. I am sure that the people who designed and built this bridge had no idea that in the future their creation would be supporting such loads. I commend our forefathers near and wide for building things to last and last.

I am available most afternoons, (except Friday) at 260-307-3000 or my Husband Harry at 260-307-3077. My husband and myself would welcome an in-person conversation if there would be a time you would be in the area.

Respectfully,

Denise Mosure

Denise Mosure





INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

May 26, 2020

This letter was sent to the listed parties.

RE: Wells County Bridge No. 106 (NBI No. 9000080), Des. No. 1702735, Wells County, Indiana

Dear Consulting Party (see attached list),

Wells County, with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with the Wells County Bridge No. 106 Project, Des. No. 1702735. Green 3, LLC is under contract with Wells County to advance the environmental documentation for the referenced project.

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

The proposed undertaking is on County Road 100 North (CR 100 N), which is approximately 0.5 mile west of CR 400 W in Wells County, Indiana. It is within Rock Creek Township, Markle USGS Topographic Quadrangle, in Section 29, Township 27 North, Range 11 East.

The need for this project is based on the deteriorated condition of the existing structure. Individual components such as the spandrel walls, arch barrels, pier, foundations, and bridge rail are deteriorated with leaching, numerous spalls, exposed reinforcement, and voids behind the arch barrels. The bridge is currently rated for 16 tons due to the poor condition of the concrete arches. Additionally, the existing bridge rail does not meet current INDOT/ FHWA safety standards. The purpose of this project is to improve the condition of the historic arch bridge, provide a safe bridge railing, raise the condition rating of the bridge (and all individual components such as spandrel walls, arch barrels, pier, foundations and bridge rail) to good (7), and to extend the life of the bridge for at least another 25 years.

Wells County Bridge No. 106, built in 1920, is an 86-foot-long two span reinforced concrete arch bridge, carrying CR 100 B over Rock Creek. CR 100 N has a clear roadway width of 17 feet (ft.), 9 inches (in.), consisting of a 12-foot-wide paved roadway with 2 ft., 10.5 in. grass shoulders on each side. It is anticipated that this project will require reacquisition of right-of-way due to the existing right-of-way not being recorded properly; the amounts (temporary and permanent) are unknown at this time. No relocations of residents or businesses are anticipated. The project is currently scheduled for letting in November 2022.

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. In accordance with 36 CFR 800.2 (c), you are hereby requested to be a consulting party to participate in the Section 106 process. Entities that have been invited to participate in the Section 106 consultation process for this project are identified in the attached list. Per 36 CFR 800.3(f), we hereby request that the Indiana State Historic Preservation Officer (SHPO) notify this office if the SHPO

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staff is aware of any other parties that may be entitled to be consulting parties or should be contacted as potential consulting parties for the project.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <http://www.achp.gov/citizensguide.pdf>.

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because Wells County Bridge No. 106 is a "Select" bridge, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: <http://www.in.gov/indot/2530.htm>).

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. At this time, no cultural resource investigations have occurred; however, the results of cultural resource identification and evaluation efforts, both above-ground and archaeological, will be forthcoming. Consulting parties will receive notification when these reports are completed.

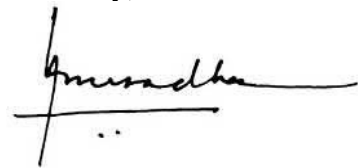
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time allotted, the project will proceed consistent with the proposed design and you will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Karen Wood of Green 3, LLC at 317-634-4110 or karen@green3studio.com. All future responses regarding the proposed project should be forwarded to Green 3, LLC at the following address:

Karen Wood
Environmental and Cultural Resources Manager
Green 3, LLC
1104 Prospect St.
Indianapolis, IN 46203
karen@green3studio.com

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:
Topographic map

Distribution List:

Indiana State Historic Preservation Office, CSlider@dnr.IN.gov
Indiana Landmarks – Northeast Field Office, phayden@indianalandmarks.org
Mayor of Bluffton, john.whicker@blufftonindiana.gov
Well County Council, kmasphalt@frontier.com
Wells County Commissioners, kwoodward1052@gmail.com, zero@adamswells.com, tlobbinswcc@gmail.com
Wells County Highway Department, chengineer@wellscounty.org
Wells County Area Planning Commission, GIS@wellscounty.org
Wells County Historical Society and Museum and Wells County Historian, jcsturgeon@adamswells.com
Northeastern Indiana Regional Coordinating Council, dan.avery@co.allen.in.us
Historic Hoosier Bridges, spansaver@hotmail.com
Indiana Historic Spans Task Force, Indianabridges@sbcglobal.net
Historicbridges.org, nathan@historicbridges.org
Dr. James Cooper, JLCooper@CCRTC.com
Historic Bridge Foundation, kitty@historicbridgefoundation.com
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Delaware Nation of Oklahoma

<u>CP Name</u>	<u>Organization</u>	<u>email</u>
Chad Slider, Rachel Sharkey	Department of Natural Resources Division of Historic Preservation and	cslider@dnr.in.gov ; rsharkey@dnr.in.gov
Tony Dillon	Historic Hoosier Bridges	spansaver@hotmail.com
Paul Brandenburg	Historic Spans Task Force	paul@prbrandy.com
Nathan Holth	Historicbridges.org	nathan@historicbridges.org
Michael Osborne	Near North Development Corporations	michael@nearnorthcdc.org
	Dr. James Cooper	JLCooper@CCRTC.com
Kitty Henderson	Historic Bridge Foundation	kitty@historicbridgefoundation.com
James Sturgeon	Wells County Historian	icsturgeon@adamswells.com
Jim Sturgeon	Wells County Historical Society Museum	icsturgeon@adamswells.com
Gary Jones	Bluffton Revitalization Committee	coc@blufftonwellschamber.com
Paul Hayden	Indiana Landmarks, Northeast Field Office	northeast@indianalandmarks.org
Stacey Gorsuch	Northeastern Indiana Regional Coordinating Council	stacey.gorsuch@co.allen.in.us
Blake Gerber	Wells County Commissioner	zero@adamswells.com
Kevin S. Woodward	Wells County Commissioner	kwoodward1052@gmail.com
Tamara Robbins	Wells County Commissioner	tdunmoyerwcc@gmail.com
Nate Rumschlag	Highway Supervisor	chengineer@wellscounty.org

Tribes

Delaware Nation of Oklahoma
 Miami Tribe of Oklahoma
 Peoria Tribe of Indians Oklahoma
 Pokagon Band Potawatomi Indians
 Shawnee Tribe of Oklahoma

Recipients that accepted the invitation to be a consulting party are highlighted.

Northeastern Indiana Regional Coordinating Council



May 29, 2020

Karen Wood
Environmental and Cultural Resources Manager
Green 3, LLC
1104 Prospect Street
Indianapolis, IN 46203

Re: Early Coordination
DES 1702735 – Wells County Bridge
Location: Wells County

Dear Ms. Wood:

Members of our staff reviewed your letter and report, dated May 26, 2020, concerning the Early Coordination of the Wells County bridge. The NIRCC staff has the following comments relating to the early coordination phase of the environmental review process with this project, see below.

- Wells County Bridge Number 106 over Rock Creek is listed in the SHAARD (State Historic Architectural and Archaeological Research Database) with Survey Number 179-385-10049 and has a rating of “Contributing”.
- Friends, Rockford Cemetery is located in close proximity to the project just east of Bridge 106. Depending on the actual location of the project area and the boundary of the cemetery a Cemetery Development Plan may be required. The cemetery is also listed in the SHAARD (State Historic Architectural and Archaeological Research Database) with Survey Number 179-385-10048 and has a rating of “Contributing”.
- A farm located approximately 1000’ east of the project at 4408 West CR 100 North is listed in the SHAARD (State Historic Architectural and Archaeological Research Database) with Survey Number 179-385-10047 and has a rating of “Contributing”.
- A farm located approximately 2000’ east of the project at 4207 West County Road 100 North is listed in the SHAARD (State Historic Architectural and Archaeological Research Database) with Survey Number 179-385-10046 and has a rating of “Notable”.
- Redman's Lodge and Store is located approximately 1200’ west of the project at the northwest corner of the intersection of CR 475 West and CR 110 North is listed in the SHAARD (State Historic Architectural and Archaeological Research Database) with Survey Number 179-385-10051 and has a rating of “Notable”.
- Adventist Church is located approximately 1550’ west of the project near 1275n N 500 W and is listed in the SHAARD (State Historic Architectural and Archaeological Research Database) with Survey Number 179-385-10050 and has a rating of “Contributing”.

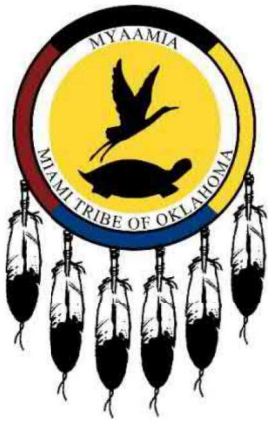
- A house located approximately 1400' west of the project at 1188 N 500 West is listed in the SHAARD (State Historic Architectural and Archaeological Research Database) with Survey Number 179-385-10052 and has a rating of "Contributing". This home has been demolished.
- There is a State Cleanup Site located west of the project area. The name is "Rockford Wells" and the Agency Interest ID is 57413. Several residential wells were found to be contaminated in the 1990s and continued water testing was completed up until 2008. Contamination may have been from nearby landfills/mining pits.
- There is a NPDES Facility located just southwest of the project called "Rock Creek Materials LLC" at 781 N 500 W.
- There is an active NPDES pipe location southwest of the project used for pit dewatering into Rock Creek associated with "Rock Creek Materials LLC" which is located at 781 N 500 W.
- There is a landfill located approximately 2000' north of the project area adjacent to Rock Creek called "Heller Industrial Landfill"
- The project is within a Floodplain.
- Rock Creek is identified as a wetland stream.
- Rock Creek is considered an impaired stream. The impairments listed for this waterway are Ecoli, IBC, and PCBs_FT.
-

Thank you for the opportunity to comment on this project. If you have any questions, please do not hesitate to contact our office.

Sincerely,



Stacey Gorsuch
Principal Transportation Planner



Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 • P.O. Box 1326, Miami, OK 74355
Ph: (918) 541-1300 • Fax: (918) 542-7260
www.miamination.com



Via email: smiller@indot.in.gov

June 2, 2020

Shaun Miller
Archaeological Team Lead, Cultural Resources Office
Indiana DOT
575 North Pennsylvania Street
Indianapolis, IN 46204

Re: Des. No. 1702735; Wells County Bridge, Wells County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Miller:

Aya, kikwehsitoole – I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Des. No. 1702735.

The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, given the Miami Tribe's deep and enduring relationship to its historic lands and cultural property within present-day Indiana, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at dhunter@miamination.com to initiate consultation.

The Miami Tribe accepts the invitation to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter
Tribal Historic Preservation Officer

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



June 24, 2020

Karen Wood
Environmental and Cultural Resources Manager
Green 3, LLC
1104 Prospect Street
Indianapolis, Indiana 46203

Federal Agency: Indiana Department of Transportation (“INDOT”),
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Early coordination letter for the Wells County Bridge No. 106 Project on CR 100 North
over Rock Creek, in Rock Creek Township, Wells County, Indiana (Des. No. 1702735;
DHPA No. 25650)

Dear Ms. Wood:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” and the “Programmatic Agreement Regarding Management and Preservation of Indiana’s Historic Bridges,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO” or “INDNR-DHPA”) has reviewed INDOT’s May 26, 2020, letter and enclosures, which we received on the same day.

We are not aware of any parties who should be invited to participate in the Section 106 consultation on this federal undertaking, beyond those whom INDOT already has invited. If right-of-way is likely to be taken from any other potentially historic property, and the owner of that property has not already been invited to become a consulting party, it would be advisable to invite the owner of that property as soon as possible. In the next regular submission on this project, please advise us regarding the name and contact information (preferably e-mail address) for any invited party who has accepted.

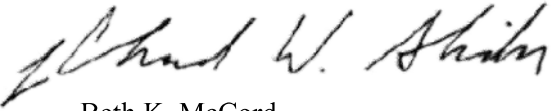
We look forward to reviewing the reports on the identification and evaluation of above-ground and archaeological resources within the area of potential effects (“APE”) that INDOT said would be forthcoming.

As INDOT’s letter indicated, Wells County Bridge No. 106 (NBI No. 9000080), a two-span, reinforced concrete arch bridge built in 1920, was rated Select in the *Indiana Historic Bridges Inventory*.

The Indiana SHPO staff’s archaeological reviewer for this project is Rachel Sharkey, and the structures reviewer is John Carr. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the Wells County Bridge No. 106 Project on CR 100 North, (Des. No. 1702735), please refer to DHPA No. 25650.

Very truly yours,

A handwritten signature in black ink, appearing to read "Beth K. McCord". The signature is written in a cursive, flowing style.

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:RAS:JLC:jlc

emc: Karstin Carmany-George, FHWA
Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Shirley Clark, INDOT
Nate Rumschlag, P.E, Wells County Engineer
Karen Wood, Green 3, LLC
Rachel Sharkey, INDNR-DHPA
John Carr, INDNR-DHPA

Karen Wood

From: Paul Brandenburg <paul@prbrandy.com>
Sent: Saturday, July 18, 2020 4:32 PM
To: Karen Wood
Subject: RE: FHWA Project: Des. No. 1702735; Wells County Bridge 106 (NBI No. 9000080) Project, Wells County, Indiana

Please include the following as a consulting party to this project:

Paul Brandenburg
Indiana Historic Spans Tasks Force
5868 Croton Circle
Indianapolis, IN 46254
Email: paul@prbrandy.com (note: indianabridges@sbcglobal.net may also be used; but this is an older email address)
Phone: 317-370-3015

Thanks,

Paul

From: Karen Wood <karen@green3studio.com>
Sent: Tuesday, May 26, 2020 10:28 AM
To: Slider, Chad (DNR) <CSlider@dnr.IN.gov>; phayden@indianalandmarks.org; john.whicker@blufftonindiana.gov; kmasphalt@frontier.com; kwoodward1052@gmail.com; Blake Gerber <zero@adamswells.com>; tlrobbinswcc@gmail.com; Nate Rumschlag <chengineer@wellscounty.org>; GIS@wellscounty.org; jcsturgeon@adamswells.com; dan.avery@co.allen.in.us; spansaver@hotmail.com; Indianabridges@sbcglobal.net; Nathan Holth <nathan@historicbridges.org>; 'JLCooper@CCRTC.com' <JLCooper@CCRTC.com>; kitty@historicbridgefoundation.com
Cc: MKENNEDY@indot.IN.gov; Branigin, Susan <SBranigin@indot.IN.gov>; Miller, Shaun (INDOT) <smiller@indot.IN.gov>; akumar@indot.in.gov; Christian Radcliff <christian@green3studio.com>
Subject: FHWA Project: Des. No. 1702735; Wells County Bridge 106 (NBI No. 9000080) Project, Wells County, Indiana

Des. No.: 1702735
Project Description: Historic Bridge Rehabilitation Project
Location: 0.5 mile west of County Road 400 West, Wells County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the Wells County Bridge No. 106 (NBI No. 9000080) Project, Des. No. 1702735.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

Indiana State Historic Preservation Officer
Historic Hoosier Bridges
Indiana Historic Spans Task Force
Historicbridges.org
Dr. James Cooper
Historic Bridge Foundation
Wells County Historian



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

October 5, 2020

This letter was sent to the listed parties.

RE: Wells County Bridge No. 106 (NBI No. 9000080), Wells County, Indiana, Des. No. 1702735; DHPA No. 25650

Dear Consulting Party,

Wells County, with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with the Wells County Bridge No. 106 (NBI No. 9000080) Project, Des. No. 1702735. Green 3, LLC is under contract with Wells County to advance the environmental documentation for the referenced project.

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on May 26, 2020.

The proposed undertaking is on County Road 100 North (CR 100 N), which is approximately 0.5 miles west of CR 400 W in Wells County, Indiana. It is within Rock Creek Township, Markle USGS Topographic Quadrangle, in Section 29, Township 27 North, Range 11 East.

The need for this project is based on the deteriorated condition of the existing structure. Individual components such as the spandrel walls, arch barrels, pier, foundations, and bridge rail are deteriorated with leaching, numerous spalls, exposed reinforcement, and voids behind the arch barrels. The bridge is currently rated for 16 tons due to the poor condition of the concrete arches. Additionally, the existing bridge rail does not meet current INDOT/ FHWA safety standards. The purpose of this project is to improve the condition of the historic arch bridge, provide a safe bridge railing, raise the condition rating of the bridge (and all individual components such as spandrel walls, arch barrels, pier, foundations and bridge rail) to good (7), and to extend the life of the bridge for at least another 25 years.

Wells County Bridge No. 106 (NBI No. 9000080), built in 1920, is an 87.5-foot-long two span reinforced concrete arch bridge, carrying CR 100 N over Rock Creek. CR 100 N has a clear roadway width of 17 feet (ft.), 10 inches (in.), consisting of a 12-footwide paved roadway with 2 ft., 11 in. grass shoulders on each side. It is anticipated that 0.496 acre of permanent right of way acquisition will be required; no temporary right of way acquisition is anticipated. No relocations of residents or businesses are anticipated. The project is currently scheduled for letting in November 2022.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For

more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because Wells Co. Bridge No. 106 (NBI 9000080) is a "Select" bridge, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: <http://www.in.gov/indot/2530.htm>).

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. At this time, no cultural resource investigations have occurred; however, the results of cultural resource identification and evaluation efforts, both above-ground and archaeological, will be forthcoming. Consulting parties will receive notification when these reports are completed.

Per Stipulation III.A and Attachment B of the Historic Bridges PA, the Historic Bridge Alternatives Analysis (HBAA) and 30% plans are available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt.

In response to the early coordination letter, on May 29, 2020, the Northeastern Indiana Regional Coordinating Council (NIRCC) accepted consulting party status. The NIRCC also commented that several properties surrounding the project area were listed in the State Historic Architectural and Architectural Research Database (SHAARD):

- Wells County Bridge No. 106, IHSSI No. 179-385-10049, rated Contributing
- Friends, Rockford Cemetery, IHSSI No. 179-385-10048, rated Contributing (a cemetery development plan may be required)
- Farm, IHSSI No. 179-385-10047, rated Contributing, located approximately 1,000 feet east of the project area at 4407 West CR 100 North
- Redman's Lodge and Store, IHSSI No. 179-385-10047, rated Notable, located approximately 1,200 feet west of the project area at the northwest corner of the intersection of CR 475 West and CR 110 North
- Adventist Church, IHSSI No. 179-385-10050, rated Contributing, located approximately 1,550 feet west of the project area near 1275 N 500 W
- House, IHSSI No. 179-385-10052, rated Contributing, located approximately 1,400 feet west of the project area at 1188 N 500 W; however, this home has been demolished.

The NIRCC also commented on some environmental sites as well that will be addressed in the red flag investigation as part of the National Environmental Policy Act (NEPA) studies.

On June 2, 2020, the Miami Tribe of Oklahoma accepted consulting party status and "offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site."

On June 24, 2020, the State Historic Preservation Officer (SHPO) staff responded, stating that they were "not aware of any parties who should be invited to participate in the Section 106 consultation on this federal undertaking, beyond those whom INDOT already has invited."

On July 18, 2020, the Indiana Historic Spans Tasks Force accepted consulting party status. It should be noted that the email for the chairman of the Indiana Historic Spans Tasks Force, Paul Brandenburg, has changed to paul@pbrandy.com.

In the HBAA, the preferred alternative selected is Alternative B: Rehabilitation of Existing Structure for Continued Vehicular Use (One Lane Option). The enclosed 30% plans involve the following: mill and overlay of asphalt approach pavement, construction of aggregate shoulders, minor embankment widening, minor grade raise, rock excavation in the channel for additional hydraulic capacity, reconstruction of five field entrances adjacent to the bridge, installation of approach guardrail, removal and replacement of the existing bridge wearing surface, structural backfill, bridge rail, and curbs, construction of a new concrete deck and approach slabs, placement of a waterproofing membrane and galvanic anodes to slow corrosion of reinforcing steel, patching or replacement of deteriorated concrete and reinforcing steel in the arch ring, spandrel walls, and pier, and reconstruction of the deteriorated bullnose detail at Pier 2. The existing structure will remain in place. The existing one-lane bridge will remain a one-lane bridge after rehabilitation. These scope items match the summary of work listed in the HBAA and facilitate repair of the existing deterioration while preserving the structure's historic character-defining features and complying with the Secretary of the Interior's Standards for Rehabilitation.

The existing concrete bridge rail will be removed and replaced with the Scored Concrete Bridge Rail type. While it will not be replaced in kind, it will match the existing as close as possible. The width of the rail will be increased from 8 inches to 10 inches to match the width of the standard INDOT bridge rails. Due to the raising of the roadway surface elevation to accommodate the thickness of the concrete deck, the rail height will increase as well. The 60% and 90% plans will include additional rail details as the project is further developed.

While the HBAA states that no right of way would be needed, with further refinement of the preferred alternative, as previously mentioned above, it is now anticipated that 0.496 acre of permanent right of way acquisition will be required.

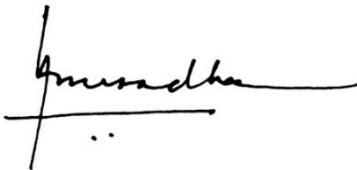
If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Karen Wood of Green 3, LLC at (317) 634-4110 or karen@green3studio.com. All future responses regarding the proposed project should be forwarded to Green 3, LLC at the following address:

Karen Wood
Environmental and Cultural Resources Manager
Green 3, LLC
1104 Prospect Street
Indianapolis, IN, 46203
karen@green3studio.com

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:

HBAA (may be accessed via IN SCOPE)

30% Plans

2020-5-29 NIRCC letter to Green 3

2020-6-2 Miami Tribe of Oklahoma letter to INDOT

2020-6-24 SHPO letter to Green 3

2020-7-18 Indiana Historic Spans Task Force email to Green 3

Distribution List:

Indiana State Historic Preservation Officer, rsharkey@dnr.in.gov, jcarr@dnr.in.gov

NIRCC, Stacey.Gorsuch@co.allen.in.us

Indiana Historic Spans Task Force, paul@prbrandy.com

Miami Tribe of Oklahoma

Northeastern Indiana Regional Coordinating Council



October 14, 2020

Karen Wood
SJCA Inc.
Environmental and Cultural Resources Manager
1104 Prospect Street
Indianapolis, IN 46203

Re: Early Coordination
DES 1702735 Wells County Bridge #106
Location: Wells County

Dear Ms. Wood:

Members of our staff reviewed the letter and report, dated October 5, 2020 concerning the Early Coordination of the Wells County Bridge #106. The NIRCC staff has no comments relating to the early coordination phase of the environmental review process with this project.

Thank you for the opportunity to comment on this project. If you have any questions, please do not hesitate to contact our office.

Sincerely,

Stacey Gorsuch
Principal Transportation Planner

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



October 27, 2020

Karen Wood
SJCA, Inc.
1104 Prospect Street
Indianapolis, Indiana 46203

Federal Agency: Indiana Department of Transportation (“INDOT”),
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Draft historic bridge alternatives analysis (USI Consultants, Inc., 10/31/2019) and 30% plans for the
Wells County Bridge No. 106 Project on CR 100 North over Rock Creek, in Rock Creek Township,
Wells County, Indiana (Des. No. 1702735; DHPA No. 25650)

Dear Ms. Wood:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” and the “Programmatic Agreement Regarding Management and Preservation of Indiana’s Historic Bridges,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO” or “INDNR-DHPA”) has reviewed INDOT’s October 5, 2020, letter enclosing the historic bridge alternatives analysis (“HBAA”) and the 30% plans, which we received on October 6.

As INDOT had indicated previously, Wells County Bridge No. 106 (NBI No. 9000080) is a two-span, reinforced concrete arch bridge built in 1920, which was rated Select in the *Indiana Historic Bridges Inventory*. We find it interesting that, as the HBAA indicates, because Bridge No. 106 “is considered a reinforced concrete arch under fill,” it is “classified as a ‘culvert’ . . .” Classification of this bridge as a culvert seems unusual, given that the plans indicate each of the two arches spans 43.75 feet, well in excess of the usual, 20-foot-span division between a culvert or a small structure and a bridge. Is every filled-spandrel concrete arch bridge considered a culvert, for some purposes? Bridge No. 106 evidently was considered a bridge, rather than a culvert, for the purposes of the *Indiana Historic Bridges Inventory*.

We agree with the HBAA that Alternative B: Rehabilitation of Existing Structure for Continued Vehicular Use (one-lane option) should be the preferred alternative for Bridge No. 106.

We appreciate Well County’s and its engineering consultants’ intentions to preserve as much of the historic fabric of Bridge No. 106 as possible and to maintain its appearance as much as possible through the rehabilitation. We can understand that the existing railings must be replaced, and we will be interested to see how the replacement railings will look.

At this point, we are satisfied with what we have read in the verbal scope of work and in the 30% plans.

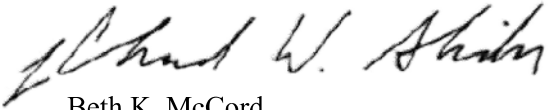
It is our understanding that an archaeological survey is being conducted and a report of the investigation will be forthcoming. Once the indicated information is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

We look forward, as well, to receiving an evaluation of above-ground properties within a proposed area of potential effects.

The Indiana SHPO staff's archaeological reviewer for this project is Rachel Sharkey, and the structures reviewers are John Carr and Chad Slider. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the Wells County Bridge No. 106 Project on CR 100 North over Rock Creek (Des. No. 1702735), please continue to refer to DHPA No. 25650.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:RAS:JLC:jlc

emc: Karstin Carmany-George, FHWA
Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Shaun Miller, I
Nate Rumschlag, P.E, Wells County Engineer
Northeastern Indiana Regional Coordinating Council
Karen Wood, SJCA, Inc.
Miami Tribe of Oklahoma
Indiana Historic Spans Task Force
Rachel Sharkey, INDNR-DHPA
Chad Slider, INDNR-DHPA
John Carr, INDNR-DHPA



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (317) 296-0799

Eric Holcomb, Governor
Joe McGuinness, Commissioner

January 14, 2021

This letter was sent to the listed parties.

RE: Wells County Bridge No. 106 (NBI No. 9000080), Wells County, Indiana, Des. No. 1702735; DHPA No. 25650

Dear Consulting Party,

Wells County, with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with the Wells County Bridge No. 106 (NBI No. 9000080) Project, Des. No. 1702735. SJCA, Inc. (formerly Green 3, LLC) is under contract with Wells County to advance the environmental documentation for the referenced project.

This letter is part of the Section 106 review process for this project. 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. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on May 26, 2020. A Historic Bridge Alternatives Analysis (HBAA) and 30% plans were distributed on October 5, 2020 to participating consulting parties for review and comment.

The proposed undertaking is on County Road 100 North (CR 100 N), which is approximately 0.5 miles west of CR 400 W in Wells County, Indiana. It is within Rock Creek Township, Markle USGS Topographic Quadrangle, in Section 29, Township 27 North, Range 11 East.

The need for this project is based on the deteriorated condition of the existing structure. Individual components such as the spandrel walls, arch barrels, pier, foundations, and bridge rail are deteriorated with leaching, numerous spalls, exposed reinforcement, and voids behind the arch barrels. The bridge is currently rated for 16 tons due to the poor condition of the concrete arches. Additionally, the existing bridge rail does not meet current INDOT/ FHWA safety standards. The purpose of this project is to improve the condition of the historic arch bridge, provide a safe bridge railing, raise the condition rating of the bridge (and all individual components such as spandrel walls, arch barrels, pier, foundations and bridge rail) to good (7), and to extend the life of the bridge for at least another 25 years.

Wells County Bridge No. 106 (NBI No. 9000080), built in 1920, is an 87.5-foot-long two span reinforced concrete arch bridge, carrying CR 100 N over Rock Creek. CR 100 N has a clear roadway width of 17 feet (ft.), 10 inches (in.), consisting of a 12-footwide paved roadway with 2 ft., 11 in. grass shoulders on each side. It is anticipated that 0.496 acre of permanent right of way acquisition will be required; no temporary right of way acquisition is anticipated. No relocations of residents or businesses are anticipated. The project is currently scheduled for letting in November 2022.

Per the HBAA, the preferred alternative selected is Alternative B: Rehabilitation of Existing Structure for Continued Vehicular Use (One Lane Option).

Since the HBAA was distributed on October 5, 2020, the proposed work on the spandrel walls and arch rings have been modified. The 30% plans had demonstrated that the proposed work involved patching of deteriorated concrete and

reinforcing steel in the arch ring and spandrel walls. The existing spandrel walls and outside portions of the arch rings are cracked and deteriorated with spalls, leaching, efflorescence, and section loss. The existing steel reinforcement connecting the spandrel walls to the arch ring is corroded with section loss. Additionally, the proposed removal and replacement of the existing bridge rails and curbs has the potential to destroy portions or the entirety of the existing spandrel walls.

Based on the conditions described above, the scope of the undertaking now proposes the removal of the existing spandrel walls and deteriorated outer portions of the arch ring and replacement with new concrete with the same overall geometric dimensions and aesthetic appearance. New reinforcing steel will be placed within the spandrel walls and portions of the arch ring to be replaced. This additional work will be reflected in the 60% plans submittal that will be forthcoming.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because Wells Co. Bridge No. 106 (NBI 9000080) is a "Select" bridge, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: <http://www.in.gov/indot/2530.htm>).

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, Wells County Bridge No. 106 (NBI 9000080) IHSSI # 179-385-10049 is recommended as eligible for listing in the NRHP.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards identified no sites within the project area. As a result of these efforts, no sites are recommended as eligible for listing in the NRHP and no further work is recommended.

Responding to the HBAA, in a letter dated October 14, 2020, the Northern Indiana Regional Coordinating Council had "no comments relating to the early coordination phase of the environment review process with this project."

On October 27, 2020, the SHPO staff responded to the HBAA stating that "We agree with the HBAA that Alternative B: Rehabilitation of Existing Structure for Continued Vehicular Use (one-lane option) should be the preferred alternative for Bridge No. 106." The staff went on to note they appreciate the County and the engineering consultants attempt to preserve the historic nature of Bridge No. 106 as much as possible through the rehabilitation. They also understand the existing railing must be replaced and look forward with interest to seeing how the replacement railings will look. SHPO staff also stated "At this point, we are satisfied with what we have read in the verbal scope of work and in the 30% plans."

The Historic Property Report and Archaeological Report (Tribes only) are available for review in IN SCOPE at <http://erns.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request within seven (7) days.

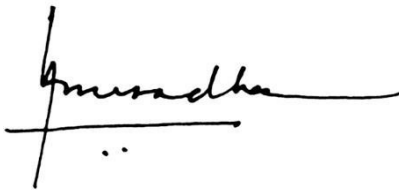
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Karen Wood of SJCA Inc. (formerly Green 3, LLC) at (317) 634-4110 or kwood@sjcainc.com. All future responses regarding the proposed project should be forwarded to SJCA Inc. at the following address:

Karen Wood
Environmental and Cultural Resources Manager
SJCA Inc.
1104 Prospect Street
Indianapolis, IN, 46203
kwood@sjcainc.com

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:

Historic Properties Short Report (may be accessed via IN SCOPE)
Archaeology Report (may be accessed by tribes only via IN SCOPE)
2020-10-14 NIRCC letter to SJCA, Inc. (formerly Green 3, LLC)
2020-10-27 SHPO letter to SJCA Inc. (formerly Green 3, LLC)

Distribution List:

Indiana State Historic Preservation Officer, rsharkey@dnr.in.gov, cslider@dnr.in.gov
NIRCC, Stacey.Gorsuch@co.allen.in.us
Indiana Historic Spans Task Force, paul@prbrandy.com,
Miami Tribe of Oklahoma

Northeastern Indiana Regional Coordinating Council



January 29, 2021

Karen Wood
Environmental and Cultural Resources Manager
SJCA Inc.
1104 Prospect Street
Indianapolis, IN 46203
kwood@sjcainc.com

Re: Early Coordination
DES 1702735 Wells County Bridge 106
Location: Wells County

Dear Ms. Wood:

Members of our staff reviewed your letter and report, dated January 15, 2021 concerning the Early Coordination of the Wells County Bridge 106 project. The NIRCC staff does not have any comments regarding this project.

Thank you for the opportunity to comment on this project. If you have any questions, please do not hesitate to contact our office.

Sincerely,

A handwritten signature in cursive script that reads "Stacey Gorsuch".

Stacey Gorsuch
Principal Transportation Planner

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



February 5, 2021

Karen Wood
SJCA, Inc.
1104 Prospect Street
Indianapolis, Indiana 46203

Federal Agency: Indiana Department of Transportation (“INDOT”),
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Archaeological short report (Jackson, 1/12/2021) and historic property short report (Receveur, 1/2021) for the Wells County Bridge No. 106 Project on CR 100 North over Rock Creek in Wells County, Indiana (Des. No. 1702735; DHPA No. 25650)

Dear Ms. Wood:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your January 14, 2021, review request submittal form, which enclosed the aforementioned reports, received by our office January 15, 2021, for the aforementioned project.

The proposed area of potential effects (“APE”) appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur.

We note that Wells County Bridge No. 106 (NBI No. 9000080), a two-span, reinforced concrete arch bridge built in 1920, was rated Select in the Indiana Historic Bridges Inventory. We agree with the conclusion of the Historic Property Short Report (Receveur, 1/2021), that there are no historic properties within the APE eligible for inclusion in the National Register, except Wells County Bridge No. 106 (IHSSI # 179-385-10049).

Regarding archaeology, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places (“NRHP”) within the proposed project area. We note no archaeological resources were identified as a result of the reconnaissance survey (Jackson, 1/12/2021). Therefore, we concur with the recommendation that project activities may proceed without additional archaeological reconnaissance.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to DNR-DHPA within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

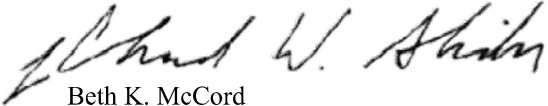
Since the Indiana SHPO’s review of the 30% plans, we note that the scope of work has been modified to include removal of the existing spandrel walls and deteriorated outer portions of the arch ring and replacement with new concrete with the same overall

geometric dimensions and aesthetic appearance. New reinforcing steel will be placed within the spandrel walls and portions of the arch ring to be replaced. We look forward to receiving the 60% plans for review.

The Indiana SHPO staff's archaeological reviewer for this project is Rachel Sharkey, and the structures reviewer is Chad Slider. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the Wells County Bridge No. 106 Project on CR 100 North over Rock Creek (Des. No. 1702735), please continue to refer to DHPA No. 25650.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:RAS:CWS:cws

emc: Karstin Carmany-George, FHWA
Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Shaun Miller, INDOT
Nate Rumschlag, P.E., Wells County Engineer
Northeastern Indiana Regional Coordinating Council
Karen Wood, SJCA, Inc.
Miami Tribe of Oklahoma
Indiana Historic Spans Task Force
Rachel Sharkey, DNR-DHPA
Chad Slider, DNR-DHPA

Karen Wood

From: Miller, Shaun (INDOT) <smiller@indot.IN.gov>
Sent: Friday, February 12, 2021 11:34 AM
To: Karen Wood
Cc: Kennedy, Mary
Subject: FW: FHWA LPA Project: Des. No. 1702735; Wells County Bridge 106 (NBI No. 9000080) Project, 0.5 mile west of County Road 400 West, Wells County, Indiana

Hi Karen,

Below is a response to the HPR and archaeology report from the Shawnee Tribe. Please continue to include them as a CP.

Thank you,

Shaun Miller
INDOT, Cultural Resources Office
Archaeology Team Lead
(317)416-0876

From: Tonya Tipton <tonya@shawnee-tribe.com>
Sent: Thursday, February 11, 2021 1:34 PM
To: Korzeniewski, Patricia J <PKorzeniewski@indot.IN.gov>
Subject: RE: FHWA LPA Project: Des. No. 1702735; Wells County Bridge 106 (NBI No. 9000080) Project, 0.5 mile west of County Road 400 West, Wells County, Indiana

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

This letter is in response to the above referenced project.

The Shawnee Tribe's Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project.

We have no issues or concerns at this time, but in the event that archaeological materials are encountered during construction, use, or maintenance of this location, please re-notify us at that time as we would like to resume immediate consultation under such a circumstance.

If you have any questions, you may contact me via email at tonya@shawnee-tribe.com

Thank you for the opportunity to comment on this project.

Sincerely,

Wells County Bridge No. 106 Bridge Rehabilitation Project

HISTORIC PROPERTY SHORT REPORT

Wells County, Indiana
Des. No. 1702735

January 2021



Prepared for:
USI Consultants, Inc.
8415 East 56th Street
Indianapolis, IN 46216

By:

Note - repeat maps, photographs, and report body have been removed but can be made available upon request.

Garrett Receveur
Garrett Receveur
SJCA Inc.
Historic Fountain Square
1104 Prospect Street
Indianapolis, IN 46203



Management Summary

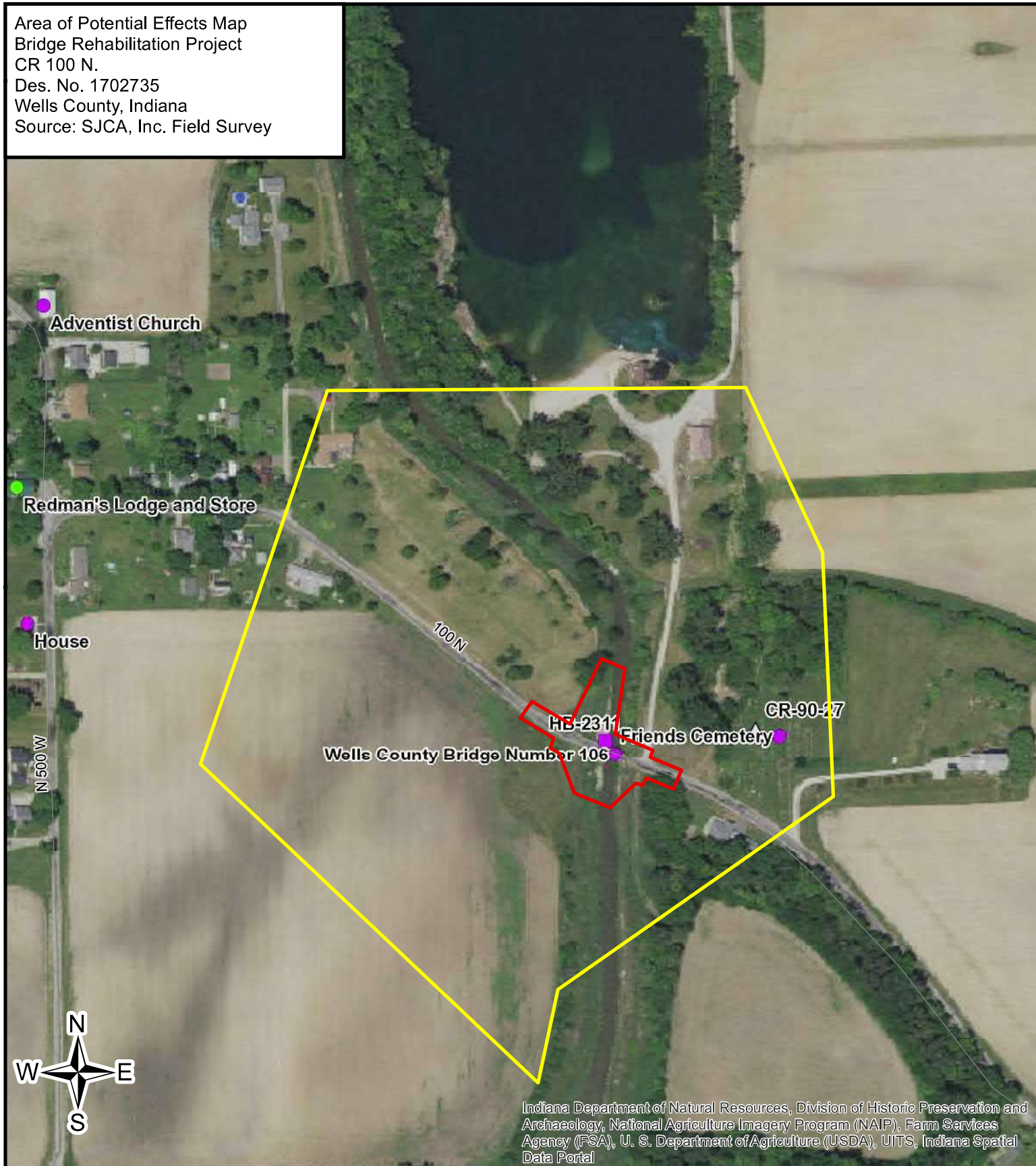
This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the Wells County Bridge No. 106 Project in Wells County, Indiana (Des. No. 1702735). Above-ground resources located within the project APE were identified and evaluated in accordance with Section 106, National Historic Preservation Act (NHPA) of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

As a result of the NHPA, as amended, and CFR Part 800, federal agencies are required to take into account the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts that are eligible for or listed in the National Register of Historic Places (NRHP)). As this project is receiving funding from the Federal Highway Administration (FHWA), it is subject to a Section 106 review.

The APE contains one property listed or previously determined eligible for inclusion in the NRHP: Wells County Bridge No. 106 (NBI 900080).

The APE contains no properties that are recommended eligible for listing in the NRHP.

Area of Potential Effects Map
 Bridge Rehabilitation Project
 CR 100 N.
 Des. No. 1702735
 Wells County, Indiana
 Source: SJCA, Inc. Field Survey



Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology, National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal

0 0.03 0.06
 Miles

- | | | | |
|--|--------------|---------------------------------------|----------------------|
| | Project Area | ● | Contributing |
| | APE | ● | Non-Contributing |
| ▲ | Cemeteries | ● | Demolished |
| ● | Outstanding | ● | Unknown or Not Rated |
| ● | Notable | | |

12/15/2020





**A Phase Ia Archaeological Literature Review and
Reconnaissance Survey for the Proposed CR 100 North
Bridge (Wells County Bridge 106) Rehabilitation over
Rock Creek (Des 1702735) that is 0.5-miles west of CR
400 West in Rock Creek Township, Wells County,
Indiana**

(Archaeological short report)

January 12, 2021

Prepared for:
USI Consultants
8415 East 56th Street
Indianapolis, Indiana 46216



Christopher Jackson, M.S., RPA
Archaeologist, Historian/QP
SJCA Inc.
9102 North Meridian Street, Suite 200
Indianapolis, Indiana 46260

p. 317.634.4110

f. 866.422.2046

e. cjackson@sjcainc.com

Southwestern Quarter: The ground surface in this quarter was high weeds/grasses that had 0 percent surface visibility (Plate 4). An agricultural field was situated to the south and west. Because of the lack of visibility, shovel probes were excavated.

The topography was a floodplain.

Disturbances included the man-made levee that ran along Rock Creek, as well as the right-of-way (man-made slope and roadside ditch) of CR 100 North.

Seven shovel probes were excavated. They were all negative and no subsurface in situ archaeological deposits were encountered. The stratigraphy was a dark gray (10YR4/1) clay. Excavation of the shovel probes were concluded when bedrock was encountered, which occurred between 18 cm and 33 cm.

With all of the shovel probes negative, no sites were documented in this quarter.

Southeastern Quarter: Visual examination of this quarter indicated that it consisted of the man-made levee and a woodlot (Plate 5). An inspection of the woodlot indicated that it was a linear steep banked depression (Plate 6). Because the depression appeared to have been man-made, no further work (i.e., excavation of shovel probes) was undertaken in that section of this quarter.

To determine if intact soils were present in the man-made levee, three shovel probes were excavated. Unfortunately, compact gravels were encountered immediately below the sod layer. This confirms that the levee was man-made.

Since the shovel probes were negative, no sites were inventoried in this quarter.

Northeastern Quarter: This quarter was a narrow yard between the man-made levee and a gravel driveway (Plate 7). Surface visibility was 0 percent. According to a 1951 aerial photograph, this quarter was disturbed from a gravel pit. A shovel probe was excavated to determine if this was correct.

Disturbed (mixed soils) was encountered in the shovel probe (Plate 8), which concurred with the aerial photograph. Excavation of the shovel probe was stopped at 23 cm due to compact rock.

Additional disturbances included the CR 100 N right-of-way (drainage ditch and man-made slope) as well as utilities.

Because the shovel probe was negative, no sites were recorded in this quarter.

RECOMMENDATIONS

Records check (*Check all that apply.*)

- ☐ No archaeological investigation is recommended before the project is allowed to proceed because the records check has determined that the project area does not have the potential to contain archaeological resources.
- ☐ A Phase Ia archaeological reconnaissance is recommended.
- ☐ A cemetery development plan may be required under Indiana Code 14-21-1-26.5 because project ground disturbance will be within 100 feet of a cemetery.

Phase Ia archaeological reconnaissance (*Check all that apply.*)

- ☒ It is recommended that the project be allowed to proceed as planned because the Phase Ia archaeological reconnaissance has located no archaeological sites within the project area and/or previously recorded sites that were investigated warrant no additional investigation.
- ☐ It is recommended that Phase Ic archaeological subsurface reconnaissance be conducted before the project is allowed to proceed. The Phase Ia archaeological reconnaissance has determined that the project area includes landforms which have the potential to contain buried archaeological deposits.

Other recommendations / commitments

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

REQUIRED ATTACHMENTS