

SUMMARY OF EVENTS SINCE LAST IHPAT

Lime Kiln (48004)

Since October, coordination with the State Historic Preservation Officer (SHPO) has been ongoing regarding the eligibility of this lime kiln for inclusion on the National Register of Historic Places (NRHP). While identified as NRHP-eligible in the Section 106 documentation of the Environmental Impact Statement (EIS), the concern of diminished integrity as a result of a road project that raised the grade of Upper River Road several feet was questioned. The kiln is now situated immediately adjacent to the gravel shoulder of Upper River Road and has been backfilled with construction debris. As such, this alteration may have affected the setting of the kiln; however, it is uncertain whether this alteration has diminished the integrity of the kiln such that it is no longer eligible for inclusion on the NRHP. Photographs of this lime kiln before and after the road construction are included with this summary.

On February 21, 2005, the SHPO representatives indicated that more historical information was required about the lime kiln and the lime kiln industry before an eligibility determination could be made. Additionally, SHPO representatives recommended that the land adjacent to the kiln be archaeologically and photographically mapped, which should include a systematic reconnaissance of the area.

Coordination with the SHPO will continue to resolve this issue.

James Smith Farm Donation

Coordination with the property owner was undertaken in July 2004 regarding the donation of the property for purposes of historic preservation. Subsequently, relevant Project information and a copy of the Memorandum of Agreement (MOA) were provided to the property owner in July 2004 to assist in the decision. In August 2004, the property owner indicated that she had received the information. She indicated that she would contact Indiana Department of Transportation (INDOT) once a decision was reached. To date, the family has not contacted INDOT with a decision.

Smart Growth Conference

Planning was initiated in the formation of the Smart Growth Conference, which is anticipated to occur in Summer/Fall 2006. The conference is to be held by the Kentucky Transportation Cabinet (KYTC) in cooperation with the INDOT, Federal Highway Administration (FHWA), Advisory Council of Historic Preservation (ACHP) and the SHPOs within three years of the Record of Decision (September 2003), in accordance with MOA Stipulation II.O.

Colston Park Remote Sensing

In September 2004, CTS-GEC completed a study to determine the feasibility of remote sensing in delineating a potential Civil War cemetery located beneath Colston Park in Jeffersonville. Due to the accumulation of metal debris near the surface, the study recommended that the use of remote sensing, which includes ground-penetrating radar, electromagnetic resistivity, and magnetometer methodologies, was not feasible. The study was forwarded to the SHPO for review and comment on December 16, 2004. The SHPO responded with the request to gather additional opinions from experts in the field. Several professionals were consulted regarding the use of remote sensing in this situation. All sources contacted indicated that it would not be advisable to use remote sensing at this site.

A work plan to delineate the western boundary of the potential cemetery was developed by CTS-GEC and submitted to the SHPO on February 16, 2005 for review and approval. The

proposal recommends trench excavation using a trackhoe with a tooth-less bucket. Presently, no comments from the SHPO have been received on the proposal.

Train Depot

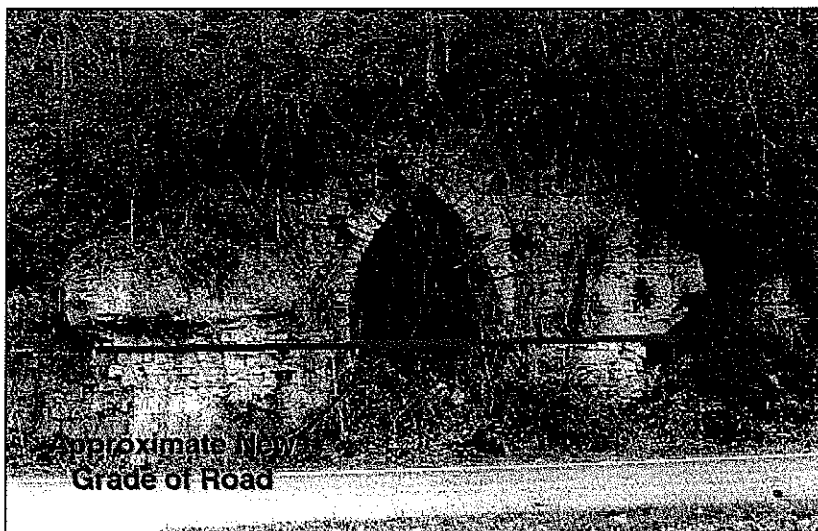
The INDOT remains active in pursuing the acquisition of this property for use as a Project office.

Indiana Ombudsman

At this time, an Ombudsman for the Indiana portion of the Project has not been selected. The INDOT is currently reviewing the qualifications of prospective candidates.

Status of HPPs

As the Indiana SDCs (Sections 3 and 6) are not under contract, CTS-GEC has not initiated the development of the four Indiana HPPs at this time. Upon execution of a contract, CTS-GEC will begin work, in concert with the initiation of the design phase by the Indiana SDCs, to develop the Immediate Needs Report. The Immediate Needs Report will identify the critical preservation elements to be incorporated into the design plans. At the onset of development of each Immediate Needs Report, the public will be engaged through a HPP kick-off meeting, which will seek to gain input on the historic preservation issues facing each affected historic resource that requires a HPP.



Photograph 1

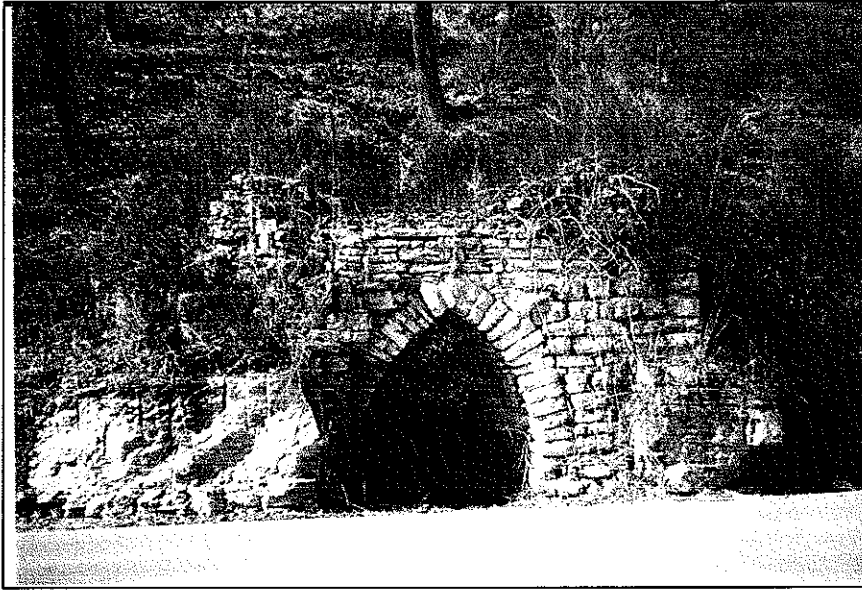
Lime Kiln 48004 before the road project that raised the grade of Upper River Road.



Photograph 2

Lime Kiln 48004 after completion of the road project.

Additional Photographs of Lime Kiln 48004 After Completion of Upper River Road Construction



Photograph 3

Looking north across
Upper River Road toward
the Lime Kiln 48004.



Photograph 4

Looking north toward the
Lime Kiln (48004).



Photograph 5

Looking northeast toward
the Lime Kiln 48004 from
Upper River Road.



Photograph 6

Looking northwest toward
the Lime Kiln 48004 from
Upper River Road.