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Subject: Proposed Delisting of Drumanard Property, Jefferson County

Lindy Casebier, KHC, State Historic Preservation Office
Carol Schull, NRHP, National Park Service
Governor Steve Beshear, Commonwealth of Kentucky
John Sacksteder, Community Transportation Solutions, Louisville, KY

Dear Sirs and Madam:

January 2, 2012

On December 19 in Indiana I attended the last public meeting to review changes and proposed work regarding the LSIORBP. I studied and discussed in some detail with engineers present the proposals for the East End Bridge route from US 42 to connect with the bridge on the KY side of the Ohio River.

Three construction options are under consideration. I have reviewed the SDEIS Appendices D.5-D.7 regarding Construction Options at US 42 and the Drumanard Estate Historic District. These documents indicate that the Ohio River Bridges Project Team has examined each current option with regard to the Historic Register status and impacts upon the Drumanard property as well as the impacts on other affected areas on the selected approach to the bridge, slightly less than one mile.

I have had correspondence with the KY Transportation Cabinet in the past year concerning alternatives to the tunnel, which is such a costly portion of the East End Bridge. I do not know what construction alternatives will be discussed with the public and if other solutions will be considered at this stage. A very informative chart (P. 10 in the document mentioned above) comparing the impact on 15 different resources of the three construction options being considered. To my surprise, the "bored shaft" or tunnel has the lowest impact on the surroundings. The drilling intensity is governed at the lowest .2 level, least damaging. The amount of material removed is less than an open cut (surface material removal to establish needed grade) and the cut and cover option which falls in between in impact. The tunnel (bore) demonstrates as the least disturbing to the historic property.

The documentation indicates that the portion of the Drumanard property, to the north, in the path of the current approach, is mostly wooded (see discussion of this in Attachment C, Appendix III) and the documentation further states that there is no evidence of Olmsted design in the wooded area, formerly a pasture, and thence no reason for that

portion of the property to be listed on the National Register of Historic Places. I agree with the documentation and would be in favor of delisting the back portion of the property. Unless a construction option to abandon the tunnel is taken, the surface land will be largely undisturbed. Perhaps that portion could be placed in a conservation easement after construction. The very recent public decision to divide the entire project and the construction of the East End Bridge and approach will be undertaken by the State of Indiana introduces some flexibility and perhaps different decisions in the future.

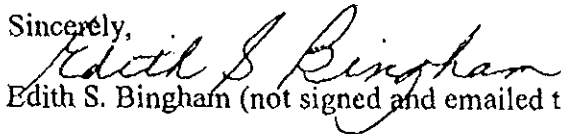
The recorded history of listing, delisting and relisting of the Drumanard property is a public record of the owners' and historians' ambivalence and difficulty with evidence. These obstacles were important to overcome because the listing of the property within the Country Estates of River Road Historic District gave it protection and could influence the selection of the route selected for the crossing location of the proposed bridge. Even with weak evidence surviving of Olmsted Brothers execution of design ideas proposed in correspondence in the early 1900's, the property lay in the proposed path of the East End Bridge. The listing required studies of impact not only on this property and its 1930's residence, but impact on many neighbors opposed to the construction of the East End Bridge.

As familiar with the locations and a fairly near neighbor and owner of a property included in the Country Estates of River Road Historic District, I have followed these matters for at least 10 years, attended many public hearings and participated in general discussions and personal correspondence with the KYTC and the Bridges Project managers. As a compromise to heady arguments, **I would suggest keep listed on the NR CERR District the portion of Drumanard property that surrounds the entrance, residence and rear garden area, although perhaps as a later marginal historic example, and delist the northern portion lying on the route of the bridge approach.**

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Please excuse this lengthy letter, but this project has generated a long history, and there are many citizens bitter and discouraged by the obstacles that have been placed frequently in the path of more open, logical, democratically directed actions.

Sincerely,



Edith S. Bingham (not signed and emailed to ensure receipt by Jan 6, 2012)

National Trust national honor recipient
Metro Louisville Individual Landmarks Review Commission

Cc: Matthew Banton, Ohio River Bridges Project Office