

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

DNR #: ER-23445

Request Received: February 16, 2021

Requestor: Crawford Murphy and Tilly Inc
Nick Batta
8790 Purdue Road
Indianapolis, IN 46268-6128

Project: SR 56 and SR 156 pavement replacement, curb and sidewalk rehabilitation, and drainage improvements, Vevay; Des #1900334 & 1900337, CMT #19070906.00

County/Site info: Switzerland

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

Regulatory Assessment: This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of the Ohio River. Please submit more detailed plans to the Division of Water's Technical Services Section if you are unsure whether or not a permit will be required.

Natural Heritage Database: The Natural Heritage Program's data have been checked. The state endangered species below have been documented within 1/2 mile of the project area. The Division of Nature Preserves does not anticipate any impacts to the dragonfly as a result of this project.

1. Elusive Clubtail (*Stylurus notatus*)
2. Channel Darter (*Percina copelandi*); in Ohio River
3. Barn Owl (*Tyto alba*)

Fish & Wildlife Comments: We do not foresee any impacts to the Channel Darter or Barn Owl as a result of this project.

The measures below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; low endophyte tall fescue may be used in the ditch bottom and side slopes only.
2. Minimize and contain within the project limits all tree and brush clearing.
3. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
4. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
5. Plant five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height.
6. Do not excavate or place fill in any riparian wetland.

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

Contact Staff:

Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife

Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.

Christie L. Stanifer

Date: March 18, 2021

Christie L. Stanifer
Environ. Coordinator
Division of Fish and Wildlife

Claudia McAllister-Peterson

From: Nick Batta
Sent: Tuesday, February 23, 2021 12:41 PM
To: Claudia McAllister-Peterson
Subject: DNR Oil and Gas - SR 56 Vevay

Claudia,

A Damian Schmeltz (sp?) with DNR Oil and Gas just called (812-459-4875). He said there are not any oil and gas wells in the vicinity of the project. He also advised that DNR has a GIS-based website where all active and inactive wells are mapped which would be a good resource to us.

NICK BATTA | Project Manager



Crawford, Murphy & Tilly | Engineers & Consultants
8790 Purdue Road | Indianapolis, IN 46268
w 317.492.9162 | m 317.409.0665 | f 317.298.4503 | nbatta@cmtengr.com



Claudia McAllister-Peterson

From: Claudia McAllister-Peterson
Sent: Tuesday, February 23, 2021 9:04 AM
To: Rod Hite; Nick Batta
Cc: Marion Wells; Tony Spoores
Subject: Re: Early Coordination Letter: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

Hi Rod,

I was referring to if you were able to open the PDF and view each of the three pdf maps including the location map, aerial map, and USGS topographic map.

I have included the project manager Nick Batta as he is best for discussion of your Dupraz Lane work.

Thank you,

Claudia MP

Sent from my iPhone

On Feb 23, 2021, at 8:00 AM, Rod Hite <rwhite@switzsc.org> wrote:

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Claudia,

When you say opening for us, can you clarify? The study area with Dupraz we would like to discuss the expansion of an exit from our elementary school to the road to help alleviate congestion backups on the state highway at bus arrival and dismissal times.

Thanks,

Rod

On Mon, Feb 22, 2021 at 7:20 PM Claudia McAllister-Peterson <CMcAllister-Peterson@cmtengr.com> wrote:

Rod,

Thank you for the response! Attached are the PDFs of the project maps- are those opening for you?

We are coordinating with the Town Council, Clerk-Treasurer, and Vevay Water/Wastewater Department on the project so we will keep this in mind.

CLAUDIA MCALLISTER-PETERSON | Crawford, Murphy & Tilly | w 317.808.9466
Ecological Engineer

From: Rod Hite <rwhite@switzsc.org>
Sent: Monday, February 22, 2021 11:18 AM
To: Claudia McAllister-Peterson <CMcAllister-Peterson@cmtengr.com>
Cc: Marion Wells <mwells@cmtengr.com>
Subject: Re: Early Coordination Letter: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

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Claudia,

My PDF opening software opens the first page and then says error loading. Without knowing the entire document I will give a brief suggestion for possible environmental impact. The Town of Vevay received a grant a few years ago to run a storm drain wastewater line through much of the town to help reduce flooding in some of the areas. You may want to speak to the town about a possible tie in now that could be expanded with future projects. This is, if you feel there may be any water pooling or high runoff areas.

Rod

On Tue, Feb 16, 2021 at 12:42 PM Claudia McAllister-Peterson <CMcAllister-Peterson@cmtengr.com> wrote:

Dear Mr. Hite,

The Indiana Department of Transportation intends to proceed with a project involving pavement replacement and/or rehabilitation along State Road (SR) 56 and SR 156 (Main Street), from 0.19 mile west of the SR 129 intersection to 0.42 mile north and east of the SR 156 intersection as well as along Ferry Street from 0.15 mile south of SR 56 in Jefferson Township, Switzerland County, Indiana (INDOT Des Nos.: 1900334 and 1900337). Please see the attached letter, which is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. We will incorporate your comments into a study of the project's environmental impacts.

If you have any questions, please feel free to contact Travis Mankin, Senior Project Manager at 812-524-3944 or tmankin@indot.in.gov or contact Nick Batta, Project Manager at 317-492-9162 or via email at nbatta@cmtengr.com. Thank you for your assistance, and we look forward to your response.

Thank you,

CLAUDIA MCALLISTER-PETERSON | ECOLOGICAL ENGINEER



Crawford, Murphy & Tilly | Engineers & Consultants
8790 Purdue Road | Indianapolis, IN 46268
w 317.808.9466 | f 317.298.4503 | CMcAllister-Peterson@cmtengr.com



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Mr. Rod Hite

Superintendent

Switzerland County School Corporation

1040 W Main Street

Vevay, IN 47043

Marion Wells

Subject: FW: School Traffic Options - INDOT SR 56 Pavement Project

From: Rhoads, Matthew <MRrhoads@indot.IN.gov>

Sent: Tuesday, July 12, 2022 3:17 PM

To: Rod Hite <rwhite@switzsc.org>

Cc: Brandi Scudder <brandi@vevaytownhall.com>; Dana Keith <dmkeith@switzsc.org>; Nick Batta <nbatta@cmtengr.com>

Subject: RE: School Traffic Options - INDOT SR 56 Pavement Project

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Rod,

I wanted to reach out and add to what Nick said to maybe give a little more information. For INDOT, we don't know who the contractor will be until typically the day of the bid letting. As Nick said, that will be at least a year out, but we have faced some delays on our environmental studies so there is a chance it could be more like 18 months to 2 years depending on whether we get a few things to go our way between now and then.

Once the bid letting is complete, Switzerland County Schools are welcome to reach out to INDOT's contractor and solicit an estimate from them for work to your facilities. If you are able to come to an agreement, that would be completely separate from the contract between INDOT and the contractor. However, it stands to reason that the school may get a more favorable estimate if INDOT's contractor already has their equipment on-site.

Another point I think worth sharing is the section of SR 56 pavement in front of the schools is in relatively good condition and will receive an overlay (not a full-depth pavement replacement as other locations in Vevay will receive). For most projects, the overlay work is one of the last construction activities before a project wraps up which means you should have some time once our project commences to work things out on your end.

Hopefully, this is helpful. INDOT is in complete support of the conceptual drawing Nick provided a while back and believes the modifications shown would be mutually beneficial for both School and INDOT facilities. Please let me know if you have questions or want to discuss that layout further. If needed, I will be happy to engage INDOT's Traffic Engineer to have a conversation with you either virtually, or in person.

-Matt

Matthew Rhoads, PE

Project Manager

185 Agrico Lane

Seymour, IN 47274

Office: (812) 524-3941

Email: mrhoads@indot.in.gov



From: Nick Batta <nbatta@cmtengr.com>
Sent: Tuesday, July 12, 2022 11:13 AM
To: Rod Hite <rwhite@switzsc.org>
Cc: Brandi Scudder <brandi@vevaytownhall.com>; Rhoads, Matthew <MRhoads@indot.IN.gov>; Dana Keith <dmkeith@switzsc.org>
Subject: RE: School Traffic Options - INDOT SR 56 Pavement Project

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Rod,

Since the INDOT project has not bid yet, I do not know who the contractor will be. We won't know for another year or so.

NICK BATTA PE | Crawford, Murphy & Tilly | w 317.492.9162 | m 317.409.0665
Project Manager

From: Rod Hite <rwhite@switzsc.org>
Sent: Tuesday, July 12, 2022 9:34 AM
To: Nick Batta <nbatta@cmtengr.com>
Cc: Brandi Scudder <brandi@vevaytownhall.com>; Rhoads, Matthew <mrhoads@indot.in.gov>; Dana Keith <dmkeith@switzsc.org>
Subject: Re: School Traffic Options - INDOT SR 56 Pavement Project

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Nick,

I spoke to the principals and they like the idea. It would come down to cost for us to complete the project. Do you know who your contractor is for the section in front of the schools? I would like to reach out and get a couple estimates.

Rod

On Fri, Jul 1, 2022 at 2:41 PM Nick Batta <nbatta@cmtengr.com> wrote:

Rod,

I was curious if anything more has come of this? Thanks.

NICK BATTA PE | Crawford, Murphy & Tilly | w 317.492.9162 | m 317.409.0665
Project Manager

From: Rod Hite <rwhite@switzsc.org>
Sent: Wednesday, June 1, 2022 3:36 PM
To: Nick Batta <nbatta@cmtengr.com>
Cc: Brandi Scudder <brandi@vevaytownhall.com>; Rhoads, Matthew <mrhoads@indot.in.gov>
Subject: Re: School Traffic Options - INDOT SR 56 Pavement Project

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Nick,

Thanks for the workup. I'll present it to the principal and get back to you as soon as possible.

Thanks again,

Rod

On Wed, Jun 1, 2022 at 8:49 AM Nick Batta <nbatta@cmtengr.com> wrote:

Rod,

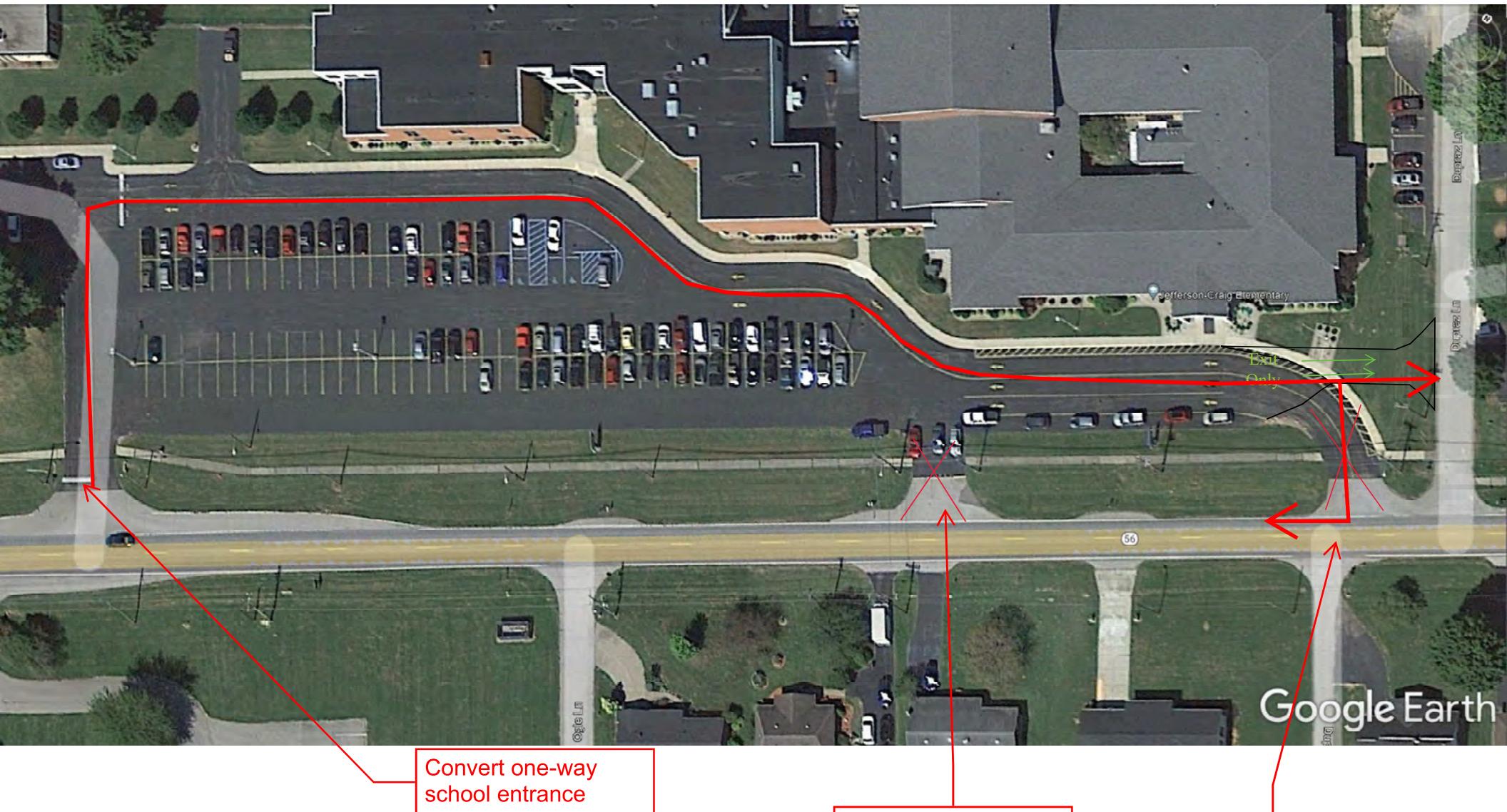
Do you think something like the attached would improve operations around the middle and elementary schools?

The basic idea is to reverse the direction of the drop-off/pick-up line so that the queueing vehicles can better utilize the parking lot lanes as opposed to the city and INDOT streets.

NICK BATTA PE | Project Manager



Crawford, Murphy & Tilly | Engineers & Consultants
8790 Purdue Road | Indianapolis, IN 46268



Claudia McAllister-Peterson

From: bmorton@scso-in.org
Sent: Tuesday, February 16, 2021 1:49 PM
To: Claudia McAllister-Peterson
Subject: RE: Early Coordination Letter: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

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Claudia,

I really appreciate you reaching out in regards to the SR 56 and SR 156 Pavement Project located in our county INDOT Des Nos.: 1900334 and 1900337, CMT Project No.: 19070906.00. I don't foresee this project causing any environmental issues. However there could possibly be some traffic issues. The biggest traffic issue we have anytime there is a detour is dealing with semi/large truck traffic. You may want to reach out to the Vevay Police Chief if you haven't already since the project will be in his jurisdiction and to ensure any detour routes which I'm assuming will be on back streets can accommodate the trucks. The Vevay Police Chief is James Richards, he can be reached at jrichards@vevaypolice.org or at Vevay Town Hall 812-427-3131. Again I really appreciate you reaching out to me on this project.

Sincerely, Sheriff Morton

From: Claudia McAllister-Peterson <CMcAllister-Peterson@cmtengr.com>
Sent: Tuesday, February 16, 2021 12:39 PM
To: bmorton@scso-in.org
Cc: Marion Wells <mwells@cmtengr.com>
Subject: Early Coordination Letter: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

Dear Mr. Morton,

The Indiana Department of Transportation intends to proceed with a project involving pavement replacement and/or rehabilitation along State Road (SR) 56 and SR 156 (Main Street), from 0.19 mile west of the SR 129 intersection to 0.42 mile north and east of the SR 156 intersection as well as along Ferry Street from 0.15 mile south of SR 56 in Jefferson Township, Switzerland County, Indiana (INDOT Des Nos.: 1900334 and 1900337). Please see the attached letter, which is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. We will incorporate your comments into a study of the project's environmental impacts.

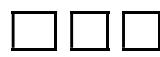
If you have any questions, please feel free to contact Travis Mankin, Senior Project Manager at 812-524-3944 or tmankin@indot.in.gov or contact Nick Batta, Project Manager at 317-492-9162 or via email at nbatta@cmtengr.com. Thank you for your assistance, and we look forward to your response.

Thank you,

CLAUDIA MCALLISTER-PETERSON | ECOLOGICAL ENGINEER



Crawford, Murphy & Tilly | Engineers & Consultants
8790 Purdue Road | Indianapolis, IN 46268
w 317.808.9466 | f 317.298.4503 | CMcAllister-Peterson@cmtengr.com

 *Centered in Value*

Claudia McAllister-Peterson

From: Royer, Brian <BRoyer@dnr.IN.gov>
Sent: Tuesday, February 16, 2021 11:03 AM
To: Claudia McAllister-Peterson
Subject: RE: Early Coordination Letter: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

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There are no wells of record within this project area. There are 2 old dry holes that are about 120' SE of the highway and that is the closest oil and gas related wells of record.

Thanks,

Brian Royer
Orphan Well Manager
Indiana Department of Natural Resources
Division of Oil & Gas
Cell- 317-417-6556
www.dnr.IN.gov

* Please let us know about the quality of our service by taking this brief [customer survey](#).

From: Claudia McAllister-Peterson <CMcAllister-Peterson@cmtengr.com>
Sent: Tuesday, February 16, 2021 10:34 AM
To: Royer, Brian <BRoyer@dnr.IN.gov>
Cc: Marion Wells <mwells@cmtengr.com>
Subject: Early Coordination Letter: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

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Dear Mr. Royer,

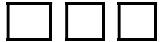
The Indiana Department of Transportation intends to proceed with a project involving pavement replacement and/or rehabilitation along State Road (SR) 56 and SR 156 (Main Street), from 0.19 mile west of the SR 129 intersection to 0.42 mile north and east of the SR 156 intersection as well as along Ferry Street from 0.15 mile south of SR 56 in Jefferson Township, Switzerland County, Indiana (INDOT Des Nos.: 1900334 and 1900337). Please see the attached letter, which is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. We will incorporate your comments into a study of the project's environmental impacts.

If you have any questions, please feel free to contact Travis Mankin, Senior Project Manager at 812-524-3944 or tmankin@indot.in.gov or contact Nick Batta, Project Manager at 317-492-9162 or via email at nbatta@cmtengr.com. Thank you for your assistance, and we look forward to your response.

Thank you,



Crawford, Murphy & Tilly | Engineers & Consultants
8790 Purdue Road | Indianapolis, IN 46268
w 317.808.9466 | f 317.298.4503 | CMcAllister-Peterson@cmtengr.com

 *Centered in Value*

From: [Claudia McAllister-Peterson](#)
To: ["Turnbow, Alisha"](#)
Cc: [Marion Wells](#); [Nick Batta](#); [Blazey, Samuel](#)
Subject: RE: Early Coordination Letter: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)
Date: Friday, May 7, 2021 12:12:00 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Thank you Alisha. We have now contacted Mr. Brindley.

CLAUDIA MCALLISTER-PETERSON | Crawford, Murphy & Tilly | w 317.808.9466
Ecological Engineer

From: Turnbow, Alisha <ATurnbow@idem.IN.gov>
Sent: Friday, May 7, 2021 11:44 AM
To: Claudia McAllister-Peterson <CMcAllister-Peterson@cmtengr.com>
Cc: Marion Wells <mwells@cmtengr.com>; Nick Batta <nbatta@cmtengr.com>; Blazey, Samuel <SBlazey@idem.IN.gov>
Subject: RE: Early Coordination Letter: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

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Hi Claudia McAllister-Peterson,

The project Des No 1900334 and 1900337 is located in Vevay Water Department's Wellhead Protection Area. The contact for Vevay Water Department is Terry Brindley and they can be reached at vevaywwtp@hotmail.com and 812-427-2316. Let me know what questions you have.

Sincerely,



Alisha Turnbow
Environmental Manager
Office of Water Quality
Drinking Water Branch, Groundwater Section
(317) 233-9158 • aturnbow@idem.IN.gov

Indiana Department of Environmental Management



IDEM values your feedback.

Please take two minutes and complete this brief survey.



COVID-19 Resources:

- **Indiana State Dept. of Health (ISDH) COVID-19 Call Center:** Call 877-826-0011 (available 8:00 am-5:00 pm daily).
- **Anthem NurseLine:** Call 800-337-4770 or visit the [Anthem NurseLine](#) online for a FREE symptom screening. Available to anyone with an Anthem health plan (this includes State of IN employees)
- **Anthem Employee Assistance Program (EAP):** Available to full-time state employees and

their household members regardless of health plan participation. Call 800-223-7723 or visit anthemeap.com (enter State of Indiana) for crisis counseling, help finding child/elder care, legal/financial consultation and much more.

From: Claudia McAllister-Peterson <CMcAllister-Peterson@cmtengr.com>
Sent: Tuesday, May 04, 2021 9:43 AM
To: Turnbow, Alisha <ATurnbow@idem.IN.gov>
Cc: Marion Wells <mwells@cmtengr.com>; Nick Batta <nbatta@cmtengr.com>
Subject: Early Coordination Letter: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

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Dear Ms. Turnbow:

The Indiana Department of Transportation intends to proceed with a project involving pavement replacement and/or rehabilitation along State Road (SR) 56 and SR 156 (Main Street), from 0.19 mile west of the SR 129 intersection to 0.42 mile north and east of the SR 156 intersection as well as along Ferry Street from 0.15 mile south of SR 56 in Jefferson Township, Switzerland County, Indiana (INDOT Des Nos.: 1900334 and 1900337). Please see the attached letter, which is part of the early coordination phase of the environmental review process. The Indiana Department of Environmental Management's Wellhead Proximity Determinator website identified that this project area is located within a Wellhead Protection Area. This project is not located within a Source Water Area. Mapping from the website is included on page 6 of the attached document.

We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. We will incorporate your comments into a study of the project's environmental impacts.

If you have any questions, please feel free to contact Travis Mankin, Senior Project Manager at 812-524-3944 or tmankin@indot.in.gov or contact Nick Batta, Project Manager at 317-492-9162 or via email at nbatta@cmtengr.com. Thank you for your assistance, and we look forward to your response.

Thank you,

CLAUDIA MCALLISTER-PETERSON | ECOLOGICAL ENGINEER



Crawford, Murphy & Tilly | Engineers & Consultants
8790 Purdue Road | Indianapolis, IN 46268
w 317.808.9466 | f 317.298.4503 | CMcAllister-Peterson@cmtengr.com



Date: May 25, 2022

Location: Vevay Town Hall

Subject: Local Agency Coordination Meeting

Attendees:

Chris See, Lane Penick, Tom Dawson – Jefferson-Craig Fire Department/EMS

Thomas Moore – Switzerland County Emergency Management Agency

Brand Scudder, Terry Brindley – Town of Vevay

David Wolf – Vevay Police Department

Larry Jones – Vevay Town Board

Rod Hite, Cindy Welch – Switzerland County School Corporation

Matthew Rhoads – INDOT Seymour District

Nick Batta - CMT

- Concerned with flooding at the East Vevay Church
- Downtown lighting wiring may not be in a conduit
- Limestone curbing is typically about 18" tall
- Project will add/replaced marked crosswalks at Main Street/High School, Main Street/Liberty Street, Main Street/Main Cross Street, Main Street/Ferry Street, Ferry Street/Pike Street, Ferry Street, Seminary Street. Rapid fire flashing beacons will be added at the Main Street/High School location. The Town requested they also be added at Main Street/Main Cross Street and that will be reviewed by the INDOT District Traffic Engineer. The Town also requested pedestrian crossing warning signs be added approaching the downtown area.
- The Town's consultant engineer for utilities has retired. A fair amount of watermain relocation will be needed on this project. There is also concern with construction of this watermain, as the portion of the system in the project area is old and may not have working valves. CMT will schedule a meeting in the late summer of 2022 to discuss the watermain work in more detail.
- During school pick-up and drop-off times, vehicles enter the school at the driveway immediately west of Dupraz Street and back-ups along SR 56 during these times are common. The school would like to explore adding a second driveway off Dupraz Street to mitigate this.
- Concerns were addressed with semi-trucks using local streets when SR 56 will be closed and detoured. Many of the streets outside of the downtown core are narrow with tight turning radii. Per INDOT policy, a local road detour agreement can be developed where the local streets are inspected pre- and post-construction and then restored at INDOT's cost. Some mitigation strategies discussed that the design team will review include:

- Posting an above normal amount of detour signage and changeable message signs.
- Placing staggered barricades on the local street
- Contacting Nucor
- Placing signage to encourage use of US 42 between the Markland Dam and Madison.
- Notifications in Spanish as it was noted during the meeting that a high number of semi-trucks drivers have limited English-speaking.
- Particular concern was noted during Phase 3B, where SR 56/Main Street would be closed between Dupraz Lane and Silver Streets. During this time, the SR 56/Main Street intersections with Dupraz Lane and Silver Street would remain open.
 - For school traffic coming from the east, back-ups will likely develop down Dupraz, Pike, and Seminary Streets since SR 56 would be closed. The design team will investigate scheduling this particular phase of work during May, June and July to lessen its impact.
 - Semi-trucks using Dupraz Lane is especially concerning. The design team will investigate additional options above those previously listed here.

Date: March 17, 2021

Location: Virtual (Teams) or Vevay Town Hall

Subject: Preliminary Field Check Meeting

Meeting minutes listed in red.

1. Introductions

- a. Virtual Attendees: Damon Brown (INDOT), Kayleigh Cowles (INDOT), Jeremeih Shaw (INDOT), Marcus Bruce (INDOT), Ellen Beiersdorfer (ETC), Kevin Mercer (Charter), Karen Wood (SJCA)
- b. In-Meeting Attendees: Travis Mankin (INDOT), Bob Tally (INDOT), Bill Read (INDOT), Scott Hensley (SJCA), Brandi Scudder (Vevay), Dave Baker (Lumen), Vladimir Sejaan (Terracon), Kellen Heavin (Terracon), Terry Brindley (Vevay), Bob (Vevay), Chris Riley (Vevay), Mike Meyer (RLM), Bill Montgomery (CMT), Nick Batta (CMT), Sarah Bigelow (CMT), Nick Hoevener (CMT)

2. Project Overview

- a. Project Limits
 - i. Nick described the limits of the project by pavement treatment and drainage improvements.
- b. Needs and Purpose of the Project

3. Pavement Improvements

- a. PM Overlay – 1.5" mill and overlay
 - i. Work involves removing top 1.5" of pavement, where most of the surface cracking exists, patching of the pavement depth.
- b. Minor Structural Overlay – 4" mill and overlay with new curbs
- c. Pavement Replacement – full depth replacement of pavement and curbs

4. Drainage Improvements

- a. Main Street from SR 129 to Dupraz – pipe and ditch cleaning
- b. Main Street from Dupraz to Walnut – new storm sewer system
 - i. Brandi stated the ditch along the south side of SR 56 in this area is prone to ponding during heavy rains.
- c. Main Street from Walnut to Cemetery – pipe and ditch cleaning
- d. Ferry Street from Main to Seminary – new storm sewer system

- e. Ferry Street from Seminary to Walnut – new storm sewer on the east side and pipe/ditch cleaning on the west side
- f. Ferry Street from Main to park – new trunkline only

5. **Utilities**

- a. Duke Energy
- b. Switzerland County Gas
- c. Town of Vevay
 - i. Nick Batta will provide Mike the updated plans for a conflict review.
 - ii. Bill Read described the reimbursement policy for financial hardship.
 - iii. The Town's watermain is expected to be in conflict, especially along Main Street.
 - iv. The Town's sanitary sewer crosses the state highways at a few locations but is unlikely to be in conflict.
 - v. Would prefer to include any relocations as in-contract with the INDOT project.
 - vi. Castings being adjusted to grade for water and sewer mains can also be included as in-contract.
 - vii. RLM can provide a preliminary estimate for the watermain work once a conflict review is completed.
- d. ETC
 - i. ETC has been acquired by Great Plains
 - ii. Ellen B. is concerned about conflicts along the north side of Main Street. Nick stated limited earthwork is expected above the F/O line in those areas.
 - iii. There is a potential for conflicts where the F/O crosses Main Street at two locations. Determining the depth of the F/O would be helpful.
 - iv. At this time, no future plans for additional installs in the area of the project.
- e. Centurylink (Lumen)
 - i. There are a lot of power poles located about 1 foot behind where the new curb line would be installed. Nick will review with INDOT Construction for the feasibility of building around these poles.
- f. Charter
 - i. Similar comments to Lumen.
 - ii. Kevin will confirm to Nick locations of underground feeds.
- g. Nick Batta will work with Bill Read about developing a SUE program to help minimize conflicts.

6. **Additional Improvements and Impacts**

- a. Sidewalks
 - i. Sidewalks immediately behind curbs (such as in the downtown area) will be replaced with the project.
 - ii. Sidewalks separated from the curb line will not be replaced with the project. If Vevay desires to do so, a funding agreement with INDOT would be needed to add it to the project.
 - iii. Nick described the current design of the new sidewalks in the downtown area. The existing brick pavers will need to be removed. The Town would prefer to place back stamped concrete as opposed to brick pavers.
- b. ADA Curb Ramps
 - i. There was discussion about provided ADA-compliance connections to existing businesses. The current design ties into business stoops at existing elevations.
 - ii. There was discussion about considering bump-outs in the downtown area. There is concern about impacts within the historic district by modifying the curb lines.
 - iii. There was discussion about adding curb ramps to facilitate crossings of Main Street. Locations to be considered are Arch Street, Union Street, Main Cross Street, Liberty Street, Walnut Street and Seminary Street.
 - iv. CMT should provide directional curb ramps where feasible.
- c. Driveways
- d. Street lighting
 - i. The existing decorative street lights in the downtown area will need to be removed as part of the project. This will also include the underground conduits and electric outlets.
 - ii. The current scope is to replace the underground conduits and have the contractor reinstall the current street lights.
 - iii. If the Town wants to install new street lights, that could be through two ways: install new street lights as part of the project; or have the INDOT contractor install the conduits and foundations and install the lights post-project. Under either scenario, a funding agreement with INDOT would be needed.
 - iv. The current scope is to not replace the electrical outlets. Special coordination with property owners will be needed since they are wired to privately-owned circuit boxes.
- e. Trees
 - i. The trees in the downtown area will be removed and not replaced. This includes the two trees in front of the Swiss Inn.

- ii. The trees outside of the downtown area are planned to remain. There is a tree at the Arch Street intersection that may be replaced in order to construct a curb ramp.
- f. Basements, Coal Chutes and Air Vents
 - i. Nick has been coordinating with business owners to understand the existing air vents.
 - ii. The current scope is any existing air vent would be perpetuated with the project, and existing castings reused.
- g. Traffic signal
 - i. The scope of the signal work should include new wiring, upgrading the signal controller, signal head replacement, signal head backplates, and APS push buttons.
- h. Schools
 - i. There is a plan to add a new crosswalk of Main Street. The INDOT project would add RRFBs to the new crosswalk.
 - ii. The school superintendent has reached out to Nick about modifying the elementary school entrance by adding a drive off Dupraz Street. Additional coordination is needed to understand their plan.

7. Additional Information

- a. New Right of Way
 - i. 0.098 Acre from 6 parcels (permanent)
 - ii. 0.172 Acre from 17 parcels (temporary)
 - iii. Sample new Right of Way area
- b. Permits
 - i. IDEM Rule 5 and IDNR Construction in a Floodway
- c. Public Involvement
 - i. Public information meeting

8. Construction Sequencing

- a. Letting – 9/13/23
- b. Tree Clearing – Winter 2023
- c. Main Street Road Closure from Dupraz to Walnut – April 2024 to September 2024
- d. Ferry Street Road Closure from Main to Walnut – April 2025 to August 2025
- e. Final paving – September 2025
- f. Access concerns
 - i. Local streets/driveways
 - ii. Sidewalks

- iii. Downtown businesses
- iv. Vevay's Swiss Wine Festival is held annually at Ogle Park and typically held the third week in August.
- v. Vevay's Sleepy Hollow event is held annually at the Courthouse Square, usually in late September.

9. Schedule

- a. Work Completed to Date
- b. Next Milestones

Marion Wells

Subject: FW: [EXTERNAL] Early Coordination Letter: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

From: McWilliams, Robin <robin_mcwilliams@fws.gov>

Sent: Wednesday, April 7, 2021 12:33 PM

To: Claudia McAllister-Peterson <CMcAllister-Peterson@cmtengr.com>

Subject: Re: [EXTERNAL] Early Coordination Letter: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

External Message: This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.

Dear Ms. McAllister-Peterson,

This responds to your recent letter requesting our comments on the aforementioned project.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The project is within the range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) and should follow the new Indiana bat/northern long-eared bat programmatic consultation process, if applicable (i.e. a federal transportation nexus is established). The Service has 14 days after a "Not Likely to Adversely Affect" determination letter is generated to review the project and provide additional comments or request additional information; if you do not receive a response from us within 14 days, we have no additional comments.

Wetland and stream impacts may require permits from the US Army Corps of Engineers, the Indiana Department of Environmental Management's Water Quality Certification program, and the Indiana Department of Natural Resources. Wetland impacts should be avoided, and any unavoidable impacts should be compensated for in accordance with the Corps of Engineer's mitigation guidelines.

If new storm sewers or drains are planned, we recommend using pollutant-trapping technology such as storm drain inserts, etc. to reduce runoff of urban pollutants directly to any receiving stream systems.

Based on a review of the information you provided, the U.S. Fish and Wildlife Service has no other comments on the project as currently proposed. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation. Standard recommendations are provided below.

We appreciate the opportunity to comment at this early stage of project planning. If you have any questions about our recommendations, please call (812) 334-4261 x. 207.

Sincerely,

Robin McWilliams Munson

Standard Recommendations:

1. Do not clear trees or understory vegetation outside the construction zone boundaries. (**This restriction is not related to the “tree clearing” restriction for potential Indiana Bat habitat.**)
2. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap.

Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.

3. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure.
4. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.
5. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT’s standard specifications.
6. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams.

7. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing

Robin McWilliams Munson
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, IN 46142
812-334-4261

Mon-Tues 8-3:30p
Wed-Thurs 8:30-3p Telework

From: Claudia McAllister-Peterson <CMcAllister-Peterson@cmtengr.com>
Sent: Tuesday, February 16, 2021 10:16 AM
To: McWilliams, Robin <robin_mcwilliams@fws.gov>
Cc: Marion Wells <mwells@cmtengr.com>
Subject: [EXTERNAL] Early Coordination Letter: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Dear Ms. McWilliams,

The Indiana Department of Transportation intends to proceed with a project involving pavement replacement and/or rehabilitation along State Road (SR) 56 and SR 156 (Main Street), from 0.19 mile west of the SR 129 intersection to 0.42 mile north and east of the SR 156 intersection as well as along Ferry Street from 0.15 mile south of SR 56 in Jefferson Township, Switzerland County, Indiana (INDOT Des Nos.: 1900334 and 1900337). Please see the attached letter, which is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. We will incorporate your comments into a study of the project's environmental impacts.

If you have any questions, please feel free to contact Travis Mankin, Senior Project Manager at 812-524-3944 or tmankin@indot.in.gov or contact Nick Batta, Project Manager at 317-492-9162 or via email at nbatta@cmtengr.com. Thank you for your assistance, and we look forward to your response.

Thank you,

CLAUDIA MCALLISTER-PETSON | ECOLOGICAL ENGINEER



Crawford, Murphy & Tilly | Engineers & Consultants



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273



In Reply Refer To:

September 30, 2022

Project Code: 2022-0090571

Project Name: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process. For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/birds/policies-and-regulations.php>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of

Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. **Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.**

Attachment(s):

- Official Species List
- Migratory Birds
- Wetlands

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261

Project Summary

Project Code: 2022-0090571
Project Name: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)
Project Type: Road Repair
Project Description: The project includes a pavement replacement and/or rehabilitation along State Road (SR) 56 and SR 156 (Main Street) in the town of Vevay, Switzerland County, Indiana. The proposed work for Des. No. 1900334 is along SR 56 from 0.19 mile west of the SR 129 intersection to 0.42 mile north and east of the SR 156 intersection as well as along Ferry Street from 0.15 mile south of SR 56. The proposed work for Des. No. 1900337 is along SR 156 from 0.75 mile east of the west junction of SR 56. The project is located in Sections 13, 14, 22, and 23, Township 2 North, Range 3 West of the U.S. Geological Survey (USGS) Vevay North and Vevay South, Indiana Quadrangles.

The project will complete a mill and overlay of the existing asphalt along SR 56 and SR 156 at the west and east ends of the study area. Along SR 56/SR 156 between Dupraz Lane and Walnut Street, the pavement will be rehabilitated with new curbs, storm sewer systems, and ADA-compliant curb ramps. Within the downtown core, the existing sidewalks will be replaced along with the pavement and drainage improvements. Along SR 56 (Ferry Street), additional drainage improvements will be made between Turnpike Street and Main Street.

0.1 acre of temporary right-of-way and 0.2 acre of permanent right-of-way is needed for the project. Work along SR 156 (Main Street) will be constructed under phased construction. Ferry Street will require a closure with detour to install the new storm sewer systems. No other closures or detours will be required for the construction of the project. The total length of the improvements is 3.03 miles. Construction is anticipated to begin in Fall 2023.

Land use in the vicinity of the project generally consists of urban development including residential and commercial uses. A large park is located along the southern portion of the study area. A review of the USFWS database on March 27, 2020 did not indicate the presence of the Indiana bat or the northern long-eared bat in or within 0.5 mile of the study area. Suitable summer habitat is located within and adjacent to the study area along the riparian corridor of an unnamed tributary. The project will require the removal of no more than 26 trees. These are all street trees located along portions of SR 56 and SR 156. Two individual trees to be removed as part of the project are suitable summer habitat and exhibit bat roost characteristics. A total of 42 culverts, all 36" or less in diameter, were inspected for bats. The June 17, 2020 bat inspection reports state that

no evidence of bats were seen or heard under (or in) any of the culverts. This project will not include the use of percussives. This project includes removal and replacement of permanent lighting. Although temporary lighting is not expected to be required for the construction of the project, it is possible some night work will be performed.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@38.74401245,-85.07269890468791,14z>



Counties: Switzerland County, Indiana

Endangered Species Act Species

There is a total of 4 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i>	Endangered
There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	
Northern Long-eared Bat <i>Myotis septentrionalis</i>	Threatened
No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	

Clams

NAME	STATUS
Pink Mucket (pearlymussel) <i>Lampsilis abrupta</i>	Endangered
No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7829	

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the [FAQ below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10

NAME	BREEDING SEASON
Cerulean Warbler <i>Dendroica cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 23 to Jul 20
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
Eastern Whip-poor-will <i>Antrostomus vociferus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Aug 20
Field Sparrow <i>Spizella pusilla</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 1 to Aug 15
Kentucky Warbler <i>Oporornis formosus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 20
Prairie Warbler <i>Dendroica discolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Jul 31
Prothonotary Warbler <i>Protonotaria citrea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 1 to Jul 31
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see

below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

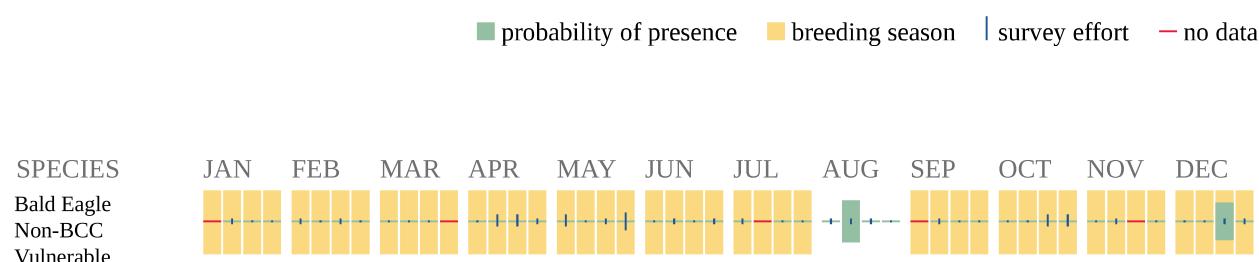
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (-)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





Additional information can be found using the following links:

- Birds of Conservation Concern <https://www.fws.gov/program/migratory-birds/species>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in

the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of

certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

IPaC User Contact Information

Agency: Crawford Murphy & Tilly
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City: Indianapolis
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Lead Agency Contact Information

Lead Agency: Department of Transportation



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

May 24, 2021

Consultation code: 03E12000-2021-I-1274

Event Code: 03E12000-2021-E-06194

Project Name: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

Subject: Concurrence verification letter for the 'SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*).

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities: If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required. If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

The following species may occur in your project area and **are not** covered by this determination:

- Sheepnose Mussel *Plethobasus cyphyus* Endangered

Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

Name

SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

Description

The project includes a pavement replacement and/or rehabilitation along State Road (SR) 56 and SR 156 (Main Street) in the town of Vevay, Switzerland County, Indiana. The proposed work for Des. No. 1900334 is along SR 56 from 0.19 mile west of the SR 129 intersection to 0.42 mile north and east of the SR 156 intersection as well as along Ferry Street from 0.15 mile south of SR 56. The proposed work for Des. No. 1900337 is along SR 156 from 0.75 mile east of the west junction of SR 56. The project is located in Sections 13, 14, 22, and 23, Township 2 North, Range 3 West of the U.S. Geological Survey (USGS) Vevay North and Vevay South, Indiana Quadrangles.

The project will complete a mill and overlay of the existing asphalt along SR 56 and SR 156 at the west and east ends of the study area. Along SR 56/SR 156 between Dupraz Lane and Walnut Street, the pavement will be rehabilitated with new curbs, storm sewer systems, and ADA-compliant curb ramps. Within the downtown core, the existing sidewalks will be replaced along with the pavement and drainage improvements. Along SR 56 (Ferry Street), additional drainage improvements will be made between Turnpike Street and Main Street. 0.1 acre of temporary right-of-way and 0.2 acre of permanent right-of-way is needed for the project. Work along SR 156 (Main Street) will be constructed under phased construction. Ferry Street will require a closure with detour to install the new storm sewer systems. No other closures or detours will be required for the construction of the project. The total length of the improvements is 3.03 miles. Construction is anticipated to begin in Fall 2023.

Land use in the vicinity of the project generally consists of urban development including residential and commercial uses. A large park is located along the southern portion of the study area. A review of the USFWS database on March 27, 2020 did not indicate the presence of the Indiana bat or the northern long-eared bat in or within 0.5 mile of the study area. Suitable summer habitat is located within and adjacent to the study area along the riparian corridor of an unnamed tributary. The project will require the removal of no more than 26 trees. These are all street trees located along portions of SR 56 and SR 156. Two individual trees to be removed as part of the project are suitable summer habitat and exhibit bat roost characteristics. A total of 42 culverts, all 36" or less in diameter, were inspected for bats. The June 17, 2020 bat inspection reports state that no evidence of bats were seen or heard under (or in) any of the culverts. This project will not include the use of percussives. This project includes removal and replacement of permanent lighting. Although temporary lighting is not expected to be required for the construction of the project, it is possible some night work will be performed.

Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the threatened Northern long-eared bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

Yes

2. Is the project within the range of the Northern long-eared bat^[1]?

[1] See [Northern long-eared bat species profile](#)

Automatically answered

Yes

3. Which Federal Agency is the lead for the action?

A) Federal Highway Administration (FHWA)

4. Are *all* project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

No

8. Is there *any* suitable^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

Yes

9. Will the project remove *any* suitable summer habitat^[1] and/or remove/trim any existing trees **within** suitable summer habitat?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

Yes

10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

No

11. Have presence/probable absence (P/A) summer surveys^{[1][2]} been conducted^{[3][4]} **within** the suitable habitat located within your project action area?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

[4] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

No

12. Does the project include activities **within documented Indiana bat habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

13. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors?

Yes

14. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors occur^[1]?

[1] Coordinate with the local Service Field Office for appropriate dates.

B) During the inactive season

15. Does the project include activities **within documented NLEB habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

16. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors?

Yes

17. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?

B) During the inactive season

18. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces?

Yes

19. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

No

20. Are *all* trees that are being removed clearly demarcated?

Yes

21. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?

No

22. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

No

23. Does the project include slash pile burning?

No

24. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

No

25. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

Yes

26. Is there *any* suitable habitat^[1] for Indiana bat or NLEB **within** 1,000 feet of the structure? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's current [summer survey guidance](#) for our current definitions of suitable habitat.

Yes

27. Has a structure assessment^[1] been conducted **within** the last 24 months^[2] to determine if bats are using the structure(s)?

[1] Structure assessment for occupied buildings means a cursory inspection for bat use. For abandoned buildings a more thorough evaluation is required (See [User Guide Appendix D](#) for bridge/abandoned structure assessment guidance).

[2] Assessments must be completed no more than 2 years prior to conducting any work on the structures, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that structure in subsequent years.

Yes

SUBMITTED DOCUMENTS

- SR 56 SR 156 Culvert Evaluation Table 1900334 1900337.pdf <https://ecos.fws.gov/ipac/project/XQMWHRZWFBNDNV7WZUNXDYD6A/projectDocuments/101964165>

28. Did the structure assessment detect *any* signs of Indiana bats and/or NLEBs roosting in/under the structure (bats, guano, etc.)^[1]?

[1] If bridge assessment detects signs of *any* species of bats, coordination with the local FWS office is needed to identify potential threatened or endangered bat species. Additional studies may be undertaken to try to identify which bat species may be utilizing the bridge prior to allowing *any* work to proceed.

No

29. Will the structure removal, replacement, and/or maintenance activities include installing new or replacing existing **permanent** lighting?

No

30. Will the project involve the use of **temporary** lighting *during* the active season?

Yes

31. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?

Yes

32. Will the project install new or replace existing **permanent** lighting?

Yes

33. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **permanent** lighting will be installed or replaced?

Yes

34. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

No

35. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage, rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

Yes

36. Will the project raise the road profile **above the tree canopy**?

No

37. Are the project activities that are not associated with habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives consistent with a No Effect determination in this key?

Automatically answered

Yes, other project activities are limited to actions that DO NOT cause any additional stressors to the bat species as described in the BA/BO

38. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the Indiana bat's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

39. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the NLEB's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

40. Is the structure removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the structure has been assessed using the criteria documented in the BA and no signs of bats were detected

41. **General AMM 1**

Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

Yes

42. **Tree Removal AMM 1**

Can *all* phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal^[1] in excess of what is required to implement the project safely?

Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

[1] The word “trees” as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS’ current summer survey guidance for our latest definitions of suitable habitat.

Yes

43. Tree Removal AMM 3

Can tree removal be limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits)?

Yes

44. Tree Removal AMM 4

Can the project avoid cutting down/removal of *all* (1) **documented**^[1] Indiana bat or NLEB roosts^[2] (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

[1] The word documented means habitat where bats have actually been captured and/or tracked.

[2] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

Yes

45. Lighting AMM 1

Will *all temporary* lighting be directed away from suitable habitat during the active season?

Yes

46. Lighting AMM 2

Does the lead agency use the BUG (Backlight, Uplight, and Glare) system developed by the Illuminating Engineering Society^{[1][2]} to rate the amount of light emitted in unwanted directions?

[1] Refer to [Fundamentals of Lighting - BUG Ratings](#)

[2] Refer to [The BUG System—A New Way To Control Stray Light](#)

Yes

47. Lighting AMM 2

Will the **permanent** lighting be designed to be as close to 0 for all three BUG ratings as possible, with a priority of "uplight" of 0 and "backlight" as low as practicable?

Yes

Project Questionnaire

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

Yes

2. Have you made a May Affect determination for *any* other species on the FWS IPaC generated species list?

No

3. How many acres^[1] of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

2.34

4. Please describe the proposed structure work:

Removal and replacement of a 36" corrugated plastic pipe & removal and replacement of a 15" corrugated metal pipe

5. Please state the timing of all proposed structure work:

October 2023

6. Please enter the date of the structure assessment:

6/17/2020

Avoidance And Minimization Measures (AMMs)

This determination key result includes the commitment to implement the following Avoidance and Minimization Measures (AMMs):

LIGHTING AMM 1

Direct temporary lighting away from suitable habitat during the active season.

TREE REMOVAL AMM 2

Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

LIGHTING AMM 2

When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.

TREE REMOVAL AMM 3

Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

TREE REMOVAL AMM 4

Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or **documented** foraging habitat any time of year.

GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on April 22, 2021. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

Marion Wells

From: Dye, David <DDYE@indot.IN.gov>
Sent: Monday, May 24, 2021 12:13 PM
To: Claudia McAllister-Peterson
Cc: Marion Wells; Nick Batta
Subject: RE: IPaC Review: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

Follow Up Flag: Follow up
Flag Status: Flagged

External Message: This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.

I have reviewed and submitted this determination to USFWS for their 14-day review period.

Let me know if you have any additional questions.

David Dye
Environmental Section Manager
185 Agrico Lane
Seymour, IN 47274
Office: (812) 524-3723
Email: ddye@indot.in.gov



From: Claudia McAllister-Peterson <CMcAllister-Peterson@cmtengr.com>
Sent: Tuesday, May 18, 2021 2:41 PM
To: Dye, David <DDYE@indot.IN.gov>
Cc: Marion Wells <mwells@cmtengr.com>; Nick Batta <nbatta@cmtengr.com>
Subject: IPaC Review: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

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

Good Afternoon David,

We have completed the IPaC and are requesting verification of a May Affect-Not Likely to Adversely Affect (NLAA) determination for the SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337).

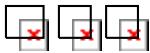
The IPaC Record Locator Number is: 663-101966555

Please let me know if you have questions.

Thank you,



Crawford, Murphy & Tilly | Engineers & Consultants
8790 Purdue Road | Indianapolis, IN 46268
w 317.808.9466 | f 317.298.4503 | CMcAllister-Peterson@cmtengr.com



Centered in Value

Claudia McAllister-Peterson

From: Claudia McAllister-Peterson
Sent: Thursday, March 26, 2020 4:15 PM
To: Baker, Mindy
Subject: RE: IPaC Verification Request: SR 56 and SR 156 Pavement Replacement (Des No. 1900334 and 1900337)

Thank you Mindy!

CLAUDIA MCALLISTER-PETERSON | Crawford, Murphy & Tilly | w 317.808.9466
Ecological Engineer

From: Baker, Mindy <MBaker2@indot.IN.gov>
Sent: Thursday, March 26, 2020 1:44 PM
To: Claudia McAllister-Peterson <CMcAllister-Peterson@cmtengr.com>
Cc: Dye, David <DDYE@indot.IN.gov>; Nick Batta <nbatta@cmtengr.com>; Marion Wells <mwells@cmtengr.com>
Subject: RE: IPaC Verification Request: SR 56 and SR 156 Pavement Replacement (Des No. 1900334 and 1900337)

External Message: This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.

Claudia,

I have conducted a check of the USFWS confidential bat database for Des Nos. 1900334 and 1900337 and the results are stated below.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. Additional investigation to confirm the presence or absence of bats in or on any culverts, bridges or structures affected by the project will be necessary. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

Also, although I am the contact for USFWS bat database checks, David Dye will be the contact for your IPAC review.

Mindy Baker
Environmental Manager
185 Agrico Lane
Seymour, IN 47274
Office: (812) 524-3746
Email: mbaker2@indot.in.gov



From: Dye, David <DDYE@indot.IN.gov>
Sent: Thursday, March 26, 2020 1:04 PM
To: Baker, Mindy <MBaker2@indot.IN.gov>
Subject: FW: IPaC Verification Request: SR 56 and SR 156 Pavement Replacement (Des No. 1900334 and 1900337)

From: Claudia McAllister-Peterson <CMcAllister-Peterson@cmtengr.com>
Sent: Thursday, March 26, 2020 12:59 PM
To: Dye, David <DDYE@indot.IN.gov>
Cc: Nick Batta <nbatta@cmtengr.com>; Marion Wells <mwells@cmtengr.com>
Subject: IPaC Verification Request: SR 56 and SR 156 Pavement Replacement (Des No. 1900334 and 1900337)

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David,

We are requesting a review of the database regarding the presence of endangered bats in or near the project area for the SR 56 and SR 156 Pavement Replacement project (Des No 1900334 and 1900337). The project location is shown in the attached Aerial Map, USGS Topographic Map, and shapefile. The results will be included as part of our Red Flag Investigation.

Please let me know if you need anything else.

Thanks,

CLAUDIA MCALLISTER-PETERSON | ECOLOGICAL ENGINEER



Crawford, Murphy & Tilly | Engineers & Consultants
8790 Purdue Road | Indianapolis, IN 46268
w 317.808.9466 | f 317.298.4503 | CMcAllister-Peterson@cmtengr.com



Centered in Value

*No bats or birds were seen or heard in any of the culverts.

NO.	STRUCTURE NO.	LOCATION			WATERBODY	INSPECTION DATE	EVIDENCE OF BATS	EST'M COVER FT			EXISTING STRUCTURE	LENGTH FT	WORK TYPE	DES. NO.
		Latitude	Longitude											
1	n/a	38.74758	-85.0669	n/a	n/a	6/17/2020	No	0.5	0.5'x1.65'	Concrete Box	13	Remove	1900334	
2	n/a	38.74822	-85.06612	n/a	n/a	6/17/2020	No	2.5	12" VCP		202	Remove	1900337	
3	n/a	38.74825	-85.06599	n/a	n/a	6/17/2020	No	2	1.1'x1.75'	Concrete Arch	96	Remove	1900337	
4	n/a	38.74848	-85.06623	n/a	n/a	6/17/2020	No	0.5	12" CMP		50	Remove	1900337	
5	n/a	38.74783	-85.06711	n/a	n/a	6/17/2020	No	0.5	0.3'x1.5'	Concrete Box	24	Remove	1900334	
6	n/a	38.74827	-85.06766	n/a	n/a	6/17/2020	No	0.5	0.85'x1.0'	Concrete Box	285	Remove	1900334	
7	n/a	38.74843	-85.06801	n/a	n/a	6/17/2020	No	0.5	0.5'x1.65'	Concrete Box	62	Remove	1900334	
8	n/a	38.74846	-85.068	n/a	n/a	6/17/2020	No	0.5	0.3'x1.5'	Concrete Box	50	Remove	1900334	
9	n/a	38.74853	-85.06813	n/a	n/a	6/17/2020	No	0.5	1'x1.2'	Concrete Box	62	Remove	1900334	
10	n/a	38.74924	-85.06893	n/a	n/a	6/17/2020	No	0.5	1.65'x2.5'	Concrete and Stone	76	Remove	1900334	
11	n/a	38.74915	-85.06885	n/a	n/a	6/17/2020	No	0	8" PVC		12	Remove	1900334	
12	n/a	38.74918	-85.06881	n/a	n/a	6/17/2020	No	0.5	8" VCP		38	Remove	1900334	
13	n/a	38.7493	-85.06894	n/a	n/a	6/17/2020	No	1	20" Concrete		22	Remove	1900334	
14	n/a	38.74942	-85.06906	n/a	n/a	6/17/2020	No	0.5	20" CMP		20	Remain in Place	1900334	
15	n/a	38.7496	-85.06928	n/a	n/a	6/17/2020	No	0.5	18" CMP		80	Remain in Place	1900334	
16	n/a	38.74992	-85.0696	n/a	n/a	6/17/2020	No	0.5	8"x36"	Concrete Box	18	Remain in Place	1900334	
17	n/a	38.75043	-85.07012	n/a	n/a	6/17/2020	No	0.5	12"x36"	Concrete Box	6	Remain in Place	1900334	
18	n/a	38.75094	-85.07068	n/a	n/a	6/17/2020	No	0.5	15" CMP		16	Remain in Place	1900334	
19	n/a	38.75111	-85.07102	n/a	n/a	6/17/2020	No	0	6" CPP		52	Remain in Place	1900334	
20	n/a	38.75133	-85.07074	n/a	n/a	6/17/2020	No	1	18" CPP		15	Remain in Place	1900334	
21	n/a	38.75135	-85.07081	UNT1 of the Ohio River	n/a	6/17/2020	No	1.5	36" CPP		14	Remain in Place	1900334	
22	n/a	38.74205	-85.07612	n/a	n/a	6/17/2020	No	0.5	12" CMP		96	Remain in Place	1900334	
23	n/a	38.74258	-85.07484	n/a	n/a	6/17/2020	No	0.5	15" VCP		80	Remain in Place	1900334	
24	n/a	38.74258	-85.07479	n/a	n/a	6/17/2020	No	0.5	15" CMP		33	Replace	1900334	

SR 56 SR 156 Pavement Replacement (Des Nos 1900334 1900337)

*No bats or birds were seen or heard in any of the culverts.

25	n/a	38.74333	-85.07361	n/a	6/17/2020	No	0.5	12" CMP	53	Remain in Place	1900334
26	n/a	38.74751	-85.06704	n/a	6/17/2020	No	0.5	0.5'x1.3' Concrete Box	55	Remain in Place	1900334
27	n/a	38.74621	-85.06546	n/a	6/17/2020	No	0.5	0.5'x1.3' Concrete Box	47	Remain in Place	1900334
28	n/a	38.74627	-85.06555	n/a	6/17/2020	No	1	1.62' SS	21	Remain in Place	1900334
29	n/a	38.74642	-85.06569	n/a	6/17/2020	No	0	24" CMP	7	Remain in Place	1900334
30	n/a	38.74654	-85.06581	n/a	6/17/2020	No	0.5	24" SS	21	Remain in Place	1900334
31	n/a	38.74687	-85.06616	n/a	6/17/2020	No	1	18" CMP	50	Remain in Place	1900334
32	n/a	38.74182	-85.07625	n/a	6/17/2020	No	1	12" CMP	19	Remain in Place	1900334
33	n/a	38.74625	-85.06539	UNT2 of the Ohio River	6/17/2020	No	4	3.4'x5' Stone Arch	84	Remain in Place	1900334
34	n/a	38.74491	-85.06721	n/a	6/17/2020	No	0.5	48" CPP	10	Remain in Place	1900334
35	n/a	38.74678	-85.06624	n/a	6/17/2020	No	0.5	1.15'x3.75' Concrete Box	33	Remain in Place	1900334
36	n/a	38.75181	-85.06991	n/a	6/17/2020	No	0.5	20" FE	62	Remain in Place	1900334
37	n/a	38.74435	-85.07199	n/a	6/17/2020	No	0.5	8" PVC	66	Remain in Place	1900334
38	n/a	38.74517	-85.0678	n/a	6/17/2020	No	2	12" CPP	89	Remain in Place	1900334
39	n/a	38.74484	-85.06749	n/a	6/17/2020	No	4	48" CPP	10	Remain in Place	1900334
40	n/a	38.74487	-85.0673	n/a	6/17/2020	No	4	3.4'x5' Stone Arch	84	Remain in Place	1900334
41	n/a	38.75195	-85.06972	n/a	6/17/2020	No	0.5	15" RCP	37	Remain in Place	1900334
42	n/a	38.75188	-85.06982	n/a	6/17/2020	No	0.5	15" RCP	72	Remain in Place	1900334
43	701	38.74212	-85.07597	n/a	n/a	n/a	0	15" CMP	21	Replace	1900334
44	704	38.74206	-85.07582	n/a	n/a	n/a	0	15" CMP	19	Replace	1900334
45	702	38.74224	-85.07575	n/a	n/a	n/a	0	15" CMP	20	Replace	1900334
46	703	38.74230	-85.07563	n/a	n/a	n/a	0	15" CMP	19	Replace	1900334
47	706	38.74277	-85.07444	n/a	n/a	n/a	0	18" CMP	16	Replace	1900334

UNT = unnamed tributary; CMP = corrugated metal pipe; RCP = reinforced concrete pipe; PVC = polyvinyl chloride pipe; CPP = corrugated plastic pipe; SS = smooth steel pipe

Marion Wells

From: Nick Batta
Sent: Friday, July 23, 2021 9:41 AM
To: Marion Wells
Subject: FW: DUAL REVIEW for SR 56 & SR 156 Pavement Replacement & Rehab project, Vevay; Des. No. 1900334 - Cemetery Development Plan necessary?

FYI.

NICK BATTA | Crawford, Murphy & Tilly | w 317.492.9162 | m 317.409.0665
Project Manager

From: Miller, Shaun (INDOT) <smiller@indot.IN.gov>
Sent: Friday, July 23, 2021 9:38 AM
To: Karen Wood <kwood@sjcainc.com>
Cc: Nick Batta <nbatta@cmtengr.com>; Scott Henley (Jeffrey Scott) <shenley@sjcainc.com>; Branigin, Susan <SBrainigin@indot.IN.gov>
Subject: RE: DUAL REVIEW for SR 56 & SR 156 Pavement Replacement & Rehab project, Vevay; Des. No. 1900334 - Cemetery Development Plan necessary?

External Message: This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.

Hi Karen,

A cemetery development plan is not needed because the Vevay Cemetery is not being impacted by the project.

Thank you,

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

From: Karen Wood <kwood@sjcainc.com>
Sent: Friday, July 23, 2021 8:57 AM
To: Miller, Shaun (INDOT) <smiller@indot.IN.gov>
Cc: Nick Batta <nbatta@cmtengr.com>; Scott Henley (Jeffrey Scott) <shenley@sjcainc.com>; Branigin, Susan <SBrainigin@indot.IN.gov>
Subject: DUAL REVIEW for SR 56 & SR 156 Pavement Replacement & Rehab project, Vevay; Des. No. 1900334 - Cemetery Development Plan necessary?

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

Good morning Shaun,

Please see the attached plans regarding the above-mentioned project. As shown in the plans, the existing sidewalk is proposed to be replaced at the intersection of SR 156 (Main Street) and Kiesel Street to add ADA-compliance curb ramps. Given its proximity (less than 100 feet) to the Vevay Cemetery, (CR-78-66; IHSSI No. 155-648-22001), would this scope of work necessitate a need for a Cemetery Development Plan? No ROW is proposed to be taken from the Cemetery. The roadway work to be done on SR 156 is proposed to be HMA overlay adjacent to the Cemetery.

If you have any questions, please let me or Nick Batta with CMT know.

Thank you!

Karen

[Karen Wood](#)

[Environmental & Cultural Resource Manager](#)

[SJCA Inc.](#)

[1104 Prospect Street](#)
[Indianapolis, IN 46203](#)

[Tel: 317-566-0629 | Mobile: 317-847-9856](#)





INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room IGCN 758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848
FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness, Commissioner

July 7, 2021

Chris Riley
Vevay Town Council President
Vevay Town Board/Vevay Department of Parks and Recreation
305 Walnut Street
Vevay, IN 47043

Re: SR 56 and SR 156 Pavement Project – Official with Jurisdiction (OWJ) Concurrence
Switzerland County, Indiana
INDOT Des Nos.: 1900334 and 1900337
CMT Project No.: 19070906.00

Dear Ms. Scudder:

Purpose of the Letter: The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving pavement replacement and rehabilitation along State Road (SR) 56 and SR 156 in the town of Vevay, Switzerland County, Indiana. The proposed work for INDOT Designation Number (Des No.) 1900334 is along SR 56 from 0.19 mile west of the SR 129 intersection to Walnut Street (0.42 mile north of the SR 156 intersection). The proposed work for Des No. 1900337 is along SR 156 from SR 56 to 0.75 mile east of SR 56. Construction is anticipated to begin in Fall 2023 and be completed by late Fall 2024. The project location is shown in the attached mapping.

Due to the use of federal funds, the proposed transportation project is subject to the requirements of Section 4(f) of the Department of Transportation (DOT) Act of 1966, which affords protection to publicly-owned parks, recreation areas, and wildlife and waterfowl refuges. The Vevay Town Council President is the Official with Jurisdiction (OWJ) over Paul W. Ogle Riverfront Park (Paul Ogle Park), a recreational Section 4(f) property. **The purpose of this correspondence is to document that the Official with Jurisdiction (in this case, you) concurs with the listed measures to minimize harm and the assessment of impacts to Paul Ogle Park.** Your concurrence is critical to the project moving forward and will be reviewed by INDOT.

Project Description: The project will complete a mill and overlay of the existing asphalt along SR 56 and SR 156 at the west and east ends of the project area. Within Vevay Town limits, the pavement will be replaced or rehabilitated, new curbs added, storm sewer systems installed, and ADA-compliant curb ramps. Within the downtown core, the existing sidewalks will be replaced along with the aforementioned pavement and drainage improvements.

Along Ferry Street, a new storm sewer trunk line will be installed to collect and convey rainwater as it comes off the hillside north of Vevay down to the Ohio River floodway. As you are aware, flash flooding off the hillsides can create dangerous and damaging conditions through the downtown area. This new storm sewer trunk line will run along Ferry Street and outlet into the existing ditch that is 350 feet south of the Ferry Street/Market Street intersection. This proposed new outlet is necessitating the need for new right-of-way from Paul Ogle Park.

Paul Ogle Park Existing Conditions: Paul Ogle Park, managed by the Vevay Town Clerk-Treasurer on the Vevay Town Board, is located within the construction limits along the west side of Ferry Street. The park is bounded by Franklin Street, Ferry Street, and the Ohio River, just south of the downtown core. The park address is 100 Ferry Street, Vevay, Indiana. Paul Ogle Park includes, open green space, two playgrounds, shelters, picnic tables, benches, two basketball courts, a baseball field, restrooms, Rv'rTown Campground RV site, and a boat ramp with access to the Ohio River. It is also central to the Town of Vevay's Swiss Wine Festival, held annually in August and the Sleepy Hollow Cruisin Classic Festival/Sleepy Hollow Fall Festival, held annually in October.

Project Proposal: A total of 0.021 acres (915 square feet) of permanent right-of-way is proposed from Paul Ogle Park for the installation of a new storm sewer outlet. A total of 0.02 acres (872 square feet) of Paul Ogle Park will be disturbed within the construction limits, including the placement of approximately 0.006 acres (261 square feet) of riprap (refer to attached Section 4(f) map and plan sheet). The impact area is currently mown grass at the northern edge of the park property along the west side of Ferry Street. Approximately 50 feet of existing sidewalk, adjacent to the east of Paul Ogle Park and along the west side of Ferry Street, will need to be removed and replaced in order to install the pipe. There will be no permanent changes to park access.

During installation of the new storm sewer pipe along Ferry Street (south of Main Street), Ferry Street will need to be temporarily closed and detoured. Motorists will be detoured along Main Street to Washington Street, then south along Washington Street to Franklin Street, and then west along Franklin Street to Ferry Street. The entire length of the detour will be 0.6 miles. The detour is shown on the attached detour plan sheet.

During the removal and replacement of the sidewalk along the west side of Ferry Street, approximately 50 feet of sidewalk will need to be temporarily closed. An ADA-compliant, temporary pedestrian path will be provided around the construction zone along Ferry Street. The temporary pedestrian path will be approximately 280 feet long. The temporary pedestrian path is shown on the attached pedestrian plan sheet.

The following measures to minimize harm will be incorporated into the project plans as plan notes and as environmental commitments in the environmental document:

- Vehicular access to Paul Ogle Park via Ferry Street shall be provided via a signed detour. When the storm sewer trunk line work is completed south of Main Street, Ferry Street shall be re-opened to local traffic. Ferry Street will NOT need to be closed for the entire duration of the project.
- The timing of the Ferry Street closure will not coincide with the Swiss Wine Festival or the Sleepy Hollow Fall Festival.
- Pedestrian access to Paul Ogle Park via along Ferry Street shall be maintained at all times.
- Appropriate signage shall be installed to alert users of Paul Ogle Park of construction activities, access restrictions or closures, and to direct users to secondary access points.
- The contractor shall be required to closely coordinate the construction schedule with INDOT and the Vevay Town Clerk-Treasurer prior to the start of construction activities.

In accordance with 23 CFR 774, the proposed project will have a *de minimis* impact upon Paul Ogle Park, based upon the following assessment:

- All possible planning to minimize harm has been incorporated into project development.
- The nature and magnitude of changes will not adversely affect the recreational activities, features, or attributes that qualified the property for Section 4(f) protection.
- Proposed measures to minimize harm and resulting mitigation, in regard to protecting the Section 4(f) property and maintaining access and safety, are considered to be reasonable and acceptable.

OWJ Concurrence

July 7, 2021

Page 3

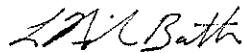
Public Involvement: A public notice regarding the proposed project *de minimis* impact upon Paul Ogle Park will be published in a local publication. The public notice will request comments from the public regarding the effect of the proposed project on Paul Ogle Park. Follow up coordination will occur with the OWJ after the completion of the 4(f) public involvement.

Conclusion: Based on the scope of the proposed project and type of work, there will be no adverse effects to the protected recreational activities, features, or attributes associated with Paul Ogle Park.

If you concur with the measures to minimize harm and the assessment of impacts in regard to the proposed project, please indicate as such by providing your signature in the space provided below no later than fourteen (14) days from the date of this letter. Thank you for your time and cooperation on this matter. If you have any questions or concerns regarding this matter, please feel free to contact Travis Mankin, Senior Project Manager at 812-524-3944 or tmankin@indot.in.gov, or contact me at 317-492-9162 or via email at nbatta@cmtengr.com.

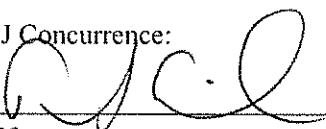
Sincerely,

Crawford, Murphy & Tilly, Inc.



Nick Batta
Project Manager

OWJ Concurrence:



Name

8-02-2021
Date

Marion Wells

Subject: FW: Section 4(f) Impact - INDOT SR 56 Pavement Project

From: Rod Hite <rhite@switzsc.org>

Sent: Monday, December 19, 2022 2:23 PM

To: Nick Batta <nbatta@cmtengr.com>

Cc: Rhoads, Matthew <mrhoads@indot.in.gov>; Dana Keith <dmkeith@switzsc.org>; Matt Hocker

<mhocker@switzsc.org>; Tony Spoores <tspoores@switzsc.org>

Subject: Re: Section 4(f) Impact - INDOT SR 56 Pavement Project

External Message: This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.

Nick,

I do not remember talking about a right of way but this is the area we discussed looking at expanding the entrance so the lot can be accessed by HWY 56 and Dupraz. I would really like to have a quick call sometime to talk through this rather than just an email. I just need to hear out what is specifically happening in that area. This is also an area we have students cross the highway after school and it would be great to add a crosswalk with the updated road.

We do not allow our playgrounds or other areas to be open for public use, but obviously off hours the community sometimes comes on site without our permission or knowledge.

Just let me know when you're available and we can set up a call.

Thanks,

Rod

On Thu, Dec 15, 2022 at 4:38 PM Nick Batta <nbatta@cmtengr.com> wrote:

Mr. Hite,

I needed to check with you on something related to INDOT's pavement project along SR 56. As I believe I have mentioned before, INDOT will need to acquire a small amount of right of way at the Dupraz Lane intersection to rebuild a curb ramp. That area is reflected as the dashed orange line in the attached.

When it comes to INDOT projects, where right of way is needed from public facilities (i.e. parks, schools, etc.), its noted as a Section 4(f) resource. Essentially, I need to document that this transfer of land from the school to the State of Indiana will not negatively impact the portions of the school's property that are open to the general public. So with that in mind, I have two questions:

- Are the outdoor recreational resources at the school (e.g. playground, ball diamonds, basketball, etc.) open to the general public?
- By having INDOT acquire this right of way from the school for the curb ramp, does that pose a negative impact to the use and access of these recreational facilities?

I can then document your response in the project's environmental document.

Thanks and let me know if you have any questions.

NICK BATTÀ PE | Project Manager



Crawford, Murphy & Tilly | Engineers & Consultants

8790 Purdue Road | Indianapolis, IN 46268

w 317.492.9162 | m 317.409.0665 | nbatta@cmtengr.com



Mr. Rod Hite

Superintendent

Switzerland County School Corporation

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Marion Wells

From: Nick Batta
Sent: Thursday, January 5, 2023 4:08 PM
To: Marion Wells; Claudia McAllister-Peterson
Subject: FW: INDOT SR 56 Pavement Project

Follow Up Flag: Follow up
Flag Status: Flagged

Regarding my meeting with Switzerland County schools this afternoon.

NICK BATTA PE | Crawford, Murphy & Tilly | w 317.492.9162 | m 317.409.0665
Project Manager

From: Nick Batta
Sent: Thursday, January 5, 2023 4:08 PM
To: Rod Hite <rwhite@switzsc.org>; Rhoads, Matthew <mrhoads@indot.in.gov>
Cc: Dana Keith <dmkeith@switzsc.org>; Tony Spoores <tspoores@switzsc.org>; Matt Hocker <mhocker@switzsc.org>
Subject: RE: INDOT SR 56 Pavement Project

Thanks for taking the time to meet this afternoon. Here is a recap of our discussion:

- INDOT will need new right-of-way from the school to replace the ADA curb ramp at the Dupraz Lane intersection. CMT will provide some coordinates of the new right-of-way location so the school can have a visual.
- There are existing utilities within the area of the new right-of-way. Utility coordination for the project is on-going.
- There is currently no sidewalk along the south side of SR 56 opposite the school. The school would like to see one added at some point. If one does get constructed, a crosswalk of SR 56 at the Dupraz Lane intersection would be beneficial.
- The new right-of-way that INDOT will try to secure from the school does not legally prevent adding a new curb ramp and crosswalk of SR 56. The school would need to secure a permit from INDOT to work within the state's right-of-way.
- The school does not need INDOT to appraise the area of the new right-of-way. Although its ultimately a school board decision, the new right-of-way will likely be donated.
- The INDOT project also proposes to add rapid-fire flashing beacon signs at the relatively new crosswalk opposite the Subway. Although at one point there was discussion that the school would need to pay for a portion of this, INDOT had decided that the state will fund this as part of their pavement project.

NICK BATTA PE | Crawford, Murphy & Tilly | w 317.492.9162 | m 317.409.0665
Project Manager

-----Original Appointment-----

From: Nick Batta
Sent: Monday, January 2, 2023 6:20 AM
To: Nick Batta; Rod Hite; Matt Rhoads
Cc: Dana Keith; Tony Spoores; Matt Hocker
Subject: INDOT SR 56 Pavement Project

When: Thursday, January 5, 2023 2:00 PM-2:30 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Microsoft Teams Meeting

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From: [Simmons, Nathaniel R](#)
To: [Claudia McAllister-Peterson](#); [Gummere, Erica](#); [Brier, Dale](#)
Cc: [Marion Wells](#); [Austin Clarridge](#)
Subject: RE: Early Coordination Letter: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)
Date: Friday, November 4, 2022 2:08:30 PM
Attachments: [18-00479 Maps.pdf](#)

External Message: This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.

Hello Claudia,

I was able to find the following information regarding the boundaries for this LWCF project (18-00479). The standards/level of detail required for these maps were a bit different back in 1991, but I hope these are still helpful. The official documentation is in the '18-00479 maps' document, while my rough overlay of the same boundaries on modern aerial imagery is also attached. If you feel it would be helpful, I could also try and do a more formal overlay of the old boundary maps over aerial imagery in GIS. If you need any additional details or documentation related to the project, just let us know.

Thanks,

Nathaniel Simmons

Grants Coordinator
Indiana Department of Natural Resources
Division of State Parks
(317) 232-1295
402 W. Washington St. W271
Indianapolis, IN 46204
nsimmons@dnr.IN.gov
www.IN.gov/dnr/outdoor

From: Claudia McAllister-Peterson <CMcAllister-Peterson@cmtengr.com>
Sent: Friday, November 4, 2022 10:26 AM
To: Gummere, Erica <EGummere@dnr.IN.gov>; Brier, Dale <dbrier@dnr.IN.gov>
Cc: Marion Wells <mwells@cmtengr.com>; Austin Clarridge <aclarridge@cmtengr.com>; Simmons, Nathaniel R <NSimmons@dnr.IN.gov>
Subject: RE: Early Coordination Letter: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

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Good morning Erica- hope this email finds you well. Is there any news regarding a 6(f) boundary map of Riverfront Park?

CLAUDIA MCALLISTER-PETERSON | Crawford, Murphy & Tilly | w 317.808.9466
Ecological Engineer

From: Claudia McAllister-Peterson
Sent: Monday, October 24, 2022 9:12 AM
To: Gummere, Erica <EGummere@dnr.IN.gov>; Brier, Dale <dbrier@dnr.IN.gov>
Cc: Marion Wells <mwells@cmtenr.com>; Austin Clarridge <aclarridge@cmtenr.com>; Simmons, Nathaniel R <NSimmons@dnr.IN.gov>
Subject: RE: Early Coordination Letter: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

Erica,

We were not able to see the LWCF project number for Riverfront Park sponsored by Vevay Park Board in Vevay, Switzerland County IN, funded in 1991- but I've attached the map and excel data from the LWCF website as well as the ECL. Please let me know if there is anything I can do!

CLAUDIA MCALLISTER-PETERSON | Crawford, Murphy & Tilly | w 317.808.9466
Ecological Engineer

From: Gummere, Erica <EGummere@dnr.IN.gov>
Sent: Monday, October 24, 2022 8:48 AM
To: Brier, Dale <dbrier@dnr.IN.gov>; Claudia McAllister-Peterson <CMcAllister-Peterson@cmtenr.com>
Cc: Marion Wells <mwells@cmtenr.com>; Austin Clarridge <aclarridge@cmtenr.com>; Simmons, Nathaniel R <NSimmons@dnr.IN.gov>
Subject: RE: Early Coordination Letter: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

External Message: This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.

Good morning Claudia,

Could you please provide the LWCF Project number for Riverfront Park? You would be surprised how many Riverfront Parks there are in Indiana, and we want to ensure we're providing the correct boundary map. Additionally, can you please re-send the coordination letter?

Thank you,

Erica Gummere

***Due to increased workloads and seasonal fieldwork, there may be long delays in email responsiveness. Your patience is greatly appreciated!*

Grants Coordinator
DNR Division of State Parks
402 W. Washington Street, Room W298
Indianapolis, Indiana 46204
(317)-232-3246
www.in.gov/dnr/

From: Brier, Dale <dbrier@dnr.IN.gov>
Sent: Friday, October 21, 2022 10:24 AM
To: Claudia McAllister-Peterson <CMcAllister-Peterson@cmtenr.com>
Cc: Marion Wells <mwells@cmtenr.com>; Austin Clarridge <aclarridge@cmtenr.com>; Gummere, Erica <EGummere@dnr.IN.gov>; Simmons, Nathaniel R <NSimmons@dnr.IN.gov>
Subject: RE: Early Coordination Letter: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

Claudia,

Bob Bronson retired at the end of August, that's why you haven't heard from him. One of our grant coordinators will get back to you with boundary map you need.

Thanks for your patience while we operate without our Grants Manager.

Dale Brier
Deputy Director of Community Grants and Trails
Division of State Parks
Indiana Department of Natural Resources
402 W. Washington St. W298
Indianapolis, IN 46204
317-232-4072
www.dnr.IN.gov

From: Claudia McAllister-Peterson <CMcAllister-Peterson@cmtenr.com>
Sent: Friday, October 21, 2022 9:50 AM
To: Brier, Dale <dbrier@dnr.IN.gov>
Cc: Marion Wells <mwells@cmtenr.com>; Austin Clarridge <aclarridge@cmtenr.com>
Subject: RE: Early Coordination Letter: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

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Good morning Mr. Bronson:

Sorry for following up before the 30 day response timeline- we are hoping to finalize our CE document on this project. Are you able to provide a response and boundary map for the LWCF site boundary for Riverfront Park?

Please let me know if you need any additional information.

Thanks,

CLAUDIA MCALLISTER-PETERSON | Crawford, Murphy & Tilly | w 317.808.9466
Ecological Engineer

From: Claudia McAllister-Peterson
Sent: Monday, September 26, 2022 4:24 PM
To: bbronson@dnr.IN.gov
Cc: Marion Wells <mwells@cmtengr.com>; Austin Clarridge <aclarridge@cmtengr.com>
Subject: Early Coordination Letter: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

Apologies for the duplicate email. I have included more information attached regarding the LWCF park.

Dear Mr. Bronson:

The Indiana Department of Transportation intends to proceed with a project involving pavement replacement and/or rehabilitation along State Road (SR) 56 and SR 156 (Main Street), from 0.19 mile west of the SR 129 intersection to 0.42 mile north and east of the SR 156 intersection as well as along Ferry Street from 0.15 mile south of SR 56 in Jefferson Township, Switzerland County, Indiana (INDOT Des Nos.: 1900334 and 1900337). Please see the attached letter, which is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. We will incorporate your comments into a study of the project's environmental impacts.

If you have any questions, please feel free to contact Travis Mankin, Senior Project Manager at 812-524-3944 or tmankin@indot.in.gov or contact Nick Batta, Project Manager at 317-492-9162 or via email at nbatta@cmtengr.com.

Additionally, are you able to provide a boundary map for the location of the LWCF site boundary for Riverfront Park?

Thank you for your assistance, and we look forward to your response.

Thank you,

CLAUDIA MCALLISTER-PETERSON | ECOLOGICAL ENGINEER



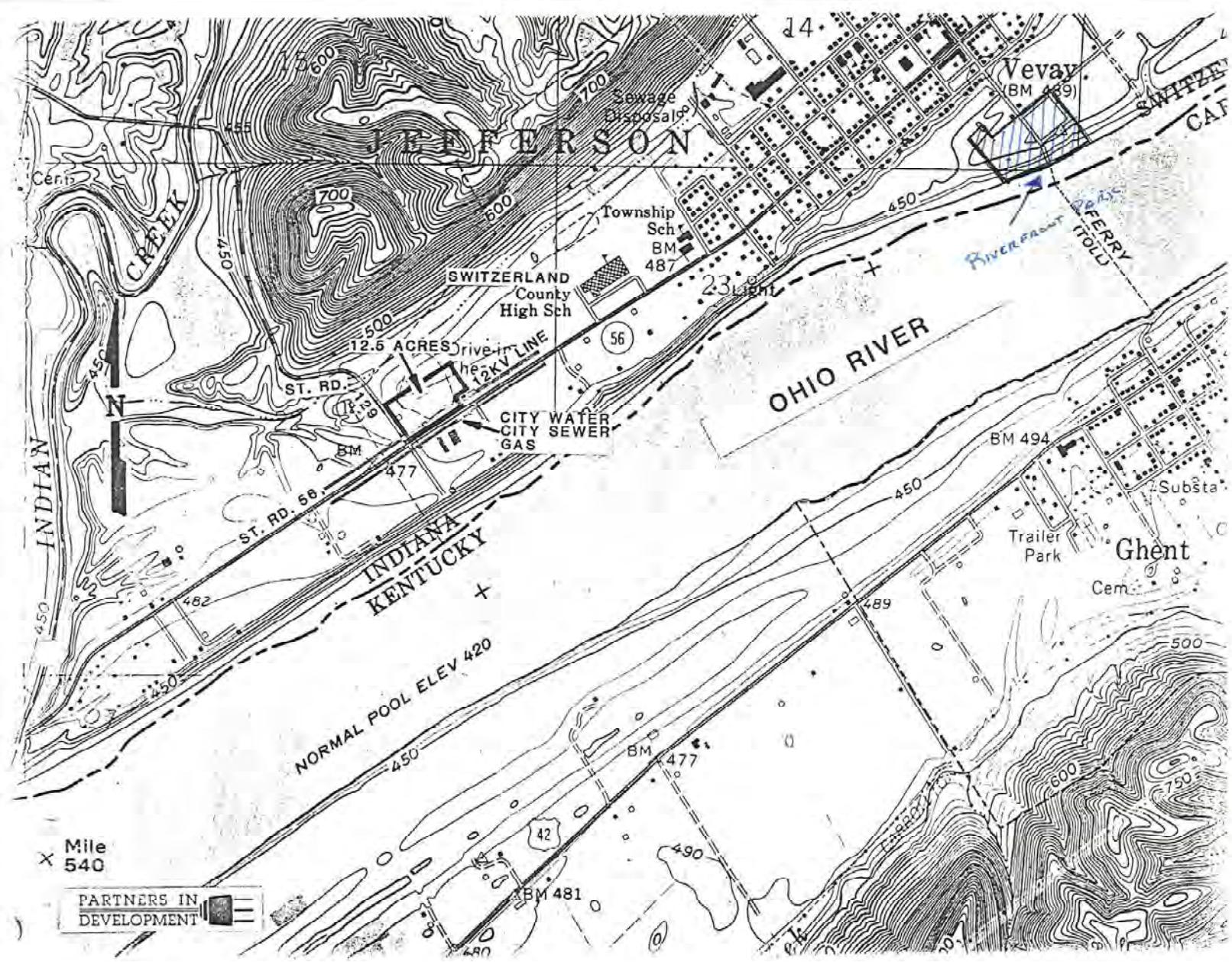
Crawford, Murphy & Tilly | Engineers & Consultants

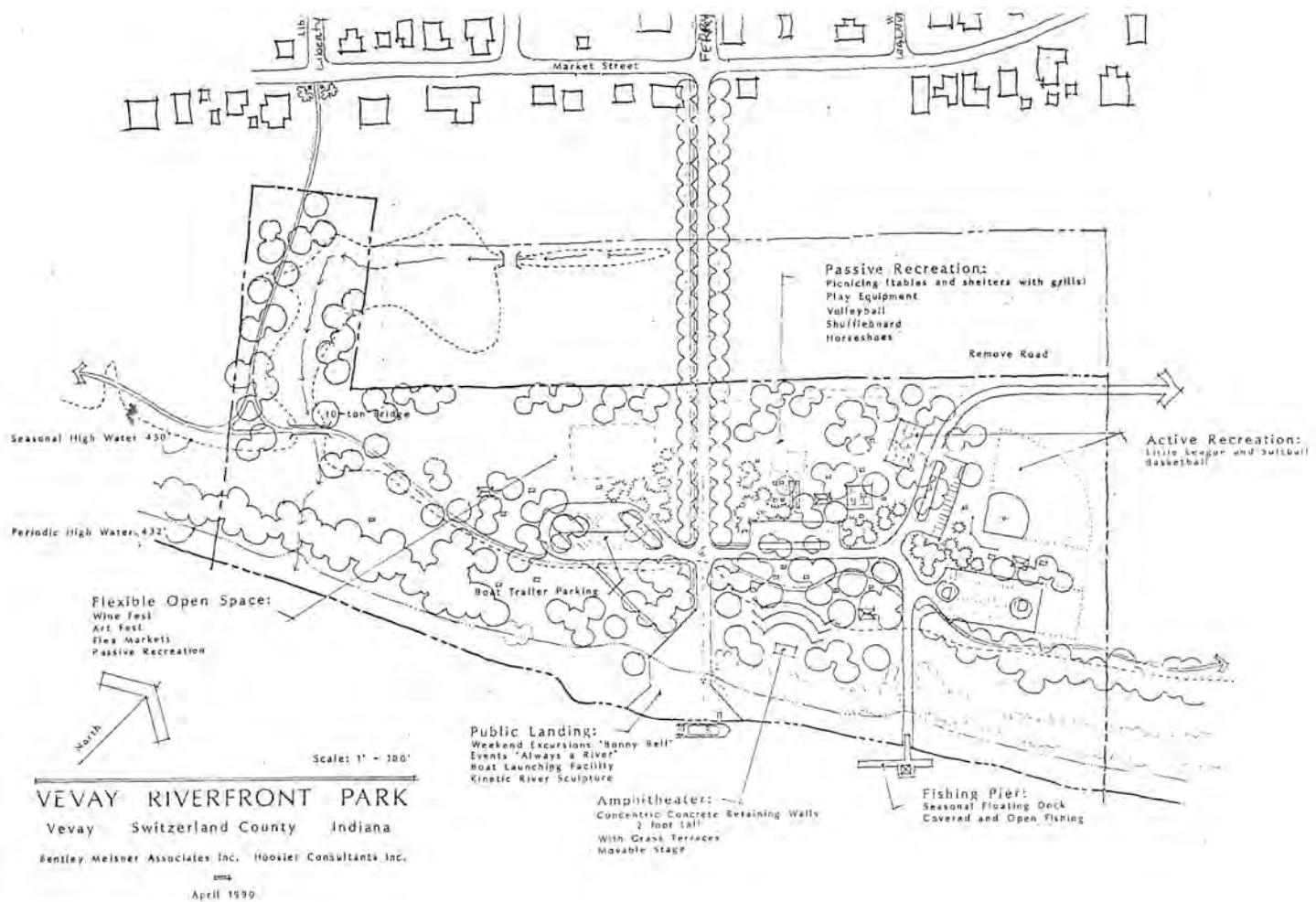
8790 Purdue Road | Indianapolis, IN 46268

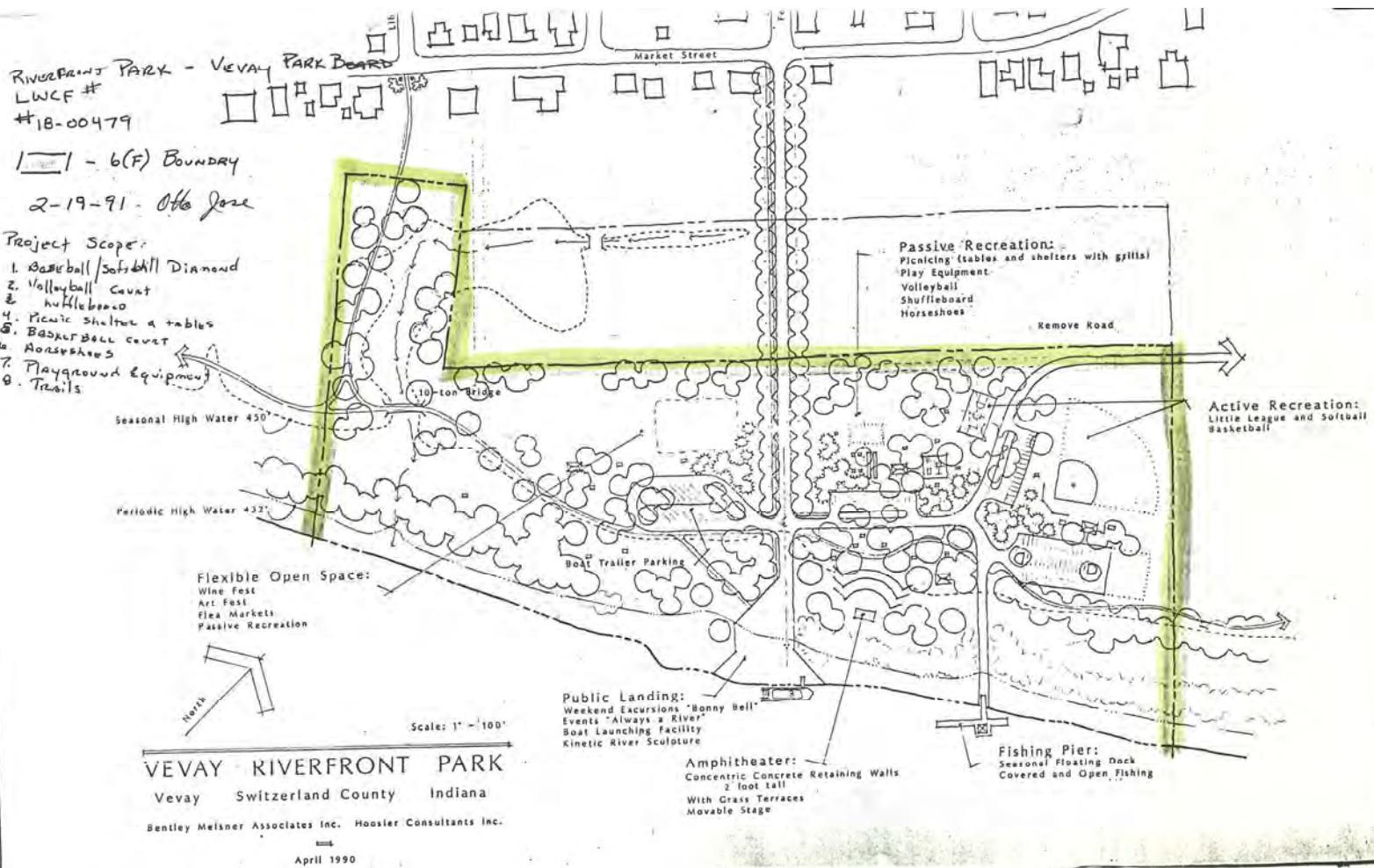
w 317.808.9466 | f 317.298.4503 | CMcAllister-Peterson@cmtengr.com



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INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room IGCN 758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848
FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness, Commissioner

December 14, 2022

Nathaniel Simmons
Grants Coordinator
Indiana Department of Natural Resources, Division of State Parks
402 W. Washington St. W271
Indianapolis, IN 46204

Re: SR 56 and SR 156 Pavement Project – No 6(f) Impacts Concurrence
Switzerland County, Indiana
INDOT Des Nos.: 1900334 and 1900337
CMT Project No.: 19070906.00

Dear Mr. Simmons:

Purpose of the Letter: The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving pavement replacement and rehabilitation along State Road (SR) 56 and SR 156 in the town of Vevay, Switzerland County, Indiana. The proposed work for INDOT Designation Number (Des No.) 1900334 is along SR 56 from 0.19 mile west of the SR 129 intersection to Walnut Street (0.42 mile north of the SR 156 intersection). The proposed work for Des No. 1900337 is along SR 156 from SR 56 to 0.75 mile east of SR 56. Construction is anticipated to begin in Fall 2023 and be completed by late Fall 2024. The project location is shown in the attached mapping. This letter is a follow up to the early coordination letter sent regarding the project on September 26, 2022.

One 6(f) property, Riverfront Park, also known as Paul W. Ogle Riverfront Park (Paul Ogle Park), is located adjacent to the project area. The 6(f) property is located along the Ohio River, south of the project area along Ferry Street. The Indiana Department of Natural Resources (IDNR) Division of Outdoor Recreation provided a boundary map for the 6(f) property on November 4, 2022. **The purpose of this correspondence is to document that IDNR Division of Outdoor Recreation concurs with the assessment of no impacts and no conversion of the 6(f) property of Paul W. Ogle Riverfront Park.** Your concurrence is critical to the project moving forward and will be reviewed by INDOT.

Paul Ogle Park: The 6(f) property is located along the Ohio River, south of the project area along Ferry Street, as shown on the attached 6(f) map. The 4(f) boundary of Paul W. Ogle Riverfront Park, located at 100 Ferry Street, Vevay, IN, is located within the construction limits along the west side of Ferry Street. However, the 6(f) boundary of Paul W. Ogle Riverfront Park, which is the portion of the park that received LWCF funds, is not within the project area. The 6(f) property boundary is located 250 feet south of the project limits based on the attached 6(f) property boundary map provided by IDNR Outdoor Recreation. Paul W. Ogle Riverfront Park includes open green space, two playgrounds, picnic tables, shelters, benches, two basketball courts, a baseball field, restrooms, a campground RV site, and a boat ramp with access to the Ohio River. The Official with Jurisdiction (OWJ) for Paul W. Ogle Riverfront Park is the Vevay Town Council.

Project Proposal: Impacts to the Paul W. Ogle Riverfront Park 4(f) property boundary include a take of 0.021 acre (915 square feet) of permanent right-of-way, where a proposed storm sewer drainage trunk line will outlet into the existing ditch. A total of 0.02 acres (872 square feet) of the Paul W. Ogle Park 4(f) property will be

SR 56 and SR 156 Pavement Project (Des Nos.: 1900334 and 1900337)

No 6(f) Impacts Concurrence

December 14, 2022

Page 2

disturbed within the construction limits, including the placement of approximately 0.006 acres (261 square feet) of riprap (refer to attached Section 4(f) map and plan sheet). The 4(f) impact area is currently mown grass at the northern edge of the park property along the west side of Ferry Street. Approximately 50 feet of existing sidewalk, adjacent to the east of the Paul W. Ogle Riverfront Park 4(f) property and along the west side of Ferry Street, will need to be removed and replaced in order to install the pipe. There will be no permanent changes to park access. No right-of-way or permanent or temporary impacts will occur within the 6(f) property boundary of the park. The nearest area of impact is 250 feet northwest of the 6(f) property boundary. Therefore, there will be no impacts to the 6(f) property.

An agency coordination meeting was held on May 25, 2022, with CMT, INDOT, and the Town of Vevay. The project location, scope, impacts, schedule, and public involvement plan were reviewed at the meeting. The OWJ, Vevay Town Council/Board, did not have any comments or concerns related to the Paul W. Ogle Riverfront Park 6(f) property. 4(f) coordination has been completed for the Paul W. Ogle Riverfront Park 4(f) property with the Vevay Town Council.

Conclusion: Based on the scope of the proposed project and type of work, there will be no impacts and no conversion of the 6(f) property of Paul W. Ogle Riverfront Park.

Please let us know if you concur that there will be no impacts to the 6(f) property of Paul W. Ogle Riverfront Park in regard to the proposed project, no later than fourteen (14) days from the date of this letter. Thank you for your time and cooperation on this matter. If you have any questions or concerns regarding this matter, please feel free to contact Travis Mankin, Senior Project Manager at 812-524-3944 or tmankin@indot.in.gov, or contact me at 317-492-9162 or via email at nbatta@cmtengr.com.

Sincerely,

Crawford, Murphy & Tilly, Inc.

Nick Batta
Project Manager

**Note: Duplicate mapping was included in the coordination packet, but was intentionally removed.
Please see Appendix B for maps.**



SR 56 & SR 156 Pavement Replacement (Des Nos 1900334 & 1900337) - Switzerland Co., IN

Section 6(f) Map

Author: Claudia McAllister-Peterson, 12/14/2022

C - 101

Marion Wells

From: Simmons, Nathaniel R <NSimmons@dnr.IN.gov>
Sent: Thursday, January 5, 2023 12:52 PM
To: Claudia McAllister-Peterson; Gummere, Erica; Brier, Dale
Cc: Marion Wells; Nick Batta
Subject: RE: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

Follow Up Flag: Follow up
Flag Status: Flagged

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Hi Claudia,

Thanks for the follow up – having looked at the 6(f) boundaries relative to the construction limits on the map, we concur that there will be no impacts to the 6(f) property at Paul W. Ogle Riverfront Park. If you have any additional questions, feel free to let us know.

Thanks,

Nathaniel Simmons
Grants Manager
Indiana Department of Natural Resources
Division of State Parks
Community Grants & Trails
(317) 232-1295
402 W. Washington St. W271
Indianapolis, IN 46204
nsimmons@dnr.IN.gov
www.dnr.IN.gov

From: Claudia McAllister-Peterson <CMcAllister-Peterson@cmtengr.com>
Sent: Thursday, January 5, 2023 10:27 AM
To: Simmons, Nathaniel R <NSimmons@dnr.IN.gov>; Gummere, Erica <EGummere@dnr.IN.gov>; Brier, Dale <dbrier@dnr.IN.gov>
Cc: Marion Wells <mwells@cmtengr.com>; Nick Batta <nbatta@cmtengr.com>
Subject: RE: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

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Good morning,

I wanted to follow up on my correspondence sent December 14, 2022 regarding the 6(f) property near the SR 56 and

SR 156 project (Des No. 1900334). Please let us know if you concur that there will be no impacts to the 6(f) property of Paul W. Ogle Riverfront Park in regard to the proposed project.

Please let us know if you have any questions.

Thank you for your assistance, and we look forward to your response.

CLAUDIA MCALLISTER-PETERSON | Crawford, Murphy & Tilly | w 317.808.9466
Ecological Engineer

From: Claudia McAllister-Peterson
Sent: Wednesday, December 14, 2022 5:10 PM
To: Simmons, Nathaniel R <NSimmons@dnr.IN.gov>; Gummere, Erica <EGummere@dnr.IN.gov>; Brier, Dale <dbrier@dnr.IN.gov>
Cc: Marion Wells <mwells@cmtengr.com>; Nick Batta <nbatta@cmtengr.com>
Subject: SR 56 and SR 156 Pavement Replacement (Des. Nos. 1900334 & 1900337)

Good evening Nathaniel,

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving pavement replacement and rehabilitation along State Road (SR) 56 and SR 156 in the town of Vevay, Switzerland County, Indiana. The proposed work for INDOT Designation Number (Des No.) 1900334 is along SR 56 from 0.19 mile west of the SR 129 intersection to Walnut Street (0.42 mile north of the SR 156 intersection). The proposed work for Des No. 1900337 is along SR 156 from SR 56 to 0.75 mile east of SR 56. Construction is anticipated to begin in Fall 2023 and be completed by late Fall 2024. The project location is shown in the attached mapping. This letter is a follow up to the early coordination letter sent regarding the project on September 26, 2022.

The purpose of this correspondence is to document that IDNR Division of Outdoor Recreation concurs with the assessment of no impacts and no conversion of the 6(f) property of Paul W. Ogle Riverfront Park. Please let us know if you concur that there will be no impacts to the 6(f) property of Paul W. Ogle Riverfront Park in regard to the proposed project, no later than fourteen (14) days from the date of this letter.

If you have any questions, please feel free to contact Travis Mankin, Senior Project Manager at 812-524-3944 or tmankin@indot.in.gov or contact Nick Batta, Project Manager at 317-492-9162 or via email at nbatta@cmtengr.com.

Thank you for your assistance, and we look forward to your response.

CLAUDIA MCALLISTER-PETERSON | ECOLOGICAL ENGINEER



Crawford, Murphy & Tilly | Engineers & Consultants
8790 Purdue Road | Indianapolis, IN 46268
w 317.808.9466 | f 317.298.4503 | CMcAllister-Peterson@cmtengr.com



SR 56 and SR 156 Pavement Improvements CE Level 4

APPENDIX D: SECTION 106 DOCUMENTATION





INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

April 15, 2020

This letter was sent to the listed parties.

RE: SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Des. No. 1900334,
Switzerland County, Indiana

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the State Road (SR) 56 and SR 156 Pavement Replacement and Rehabilitation Project, Des. No. 1900334. Crawford, Murphy, and Tilly is under contract with INDOT 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. Numbers and project description in your reply and your comments will be incorporated into the formal environmental study.

The proposed undertaking is divided into two Des Nos.: Des. 1900334 (lead Des. No.) is on SR 56, and encompasses the area 0.19 miles west of the West Junction of SR 129 to 0.38 miles east of the West Junction of SR 156 (Walnut Street); Des. 1900337 is on SR 156, from the West Junction of SR 56 to 0.75 miles east of the West Junction of SR 56. Both Des. Nos. are in Switzerland County, Indiana. Both Des. Nos. are within Jefferson Township; Vevay South and Vevay North USGS Topographic Quadrangles; Sections 22, 23, 14, and 13; Township 2 North; Range 3 West.

The purpose of the project is to extend the service life of the existing pavement, improve ride-ability of the roadway, enhance pedestrian safety through Americans with Disabilities Act (ADA) compliance, and to reestablish positive drainage. The need of the project is based on the deteriorating pavement surface, lack of concrete curbs, non-compliant ADA curb ramps, and ineffective storm sewer drainage. The proposed undertaking for Des. Nos. 1900334 and 1900337 includes pavement overlay, drainage improvements, replacing sidewalk and curbs, and meeting ADA standards with replacement compliant curb ramps. Possible traffic signal improvements are also anticipated for this project.

The proposed undertaking for Des. No. 1900334 along SR 56 includes:

- a 1.5" mill and overlay from 0.19 miles west of the West Junction of SR 129 to Cedar Street.
- a 4" mill with curb and some storm sewer replacement would be implemented from Cedar Street to Ferry Street, and then from Pike Street to Walnut Street
- pavement, curb, storm sewer, and sidewalk replacement from Main Street to Pike Street on both sides of the street.

For Des. No. 1900337 along SR 156, the proposed undertaking includes:

- a 4" mill and overlay with curb and some sewer replacement will be undertaken from Walnut Street to 0.75 miles east of the West Junction of SR 56
- pavement, curb, and sidewalk replacement from Ferry Street to Walnut Street
- new storm sewer installation from Ferry Street to Walnut Street

It is anticipated that right of way will be required; the amounts (permanent or temporary) are unknown at this time. Letting is planned for 2023.

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 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 <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

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. There are four historic resources listed on the National Register of Historic Places (National Register) within the proposed area of potential effects:

1. Vevay Historic District, NR-0147/NR-2350, listed in 1977 (Indiana Register of Historic Places) and 2019 (National Register)
2. Edward and George Cary Eggleston House, NR-2054, listed in 1973
3. Switzerland County Courthouse, NR-2134, listed in 2009
4. Old Hoosier Theatre, NR-0459, listed in 1982

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.

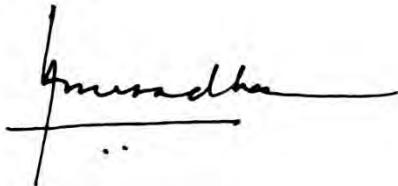
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time 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 Chris Stanton of Green 3, LLC at (317) 634-4110 or stanton@green3studio.com. All future responses regarding the proposed project should be forwarded to Green 3, LLC at the following address:

Chris Stanton
Cultural Resource Specialist
Green 3, LLC
1104 Prospect Street
Indianapolis, IN, 46203
stanton@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

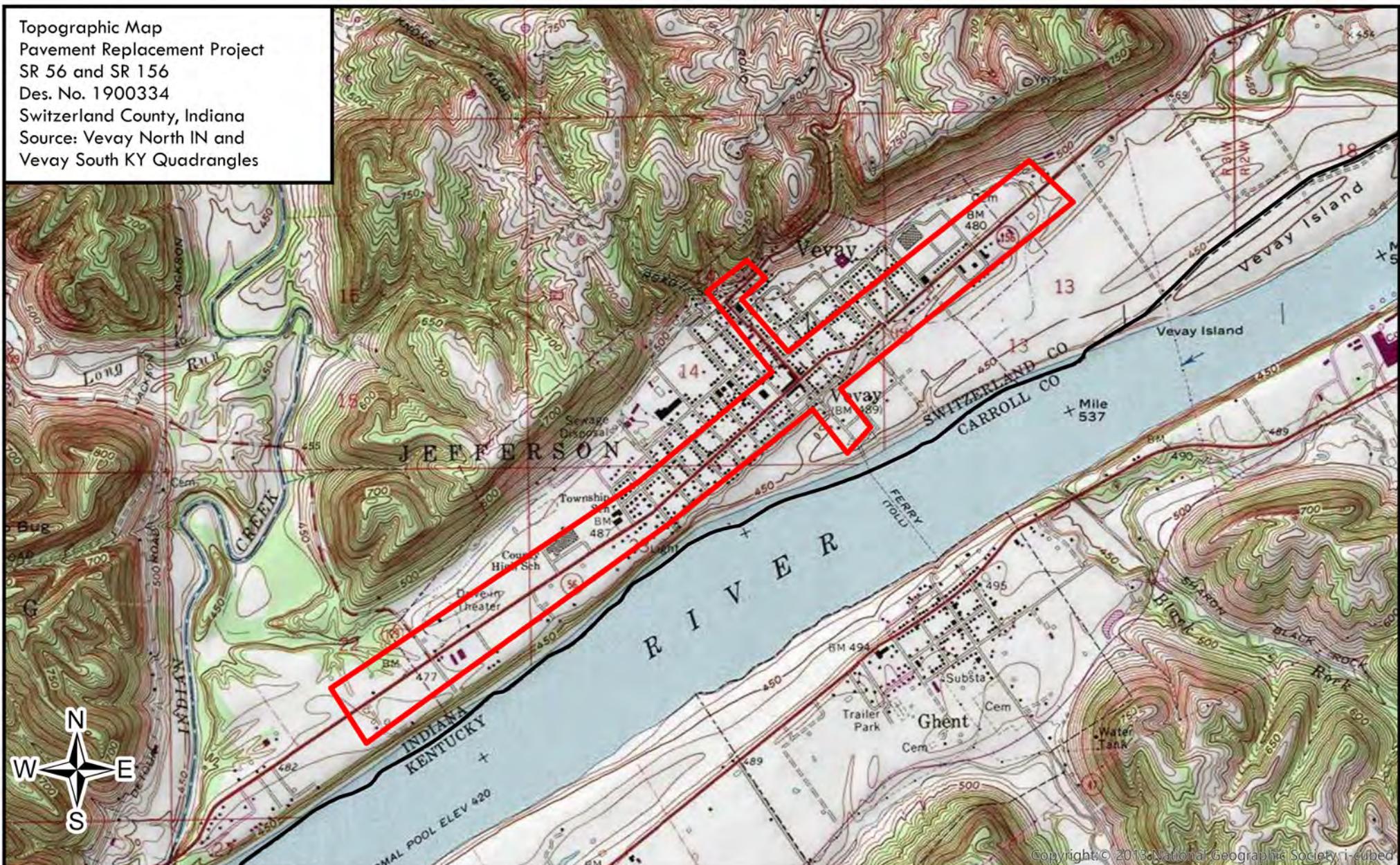
Enclosures:

Topographic Map

Distribution List:

State Historic Preservation Officer, Cslider@dnr.in.gov
Switzerland County Historian, hendricksjanet050@gmail.com
Switzerland County Historical Society, swcomuseums@embarqmail.com
Switzerland County Council
Vevay Main Street, Inc., vevaymainstreet@gmail.com
Historic Vevay, Inc.
Vevay Historic Review Board
Switzerland County Commissioners, commishsc@outlook.com, mark.lohide@bwpmlp.com,
Switzerland County Highway Department, hwysuper@switzerlandcountycourthouse.org
Indiana Landmarks- Southeast Field Office, jholbrook@indianalandmarks.org
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
United Keetoowah Band of Cherokee Indians

Topographic Map
Pavement Replacement Project
SR 56 and SR 156
Des. No. 1900334
Switzerland County, Indiana
Source: Vevay North IN and
Vevay South KY Quadrangles



0 0.23 0.45
Miles

Project Area

1:24,000

4/14/2020





INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

July 20, 2022

This letter was sent to the listed parties.

RE: Dual Review Project: SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Des. No. 1900334 (Lead) and Des. No. 1900337; Switzerland County, Indiana; DHPA No. 25496

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the State Road (SR) 56 and SR 156 Pavement Replacement and Rehabilitation Project, Des. No. 1900334 (Lead) and Des. No. 1900337.

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 April 30, 2020. In addition, a letter distributed on July 23, 2020, notified consulting parties that a historic property report (Ziegler, July 1, 2020) was available for review and comment. On November 29, 2021, a letter was distributed notifying consulting parties that an effects letter and archaeology report (Tribes only) were available for review and comment. A consulting parties meeting was held on December 13, 2021, and a letter was distributed on December 17, 2021, notifying consulting parties that the meeting minutes and supporting documents from consulting parties meeting were available for review and comment.

The proposed undertaking is divided into the following two (2) Des. Nos.: 1) 1900334 (Lead) on SR 56 (E. Main St. and N. Ferry St. through Vevay) encompasses the area 0.19 mile west of the West Junction of SR 129 to 0.38 mile east of the West Junction of SR 156 (SR 56 at Walnut St.); and 2) Des. No. 1900337 on SR 156 (E. Main St.), from the West Junction of SR 56 (Main St. at Ferry St.) to 0.75 mile east of the West Junction of SR 56 (Main St. at Ferry St.). Both Des. Nos. are in Switzerland County, Indiana. Both Des. Nos. are within Jefferson Township; Vevay South and Vevay North USGS Topographic Quadrangles; Section 22, 23, 14, and 13; Township 2 North; Range 3 West.

The need of the project is based upon the following: 1) Deteriorating pavement surface; 2) Lack of concrete curbs in some areas (which allows stormwater to pond at the pavement edges, causing pavement damage) as well curbs of excessive height in other areas (representing pedestrian hazards); 3) Curb ramps that are non-compliant with current Americans with Disabilities Act (ADA) standards; and 4) Ineffective storm sewer drainage. The traffic signal at SR 56/SR 156 (Main St./Ferry St.) will also be rehabilitated as part of the proposed project. The proposed undertaking for Des. Nos. 1900334 and 1900337 includes pavement

improvements (as described in detail below by segment), drainage improvements, replacing sidewalk and curbs, and meeting current ADA standards. The purpose of the project is to extend the service life of the existing pavement, improve ride-ability of the roadway, enhance pedestrian safety through compliance with current ADA standards, and reestablish positive drainage.

The proposed undertaking for Des. No. 1900334 along SR 56 includes the following:

- 1.5" mill (removing the upper layer of existing pavement) and overlay from 0.19 mile west of the West Junction of SR 129 to Dupraz Lane, including replacement of modern concrete curb ramps that are not ADA-compliant and regrading of drain;
- Pavement replacement from Dupraz Lane to Silver Street, including installation of a new storm sewer system, replacement of modern concrete curb ramps, replacement of the modern concrete curbs and replacement of driveway approaches. Portions of the existing sidewalks will be replaced in order to complete the curb ramp and driveway approach work;
- 4" mill and overlay from Silver Street to Liberty Street, including installation of a new storm sewer system, replacement of modern concrete curb ramps, replacement of the limestone curbs, and replacement of driveway approaches. In order to replace the curbs in this segment of the project, 2,050 linear feet of existing limestone curb will be removed. All the limestone curb in this section is between Arch Street and Liberty Street. This amount represents approximately 95% of the total limestone curb that exists in the National Register-listed Vevay Historic District along SR 56 and 0% of the limestone curb in this area will remain. Portions of the existing modern concrete sidewalks will be replaced in order to complete the curb ramp and driveway approach work. Most of the sidewalk in this segment will remain in place;
- Full pavement replacement from Liberty Street to Ferry Street, including installation of a new storm sewer system, replacement of modern concrete curb ramps, replacement of the modern concrete curbs, replacement of modern concrete sidewalks, and replacement of driveway approaches. The traffic signal at Main Street/Ferry Street will be upgraded to include pedestrian pushbuttons;
- Full pavement replacement from Main Street to Seminary Street, including installation of a new storm sewer system, replacement of modern concrete curb ramps, sidewalks, curbs, and driveway approaches. The existing modern brick pavers and ornamental street trees will be removed and not reset. The existing modern basement vault castings and streetlights will be removed and reset;
- 1.5" mill and overlay from Seminary Street to Walnut Street, including installation of a new storm sewer system, replacement of modern concrete curb ramps, replacement of the modern concrete curbs, and replacement of driveway approaches. Portions of the existing sidewalks on the east side of the road will be replaced in order to complete the curb ramp and driveway approach work. Most of the sidewalks in this segment will remain in place;
- Installation of a new storm sewer pipe along Ferry Street from Main Street to 300' south of Market Street. This new pipe will be the primary outlet for the new storm sewer inlets being installed downtown. The existing modern concrete curbs and sidewalks along this portion of Ferry Street will be retained. The pavement work will be limited to what is needed to trench the new pipe.

For Des. No. 1900337 along SR 156, the proposed undertaking includes the following:

- Full pavement replacement from Ferry Street to Walnut Street, including installation of a new storm sewer system, replacement of modern concrete curb ramps, replacement of both modern concrete and limestone curbs, replacement of modern concrete sidewalks, and replacement of driveway approaches. In order to replace the curbs in this segment, approximately 100 linear feet of limestone curb will be removed. This amount represents approximately 5% of the total limestone curb in the National Register-listed Vevay Historic District along SR 156 and 0% of the limestone curb will remain in this area;

- 1.5" mill and overlay from Walnut Street to 0.75-mile east of the West Junction of SR 56, including replacement of curb ramps to meet ADA compliance.

Both temporary and permanent right-of-way are anticipated for the undertaking: 0.172 acre temporary and 0.098 acre permanent.

Crawford, Murphy & Tilly is under contract with INDOT to advance the environmental documentation for the referenced project. SJCA Inc. has been subcontracted to complete the Section 106 documentation for the 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>.

Please note that, per the permanent rule issued by the Indiana Department of Natural Resources effective August 14, 2013 (312 IAC 20-4-11.5), INDOT is requesting that this project be subjected to "dual review"; that is, reviewed by the Division of Historic Preservation and Archaeology simultaneously under 54 U.S.C. 306108 (Section 106) and IC 14-21-1-18 (Indiana Preservation and Archaeology Law dealing with alterations of historic sites and structures requiring a Certificate of Approval). Pursuant to Section 11.5(f) of this rule, at the conclusion of the review process we anticipate that the Division Director would issue a letter of clearance exempting this project from obtaining a Certificate of Approval under IC 14-21-1-18. Enclosed with this letter is a detailed list of the consulting parties with contact information, including email addresses, for processing the dual review submission.

The APE is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains four resources listed in the NRHP:

1. The Vevay Historic District (NR-2350, IHSSI #155-658/649-21001-563);
2. The Hoosier Theatre, 209 Ferry Street (NR-0459, IHSSI #155-649-21443, rated Outstanding), within Vevay Historic District;
3. The Switzerland County Courthouse, 212 W. Main Street (NR-2134, IHSSI #155-649-21168, rated Outstanding), within Vevay Historic District;
4. The Edward Eggleston and George Cary House, 306 W. Main Street (NR-2054, IHSSI #155-649-21164, rated Outstanding), within Vevay Historic District.

The Effects Letter dated November 29, 2021 misidentified the Vevay Historic District as NR-0147, which is the number for the historic district under the State Register. This letter correctly identifies the historic district as Vevay Historic District, NR-2350, under the National Register. Additionally, the Effects Letter incorrectly stated the amount of temporary right-of-way anticipated from the National Register-listed Vevay Historic District as 0.121 acre. The correct amount of temporary right-of-way anticipated from the National Register-listed Vevay Historic District is 0.108 acre.

With regard to the State Register-listed Vevay Historic District, because the proposed undertaking requires only limited temporary and permanent right-of-way from the Vevay State Register-listed Historic District and potential changes to the areas of the project within the district are minor, INDOT believes that the Vevay State Register-listed Historic District will not be adversely impacted. Pursuant to Section 11.5(f) of this rule, at the conclusion of the review process we anticipate that the Division Director would issue a letter of clearance exempting this project from obtaining a Certificate of Approval under IC 14-21-1-18.

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, the four above-mentioned resources are recommended to remain listed in the NRHP. The Craftsman House (IHSSI #155-648-21016), 102 W. Turnpike St. within the State Register-listed Vevay Historic District, NR-0147, 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 twenty-nine (29) sites within the project area. As a result of these efforts, sites 12-Sw-0456 through 12-Sw-0484 were recommended not eligible for listing in the NRHP, and no further work is recommended.

On December 1, 2021, the Peoria Tribe of Indians of Oklahoma responded to the Effects Letter and Archaeology Report stating that they were unaware of any direct link to the newly proposed project location and that they had no objection to the proposed project at this time.

In a letter dated December 20, 2021, SHPO staff responded to the Effects Letter, Archaeology Report, and Consulting Party Meeting Minutes. The SHPO staff agreed that “the removal of all limestone curbing along SR 56 and the removal of two mature trees at 100 E. Main Street in front of the Swiss Hotel (IHSSI #155-649-21177) would adversely affect this National Register-listed district.” SHPO staff went on to state that “We would like to note that while the effects letter suggests that all the limestone curbing would be removed and replaced, it was raised in the consulting parties meeting that depending on the condition of the limestone upon removal, that portions would be able to be re-set. We agree and want to emphasize with the assessment discussed in the meeting that the portions that can be salvaged be reset in linear portions in areas that were historically appropriate. Any limestone that can't be salvaged for reuse as curbing will be utilized throughout the district elsewhere by the Town of Vevay.”

SHPO staff also stated, “Regarding the archaeological resources, we note that due to the linear nature of the project area, the survey area only captured portions of many residential lots (primarily front lawns). Therefore, the boundaries of historical era sites 12Sw456 to 12Sw464 and 12Sw466 to 12Sw484 may extend outside of the surveyed area. As noted in the interpretation section of the archaeology report (Smith 9/8/21), the artifact assemblage recovered does provide preliminary data on the early 19th to mid-20th century economy of Vevay. Significant archaeological data may occur in these residential lots outside of the survey area.” SHPO staff went on to note, “While the portion of archaeological sites 12Sw456 to 12Sw464 and 12Sw466 to 12Sw484 surveyed for this project do not appear eligible for inclusion in the NRHP and no further archaeological investigations are necessary within the project area, the site boundaries likely extend beyond the limits surveyed. The unsurveyed portions of sites 12Sw456 to 12Sw464 and 12Sw466 to 12Sw484 remain unevaluated for inclusion in the NRHP. If the project boundaries should change at these site locations, further archaeological investigations will be necessary to delineate the site boundaries and provide an evaluation for inclusion in the NRHP. The surveyed limits should be clearly marked at the locations of sites 12Sw456 to 12Sw464 and 12Sw466 to 12Sw484 so that unsurveyed portions of the sites are avoided by all ground-disturbing project activities.”

Additionally, SHPO staff stated, “We concur with the opinion of the archaeologist, as expressed in the submitted archaeological reconnaissance survey report (Smith, 9/8/21), that site 12Sw465 does not appear eligible for inclusion in the NRHP, and no further archaeological investigations are necessary. Further, we concur with the recommendations for sites 12Sw226 and 12Sw333 that were resurveyed. Sites 12Sw226 and 12Sw333 were not encountered, have likely been destroyed within the survey area, and no further work is necessary.”

Lastly, SHPO staff stated, “Please note that site forms have not been submitted in SHAARD. Now would be an appropriate time to submit the site forms for sites 12Sw226 (resurvey), 12 Sw333 (resurvey) and 12Sw456 to 12Sw484 for review and approval. Please send an email notification to Beth McCord once the forms have been submitted.”

Response: All site forms have been submitted in SHAARD.

On December 29, 2021, Jill Cord, co-owner (with her husband) of the First National Bank building (402 Ferry St., IHSSI #155-649-21484) located within the National Register-listed Vevay Historic District, emailed SJCA Inc. William and Jill Cord are invited consulting parties added during the distribution of the Effects Analysis. This email was received during the comment period for the Consulting Party Meeting Minutes. The email indicated their concern that the project may threaten the charm of the community. “The loss of twenty-two mature trees and the ornamental trees in our downtown will be extremely detrimental to our community and no amount of signage can mitigate the damage done. The loss of brick pavers which were installed on the sidewalks not many years ago by a wonderful benefactor to our community, Paul Ogle, is quite disheartening. As the owners of the bank, we definitely need more information regarding the effects of the project on our property and the specific ‘land’ it will ‘take.’ We also need to know whether the ornamental tree that stands in front of our bank is safe.”

Response: Scott Henley of SJCA Inc. and Nick Batta of CMT scheduled a call with Mrs. Cord for Thursday, December 30, 2021, at 10 am. During the call, Mrs. Cord discussed the First National Bank building and its recent history. Nick Batta discussed the project and the removal of the brick pavers and the plans for what will replace them. The matter of the ornamental trees was discussed, and Mrs. Cord stated they looked nice, especially in the spring. Nick Batta noted the trees could be preserved, but that would be an overall downtown business owners and Town of Vevay decision. He also discussed the need for temporary right-of-way and the process for acquiring it. At the conclusion of the call, Mrs. Cord was satisfied with the project as Nick Batta described. She is supportive of the improvements the project will make, she had reservations since she wasn’t aware of all the details of the project and how the improvements would be made. Mrs. Cord did state she might speak with other downtown business owners and the Town about resetting the ornamental trees. Nick Batta did note that any change in decision about the trees would need to come from the Town of Vevay since it was the Town that wished to have them removed as part of this project.

Update: During the week of April 11, 2022, SJCA/CMT contacted the Town of Vevay to inquire about any citizen comments received by the Town regarding the “additional scope items” discussed in the consulting party meeting. Representatives of the Town stated additional citizen comments had not been received on the items since the consulting party meeting.

Update: On July 5, 2022, Jill Cord emailed Nick Batta of CMT to follow up regarding the public meeting that is planned for this project and to reiterate some of her concerns regarding the project. Nick Batta responded that same day to let Mrs. Cord know that a public meeting will be held for this project; however, there has been a delay and will more than likely occur in the fall.

The 800.11(e) documentation, Effect Finding, and draft Memorandum of Agreement (MOA) 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 x 430 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.
9102 N. Meridian St., Suite 200
Indianapolis, IN 46260
shenley@sjcainc.com

Tribal contacts may contact Patty Jo Korzeniewski at PKorzeniewski@indot.IN.gov or 317-416-4377 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Sincerely,



Matthew S. Coon, Acting Manager
Cultural Resources Office
Environmental Services

Enclosures:
800.11 Documentation (available via IN SCOPE)
Draft Memorandum of Agreement (available via IN SCOPE)

Distribution List:
State Historic Preservation Officer, DKauffmann@in.DNR.gov, BMccord@in.DNR.gov
Switzerland County Historian, hendricksjanet050@gmail.com
Vevay Town Council, Brandi@vevaytownhall.com
Vevay Main Street, Inc. vevaymainstreet@gmail.com

Indiana Landmarks – Southeast Field Office, jholbrook@indianalandmarks.org
William T. and Susan J. Cord, historic property owner of 402 Ferry St, jillcord@hotmail.com
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma

**State Road (SR) 56 and SR 156 Pavement Replacement and
Rehabilitation Project
800.11(e) Documentation and Effect Finding**

Vevay, Switzerland County, Indiana
Des. Nos. 1900334 (lead) & 1900337 DHPA No. 25496

July 2022



Prepared for:
Crawford, Murphy, and Tilly
8790 Purdue Rd.
Indianapolis, IN 46268

By:



Scott Henley
Cultural Resources Associate/Qualified Professional
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46260

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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**

SR 56 and SR 156 Pavement Replacement and Rehabilitation Project

Vevay, Switzerland Co., Indiana

DES. No.: 1900334 (lead) and 1900337 DHPA NO. 25496

**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 residential properties, commercial properties, public schools, a city park, and a cemetery. The dimensions of the APE were defined by the restricted views caused by the commercial and residential properties within the APE. The APE is approximately 2.25 miles long and approximately 0.45 mile wide at its widest point. The Archaeological APE consists of 32.8 acres (15.5 hectares) including all proposed new, temporary, and existing right-of-way as well as any additional area investigated beyond it. See Appendix A for a map of the APE.

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

There are five resources listed in or eligible for inclusion in the National Register of Historic Places (NRHP):

Vevay Historic District (NR-2350, IHSSI #155-658/649-21001-563), listed in the NRHP in 2019, is significant under Criteria A and C. Under Criterion A, the district is important in the history of commerce in the county with its role as a river port leading to its success as a commercial center. It constituted the largest retail and business center in the county for decades. Under Criterion C, the district has some of the best examples of 19th and early 20th century architecture in the county and state. The Greek Revival houses and churches in the district were impressive enough to warrant recording in the Historic American Buildings Survey in the 1930s.

Old Hoosier Theatre (NR-0459, IHSSI #155-649-21443), listed in the NRHP in 1982, is significant under Criteria A and C. Under Criterion A, it is an example of one of the earliest commercial buildings in the town. Under Criterion C, it is an excellent example of a Federal style building with a Renaissance Revival arcade at street level (possibly added later).

Switzerland County Courthouse (NR-2134, IHSSI #155-649-21168), listed in the NRHP in 2009, is significant under Criteria A and C. Under Criterion A, it is significant to government and politics for its prominence in Switzerland County history. Under Criterion C, it is an excellent example of a Greek Revival style courthouse and the work of an important designer/builder, David Dubach.

Edward Eggleston and George Cary House (NR-2054, IHSSI #155-649-21164), listed in the NRHP in 1973 is significant under Criterion B. Edward Eggleston was one of America's earliest realistic novelists and may have been the first writer to tap into the literary potential of the frontier experience. George Cary Eggleston was the younger brother of Edward and became a prolific writer after the Civil War working at editorial positions in New York and writing novels.

Craftsman House (IHSSI #155-648-21016) is significant under Criterion C for architecture. This c. 1920 one and a-half story bungalow is one of the larger and most intact bungalows in the town of Vevay. It has walls clad in wood siding. The entrance is beneath a deep porch with a brick knee wall, and the porch roof is supported by square brick posts. The door is centered on the façade and flanked by one-over-one light double-hung sash windows. A gabled dormer is placed on the façade above the porch roof. The dormer has a tripled window with an arched transom window. Knee brackets support the dormer roof and the end gables.

EFFECT FINDING

Vevay Historic District – The undertaking will have an “Adverse Effect” on the Vevay Historic District.

Old Hoosier Theatre – The undertaking will have “No Adverse Effect” on the Old Hoosier Theatre.

Switzerland County Courthouse – The undertaking will have “No Adverse Effect” on the Switzerland County Courthouse.

Edward Eggleston and George Cary House – The undertaking will have “No Adverse Effect” on the Edward Eggleston and George Cary House.

Craftsman House - The undertaking will have “No Adverse Effect” on the Craftsman House.

FHWA has determined an "Adverse Effect" finding is appropriate for this undertaking. FHWA respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect for each property and the project's overall effect finding.

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

Vevay Historic District – This undertaking will not convert property from the Vevay Historic District, a Section 4(f) historic property, to a transportation use; FHWA has determined the appropriate Section 106 finding is "Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Vevay Historic District.

Old Hoosier Theatre - This undertaking will not convert property from the Old Hoosier Theatre, a Section 4(f) historic property, to a transportation use; FHWA has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Old Hoosier Theatre.

Switzerland County Courthouse - This undertaking will not convert property from the Switzerland County Courthouse, a Section 4(f) historic property, to a transportation use; FHWA has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Switzerland County Courthouse.

Edward Eggleston and George Cary House - This undertaking will not convert property from the Edward Eggleston and George Cary House, a Section 4(f) historic property, to a transportation use; FHWA has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Edward Eggleston and George Cary House.

Craftsman House - This undertaking will temporarily occupy land from the Craftsman House, a Section 4(f) historic property. FHWA has determined the appropriate Section 106 finding is "No Adverse Effect." FHWA believes that the temporary occupancy will not constitute a Section 4(f) use because all of the conditions listed in 23 CFR 774.13(d) are satisfied:

- (1) Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
- (2) Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
- (3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- (4) The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and
- (5) There must be document agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

The fulfillment of conditions 1-4 are detailed in Section 4 of the attached documentation, "Describe the Undertaking's Effects on Historic Properties." With regard to condition 5, FHWA respectfully requests the Indiana State Historic Preservation Officer provide written concurrence that they are in agreement that the above criteria have been met and that the impacts to the Craftsman House constitute a temporary occupancy.

 Digitally signed by Erica Tait
Date: 2022.07.20 12:11:16
-04'00'

For: Jermaine R. Hannon
Division Administrator
FHWA-IN Division

July 20, 2022

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
ADVERSE EFFECT
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.6(a)(3)
SR 56 and SR 156 Pavement Replacement and Rehabilitation Project
Vevay, Switzerland Co., Indiana
DES. No.: 1900334 (lead) and 1900337; DHPA No. 25496**

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the State Road (SR) 56 and SR 156 Pavement Replacement and Rehabilitation Project, Des. No. 1900334 (Lead) and Des. No. 1900337. The proposed undertaking is divided into the following two (2) Des. Nos.: 1) 1900334 (Lead) on SR 56 (E. Main St. and N. Ferry St. through Vevay) encompasses the area 0.19 mile west of the West Junction of SR 129 to 0.38 mile east of the West Junction of SR 156 (SR 56 at Walnut St.); and 2) Des. No. 1900337 on SR 156 (E. Main St.), from the West Junction of SR 56 (Main St. at Ferry St.) to 0.75 mile east of the West Junction of SR 56 (Main St. at Ferry St.). Both Des. Nos. are in Switzerland County, Indiana. Both Des. Nos. are within Jefferson Township; Vevay South and Vevay North USGS Topographic Quadrangles; Section 22, 23, 14, and 13; Township 2 North; Range 3 West.

The need of the project is based upon the following: 1) Deteriorating pavement surface; 2) Lack of concrete curbs in some areas (which allows stormwater to pond at the pavement edges, causing pavement damage) as well curbs of excessive height in other areas (representing pedestrian hazards); 3) Curb ramps that are non-compliant with current Americans with Disabilities Act (ADA) standards; and 4) Ineffective storm sewer drainage. The traffic signal at SR 56/SR 156 (Main St./Ferry St.) will also be rehabilitated as part of the proposed project. The proposed undertaking for Des. Nos. 1900334 and 1900337 includes pavement improvements (as described in detail below by segment), drainage improvements, replacing sidewalk and curbs, and meeting current ADA standards. The purpose of the project is to extend the service life of the existing pavement, improve ride-ability of the roadway, enhance pedestrian safety through compliance with current ADA standards, and reestablish positive drainage.

The proposed undertaking for Des. No. 1900334 along SR 56 includes the following:

- 1.5" mill (removing the upper layer of existing pavement) and overlay from 0.19 mile west of the West Junction of SR 129 to Dupraz Lane, including replacement of modern concrete curb ramps that are not ADA-compliant and regrading of drain;
- Pavement replacement from Dupraz Lane to Silver Street, including installation of a new storm sewer system, replacement of modern concrete curb ramps, replacement of the modern concrete curbs, and replacement of driveway approaches. Portions of the existing sidewalks will be replaced in order to complete the curb ramp and driveway approach work;

- 4" mill and overlay from Silver Street to Liberty Street, including installation of a new storm sewer system, replacement of modern concrete curb ramps, replacement of the limestone curbs, and replacement of driveway approaches. In order to replace the curbs in this segment of the project, 2,050 linear feet of existing limestone curb will be removed. All the limestone curb in this section is between Arch Street and Liberty Street. This amount represents approximately 95% of the total limestone curb that exists in the National Register-listed Vevay Historic District along Main Street, and 0% of the limestone curb in this area will remain. Portions of the existing modern concrete sidewalks will be replaced in order to complete the curb ramp and driveway approach work. Most of the sidewalk in this segment will remain in place;
- Full pavement replacement from Liberty Street to Ferry Street, including installation of a new storm sewer system, replacement of modern concrete curb ramps, replacement of the modern concrete curbs, replacement of modern concrete sidewalks, and replacement of driveway approaches. The traffic signal at Main Street/Ferry Street will be upgraded to include pedestrian pushbuttons;
- Full pavement replacement from Main Street to Seminary Street, including installation of a new storm sewer system, replacement of modern concrete curb ramps, sidewalks, curbs, and driveway approaches. The existing modern brick pavers and ornamental street trees will be removed and not reset. The existing modern basement vault castings and streetlights will be removed and reset;
- 1.5" mill and overlay from Seminary Street to Walnut Street, including installation of a new storm sewer system, replacement of modern concrete curb ramps, replacement of the modern concrete curbs, and replacement of driveway approaches. Portions of the existing sidewalks on the east side of the road will be replaced in order to complete the curb ramp and driveway approach work. Most of the sidewalk in this segment will remain in place;
- Installation of a new storm sewer pipe along Ferry Street from Main Street to 300' south of Market Street. This new pipe will be the primary outlet for the new storm sewer inlets being installed downtown. The existing modern concrete curbs and sidewalks along this portion of Ferry Street will be retained. The pavement work will be limited to what is needed to trench the new pipe.

For Des. No. 1900337 along SR 156, the proposed undertaking includes the following:

- Full pavement replacement from Ferry Street to Walnut Street, including installation of a new storm sewer system, replacement of modern concrete curb ramps, replacement of both modern concrete and limestone curbs, replacement of modern concrete sidewalks, and replacement of driveway approaches. In order to replace the curbs in this segment, approximately 100 linear feet of limestone curb will be removed. This amount represents approximately 5% of the total limestone curb in the National Register-listed Vevay Historic District along Main Street, and 0% of the limestone curb will remain in this area;
- 1.5" mill and overlay from Walnut Street to 0.75-mile east of the West Junction of SR 56, including replacement of curb ramps to meet ADA compliance.

Both temporary and permanent right-of-way are anticipated for the undertaking: 0.172 acre temporary and 0.098 acre permanent. The Effects Letter, dated November 29, 2021, incorrectly

stated the amount of temporary right-of-way anticipated from the National Register-listed Vevay Historic District as 0.121 acre. The correct amount of temporary right-of-way anticipated from the National Register-listed Vevay Historic District is 0.108 acre. The locations within the Vevay Historic District where temporary right-of-way is required are: 1) 1070 sq. ft. on the northeast corner of SR 56/Ferry St. and East Seminary St.; 2) 1640 sq. ft. along the east side of SR 56/Ferry St. between the southeast corner of East Seminary St. and the alley to the south of East Seminary St.; 3) 310 sq. ft. on the northeast corner of SR 56/Ferry St. and East Pike St.; 4) 15 sq. ft. on the northwest corner of SR 56/Ferry St. and West Pike St.; 5) 15 sq. ft. on the southeast corner of Ferry St. and Main St.; 6) 100 sq. ft. at the northwest corner of SR 156/E. Main St. and Ohio St.; 7) 43 sq. ft. at the southeast corner of SR 56 W. Main St. and Liberty St.; 8) 1470 sq. ft. along the north side of SR 156/E. Main St. beginning at the northwest corner of SR 156/E. Main St. and Walnut St. and running west approximately 200 ft.; 9) 44 sq. ft. adjacent to the northwest corner of SR 56/W. Main St. and Liberty St. on the grounds of the Switzerland County Courthouse. See Appendix E for the plans of the project.

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 residential properties, commercial properties, public schools, a city park, and a cemetery. The APE is approximately 2.25 miles long and approximately 0.45 mile wide at its widest point. The Archaeological APE consists of approximately 32.8 acres (15.5 hectares), including all proposed new, temporary, and existing right-of-way as well as any additional area investigated beyond it. Please see Appendix A for a map of the APE.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

Research indicated that previous Section 106 investigations had not occurred within the project APE. The National Register of Historic Places (NRHP), Indiana Register of Historic Sites and Structures (State Register), the State Historic Architectural and Archaeological Research Database (SHAARD), Indiana Historic Bridges, Building, and Cemetery Map (IHBBC Map) showing the results of the Indiana Historic Sites and Structure Inventory (IHSSI), and the *Switzerland County Interim Report* (1980) were consulted. There are four (4) properties listed in the NRHP within the project APE: 1) Vevay Historic District, NR-2350, listed in 2019; 2) Old Hoosier Theatre, NR-0459, listed in 1982; 3) Switzerland County Courthouse, NR-2134, listed in 2009; 4) Edward Eggleston and George Cary House, NR-2054, listed in 1973. Seven (7) previously surveyed properties are present within the APE, of which two (2) are rated “notable” according to the IHSSI system: House at 102 W. Turnpike St., IHSSI # 155-648-21016 and Most Sorrowful Mother of God Church at 591 Ferry St., IHSSI # 155-648-21466.

The INDOT-sponsored *Indiana Historic Bridge Inventory* (February 2009) by M&H Architecture, Inc. was reviewed, and no historic bridges were listed within the APE. In the original Historic Property Short Report (HPSR) (Zeigler, July 1, 2020), the Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER)/Historic American Landscapes Survey (HALS) resources were inadvertently omitted in the literature review. Since the distribution of the HPSR to consulting parties on July 23, 2020, a review of HABS/HAER/HALS was conducted. There are no HAER or HALS resources identified within the vicinity of the project. Four (4) resources are listed in HABS: 1) the Privy (HABS IND, 78-

VEVA, 4) located on the grounds of the Switzerland County Courthouse property near the northeast corner of the Courthouse property, but outside the project APE; 2) U.P. Schenck House (HABS IND, 78-VEVA, 3), 209 W. Market St., IHSSI #155-649-21285, located within the National Register-listed Vevay Historic District but outside the project APE; 3) Ruter Chapel United Methodist Church (HABS IND, 78-VEVA, 2), 309 W. Main St., IHSSI #155-649-21211, located within the National Register-listed Vevay Historic District, within the project APE, and adjacent to the project area; 4) Ferry House (HABS IND, 78-VEVA, 1), located on the banks of the Ohio River; however, the Ferry House was demolished in 1963¹.

On April 30, 2020, an early coordination letter was distributed to consulting parties, inviting them to participate in the Section 106 project for this project. 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 Officer
Indiana Landmarks – Southeast Field Office**

Switzerland County Historian

Switzerland County Historical Society
Switzerland County Council
Switzerland County Commissioners
Switzerland County Highway Department

Vevay Town Council

Vevay Main Street, Inc.

Historic Vevay, Inc.
Vevay Historic Review Board
Delaware Tribe of Indians, Oklahoma
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
United Keetoowah Band of Cherokee Indians

On May 1, 2020, Green 3, LLC (now SJCA Inc.) spoke to the Switzerland County Historian via a telephone call. The Switzerland County Historian commented on the history of religious structures in Vevay and that the wrought iron fencing surrounding the courthouse and church should be incorporated into the project. The historian informed the consultant that there is no mayor in Vevay; there is an elected town council and Brandi Bear, the town treasurer, has agreed to be the contact. Ms. Bear was added to the consulting parties list.

On May 6, 2020, the Miami Tribe of Oklahoma accepted consulting party status and stated that they were not "aware of existing documentation directly linking a specific Miami cultural or historic site to the project site."

¹ Virginia Reeves, "Life On The Ohio," (Vevay, IN: Switzerland County Historical Society, 2018), https://switzcomuseums.org/wp-content/uploads/2018/05/Ferry_House.pdf

On May 11, 2020, the SHPO staff responded to the ECL, noting that they were not aware of any additional parties that should be invited to participate in the Section 106 consultation; however, they recommended inviting any property owners who might be affected by the taking of right-of-way from a potentially historic property.

On May 26, 2020, Indiana Landmarks commented that the “work should avoid affecting the fencing around the courthouse if that sidewalk is to be replaced. Likewise, if the sidewalk along the Hoosier Theatre is to be replaced, it should not impact the building itself. We hold a protective façade easement on this property.”

Response: The project will avoid the fence around the Switzerland County Courthouse. Approximately 44 sq. ft. of temporary right-of-way, that is already in transportation use, is being acquired at the corner of SR 56/W. Main St. and Liberty Street for grading; however, the fence will be avoided in the construction of an ADA-compliant curb ramp on that corner and is noted as “Do Not Disturb” on the plans. With regard to the Hoosier Theatre, the sidewalk and adjacent curbs in front of the building will not be replaced. The only work in front of the Hoosier Theatre is the installation of a new storm sewer pipe under the Ferry Street pavement from Main Street southward to past Market Street.

In May 2020, Connie Ziegler, a Qualified Professional (QP) historian, who meets the Secretary of Interior Standards, conducted a site visit of the project area. The historian investigated the APE for the existence of any historic properties, structures, objects, or districts listed in or eligible for listing in the NRHP. The historian walked and/or drove the entire project alignment and APE documenting above-ground resources. All resources that will be at least 50 years of age at the time of project letting, anticipated 2023, were surveyed. Photographic documentation of “contributing” resources and representative “non-contributing” resources was prepared. Please see Appendix B for photographs. The APE contains four resources listed in the NRHP: 1) Vevay Historic District, NR-2350, listed in 2019; 2) Old Hoosier Theatre, NR-0459, listed in 1982; 3) Switzerland County Courthouse, NR-2134, listed in 2009; 4) Edward Eggleston and George Cary House, NR-2054, listed in 1973. As a result of the historic property identification and evaluation efforts, no other historic properties were recommended as eligible for listing in the NRHP.

A Historic Property Short Report (HPSR) was prepared by SJCA Inc. (then Green 3, LLC) (Ziegler, 7/1/2020). This report, accompanied by a report distribution letter (RDL) dated July 23, 2020, was distributed to invited consulting parties for review and comment. Please see Appendix D for a summary of the HPSR.

In an email to Green 3/SJCA Inc. dated July 23, 2020, Janet Hendricks, Switzerland County Historian, clarified the remarks outlined in the HPSR report distribution letter stating, “I informed [Green 3, LLC] that the Courthouse (circa 1863) and the Ruter Chapel United Methodist Church (1859) on Main Street in Vevay were very historic Buildings. The church, a Methodist shrine, is much closer to the street and could be impacted more than the Courthouse. I mentioned that both buildings (situated on Main Street and about one block between) had wrought iron fences. I am concerned for those fences and structures.”

Response: The project will avoid the fences around the Switzerland County Courthouse at the northwest corner of SR 56/W. Main St. and Liberty Street and Ruter Chapel United Methodist Church at the southeast corner of SR 56/W. Main St. and Union Street for the installation of ADA-compliant curb ramps.

On August 12, 2020, Cheryl Burress of Vevay Main Street emailed Green 3/SJCA Inc. accepting consulting party status and advising that she is the new president of the organization and the appropriate contact going forward.

In a letter dated August 17, 2020 (DHPA No. 25496), the SHPO staff responded to the HPSR, stating, “regarding the Craftsman house at the intersection of W. Turnpike Street and Ferry Street (IHSSI #155-648-21016), we believe that the Bungalow contributes to the State Register-listed Vevay Historic District, but that also, it is one of the larger and most intact bungalows in the town. Thus, we also believe that this house is individually eligible for inclusion in the NRHP.” Additionally, SHPO staff stated, “we believe that the Most Sorrowful Mother of God Catholic Church (Indiana Historic Sites and Structures Inventory [“IHSSI”] #155-648-21466) contributes to the State Register-listed district. However, we do agree that it is not individually eligible for inclusion in the NRHP.”

Additionally, SHPO staff responded to the HPSR, stating that there were several issues with the maps attached in Appendix A of the HPSR. Regarding the National Register-listed properties in the APE, SHPO staff said, “We do note that none of the resources are mapped in Appendix A of the HPSR for reference.” In a discussion regarding the Most Sorrowful Mother of God Catholic Church, SHPO staff stated, “We also note that map A-1 in the HPSR omits the church and instead indicates an unrelated non-contributing building.” Lastly, regarding the project location and APE, SHPO staff stated, “based on the project description in INDOT’s July 23 letter and the HPSR, it is unclear on project maps located in Appendix A why the project location and APE extends south of the intersection of Main Street and Ferry Street to the Ohio River. Project map A-3 shows this portion, but the map also cuts off what extends beyond the limits of the National Register of Historic places (“NRHP”) listed district. Please clarify the scope of work for this portion of the project.”

Response: The original maps inadvertently displayed inaccurate project area information, and the revised maps have been corrected and reflect the current project limits. Maps showing the historic property boundaries and revised project area maps are enclosed for review and comment and can be found in Appendix A.

With regard to archaeological resources, an archaeologist who meets the Secretary of Interior’s Professional Qualification Standards identified twenty-nine (29) sites within the project area (Smith, 11/8/2021). As a result of these efforts, sites 12-Sw-0456 through 12-Sw0484 were recommended not eligible for listing in the NRHP, and no further work was recommended. Please see Appendix D for a summary of the Archaeology Report.

On November 22, 2021, a letter was distributed to consulting parties notifying them that an Effects Letter and Archaeology Report (Tribes only) were available for review and comment.

The letter also contained an invitation to a virtual Consulting Party Meeting to be held via Microsoft Teams on December 13, 2021, at 1 pm.

On December 1, 2021, the Peoria Tribe of Indians of Oklahoma responded to the Archaeology Report that they were unaware of a direct link to the proposed project location, and they had no objection to the proposed project.

In a letter dated December 20, 2021, SHPO staff stated, “Regarding the archaeological resources, we note that due to the linear nature of the project area, the survey area only captured portions of many residential lots (primarily front lawns). Therefore, the boundaries of historical era sites 12Sw456 to 12Sw464 and 12Sw466 to 12Sw484 may extend outside of the surveyed area. As noted in the interpretation section of the archaeology report (Smith 9/8/21), the artifact assemblage recovered does provide preliminary data on the early 19th to mid-20th century economy of Vevay. Significant archaeological data may occur in these residential lots outside of the survey area.”

SHPO staff went on to note, “While the portion of archaeological sites 12Sw456 to 12Sw464 and 12Sw466 to 12Sw484 surveyed for this project do not appear eligible for inclusion in the NRHP and no further archaeological investigations are necessary within the project area, the site boundaries likely extend beyond the limits surveyed. The unsurveyed portions of sites 12Sw456 to 12Sw464 and 12Sw466 to 12Sw484 remain unevaluated for inclusion in the NRHP. If the project boundaries should change at these site locations, further archaeological investigations will be necessary to delineate the site boundaries and provide an evaluation for inclusion in the NRHP. The surveyed limits should be clearly marked at the locations of sites 12Sw456 to 12Sw464 and 12Sw466 to 12Sw484 so that unsurveyed portions of the sites are avoided by all ground-disturbing project activities.”

Lastly, SHPO staff stated, “We concur with the opinion of the archaeologist, as expressed in the submitted archaeological reconnaissance survey report (Smith, 9/8/21), that site 12Sw465 does not appear eligible for inclusion in the NRHP, and no further archaeological investigations are necessary. Further, we concur with the recommendations for sites 12Sw226 and 12Sw333 that were resurveyed. Sites 12Sw226 and 12Sw333 were not encountered, have likely been destroyed within the survey area, and no further work is necessary.”

Lastly, SHPO staff stated, “Please note that site forms have not been submitted in SHAARD. Now would be an appropriate time to submit the site forms for sites 12Sw226 (resurvey), 12Sw333 (resurvey) and 12Sw456 to 12Sw484 for review and approval. Please send an email notification to Beth McCord once the forms have been submitted.”

Response: All site forms have been submitted in SHAARD.

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

3. DESCRIBE AFFECTED HISTORIC PROPERTIES

Vevay Historic District (NR-2350, IHSSI #155-658/649-21001-563), listed in the NRHP in 2019, is significant under Criteria A and C. Under Criterion A, the district is important in the history of commerce in the county, with its role as a river port leading to its success as a commercial center. It constituted the largest retail and business center in the county for decades. Under Criterion C, the district has some of the best examples of 19th and early 20th-century architecture in the county and state. The Greek Revival houses and churches in the district were impressive enough to warrant recording in the Historic American Buildings Survey in the 1930s.

Old Hoosier Theatre (NR-0459, IHSSI #155-649-21443), listed in the NRHP in 1982, is significant under Criteria A and C. Under Criterion A, it is an example of one of the earliest commercial buildings in the town. Under Criterion C, it is an excellent example of a Federal-style building with a Renaissance Revival arcade at street level (possibly added later).

Switzerland County Courthouse (NR-2134, IHSSI #155-649-21168), listed in the NRHP in 2009, is significant under Criteria A and C. Under Criterion A, it is significant to government and politics for its prominence in Switzerland County history. Under Criterion C, it is an excellent example of a Greek Revival-style courthouse and the work of an important designer/builder, David Dubach.

Edward Eggleston and George Cary House (NR-2054, IHSSI #155-649-21164), listed in the NRHP in 1973, is significant under Criterion B. Edward Eggleston was one of America's earliest realistic novelists and may have been the first writer to tap into the literary potential of the frontier experience. George Cary Eggleston was the younger brother of Edward and became a prolific writer after the Civil War working at editorial positions in New York and writing novels.

Craftsman House (IHSSI #155-648-21016) is significant under Criterion C. This c. 1920 structure is one of the larger and most intact examples of the Bungalow architectural style in the Town of Vevay. This one-and-a-half-story bungalow has walls clad in wood siding. The entrance is beneath a deep porch with a brick knee wall. The porch roof is supported by square brick posts. The door is centered on the façade and flanked by one-over-one light double-hung sash windows. A gabled dormer is placed on the façade above the porch roof. The dormer has a tripled window with an arched transom window. Knee brackets support the dormer roof and the end gables.

4. DESCRIBE THE UNDERTAKING'S EFFECTS ON HISTORIC PROPERTIES

Vevay Historic District (NR-2350, IHSSI#155-658/649-21001-563) – This undertaking will have an “Adverse Effect” on the resource. Approximately 0.108 acre of temporary right-of-way will be required from the National Register-listed Vevay Historic District. The locations within the Vevay Historic District where temporary right-of-way is required are already in transportation use and are: 1) 1070 sq. ft. on the northeast corner of SR 56/Ferry St. and East Seminary St.; 2) 1640 sq. ft. along the east side of SR 56/Ferry St. between the southeast corner of East Seminary St. and the alley to the south of East Seminary St.; 3) 310 sq. ft. on the

northeast corner of SR 56/Ferry St. and East Pike St.; 4) 15 sq. ft. on the northwest corner of SR 56/Ferry St. and West Pike St.; 5) 15 sq. ft. on the southeast corner of Ferry St. and Main St.; 6) 100 sq. ft. at the northwest corner of SR 156/E. Main St. and Ohio St.; 7) 43 sq. ft. at the southeast corner of SR 56 W. Main St. and Liberty St.; 8) 1470 sq. ft. along the north side of SR 156/E. Main St. beginning at the northwest corner of SR 156/E. Main St. and Walnut St. and running west approximately 200 ft.; 9) 44 sq. ft. adjacent to the northwest corner of SR 56/W. Main St. and Liberty St. on the grounds of the Switzerland County Courthouse. Existing limestone curbs (approximately 2,150 linear feet) will be removed and replaced with modern concrete curbing. Two large, mature sycamore trees that are contributing elements within the historic district during the period of significance will be removed to accommodate the removal and replacement of the existing modern concrete sidewalk that has deteriorated due to the trees' roots. Throughout the historic district, the existing modern sidewalks, brick pavers, ornamental street trees, curb ramps, and curbs--where limestone is not present--will be removed and replaced with modern sidewalk and curb. The modern brick pavers and ornamental trees will not be reset. The existing modern roadway will be re-surfaced. Storm sewer pipe will be removed and replaced throughout the historic district.

Old Hoosier Theatre (NR-0459, IHSSI 155-649-21443) – This undertaking will have “No Adverse Effect” on the resource. A new storm sewer will be installed beneath Ferry Street in front of the Old Hoosier Theatre, and the existing modern concrete sidewalk and curb ramps will be removed and replaced with modern concrete sidewalk and curb ramps approximately 100 feet northwest of the theatre at the intersection of Main Street and Ferry Street.

Switzerland County Courthouse (NR-2134, IHSSI-155-649-21168) – This undertaking will have “No Adverse Effect” on the resource. Approximately 44 square feet of temporary right-of-way will be required from the southeast corner of the resource for grading. The location where the temporary right-of-way is being acquired is already in transportation use. The undertaking will remove the existing modern concrete sidewalk and replace with a modern concrete sidewalk and an ADA-compliant curb at the northwest corner of SR 56/W. Main St. and Liberty St. The wrought iron railing around the courthouse will be avoided by the project activities and the project plans state the fence will not be disturbed. Additionally, a commitment will be included in the environmental documentation and database, and a unique special provision (USP) will be included in the contract for the project. The existing modern roadway will be resurfaced.

Edward Eggleston and George Cary House (NR-2054, IHSSI-155-649-21164) - This undertaking will have “No Adverse Effect” on the resource. The undertaking will replace the limestone curb adjacent to the historic resource with a modern concrete curb, replace new storm sewer under the road surface, and resurface the roadway. All work done near the resource will be within the existing right-of-way.

Craftsman House (IHSSI #155-648-21016) – This undertaking will have “No Adverse Effect” on the resource. Approximately 480 square feet of temporary right-of-way will be required from the resource to install an upgraded storm sewer line joining an existing drain that adjoins the property. The duration of work on the property will be less than the time needed for construction of the overall project and there will not be a change of ownership of the property. The scope of work is minor for the installation of an upgraded storm sewer line. There are no anticipated

permanent physical impacts to the resource, nor will the project interfere with any protected activities, features, or attributes of the resource. The land will be restored to a condition at least as good as that which existed prior to the project. The work will be buried underground, and the area will be resodded. The existing modern roadway in front of the resource will be resurfaced.

5. EXPLAIN APPLICATION OF CRITERIA OF ADVERSE EFFECT -- INCLUDE CONDITIONS OR FUTURE ACTIONS TO AVOID, MINIMIZE OR MITIGATE ADVERSE EFFECTS

According to 36 CFR § 800.5(a)(1): “An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property’s eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.”

Vevay Historic District (NR-2350, IHSSI #155-658/649-21001-563) – Adverse Effect

The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)i) through (v), do apply to the Vevay Historic District.

Per 36 CFR 800.5(a)(2)(i), the undertaking will cause “physical destruction of or damage to all or part of the property.” Approximately 0.108 acre of temporary right-of-way is anticipated from the National Register-listed Vevay Historic District. The locations within the Vevay Historic District where temporary right-of-way is anticipated are already in transportation use and they are:

- 1) Contributing-rated Commercial Building, 414 Ferry St., 1,640 square feet (0.038 acre) temporary right-of-way along the western boundary of the property for sidewalk replacement;
- 2) Contributing-rated Bank, 402 Ferry St., 310 square feet (0.007 acre) temporary right-of-way at the southwest corner and along the western boundary of the property for sidewalk and curb ramp replacement and driveway approach reconstruction;
- 3) Contributing-rated Commercial Building, 401 Ferry St., 15 square feet (0.0003 acre) temporary right-of-way at the southeast corner of the property for sidewalk and curb ramp replacement;
- 4) Contributing-rated Commercial Building, 216 Ferry St., 15 square feet (0.0003 acre) temporary right-of-way at the northwest corner of the property for sidewalk and curb ramp replacement;
- 5) Non-contributing-rated Office, 502 Ferry St., 1070 square feet (0.025 acre) temporary right-of-way at the southwest corner of the property for removal and replacement of a storm sewer pipe;
- 6) National Register-listed Switzerland County Courthouse, 212 W. Main St., 44 square feet (0.001 acre) temporary right-of-way at the southeast corner of the property for curb ramp replacement;

- 7) Non-contributing-rated Commercial Building, 201 W. Main St., 43 square feet (0.001 acre) temporary right-of-way at the northeast corner of the property for curb ramp replacement;
- 8) Non-contributing-rated Industrial building, 108 E. Main St, 1470 square feet (0.034 acre) temporary right-of-way along the southern boundary of the property for sidewalk and curb replacement;
- 9) Contributing-rated House, 408 E. Main St., 100 square feet (0.002 acres) temporary right-of-way at the southeast corner of the property for curb ramp construction.

Existing limestone curbs – a total of approximately 2,150 linear feet – will be removed and replaced with modern concrete curbing at the following locations: 1) On the south side of SR 56 between Silver Street and Tell Street; 2) Both sides of SR 56 between Tell Street and Vineyard Street; 3) On the south side of SR 56 between Vineyard Street and Union Street; 5) On both sides of SR 56 between Union Street and Main Cross Street: 6) In front of the Swiss Inn at 100 E. Main St. and across the street from that location along the north side of 216 N. Ferry St. In many of these locations, the integrity of the limestone curbs has been compromised due to having been paved over, damaged, or missing sections. All limestone curbing along Main Street within the National Register-listed Vevay Historic District will be removed. Approximately 40 – 50% of the limestone curbing is damaged, crumbling, missing, or is no longer visible due to paving or now being under soil. None of the limestone curbs will remain after this undertaking is completed. The removal and replacement of the limestone curbs will not diminish the characteristics that qualify the district for the NRHP. However, the removal of the curbing will affect the character, setting, and feeling of the National Register-listed Vevay Historic District. Additionally, two large, mature sycamore trees will be removed on the north side of E. Main St. in front of the Swiss Inn at 100 E. Main St. to accommodate the installation of the new sidewalk and curb. These large trees do contribute to the character, setting, and feel of the National Register-listed Vevay Historic District, as they have stood at the entrance of the Swiss Inn for nearly a century. The trees have damaged the existing sidewalk and partial limestone curb and cannot be avoided by the undertaking. The limestone curb and tree removal constitute an adverse effect to the Vevay Historic District.

Per 36 CFR 800.5(a)(2)(ii), there will be no “restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.”

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), there will be a change in “the character of the property’s use or of physical features within the property’s setting.” While the undertaking will not change the character of use of the Vevay Historic District, it will have an effect on its setting. Project changes will not significantly alter the historic configuration or material construction of roadways, sidewalks, intersections, and curb ramps within the historic district. Project activities generally involve the reconstruction of existing elements within the district, including curbs, curb ramps, and sidewalks. Limestone curbs will be removed and replaced with a modern concrete curb along SR 56/W. Main St. between Silver Street and Main Cross Street and in front of the

Swiss Inn at 100 E. Main St., as well as across the street on the north side of 216 N. Ferry St. The removal and replacement of the limestone curbs will change the physical features within the historic district. Approximately 0.108 acre of temporary right-of-way will be acquired from the historic district. The areas where temporary right-of-way is anticipated to be acquired is already in transportation use. Within the National Register-listed Vevay Historic District, approximately 0.108 acre of temporary right-of-way will be used for sidewalk replacement, ADA-compliant curb ramps, grading for driveway approach, and removal and replacement of storm sewer pipe at the following locations:

- 1) Contributing-rated Commercial Building, 414 Ferry St., 1,640 square feet (0.038 acre) temporary right-of-way along the western boundary of the property for sidewalk replacement;
- 2) Contributing-rated Bank, 402 Ferry St., 310 square feet (0.007 acre) temporary right-of-way at the southwest corner and along the western boundary of the property for sidewalk and curb ramp replacement and driveway approach reconstruction;
- 3) Contributing-rated Commercial Building, 401 Ferry St., 15 square feet (0.0003 acre) temporary right-of-way at the southeast corner of the property for sidewalk and curb ramp replacement;
- 4) Contributing-rated Commercial Building, 216 Ferry St., 15 square feet (0.0003 acre) temporary right-of-way at the northwest corner of the property for sidewalk and curb ramp replacement;
- 5) Non-contributing-rated Office, 502 Ferry St., 1070 square feet (0.025 acre) temporary right-of-way at the southwest corner of the property for removal and replacement of a storm sewer pipe;
- 6) National Register-listed Switzerland County Courthouse, 212 W. Main St., 44 square feet (0.001 acre) temporary right-of-way at the southeast corner of the property for curb ramp replacement;
- 7) Non-contributing-rated Commercial Building, 201 W. Main St., 43 square feet (0.001 acre) temporary right-of-way at the northeast corner of the property for curb ramp replacement;
- 8) Non-contributing-rated Industrial building, 108 E. Main St., 1470 square feet (0.034 acre) temporary right-of-way along the southern boundary of the property for sidewalk and curb replacement;
- 9) Contributing-rated House, 408 E. Main St., 100 square feet (0.002 acres) temporary right-of-way at the southeast corner of the property for curb ramp construction.

The two mature sycamore trees in front of the Swiss Inn at 100 E. Main St. will be removed due to sidewalk reconstruction and curb replacement. Over time, the trees/their roots have damaged the existing sidewalk as well as the limestone curbing in this location. Limestone curbing material is missing/partially present and in poor condition. The removal of the trees and limestone curbs will cause a change to the physical features within the property's setting and therefore rises to the level of an adverse effect.

Per 36 CFR 800.5(a)(2)(v), there will be an “introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” The reconstruction activities of the undertaking, including new pavement, sidewalks, curbs, and curb ramps, will be visible within the historic district. However, these project activities will not

significantly change the historic elements of the streets or sidewalks within the historic district due to the existing modern roadway, sidewalks, curbs, and curb ramps. Limestone curbs will be removed and replaced with modern curbs on the south side of SR 56/W. Main St. between Silver Street and Main Cross Street and on the north side of SR 56/W. Main St. between Tell Street and Vineyard Street and then between Union Street and Main Cross Street. While sections of the limestone curbs are damaged and in disrepair or missing altogether, other sections appear to be in good condition. Approximately 40% - 50% of the limestone curbs appear to be in poor condition. The removal and replacement within the Vevay Historic District of all limestone curbs with modern curbs will result in an adverse effect.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no “transfer, lease, or sale of the property out of Federal ownership or control.”

Hoosier Theatre, 209 Ferry Street (NR-0459, IHSSI 155-649-21443) – No Adverse Effect

The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)i) through (v), do not apply to the Hoosier Theatre.

Per 36 CFR 800.5(a)(2)(i), the undertaking would cause no “physical destruction of or damage to all or part of the property.” No temporary or permanent right-of-way will be required from the Hoosier Theatre. The undertaking would install new storm sewers under Ferry Street in front of the historic property. All the work for the project near the historic property would be within the existing right-of-way. Project activities would not cause physical destruction or damage to any part of the Hoosier Theatre.

Per 36 CFR 800.5(a)(2)(ii), there will be no “restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.”

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), there will be no change in “the character of the property’s use or of physical features within the property’s setting.” Project activities that include the installation of storm sewers beneath Ferry Street in front of the Hoosier Theatre and new sidewalk and curb ramps would take place approximately 100 feet northwest of the theatre at the intersection of Main Street and Ferry Street would not change the character of use or physical features within the setting of the Hoosier Theatre.

Per 36 CFR 800.5(a)(2)(v), there not be an “introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” The installation of new storm sewers beneath Ferry Street would not introduce visual, atmospheric, or audible elements that diminish the integrity of the significant historic features of the Hoosier Theatre.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no “transfer, lease, or sale of the property out of Federal ownership or control.”

Switzerland County Courthouse, 212 W. Main Street (NR-2134, IHSSI 155-649-21168) – No Adverse Effect

The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)i) through (v), do not apply to the Switzerland County Courthouse.

Per 36 CFR 800.5(a)(2)(i), the undertaking will cause no “physical destruction of or damage to all or part of the property.” Approximately 44 square feet of temporary right-of-way will be required from the southeast corner of the Switzerland County Courthouse for grading. The undertaking will remove and replace the existing sidewalk with an ADA-compliant curb ramp and sidewalk at the northwest corner of SR 56/W. Main St. and Liberty Street. On the attached plan sets, the existing wrought iron fence that surrounds the courthouse is marked “DND” for Do Not Disturb (see Appendix E for Plan Sheets).

Per 36 CFR 800.5(a)(2)(ii), there will be no “restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.”

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), there will be no change in “the character of the property’s use or of physical features within the property’s setting.” The project elements of removing and replacing the existing modern concrete curbs along the south side of the courthouse and the sidewalk with an ADA-compliant curb ramp and sidewalk at the northwest corner of SR 56 and Liberty Street will not change the character of the property’s use or its physical features within the property’s setting. The wrought iron fence that is present in this part of the historic property is marked “DND” for Do Not Disturb on the project plan sheets. Additionally, the mature sycamore trees located along the southern boundary of the courthouse property along W. Main St. will be avoided by the project and have been marked “DND” on the plan sheets.

Per 36 CFR 800.5(a)(2)(v), there not be an “introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” The activities of the undertaking, including the replacement of modern sidewalks, curbs, and the curb ramp adjacent to the historic property, would not diminish the integrity of the property’s significant historic features.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no “transfer, lease, or sale of the property out of Federal ownership or control.”

Edward Eggleston and George Cary House, 306 W. Main Street (NR-2054, IHSSI 155-649-21164) – No Adverse Effect

The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)i) through (v), do not apply to the Edward Eggleston and George Cary House.

Per 36 CFR 800.5(a)(2)(i), the undertaking will cause no “physical destruction of or damage to all or part of the property.” No temporary right-of-way and no permanent right-of-way will be required from the Edward Eggleston and George Cary House. The undertaking will replace the limestone curb adjacent to the historic property along SR 56/W. Main St. with a modern concrete curb, place a new storm sewer under the road surface, and resurface the roadway. All the work for the project near the historic property will be within the existing right-of-way. The trees in front of the property will not be disturbed. Project activities will not cause physical destruction or damage to any part of the Edward Eggleston and George Cary House.

Per 36 CFR 800.5(a)(2)(ii), there will be no “restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.”

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), there will be no change in “the character of the property’s use or of physical features within the property’s setting.” The undertaking will replace the limestone curb along SR 56 in front of the historic property, place a new storm sewer under the road surface, and resurface the roadway. All the work for the project near the historic property will be within the existing right-of-way. The trees in front of the property will not be disturbed. While the removal of the limestone curb in front of the Edward Eggleston and George Cary House is not within the historic property boundary, it will result in a slight change in the physical features of the setting of the historic property; however, removal of the limestone curbing will not affect the resource’s continued National Register listing.

Per 36 CFR 800.5(a)(2)(v), there will not be an “introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features.” The limestone curb replacement, storm sewer replacement, and road resurfacing will not introduce visual, atmospheric, or audible elements that diminish the integrity of the significant historic features of the Edward Eggleston and George Cary House.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no “transfer, lease, or sale of the property out of Federal ownership or control.”

Craftsman House, 102 W. Turnpike Street (IHSSI #155-648-21016) – No Adverse Effect

The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)(i) through (v), do not apply to the Craftsman House.

Per 36 CFR 800.5(a)(2)(i), the undertaking will cause no “physical destruction of or damage to all or part of the property.” Approximately 480 square feet of temporary right-of-way will be required from the Craftsman House to install an upgraded storm sewer line at the junction with an existing drain that adjoins the property. The scope of work is minor for the installation of an upgraded storm sewer line. There are no anticipated permanent physical impacts to the resource, nor will the project interfere with any protected activities, features, or attributes of the resource. The land will be restored to a condition at least as good as that which existed prior to the project. The work will be buried underground, and the area will be resodded. The existing modern roadway in front of the resource will be resurfaced

Per 36 CFR 800.5(a)(2)(ii), there will be no “restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.”

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), there will be no change in “the character of the property’s use or of physical features within the property’s setting.” Approximately 480 square feet of temporary right-of-way will be required from the Craftsman House to install an upgraded storm sewer line at the junction with an existing drain that adjoins the property. There are no anticipated permanent physical impacts to the resource, nor will the project interfere with any protected activities, features, or attributes of the resource. The land will be restored to a condition at least as good as that which existed prior to the project. The work will be buried underground, and the area will be resodded. The existing modern roadway in front of the resource will be resurfaced. The undertaking will not change the historic configuration or material construction of the Craftsman House or its property.

Per 36 CFR 800.5(a)(2)(v), there will not be an “introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features.” The acquisition of temporary right-of-way for upgrading the storm sewer line will ultimately be buried underground. The disturbed area will be graded and resodded after construction is complete. Also, the existing roadway in front of the Craftsman House will be resurfaced. None of these project activities will introduce elements that will diminish the integrity of the Craftsman House’s significant historic features.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no “transfer, lease, or sale of the property out of Federal ownership or control.”

Minimization and Mitigation Measures:

Within the current alternative, minimization measures have been taken in an effort to reduce the impact of the undertaking on historic properties and districts. An ADA-compliant curb ramp is to be installed at the northeast corner of SR 56 and Arch Street within the National Register-listed Vevay Historic District. Initially, the plans called for the sycamore tree on the corner to be removed to install the new ADA-compliant curb ramp. The sidewalk and curb ramp have been successfully redesigned to avoid the removal of the sycamore tree that is a contributing feature of the National Register-listed Vevay Historic District.

Additionally, the current alternative proposes to install the new curb lines along Main Street at their relatively existing elevations. By doing so, the grading of the grass plats between the sidewalk and the street will see minimal impact. If the curb line elevations were set otherwise, the grass plats would require extensive grading activities and dozens of the trees along Main Street would be threatened by damage or removal. This also allows for minimal impact to the front yards of properties behind the sidewalks where many of the historic features, such as wrought iron fences, exist. In order to accomplish this, the undertaking is designed obtaining an exception to standard criteria for cross-slope for the on-street parking lanes.

Minimization measures are also being taken at the northwest corner of SR 56 and Liberty Street for the installation of an ADA-compliant curb ramp. At that corner, a wrought iron fence is present surrounding the National Register-listed Switzerland County Courthouse. That wrought iron fence will not be disturbed although temporary right-of-way is being acquired adjacent to it for the installation of the curb ramp. A similar minimization measure will be carried out for an ADA-compliant curb ramp at the southeast corner of SR 56 and Union Street. A wrought iron fence is adjacent to where the ADA-compliant curb ramp will be installed. That wrought iron fence is part of the Ruter Chapel Methodist Church. While the church is not listed in the NRHP, it is a contributing resource to the National Register-listed Vevay Historic District. The fence will be avoided during the installation of the ADA-compliant curb ramp and is specifically called out to not be disturbed in the plans. In the downtown area where the pavement, curbs, and sidewalk are being fully replaced, the roadway cross slope was set to avoid direct impact to the adjacent buildings and store fronts. In order to accomplish this and still meet current ADA standards, the undertaking is designed obtaining an exception to standard criteria for cross-slope for the on-street parking lanes.

Part of the undertaking includes sidewalk and curb replacement in various parts of the project area, in particular along portions of the downtown corridors on SR 56 and 156 (Main Street) and Ferry Street. One area of sidewalk and curb replacement is in front of the Swiss Inn at 100 E. Main Street. In this area, the undertaking will require the removal of two mature sycamore trees for new sidewalk and curb to be installed. These sycamore trees have been in this location since at least the 1930s.

Avoidance and minimization efforts would not be able to prevent the removal of the trees. The trees have already damaged the existing curb and sidewalk. Also, new curb inlets will be added in this same area which is a deeper excavation than curb-only work. This same area is also where the pavement will be fully replaced. The trees' root systems would be damaged by the

pavement removal process to the extent that the trees would not survive. And because the project needs to install new pavement, sidewalks and curbing in this location, there is no choice but to remove the trees. In order to meet the purpose and need of the undertaking, specifically the need for curbs of adequate condition and height, along with the installation of curb inlets for good drainage conveyance, the trees will have to be removed. Mitigation measures include the following suggestions: 1) Tree planting (where appropriate) elsewhere in the National Register-listed Vevay Historic District; 2) Creation/installation of appropriate interpretive signage in front of the Swiss Inn to memorialize the removed sycamore trees. The interpretive signage would include photographic documentation of the trees that were removed in order to complete this project.

Limestone curbs will be removed and replaced with concrete curbs as part of this undertaking. Limestone curbs are present on the southside of SR 56/W. Main St. between Silver Street and Tell Street; on both sides of SR 56/W. Main St. between Tell Street and Vineyard Street; on the southside of SR 56/W. Main St. between Vineyard Street and Union Street; and on both sides of SR 56/W. Main St. between Union Street and Main Cross Street. Partial limestone curbs are present in small sections (a total of approximately 100 linear feet) in front of the Swiss Inn at 100 E. Main Street and also on the south side of E. Main Street across from the Swiss Inn. The undertaking is not able to avoid or minimize the impact on the limestone curbs. Mitigation measures include the following suggestions: repurpose the approximately 50%-60% of the limestone curbing that is still in good condition where feasible or offer them to the Town of Vevay.

6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

A Section 106 Early Coordination Letter (ECL), dated April 30, 2020, was sent to the following parties: 1) Delaware Tribe of Indians, Oklahoma; 2) Eastern Shawnee Tribe of Oklahoma; 3) Miami Tribe of Oklahoma; 4) Peoria Tribe of Indians of Oklahoma; 5) Pokagon Band of Potawatomi Indians; 6) Shawnee Tribe; 7) United Keetoowah Band of Cherokee Indians; 8) Indiana State Historic Preservation Officer (SHPO); 9) Switzerland County Historian; 10) Switzerland County Historical Society; 11) Switzerland County Council; 12) Vevay Town Council; 13) Vevay Main Street, Inc.; 14) Historic Vevay, Inc.; 15) Vevay Historic Review Board; 16) Switzerland County Commissioners; 17) Switzerland County Highway Department; 18) Indiana Landmarks – Southeast Field Office.

On May 1, 2020, Green 3, LLC (now SJCA Inc.) spoke to the Switzerland County Historian via telephone. The Switzerland County Historian accepted consulting party status and commented on the history of religious structures in Vevay and that the wrought iron fencing surrounding the courthouse and church should be incorporated into the project. The historian informed the consultant that there is no mayor in Vevay; there is an elected town council and Brandi Bear, the town treasurer, has agreed to be the contact. Ms. Bear was added to the consulting parties list.

On May 6, 2020, the Miami Tribe of Oklahoma accepted consulting party status.

On May 11, 2020, the SHPO staff responded to the ECL, noting that they were not aware of any additional parties that should be invited to participate in the Section 106 consultation; however,

they recommended inviting any property owners who might be affected by the taking of right-of-way from a potentially historic property.

On May 26, 2020, Indiana Landmarks accepted consulting party status and advised that the “work should avoid affecting the fencing around the courthouse if that sidewalk is to be replaced. Likewise, if the sidewalk along the Hoosier Theatre is to be replaced, it should not impact the building itself. We hold a protective façade easement on this property.”

Response: The project will avoid the fence around the Switzerland County Courthouse. Temporary right-of-way is being acquired at the corner of SR 56/W. Main St. and Liberty Street; however, the fence will be avoided in the construction of an ADA-compliant curb ramp on that corner. With regard to the Hoosier Theatre, the sidewalk and adjacent curbs in front of the building will not be replaced. The only work in front of the Hoosier Theatre is the installation of a new storm sewer pipe under the Ferry Street pavement from Main Street southward to past Market Street.

A letter distributed on July 23, 2020, notified consulting parties that a Historic Property Short Report (HPSR) (Zeigler, July 1, 2020) was available for review and comment.

In an email to Green 3/SJCA Inc. dated July 23, 2020, Janet Hendricks, Switzerland County Historian, clarified the remarks outlined in the HPSR report distribution letter, stating, “I informed [Green 3, LLC] that the Courthouse (circa 1863) and the Ruter Chapel United Methodist Church (1859) on Main Street in Vevay were very historic Buildings. The church, a Methodist shrine, is much closer to the street and could be impacted more than the Courthouse. I mentioned that both buildings (situated on Main Street and about one block between) had wrought iron fences. I am concerned for those fences and structures.”

Response: The project will avoid the fences around the Switzerland County Courthouse at the northwest corner of SR 56/W. Main St. and Liberty Street and Ruter Chapel United Methodist Church at the southeast corner of SR 56/W. Main St. and Union Street for the installation of ADA-compliant curb ramps.

On August 12, 2020, Cheryl Burress of Vevay Main Street emailed Green 3/SJCA Inc. accepting consulting party status and advising that she is the new president of the organization and the appropriate contact going forward.

In a letter dated August 17, 2020 (DHPA No. 25496), the SHPO staff responded to the HPSR stating, “regarding the Craftsman house at the intersection of W. Turnpike Street and Ferry Street (IHSSI #155-648-21016), we believe that the Bungalow contributes to the State Register-listed Vevay Historic District, but that also, it is one of the larger and most intact bungalows in the town. Thus, we also believe that this house is individually eligible for inclusion in the NRHP.” Additionally, SHPO staff stated, “we believe that the Most Sorrowful Mother of God Catholic Church (Indiana Historic Sites and Structures Inventory [“IHSSI”]#155-648-21466) contributes to the State Register-listed district. However, we do agree that it is not individually eligible for inclusion in the NRHP.”

Additionally, SHPO staff responded to the HPSR, stating that there were several issues with the maps attached in Appendix A of the HPSR. In particular, staff noted the Most Sorrowful Mother of God Catholic Church was omitted. Staff also asked for clarification on work being done south of the intersection of Main Street and Ferry Street since the map included was cut off.

Response: The original maps inadvertently displayed inaccurate project area information, and the revised maps have been corrected and reflect the current project limits. Maps showing the historic property boundaries and revised project area maps are enclosed for review and comment.

With regard to archaeological resources, an archaeologist who meets the Secretary of Interior's Professional Qualification Standards identified twenty-nine (29) sites within the project area (Smith, 11/8/2021). As a result of these efforts, sites 12-Sw-0456 through 12-Sw0484 were recommended not eligible for listing in the NRHP, and no further work was recommended. Please see Appendix D for a summary of the Archaeology Report.

On November 29, 2021, a letter was distributed to consulting parties notifying them that an Effects Letter and Archaeology Report (Tribes only) were available for review and comment. Fourteen (14) historic property owners were invited to become consulting parties (listed below). Those that responded are in boldface type.

Ronald D. and Lorrie A. Otter, historic property owner of 102 W. Turnpike St.
Mainsource Bank, historic property owner of 802 W. Main St. (Lot No. 2)
Kapes Building, LLC, historic property owner of 804 W. Main St. (Lot No. 1)
Switzerland County School Corporation, historic property owner of 1002 W. Main St.
Cory Hankins, historic property owner of 904 W. Main St.
Equity Trust Company, historic property owners of 502 N. Ferry St.
William T. and Susan J. Cord, historic property owner of 402 Ferry St.
Raymond E. and Stephanie L. Furnish, historic property owner of 414 N. Ferry St.
Jennifer Jo Scudder, historic property owner of 401 Ferry St.
Quaid Enterprises, LLC, historic property owner of 216 N. Ferry St.
Fisher Real Estate, LLC, historic property owner of 106 E. Main St.
Raymond J. and Eldora S. Byler, historic property owner of 201 W. Main St.
James F. Baker, historic property owner of 408 E. Main St.
Vevay Department of Parks and Recreation, historic property owner of 107 Ferry St. (Lots 244 and 245)

On December 1, 2021, the Peoria Tribe of Indians of Oklahoma responded to the Effects Letter and Archaeology Report that they were unaware of a direct link to the proposed project location, and they had no objection to the proposed project.

On December 13, 2021, a virtual Consulting Party Meeting was held via Microsoft Teams. The minutes from the meeting are included in the Consulting Party Correspondence in Appendix C.

On December 17, 2021, a letter was distributed to consulting parties notifying them that the Consulting Party Meeting minutes were available for review and comment.

In a letter dated December 20, 2021, SHPO staff responded to the Effects Letter, archaeology report, and Consulting Party Meeting minutes. The SHPO staff agreed that “the removal of all the limestone curbing along SR 56 and the removal of two mature trees at 100 E. Main Street in front of the Swiss Hotel (IHSSI #155-649-21177) would adversely affect this National Register-listed district.” SHPO staff also stated, “Regarding the archaeological resources, we note that due to the linear nature of the project area, the survey area only captured portions of many residential lots (primarily front lawns). Therefore, the boundaries of historical era sites 12Sw456 to 12Sw464 and 12Sw466 to 12Sw484 may extend outside of the surveyed area. As noted in the interpretation section of the archaeology report (Smith 9/8/21), the artifact assemblage recovered does provide preliminary data on the early 19th to mid-20th century economy of Vevay. Significant archaeological data may occur in these residential lots outside of the survey area.”

SHPO staff went on to note, “While the portion of archaeological sites 12Sw456 to 12Sw464 and 12Sw466 to 12Sw484 surveyed for this project do not appear eligible for inclusion in the NRHP and no further archaeological investigations are necessary within the project area, the site boundaries likely extend beyond the limits surveyed. The unsurveyed portions of sites 12Sw456 to 12Sw464 and 12Sw466 to 12Sw484 remain unevaluated for inclusion in the NRHP. If the project boundaries should change at these site locations, further archaeological investigations will be necessary to delineate the site boundaries and provide an evaluation for inclusion in the NRHP. The surveyed limits should be clearly marked at the locations of sites 12Sw456 to 12Sw464 and 12Sw466 to 12Sw484 so that unsurveyed portions of the sites are avoided by all ground-disturbing project activities.”

SHPO staff stated, “We concur with the opinion of the archaeologist, as expressed in the submitted archaeological reconnaissance survey report (Smith, 9/8/21), that site 12Sw465 does not appear eligible for inclusion in the NRHP, and no further archaeological investigations are necessary. Further, we concur with the recommendations for sites 12Sw226 and 12Sw333 that were resurveyed. Sites 12Sw226 and 12Sw333 were not encountered, have likely been destroyed within the survey area, and no further work is necessary.”

Lastly, SHPO staff stated, “Please note that site forms have not been submitted in SHAARD. Now would be an appropriate time to submit the site forms for sites 12Sw226 (resurvey), 12Sw333 (resurvey) and 12Sw456 to 12Sw484 for review and approval. Please send an email notification to Beth McCord once the forms have been submitted.”

Response: All site forms have been submitted in SHAARD.

On December 29, 2021, Jill Cord, co-owner (with her husband) of the First National Bank building (402 Ferry St., IHSSI #155-649-21484) located within the National Register-listed Vevay Historic District, emailed SJCA Inc. William and Jill Cord are invited consulting parties added during the distribution of the Effects Analysis. This email was received during the comment period for the Consulting Party Meeting Minutes. The email indicated their concern that the project may threaten the charm of the community. “The loss of twenty-two mature trees and the ornamental trees in our downtown will be extremely detrimental to our community and no amount of signage can mitigate the damage done. The loss of brick pavers which were

installed on the sidewalks not many years ago by a wonderful benefactor to our community, Paul Ogle, is quite disheartening. As the owners of the bank, we definitely need more information regarding the effects of the project on our property and the specific ‘land’ it will ‘take.’ We also need to know whether the ornamental tree that stands in front of our bank is safe.”

Response: Scott Henley of SJCA Inc. and Nick Batta of CMT scheduled a call with Mrs. Cord for Thursday, December 30, 2021, at 10 am. During the call, Mrs. Cord discussed the First National Bank building and its recent history. Nick Batta discussed the project and the removal of the brick pavers and the plans for what will replace them. The matter of the ornamental trees was discussed, and Mrs. Cord stated they looked nice, especially in the spring. Nick Batta noted the trees could be preserved, but that would be an overall downtown business owners and Town of Vevay decision. He also discussed the need for temporary right-of-way and the process for acquiring it. The notes taken during this call are included in the Consulting Party Correspondence in Appendix C. At the conclusion of the call, Mrs. Cord was satisfied with the project as Nick Batta described. She is supportive of the improvements the project will make, she had reservations since she wasn’t aware of all the details of the project and how the improvements would be made. Mrs. Cord did state she might speak with other downtown business owners and the Town about resetting the ornamental trees. Nick Batta did note that any change in decision about the trees would need to come from the Town of Vevay since it was the Town that wished to have them removed as part of this project.

Update: During the week of April 11, 2022, SJCA/CMT contacted the Town of Vevay to inquire about any citizen comments received by the Town regarding the “additional scope items” discussed in the consulting party meeting. Representative of the Town stated additional citizen comments had not been received on the items since the consulting party meeting.

Update: On July 5, 2022, Jill Cord emailed Nick Batta of CMT to follow up regarding the public meeting that is planned for this project and to reiterate some of her concerns regarding the project. Nick Batta responded that same day to let Mrs. Cord know that a public meeting will be held for this project; however, there has been a delay and will more than likely occur in the fall.

The finding will be advertised as a legal notice in a local paper, *The Switzerland Democrat* and the *Vevay Reveille Enterprise* (Vevay, IN), and the public will be given a 30-day period for comment on the finding of effects. This documentation will be revised to reflect any substantive comments received. No other consulting party comments were received. Copies of all consulting party correspondence are found in Appendix C.

APPENDIX

Appendix A – Maps

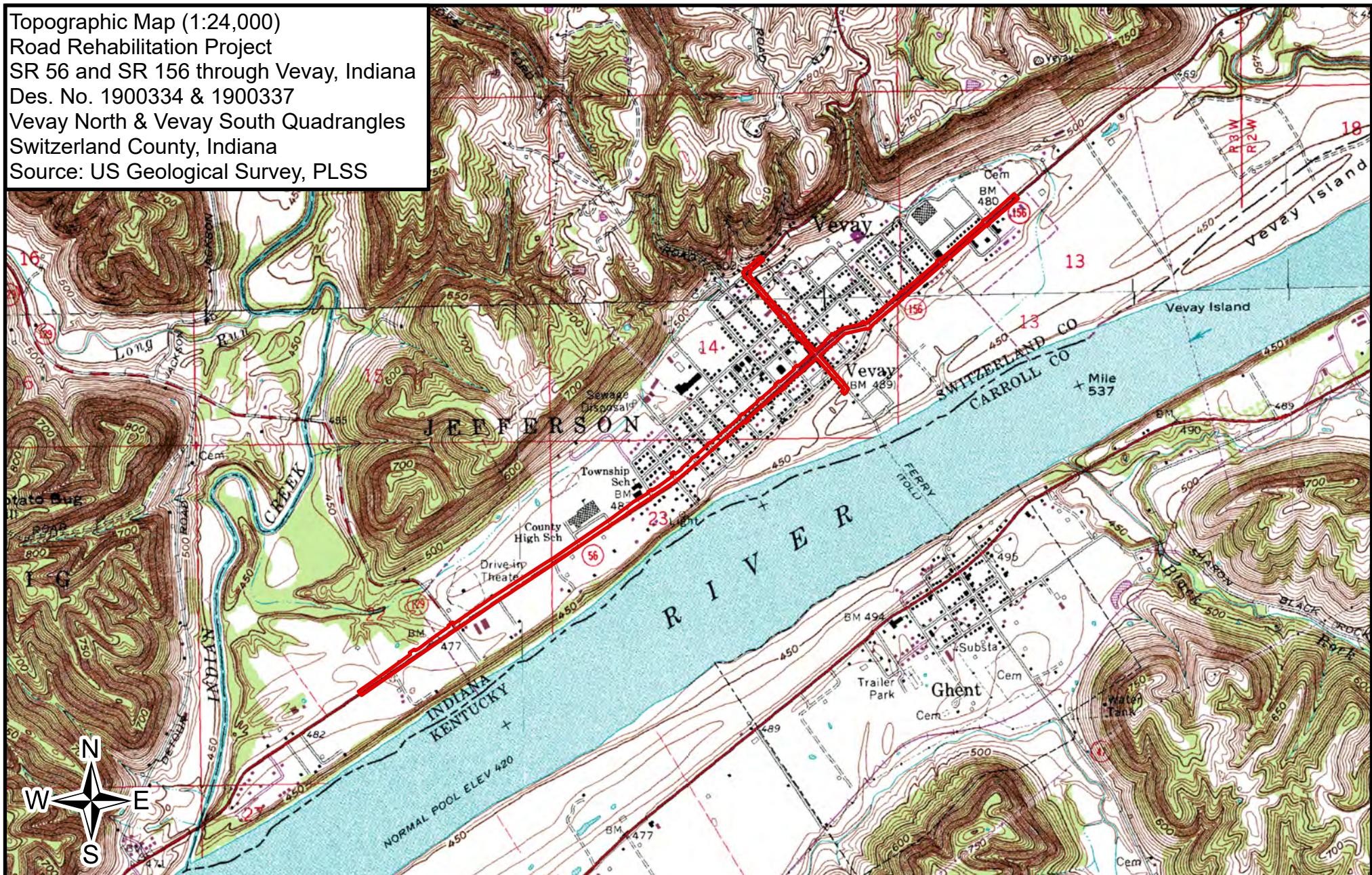
Appendix B – Photographs

Appendix C – List of Consulting Parties and Consulting Party Correspondence

Appendix D – Summaries of the HPSR and Archaeology Report

Appendix E – Plan Sheets

Topographic Map (1:24,000)
Road Rehabilitation Project
SR 56 and SR 156 through Vevay, Indiana
Des. No. 1900334 & 1900337
Vevay North & Vevay South Quadrangles
Switzerland County, Indiana
Source: US Geological Survey, PLSS



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Miles

Project Area

 SJCA

Aerial Map (1:15,811)
Road Rehabilitation Project
SR 56 and SR 156 through Vevay, Indiana
Des. No. 1900334 & 1900337
Switzerland County, Indiana
Source: NAIP 2018



Historic District Map (1:8,500)

Road Rehabilitation Project

SR 56 and SR 156 through Vevay, Indiana

Des. No. 1900334 & 1900337

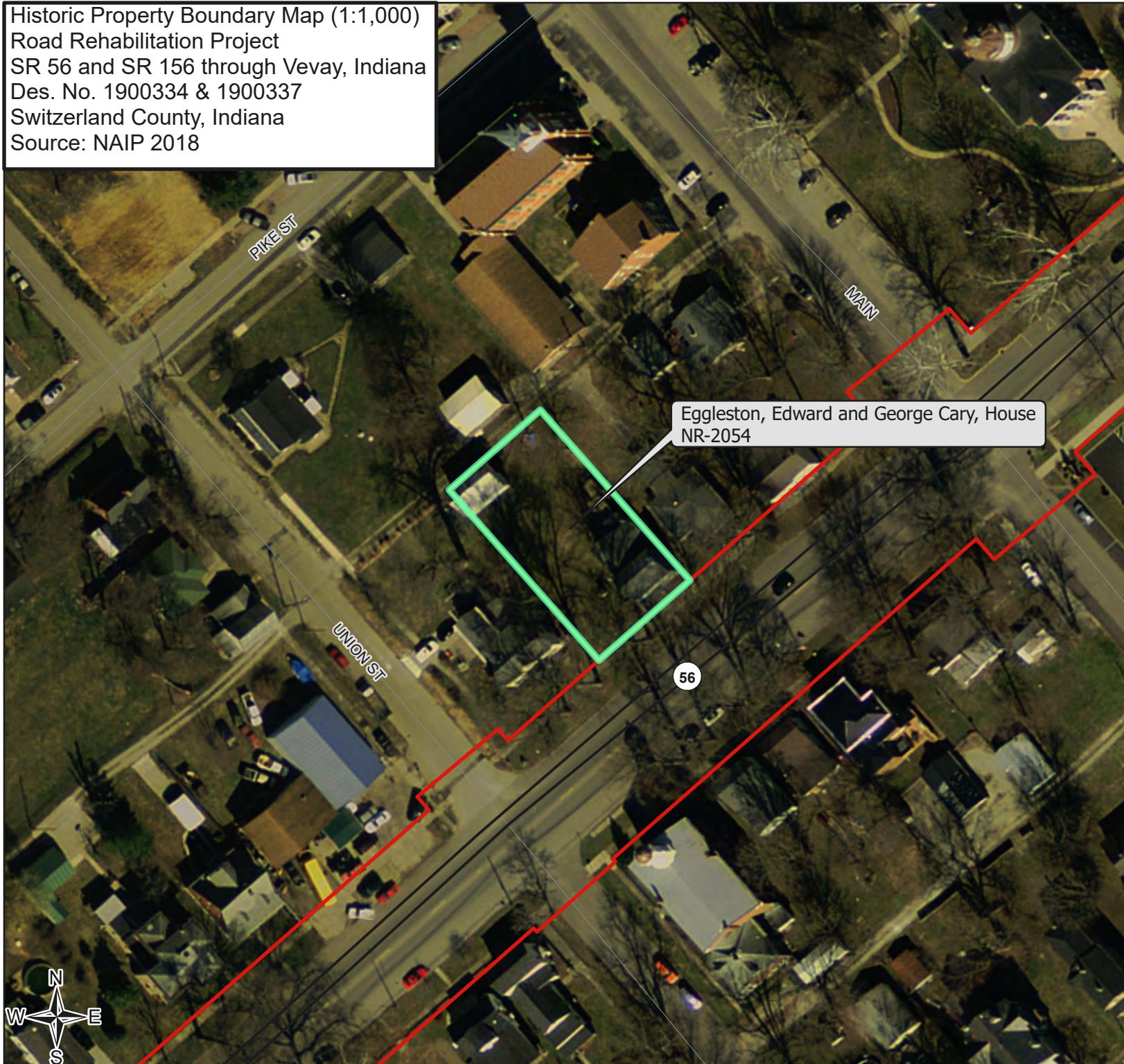
Switzerland County, Indiana

Source: NAIP 2018



National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U.S.
Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal

Historic Property Boundary Map (1:1,000)
Road Rehabilitation Project
SR 56 and SR 156 through Vevay, Indiana
Des. No. 1900334 & 1900337
Switzerland County, Indiana
Source: NAIP 2018



Historic Property Boundary Map (1:1,500)
Road Rehabilitation Project
SR 56 and SR 156 through Vevay, Indiana
Des. No. 1900334 & 1900337
Switzerland County, Indiana
Source: NAIP 2018



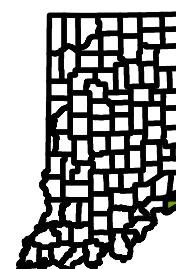
Historic Property Boundary Map (1:1,500)
Road Rehabilitation Project
SR 56 and SR 156 through Vevay, Indiana
Des. No. 1900334 & 1900337
Switzerland County, Indiana
Source: NAIP 2018



Historic Property Boundary Map (1:1,500)
Road Rehabilitation Project
SR 56 and SR 156 through Vevay, Indiana
Des. No. 1900334 & 1900337
Switzerland County, Indiana
Source: NAIP 2018



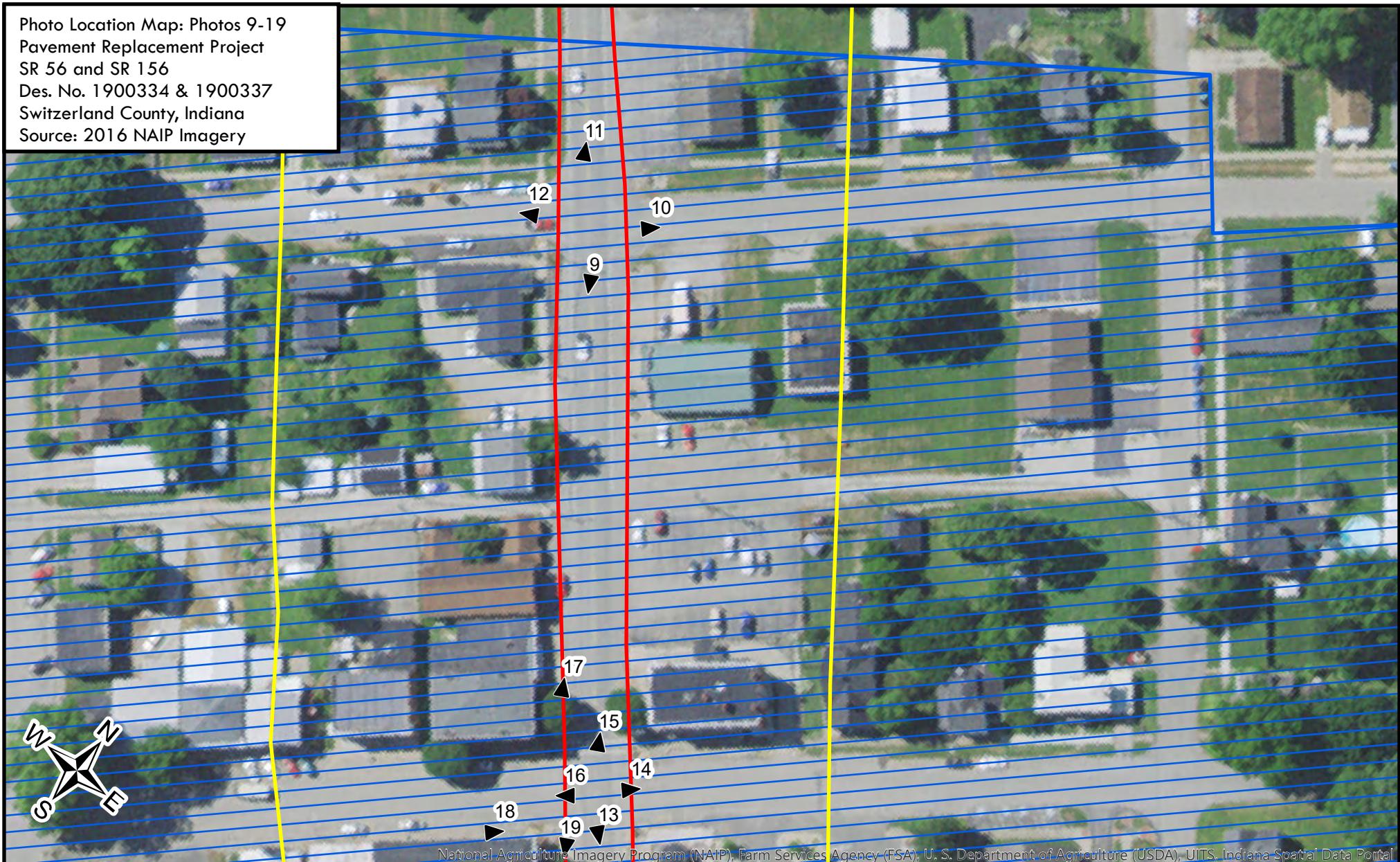
Photo Location Map: Photos 1-8
Pavement Replacement Project
SR 56 and SR 156
Des. No. 1900334 & 1900337
Switzerland County, Indiana
Source: 2016 NAIP Imagery



6/8/2020



Photo Location Map: Photos 9-19
Pavement Replacement Project
SR 56 and SR 156
Des. No. 1900334 & 1900337
Switzerland County, Indiana
Source: 2016 NAIP Imagery



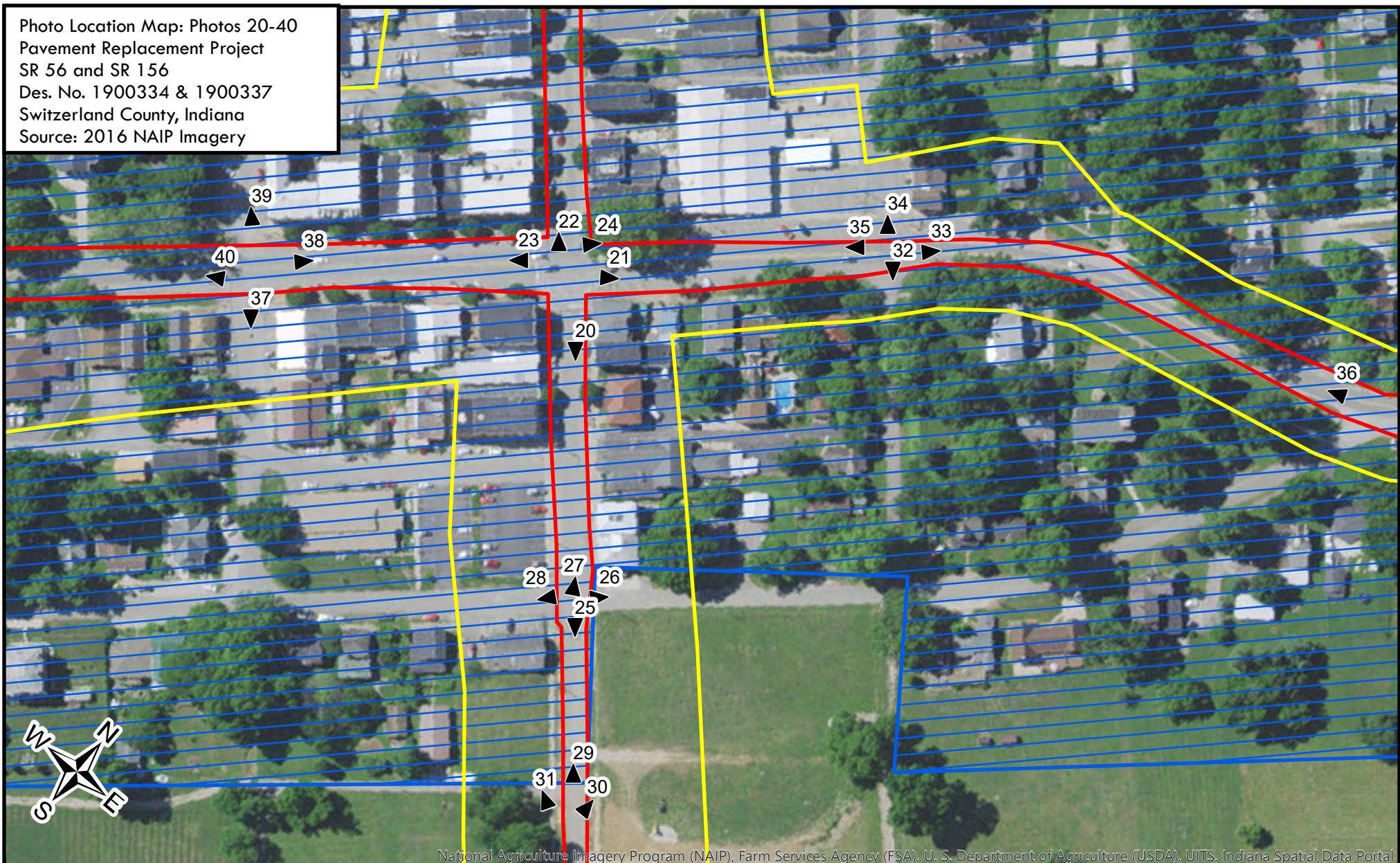
- Project Location
- National Historic District
- APE
- Photo Location
- State Historic District
- IHSSI Site



6/8/2020



Photo Location Map: Photos 20-40
Pavement Replacement Project
SR 56 and SR 156
Des. No. 1900334 & 1900337
Switzerland County, Indiana
Source: 2016 NAIP Imagery



National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal

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Miles

1:1,800

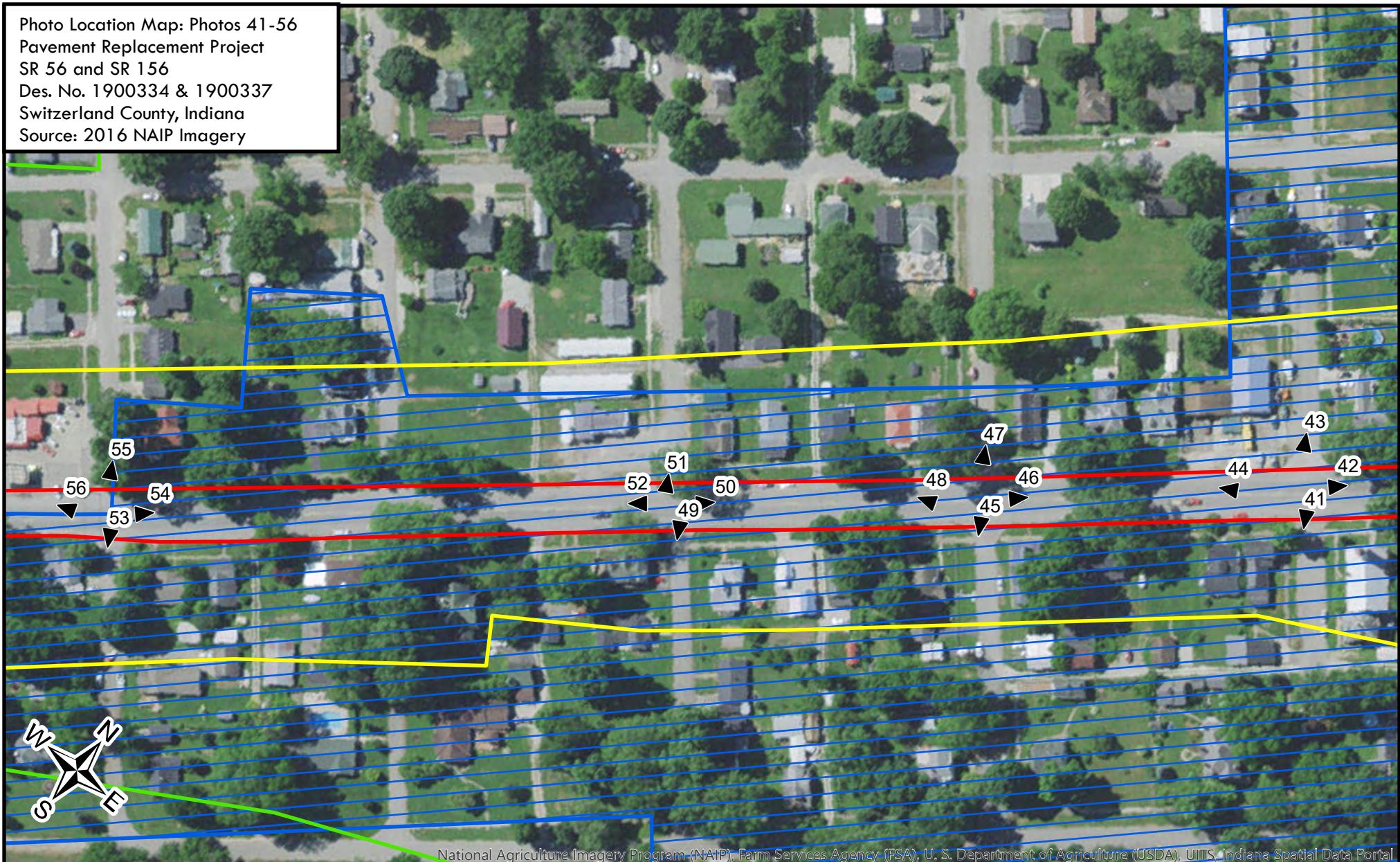
- Project Location
- National Historic District
- APE
- Photo Location
- State Historic District
- IHSSI Site



6/8/2020



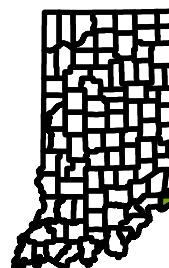
Photo Location Map: Photos 41-56
Pavement Replacement Project
SR 56 and SR 156
Des. No. 1900334 & 1900337
Switzerland County, Indiana
Source: 2016 NAIP Imagery



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Miles

1:1,800

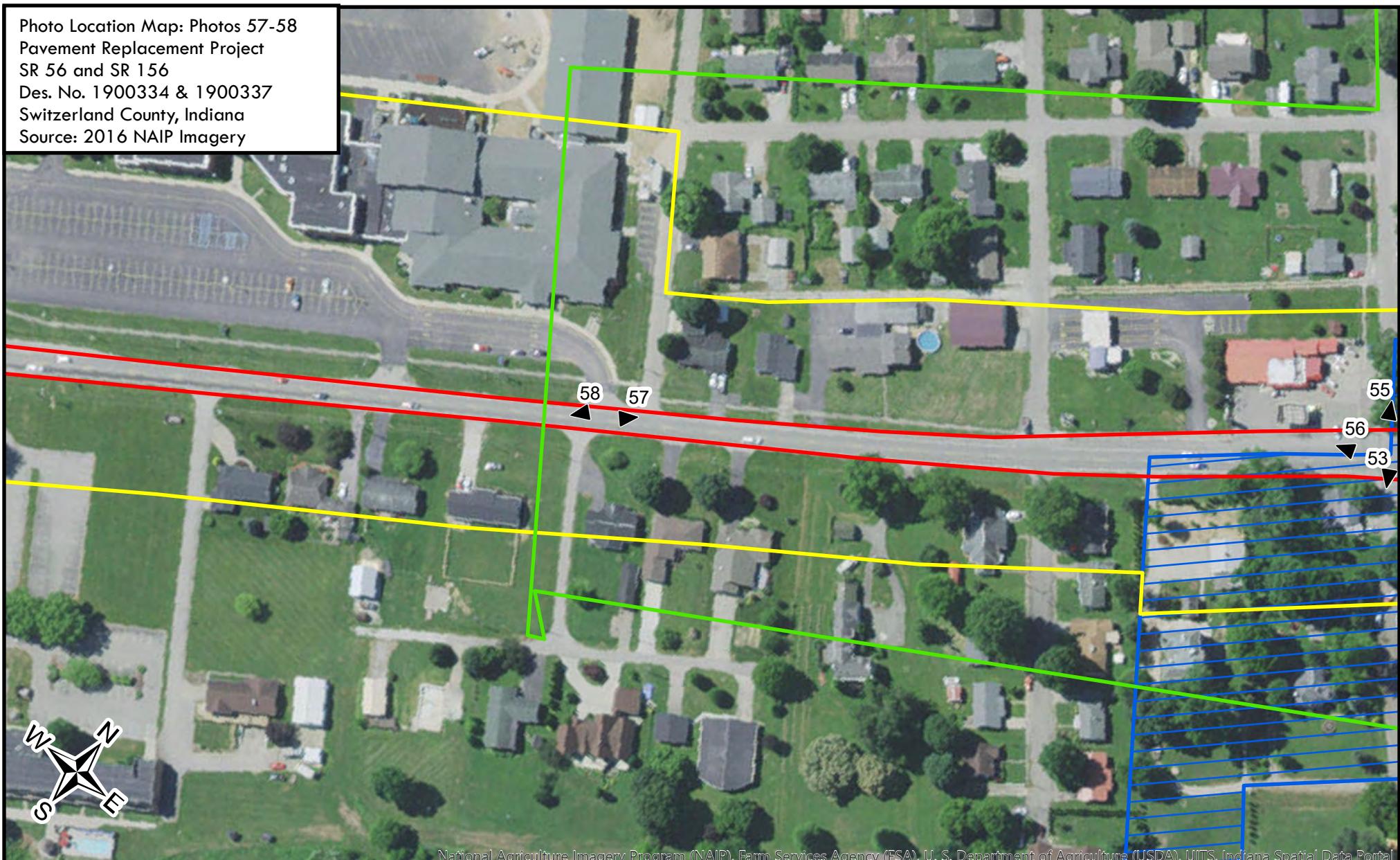
- Project Location
- National Historic District
- APE
- Photo Location
- State Historic District
- IHSSI Site



6/8/2020



Photo Location Map: Photos 57-58
Pavement Replacement Project
SR 56 and SR 156
Des. No. 1900334 & 1900337
Switzerland County, Indiana
Source: 2016 NAIP Imagery

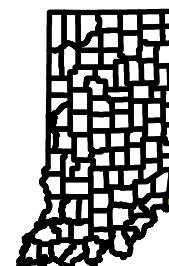


National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal

0 0.02 0.04
Miles

1:1,800

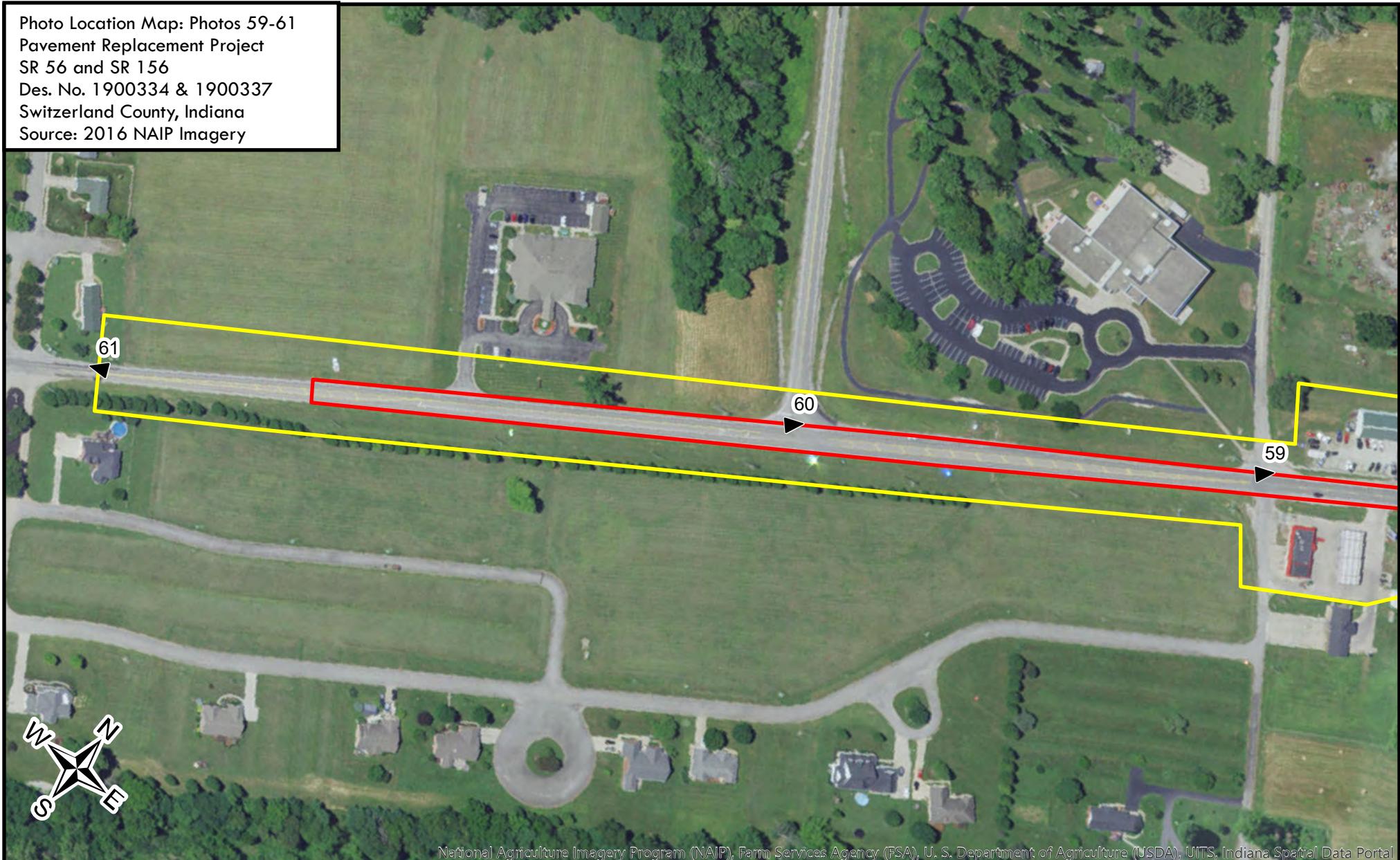
- Project Location
- National Historic District
- APE
- Photo Location
- State Historic District
- IHSSI Site



6/8/2020



Photo Location Map: Photos 59-61
Pavement Replacement Project
SR 56 and SR 156
Des. No. 1900334 & 1900337
Switzerland County, Indiana
Source: 2016 NAIP Imagery

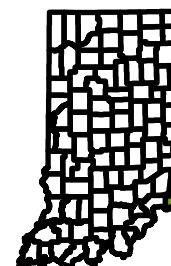


National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal

0 0.03 0.05
Miles

1:2,500

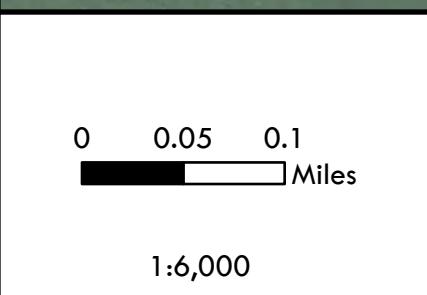
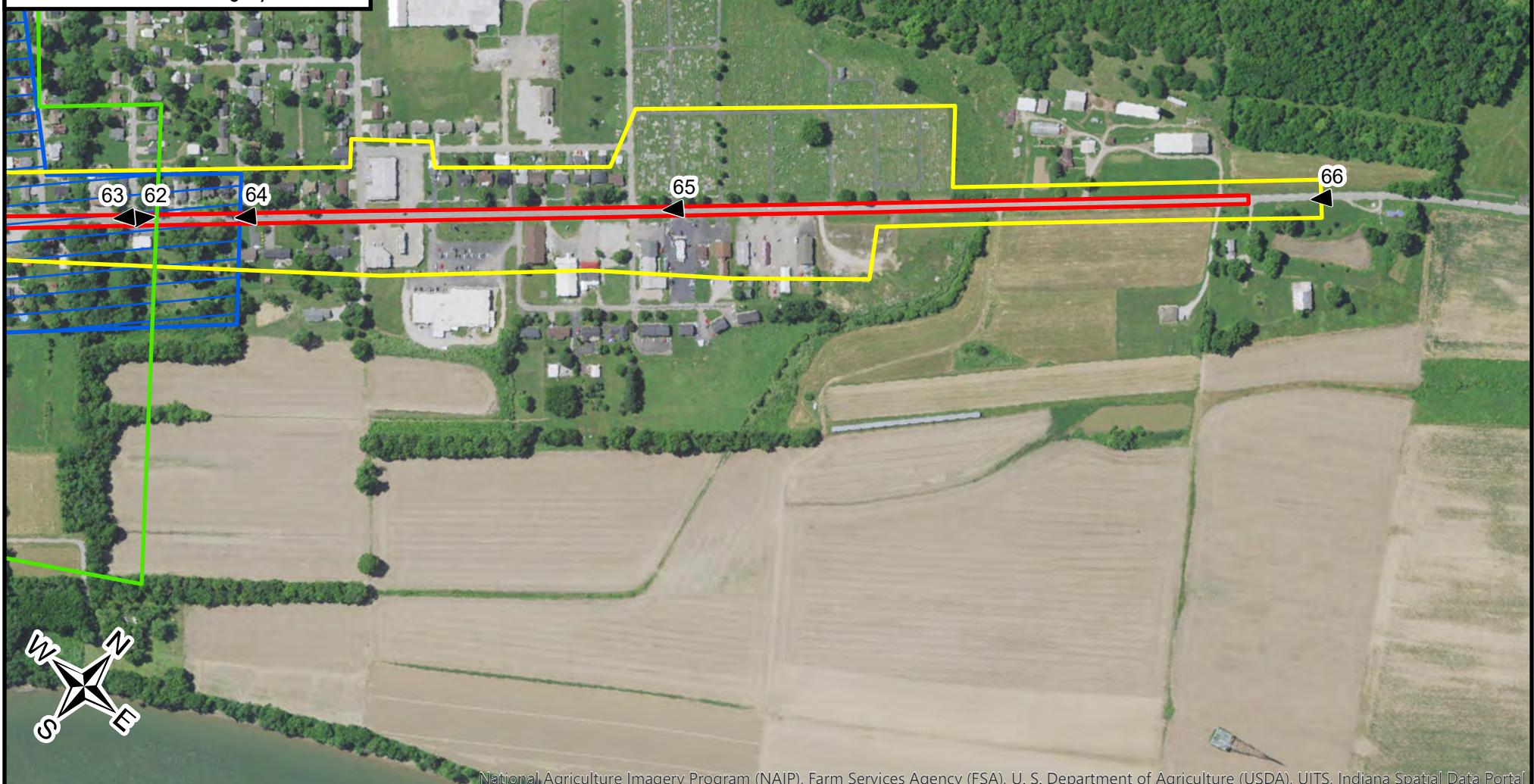
- Project Location
- National Historic District
- APE
- Photo Location
- State Historic District
- IHSSI Site



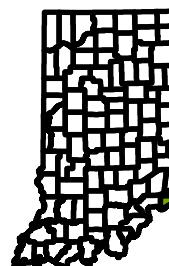
6/8/2020



Photo Location Map: Photos 62-66
Pavement Replacement Project
SR 56 and SR 156
Des. No. 1900334 & 1900337
Switzerland County, Indiana
Source: 2016 NAIP Imagery



- Project Location
- National Historic District
- APE
- Photo Location
- State Historic District
- IHSSI Site



6/8/2020





1. Looking southwest at end of APE



2. Looking northeast toward end of APE



3. Looking southwest at curve on Turn Pike Street at houses in the historic district



4. Looking southeast on Ferry Street from Turn Pike Street



5. South on Ferry Street from Jackson St.



6. East on Jackson St. from Ferry St



7. North on Ferry St. from Jackson St.



8. West on Jackson Street from Ferry St.



9. South on Ferry St. from Seminary St.



10. East on Seminary St. from Ferry St.



11. North on Ferry St. from Seminary St.



12. West on Seminary St. from Ferry St.



13. South on Ferry St. from Pike St.



14. East on Pike St. from Ferry St.



15. North on Ferry St. from Pike St.



16. West on Pike St. from Ferry St.



17. North at sidewalk treatments on Ferry St. and Pike St



18. East at sidewalk and gutter on Pike at Ferry St.



19. Sidewalk treatment on Ferry St. south of Pike St.



20. South on Ferry Street at Main St./SR 156



21. East on Main St./SR 156 from Ferry St.



22. North on Ferry St. from Main St./SR 156



23. West on Main St./SR 156 from Ferry St.



24. East on Main St./SR 156, sycamore trees and a short segment of stone sidewalk at Swiss Inn IHSSI 155-649-21177



25. South on Ferry St. from Market St.



26. East on Market St. from Ferry St.



27. North on Ferry St. from Market St.



28. West on Market St. from Ferry St.



29. North on Ferry St. from Kirks Way St.



30. Northeast at Park from Ferry St. and Kirks Way St. intersection.



31. West at Park from Ferry St. and Kirks Way St. intersection.



32. South at Walnut St. from Main St./SR 156



33. East on Main St./SR 156 from Walnut St.



34. North on Walnut St. from Main St./SR156



35. West on Main St./SR156 from Walnut St.



36. West from Greeley St/Market St. at end of APE



37. South on Liberty St. from SR 56



38. East on SR 56 from Liberty St.



39. North on Liberty St. from SR 56



40. West on Liberty St. from SR 56



41. South at Union St. from SR 56.



42. East at SR 56 from Union St.



43. North at Union St. from SR 56.



44. West at SR 56 from Union St.



45. South at Vineyard St. from SR 56.



46. East at SR 56 from Vineyard St.



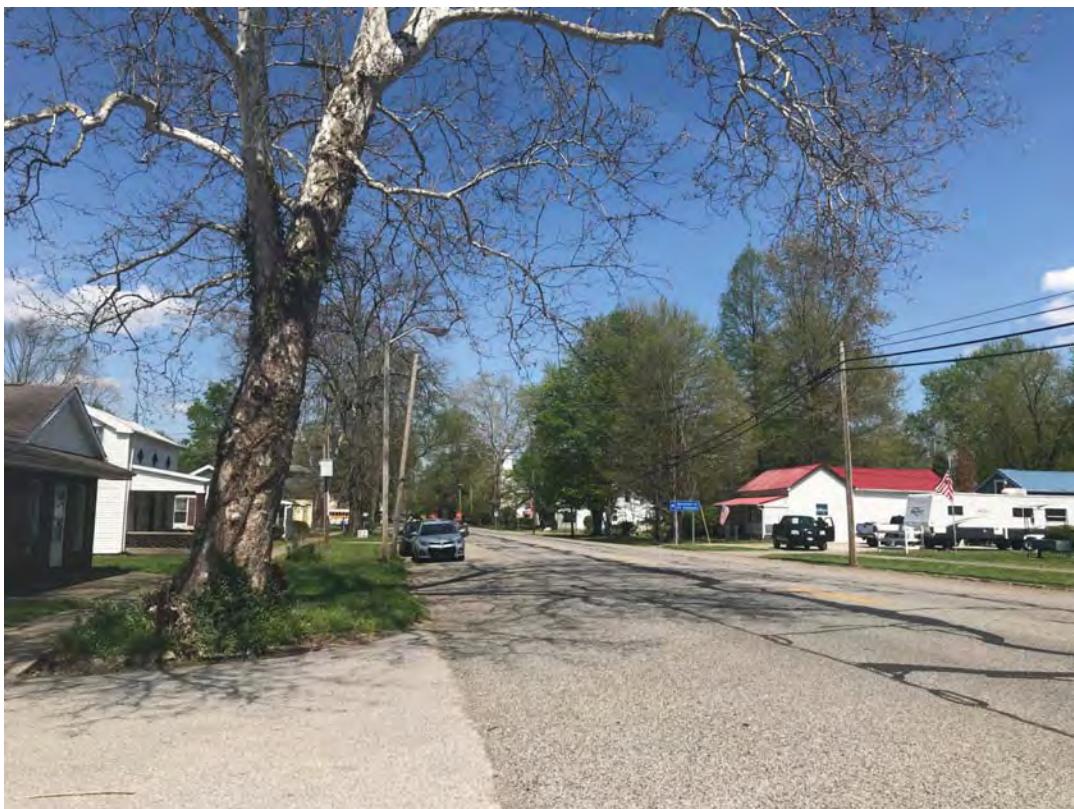
47. North at Vineyard St. from SR 56.



48. West at SR 56 from Union St.



49. South at Tell St. from SR 56



50. East at SR 56 from Tell St.



51. North at Tell St. from SR 56



52. West at SR 56 from Union St.



53. South at Arch St. from SR 56



54. East at SR 56 from Arch St.



55. North at Arch St. from SR 56



56. West at SR 56 from Union St.



57. East on SR 56 at end of project area, driveway in front of Jefferson Craig Elementary school-IHSSI 155-649-22010



58. West on SR 56 to end of APE



59. Looking east along SR 56 from about YMCA drive



60. Looking east along SR 56 and at junction with SR 129



61. Looking west on SR 56 from end of APE.



62. Looking east from Ohio Street at E. Main/SR 156



63. Looking west at E. Main St./SR 156 from Ohio St.



64. Looking west on E. Main St./SR 156 from just east of Woodfill St.



65. Looking west along SR 156 from second drive into Vevay Cemetery



66. Looking west along SR 156 from end of APE

CP Name	Organization	Email
Beth McCord	Indiana State Historic Preservation Office	BMCCORD@dnr.IN.gov
Danielle Kauffmann	Switzerland County Historian	Dkauffmann@dnr.IN.gov
Janet Hendricks	Switzerland County Historical Society	hendricksjanet050@gmail.com
Martha Bladen	Historic Vevay, Inc.	swcomuseums@embarqmail.com
Connie Adams	Switzerland County Council	coadmin@switzerlandcountycourthouse.org
Brandi Bear	Vevay Town Council	brandi@vevaytownhall.com
Cheryl Burress	Vevay Main Street, Inc.	vevaymainstreet@gmail.com
Ann Farnsley	Vevay Historic Review Board	
Jamie Peters	Switzerland County Commissioners	jim.peters@jlxtrememachine.com
Grant Dean	Switzerland County Highway Department	grant.switzco@gmail.com
Jerry Monjar	Indiana Landmarks- Southeast Field Office	jmonjar@yahoo.com
Darrell Keith		hwysuper@switzerlandcountycourthouse.org
Jarrad Holbrook		jholbrook@indianalandmarks.org

Tribes

Eastern Shawnee Tribe of Oklahoma
 Miami Tribe of Oklahoma
 Peoria Tribe of Indians of Oklahoma
 Pokagon Band of Potawatomi Indians
 Delaware Tribe of Indians, Oklahoma
 United Keetoowah Band of Cherokee Indians

Historic Property Owners

Raymond J. & Eldora S. Byler	201 W. Main St.	
Quaid Enterprises, LLC	216 N. Ferry St.	
Fisher Real Estate, LLC	106 E. Main St.	
Baker James F	408 E. Main St.	
Jennifer Jo Scudder	401 N. Ferry St.	
William T. & Susan J. Cord	402 N. Ferry St.	jillcord@hotmail.com
Raymond E. & Stephanie L. Furnish	414 N. Ferry St.	
Equity Trust Company Custodian FBO Dennis Gregory	502 W. Ferry St.	

Karen Wood

From: Chris Stanton
Sent: Thursday, April 30, 2020 10:09 AM
To: cslider@dnr.in.gov; hendricksjanet050@gmail.com; swcomuseums@embarqmail.com; brandi@vevaytownhall.com; vevaymainstreet@gmail.com; commishsc@outlook.com; mark.lohide@bwpmlp.com; hwysuper@switzerlandcountycourthouse.org; jholbrook@indianalandmarks.org
Cc: Nick Batta; connie@cresourcesinc.com; Karen Wood; Branigin, Susan; Miller, Shaun (INDOT); Kumar, Anuradha
Subject: RE: FHWA Project: Des. No. 1900334 & Des. No. 1900337; SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Switzerland County, Indiana
Attachments: SR56_SR156_PavementReplacement_Des1900334_ECL_2020_4_30.pdf

From: Chris Stanton
Sent: Thursday, April 30, 2020 10:02 AM
To: cslider@dnr.in.gov; hendricksjanet050@gmail.com; swcomuseums@embarqmail.com; brandi@vevaytownhall.com; vevaymainstreet@gmail.com; commishsc@outlook.com; mark.lohide@bwpmlp.com; hwysuper@switzerlandcountycourthouse.org; jholbrook@indianalandmarks.org
Cc: Nick Batta <nbatta@cmtengr.com>; connie@cresourcesinc.com; Karen Wood <karen@green3studio.com>; Branigin, Susan <SBranigin@indot.IN.gov>; Miller, Shaun (INDOT) <smiller@indot.IN.gov>; Kumar, Anuradha <akumar@indot.IN.gov>
Subject: FHWA Project: Des. No. 1900334 & Des. No. 1900337; SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Switzerland County, Indiana

Des. No.: **1900334 (lead) & 1900337**
Project Description: **Pavement Replacement and Rehabilitation Project**
Location: **SR 56 and SR 156, Town of Vevay, Switzerland County, Indiana**

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the State Road (SR) 56 and SR 156 Pavement Replacement and Rehabilitation Project, Des. No. 1900334 (lead) and Des. No. 1900337.

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:

State Historic Preservation Officer
Switzerland County Historian
Switzerland County Historical Society
Switzerland County Council
Mayor of Vevay
Vevay Main Street, Inc.
Historic Vevay, Inc.
Vevay Historic Review Board
Switzerland County Commissioners
Switzerland County Highway Department

Indiana Landmarks- Southeast Field Office
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
United Keetoowah Band of Cherokee Indians

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.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your 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 a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

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.

Thank you in advance for your input,

Chris Stanton
Cultural Resource Specialist



Karen Wood

From: Branigin, Susan <SBranchin@indot.IN.gov>
Sent: Thursday, April 30, 2020 11:18 AM
To: thpo@estoo.net; dhunter@miamination.com; lpappenfort@peoriatribes.com; Matthew.Bussler@pokagonband-nsn.gov; tonya@shawnee-tribe.com; lheady@delawaretribe.org; wwarrior@ukb-nsn.gov
Cc: Allen, Michelle (FHWA) (michelle.allen@dot.gov); Miller, Shaun (INDOT); Mankin, Travis; Chris Stanton; Karen Wood; Branigin, Susan
Subject: FHWA Project: Des. No. 1900334 & Des. No. 1900337; SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Switzerland County, Indiana
Attachments: SR56_SR156_PavementReplacement_Des1900334_ECL_2020_4_30.pdf

Des. No.: **1900334 (lead) & 1900337**
Project Description: **Pavement Replacement and Rehabilitation Project**
Location: **SR 56 and SR 156, Town of Vevay, Switzerland County, Indiana**

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the State Road (SR) 56 and SR 156 Pavement Replacement and Rehabilitation Project, Des. No. 1900334 (lead) and Des. No. 1900337.

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:

State Historic Preservation Officer
Switzerland County Historian
Switzerland County Historical Society
Switzerland County Council
Mayor of Vevay
Vevay Main Street, Inc.
Historic Vevay, Inc.
Vevay Historic Review Board
Switzerland County Commissioners
Switzerland County Highway Department
Indiana Landmarks- Southeast Field Office
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Delaware Tribe of Indians, Oklahoma
United Keetoowah Band of Cherokee Indians

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.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your 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 a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

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.

Susan R. Branigin

History Team Lead

Cultural Resources Office

Environmental Services

100 N. Senate Ave., Rm. N642-ES

Indianapolis IN 46204

Office: (317) 232-2969

Email: sbranigin@indot.in.gov



**** Historic Property Report (HPR) guidelines can be found [here](#)**

***Design Memorandum 18-02 regarding the new procedures for Historic Bridge Alternatives Analysis Documents can be found here: <http://www.in.gov/dot/div/contracts/standards/memos/2018/18-02%20ta%20Historic%20Bridge.pdf>**



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

April 30, 2020

This letter was sent to the listed parties.

RE: State Road (SR) 56 and 156 Pavement Replacement and Rehabilitation Project, Des. No. 1900394 (lead) and Des. No. 1900337; Switzerland County, Indiana

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the State Road (SR) 56 and SR 156 Pavement Replacement and Rehabilitation Project, Des. No. 1900334 (lead) and Des. No. 1900337. Crawford, Murphy, and Tilly is under contract with INDOT 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. Numbers and project description in your reply and your comments will be incorporated into the formal environmental study.

The proposed undertaking is divided into two (2) Des Nos.: 1) Des. 1900334 (lead Des. No.) on SR 56, encompasses the area 0.19 mile west of the West Junction of SR 129 to 0.38 mile east of the West Junction of SR 156 (Walnut Street); and 2) Des. 1900337 on SR 156, from the West Junction of SR 56 to 0.75 mile east of the West Junction of SR 56. Both Des. Nos. are in Switzerland County, Indiana. Both Des. Nos. are within Jefferson Township; Vevay South and Vevay North USGS Topographic Quadrangles; Sections 22, 23, 14, and 13; Township 2 North; Range 3 West.

The purpose of the project is to extend the service life of the existing pavement, improve ride-ability of the roadway, enhance pedestrian safety through Americans with Disabilities Act (ADA) standards compliance, and to reestablish positive drainage. The need of the project is based on the deteriorating pavement surface, lack of concrete curbs, non-compliant ADA curb ramps, and ineffective storm sewer drainage. The proposed undertaking for Des. Nos. 1900334 and 1900337 includes pavement overlay, drainage improvements, replacing sidewalk and curbs, and meeting current ADA standards with replacement compliant curb ramps. Possible traffic signal improvements are also anticipated for this project.

The proposed undertaking for Des. No. 1900334 along SR 56 includes the following:

- 1.5" mill and overlay from 0.19 mile west of the West Junction of SR 129 to Cedar Street;
- 4" mill with curb and some storm sewer replacement would be implemented from Cedar Street to Ferry Street, and then from Pike Street to Walnut Street;
- Pavement, curb, storm sewer, and sidewalk replacement from Main Street to Pike Street on both sides of the street.

For Des. No. 1900337 along SR 156, the proposed undertaking includes the following:

- 4" mill and overlay with curb and some sewer replacement will be undertaken from Walnut Street to 0.75 mile east of the West Junction of SR 56;
- Pavement, curb, and sidewalk replacement from Ferry Street to Walnut Street;
- New storm sewer installation from Ferry Street to Walnut Street

It is anticipated that right of way (ROW) will be required; however, the amounts (permanent or temporary) are unknown at this time. Letting is planned for 2023.

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 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 <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

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. There are four (4) historic resources listed on the National Register of Historic Places (National Register) within the proposed area of potential effects:

1. Vevay Historic District, NR-0147/NR-2350, listed in 1977 (Indiana Register of Historic Places) and 2019 (National Register);
2. Edward and George Cary Eggleston House, NR-2054, listed in 1973;
3. Switzerland County Courthouse, NR-2134, listed in 2009;
4. Old Hoosier Theatre, NR-0459, listed in 1982

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.

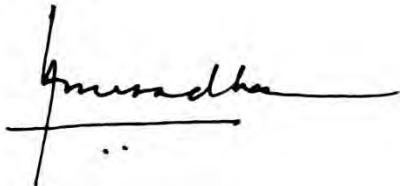
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time 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 Chris Stanton of Green 3, LLC at (317) 634-4110 or stanton@green3studio.com. All future responses regarding the proposed project should be forwarded to Green 3, LLC at the following address:

Chris Stanton
Cultural Resource Specialist
Green 3, LLC
1104 Prospect Street
Indianapolis, IN, 46203
stanton@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

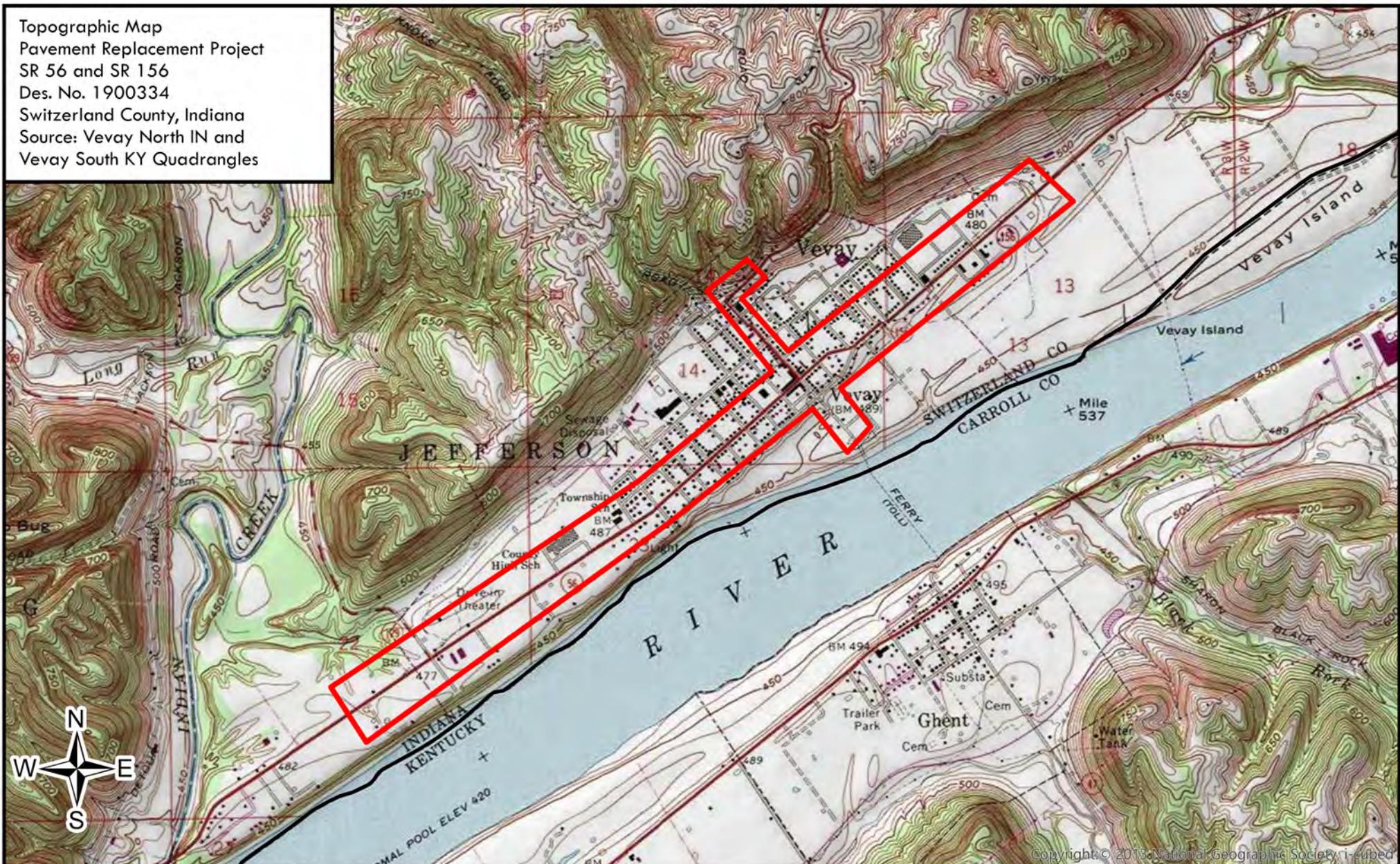
Enclosures:

Topographic Map

Distribution List:

State Historic Preservation Officer, Cslider@dnr.in.gov
Switzerland County Historian, hendricksjanet050@gmail.com
Switzerland County Historical Society, swcomuseums@embarqmail.com
Switzerland County Council
Vevay Town Council, Brandi@vevaytownhall.com
Vevay Main Street, Inc., vevaymainstreet@gmail.com
Historic Vevay, Inc.
Vevay Historic Review Board
Switzerland County Commissioners, commishsc@outlook.com,
mark.lohide@bwpmlp.com,
Switzerland County Highway Department, hwysuper@switzerlandcountycourthouse.org
Indiana Landmarks- Southeast Field Office, jholbrook@indianalandmarks.org
Delaware Tribe of Indians, Oklahoma
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
United Keetoowah Band of Cherokee Indians

Topographic Map
Pavement Replacement Project
SR 56 and SR 156
Des. No. 1900334
Switzerland County, Indiana
Source: Vevay North IN and
Vevay South KY Quadrangles



0 0.23 0.45
Miles

Project Area

1:24,000

4/14/2020



**Memo**

Date: May 1, 2020

Re: SR 56 and SR 156 Pavement
Replacement and Rehabilitation
Project, Des. No. 1900334

One of Green 3, LLC's qualified professional historians called Janet Hendricks, the Switzerland Co Historian to discuss the SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Des. No. 1900334. A summary of the phone call is described below:

- Ruter Chapel United Methodist Church- 1850s, Methodist episcopal. Named after Calvin Ruter, who is a big deal in Vevay.
- Church sanctuaries are on second floor of churches in rivertowns.
- Market and Main Street, original Presbyterian church, built by Swiss settlers, is now a museum.
- Cedar Street changed to Cedar Avenue
- Original wrought iron fencing next to courthouse and church should be incorporated into project going forward.
- There is no mayor. Vevay elects a town council instead. Brandi Bear, town treasurer, has agreed to be our contact.



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

May 6, 2020

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

Re: Des. No. 1900334 & Des. No. 1900337; SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Switzerland County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Miller:

Aya, kikwehsitoole – I show you respect. My name is Diane Hunter, and I am the Tribal Historic Preservation Officer for the Federally Recognized Miami Tribe of Oklahoma. In this capacity, I am the Miami Tribe's point of contact for all Section 106 issues.

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, as this project is within the aboriginal homelands of the Miami Tribe, 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

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



May 11, 2020

Chris Stanton
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 State Road 56 and 156 Pavement Replacement and Rehabilitation project in Vevay, Switzerland County, Indiana (Des. No. 1900334 & 1900337; DHPA No. 25496)

Dear Mr. Stanton:

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” or “INDNR-DHPA”) has reviewed your April 30, 2020 review request submittal form which enclosed INDOT’s early coordination letter, which we received the same day for the aforementioned project.

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. However, if right-of-way is likely to be taken from a potentially historic property, it might be advisable to invite the owner of that property as soon as possible. In your next regular correspondence on this project, please advise us as to which of the invited consulting parties has accepted the invitation.

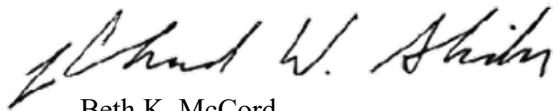
We look forward to reviewing the proposed area of potential effects and the reports on investigations of above-ground cultural resources and archaeological resources that the early coordination letter indicated will be forthcoming.

The Indiana SHPO staff’s archaeological reviewer for this project is Beth McCord, and the structures reviewer is Danielle Kauffmann. 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.

Chris Stanton
May 11, 2020
Page 2

In all future correspondence about the proposed SR 56 and 156 pavement replacement and rehabilitation project in Vevay, Switzerland County (Des. No. 1900334 and 1900337), please refer to DHPA No. 25496.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Shirley Clark, INDOT
Chris Stanton Green 3, LLC
Beth McCord, INDNR-DHPA
Danielle Kauffmann, INDNR-DHPA

Karen Wood

From: Jarrad Holbrook <jholbrook@indianalandmarks.org>
Sent: Tuesday, May 26, 2020 9:21 AM
To: Chris Stanton
Subject: Re: FHWA Project: Des. No. 1900334 & Des. No. 1900337; SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Switzerland County, Indiana

Chris,

After reviewing the proposed work, I have no inherent objections to the proposed work. I do have concerns with regards to two particular historic properties identified. The work should avoid affecting the fencing around the courthouse if that sidewalk is to be replaced. Likewise, if the sidewalk along the Hoosier Theatre is to be replaced, it should not impact the building itself. We hold a protective façade easement on this property.

Thanks and stay well,
Jarrad

Jarrad Holbrook
Director, Southeast Field Office

Indiana Landmarks
Veraestau Historic Site
4696 Veraestau Lane
Aurora, IN 47001
Ph. 812-926-0983, 800-450-4534
www.indianalandmarks.org

Indiana Landmarks revitalizes communities, reconnects us to our heritage, and saves meaningful places.

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From: Chris Stanton <stanton@green3studio.com>
Date: Thursday, April 30, 2020 at 10:09 AM
To: "cslider@dnr.in.gov" <cslider@dnr.in.gov>, "hendricksjanet050@gmail.com" <hendricksjanet050@gmail.com>, Martha Bladen <swcomuseums@embarqmail.com>, "brandi@vevaytownhall.com" <brandi@vevaytownhall.com>, "vevaymainstreet@gmail.com" <vevaymainstreet@gmail.com>, "commishsc@outlook.com" <commishsc@outlook.com>, "mark.lohide@bwpmlp.com" <mark.lohide@bwpmlp.com>, "hwysuper@switzerlandcountycourthouse.org" <hwysuper@switzerlandcountycourthouse.org>, Jarrad Holbrook <jholbrook@indianalandmarks.org>
Cc: Nick Batta <nbatta@cmtengr.com>, Connie Zeigler <connie@cresourcesinc.com>, Karen Wood <karen@green3studio.com>, "Branigin, Susan" <SBranigin@indot.IN.gov>, "Miller, Shaun (INDOT)" <smiller@indot.IN.gov>, "Kumar, Anuradha" <akumar@indot.IN.gov>
Subject: RE: FHWA Project: Des. No. 1900334 & Des. No. 1900337; SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Switzerland County, Indiana

Karen Wood

From: Karen Wood
Sent: Thursday, July 23, 2020 12:07 PM
To: McCord, Beth K; Kauffmann, Danielle M; hendricksjanet050@gmail.com; swcomuseums@embarqmail.com; auditor@switzerlandcountycourthouse.org; Brandi@vevaytownhall.com; vevaymainstreet@gmail.com; jmonjar@yahoo.com; commishsc@outlook.com; hwysuper@switzerlandcountycourthouse.org; jholbrook@indianalandmarks.org
Cc: Branigin, Susan; Ross, Anthony; Miller, Shaun (INDOT); akumar@indot.in.gov; connie@cresourcesinc.com; Erin Mulryan
Subject: FHWA Project: Des. No. 1900334 & 1900337; SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Switzerland County, Indiana
Attachments: SR56_SR156PavementReplacement_Des1900334_reportdistribletter_2020-7-23.pdf

Des. No.: 1900334 (lead) & 1900337

Project Description: Pavement Replacement and Rehabilitation Project

Location: SR 56 and SR 156, Town of Vevay, Switzerland County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Des. No. 1900334 (lead) and Des. No. 1900337. The Section 106 Early Coordination Letter for this project was originally distributed on April 30, 2020.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. 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.

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.

Thank you in advance for your input,

Karen Wood

Environmental and Cultural Resources Manager

g r e e n • 3



Historic Fountain Square
1104 Prospect Street
Indianapolis, IN 46203

p 317.634.4110
f 866.422.2046 (toll free)

Karen Wood

From: Ross, Anthony <ARoss3@indot.IN.gov>
Sent: Thursday, July 23, 2020 1:55 PM
To: thpo@estoo.net; Diane Hunter; lpappenfort@peoriatribes.com; Matthew Bussler (Matthew.Bussler@pokagonband-nsn.gov); tonya@shawnee-tribe.com; lheady@delawaretribe.org; wwarrior@ukb-nsn.gov
Cc: Branigin, Susan; Miller, Shaun (INDOT); Allen, Michelle (FHWA); Karen Wood
Subject: FHWA Project: Des. No. 1900334 & 1900337; SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Switzerland County, Indiana
Attachments: SR56_SR156PavementReplacement_Des1900334_reportdistribletter_2020-7-23.pdf

Des. No.: 1900334 (lead) & 1900337

Project Description: Pavement Replacement and Rehabilitation Project

Location: SR 56 and SR 156, Town of Vevay, Switzerland County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Des. No. 1900334 (lead) and Des. No. 1900337. The Section 106 Early Coordination Letter for this project was originally distributed on April 30, 2020.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. 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.

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.

Thank you in advance for your input,

Anthony Ross, Ph.D.
LPA Program Administrator
Cultural Resources Office
Environmental Services
100 N. Senate Ave., Room N642-ES
Indianapolis, IN 46204
Office: (317) 234-0142
Email: aross3@indot.in.gov





INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

July 23, 2020

This letter was sent to the listed parties.

RE: Dual Review Project: SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Des. No. 1900334 (lead) and Des. No. 1900337; Switzerland County, Indiana

Dear Consulting Party,

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the State Road (SR) 56 and SR 156 Pavement Replacement and Rehabilitation Project, Des. No. 1900334 (lead) and Des. No. 1900337.

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 April 30, 2020.

The proposed undertaking is divided into two (2) Des Nos.: 1) Des. 1900334 (lead Des. No.) on SR 56, encompasses the area 0.19 mile west of the West Junction of SR 129 to 0.38 mile east of the West Junction of SR 156 (Walnut Street); and 2) Des. 1900337 on SR 156, from the West Junction of SR 56 to 0.75 mile east of the West Junction of SR 56. Both Des. Nos. are in Switzerland County, Indiana. Both Des. Nos. are within Jefferson Township; Vevay South and Vevay North USGS Topographic Quadrangles; Sections 22, 23, 14, and 13; Township 2 North; Range 3 West.

The purpose of the project is to extend the service life of the existing pavement, improve ride-ability of the roadway, enhance pedestrian safety through Americans with Disabilities Act (ADA) standards compliance, and to reestablish positive drainage. The need of the project is based on the deteriorating pavement surface, lack of concrete curbs, non-compliant ADA curb ramps, and ineffective storm sewer drainage. The proposed undertaking for Des. Nos. 1900334 and 1900337 includes pavement overlay, drainage improvements, replacing sidewalk and curbs, and meeting current ADA standards with replacement compliant curb ramps. Possible traffic signal improvements are also anticipated for this project.

The proposed undertaking for Des. No. 1900334 along SR 56 includes the following:

- 1.5" mill and overlay from 0.19 mile west of the West Junction of SR 129 to Cedar Street;
- 4" mill with curb and some storm sewer replacement would be implemented from Cedar Street to Ferry Street, and then from Pike Street to Walnut Street;
- Pavement, curb, storm sewer, and sidewalk replacement from Main Street to Pike Street on both sides of the street.

For Des. No. 1900337 along SR 156, the proposed undertaking includes the following:

- 4" mill and overlay with curb and some sewer replacement will be undertaken from Walnut Street to 0.75 mile east of the West Junction of SR 56;
- Pavement, curb, and sidewalk replacement from Ferry Street to Walnut Street;
- New storm sewer installation from Ferry Street to Walnut Street

It is anticipated that right-of-way will be required; however, the amounts (permanent or temporary) are unknown at this time. Letting is planned for 2023.

Crawford, Murphy, & Tilly is under contract with INDOT to advance the environmental documentation for the referenced project. Green 3 LLC has been subcontracted to complete the Section 106 documentation for the 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>.

Please note that per the permanent rule issued by the Indiana Department of Natural Resources effective August 14, 2013 (312 IAC 20-4-11.5), INDOT is requesting that this project be subjected to "dual review"; that is, reviewed by the Division of Historic Preservation and Archaeology simultaneously under 54 U.S.C. 306108 (Section 106) and IC 14-21-1-18 (Indiana Preservation and Archaeology Law dealing with alterations of historic sites and structures requiring a Certificate of Approval). Pursuant to Section 11.5(f) of this rule, at the conclusion of the review process we anticipate that the Division Director would issue a letter of clearance exempting this project from obtaining a Certificate of Approval under IC 14-21-1-18. Enclosed with this letter is a detailed list of the consulting parties, including contact information including email addresses, for processing the dual review submission. This request was inadvertently left out of the Early Coordination Letter dated April 30, 2020.

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 four resources listed in the National Register of Historic Places (NRHP):

- The Vevay Historic District (NR-,0147, IHSSI 155-658/649-21001-563)
- The Hoosier Theatre, 209 Ferry Street (NR-0459, IHSSI 155-649-21443), within Vevay Historic District
- The Switzerland County Courthouse, 212 W. Main Street (NR-2134, IHSSI 155-649-21168), within Vevay Historic District
- The Edward Eggleston and George Cary House, 306 W. Main Street (NR-2054, IHSSI 155-649-21164), within Vevay Historic District

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, no above-ground resources other than the aforementioned historic properties are recommended as eligible for listing in the NRHP.

An archaeologist who meets the Secretary of the Interior's Professional Qualification Standards is conducting a survey of archaeological resources within the APE for potential eligibility for listing in the NRHP. A report of that investigation is forthcoming and will be distributed to the appropriate consulting parties for review at a later date.

The consulting parties who accepted the invitation are listed below and their correspondence is enclosed with this letter. On May 1, 2020, Green 3 spoke to the Switzerland County Historian over the telephone. The Switzerland County Historian commented on the history of religious structures in Vevay and that the wrought iron fencing surrounding the courthouse and church should be incorporated into the project. The historian notified Green 3 that there is no mayor in Vevay; there is an elected town council and Brandi Bear, the town treasurer, has agreed to be the contact. Ms. Bear has been added to the consulting parties list.

On May 6, 2020, the Miami Tribe of Oklahoma accepted consulting party status.

On May 11, 2020, the Indiana Department of Natural Resources (IDNR) / Division of Historic Preservation and Archaeology (DHPA), State Historic Preservation Officer (SHPO) staff responded in a letter accepting consulting party status and requested to be informed of which consulting parties have accepted the invitation.

On May 26, 2020, Indiana Landmarks – Southeast Office via email commented that the “work should avoid affecting the fencing around the courthouse if that sidewalk is to be replaced. Likewise, if the sidewalk along the Hoosier Theatre is to be replaced, it should not impact the building itself. [Indiana Landmarks holds] a protective façade easement on this property.”

The Historic Property Report is 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.

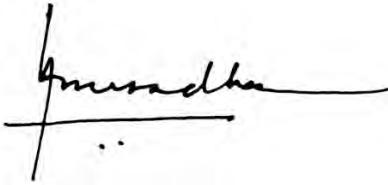
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting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

May 1, 2020 Green 3 Memo telephone call summary with Switzerland County Historian
May 6, 2020 Miami Tribe of Oklahoma letter to INDOT Cultural Resources Office (CRO)
May 11, 2020 IDNR/DHPA SHPO letter to Green 3
May 26, 2020 Indiana Landmarks email to Green 3
Historic Properties Report

Enclosures not included to
avoid redundancy in the
appendix

Distribution List:

State Historic Preservation Officer, Cslider@dnr.in.gov
Switzerland County Historian, hendricksjanet050@gmail.com
Switzerland County Historical Society, swcomuseums@embarqmail.com
Switzerland County Council, auditor@switzerlandcountycourthouse.org
Vevay Town Council, Brandi@vevaytownhall.com
Vevay Main Street, Inc., vevaymainstreet@gmail.com
Historic Vevay, Inc.
Vevay Historic Review Board
Switzerland County Commissioners, commishsc@outlook.com, jmonjar@yahoo.com,
Switzerland County Highway Department, hwysuper@switzerlandcountycourthouse.org
Indiana Landmarks- Southeast Field Office, jholbrook@indianalandmarks.org
Delaware Tribe of Indians, Oklahoma
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
United Keetoowah Band of Cherokee Indians

Karen Wood

From: Janet Hendricks <hendricksjanet050@gmail.com>
Sent: Thursday, July 23, 2020 7:00 PM
To: Karen Wood
Cc: McCord, Beth K; Kauffmann, Danielle M; swcomuseums@embarqmail.com; auditor@switzerlandcountycourthouse.org; Brandi@vevaytownhall.com; vevaymainstreet@gmail.com; jmonjar@yahoo.com; commishsc@outlook.com; hwysuper@switzerlandcountycourthouse.org; jholbrook@indianalandmarks.org; Branigin, Susan; Ross, Anthony; Miller, Shaun (INDOT); akumar@indot.in.gov; connie@cresourcesinc.com; Erin Mulryan
Subject: Re: FHWA Project: Des. No. 1900334 & 1900337; SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Switzerland County, Indiana

I wish to clarify what was stated in this email about my remarks as Switzerland County Historian concerning this project. I informed the gentleman that the Courthouse (Circa1863) and the Ruter Chapel United Methodist Church (1859) on Main Street in Vevay were very historic buildings. The church, a Methodist shrine, is much closer to the street and could be impacted more than the Courthouse. I mentioned that both buildings (situated on Main Street and about one block between) had wrought iron fences. I am concerned for those fences and structures. I am available for further discourse.

Janet Hendricks

On Thu, Jul 23, 2020 at 12:06 PM Karen Wood <karen@green3studio.com> wrote:

Des. No.: 1900334 (lead) & 1900337

Project Description: Pavement Replacement and Rehabilitation Project

Location: SR 56 and SR 156, Town of Vevay, Switzerland County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Des. No. 1900334 (lead) and Des. No. 1900337. The Section 106 Early Coordination Letter for this project was originally distributed on April 30, 2020.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. 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.

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.

Thank you in advance for your input,

Karen Wood

Environmental and Cultural Resources Manager



"Let the science and research of the historian find the fact and let his imagination and art make clear its significance."

George Trevelyan

Karen Wood

From: Vevay Main Street <vevaymainstreet@gmail.com>
Sent: Wednesday, August 12, 2020 3:31 PM
To: Karen Wood
Subject: Re: FHWA Project: Des. No. 1900334 & 1900337; SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Switzerland County, Indiana

Karen,

I am the current Vevay Main Street President and Sarah has moved to Cincinnati. The rest of the contact is correct, P O Box 245 Vevay, IN 47043 My Cell 513-502-1839

Thanks!!

Cheryl Burress, President
Vevay Main Street

Nonprofit Downtown Revitalization *An Indiana Main Street community since 2005*
FB: @NewVevayMainStreet

On Tue, Aug 11, 2020 at 3:43 PM Karen Wood <karen@green3studio.com> wrote:

Thank you for reaching out. I am sorry, but I think am misunderstanding your comment; would you please help clarify for me? Are you saying you wish to add Cheryl as a contact using the PO Box address below? Am I still to use this email for Vevay Main Street and the PO Box?

And Sarah, are you a contact as well?

Thank you,

Karen Wood

Environmental and Cultural Resources Manager



Historic Fountain Square
1104 Prospect Street
Indianapolis, IN 46203

p 317.634.4110
f 866.422.2046 (toll free)

"Let the science and research of the historian find the fact and let his imagination and art make clear its significance."

George Trevelyan

From: Vevay Main Street <vevaymainstreet@gmail.com>
Sent: Monday, August 10, 2020 5:48 PM
To: Karen Wood <karen@green3studio.com>
Subject: Re: FHWA Project: Des. No. 1900334 & 1900337; SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Switzerland County, Indiana

Dear Karen,

I need to edit contact info for Vevay Main Street:

Cheryl Burress

Vevay Main Street President

P.O. Box 245

Vevay, IN 47043

I am very interested in the Highway Project as it effects our Main Street District and wish to participate in anyway possible.

I just learned that VMS has this GMail account and am not connected to your communication.

With regards,

Cheryl Burress

Sarah Wolf, President

317.443.8522

sarah.wolf@rocketmail.com

Nonprofit Downtown Revitalization *An Indiana Main Street community since 2005*

FB: @NewVevayMainStreet

On Fri, Jul 24, 2020 at 8:22 AM Karen Wood <karen@green3studio.com> wrote:

Janet,

Thank you for the clarification of your statement, which will be saved for the record and taken into consideration.

Thanks,

Karen Wood

Environmental and Cultural Resources Manager

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



August 17, 2020

Karen Wood
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: DUAL REVIEW: Request for Dual Review and historic property short report (Zeigler, 7/1/2020) for the State Road 56 and SR 156 Pavement Replacement and Rehabilitation project in Vevay, Switzerland County, Indiana (Des. No. 1900334 [lead] & 1900337; DHPA No. 25496)

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 Section 106 “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 Office Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” Indiana Code 14-21-1-18, and 312 Indiana Administrative Code (“IAC”) 20-4, the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO” or “INDNR-DHPA”) has reviewed your July 23, 2020 review request submittal form which enclosed INDOT’s distribution letter and historic property short report (Zeigler, 7/1/2020; “HPSR”), which we received the same day for the aforementioned project.

INDOT inadvertently left out a request that this project be subject to the Dual Review process in the early coordination letter for the project and is now requesting the commencement of the Dual Review, pursuant to 312 Indiana Administrative Code (“IAC”) 20-4-11.5. Dual Review is to be requested at the outset of the federal Section 106 review process to ensure that all interested persons (which includes Section 106 consulting parties) and members of the Indiana Historic Preservation Review Board (“Review Board”) are notified of the project early on, so that they can follow along at each step of the review process. Eventually, if INDNR-DHPA issues a Director’s Letter of Clearance under 312 IAC 20-4-11, which would exempt the project from needing a Certificate of Approval from the Review Board, then interested persons have a right to object to that determination by requesting that the Review Board consider the project sponsor’s Certificate of Approval application at a regular meeting of the Review Board. Since we are still early in the federal Section 106 review process to engage the review board and interested parties in the review process, **INDNR-DHPA is providing notification of the commencement of the Dual Review to interested persons and members of the Review Board.** Notice of the commencement will also be posted on the division’s website (www.in.gov/dnr/historic/7440.htm).

For the benefit of those recipients of this letter who are not Section 106 consulting parties, please be aware that a copy of INDOT’s July 23 letter and additional information, along with all previous submissions on this project by INDOT, can be found online at <http://erms.indot.in.gov/Section106Documents/>. From there, search by this project’s

designation number: 1900334.

In your next regular submission, please include which consulting parties agree to participate in the consultation of this dual review.

The proposed area of potential effects (“APE”) in the HPSR 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. However, based on the project description in INDOT’s July 23 letter and the HPSR, it is unclear on project maps located in Appendix A why the project location and APE extends south of the intersection of Main Street and Ferry Street to the Ohio River. Map A-3 shows this portion, but the map also cuts off what extends beyond the limits of the National Register of Historic Places (“NRHP”) listed district. Please clarify the scope of work for this portion of the project.

Regarding buildings and structures, we agree with the conclusions of the HPSR that the Vevay Historic District (including its NR-0147 State Register and NR-2350 National Register boundaries) is located within the project’s APE. Furthermore, we agree that the Edward Eggleston and George Cary House (NR-2054), the Switzerland County Courthouse (NR-2134), and the Old Hoosier Theatre (NR-0459) are all located within the Vevay Historic District and within the proposed project’s APE. We do note that none of these resources are mapped in Appendix A of the HPSR for reference.

For the purposes of the dual review of this project, we intend to utilize the larger State Register boundary of the Vevay Historic District. Although the State Register boundary and National Register boundary do not overlap completely, the State Register boundary was still approved by the Review Board in 1978. As a result, we believe that the Most Sorrowful Mother of God Catholic Church (Indiana Historic Sites and Structures Inventory [“IHSSI”] #155-648-21466) contributes to the State Register listed district. However, we do agree that it is not individually eligible for inclusion in the NRHP. We also note that map A-1 in the HPSR omits the church and instead indicates an unrelated non-contributing building.

Moreover, regarding the Craftsman house at the intersection of W. Turnpike Street and Ferry Street (IHSSI #155-648-21016), we believe that the Bungalow contributes to the State Register-listed Vevay Historic District, but that also, it is one of the larger and most intact bungalows in the town. Thus, we also believe that this house is individually eligible for inclusion in the NRHP.

When it comes to assess potential effects to historic properties located within the APE of the proposed project, it will be helpful to know the amounts of permanent or temporary right-of-way needed for the project, since both are unknown at this time, and if any will be taken from within boundaries of historic properties within the APE. We note the comments from Janet Hendricks, Switzerland County Historian regarding the NRHP-listed Switzerland County Courthouse and the Ruter Chapel United Methodist Church (located on Main Street within the Vevay Historic District) and her concern for both structures and the wrought-iron fences that front the properties. We also note the comments from Jarrad Holbrook, Indiana Landmarks Southeast Field Office regarding the fencing surrounding the NRHP-listed Switzerland County Courthouse, along with the sidewalk along the NRHP-listed Hoosier Theatre due to a protective easement on the property. When project plans are available, it will be helpful to see how avoidance of these objects and structures will be achieved and if there will be any effects to these properties.

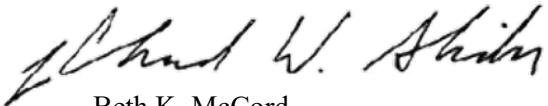
Regarding archaeology, we look forward to reviewing the archaeological investigation report that INDOT’s July 23 letter indicated will be forthcoming. Once the indicated information is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

The Indiana SHPO staff’s archaeological reviewer for this project is Beth McCord, and the structures reviewer is Danielle Kauffmann. 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 proposed SR 56 and 156 pavement replacement and rehabilitation project in Vevay, Switzerland County (Des. No. 1900334 and 1900337), please refer to DHPA No. 25496.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

EMC to federal and state agency or consultant staff members:

Erica Tait, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Karen Wood, Green 3, LLC
Danielle Kauffmann, INDNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:

J. Scott Keller, Review Board
Anne Shaw Kingery, Review Board
Daniel Kloc, AIA, Review Board
Jason Larison, AIA, Review Board
Chandler Lighty, Review Board
Beth K. McCord, INDNR-DHPA, Review Board
Joshua Palmer, AIA, Review Board
April Sievert, Ph.D., Review Board
Christopher Smith, Deputy Director, INDNR, and Chairman, Review Board

EMC to potentially interested persons:

Delaware Tribe of Indians, Oklahoma
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
United Keetoowah Band of Cherokee Indians

Janet Hendricks, Switzerland County Historian
Martha Bladen, Switzerland County Historical Society
Switzerland County Council
Brandi Bear, Vevay Town Council
Vevay Main Street, Inc.
Historic Vevay, Inc.
Vevay Historic Review Board
Switzerland County Commissioners
Darrell Keith, Switzerland County Highway Department
Jarrad Holbrook, Indiana Landmarks, Southeast Field Office

Scott Henley (Jeffrey Scott)

From: Scott Henley (Jeffrey Scott)
Sent: Monday, November 29, 2021 12:16 PM
To: Kauffmann, Danielle M; 'BMccord@dnr.IN.gov'; rsharkey@dnr.in.gov; 'hendricksjanet050@gmail.com'; 'Brandi@vevaytownhall.com'; 'vevaymainstreet@gmail.com'; 'jholbrook@indianalandmarks.org'; Tait, Erica (FHWA)
Cc: Branigin, Susan; Miller, Shaun (INDOT); Kumar, Anuradha; Moffatt, Charles D; Rhoads, Matthew; Kirk Smith; Karen Wood; Nick Batta
Subject: FHWA Project: Des. Nos. 1900334 and 1900337; Effects Letter and Archaeology Report, SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Switzerland County, Indiana

Des. No.: 1900334 and 1900337

Project Description: Pavement replacement and rehabilitation, sidewalk, curb, and storm sewer project

Location: Vevay, Switzerland County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Des. Nos. 1900334 and 1900337. The Section 106 Early Coordination Letter for this project was originally distributed on April 30, 2020. A Historic Property Short Report (HPSR) for this project was originally distributed on July 23, 2020.

As part of Section 106 of the National Historic Preservation Act, an Effects Letter and Archaeology Report (Tribes only) have been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Additional OneDrive link to document: https://sjcaeng-my.sharepoint.com/:f/g/personal/shenley_sjcainc_com/EqHF2Fw4SaNNvnPkFzOI1KYBttKmVKmDNu2mytDcALUGAQ?e=PPeFsR

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. 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.

Additionally, FHWA is inviting you to attend a Consulting Party meeting for this project. The meeting will be held via a virtual Microsoft Teams meeting. The meeting will be held via a virtual Microsoft Teams meeting. The link for the meeting is [Click here to join the meeting](#). For those who wish to attend, but are unable to join via Microsoft Teams, you may use the following call-in number: (317) 939-6638. The conference ID number is 518525588#. The meeting will be held on December 13, 2021, at 1pm. The intent of the meeting is to discuss the current condition of the crossing, the proposed alternatives under consideration, and the effects of the undertaking upon the historic properties, and possible avoidance, minimization, and mitigation measures.

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.

Thank you in advance for your input,

Scott Henley (Jeffrey Scott)
Cultural Resource Associate

SJCA Inc.
1028 Virginia Ave, Suite 201
Indianapolis, IN 46203

Tel: 317-566-0629



Scott Henley (Jeffrey Scott)

From: Miller, Shaun (INDOT) <smiller@indot.IN.gov>
Sent: Monday, November 29, 2021 3:42 PM
To: thpo@estoo.net; Diane Hunter; kstand@peoriatribes.com; Matthew Bussler
(Matthew.Bussler@pokagonband-nsn.gov); tonya@shawnee-tribe.com;
lheady@delawaretribe.org; wwarrior@ukb-nsn.gov
Cc: Scott Henley (Jeffrey Scott); Ross, Anthony; Moffatt, Charles D; Carmany-George,
Karstin (FHWA)
Subject: FHWA Project: Des. Nos. 1900334 and 1900337; Effects Letter and Archaeology
Report, SR 56 and SR 156 Pavement Replacement and Rehabilitation Project,
Switzerland County, Indiana

Des. No.: 1900334 and 1900337

Project Description: Pavement replacement and rehabilitation, sidewalk, curb, and storm sewer project

Location: Vevay, Switzerland County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Des. Nos. 1900334 and 1900337. The Section 106 Early Coordination Letter for this project was originally distributed on April 30, 2020. A Historic Property Short Report (HPSR) for this project was originally distributed on July 23, 2020.

As part of Section 106 of the National Historic Preservation Act, an Effects Letter and Archaeology Report (Tribes only) have been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Additional OneDrive link to document: https://sjcaeng-my.sharepoint.com/:f/g/personal/shenley_sjcainc_com/EqHF2Fw4SaNNvnPkFzOI1KYBttKmVKmDNu2mytDcALUGAQ?e=PPeFsR

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. 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

Additionally, FHWA is inviting you to attend a Consulting Party meeting for this project. The meeting will be held via a virtual Microsoft Teams meeting. The meeting will be held via a virtual Microsoft Teams meeting. The link for the meeting is [Click here to join the meeting](#). For those who wish to attend, but are unable to join via Microsoft Teams, you may use the following call-in number: (317) 939-6638. The conference ID number is 518525588#. The meeting will be held on December 13, 2021, at 1pm. The intent of the meeting is to discuss the current condition of the crossing, the proposed alternatives under consideration, and the effects of the undertaking upon the historic properties, and possible avoidance, minimization, and mitigation measures.

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.

Thank you in advance for your input,

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

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INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 296-0799

Eric Holcomb, Governor
Joe McGuinness, Commissioner

November 29, 2021

This letter was sent to the listed parties.

RE: Dual Review Project: SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Des. No. 1900334 (Lead) and Des. No. 1900337; Switzerland County, Indiana; DHPA No. 25496

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the State Road (SR) 56 and SR 156 Pavement Replacement and Rehabilitation Project, Des. No. 1900334 (Lead) and Des. No. 1900337.

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.

The intent of this letter is to provide the following more detailed information on project activities to discuss potential effects on historic properties in the Area of Potential Effects (APE) that we are reasonably able to foresee.

The proposed undertaking is divided into the following two (2) Des. Nos.: 1) 1900334 (Lead) on SR 56 (E. Main St. and N. Ferry St. through Vevay) encompasses the area 0.19 mile west of the West Junction of SR 129 to 0.38 mile east of the West Junction of SR 156 (SR 56 at Walnut St.); and 2) Des. No. 1900337 on SR 156 (E. Main St.), from the West Junction of SR 56 (Main St. at Ferry St.) to 0.75 mile east of the West Junction of SR 56 (Main St. at Ferry St.). Both Des. Nos. are in Switzerland County, Indiana. Both Des. Nos. are within Jefferson Township; Vevay South and Vevay North USGS Topographic Quadrangles; Section 22, 23, 14, and 13; Township 2 North; Range 3 West. (See Appendix 1: Project Maps.)

Purpose & Need

The need of the project is based upon the following: 1) Deteriorating pavement surface; 2) Lack of concrete curbs in some areas (which allows storm water to pond at the pavement edges, causing pavement damage) as well curbs of excessive height in other areas (representing pedestrian hazards); 3) Curb ramps that are non-compliant with current Americans with Disabilities (ADA) standards; and 4) Ineffective storm sewer drainage. The traffic signal at SR 56/SR 156 (Main St./Ferry St.) will also be rehabilitated as part of the proposed project. The proposed undertaking for Des. Nos. 1900334 and 1900337 includes pavement improvements (as described in detail below by segment), drainage improvements, replacing sidewalk and curbs, and meeting current ADA

standards. The purpose of the project is to extend the service life of the existing pavement, improve ride-ability of the roadway, enhance pedestrian safety through compliance with current ADA standards, and to reestablish positive drainage.

Project Design

Previous correspondence, an early coordination letter (ECL) dated April 30, 2020, and a letter distributed on July 23, 2020 notifying consulting parties that a Historic Property Short Report (HPSR), (Ziegler, July 1, 2020) was available for review and comment, conveyed the following project information for Des. No. 1900334 and 1900337 to consulting parties:

For Des. No. 1900334 along SR 56 (W. Main St. and Ferry St.), the proposed undertaking includes:

- Mill and overlay from 0.19 mile west of the West Junction of SR 129 to Cedar Street;
- 4" mill with curb and some storm sewer replacement would be implemented from Cedar Street to Ferry Street, and then from Pike Street to Walnut Street;
- Pavement, curb, storm sewer, and sidewalk replacement form Main Street to Pike Street on both sides of the street.

For Des. No. 1900337 along SR 156 (E. Main St.), the proposed undertaking includes the following:

- 4" mill and overlay with curb and some sewer replacement will be implemented from Walnut Street to 0.75 mile east of the west junction of SR 56;
- Pavement, curb, and sidewalk replacement from Ferry Street to Walnut Street;
- New storm sewer installation from Ferry Street to Walnut Street.

Since the April 30, 2020 ECL and July 23, 2020 project correspondence, details for the proposed undertaking along SR 56 and SR 156 have been refined and are now presented as follows:

The proposed undertaking for Des. No. 1900334 along SR 56 includes the following:

- 1.5" mill (removing the upper layer of existing pavement) and overlay from 0.19 mile west of the West Junction of SR 129 to Dupraz Lane, including replacement of modern concrete curb ramps that are not ADA-compliant and regrading of drain;
- Pavement replacement from Dupraz Lane to Silver Street, including installation of a new storm sewer system, replacement of modern concrete curb ramps, replacement of the modern concrete curbs and replacement of driveway approaches. Portions of the existing sidewalks will be replaced in order to complete the curb ramp and driveway approach work;
- 4" mill and overlay from Silver Street to Liberty Street, including installation of a new storm sewer system, replacement of modern concrete curb ramps, replacement of the limestone curbs, and replacement of driveway approaches. In order to replace the curbs in this segment of the project, 2,050 linear feet of existing limestone curb will be removed. All the limestone curb in this section is between Arch Street and Liberty Street. This amount represents approximately 95% of the total limestone curb that exists in the National Register-listed Vevay Historic District and 0% of the limestone curb in this area will remain. Portions of the existing modern concrete sidewalks will be replaced in order to complete the curb ramp and driveway approach work. Most of the sidewalk in this segment will remain in place;
- Full pavement replacement from Liberty Street to Ferry Street, including installation of a new storm sewer system, replacement of modern concrete curb ramps, replacement of the modern concrete curbs, replacement of modern concrete sidewalks, and replacement of driveway approaches. The traffic signal at Main Street/Ferry Street will be upgraded to include pedestrian push buttons;

- Full pavement replacement from Main Street to Seminary Street, including installation of a new storm sewer system, replacement of modern concrete curb ramps, replacement of the modern concrete curbs, replacement of modern concrete sidewalks, and replacement of driveway approaches;
- 1.5" mill and overlay from Seminary Street to Walnut Street, including installation of a new storm sewer system, replacement of modern concrete curb ramps, replacement of the modern concrete curbs, and replacement of driveway approaches. Portions of the existing sidewalks will be replaced in order to complete the curb ramp and driveway approach work. Most of the sidewalk in this segment will remain in place;
- Installation of a new storm sewer pipe along Ferry Street from Main Street to 300' south of Market Street. This new pipe will be the primary outlet for the new storm sewer inlets being installed downtown. The existing modern concrete curbs and sidewalks along this portion of Ferry Street will be retained. The pavement work will be limited to what is needed to trench the new pipe.

For Des. No. 1900337 along SR 156, the proposed undertaking includes the following:

- Full pavement replacement from Ferry Street to Walnut Street, including installation of a new storm sewer system, replacement of modern concrete curb ramps, replacement of both modern concrete and limestone curbs, replacement of modern concrete sidewalks, and replacement of driveway approaches. In order to replace the curbs in this segment, approximately 100 linear feet of limestone curb will be removed. This amount represents approximately 5% of the total limestone curb in the National Register-listed Vevay Historic District and 0% of the limestone curb will remain in this area;
- 1.5" mill and overlay from Walnut Street to 0.75-mile east of the West Junction of SR 56, including replacement of curb ramps to meet ADA compliance.

Both temporary and permanent right-of-way are anticipated for the undertaking: 0.172 acre temporary and 0.098 acre permanent. (See Appendix 2: Project Plans)

SJCA Inc. is under contract with INDOT 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>.

Please note that, per the permanent rule issued by the Indiana Department of Natural Resources effective August 14, 2013 (312 IAC 20-4-11.5), INDOT is requesting that this project be subjected to "dual review"; that is, reviewed by the Division of Historic Preservation and Archaeology simultaneously under 54 U.S.C. 306108 (Section 106) and IC 14-21-1-18 (Indiana Preservation and Archaeology Law dealing with alterations of historic sites and structures requiring a Certificate of Approval). Pursuant to Section 11.5(f) of this rule, at the conclusion of the review process we anticipate that the Division Director would issue a letter of clearance exempting this project from obtaining a Certificate of Approval under IC 14-21-1-18. Enclosed with this letter is a detailed list of the consulting parties with contact information, including email addresses, for processing the dual review submission.

Identification & Evaluation of Historic Properties:

Archaeological Resources

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified twenty-nine (29) sites within the project area. As a result of these efforts, sites 12-Sw-0456 through 12-Sw-0484 were recommended not eligible for listing in the NRHP and no further work is recommended.

Above-ground Resources

The APE is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains four resources listed in the NRHP:

1. The Vevay Historic District (NR-0147, IHSSI #155-658/649-21001-563);
2. The Hoosier Theatre, 209 Ferry Street (NR-0459, IHSSI #155-649-21443, rated Outstanding), within Vevay Historic District;
3. The Switzerland County Courthouse, 212 W. Main Street (NR-2134, IHSSI #155-649-21168, rated Outstanding), within Vevay Historic District;
4. The Edward Eggleston and George Cary House, 306 W. Main Street (NR-2054, IHSSI #155-649-21164, rated Outstanding), within Vevay Historic District.

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, aside from the four above-mentioned resources, no above-ground resources are recommended as eligible for listing in the NRHP.

Review of Consulting Party Comments

A Section 106 Early Coordination Letter (ECL), dated April 30, 2020 was sent to the following parties: Delaware Tribe of Indians, Oklahoma; Eastern Shawnee Tribe of Oklahoma; Miami Tribe of Oklahoma; Peoria Tribe of Indians of Oklahoma; Pokagon Band of Potawatomi Indians; Shawnee Tribe; United Keetoowah Band of Cherokee Indians; State Historic Preservation Officer (SHPO); Switzerland County Historian; Switzerland County Historical Society; Switzerland County Council; Vevay Town Council; Vevay Main Street, Inc.; Historic Vevay, Inc.; Vevay Historic Review Board; Switzerland County Commissioners; Switzerland County Highway Department; Indiana Landmarks – Southeast Field Office.

The State Historic Preservation Officer (SHPO), Indiana Landmarks – Southeast Field Office, Switzerland County Historian, Vevay Town Council, Vevay Main Street, and Miami Tribe of Oklahoma, are participating consulting parties for Des. No. 1900334 and Des. No. 1900337.

On May 1, 2020, Green 3, LLC (now SJCA Inc.) spoke to the Switzerland County Historian via a telephone call. The Switzerland County Historian commented on the history of religious structures in Vevay and that the wrought iron fencing surrounding the courthouse and church should be incorporated into the project. The historian informed the consultant that there is no mayor in Vevay; there is an elected town council and Brandi Bear, the town treasurer, has agreed to be the contact. Ms. Bear was added to the consulting parties list.

On May 11, 2020, the SHPO staff responded to the ECL noting that they were not aware of any additional parties that should be invited to participate in the Section 106 consultation; however, they recommended inviting any property owners who might be affected by the taking of right-of-way from a potentially historic property.

On May 26, 2020, Indiana Landmarks commented that the “work should avoid affecting the fencing around the courthouse if that sidewalk is to be replaced. Likewise, if the sidewalk along the Hoosier Theatre is to be replaced, it should not impact the building itself. We hold a protective façade easement on this property.”

Response: The project will avoid the fence around the Switzerland County Courthouse. Temporary right-of-way is being acquired at the corner of SR 56/W. Main St. and Liberty Street; however, the fence will be avoided in the construction of an ADA-compliant curb ramp on that corner. With regard to the Hoosier Theatre, the sidewalk and adjacent curbs in front of the building will not be replaced. The only work in front of the Hoosier Theatre is the installation of a new storm sewer pipe under the Ferry Street pavement from Main Street southward to past Market Street.

A letter distributed on July 23, 2020, notified consulting parties that a Historic Property Short Report (HPSR), (Zeigler, July 1, 2020) was available for review and comment.

In an email to Green 3/SJCA Inc. dated July 23, 2020, Janet Hendricks, Switzerland County Historian, clarified the remarks outlined in the HPR report distribution letter stating, “I informed [Green 3, LLC] that the Courthouse (circa 1863) and the Ruter Chapel United Methodist Church (1859) on Main Street in Vevay were very historic Buildings. The church, a Methodist shrine, is much closer to the street and could be impacted more than the Courthouse. I mentioned that both buildings (situated on Main Street and about one block between) had wrought iron fences. I am concerned for those fences and structures.”

Response: The project will avoid the fences around the Switzerland County Courthouse at the northwest corner of SR 56/W. Main St. and Liberty Street and Ruter Chapel United Methodist Church at the southeast corner of SR 56/W. Main St. and Union Street for the installation of ADA-compliant curb ramps.

On August 12, 2020, Cheryl Burress of Vevay Main Street emailed Green 3/SJCA Inc. to advise she is the new president of the organization and the appropriate contact going forward.

In a letter dated August 17, 2020 (DHPA No. 25496), the SHPO staff responded to the HPSR stating, “regarding the Craftsman house at the intersection of W. Turnpike Street and Ferry Street (IHSSI #155-648-21016), we believe that the Bungalow contributes to the State Register-listed Vevay Historic District, but that also, it is one of the larger and most intact bungalows in the town. Thus, we also believe that this house is individually eligible for inclusion in the NRHP.” Additionally, SHPO staff stated, “we believe that the Most Sorrowful Mother of God Catholic Church (Indiana Historic Sites and Structures Inventory [“IHSSI”]#155-648-21466) contributes to the State Register listed district. However, we do agree that it is not individually eligible for inclusion in the NRHP.”

Additionally, SHPO staff responded to the HPSR stating that there were several issues with the maps attached in Appendix A of the HPSR. Regarding the National Register-listed properties in the APE, SHPO staff said, “We do note that none of the resources are mapped in Appendix A of the HPSR for reference.” In a discussion regarding the Most Sorrowful Mother of God Catholic Church, SHPO staff stated, “We also note that map A-1 in the HPSR omits the church and instead indicates an unrelated non-contributing building.” Lastly, regarding the project location and APE, SHPO staff stated, “based on the project description in INDOT’s July 23 letter and the HPSR, it is unclear on project maps located in Appendix A why the project location and APE extends south of the intersection of Main Street and Ferry Street to the Ohio River. Map A-3 shows this portion, but the map also cuts off what extends beyond the limits of the National Register of Historic places (“NRHP” listed district. Please clarify the scope of work for this portion of the project.”

Response: The original maps inadvertently displayed inaccurate project area information and the revised maps have been corrected and reflect the current project limits. Maps showing the historic property boundaries and revised project area maps are enclosed for review and comment.

Effects Discussion:

National Register-listed or Eligible Properties

According to 36 CFR § 800.5(a)(1): “An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property’s eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.”

- (i) Physical destruction or damage to all or part of the property;
- (ii) Alteration of the property including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary’s standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines;
- (iii) Removal of a property from its historic location;
- (iv) Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic features;
- (v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features;
- (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- (vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property’s historic significance.”

The discussion below considers the effects of the undertaking, using the examples given in 36 CFR 800.5(a)(2), on the historic resources within the area of potential effects (APE) for this undertaking:

1. The Vevay Historic District (NR-0147, IHSSI #155-658/649-21001-563);
2. Hoosier Theatre, 209 Ferry Street (NR-0459, IHSSI #155-649-21443, rated Outstanding), within Vevay Historic District;
3. Switzerland County Courthouse, 212 W. Main Street (NR-2134, IHSSI #155-649-21168, rated Outstanding), within Vevay Historic District;
4. Edward Eggleston and George Cary House, 306 W. Main Street (NR-2054, IHSSI #155-649-21164, rated Outstanding), within Vevay Historic District
5. Craftsman House, 102 W. Turnpike Street (IHSSI #155-648-21466, rated Notable), within the State Register-listed Vevay Historic District

In addition, due to the special circumstance of having the Vevay Historic District present as a National Register-listed historic district and a State Register-listed historic district with overlapping boundaries, a separate section of this letter will be provided for an analysis of the effects within the State Register district boundaries – but outside the boundaries of the National Register district. The State Register historic district is not National

Register-eligible, although the previously referenced, individually National Register-eligible Craftsman house (IHSSI # 155-648-21466, rated Notable) is within the State Register district boundaries. This section will provide an analysis of effects occurring inside the 1978 State Register boundaries of the Vevay Historic District but outside the boundaries of the Craftsman house and the National Register-listed Vevay Historic District. These effects will be taken into consideration for the purposes of the portion of Dual Review that falls under Indiana Code (IC) 14-21-1-18. For the purposes of Section 106 however, only properties eligible for or listed in the National Register shall be taken into consideration.

The latest plans for this project are enclosed with this Effects Letter. (Appendix 2: Project Plans) This plan set shows the details of the proposed undertaking under Des. No. 1900334 and Des. No. 1900337 that have been refined since previous correspondence on July 23, 2020. As the latest plans illustrate, the proposed project takes temporary right-of-way from the following ‘Contributing’-rated resources within the Vevay Historic District for the purposes of curb and curb ramp replacement and storm sewer line upgrades:

- 1) Commercial Building, 414 Ferry St., 1,640 square feet (.037 acre) temporary right-of-way along the western boundary of the property for sidewalk replacement;
- 2) Bank, 402 Ferry St., 310 square feet (0.007 acre) temporary right-of-way at the southwest corner and along the western boundary of the property for sidewalk and curb ramp replacement and driveway approach reconstruction;
- 3) Commercial Building, 401 Ferry St., 15 square feet (0.0003 acre) temporary right-of-way at the southeast corner of the property for sidewalk and curb ramp replacement;
- 4) Commercial Building, 216 Ferry St., 15 square feet (0.0003 acre) temporary right-of-way at the northwest corner of the property for sidewalk and curb ramp replacement;
- 5) House, 408 E. Main St., 100 square feet (0.002 acre) temporary right-of-way at the southeast corner of the property for curb ramp construction

Temporary right-of-way (44 square feet, 0.001 acre) will be taken from the National Register-listed Switzerland County Courthouse, 212 W. Main Street (NR-2134, IHSSI #155-649-21168) at the corner of SR 56 and Liberty Street for the installation of an ADA curb ramp. Temporary right-of-way (480 square feet, 0.011 acre) will also be taken from the National Register-eligible Craftsman House (IHSSI #155-648-21016) for the upgrade of a storm sewer pipe and drain.

Vevay Historic District (NR-0147, IHSSI #155-658/649-21001-563) – Adverse Effect

The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)i) through (v), do apply to the Vevay Historic District.

Per 36 CFR 800.5(a)(2)(i), the undertaking will cause “physical destruction of or damage to all or part of the property.” Approximately 0.121 acre of temporary right-of-way will be required from the National Register-listed Vevay Historic District. Existing limestone curbs – a total of approximately 2,150 linear feet – will be removed and replaced with modern concrete curbing at the following locations: 1) On the southside of SR 56 between Silver Street and Tell Street; 2) Both sides of SR 56 between Tell Street and Vineyard Street; 3) On the southside of SR 56 between Vineyard Street and Union Street; 5) On both sides of SR 56 between Union Street and Main Cross Street; 6) In front of the Swiss Inn at 100 E. Main St. and across the street from that location along the north side of 216 N. Ferry St. In many of these locations, the integrity of the limestone curbs has been compromised due to having been paved over, damaged, or missing sections. All limestone curbing within the National Register-listed Vevay Historic District will be removed. Approximately 40 – 50% of the limestone curbing is damaged, crumbling, missing, or is no longer visible due to paving or now being under soil. None of the limestone curbs will remain after this undertaking is completed. The removal and replacement of the limestone curbs will not diminish the characteristics that qualify the district for the NRHP. However, the

removal of the curbing will affect the character, setting, and feeling of the National Register-listed Vevay Historic District. Additionally, two large, mature sycamore trees will be removed on the north side of E. Main St. in front of the Swiss Inn at 100 E. Main St. to accommodate the installation of the new sidewalk and curb. These large trees do contribute to the character, setting, and feel of the National Register-listed Vevay Historic District, as they have stood at the entrance of the Swiss Inn for nearly a century. The trees have damaged the existing sidewalk and partial limestone curb and cannot be avoided by the undertaking. Their removal constitutes an adverse effect to the Vevay Historic District.

Per 36 CFR 800.5(a)(2)(ii), there will be no “restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.”

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), there will be a change in “the character of the property’s use or of physical features within the property’s setting.” While the undertaking will not change the character of use of the Vevay Historic District, it will have an effect on its setting. Project changes will not significantly alter the historic configuration or material construction of roadways, sidewalks, intersection, and curb ramps within the historic district. Project activities generally involve the reconstruction of existing elements within the district including curbs, curb ramps, and sidewalks. Limestone curbs will be removed and replaced with modern concrete curb along SR 56/W. Main St. between Silver Street and Main Cross Street and in front of the Swiss Inn at 100 E. Main St. as well as across the street on the north side of 216 N. Ferry St. The removal and replacement of the limestone curbs will change the physical features within the historic district. Approximately 0.121 acre of temporary right-of-way will be acquired from the historic district. Within the National Register-listed Vevay Historic District, temporary right-of-way will be used for sidewalk replacement, ADA-compliant curb ramps, grading for driveway approach, and removal and replacement of storm sewer pipe at the following locations:

- 1) Contributing-rated Commercial Building, 414 Ferry St., 1,640 square feet (0.037 acre) temporary right-of-way along the western boundary of the property for sidewalk replacement;
- 2) Contributing-rated Bank, 402 Ferry St., 310 square feet (0.007 acre) temporary right-of-way at the southwest corner and along the western boundary of the property for sidewalk and curb ramp replacement and driveway approach reconstruction;
- 3) Contributing-rated Commercial Building, 401 Ferry St., 15 square feet (0.0003 acre) temporary right-of-way at the southeast corner of the property for sidewalk and curb ramp replacement;
- 4) Contributing-rated Commercial Building, 216 Ferry St., 15 square feet (0.0003 acre) temporary right-of-way at the northwest corner of the property for sidewalk and curb ramp replacement;
- 5) Non-contributing-rated Office, 502 Ferry St., 1070 square feet (0.024 acre) temporary right-of-way at the southwest corner of the property for removal and replacement of a storm sewer pipe;
- 6) National Register-listed Switzerland County Courthouse, 212 W. Main St., 44 square feet (0.001 acre) temporary right-of-way at the southeast corner of the property for curb ramp replacement;
- 7) Non-contributing-rated Commercial Building, 201 W. Main St., 43 square feet (0.001 acre) temporary right-of-way at the northeast corner of the property for curb ramp replacement;
- 8) Non-contributing-rated Industrial building, 108 E. Main St, 1470 square feet (0.033 acre) temporary right-of-way along the southern boundary of the property for sidewalk and curb replacement;
- 9) Contributing-rated House, 408 E. Main St., 100 square feet (0.002 acre) temporary right-of-way at the southeast corner of the property for curb ramp construction.

The two mature sycamore trees in front of the Swiss Inn at 100 E. Main St. will be removed due to sidewalk reconstruction and curb replacement. Over time, the trees/their roots have damaged the existing sidewalk as well as the limestone curbing in this location. Limestone curbing material is missing/partially present and in

poor condition. The removal of the trees and limestone curbs will cause a change to the physical features within the property's setting and therefore rises to the level of an adverse effect.

Per 36 CFR 800.5(a)(2)(v), there will be an “introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” The reconstruction activities of the undertaking, including new pavement, sidewalks, curbs, and curb ramps, will be visible within the historic district. However, these project activities will not significantly change the historic elements of the streets or sidewalks within the historic district due to the existing modern roadway, sidewalks, curbs, and curb ramps. Limestone curbs will be removed and replaced with modern curbs on the south side of SR 56/W. Main St. between Silver Street and Main Cross Street and on the north side of SR 56/W. Main St. between Tell Street and Vineyard Street and then between Union Street and Main Cross Street. While sections of the limestone curbs are damaged and in disrepair, or missing altogether, other sections appear to be in good condition (see photographs below). Approximately 40% - 50% of the limestone curbs appear to be in poor condition. The removal and replacement within the Vevay Historic District of all limestone curbs with modern curbs will result in an adverse effect.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no “transfer, lease, or sale of the property out of Federal ownership or control.”

Photographs of limestone curbs along SR 56/W. Main Street within the National Register-listed Vevay Historic District (taken by Scott Henley March 17, 2021)





Although the proposed undertaking requires only limited temporary right-of-way from the Vevay Historic District and some changes to the areas of the project within the historic district are minor, the removal of the two mature sycamore trees and removal and replacement of limestone curbs constitute a change to the character, setting, and feeling of the district. Therefore, INDOT believes that this project presents an “Adverse Effect” to the Vevay Historic District.

Hoosier Theatre, 209 Ferry Street (NR-0459, IHSSI 155-649-21443) – No Adverse Effect

The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)i) through (v), do not apply to the Hoosier Theatre.

Per 36 CFR 800.5(a)(2)(i), the undertaking would cause no “physical destruction of or damage to all or part of the property.” No temporary or permanent right-of-way will be required from the Hoosier Theatre. The undertaking would install new storm sewers under Ferry Street in front of the historic property. All the work for the project near the historic property would be within the existing right-of-way. Project activities would not cause physical destruction or damage to any part of the Hoosier Theatre.

Per 36 CFR 800.5(a)(2)(ii), there will be no “restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.”

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), there will be no change in “the character of the property’s use or of physical features within the property’s setting.” Project activities that include the installation of storm sewers beneath Ferry Street in front of the Hoosier Theatre and new sidewalk and curb ramps would take place approximately

100 feet northwest of the theatre at the intersection of Main Street and Ferry Street would not change the character of use or physical features within the setting of the Hoosier Theatre.

Per 36 CFR 800.5(a)(2)(v), there not be an “introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” The installation of new storm sewers beneath Ferry Street would not introduce visual, atmospheric or audible elements that diminish the integrity of the significant historic features of the Hoosier Theatre.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no “transfer, lease, or sale of the property out of Federal ownership or control.”

Because the proposed undertaking requires no right-of-way from the Hoosier Theatre and the changes in the area do not affect the historic property, INDOT believes that this project presents “No Adverse Effect” to the Hoosier Theatre.

Switzerland County Courthouse, 212 W. Main Street (NR-2134, IHSSI 155-649-21168) – No Adverse Effect

The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)i) through (v), do not apply to the Switzerland County Courthouse.

Per 36 CFR 800.5(a)(2)(i), the undertaking will cause no “physical destruction of or damage to all or part of the property.” Approximately 44 square feet of temporary right-of-way will be required from the southeast corner of the Switzerland County Courthouse for grading. The undertaking will remove and replace existing sidewalk with an ADA compliant curb ramp and sidewalk at the northwest corner of SR 56/W. Main St. and Liberty Street. On the attached plan sets, the existing wrought iron fence that surrounds the courthouse is marked “DND” for Do Not Disturb (see plan sheets enclosed).

Per 36 CFR 800.5(a)(2)(ii), there will be no “restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.”

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), there will be no change in “the character of the property’s use or of physical features within the property’s setting.” The project elements of removing and replacing the existing modern concrete curbs along the south side of the courthouse and the sidewalk with an ADA-compliant curb ramp and sidewalk at the northwest corner of SR 56 and Liberty Street will not change the character of the property’s use or its physical features within the property’s setting. The wrought iron fence that is present in this part of the historic property is marked “DND” for Do Not Disturb on the plan sheets. Additionally, the mature sycamore trees located along the southern boundary of the courthouse property along W. Main St. will be avoided by the project and have been marked “DND” on the plan sheets.

Per 36 CFR 800.5(a)(2)(v), there not be an “introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” The activities of the undertaking, including the replacement of modern sidewalks, curbs, and the curb ramp adjacent to the historic property would not diminish the integrity of the property’s significant historic features.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no “transfer, lease, or sale of the property out of Federal ownership or control.”

Because the proposed undertaking requires only limited temporary right-of-way from the Switzerland County Courthouse and changes to the areas of the project adjacent to the historic property are minor, INDOT believes that this project presents “No Adverse Effect” to the Switzerland County Courthouse.

Edward Eggleston and George Cary House, 306 W. Main Street (NR-2054, IHSSI 155-649-21164) – No Adverse Effect

The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)i through (v), do not apply to the Edward Eggleston and George Cary House.

Per 36 CFR 800.5(a)(2)(i), the undertaking will cause no “physical destruction of or damage to all or part of the property.” No temporary right-of-way and no permanent right-of-way will be required from the Edward Eggleston and George Cary House. The undertaking will replace limestone curb adjacent to the historic property along SR 56/W. Main St. with modern concrete curb, place new storm sewer under the road surface, and resurface the roadway. All the work for the project near the historic property will be within the existing right-of-way. The trees in front of the property will not be disturbed. Project activities will not cause physical destruction or damage to any part of the Edward Eggleston and George Cary House.

Per 36 CFR 800.5(a)(2)(ii), there will be no “restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.”

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), there will be no change in “the character of the property’s use or of physical features within the property’s setting.” The undertaking will replace the limestone curb along SR 56 in front of the historic property, place new storm sewer under the road surface, and resurface the roadway. All the work for the project near the historic property will be within the existing right-of-way. The trees in front of the property will not be disturbed. While the removal of the limestone curb in front of the Edward Eggleston and George Cary House is not within the historic property boundary, it will result in a slight change in the physical features to the setting of the historic property; however, removal of the limestone curbing will not affect the resource’s continued National Register listing.

Per 36 CFR 800.5(a)(2)(v), there will not be an “introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” The limestone curb replacement, storm sewer replacement, and road resurfacing will not introduce visual, atmospheric or audible elements that diminish the integrity of the significant historic features of the Edward Eggleston and George Cary House.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no “transfer, lease, or sale of the property out of Federal ownership or control.”

Because the proposed undertaking requires no right-of-way from the Edward Eggleston and George Cary House and the visual changes in the area will not diminish the integrity of the characteristics that qualify the property for the National Register, INDOT believes that this project presents “No Adverse Effect” to the Edward Eggleston and George Cary House.

Craftsman House, 102 W. Turnpike Street (IHSSI #155-648-21016) – No Adverse Effect

The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)i through (v), do not apply to the Craftsman House.

Per 36 CFR 800.5(a)(2)(i), the undertaking will cause no “physical destruction of or damage to all or part of the property.” Approximately 480 square feet of temporary right-of-way will be required from the Craftsman House. The undertaking will install an upgraded storm sewer line at the junction with an existing drain that adjoins the property.

Per 36 CFR 800.5(a)(2)(ii), there will be no “restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.”

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), there will be no change in “the character of the property’s use or of physical features within the property’s setting.” Approximately 480 square feet of temporary right-of-way will be required from the Craftsman House to install an upgraded storm sewer line at the junction with an existing drain that adjoins the property. The work will be buried underground and the area resodded and it will not change the historic configuration or material construction of the Craftsman House or its property.

Per 36 CFR 800.5(a)(2)(v), there will not be an “introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” The acquisition of temporary right of way for upgrading the storm sewer line will ultimately be buried underground. The disturbed area will be graded and resodded after construction is complete.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no “transfer, lease, or sale of the property out of Federal ownership or control.”

Because the proposed undertaking requires only temporary right-of-way from the Craftsman House and potential changes to the areas of the project adjacent to the historic property are minor, INDOT believes that this project present “No Adverse Effect” to the Craftsman House.

State Register-listed or Eligible Properties

As noted earlier, the unique circumstance of having the Vevay Historic District present as a National Register-listed historic district and a State Register-listed historic district that is not National Register-eligible with overlapping boundaries has created the need for a separate section to provide analysis of effect occurring inside the 1978 State Register boundaries of the Vevay Historic District -- but outside the boundaries of the National Register-eligible Craftsman House (IHSSI # 155-648-21016, 102 W. Turnpike St., rated Notable) and the

National Register-listed Vevay Historic District. These effects will be taken into consideration for the purposes of the portion of Dual Review that falls under Indiana Code (IC) 14-21-1-18.

Approximately 0.06 acre of temporary right-of-way and 0.091 acre of permanent right-of-way will be required within the property boundary of the Vevay State Register-Listed Historic District (IHSSI #155-648-21000). This amount of temporary and permanent right-of-way only applies to that which will be required within the Vevay State Register-listed Historic District boundary and not any area that is concurrent with the Vevay National Register-listed Historic District. The proposed undertaking includes the following within the Vevay State Register-listed Historic District:

- Along SR 56/W. Main St., the project involves a 1.5" mill and overlay from Dupraz Lane to Cedar Street with ADA-compliant curb ramps at the northwest and northeast corners of Dupraz Land and SR 56/W. Main St.;
- 4" mill with modern curb and some storm sewer replacement from Cedar Street to Arch Street where the National Register-listed district boundary begins;
- New storm sewer line will be installed to an outlet point near Paul Ogle Riverfront Park on Ferry Street south of Market Street;
- New storm sewer line will be installed on SR 56/Ferry Street beginning at the boundary of the Craftsman House (IHSSI #155-648-21016) property, running south down SR 56/Ferry Street into the National Register-listed historic district;
- Resurfacing will take place at the southeast corner of SR 56/Ferry Street and West Turnpike Street to maintain the curvature of the roadway.

Although temporary and permanent right-of-way is being taken within the boundary of the State-listed historic district, the property of the district will not be destroyed or damaged by the undertaking.

Because the proposed undertaking requires only limited temporary and permanent right-of-way from the Vevay State Register-listed Historic District and potential changes to the areas of the project within the district are minor, INDOT believes that the Vevay State Register-listed Historic District will not be adversely impacted. Pursuant to Section 11.5(f) of this rule, at the conclusion of the review process we anticipate that the Division Director would issue a letter of clearance exempting this project from obtaining a Certificate of Approval under IC 14-21-1-18.

Avoidance, Minimization, and Mitigation Measures:

Avoidance measures were considered as part of the project development for the various aspects of this undertaking. There is a no-build alternative that would result in avoidance; however, that does not provide a solution to the sluggish storm water drainage issues, the poor conditions of the pavement, or the lack of compliance with current ADA compliance standards. Another alternative was to limit the pavement work to solely a 1.5" mill and overlay for the entire project limits. This would provide additional life for the pavement and would provide curbs ramps that meet current ADA standards. However, since the pavement treatment is limited to just the upper layers, significant storm sewer upgrades and corridor curb replacements typically do not occur with this type of treatment. INDOT would likely need to revisit the roadway pavement in another 7-10 years. The existing drainage issues would persist. For the areas in the downtown that are currently scoped as full pavement replacement, an alternative treatment would be a 4" mill and overlay. This alternative would have addressed many of the short-term pavement distresses, upgraded the curb ramps to current ADA standards, and added a limited storm sewer system (defined as new inlets at locations prone to ponding). However, INDOT would likely need to revisit the pavement in the next 10-15 years. The limited storm sewer system would be prone to overtopping during flash flood events, and the existing curbs would remain at an excessively tall height. The alternative selected is the only alternative that meets the stated purpose and need of the undertaking, which is to extend the service life of the existing pavement, improve ride-ability of the roadway,

enhance pedestrian safety through compliance with current ADA standards, and to reestablish positive drainage by addressing the following deficiencies: 1) Deteriorating pavement surface; 2) Lack of concrete curbs in some areas (which allows storm water to pond at the pavement edges, causing pavement damage) as well curbs of excessive height in other areas (representing pedestrian hazards); 3) Curb ramps that are non-compliant with current ADA standards; and 4) Ineffective storm sewer drainage.

Within the current alternative, minimization measures have been taken in an effort to reduce the impact of the undertaking on historic properties and districts. An ADA-compliant curb ramp is to be installed at the northeast corner of SR 56 and Arch Street within the National Register-listed Vevay Historic District. Initially, the plans called for the sycamore tree on the corner to be removed to install the new ADA-compliant curb ramp. The sidewalk and curb ramp have been successfully redesigned to avoid the removal of the sycamore tree that is a contributing feature of the National Register-listed Vevay Historic District.

Additionally, the current alternative proposes to install the new curb lines along Main Street at their relatively existing elevations. By doing so, the grading of the grass plats between the sidewalk and the street will see minimal impact. If the curb line elevations were set otherwise, the grass plats would require extensive grading activities and dozens of the trees along Main Street would be threatened by damage or removal. This also allows for minimal impact to the front yards of properties behind the sidewalks where many of the historic features, such as wrought iron fences, exist. In order to accomplish this, the undertaking is designed obtaining an exception to standard criteria for cross-slope for the on-street parking lanes.

Minimization measures are also being taken at the northwest corner of SR 56 and Liberty Street for the installation of an ADA-compliant curb ramp. At that corner, a wrought iron fence is present surrounding the National Register-listed Switzerland County Courthouse. That wrought iron fence will not be disturbed although temporary right-of-way is being acquired adjacent to it for the installation of the curb ramp. A similar minimization measure will be carried out for an ADA-compliant curb ramp at the southeast corner of SR 56 and Union Street. A wrought iron fence is adjacent to where the ADA-compliant curb ramp will be installed. That wrought iron fence is part of the Ruter Chapel Methodist Church. While the church is not listed in the NRHP, it is a contributing resource to the National Register-listed Vevay Historic District. The fence will be avoided during the installation of the ADA-compliant curb ramp and is specifically called out to not be disturbed in the plans. In the downtown area where the pavement, curbs, and sidewalk are being fully replaced, the roadway cross slope was set to avoid direct impact to the adjacent buildings and store fronts. In order to accomplish this and still meet current ADA standards, the undertaking is designed obtaining an exception to standard criteria for cross-slope for the on-street parking lanes.

Part of the undertaking includes sidewalk and curb replacement in various parts of the project area, in particular along portions of the downtown corridors on SR 56 and 156 (Main Street) and Ferry Street. One area of sidewalk and curb replacement is in front of the Swiss Inn at 100 E. Main Street. In this area, the undertaking will require the removal of two mature sycamore trees for new sidewalk and curb to be installed. These sycamore trees have been in this location since at least the 1930s (see photographs below).



(Google Streetview Image)



(Photo taken by Scott Henley, March 17, 2021)



(ca. 1930s, Indiana Historical Society, Indiana Postcard Collection, 1902-1986, V0002)

Avoidance and minimization efforts would not be able to prevent the removal of the trees. As shown in the photographs, the trees have already damaged the existing curb and sidewalk. Also, new curb inlets will be added in this same area which is a deeper excavation than curb-only work. This same area is also where the pavement will be fully replaced. The trees' root systems would be damaged by the pavement removal process to the extent that the trees would not survive. They are so old and large that they have damaged the nearby sidewalk and curb. And because the project needs to install new pavement, sidewalks and curbing in this location, there is no choice but to remove the trees. In order to meet the purpose and need of the undertaking, specifically the need for curbs of adequate condition and height, along with the installation of curb inlets for good drainage conveyance, the trees will have to be removed. Mitigation measures could include the following suggestions: 1) Tree planting (where appropriate) elsewhere in the National Register-listed Vevay Historic District; 2) Creation/installation of appropriate interpretive signage in front of the Swiss Inn to memorialize the removed sycamore trees. The interpretive signage would include photographic documentation of the trees that were removed in order to complete this project.

Limestone curbs will be removed and replaced with concrete curbs as part of this undertaking. Limestone curbs are present on the southside of SR 56/W. Main St. between Silver Street and Tell Street; on both sides of SR 56/W. Main St. between Tell Street and Vineyard Street; on the southside of SR 56/W. Main St. between Vineyard Street and Union Street; and on both sides of SR 56/W. Main St. between Union Street and Main Cross Street. Partial limestone curbs are present in small sections (a total of approximately 100 linear feet) in front of the Swiss Inn at 100 E. Main Street and also on the south side of E. Main Street across from the Swiss Inn. The undertaking is not able to avoid or minimize the impact on the limestone curbs. Mitigation measures

include the following suggestions: repurpose the approximately 50%-60% of the limestone curbing that is still in good condition where feasible or offer them to the Town of Vevay.

Conclusions:

In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470f), the project historians examined this project and assessed its potential to adversely affect historic properties in the APE. As noted above, the historians believe that this project would have an “Adverse Effect” on the Vevay Historic District. Additionally, the historians believe that this project would have “No Adverse Effect” on the Hoosier Theatre, the Switzerland County Courthouse, the Edward Eggleston and George Cary House, and the Craftsman House. Therefore, it is the professional opinion of the historians that the appropriate overall finding for this undertaking is “Adverse Effect.”

Additionally, FHWA is inviting you to attend a Consulting Party meeting for this project. The meeting will be held via a virtual Microsoft Teams meeting. If you are unfamiliar with this platform, here is a [quick tutorial](#) on how to enter the meeting once you receive the invitation. The link for the meeting is [Click here to join the meeting](#). For those who wish to attend, but are unable to join via Microsoft Teams, you may use the following call-in number: (317) 939-6638. The conference ID number is 518525588#. The meeting will be held on Monday, December 13, 2021, at 1pm. The intent of the meeting is to discuss the current condition of the crossing, the proposed alternatives under consideration, the above-ground and archaeological identification processes, the effects of the undertaking upon the historic properties, and possible avoidance, minimization, and mitigation measures.

The Effects Letter and Archaeology Report (Tribes only) is 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.

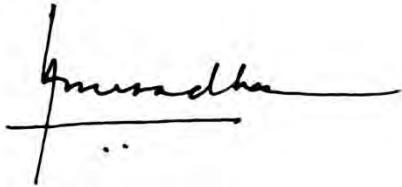
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting 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.
9102 N. Meridian Street, Suite 200
Indianapolis, IN 46260
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,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:
1. Meeting Agenda
2. Project Maps
3. Project Plans

Enclosures not included to avoid redundancy as they are located elsewhere in the appendices

Distribution List:
State Historic Preservation Officer, DKauffmann@in.DNR.gov, BMccord@in.DNR.gov
Switzerland County Historian, hendricksjanet050@gmail.com
Vevay Town Council, Brandi@vevaytownhall.com
Vevay Main Street, Inc. vevaymainstreet@gmail.com
Indiana Landmarks – Southeast Field Office, jholbrook@indianalandmarks.org
Miami Tribe of Oklahoma

Newly invited CPs

Ronald D. and Lorrie A. Otter, historic property owner of 102 W. Turnpike St.
Mainsource Bank, historic property owner of 802 W. Main St. (Lot No. 2)
Kapes Building, LLC, historic property owner of 804 W. Main St. (Lot No. 1)
Switzerland County School Corporation, historic property owner of 1002 W. Main St.
Cory Hankins, historic property owner of 904 W. Main St.
Equity Trust Company, historic property owners of 502 N. Ferry St.
William T. and Susan J. Cord, historic property owner of 402 Ferry St.
Raymond E. and Stephanie L. Furnish, historic property owner of 414 N. Ferry St.
Jennifer Jo Scudder, historic property owner of 401 Ferry St.
Quaid Enterprises, LLC, historic property owner of 216 N. Ferry St.
Fisher Real Estate, LLC, historic property owner of 106 E. Main St.
Raymond J. and Eldora S. Byler, historic property owner of 201 W. Main St.
James F. Baker, historic property owner of 408 E. Main St.
Vevay Department of Parks and Recreation, historic property owner of 107 Ferry St. (Lots 244 and 245)



PEORIA TRIBE OF INDIANS OF OKLAHOMA

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

P.O. Box 1527

MIAMI, OKLAHOMA 74355

CHIEF
Craig Harper

SECOND CHIEF
Rosanna Dobbs

December 1, 2021

Shaun Miller
Tribal Contact
INDOT
100 N Senate Ave., Rm N642
Indianapolis, IN 46204

Re: Des.#1900334 & 1900337 Pavement replacement and rehabilitation, Sidewalk, Curb & Storm Sewer

Thank you for providing notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is unaware of a direct link to the newly proposed project location.

The Peoria Tribe of Indians of Oklahoma is also unaware of items covered under Native American Graves Protection and Repatriation Act (NAGPRA) to be associated with the proposed project site, including funerary or sacred objects; objects of cultural patrimony; or ancestral human remains.

The Peoria Tribe has no objection at this time to the proposed project. If, however, at any time items are discovered which fall under the protection of NAGPRA, the Peoria Tribe requests immediate notification and consultation. In addition, state, local and tribal authorities should be advised as to the findings and construction halted until consultation with all concerned parties has occurred.

Please feel free to contact me directly at the number above if additional consultation is necessary. Thank you again for your consideration with this matter.

Sincerely,

Charla K. EchoHawk
Director of Cultural Preservation

TREASURER
Hank Downum

SECRETARY
Tonya Mathews

FIRST COUNCILMAN
Carolyn Ritchey

SECOND COUNCILMAN
Kara North

THIRD COUNCILMAN
Isabella Burrell

Scott Henley (Jeffrey Scott)

From: Scott Henley (Jeffrey Scott)
Sent: Friday, December 17, 2021 10:52 AM
To: Kauffmann, Danielle M; McCord, Beth K; hendricksjanet050@gmail.com; Brandi@vevaytownhall.com; vevaymainstreet@gmail.com; jholbrook@indianalandmarks.org; Tait, Erica (FHWA); Carmany-George, Karstin (FHWA); Irenwick@indianalandmarks.org
Cc: Karen Wood; Branigin, Susan; Miller, Shaun (INDOT); Moffatt, Charles D; Ross, Anthony
Subject: FHWA Project: Des. No. 1900334 & 1900337; Consulting Party Meeting Minutes, SR 56 & SR 156 Pavement Replacement and Rehabilitation Project, Switzerland County, Indiana
Attachments: SR56andSR156_DesNos1900334_1900337_CPMtg_Minutes_2021-12-17.pdf

Des. Nos.: 1900334 & 1900337

Project Description: Pavement replacement and rehabilitation, sidewalk, curb, and storm sewer project

Location: Vevay, Switzerland County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Des. Nos. 1900334 and 1900337. The Section 106 Early Coordination Letter for this project was originally distributed on April 30, 2020. A Historic Property Short Report (HPSR) for this project was originally distributed on July 23, 2020. An Effects Letter for this project was originally distributed on November 29, 2021.

As part of Section 106 of the National Historic Preservation Act, Consulting Party Meeting Minutes have been prepared and are ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. 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.

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.

Thank you in advance for your input,

Scott

Scott Henley (Jeffrey Scott)
Cultural Resource Associate

SJCA Inc.

December 17, 2021

Section 106 Consulting Party Meeting

Meeting Date:	December 13, 2021
Work Type:	Pavement Replacement and Rehabilitation Project
Route:	SR 56 & SR 156
Des. No.:	1900334 & 1900337
DHPA:	25496

Attended by:

Anthony Ross, INDOT Cultural Resources Office (CRO)-LPA Administrator
Susan Branigin, INDOT CRO-History Unit Team Lead
Matthew Rhoads, INDOT Project Manager
Shaun Miller, INDOT CRO-Archaeology Team Lead
David Moffatt, INDOT CRO-Archaeologist
Kari Carmany-George, Federal Highway Administration (FHWA)-Indiana Division
Beth McCord, Director and Deputy State Historic Preservation Officer, Indiana Department of Natural Resources (IDNR), Division of Historic Preservation and Archaeology (DHPA) (staff of the State Historic Preservation Officer [SHPO])
Danielle Kauffmann, IDNR, DHPA (staff of the SHPO)
Laura Renwick, Community Preservation Specialist-Indiana Landmarks
Janet Hendricks, County Historian-Switzerland County
Brandi Scutter, Clerk-Town of Vevay
Nick Batta, CMT-Project Manager
Marion Wells, CMT-Environmental Scientist
Karen Wood, SJCA Inc.-Cultural Resources and Environmental Manager
Scott Henley, SJCA Inc.-Cultural Resources Associate

A Section 106 consulting party meeting was held virtually via Microsoft Teams on December 13, 2021 at 1:00 pm EST to discuss the proposed project and the impact on National Register-listed and National Register-eligible properties: Vevay Historic District, NR-0147; Old Hoosier Theatre, NR-0459; Switzerland County Courthouse, NR-2134; Edward and George Cary Eggleston House, NR-2054; and the National Register-eligible Craftsman House. The following is a summary of the meeting agenda items and ensuing discussions:

The meeting began with introductions and Scott Henley gave an overview of the housekeeping items for the meeting and the agenda for the meeting. Scott Henley then discussed the Section 106 process as it pertains to the SR 56 & SR 156 Pavement Replacement and Rehabilitation project specifically. Henley presented the steps in the process that have already been completed and what steps are yet to come in the process. Kari Carmany-George gave a brief overview of the Section 106 process.

Scott Henley followed with the Purpose & Need for the project and presented some of the specific issues currently present in the project area. Nick Batta provided a general overview of the pavement replacement and rehabilitation. Batta discussed that, due to the size of the project and the varying needs within the project area, the project is broken up into segments with each segment addressing specific issues within each segment. Batta noted there were several different types of alternatives considered within each segment and described what each alternative would address. Batta proceeded with a description of each segment of the project (segments A through H) and what specific alternatives have been chosen as the best course of action for each segment.

When discussing Segment D of the project (SR 56/Main Street, Liberty Street to Walnut Street), Batta noted this part of the project is through downtown Vevay and there are several unique aspects that are not present in other parts of the project. During a streetscape improvement project in the 1980s, the town added brick pavers to the sidewalks along with ornamental trees planted along the sidewalk, and the town worked with Duke Energy to have period streetlights installed. Also, many of the older downtown buildings have air vents that extend from the basements. Some are still in use and have castings or a lid in the sidewalk. For the ones that are functional, the existing, modernized castings will be reset in the new sidewalk. Also, the existing traffic signal at the intersection of SR 56 & SR 156 will be modernized.

Batta also mentioned that the period streetlights would be removed and reset in the same general location, the ornamental trees will be removed, and the brick pavers would also be removed and replaced, most likely, with stamped concrete. Batta closed out the discussion of the project specifics emphasizing the targeted approach to designing the project in order to tailor the proper solution to each part of the project. Lastly, Batta presented the anticipated schedule for the project.

Scott Henley turned the presentation toward the identification of historic properties. Henley noted that the area of potential effects contains four National Register-listed properties and one National Register-eligible property. Henley discussed each of the National Register-listed properties and the National Register-eligible property touching on when they were listed in the National Register, their period of significance, their criteria for listing, and their statement of significance in order to familiarize the attending consulting parties with each property. Henley discussed the archaeological investigation that took place for this project, noting that twenty-nine sites were found containing historic-era artifact scatters from the early 19th to late 20th century and that none of the identified sites were recommended eligible for the National Register and that no further work was recommended.

Henley also added noted that this project is under dual review and explained that the dual review process means this project is going to be reviewed simultaneously with the Section 106 process as well as the Certificate of Approval process under Indiana Code 1421-1-18. At the conclusion of this review process in addition to a Section 106 finding, there would potentially be a director's letter of clearance to exempt the project from having to go in front of the historic preservation review board. Otherwise, the project would have to go in front of the review board.

Next, Henley discussed the anticipated finding of "No Adverse Effect" on the Switzerland County Courthouse, Old Hoosier Theatre, Edward and George Cary Eggleston House, and the Craftsman House.

Henley presented the specifics of the undertaking in relation to those historic properties noting that for the Switzerland County Courthouse and the Craftsman House, only temporary right-of-way is anticipated to be required from those properties; therefore, a finding of "No Adverse Effect" is appropriate. No right-of-way is anticipated from the Eggleston House or the Old Hoosier Theatre. Henley presented slides with photographs of the three properties in the historic district adjacent to the project area. Henley provided the definition of an "Adverse Effect" as defined by 36 CFR § 800.5(a)(1). Henley discussed the effects of the undertaking upon the historic district and the anticipated finding of "Adverse Effect."

Henley presented the specifics of the anticipated finding of "Adverse Effect" noting that approximately 0.121 acre of temporary right-of-way is anticipated to be required; 2,150 linear feet of limestone curb will be removed and replaced with modern concrete curb. Henley described all the locations where limestone curb is located in the Vevay Historic District. Henley discussed the removal of two mature sycamore trees located in front of the Swiss Inn as part of the undertaking. Photographs of both limestone curbs and the two mature sycamore trees were presented for consulting parties to note locations and current conditions.

Nick Batta described avoidance and minimization steps that were taken during the design of this project. Batta referenced from earlier in the meeting that one of the primary steps taken for avoidance and minimization was to design solutions to satisfy the purpose and need of the project that are specific to each segment of the project so that one solution is not imposed upon the entire project length that may not be warranted. Batta discussed that, in order to further minimize impacts, curb lines along Main Street/SR 56 will be maintained, and the road will not be widened or narrowed. Americans with Disabilities Act (ADA) compliant curb ramps have been designed so as to not impact historic properties. The roadway slopes and sidewalks, where they are being replaced, are designed not to impact properties or store fronts. Also, the sidewalks in downtown will be constructed so as to save two awnings that are in place over the existing sidewalks. One is in front of the Swiss Inn and the other is at a business just north of Main Street on Ferry Street.

Scott Henley presented several possible mitigation measures for the impact of the undertaking on historic properties. First, Henley described tree planting as part of the mitigation ideas. Second, Henley discussed an idea for interpretive signage specifically for the mature sycamore trees to be removed as part of the undertaking. Lastly, Henley discussed repurposing the limestone curb to be removed, where feasible, or offering them to the Town of Vevay for their use in the future. Henley wrapped up the discussion on mitigation by opening the meeting up to and questions or comments any of the consulting parties might have.

Janet Hendricks, County Historian for Switzerland County, expressed concern about the wrought iron fence in front of the Ruter Chapel United Methodist Church being disturbed. Hendricks noted that she had responded to earlier correspondence about the church and wanted to be sure it wouldn't be disturbed by the undertaking. Scott Henley answered that he did recall seeing correspondence from Hendricks on that issue and apologized for not bringing it up earlier. Henley then stated that the wrought iron fence is called out on the plans as "Do Not Disturb" so it would not be damaged by the undertaking. Hendricks noted that the church is a Methodist shrine and was believed to have been

listed on the National Register and wasn't sure why it wasn't called out as such. Henley stated that the church is recognized as a contributing resource to the Vevay Historic District and that the church will be avoided as part of this undertaking.

Laura Renwick of Indiana Landmarks stated that SR 56 and SR 156 are nationally designated as part of the Ohio River Scenic Byway and wanted to make sure that status was recognized and taken into consideration as the project moves forward. Renwick stated that on the National Register nomination form, one of the contributing elements that is listed is stone-lined culverts, particularly on the west side of town. Renwick asked how those culverts might be impacted by the undertaking. Lastly, Renwick asked if the limestone curbs were to be repurposed as part of this undertaking, how would that be done. Batta responded, regarding the stone-lined culverts, that he was not familiar with any stone-lined culverts on the west end of town in the project area and did not know of any at all that would be replaced. Batta then responded, regarding the repurposing of the limestone curbs, that they would be inspected upon removal. For those curbs in longer lengths, they would be reset in place for future use on a new, stable foundation.

Response (re: stone-lined culverts): Research has indicated the stone-lined culverts referenced National Register Nomination Form are located on some of the connecting streets between SR 56/Main Street and Market Street such as Union Street but south of the project area. A stone-lined ditch does exist along the west side of South Ferry Street; however, only storm sewer work under the roadway will take place in this area and not impact the stone-lined ditch.

Danielle Kauffmann of SHPO's office asked if any limestone curbs that could be repurposed would be reset in place where they were taken or would all the good lengths of curb be combined, maybe starting in the city center and moving outward from there so that what is salvageable is all together in one place or if it will be placed in its original location so that limestone curbing is found sporadically throughout the area. Nick Batta replied that his thought is it would be best to put the limestone together in the same city block or blocks and target the areas where the limestone curb is currently between Silver St. and Union St. Batta stated that, unless any consulting parties had another idea, it would be best to keep all the limestone curb together. Kauffmann agreed that would be the best course of action to keep all the limestone curb together rather than have it be spread out along Main St. in a piecemeal manner. Batta followed up by asking Danielle Kauffmann if she agreed that staying west of downtown would be best since no limestone curb exists throughout downtown. Kauffmann agreed that it would be best to repurpose the limestone curb in areas where it already exists.

Scott Henley then asked if anyone had any comments or other points of discussion. Nick Batta asked if anyone had any specific ideas for mitigation regarding the removal of the two sycamore trees and if tree planting would be a mitigation measure appropriate for their removal. Janet Hendricks stated that the sycamore trees are beautiful but have served their purpose and the roots have even begun to grow into the basement at the Swiss Inn. The trees have become a bit of a nuisance. Batta then asked Brandi Scudder what the town's perspective might be regarding the tree removal and possible mitigation ideas. Brandi had stepped away from her desk to speak with someone from the town so Batta spoke up to state that in his discussions with Brandi and other town representatives, they do want to have the trees

removed. Laura Renwick added that some type of interpretive signage would be a nice addition to the area. Danielle Kauffmann stated that in addition to interpretive signage about the trees, perhaps interpretive signage relating to the limestone curbs would be a good idea.

Scott Henley asked if there were any final comments or points of discussion from the group. With no replies, Henley then stated that a meeting summary would be sent out to consulting parties. Henley asked that any additional comments be sent to him and that tribal contacts could contact Shaun Miller from INDOT or Kari Carmany-George from FHWA.

Scott Henley closed the meeting. The meeting minutes will be distributed, including the exhibits shared during the meeting. Please use this link here to see the recorded meeting: https://sjcaeng-my.sharepoint.com/:v/g/personal/shenley_sjcainc_com/EaRdAUcSfoJFhoTWs4R1k68BPQUOm02liV65wOKHBFWADQ?e=5HZ5q4

This is our understanding of the items presented for discussion. Please inform CMT or SJCA Inc. in writing of any corrections/additions to the summary. If no written comments are received within seven (7) days of receipt of the summary, it will be considered finalized as written.

Attachments

CP Meeting Agenda

CP Meeting Exhibits

Agenda
Consulting Party Meeting
December 13, 2021, at 1:00 PM EST
Des. No. 1900334
SR 56 & SR 156 Pavement Replacement & Rehabilitation Project

- 1) Introductions (SJCA)
- 2) Brief Overview of Project and existing Conditions (CMT)
- 3) Proposed Alternatives (CMT)
- 4) Identified historic properties (SJCA)
- 5) Effects of the undertaking upon the historic property (SJCA)
- 6) Avoidance/Minimization/Mitigation measures (SJCA)
- 7) Questions/Discussion
- 8) Review and Conclusion

Welcome to the SR 56 and SR 156 Pavement Replacement and Rehabilitation Project Consulting Parties Meeting: Des. Nos. 1900334 And 1900337

- Everyone is muted to start
- During the presentation, please use the chat function to submit a question or make a comment anytime during the presentation
- An open Q&A discussion will follow the presentation
- All comments and questions will be part of the official record, taken into consideration, and included in the 800.11 (e) documentation

1

SR 56 and SR 156 Pavement Replacement and Rehabilitation Project, Vevay, Switzerland County, Indiana

Des. Nos. 1900334 & 1900337

Consulting Party Meeting
December 13, 2021

Nick Batta, CMT
Scott Henley, SJCA
Karen Wood, SJCA



*Photo from Historic Properties Report (Ziegler, 2020)

2

Agenda

1. Introductions (SJCA)
2. Brief overview of the project and existing conditions (CMT)
3. Proposed alternatives (CMT)
4. Identified historic properties (SJCA)
5. Effects of the undertaking upon the historic properties (SJCA)
6. Avoidance/Minimization/Mitigation measures (SJCA)
7. Questions/Comments/Discussion
8. Review and conclusion

3

Section 106 Steps for SR 56 and SR 156 Pavement Replacement and Rehabilitation Project

1. Initiate Consultation:
 - Early Coordination Letter distributed April 30, 2020
2. Identify Historic Properties:
 - Historic Properties Short Report distributed July 23, 2020
 - Archaeology Report (Tribes only) distributed November 29, 2021
3. Assess Effects of Undertaking on Historic Properties:
 - Effects Analysis distributed November 29, 2021
 - Consulting Parties Meeting held December 13, 2021  We are here
 - 800.11(e) Document/Finding/Mitigation (Jan/Feb 2022)
4. Resolve any Adverse Effects
 - Draft Memorandum of Agreement (MOA) for review (Jan/Feb 2022)
 - Final MOA for Signatures (Spring 2022)

4

Need and Purpose

Project Need:

- Pavement deterioration
- Lack of drainage conveyance
- Flooding (within INDOT's jurisdiction)
- Lack of ADA accessibility (within INDOT's jurisdiction)

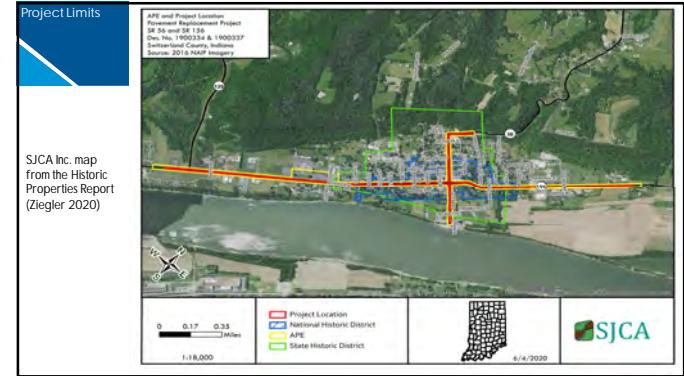
Project Purpose:

- Extend service life of existing pavement
- Enhance pedestrian safety through ADA compliance
- Re-establish positive drainage

*Photo from Historic Properties Report (Ziegler, 2020)



5



6

Alternatives Considered

- Preventative maintenance
- Asphalt mill and overlay (less than 4")
- Patching
- ADA-compliant curb ramps
- No geometric changes
- Limited drainage improvements



7

Alternatives Considered (Cont.)

- Rehabilitation
- At least 4" mill and overlay
- Replacement of pavement in certain areas
- Drainage upgrades to address conveyance
- ADA-compliant curb ramps
- No geometric changes
- May not fully fix flooding issues



8

Alternatives Considered (Cont.)

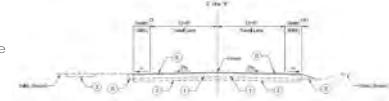
- Replacement
- Full depth pavement replacement
- Geometric changes to full standards
- Drainage upgrades to address conveyance and flooding
- Replace sidewalks if attached to the curb
- ADA-compliant curb ramps



9

SR 56 (Main Street) Segment A – SR 129 to Dupraz Street

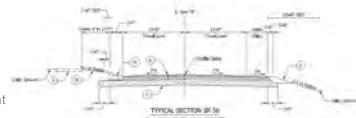
- Pavement exhibiting cracking and past crack sealing work is not holding up
- Limited amounts of base failure
- Adequate drainage conveyance via ditches and driveway pipes
- No known issues of flooding
- Curb ramps not ADA accessible
- Improvement strategy: Preventative maintenance



10

SR 56 (Main Street) Segment B – Dupraz Street to Silver Street

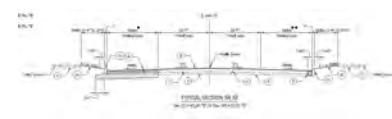
- Pavement exhibiting cracking and past crack sealing work is not holding up
- Limited amounts of base failure
- Not enough inlets and connecting pipes too small
- Ditches silted-in
- History of flooding at Arch Street intersection
- Curb ramps not ADA accessible
- Geometric issues: roadway sloped to the north and is too high
- Improvement strategy: Replacement



11

SR 56 (Main Street) Segment C – Silver Street to Liberty Street

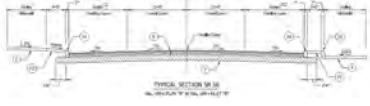
- Pavement exhibiting cracking and past crack sealing work is not holding up
- Limited amounts of base failure
- Not enough inlets and connecting pipes too small
- No history of flooding
- Curb ramps not ADA accessible
- No geometric issues
- Improvement strategy: Rehabilitation



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**SR 56 (Main Street)
Segment D – Liberty Street to Walnut Street**

- Pavement exhibiting cracking and past crack sealing work is not holding up
- Limited amounts of base failure
- Not enough inlets and connecting pipes too small
- History of flooding
- Curb ramps not ADA accessible
- Trip and fall hazards
- Roadway slope too steep
- Improvement strategy:
Replacement



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**SR 56 (Main Street)
Segment D - Additional Scope**

- Duke Energy's downtown street lights to be removed and reset (12)
- Trees to be removed and not replaced (22)
- Modern brick pavers to be removed and replaced with stamped concrete
- Basement vault castings to be removed and reset
- Traffic signal to be modernized



Photos Source: CMT
Images: May 2021

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**SR 56 (Main Street)
Segment D - Additional Scope**

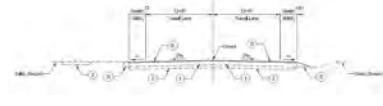


Photos Source: CMT
Images: May 2021

15

**SR 156 (Main Street)
Segment E – Walnut Street to Vevay Limits**

- Pavement exhibiting cracking and past crack sealing work is not holding up
- Limited amounts of base failure
- Adequate drainage conveyance via ditches and driveway pipes
- No known issues of flooding
- Curb ramps not ADA accessible
- Improvement strategy:
Preventative maintenance



16

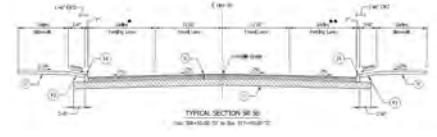
Ferry Street Segment F – Riverfront Park to Main Street

- Incidental work to install storm sewer outlet from Main Street intersection to stream that runs through Riverfront Park
- Storm sewer trunk line to be installed and associated pavement restoration
- No curb or sidewalk work
- No addition of curb inlets

17

SR 56 (Ferry Street) Segment G – Main Street to Seminary Street

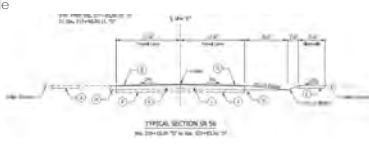
- Pavement exhibiting cracking and past crack sealing work is not holding up
- Limited amounts of base failure
- Not enough inlets and connecting pipes too small
- History of flooding
- Curb ramps not ADA accessible
- Trip and fall hazards
- Roadway slope too steep
- Improvement strategy: Replacement



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SR 56 (Ferry Street) Segment H – Seminary Street to Walnut Street

- Pavement exhibiting cracking and past crack sealing work is not holding up
- Limited amounts of base failure
- Adequate conveyance
- History of flooding
- Curb ramps not ADA accessible
- Improvement strategy: Rehabilitation



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Additional Project Information

- Public Hearing – June 2022
- NEPA Approval – September 2022
- R/W Acquisition – July 2022 to August 2023
- Stage 3 (95%) Plans – June 2023
- Final Tracings (100%) Plans – October 2023
- Letting – January 2024
- Construction – 2024 and 2025



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Identified Historic Properties

Aerial map of the project area. Four National Register-listed and one National Register-eligible property are adjacent to the project area. This includes the National Register-listed Vevay Historic District (NR-0147) depicted on the map to the right.

*SJCA ArcGIS Map



Historic District Map (1:5,000)
Road Rehabilitation Project
On the National Register: Vevay, Indiana
Des. No. 1900334 & 1900337
Switzerland County, Indiana
Source: NAP 2018

Project Area
State Historic Boundary
National Historic Boundary

0 500 1000 1500 US Feet

21

Archaeological Investigation

- Phase 1a Archaeological Survey conducted between August 2 and 5, 2021
- 29 sites were identified within the survey area with sites primarily of historic-era artifact scatters from the early 19th to late 20th century
- One site did contain a prehistoric component dating to the Late Archaic period
- None of the identified sites were recommended eligible for the National Register and no further work is recommended

22

Effects of the Undertaking Upon the Historic Properties

The undertaking is anticipated to result in a finding of "No Adverse Effect" upon the Hoosier Theatre, NR-0459, the Switzerland County Courthouse, NR-2134, the Edward and George Cary Eggleston House, NR-2054, and the National Register-eligible Craftsman House.

- Temporary right-of-way is anticipated at the southeast corner of the Switzerland Courthouse property and is anticipated from the Craftsman House property.

Left photo: Switzerland County Courthouse, 212 W. Main St., Vevay, IN



Right photo: Craftsman House, 102 W. Turnpike St., Vevay, IN



Photos from the Historic Properties Report (Ziegler, 2020)

23

Effects of the Undertaking Upon the Historic Properties

The undertaking is anticipated to result in a finding of "Adverse Effect" upon the Vevay Historic District, NR-0147.

"An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative."

- 36 CFR § 800.5(a)(1)

24

Effects of the Undertaking Upon the Historic Properties

The undertaking is anticipated to result in a finding of "Adverse Effect" upon the Vevay Historic District, NR-0147.

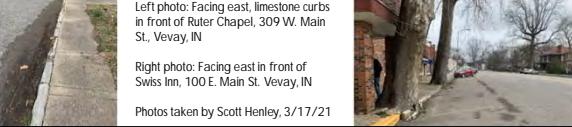
The undertaking is anticipated to:

- cause physical destruction of or damage to all or part of the property
- change physical features within the property's setting
- introduce visual elements that diminish the integrity of the property's significant historic features

Left photo: Facing east, limestone curbs in front of Ruter Chapel, 309 W. Main St., Vevay, IN

Right photo: Facing east in front of Swiss Inn, 100 E. Main St. Vevay, IN

Photos taken by Scott Henley, 3/17/21



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Avoidance/Minimization measures

Avoidance

1. No-build alternative
2. Limit pavement work to 1.5" mill and overlay
3. Limit pavement work to 4" mill and overlay and upgrade curb ramps with limited storm sewer work

Minimization

1. Install curb lines along Main Street to essentially the same location to avoid damage to elm trees west of downtown
2. Design ADA-compliant curb ramps within Historic District to avoid historic properties
3. Roadway cross slope designed to avoid direct impact to store fronts and adjacent buildings
4. Sidewalks downtown will be constructed in a manner to save two awnings extending over the sidewalks

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Potential Mitigation Measures

Mitigation – Tree planting (where appropriate)



Photo from the Historic Properties Report (Ziegler 2020)

27

Potential Mitigation Measures

Interpretive signage to memorialize the removed trees



Photo by Tom Rivers: <https://orleanshub.com/next-medina-tour-will-follow-interpretive-signs/>

28

Potential Mitigation Measures

Repurpose limestone curbs in good condition (where feasible) or offer them to the Town of Vevay

Left photo: Facing west on W. Main St. near intersection with Main Cross St. Taken by Scott Henley 3/17/21

Right photo: Facing east at the southeast corner of W. Main St. and Tell St. Taken by Scott Henley 3/17/21



29

Questions or Comments?

30

Next Steps

- Meeting Summary distributed to Consulting Parties
- Consulting Party Comments to Scott Henley, 9102 N. Meridian St., Suite 200, Indianapolis, IN 46260, 317-566-0629 x 430, or shenley@sjcainc.com, submit by December 28, 2021
- Tribal contacts may contact Shaun Miller, smiller@indot.IN.gov or 317-416-0876 or Kari Carmany-George, K.CarmanyGeorge@dot.gov or 317-226-5629

31

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



December 20, 2021

Scott Henley
Cultural Resources Associate
SJCA Inc.
9102 N. Meridian Street, Suite 200
Indianapolis, Indiana 46260

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

Re: DUAL REVIEW: Effects letter, archaeology report (Smith 9/8/21) and Consulting Party
meeting summary for the SR 56 and SR 156 pavement replacement and rehabilitation project
(Des. No. 1900334 & 1900337; DHPA No. 25496)

Dear Mr. Henley:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 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” (“Indiana Minor Projects PA”); and also pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code (“IAC”) 20-4, the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your November 29, 2021, submission which enclosed the effects letter and the archaeology report for the aforementioned project in Vevay, Switzerland County, Indiana. We also reviewed the Consulting Party meeting summary from the December 13, 2021, consulting parties meeting received by our office December 17, 2021.

Danielle Kauffmann and I attended the virtual consulting parties meeting held on December 13, 2021. Regarding the meeting summary, we have no corrections to suggest, but will provide comments below in conjunction with the effects letter and archaeology report.

Thank you for providing the effects letter for this Dual Review project. We note the complexities of evaluating the effects due to the differing State-Register listed (NR-0147) and National-Register listed (NR-2350) boundaries of the Vevay Historic District while balancing federal Section 106 review and state law review. For the purposes of the Section 106 review of this undertaking, based on the information provided, we agree with the letter’s conclusions that the project as proposed would not adversely affect the National Register-listed Hoosier Theater (NR-0459), Switzerland County Courthouse (NR-2134), and Edward Eggleston and George Cary House (NR-2054), along with the National Register-eligible Craftsman house at 102 W. Turnpike Street (Indiana Historic Sites and Structures Inventory [“IHSSI”] #155-648-21016). We note that the Craftsman house has the wrong IHSSI number within the effects discussion of the letter on page 6.

Regarding the Vevay Historic District (NR-0147/2350), we agree that the removal of all the limestone curbing along SR 56 and the removal of the two mature trees at 100 E. Main Street in front of the Swiss Hotel (IHSSI #155-649-21177) would adversely affect this National Register-listed district. We would like to note that while the effects letter suggests that all the limestone curbing would be removed and replaced, it was raised in the consulting parties meeting that depending on the condition of the limestone upon removal, that portions would be able to be re-set. We agree and want to emphasize with the assessment discussed in the meeting that the portions that can be salvaged be reset in linear portions in areas that were historically appropriate. Any limestone that can’t be salvaged for reuse as curbing will be utilized throughout the district elsewhere by the Town of Vevay.

We would be interested in hearing any other ideas for mitigation for the Adverse Effect of this project from other consulting and interested parties, besides the reuse of limestone curbing, and signage discussing the sycamore trees at 100 E. Main Street and use of limestone throughout the district that were mentioned during the consulting parties meeting. After gathering input from consulting parties, we would be willing to enter into a memorandum of agreement for this project. If the terms of the memorandum of agreement are satisfactory and the objectives and purposes of IC 14-21-1-18 have been achieved, we may issue a director's letter of clearance under 312 IAC 20-4-11.5(g).

Regarding the archaeological resources, we note that due to the linear nature of the project area, the survey area only captured portions of many residential lots (primarily front lawns). Therefore, the boundaries of historical era sites 12Sw456 to 12Sw464 and 12Sw466 to 12Sw484 may extend outside of the surveyed area. While no features were encountered, intact soils were encountered throughout the survey area. As noted in the interpretation section of the archaeology report (Smith 9/8/21), the artifact assemblage recovered does provide preliminary data on the early 19th to mid-20th century economy of Vevay. Significant archaeological data may occur in these residential lots outside of the survey area.

While the portion of archaeological sites 12Sw456 to 12Sw464 and 12Sw466 to 12Sw484 surveyed for this project do not appear eligible for inclusion in the NRHP and no further archaeological investigations are necessary within the project area, the site boundaries likely extend beyond the limits surveyed. The unsurveyed portions of sites 12Sw456 to 12Sw464 and 12Sw466 to 12Sw484 remain unevaluated for inclusion in the NRHP. If the project boundaries should change at these site locations, further archaeological investigations will be necessary to delineate the site boundaries and provide an evaluation for inclusion in the NRHP. The surveyed limits should be clearly marked at the locations of sites 12Sw456 to 12Sw464 and 12Sw466 to 12Sw484 so that unsurveyed portions of the sites are avoided by all ground-disturbing project activities. Any further archaeological investigations must be conducted in accordance with the "Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716).

We concur with the opinion of the archaeologist, as expressed in the submitted archaeological reconnaissance survey report (Smith 9/8/21), that site 12Sw465 does not appear eligible for inclusion in the NRHP and no further archaeological investigations are necessary. Further, we concur with the recommendations for sites 12Sw226 and 12Sw333 that were resurveyed. Sites 12Sw226 and 12Sw333 were not encountered, have likely been destroyed within the survey area, and no further work is necessary.

Please note that site forms have **not** been submitted in SHAARD. Now would be an appropriate time to submit the site forms for sites 12Sw226 (resurvey), 12Sw333 (resurvey) and 12Sw456 to 12Sw484 for review and approval. Please send an email notification to Beth McCord once the forms have been submitted.

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 -29) requires that the discovery be reported to the Indiana SHPO within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

For the benefit of those recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that a copy of this submission can be found online at <http://erms.indot.in.gov/Section106Documents/>. From there, search by this project's designation number: 1900334 & 1900337.

If you have questions regarding our dual review of the aforementioned project, please contact DNR-DHPA. Questions about archaeological issues should be directed to contact Beth McCord at (317) 232-3492 or bmccord@dnr.in.gov. Questions about historic buildings or structures pertaining to this review should be directed to Danielle Kauffmann at (317) 232-0582 or dkauffmann@dnr.IN.gov.

In all future correspondence regarding the dual review of this pavement rehabilitation and replacement project in Vevay, Switzerland County (Des. No. 1900334 & 1900337), please refer to DHPA No. 25496.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer
Director, Division of Historic Preservation and Archaeology

BKM:DMK:BKM:dmk

EMC to federal and state agency or consultant staff members:

Erica Tait, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Scott Henley, SJCA, Inc.
Danielle Kauffmann, DNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:

J. Scott Keller, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Beth McCord, DNR-DHPA, Review Board
Ryan Mueller, Deputy Director, DNR, and Chairman, Review Board
Anne Shaw, Review Board
April Sievert, Ph.D., Review Board

EMC to potentially interested persons:

Delaware Tribe of Indians, Oklahoma
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
United Keetoowah Band of Cherokee Indians

Janet Hendricks, Switzerland County Historian
Martha Bladen, Switzerland County Historical Society
Switzerland County Council
Brandi Bear, Vevay Town Council
Vevay Main Street, Inc.
Historic Vevay, Inc.
Vevay Historic Review Board
Switzerland County Commissioners
Darrell Keith, Switzerland County Highway Department
Jarrad Holbrook, Indiana Landmarks, Southeast Field Office

Scott Henley (Jeffrey Scott)

From: Jill Cord <jillcord@hotmail.com>
Sent: Wednesday, December 29, 2021 8:47 AM
To: Scott Henley (Jeffrey Scott)

Dear Mr. Henley,

I am contacting you regarding the Section 106 Consulting Party Meeting held virtually on December 13 regarding the pavement replacement and rehabilitation project in Switzerland County/Vevay, Indiana. My husband and I are the owners of the historic First National Bank Building located on the corner of Ferry and Pike Streets there.

After having read the report of the meeting we are very concerned about the preservation of the charm of our community which seems to be greatly threatened by the project that you explained at the meeting.

The loss of twenty-two mature trees and the ornamental trees in our downtown will be extremely detrimental to our community and no amount of signage can mitigate the damage done. The loss of the brick pavers which were installed on the sidewalks not many years ago by a wonderful benefactor to our community, Paul Ogle, is quite disheartening.

As the owners of the bank we definitely need more information regarding the affects of the project on our property and the specific "land" it will "take." We also need to know whether the ornamental tree that stands in front of our bank is safe.

As lifelong residents of Switzerland County we feel as if the entire community needs much more clarification about the intended project. I would certainly appreciate you contacting me personally to supply this needed information. I can be contacted at 812-427-2723 or at 812-801-3272 or at my email address.

Thank you, Mrs. William Cord, 6201 Montgomery Road, Vevay, Indiana. 47043

This email has been scanned for spam and viruses by Proofpoint Essentials. Click [here](#) to report this email as spam.

Scott Henley (Jeffrey Scott)

From: Nick Batta <nbatta@cmtengr.com>
Sent: Thursday, December 30, 2021 11:01 AM
To: Scott Henley (Jeffrey Scott)
Subject: RE: Call today

Here are my notes:

- 402 Ferry Street (former First National Bank)
 - Talked to Jill Cord (812-427-2723), who had emailed SJCA in response to the consulting parities
 - The Cords purchased the former bank from Main Source. Main Source had plans to demolish it after they moved to their Main/Ferry location. For a short time it was used as an accounting office but has been vacant for the past couple years.
 - The parking lot to the north is used by customers of the downtown businesses and for community events. The Cords do get some income from the eye doctor.
 - Jill Cord hates to see the brick pavers removed since they were gifted by the Ogle Foundation; she seemed happy to hear that a decorative strip was still going back.
 - Jill Cord likes the pear trees, as they look nice in the spring and hide any of the unsightly buildings. She will likely talk to others in the downtown and if there is enough opinion, request that they be preserved.
 - I said preserving the trees could be done, but it was more of the downtown shop owner/Town decision since they would be the ones to maintain them.
 - Jill did not express any issue with the two trees in front of the Swiss Inn being removed.
 - I reviewed with Jill the needs of the temporary R/W and the process for acquiring it.
 - Jill did not know of any air vents to the basement but would look further into it.

NICK BATTA | Crawford, Murphy & Tilly | w 317.492.9162 | m 317.409.0665
Project Manager

Scott Henley (Jeffrey Scott)

From: Nick Batta <nbatta@cmtengr.com>
 Sent: Tuesday, July 5, 2022 8:38 AM
 To: Jill Cord
 Cc: Scott Henley (Jeffrey Scott)
 Subject: RE: RE:

Mrs. Cord,

Thanks for reaching out. We still intend to have a public meeting for the project, but it's looking more like this fall instead. Since it's a public hearing, the timing of the event must coincide with approval of our draft environmental document, which has been delayed a little. The project as a whole remains on schedule though.

NICK BATTÀ PE | Crawford, Murphy & Tilly | w 317.492.9162 | m 317.409.0665
Project Manager

From: Jill Cord <jillcord@hotmail.com>
 Sent: Tuesday, July 5, 2022 7:33 AM
 To: Nick Batta <nbatta@cmtengr.com>
 Subject: RE:

External Message: This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.

Dear Mr. Batta and Mr. Henley,

Please recall that we had a telephone conversation on December 30, 2021, regarding my concerns with the SR 56 and SR 156 Pavement Replacement and Rehabilitation Project in Switzerland Co., Indiana (DHPA 25496).

My main concern dealt with the removal of the 22 mature trees that line both sides of Main Street and Ferry Streets in downtown Vevay. My husband and I are the owners of the historic former First National Bank building on the corner of Ferry and Pike Streets. We are very much opposed to the removal of these beautiful ornamental trees that were gifts to our town by a very generous benefactor years ago.

When we spoke on December 30, 2021, according to the notes that I took, you would be conducting a community meeting regarding the project in early spring and contacting all landowners of properties affected via a postcard in the mail regarding this meeting.

To date, I have not received notification of this meeting from you. Please respond regarding it at your earliest convenience via postcard or email.

Thank you, Mrs. William (Jill) Cord
812-427-2723

Pavement Replacement and Rehabilitation Project

HISTORIC PROPERTY SHORT REPORT

Vevay, Switzerland County, Indiana
Des. Nos. 1900334 (lead) & 1900337



July 1, 2020
Prepared for:
Crawford, Murphy, and Tilly

By:



Connie Zeigler
Green3 LLC
Historic Fountain Square
1104 Prospect Street
Indianapolis, IN
46203



p. 317.634.4110 f. 866.422.2046 connie@green3studio.com

Management Summary

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the Pavement Improvement and Rehabilitation Project, Des. Nos. 1900334 (lead) & 1900337. 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 (National Register). As this project is receiving funding from the Federal Highway Administration (FHWA), it is subject to a Section 106 review.

The APE contains four properties listed in the National Register:

- The Vevay Historic District (NR-,0147, IHSSI 155-658/649-21001-563);
- The Hoosier Theatre, 209 Ferry Street (NR-0459, IHSSI 155-649-21443), within Vevay Historic District;
- The Switzerland County Courthouse,212 W. Main Street (NR-2134, IHSSI 155-649-21168), within Vevay Historic District;
- The Edward Eggleston and George Cary House, 306 W. Main Street (NR-2054, IHSSI 155-649-21164), within Vevay Historic District.

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



A Phase Ia Archaeological Literature Review and Reconnaissance Survey for the SR 56 and SR 156 Pavement Replacement and Rehabilitation Project (Des 1900334 and Des. 1900337), 0.19 miles West of the West Junction of SR 129 to 0.38 miles East of the West Junction of SR 156 (Walnut St.) in Vevay, Jefferson Township, Switzerland County, Indiana

Archaeological report

November 8, 2021

Lead Agency: Federal Highway Administration

Prepared for:

Crawford, Murphy, and Tilly
8790 Purdue Road
Indianapolis, Indiana 46268



Galen K. Smith, M.A.
Archaeologist/QP
SJCA, Inc.
9102 North Meridian Street, Suite 200
Indianapolis, Indiana 46260

MANAGEMENT SUMMARY

In December 2019, Crawford, Murphy, and Tilly contracted SJCA, Inc. (formerly Green 3) to conduct a Phase Ia archaeological literature review and reconnaissance survey for the proposed State Road (SR) 56 and SR 156 Pavement Replacement and Rehabilitation Project (Des 1900334 and Des. 1900337), 0.19 miles West of the West Junction of SR 129 to 0.38 miles East of the West Junction of SR 156 (Walnut St.) in Vevay, Jefferson Township, Switzerland County, Indiana.

The proposed undertaking is divided into Des. Nos.: 1)1900334 (Lead) on SR 56 (E. Main St. and N. Ferry St. through Vevay) that encompasses the area 0.19 mile west of the West Junction of SR 129 to 0.38 mile east of the West Junction of SR 156 (at Walnut St.); 2). Des. No. 1900337 on SR 156 (E. Main St.), from the West Junction of SR 56 (Main St. at Ferry St.) to 0.75 miles east of the West Junction of SR 56 (Main St. at Ferry St.). The proposed project is in Sections 22, 23, 14, and 13 of Township 2 North, Range 3 West on the United States Geological Survey (USGS) 1967 (1994 edition [ed.]) Vevay South and 1971 (1994 ed.) Vevay North quadrangles (7.5' topographic map).

Both portions of the project include pavement overlay, drainage improvements, replacing sidewalk and curbs, and meeting Americans with Disabilities Act standards with replacement compliant curb ramps. Possible traffic signal improvements are also anticipated for the undertaking. The survey area (the area examined by this investigation) encompassed 32.8 acres or 15.5 hectares.

The literature review identified 54 archaeological sites and 20 previous cultural resources investigations within a 1.0-mile (1.6-kilometer [km]) radius of the survey area. Two previously recorded archaeological sites (12-Sw-0226 and 12-Sw-0333) and parts of three previous surveys were partially within the survey area. Site 12-Sw-0226 was recorded as a prehistoric lithic scatter with Late Woodland and Late Archaic/Early Woodland components that was considered potentially eligible for listing in the National Register of Historic Places (NRHP). Site 12-Sw-0333/0333_R1 was recorded as a low-density unidentified prehistoric and historic artifact scatter that was considered not eligible for listing in the NRHP.

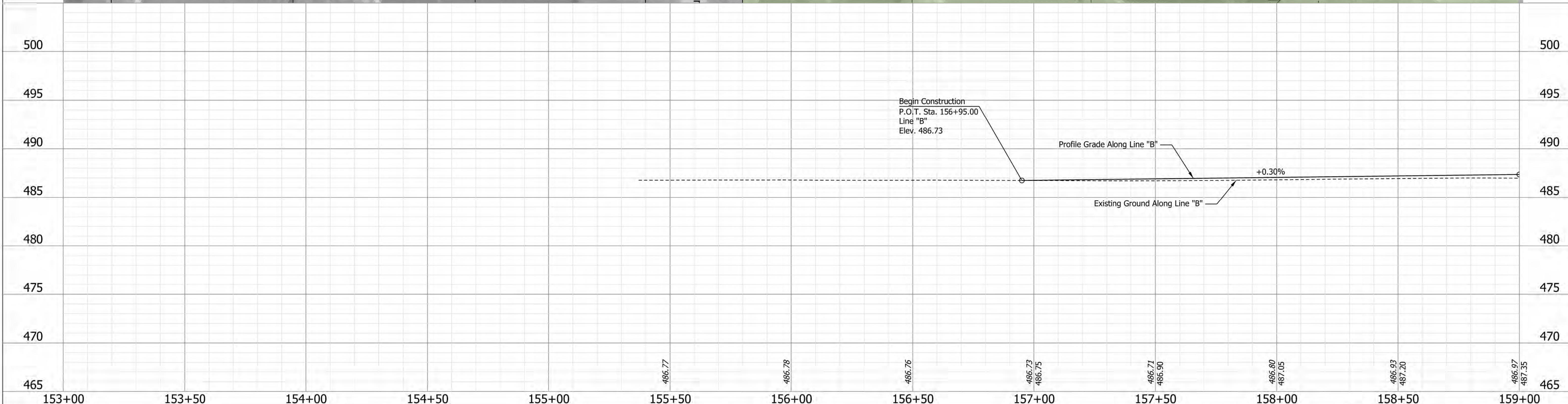
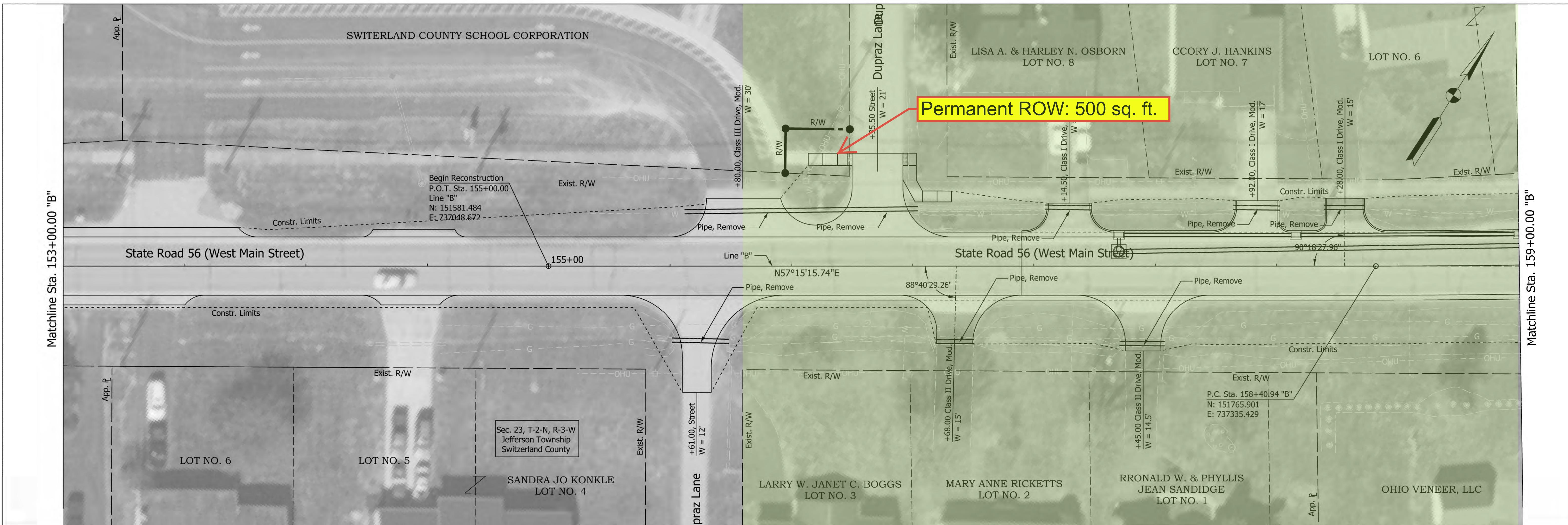
One cemetery and four NRHP listed resources have been inventoried either in or within 100 feet (30.5 meters [m]) of the survey area. The Vevay Cemetery (CR-78-76) is located at the northeastern terminus of the survey area along a section of SR 156 planned for an HMA overlay and will not be affected by the project.

A review of the historic cartographic sources and aerial photographs indicated that most of the survey area had been developed by the last quarter of the 19th-century. Further residential development occurred southwest of Arch Street through the first quarter of the 20th-century.

The Phase Ia reconnaissance survey was conducted between August 2 and 5, 2021, which involved a combination of visual walkover, pedestrian survey, and shovel probing. Visual walkover was conducted within previously disturbed areas and pedestrian survey in areas with surface visibility greater than 30 percent visibility. Areas of the survey area outside existing disturbance and with poor surface visibility (less than 30 percent) were shovel probed.

During the field survey sites 12-Sw-0226/0226_R1 and 12-Sw-0333/0333_R1 were revisited, which consisted of a close interval (5 meters) shovel probe excavation of portions of the sites within the existing right of way. No additional cultural material associated with sites 12-Sw-0226/0226_R1 and 12-Sw-0333/0333_R1 was identified during the survey. No further archaeological work is recommended for portions of the site within the survey area.

Twenty-nine new archaeological sites (12-Sw-0456 through 12-Sw-484) were identified during the field survey. These sites are primarily historic-era artifact scatters dating from the early 19th to late 20th century. Site 12-Sw-0458 contained a prehistoric component dating to the Late Archaic period. None of the identified sites are considered eligible for listing in the NRHP, and no further archaeological work is recommended for the project.



State Register Listed Vevay Historic District

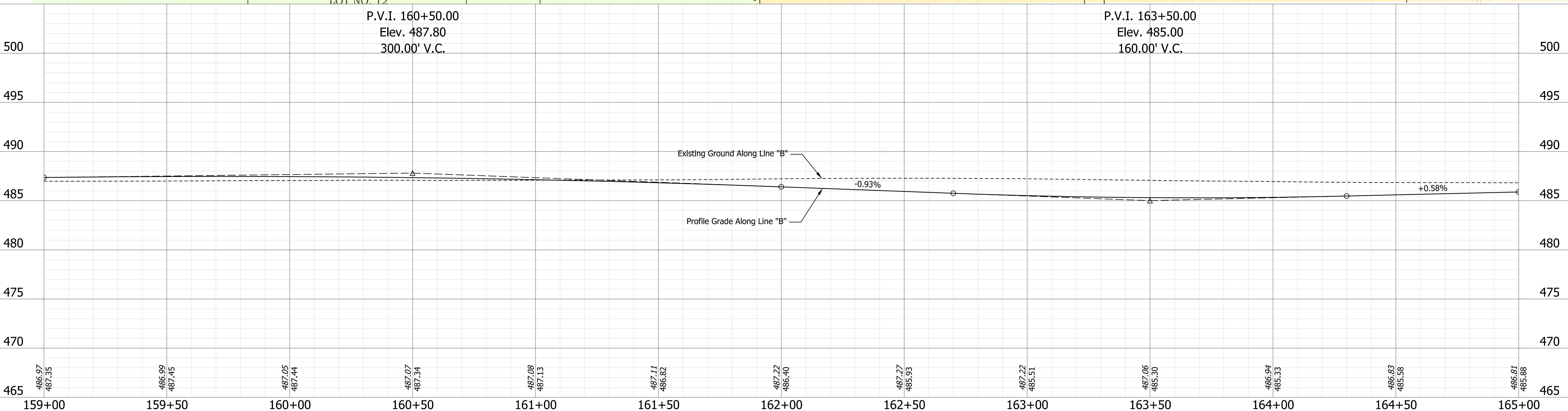
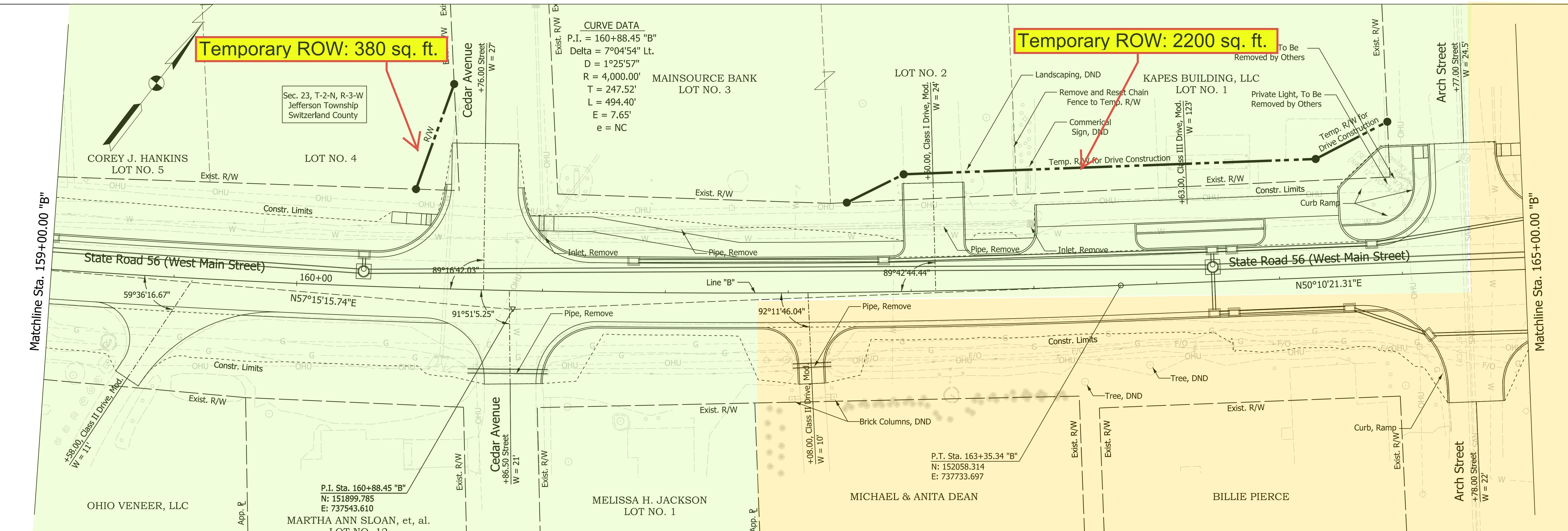
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**INDIANA
DEPARTMENT OF TRANSPORTATION**

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State Register Listed Vevay Historic District only

National Register Listed Vevay Historic District (also within State Reg- ister Listed Vevay Historic District)

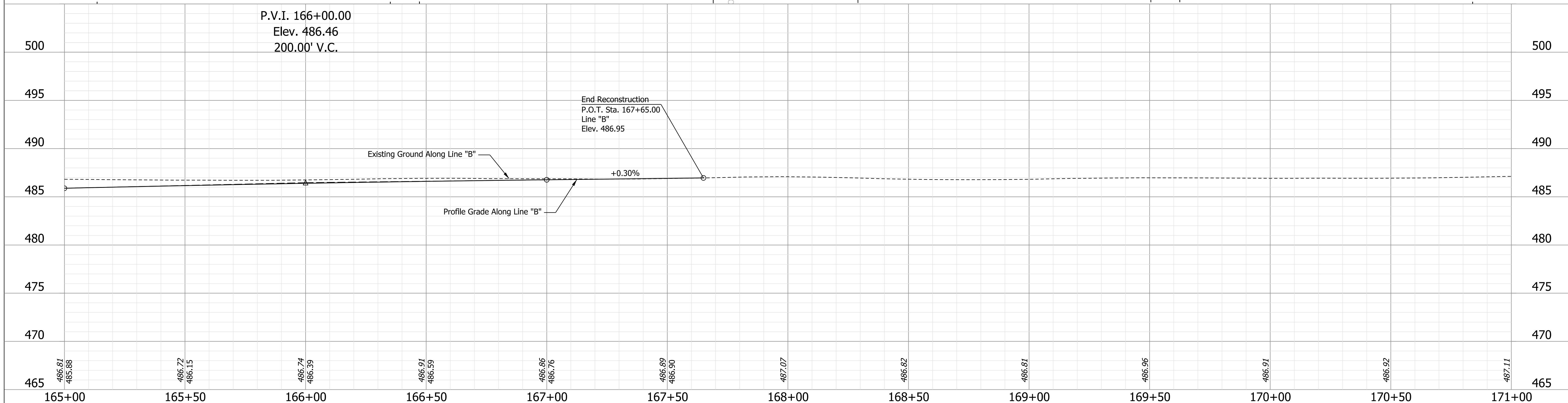
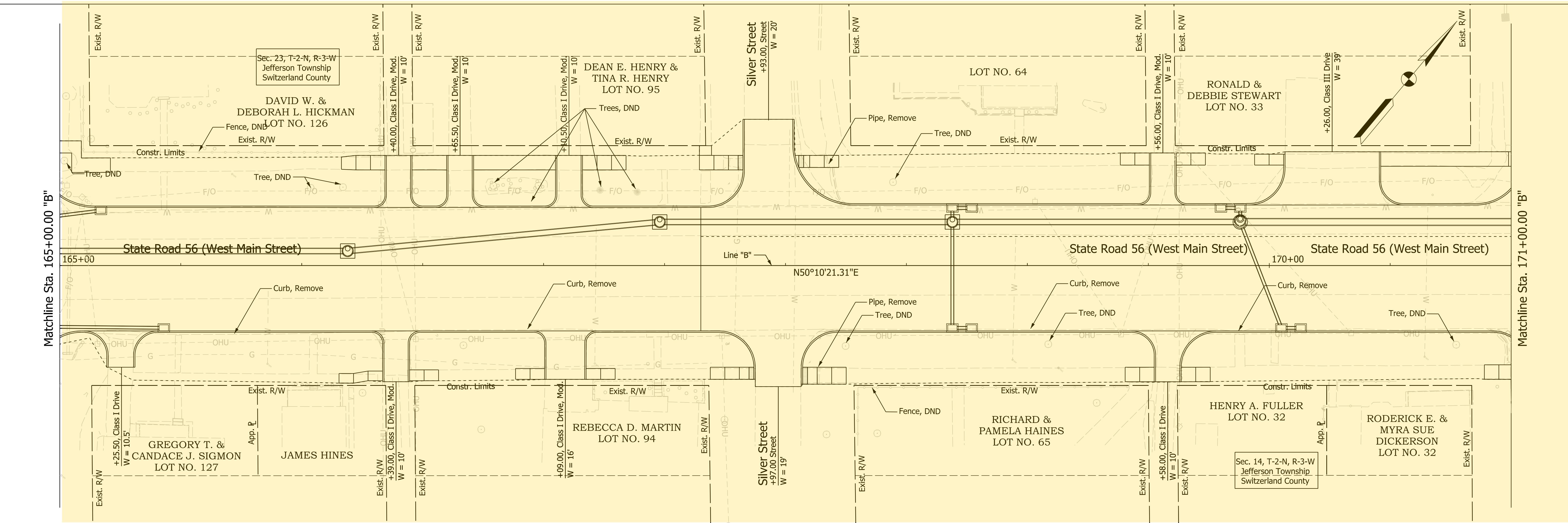
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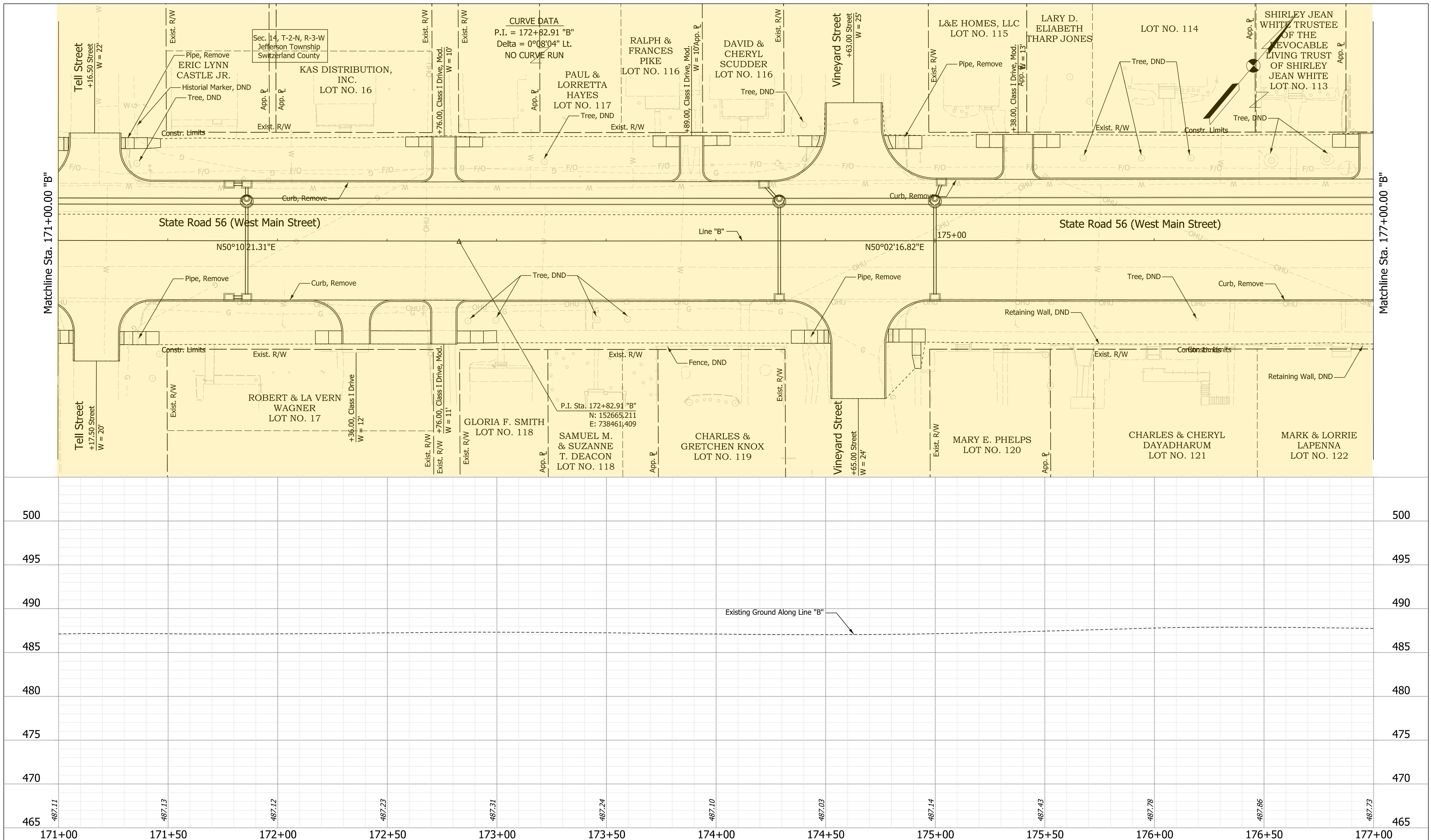
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Listed Vevay Historic District

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National Register Listed Vevay Historic District (also within State Register Listed Vevay Historic District)

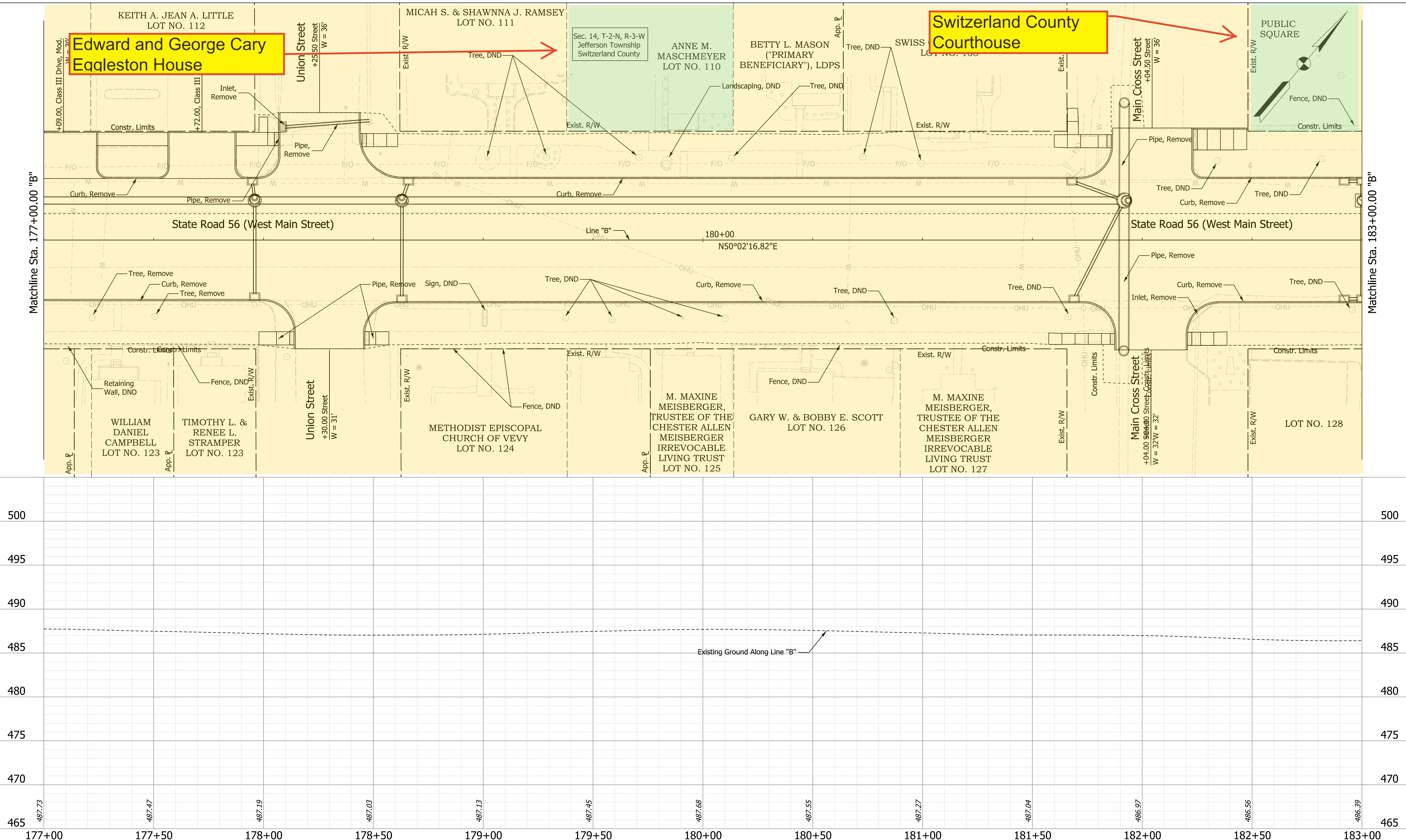
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**INDIANA
DEPARTMENT OF TRANSPORTATION**

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Historic Property Boundary

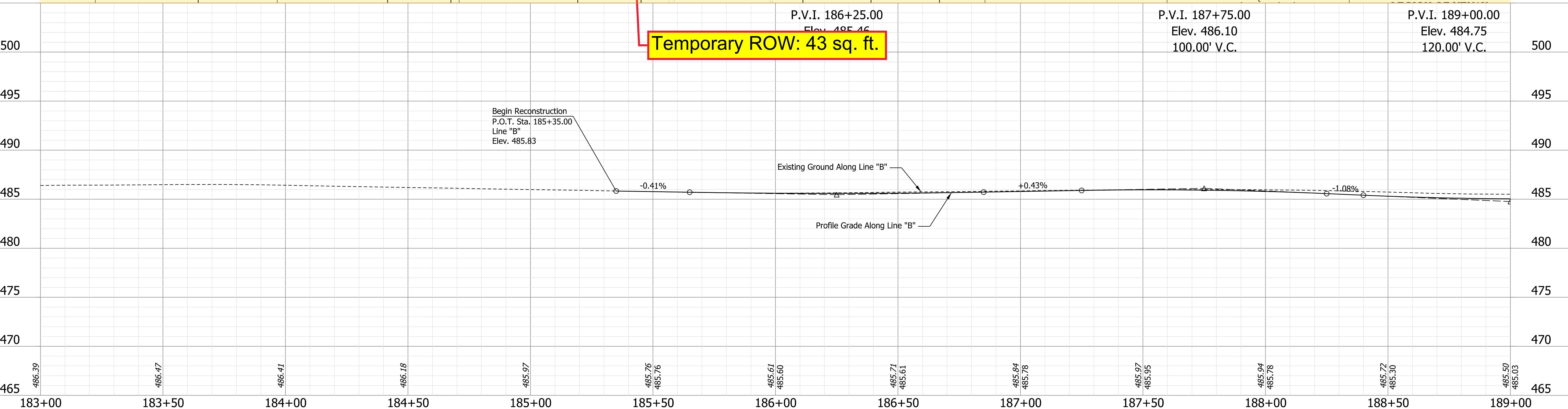
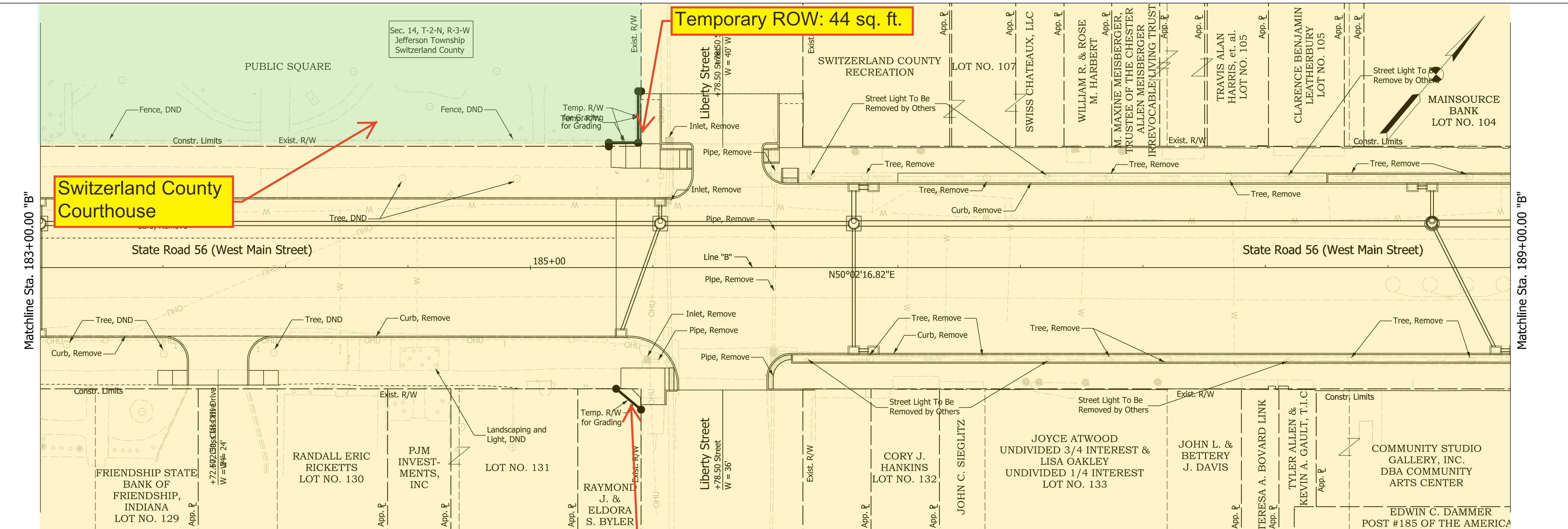
National Register Listed Vevay Historic District (also within State Register Listed Vevay Historic District)

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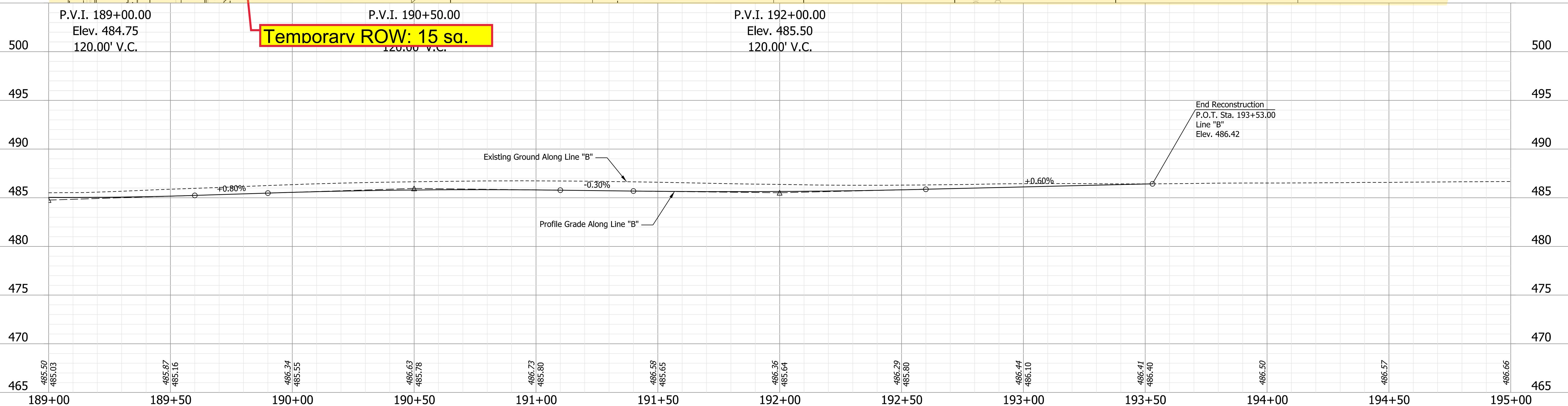
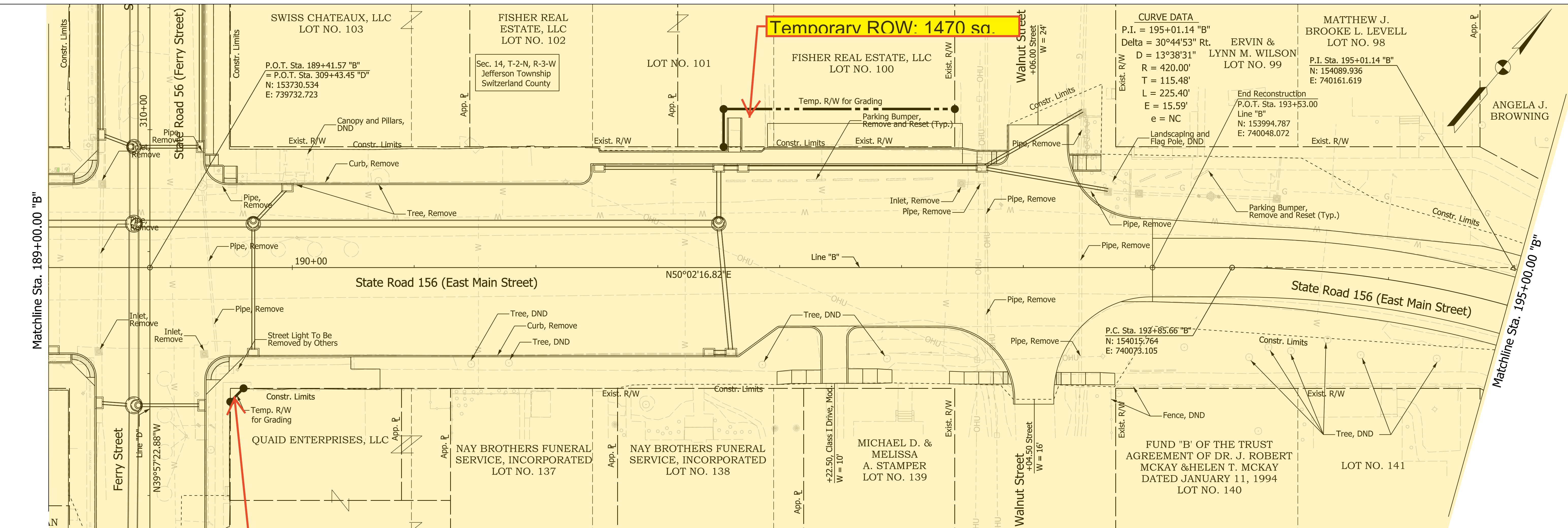
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DEPARTMENT OF TRANSPORTATION

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CONTRACT		PROJECT		
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Historic Property Boundary		National Register Listed Vevay Historic District (also within the State Register Listed Vevay Historic District)		NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL			INDIANA DEPARTMENT OF TRANSPORTATION			HORIZONTAL SCALE		BRIDGE FILE		
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National Register Listed Vevay Historic District (also within State Register Listed Vevay Historic District)

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PLAN AND PROFILE SHEET
LINE "B"
STA. 189+00.00 TO STA. 195+00.00

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 10'	1900334/1900337
SURVEY BOOK	Sheets
Electronic	46 of 159
CONTRACT	PROJECT
R-42228	1900334