

Appendix E

CULTURAL RESOURCES

- Consulting Party Invitations and Responses
- Historic Properties Report
- Phase 1a Archaeological Survey (Abstract, Introduction and Conclusion sections only)
- FHWA's Section 106 Findings and Determinations
- Memorandum of Agreement

*Consulting Party Invitations and
Responses*

August 17, 2012

Mr. Tim Monaghan, Director
Jennings County E.M.A.
925 South State Street
North Vernon, IN 47265

Subject: US 50 North Vernon Bypass – East
Designation # 1173374
Consulting Party Invitation
Jennings County, Indiana

Dear Mr. Monaghan:

The Indiana Department of Transportation (INDOT) intends to proceed with the above project in Jennings County, Indiana. This letter 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. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

The western limit of this project is at SR 3 approximately 1,200 feet south of CR 350 N, the eastern terminus of the first phase of the bypass, which is currently under construction. The eastern terminus of this project will depend on the alternative selected during the project development process. Alternatives currently under consideration terminate as far west as the vicinity of the intersection of US 50 and CR 75 E and as far east as the vicinity of US 50 and CR 280 E (See Figure 1).

The project team is currently developing the "Area of Potential Effect" (APE) and will begin conducting the archaeological and historical structures assessment in the near future. Please see the attached figures of the project area for your reference.

Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties. In accordance with 36 CFR 800.2(c), you are hereby requested to be a consulting party to identify historic properties potentially affected by the undertaking, assess its effect and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. The following agencies have been invited to be consulting parties: Indiana Department of Natural Resources – Division of Historic Preservation and Archaeology (IDNR-DHPA), the State Historic Preservation Officer (SHPO); Indiana Landmarks; Jennings County Preservation Association; Jennings County Historical Society, Inc.; Jennings County Historian; North Vernon Parks and Recreation; Mayor of North Vernon; Jennings County Commissioners; Area Planning Commission Members; Peoria Tribe of Indians in Oklahoma; Miami Tribe of Oklahoma; Delaware Tribe of Western Oklahoma.

Please respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be prepared. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If we do not receive your response within thirty (30) days, it will then be assumed that your agency or organization feels that there will be no significant effects as a result of this project or that you wish to offer no opinions concerning this project. However, should you find that an extension to respond is required, a reasonable amount will be granted

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upon request. If we do not receive your response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.

If you accept this invitation to be a consulting party for this project you are asked to please return the self addressed postcard. If you have any questions or need additional information, please feel free to contact me at (317) 616-1017. Thank you for your time and cooperation.

Sincerely,

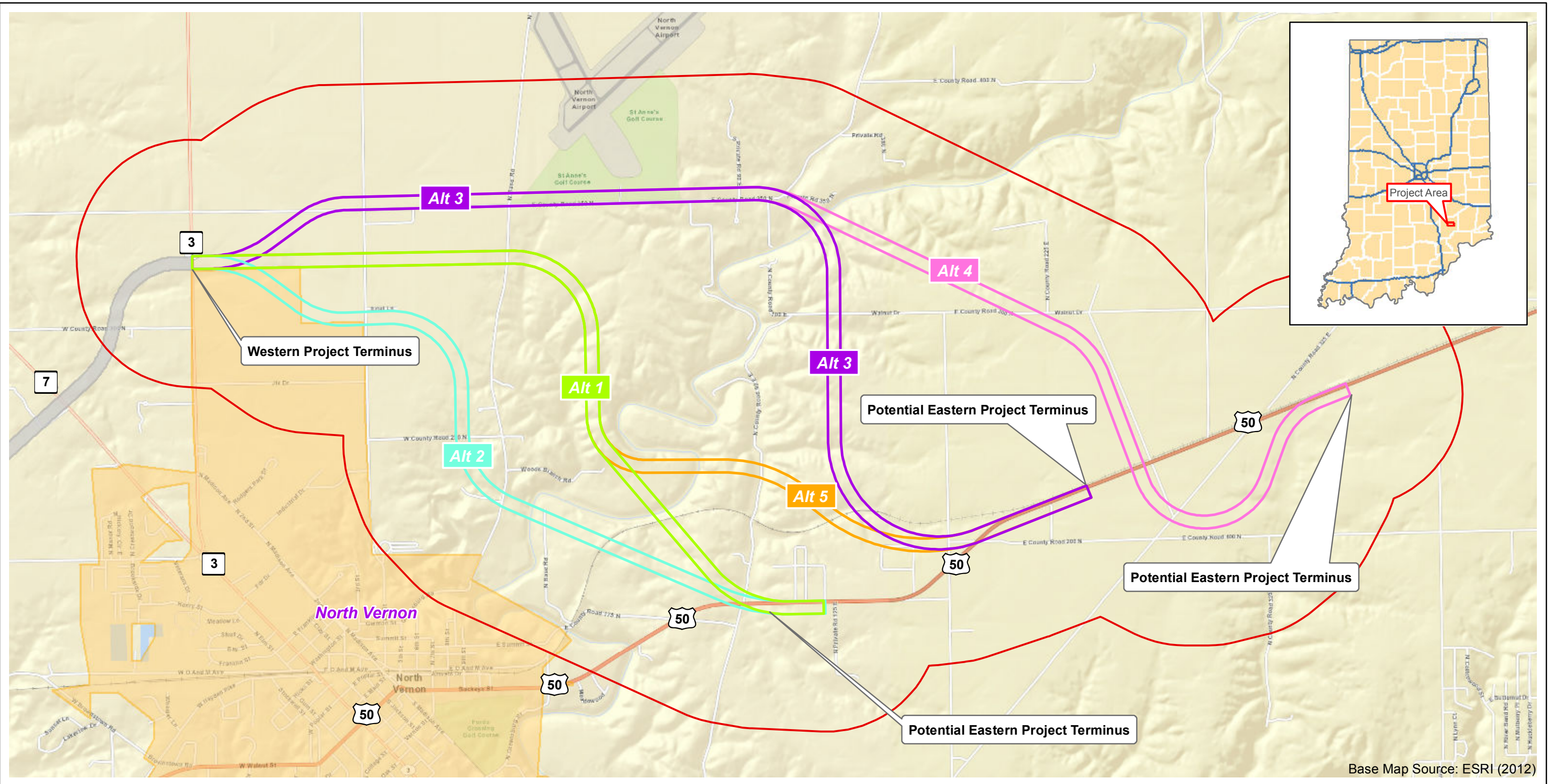
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Dan Prevost, AICP CTP
Environmental Lead

Attachment(s):
Figures
Response Card

cc:

James Glass, IDNR-DHPA
Jim Earl, INDOT
Greg Sekula, Indiana Landmarks
Laura Renwick, Indiana Landmarks
Lilian Cramer, Jennings County Preservation Association
Chris Asher, Jennings County Historical Society
North Vernon Parks and Recreation
Jeff Day, County Commissioner
Mayor Harold Campbell, City of North Vernon
Patrick Carpenter, INDOT – Cultural Resources Section
Scott Hurtle, Area Plan Commission
Cheryl Trisler, Jennings County Area Plan Commission
Thomas J. Rice, Jennings County Historian
Susan A. Craig, SE Indiana Regional Plan Commission
John P. Froman, Peoria Tribe of Indians in Oklahoma
Miami Tribe of Oklahoma
Delaware Tribe of Western Oklahoma



Base Map Source: ESRI (2012)

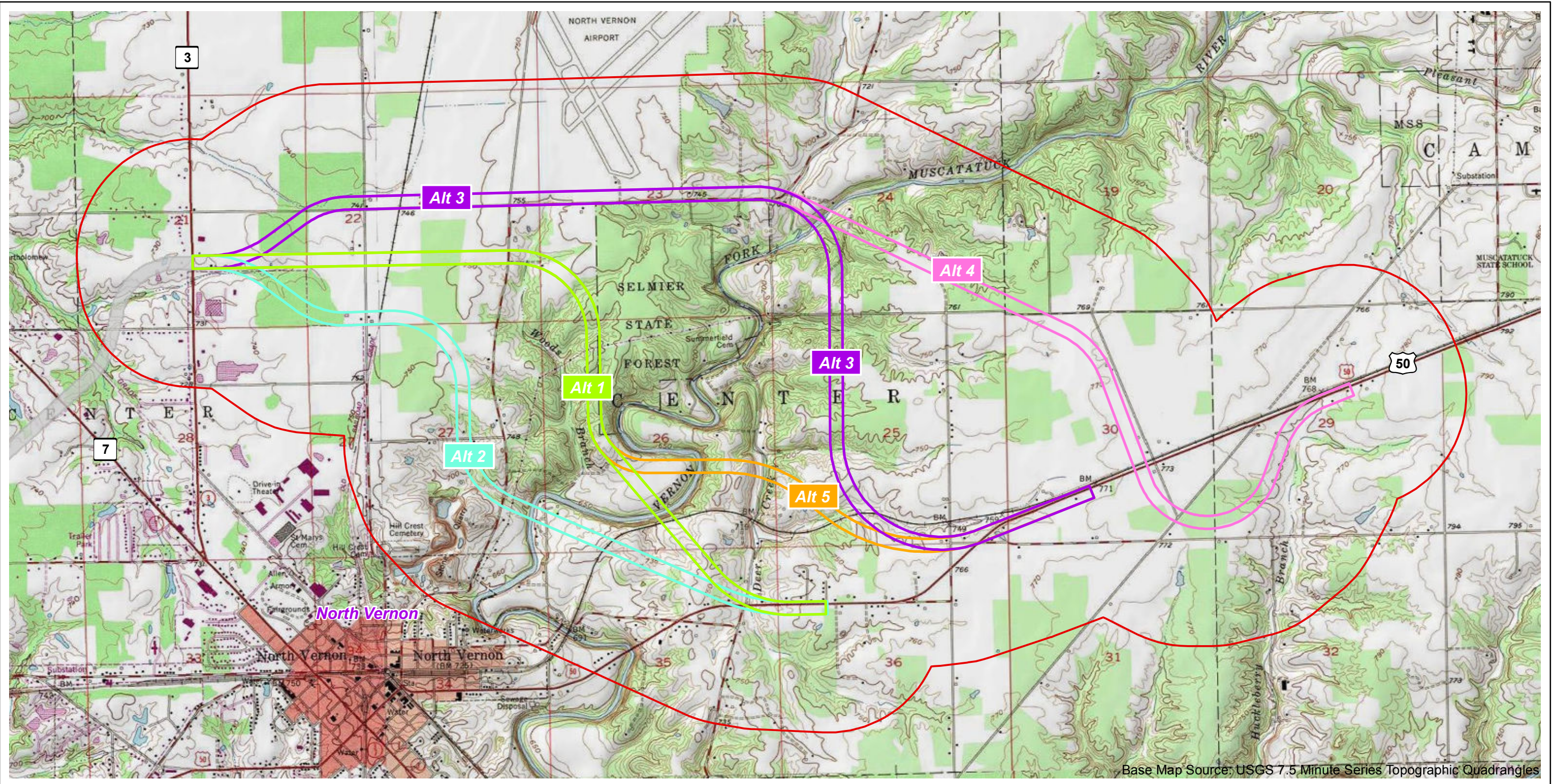
Legend

Alternative 1	Alternative 4	Populated Areas
Alternative 2	Alternative 5	Half Mile Radius
Alternative 3	SR 750 - Under Construction	

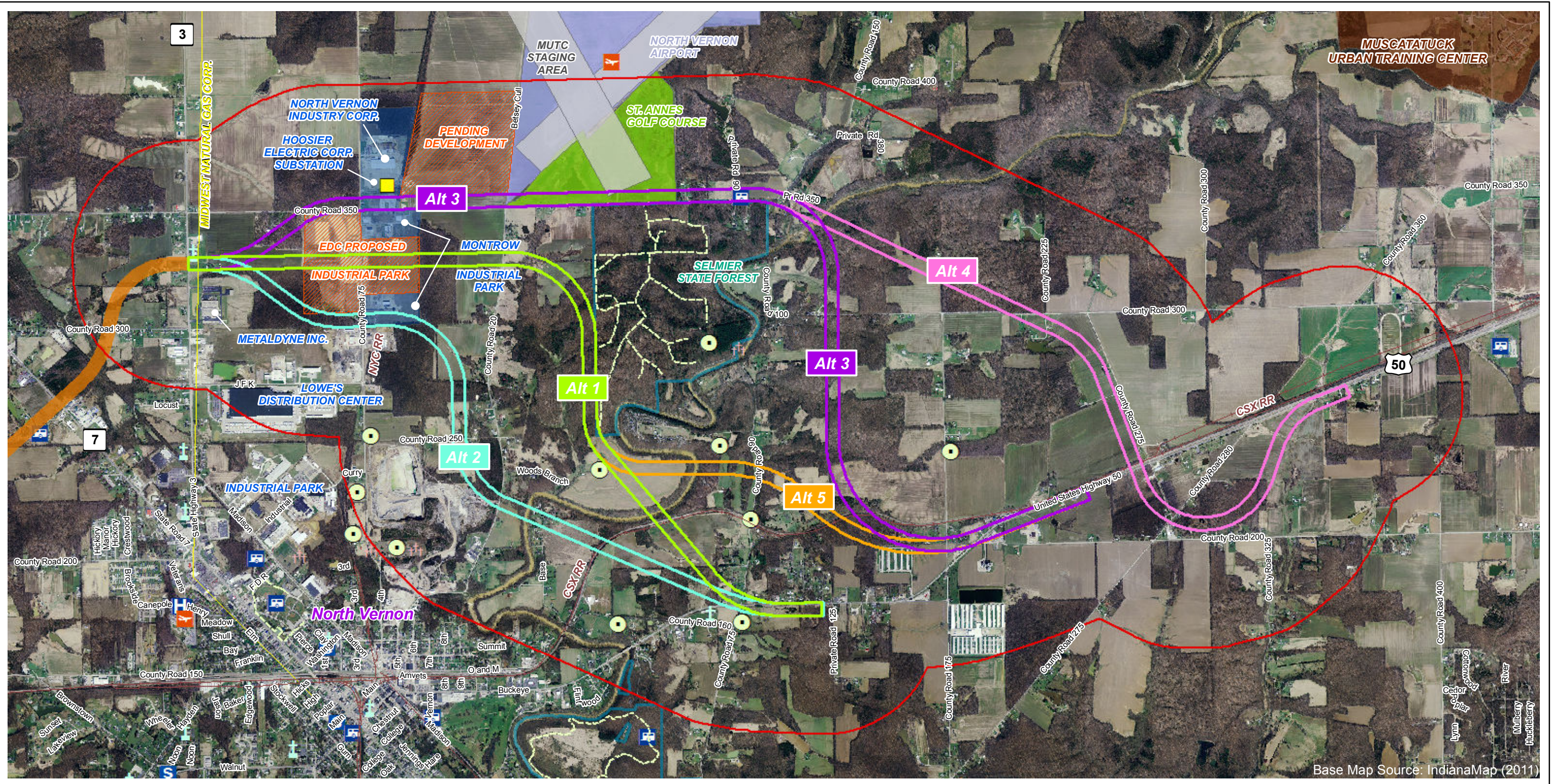
0 2,250 4,500 9,000 Feet
1 inch = 2,250 feet

US 50 EAST BYPASS
Figure 1 - Project Location
Early Coordination Letter

Des. No. 1173374		
Date: 08/09/2012		
Created By: RJC		



Legend Alternative 1 Alternative 4 Alternative 2 Alternative 5 Alternative 3 SR 750 - Under Construction Half Mile Radius		 1 inch = 2,250 feet	US 50 EAST BYPASS Figure 2 - USGS Topographic Early Coordination Letter	
			Des. No. 1173374 Date: 08/09/2012 Created By: RJC	



Base Map Source: IndianaMap (2011)



Legend

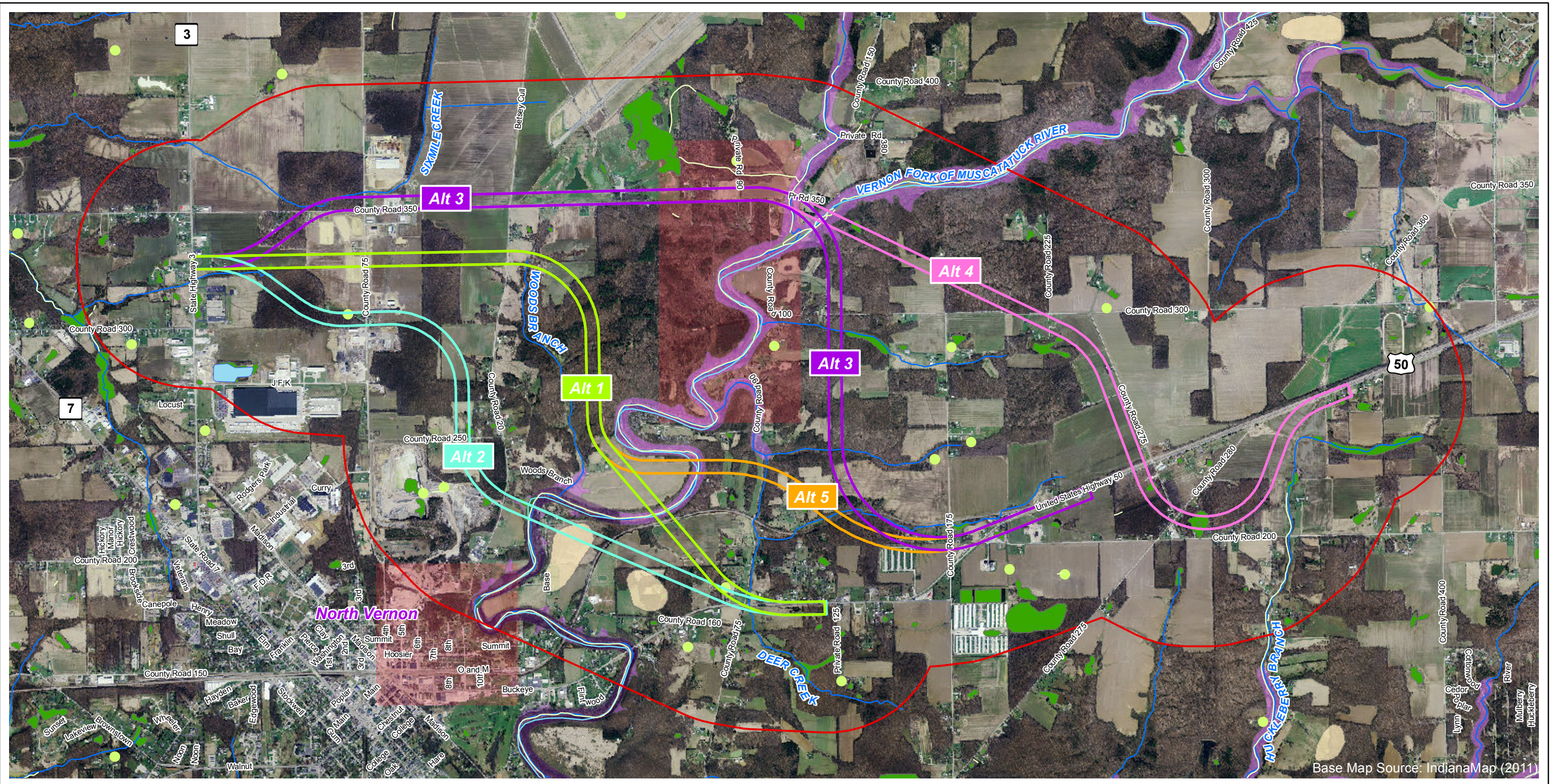
SR 750 - Under Construction	Religious Centers	Hospitals	Pipelines	Managed Lands	Half Mile Radius
Cemeteries	Trails	Recreational Facilities	Golf Course	Runways	
Railroads	Airports	Schools	Historic Structure	Substation	

0 2,250 4,500 9,000 Feet
1 inch = 2,250 feet

US 50 EAST BYPASS
Figure 3a - Infrastructure
Early Coordination Letter

Des. No. 1173374
Date: 08/09/2012
Created By: RJC



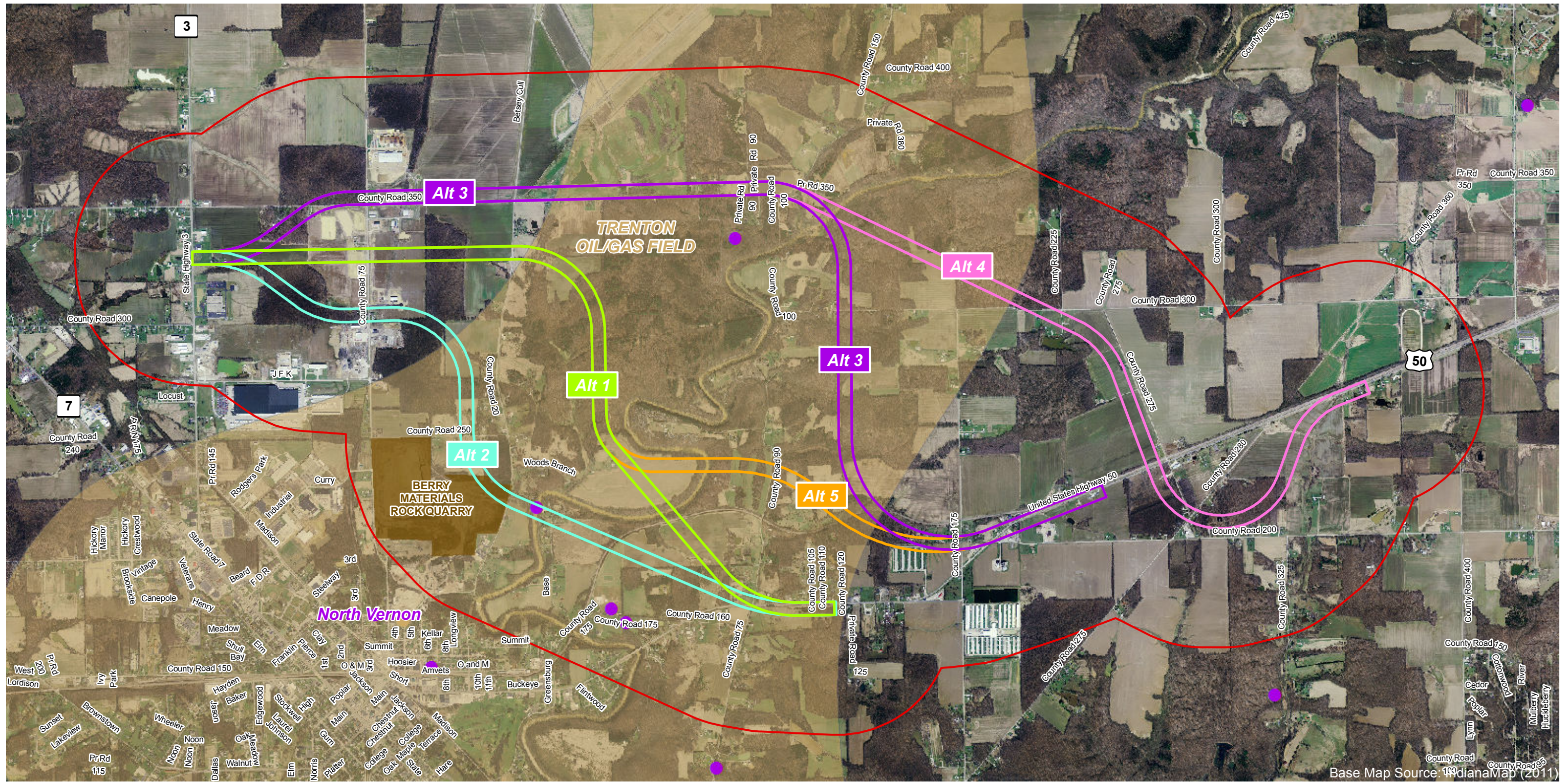
Legend

Canal Routes Historic	Impaired Streams	Floodplains	Impaired Lakes	Half Mile Radius
Wetland Line	Streams	Floodway	Cave Entrance Density	Karst Springs
Waters	Sinkhole Areas and Sinking Stream Basins	Wetlands		
Wetland Points	Canal Structures Historic			

0 2,250 4,500 9,000 Feet
1 inch = 2,250 feet

US 50 EAST BYPASS
Figure 3b - Water Resources
Early Coordination Letter

Des. No. 1173374		
Date: 08/09/2012		
Created By: RJC		



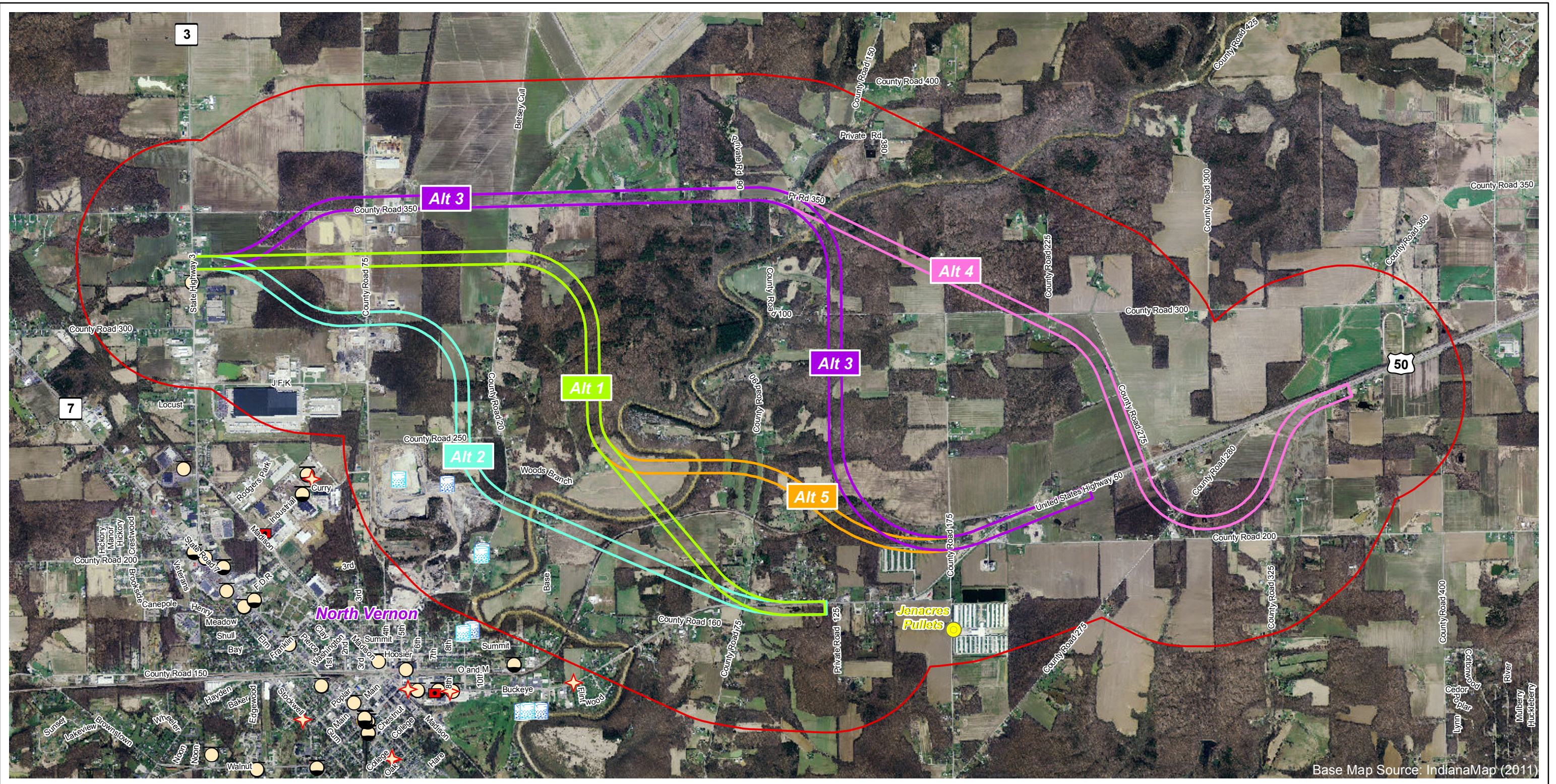
Legend

Industrial Minerals Sites	Mines Surface	Mines Underground
Sand and Gravel Pits Abandoned	Mines Abandoned	Half Mile Radius
Oil and Gas Fields	Quarries Abandoned	

0 2,250 4,500 9,000 Feet
1 inch = 2,250 feet

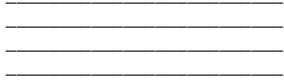
US 50 EAST BYPASS
Figure 3c - Mining/Mineral Exploration Resources
Early Coordination Letter

Des. No. 1173374		
Date: 08/09/2012		
Created By: RJC		



Base Map Source: IndianaMap (2011)

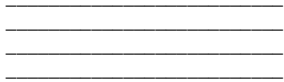
Legend Confined Feeding Operations Industrial Waste Sites Open Dump Waste Sites NPDES Facilities Corrective Restricted Waste Sites Solid Waste Landfills Tire Waste Sites VRP Sites Waste Transfer Stations Construction Demolition Waste		LUST Sites NPDES Pipe Locations Corrective Action Sites Superfund Sites UST Sites Brownfields Waste Treatment Storage Disposal Septage Waste Sites		Half Mile Radius 0 2,250 4,500 9,000 Feet 1 inch = 2,250 feet		<div style="text-align: right;"> US 50 EAST BYPASS Figure 3d - Hazardous Material Concerns Early Coordination Letter </div>	
Des. No. 1173374 Date: 08/09/2012 Created By: RJC							



US 50 North Vernon Bypass Project, c/o:

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101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204



US 50 North Vernon Bypass Project, c/o:

PARSONS

101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

Organization/Agency: _____

Contact Person: _____

- We **DO** agree to be a Section 106 consulting party
- We **DO NOT** agree to be a Section 106 consulting party*

*If you indicate that you do not desire to be a consulting party, or if you do not return this postcard, you will not be included on the list of consulting parties for this project.



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Organization/Agency: _____

Contact Person: _____

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**Consulting Party List for Early Coordination
US 50 Corridor Eastern Bypass (Des. No. 1173374), Jennings County, Indiana**

James Glass
Indiana Department of Natural Resources
Division of Historic Preservation and Archaeology
402 W. Washington St., Room W274
Indianapolis, Indiana 46216

Greg Sekula
Indiana Landmarks
Willey-Allhands House
115 West Chestnut Street
Jeffersonville, Indiana 47130

Laura Renwick
Indiana Landmarks
1201 Central Avenue
Indianapolis, IN 46202

Lilian Cramer, President
Jennings County Preservation Association
P.O. Box 412
Vernon, Indiana 47282

Chris Asher
Jennings County Historical Society
134 East Brown Street
P.O. Box 335
North Vernon, Indiana 47282

North Vernon Parks & Recreation
604 North State Street
North Vernon, Indiana 47265

Jeffrey S. Day, Commissioner
355 South State Highway 7
North Vernon, Indiana 47265

Harold Campbell, Mayor
City of North Vernon
275 East Main Street
North Vernon, Indiana 47265

Scott Hurtle
Area Planning Commission
275 East Main Street
North Vernon, Indiana 47265

Cheryl B. Trisler
Area Planning Commission
P.O. Box 400
200 East Brown Street
Vernon, Indiana 47282

Thomas J. Rice
Jennings County Historian
167 West College Street
North Vernon, Indiana 47265-1804

Susan A. Craig
Executive Director
Southeastern Indiana Regional Planning Commission
405 W US Hwy 50
P.O. Box 765
Versailles, IN 47042

John P. Froman
Peoria Tribe of Indians in Oklahoma
118 S. Eight Tribes Trail
P.O. Box 1527
Miami, Oklahoma 74355

Chairperson
Miami Tribe of Oklahoma
P.O. Box 1326
Miami, Oklahoma 74335

Chairperson
Delaware Tribe of Western Oklahoma
Delaware Executive Committee
P.O. Box 825
Anadarko, Oklahoma 73005



U.S. Department
of Transportation

**Federal Highway
Administration**

Indiana Division

575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

August 20, 2012

Floyd E. Leonard, Chairperson
Miami Tribe of Oklahoma
P.O. Box 1326
Miami, Oklahoma 74355

SUBJECT: US 50 North Vernon Bypass – East
Designation # 1173374
Consulting Party Invitation
Jennings County, Indiana

Dear Mr. Leonard:

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) are preparing an Environmental Assessment (EA) for the US 50 North Vernon Bypass –East project, located in Jennings County, Indiana. This letter 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. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

The western limit of this project is at SR 3 approximately 1,200 feet south of CR 350 N, the eastern terminus of the first phase of the bypass, which is currently under construction. The eastern terminus of this project will depend on the alternative selected during the project development process. Alternatives currently under consideration terminate as far west as the vicinity of the intersection of US 50 and CR 75 E and as far east as the vicinity of US 50 and CR 280 E (See Attached Maps).

Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties. In accordance with 36CFR 800.2(c), you are hereby requested to be a consulting party to identify historic properties potentially affected by the undertaking, assess its effect and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. The following agencies have been invited to be consulting parties Indiana Department of Natural Resources – Division of Historic Preservation and Archaeology (IDNR-DHPA), the State Historic Preservation Officer (SHPO); Indiana Landmarks; Jennings County Preservation Association; Jennings County Historical Society, Inc.; Jennings County Historian; North Vernon Parks and Recreation; Mayor of North Vernon; Jennings County Commissioners; Area Planning Commission Members; Peoria Tribe of Indians in Oklahoma; Miami Tribe of Oklahoma; Delaware Tribe of Western Oklahoma.

Please respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be prepared. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If we do not receive your response within thirty (30) days, it will then be assumed that your agency or organization feels that there will be no significant effects as a result of this project or that you wish to offer no opinions concerning this project. However,

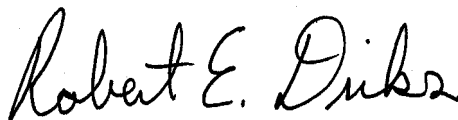
should you find that an extension to respond is required, a reasonable amount will be granted upon request. If we do not receive your response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.

Please return the enclosed postcard and check if you “do” or “do not” agree to be a consulting party. If you indicate on the post card that you do not desire to be a consulting party, or if you do not return the postcard at all, you will not be included on the list of consulting parties for this project.

Please provide the FHWA with appropriate comments and input regarding project-related issues/resources under your jurisdiction or area of expertise. Please send your comments within 30 days to Ms. Michelle Allen of my staff at the address above. If you have any questions or need additional information, please feel free to contact her directly 317-226-7344 or Michelle.Allen@dot.gov. Thank you for your time and cooperation.

Sincerely,

Bob Talley, P.E.
Acting Division Administrator



By: Michelle Allen.
Planning/Environmental Specialist

Enclosure:
Figures
Response Postcard

cc:, Jim Earl, INDOT

US 50 North Vernon Bypass Project, c/o:
United States Department of Transportation
Federal Highway Administration (FHWA)
575 N. Pennsylvania Street Room 254
Indianapolis, Indiana 46204

US 50 North Vernon Bypass Project, c/o:
United States Department of Transportation
Federal Highway Administration (FHWA)
575 N. Pennsylvania Street Room 254
Indianapolis, Indiana 46204

Organization/Agency:_____

Contact Person:_____

- We **DO** agree to be a Section 106 consulting party
- We **DO NOT** agree to be a Section 106 consulting party*

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Organization/Agency:_____

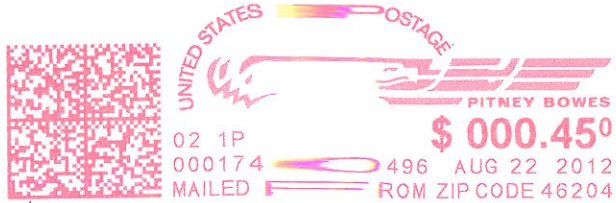
Contact Person:_____

- We **DO** agree to be a Section 106 consulting party
- We **DO NOT** agree to be a Section 106 consulting party*

*If you indicate that you do not desire to be a consulting party, or if you do not return this postcard, you will not be included on the list of consulting parties for this project.

Indiana Landmarks
115 W. Chestnut St.
Batesville, IN 47120

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BY



US 50 North Vernon Bypass Project, c/ :

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101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204



Organization/Agency: Indiana Landmark

Contact Person: Greg Sekula or Larra Pen

We **DO** agree to be a Section 106 consulting party

We **DO NOT** agree to be a Section 106 consulting party*

*If you indicate that you do not desire to be a consulting party, or if you do not return this postcard, you will not be included on the list of consulting parties for this project.

RECEIVED
NOV 02 REC'D



PARSON 

Harold Campbell
375 E. MAIN ST.
NORTH VERNON, IN
47265



US 50 North Vernon Bypass Project, c/

PARSONS
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204



Organization/Agency: City of North Haven
Contact Person: Mayor Harold Campbell

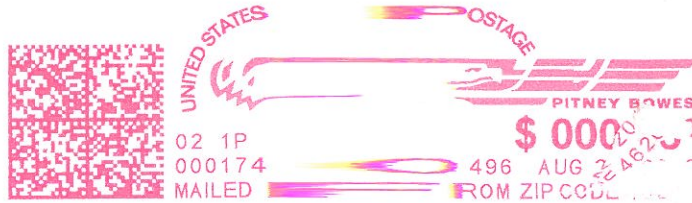
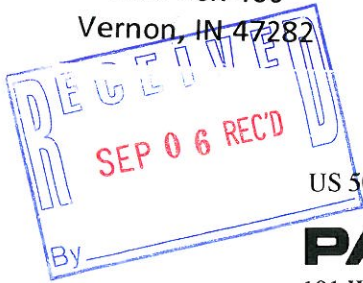
- We **DO** agree to be a Section 106 consulting party
- We **DO NOT** agree to be a Section 106 consulting party*

*If you indicate that you do not desire to be a consulting party, or if you do not return this postcard, you will not be included on the list of consulting parties for this project.



PARSON S

Jennings County Area Plan
P.O. Box 400
Vernon, IN 47282



US 50 North Vernon Bypass Project, c

PARSONS

101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

504480946



Organization/Agency: JENNINGS COUNTY ACP
Contact Person: CHERYL B. TRISNER

- We **DO** agree to be a Section 106 consulting party
- We **DO NOT** agree to be a Section 106 consulting party*

*If you indicate that you do not desire to be a consulting party, or if you do not return this postcard, you will not be included on the list of consulting parties for this project.



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Historic Properties Report

**Historic Properties Report for the Proposed US 50 Eastern
Bypass Project (Des. No. 1173374), North Vernon, Center
and Campbell Townships, Jennings County, Indiana**

By

Ross Nelson, MA, MS

**Historic Properties Report for the Proposed US 50 Eastern Bypass Project
(Des. No. 1173374), North Vernon, Center and Campbell Townships,
Jennings County, Indiana**

By

Ross Nelson, MA, MS

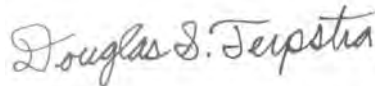
Submitted By:

**ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300
317.915.9301 fax
317.965.7313 cell**

Submitted To:

**Parsons Transportation Group
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204
317.616.1000**

Lead Agency: INDOT



Douglas S. Terpstra, MS, Principal Investigator

January 10, 2013

ABSTRACT

ASC Group, Inc., under contract with Parsons Transportation Group, has completed a Historic Properties Report for the proposed US 50 Eastern Bypass Project (Des. No. 1173374) in the City of North Vernon and Center and Campbell Townships, Jennings County, Indiana. The project area involves the eastern segment of the US 50 bypass of North Vernon. The project will reduce congestion along US 50 and SR 3/SR 7 through and around North Vernon, provide a safer transportation facility for both truck and passenger vehicles through and around North Vernon, provide an efficient transportation link between the existing and growing industrial area on the north side of North Vernon to US 50; and will support state and local transportation planning. Preliminary planning has indicated several possible alternatives extending from the terminus of the western segment of the US 50 bypass. The alternatives consist of a 300-ft wide alignment with a 350-ft buffer to each side, for a total width of 1,000 ft. The Area of Potential Effect consists of an area north and east of the city of North Vernon, roughly bordered by County Road (CR) 400 North to the north, US 50 to the south, CR 275 East to the east, and SR 3 to the west. Generally, there is a buffer of a quarter mile around the proposed project area, with exceptions given to heavily built or wooded areas, with less of a buffer, and wide open spaces with more. Overall, the Area of Potential Effect is 2.93 miles from north to south, and 5.03 miles from east to west.

The project alternatives are set in a rural area north and east of the city of North Vernon. Originally agricultural in use, the area around the project has become a mixed-use area, with some agricultural land with farmsteads dating to the late nineteenth century through the early twentieth century, areas of rural residential development from the 1950s through the 1970s, and some commercial development that has taken place near the western terminus of the project alternatives, around SR 3, that dates to the 1970s up to the present.

The survey examined all buildings and structures within the Area of Potential Effect. Ordinarily, properties must be 50 years of age or older to qualify for listing in the National Register of Historic Places, so only properties 50 years of age or older would ordinarily be recorded for a Historic Properties Report. Per the request of the Indiana State Historic Preservation Office, preparation of this Historic Properties Report included properties 45 years of age or older to account for the passage of time between the environmental clearance and the completion of construction of the project. All buildings and structures 45 years of age or older were photographed, recorded on maps, and evaluated for National Register of Historic Places eligibility. One hundred twenty-three properties 45 years of age or older were identified within the Area of Potential Effect. Three properties in the Area of Potential Effect are recommended eligible for the National Register of Historic Places. The Frank Selmer House (AL001 [079-087-20005]), is significant under Criterion C, for its architectural significance. Two Baltimore & Ohio Railroad bridges are also recommended eligible for the National Register of Historic Places. AL003 (079-097-20021), a bridge spanning CR 75 East, is recommended eligible under Criterion A, for its association with an important railroad route that was partially responsible for the founding of the town of North Vernon. AL004, which spans CR 175 North and the Muscatatuck River, is significant under Criteria A and C, for being historically significant and also for its engineering in a rugged, hilly terrain.

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INTRODUCTION

ASC Group, Inc., under contract with Parsons Transportation Group, has completed a Historic Properties Report for the proposed US 50 Eastern Bypass Project (Des. No. 1173374) in the City of North Vernon and Center and Campbell Townships, Jennings County, Indiana (Figure 1). The project will reduce congestion along US 50 and State Route (SR) 3/SR 7 through and around North Vernon, provide a safer transportation facility for both truck and passenger vehicles through and around North Vernon, provide an efficient transportation link between the existing and growing industrial area on the north side of North Vernon to US 50; and will support State and local transportation planning. Preliminary planning has indicated several possible alternatives extending from the terminus of the western segment of the US 50 bypass. The alternatives consist of a 300 ft wide alignment with a 350 ft buffer to each side, for a total width of 1000 ft. The Area of Potential Effect (APE) consists of an area north and east of the city of North Vernon, roughly bordered by County Road 400 North to the north, US 50 to the south, CR 275 East to the east, and SR 3 to the west. Generally, there is a buffer of a quarter mile around the proposed project area, with exceptions given to heavily built or wooded areas, with less of a buffer, and wide open spaces with more. Overall, the Area of Potential Effect is 2.93 miles from north to south, and 5.03 miles from east to west (Figure 2; Figure 3, Sheets 1–16).

The project area is set in a rural area north and east of the city of North Vernon (Plates 1–15). Originally agricultural in use, the area around the project has become a mixed-use area, with some agricultural land with farmsteads dating to the late nineteenth century to early twentieth century and areas of rural residential development from the 1950s through the 1970s. Some commercial development has taken place near the western terminus of the project alternatives around SR 3.

The purpose of this investigation is to provide information for compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. The survey was completed in accordance with the *Indiana Cultural Resources Manual* (Indiana Department of Transportation [INDOT] 2007). The goals of this survey were to identify and document all history/architecture resources in the APE, and to determine if any of the identified resources might be eligible for inclusion in the National Register of Historic Places (NRHP). The evaluation of eligibility follows the NRHP criteria for evaluation (Andrus 1995).

This report details the results of the records check, the historic context for the APE, the methodology of the fieldwork, descriptions of the architectural properties in the APE, the evaluation of these properties for eligibility in the NRHP, and conclusions from the historic resources survey. Ross Nelson, MA, MS, conducted the records check and survey fieldwork and evaluated the NRHP eligibility of all architectural resources. Douglas Terpstra, MS, served as principal investigator. Mr. Terpstra and Mr. Nelson meet the Secretary of the Interior's Professional Qualifications Standards.



Plate 1. View from SR 3 at intersection with CR 300 North, looking north.



Plate 2. View from intersection of CR 350 North and CR 75 West, looking west.



Plate 3. View from intersection of CR 350 North and CR 75 West, looking south.



Plate 4. View from intersection of JFK Drive and CR 75 West, looking north.



Plate 5. View from intersection of CR 20 West and CR 350 North, looking east.



Plate 6. View from CR 150 East, east of CR 100 East, looking northeast.



Plate 7. View from intersection of CR 250 North and CR 20 West, looking west.



Plate 8. View from intersection of CR 75 West and CR 250 North, looking north.



Plate 9. View from intersection of US 50 and CR 200 North, looking west.



Plate 10. View from intersection of US 50 and CR 200 North, looking northeast.



Plate 11. View along CR 275 East from north of US 50, looking northwest.



Plate 12. View from CR 300 North from east of CR 100 East, looking southwest.



Plate 13. View along US 50 from CR 75 East, looking west.



Plate 14. View from US 50 at the intersection with Flintwood Drive, looking northeast.



Plate 15. View from CR 75 West, north of the B & O Railroad tracks, looking south.

RECORDS CHECK/HISTORIC CONTEXT

RECORDS CHECK

The records check examined the APE for previously identified architectural resources (Figure 2; Figure 3, Sheets 1–16).

There are no NRHP-listed properties or properties listed in the Indiana Register of Historic Sites and Structures within the boundaries of the APE. Examination of the *Jennings County Interim Report* (Historic Landmarks Foundation of Indiana [HLFI] 1989) identified 14 previously inventoried properties within the APE, of which eight have been demolished since the publication of the interim report (Figure 4). Most of them are single-family houses, many of them with agricultural outbuildings. The two previously documented properties that are not farms or single-family houses are a Baltimore & Ohio (B & O) Railroad Bridge (079-087-20021) that spans CR 75 East and a cemetery (Hillcrest Cemetery) located on CR 75 West (079-087-20014). The NRHP Criteria for Evaluation have not been formally applied to any properties within the APE.

A historic atlas map (D.J. Lake and Company 1884) depicts the historic land use within the APE (Figure 5). The historic map shows that the project area was generally used for farmland, with 40 to 160 acre plats. As is the case today, bridges across the Muscatatuck River are not common, and roads tended to follow the contours of the land. Many familiar minor roads are present in the project area; however, the present alignments of both SR 3 and US 50 do not exist on the map. There are two railroads within the project area—the Vernon, Greensburg, and Rushville Railroad and the Ohio and Mississippi (O & M) Railroad. Only the former O & M Railroad exists today; there are no clearly visible traces of the Vernon, Greensburg and Rushville Railroad. On the east side of the project area was a small village and post office called Oakdale, located near the crossing of the O & M Railroad and present-day CR 275 East. All traces of the settlement have disappeared.

HISTORIC CONTEXT

Before the arrival of European Americans, Jennings County was populated by the Miami tribe. The Miami, who considered Indiana and western Ohio their homelands, had a powerful alliance of six bands in the eighteenth century, and most of their population was based in the Ohio and Wabash river valleys. The Miami generally settled in villages and practiced small-scale agriculture, also relying on hunting and gathering to supplement their food supply.

Through the Treaty of Paris, which ended the Revolutionary War, the United States laid claim to land west to the Mississippi River. The land north of the Ohio became the Northwest Territory. Many Native American tribes were angry at this encroachment on their homelands, and united together to drive back American influence. This led to the defeat of a Native American alliance at the Battle of Fallen Timbers (1794). The Treaty of Greenville (1795) set the stage for what was to come, with the United States gaining land that was Native American territory and the Native Americans receiving funds from the transactions. At first, Native Americans did not leave their homes, but when pressured by a flood of European American settlers, they usually were gone within 10 years of a treaty.

In 1800, the Northwest Territory was split, and the western portion became Indiana Territory, which originally included Indiana, Illinois, Michigan, Wisconsin, and eastern Minnesota. Its first governor was future president William Henry Harrison. Harrison was instrumental in negotiating with Native American tribes. Most of the land in what was to become Jennings County was ceded by the Miami and other tribes through the Treaty of Fort Wayne (1809). The terms of the treaty renewed hostilities between the two groups. The culmination of the new hostilities was the Battle of Tippecanoe (1811), which was the last time Native Americans in Indiana gathered and attempted to drive back the expansion of the United States.

After the Treaty of Fort Wayne, the area was opened for European-American settlement. During the settlement period, heavy stands of timber covered most of the county, and its well-drained river valleys were attractive to early settlers. The first permanent settler in present-day Jennings County was John Vawter, a US surveyor from Madison, Indiana, who moved his family to present-day Jennings County in 1813 (HLFI 1989). In 1815, he bought one square mile of land and laid out the town of Vernon. Jennings County was organized in February 1817 from sections of Jefferson and Jackson counties and was named for Jonathan Jennings, Indiana's first governor. Thanks to the efforts of Vawter, Vernon was designated the county seat upon the formation of the county (HLFI 1989). The first settlers in Jennings County were generally from Kentucky, North Carolina, and Virginia, which were common places of origin for settlers in other counties in southern Indiana (Jennings County Historical Society 2005).

Several important early roads from Madison passed through the county. The earliest state road in the county, designated in 1820, connected Madison to Vernon. Present-day SR 7 follows

this early road (Jennings County Historical Society 2005). The abundant forests of the county resulted in the establishment of sawmills and wood products factories in North Vernon, and the presence of accessible bedrock resulted in the opening of stone quarries nearby. A chair factory was in operation in the county by the middle of the 1840s (HLFI 1989). However, Jennings County was still heavily dependent on the Ohio River/Mississippi River corridor for imports and exports, and there was great interest in developing east-west trade. Roads and canals received the most attention and funding, as they were well-established means of transportation, and, as early as 1831, the state legislature began granting charters to railroad companies. These early railroads generally were intended to supplement rather than replace other means of transportation, such as canals (Madison 1986). It was the emergence of the railroads in the mid-nineteenth century that enabled industries to flourish and allowed them to reach faraway markets that were not on an Ohio/Mississippi trade route. The Madison and Indianapolis (M & I) Railroad was the first railroad to be finished through Jennings County and also the first major completed railroad in Indiana, dating from 1847 (Jennings County Historical Society 2005).

In Jennings County, the O&M was especially important to the county's economy, as the railroad was an east-west route. In the 1840s, a small settlement named Licksillet emerged along the M&I Railroad north of Vernon (HLFI 1989). In 1852, while the O&M Railroad was still under construction, Hagermann Tripp, Hiram S. Prather, Langston Johnson, and Ezra Peabody purchased 250 acres of land around the junction of the M&I and O&M Railroads (Schweikert 2006). The settlement of Licksillet was incorporated into a new town. Originally, the town was platted as Tripton, and the first two additions to the town were named under Tripton. However, the town's name had changed, unofficially, by the late 1850s, to North Vernon. It was not until the town was incorporated in 1867 when the village was officially named North Vernon (Schweikert 2006).

Because of its busy railroad crossing, North Vernon grew quickly. By the early 1880s, three railroads served North Vernon, and lines extended east-west, north-south, and northwest-southeast through the town. Within nine years of its incorporation as a town, the town had a population of almost 2,500 and was incorporated as a city (Schweikert 2006). The railroads also became an important employer in North Vernon. The 1880 census showed that five percent of the town's population derived its primary support from railroad jobs. By the 1900 census, that amount had grown to nearly 23 percent (Fife 2005). Sawmills in North Vernon provided many

of the ties used for the railroads in the area. Tripp, Hicks & Company established a sawmill and furniture factory in the town in 1852. Other companies associated with wood products included the North Vernon Pump and Lumber Company, the Platter Cabinet Company, the Miller Lumber Company, the Cone and Jones factory (spokes and hubs), and Litchfield Brothers (lumber). Stone was shipped out of the county for building purposes and also was burned to create lime (Jennings County Historical Society 2005). Many of the buildings in North Vernon's central business district date to the late nineteenth and early twentieth century, demonstrating the fertile economic environment created by the presence of the railroads (Fife 2005). By 1900, the city of North Vernon had a population of 2,823, making the city nearly five times the size of Vernon (STATS Indiana 2012).

The rapid growth of North Vernon was detrimental to the town of Vernon. In 1858, shortly after the founding of North Vernon, the town of Vernon had nearly 100 small businesses; by 1876, the number had been reduced to 10 (Fife 2005). Beginning in the 1860s, there were numerous efforts to move the county seat to North Vernon, and one was almost successful. In 1919, a special election was held in Jennings County to move the county seat, and the change would be enacted if 60 percent of the county's voters agreed to move the courthouse to North Vernon (Jennings County Historical Society 2005). In the end, the total favoring the measure was 59.6 percent. There were allegations of illegal balloting, putting 182 votes in dispute (Jennings County Historical Society 2005). The case went to court, where it lingered for more than two decades. Finally, because the plaintiffs could not produce enough persons who had witnessed voter fraud firsthand, the case was thrown out in 1948, leaving Vernon the center of government (Jennings County Historical Society 2005). Despite holding onto its status as Jennings County's center of government, Vernon's importance in the county had clearly diminished, and the town was slowly losing its population. Vernon is Indiana's smallest county seat, with a population in 2010 of 318 (STATS Indiana 2012). The neglect of the town of Vernon after North Vernon's population surge had one notable side effect—the entire town was essentially left intact because of the lack of industrial and commercial development. In 1976, the entire town of Vernon was placed on the NRHP as a historic district (HLFI 1989).

By the second quarter of the twentieth century, the automobile was quickly becoming an important means of travel. Roads and road maintenance, which had not improved much since most of the attention on transportation systems had been centered on the railroads, were starting

to improve by the early twentieth century, through awareness and also by landmark federal legislation. In 1916, the Federal Road Aid Act was passed, which allotted federal funds to pay for the improvement of state roads on a 50/50 matching basis. This led to the formation of the Indiana State Highway Commission in 1919. By the 1920s, many of the major state roads in Indiana were designated as highways and paved. However, highway development in Indiana was generally uneven. In the mid-1920s, paved highways were most common in northern and central Indiana; southern Indiana, with some exceptions, lagged behind. By 1927, there were no paved roads in Jennings County (Indiana State Highway Commission 1927). The first road to be fully paved through Jennings County was US 50, which was fully paved through Jennings County by 1932 (Indiana State Highway Commission 1932).

The construction of the interstate highway system in the 1950s and 1960s allowed long distance passenger and freight traffic to shift to automobiles and trucks, resulting in a decline in railroad service. Even the large railroad companies that had emerged in the late nineteenth century began to merge and consolidate once again in an attempt to remain economically viable. By the 1970s, passenger train travel in Indiana was very limited, and many smaller towns had lost even freight service. More than 1,600 miles of track were abandoned in the late 1970s and early 1980s (Madison 1986). The shift to a post-railroad transportation system has not affected the growth of the city of North Vernon, despite its historical importance as a railroad crossing. The city is situated on a number of important routes, and its population has almost doubled since 1950, when its population stood at 3,488. Its population in the 2010 Census was 6,728 (STATS Indiana 2012). Most of the new business starts and relocations have been on the three major roads that travel through North Vernon, particularly on SR 3 and SR 7.

METHODOLOGY

Field personnel examined the area surrounding the project area and determined an APE for the project. Once the APE was determined, examination of all architectural resources within the APE commenced. Per the request of the Indiana State Historic Preservation Office (IN-SHPO), which is the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (DHPA), survey efforts included recording all above-ground resources 45 years old or older, instead of the usual 50 years old or older, in order to take into account the time that will pass while final planning and construction will occur. All architectural resources that were 45 years of age or older were further examined. These resources were examined for

determination of their function, type, style, historic associations, and level of historic integrity. Agricultural buildings were evaluated as a farmstead grouping. All properties 45 years of age or older were designated with a three-digit Architectural Location (AL) number, photographed at least twice with a digital camera, and their location noted on maps. Larger properties were generally photographed more intensively than smaller properties. Streetscape and landscape photos around the APE were also taken to give context to the project area. Finally, the Jennings County GIS website was consulted to provide dates of construction or the buildings within the APE (<http://beacon.schnidercorp.com>). The dates given in the GIS were assumed to be accurate unless proven incorrect through physical or historical evidence.

PROPERTY DESCRIPTIONS AND EVALUATIONS

ASC Group, Inc., completed the fieldwork and historic architectural survey on November 6-9, 2012. Conditions were good for the survey, as skies were generally partly cloudy to overcast, and visibility was good to excellent on all days. The survey confirmed that the project area was set in a mostly rural area north and east of North Vernon. The area around the project has become a mixed-use area, with some agricultural land with farmsteads dating from the late nineteenth to early twentieth century and areas of rural residential development from the 1950s through the 1970s. Some commercial development within the project area has also taken place in the last 40 years.

One hundred twenty-three properties 45 years of age or older were identified in the APE and were evaluated (Figure 3, Sheets 1–16). Most of the properties within the APE are single-family houses. Properties built in the nineteenth to early twentieth century are or were generally agricultural properties, but most properties built in the mid-twentieth century are single-family houses with no agricultural past. Many of the properties less than 45 years of age are commercial buildings on the outskirts of North Vernon.

Because more than 10 properties were surveyed, Table 2 will be used to describe and evaluate architectural properties more than 45 years of age that have been rated as Contributing or have not been previously documented by the Indiana Historic Sites and Structures Inventory (IHSSI). All properties that were given a rating of Notable or Outstanding, or are recommended as NRHP-eligible will be discussed in this section.

All properties in the APE were evaluated using the NRHP Criteria for Evaluation. There are four criteria for a property to be eligible for NRHP nomination. A property must meet one or

more criteria in order for eligibility, of which the first three criteria are most readily applied to buildings and structures. The four criteria are:

- A. Properties that are associated with events that have made a significant contribution to the broad patterns of our history;
- B. Properties that are associated with the lives of persons significant in our past;
- C. Properties that embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (used to define historic districts); and
- D. Properties that yield or may be likely to yield, information important in prehistory or history. Criterion D rarely applies to standing buildings or structures.

The property must also contain a high degree of historic integrity as well as being significant. Historic integrity is defined as the ability of a property to convey its architectural significance. There are seven aspects that determine a property's historic integrity: location, design, setting, materials, workmanship, feeling, and association. Some of those aspects may be more important than others depending on the resource, and a property does not need to convey all seven aspects in order to be eligible for the NRHP, although it should convey most of the aspects (Andrus 1995).

AL001 (079-087-20005): CR 350 NORTH (FRANK SELMIER HOUSE)

Description: This one-and-one-half-story house has a stone foundation, with wood clapboard siding, stone masonry walls, and an asphalt shingle roof (Figure 3, Sheets 13 and 14; Plates 16–18). The windows, which are original to the house, are generally 6/6 double-hung windows with some casement windows. The doors are also original to the house. The house also has original exposed rafters and eaves. A stone chimney is found on the east elevation. The house has a two-car attached garage, which is likely a 1940s–1950s addition. There is an additional two-car garage north of the house (Plate 19). Outbuildings on the property include maintenance buildings (Plate 20) and a pyramidal-roofed house that is used for the forester's office (Plate 21). The landscape around the property also includes a stone bridge (Plate 22) and stone shelters at the entrance of the property (Plate 23). The property is located within the Selmier State Forest, which is named after the Selmier family, who donated the land for the state forest. With the exception of the immediate vicinity of the buildings, where some lawn areas are present, the

surrounding area is heavily wooded. According to the Jennings County GIS Website, the property's date of construction is 1921, a date with which ASC Group, Inc., concurs.

Evaluation: Under Criterion A, AL001 is not associated with a significant historic context on the local, state, or national level, and, thus it lacks significance under Criterion A. Under Criterion B, the available evidence gathered through the records check does not show that the property is connected to an important historic figure in a local, state, or national context. It is known that Frank Selmier was the owner of a local laundry service, and that when he died, his wife gave the home and land to the state of Indiana (Jennings County Historical Society 2005). Today's Selmier State Forest is named in honor of Frank Selmier. However, the property does not have significance under Criterion B, as Frank Selmier was not an important historic figure while he was living at the property. Under Criterion C, the building is a Craftsman-style house, which is not common in the area. What is more significant is the use of materials, the limestone block walls in particular, to make the house look more rustic. This sort of construction was fairly common in the 1930s; this house predates the New Deal by more than ten years. It is rare to see a Craftsman house of that era that was built with rustic materials. Therefore, it is significant example of its type under Criterion C. The property is not likely to yield information important in history or prehistory, so the property is not significant under Criterion D. According to the *Jennings County Interim Report* (HLFI 1989), the property was given a rating of Notable, a rating that would likely stand today. The house's general appearance and form have been altered slightly since its construction; the only major alteration is a two-car attached garage. It is clearly a building of its architectural style, and the building does resemble what it looked like when it was first built, so the building has good integrity. The property also has contributing elements that make it significant, such as stone shelters and a bridge, which appear to be built out of local materials and are constructed from materials similar to the house and garage. AL001 is recommended eligible for the NRHP under Criterion C, for its architectural significance. Its boundaries include the house and the surrounding buildings, including its outbuildings and contributing structures (Figure 3, Sheet 14).



Plate 16. AL001 (079-087-20005), house at CR 350 North (Frank Selmier House), looking southeast.



Plate 17. AL001 (079-087-20005), house at CR 350 North (Frank Selmier House), looking southwest.



Plate 18. AL001 (079-087-20005), house at CR 350 North (Frank Selmier House), looking northwest.



Plate 19. AL001 (079-087-20005), garage at CR 350 North (Frank Selmier House), looking east.



Plate 20. AL001 (079-087-20005), pole barn at CR 350 North (Frank Selmier House), looking southeast.



Plate 21. AL001 (079-087-20005), forester's office at CR 350 North (Frank Selmier House), looking southeast.



Plate 22. AL001 (079-087-20005), stone bridge at CR 350 North (Frank Selmier House), looking southeast.



Plate 23. AL001 (079-087-20005), stone shelters at CR 350 North (Frank Selmier House), looking north.

AL002 (079-087-20006): 3225 CR 100 EAST

Description: This one-and-one-half-story single-family house has stone foundation, stone masonry walls, plywood siding, and a metal and asphalt shingle roof (Figure 3, Sheets 9 and 14; Plates 24 and 25). There is a recessed porch located on the front façade, and an additional porch on the north elevation with a stone base, with wood supports holding up a hipped roof. All windows and doors are replacements. A one-and-one-half story section of the house on the north elevation with log walls is an addition, and, according to the owner, was built in the 1920s. The house's two-car attached garage is an addition, as is an indoor swimming pool to the rear of the garage, both of which are not located on the house at the time of its IHSSI documentation in 1988. There is an English barn located on the property (Plate 26); however, the stone wall that had been part of the property in the IHSSI is no longer standing. According to the Jennings County GIS website, the property's date of construction of the original house is 1860, with additions made in 1868 and 1999 all dates with which ASC Group, Inc., concurs. It is likely that the log house portion of the property may have been moved; however, a property has been at the same location since before 1884, as a building is depicted at this site on D.J. Lake's *An Atlas of Jennings County, Indiana*.

Evaluation: Under Criterion A, AL002 is not associated with a significant historic context on the local, state, or national level, and, thus it lacks significance under Criterion A. Under Criterion B, the available evidence gathered through the records check does not show that the property is connected to an important historic figure in a local, state, or national context. Under Criterion C, the building is a modified central passage house, a typical vernacular house built in Indiana primarily during the nineteenth century, and is not an exceptional or significant example of the type. Therefore, the house lacks architectural significance under Criterion C. The property is not likely to yield information important in history or prehistory, so the property is not significant under Criterion D. According to the *Jennings County Interim Report* (HLFI 1989), the property was given a rating of Notable, a rating that would not likely stand today. The house's general appearance and form have been altered since its construction, including the replacement of its windows, doors, and siding, and two additions to the house. The building does not resemble what it looked like when it was first built, and therefore, does not have integrity. Because of its lack of integrity, coupled with its lack of historical and architectural significance, AL002 is not recommended eligible for the NRHP.



Plate 24. AL002 (079-087-20006), house at 3225 CR 100 East, looking northwest.



Plate 25. AL002 (079-087-20006), house at 3225 CR 100 East, looking southwest.



Plate 26. AL002 (079-087-20006), barn at 3225 CR 100 East, looking northeast.

AL003 (079-087-20021): B & O RAILROAD BRIDGE, CR 75 EAST

Description: This single-span steel railroad bridge carries the former B & O Railroad across CR 75 East (Figure 3, Sheet 5; Plates 27 and 28). The bridge has its original limestone abutments, which were built when the railroad was constructed in 1847. The steel superstructure of the bridge was manufactured by the Bethlehem Steel Company around 1900.

Evaluation: Under Criterion A, AL003 is associated with a significant historic context of transportation on the local level. The bridge is part of a significant railroad route, as it was responsible for the formation of Jennings County's biggest town, North Vernon. Therefore, it is significant under Criterion A. Under Criterion B, the available evidence gathered through the records check does not show that the property is connected to an important historic figure in a local, state, or national context. Under Criterion C, the building is a girder bridge, a typical form of bridge construction in the early to mid-twentieth century, and is not an exceptional or significant example of the type. The first example of a girder bridge in the United States dates to 1849, but steel-girder bridges were not common until the early decades of the twentieth century (Parsons Brinkerhoff and Engineering and Industrial Heritage 2005), when the bridge's superstructure was built. In addition, due to its relatively short span and the area's relatively even

terrain, the bridge does not represent an innovation in bridge engineering. Therefore, the bridge lacks architectural or engineering significance under Criterion C. The property is not likely to yield information important in history or prehistory, so the property is not significant under Criterion D. As the bridge serves as a railroad bridge, the bridge is not listed in the Indiana Historic Bridges Inventory. According to the *Jennings County Interim Report* (HLFI 1989), the property's rating is listed as Notable, a rating that would likely stand today. The property does resemble its original appearance and has historic integrity. AL003 is recommended eligible for the NRHP under Criterion A, for its historic significance. Its boundaries include the bridge's abutments and decking (Figure 3, Sheet 5).



Plate 27. AL003 (079-087-20021), B & O Railroad Bridge, CR 75 East, looking southwest.



Plate 28. AL003 (079-087-20021), B & O Railroad Bridge, CR 75 East, looking northeast.

AL004: B & O RAILROAD BRIDGE OVER THE MUSCATATUCK RIVER/CR 175 NORTH

Description: This two-span steel railroad bridge carries the former B & O Railroad across the Muscatatuck River and CR 175 North (Figure 3, Sheets 1 and 15; Plates 29 and 30). The bridge has its original limestone abutments over the Muscatatuck River, and concrete abutments found on the span over CR 175 North. The original bridge abutments were built when the railroad was constructed in 1847, and a stone center pier holds up the bridge. The superstructure consists of steel girders.

Evaluation: Under Criterion A, AL004 is associated with the significant historic context of transportation on the local level. The bridge is part of a significant railroad route, as it was responsible for the formation of Jennings County's biggest town, North Vernon. Therefore, it is significant under Criterion A. Under Criterion B, the available evidence gathered through the records check does not show that the property is connected to an important historic figure in a local, state, or national context. Under Criterion C, the building is a girder bridge, a typical form of bridge construction in the early to mid-twentieth century, and is not an exceptional or significant example of the type. However, because of the Muscatatuck River Valley and the area's rugged terrain, the bridge's engineering and design was significant. Therefore, the bridge

is significant under Criterion C. The property is not likely to yield information important in history or prehistory, so the property is not significant under Criterion D. As the bridge serves as a railroad bridge, the bridge is not listed in the Indiana Historic Bridges Inventory. The property does resemble its original appearance and has historic integrity. AL003 is recommended eligible for the NRHP under Criteria A and C, for its historic significance and for its engineering. Its boundaries include the bridge's abutments and decking (Figure 3, Sheets 1 and 15).



Plate 29. AL004, B & O Railroad Bridge, CR 175 North, looking southeast.



Plate 30. AL004, B & O Railroad Bridge, CR 175 North, looking south.

AL035 (079-087-20015): 75 EAST PRIVATE ROAD 235 NORTH (CREECH FARM)

Description: This one-and-one-half-story single-family house has a stone foundation, wood clapboard siding, and a sheet metal roof (Figure 3, Sheet 4; Plates 31–33). The front porch, which is likely a late nineteenth century addition, has a stone base, with wood supports holding up a lean-to roof. The windows and doors are original to the house; however, window spaces on the half-story on the front façade appear to have been boarded over. Exposed wood rafters and original eaves are featured on the building. The house is currently vacant. Also on the property are several outbuildings, including a privy (Plate 34), a gambrel-roofed barn (Plate 35), a transverse frame barn (Plate 36), and two sheet-metal coated barns near the property’s entrance (Plate 37). According to the Jennings County GIS website, the property’s date of construction of the original house is 1850, a date with which ASC Group, Inc., concurs.

Evaluation: Under Criterion A, AL035 is associated with the significant historic context of agriculture on the local level. However, it is not known to have local importance as an agricultural property, and thus it lacks significance under Criterion A. Under Criterion B, the available evidence gathered through the records check does not show that the property is connected to an important historic figure in a local, state, or national context. According to D.J.

Lake's (1884) Jennings county atlas, the Creech family is not listed as the owner of the property. The 121-acre parcel of land surrounding the farm was owned by a B. Riordan in 1884, and no information about the significance of Riordan family could be obtained. Under Criterion C, the building is a hall-and-parlor house, a typical vernacular house built in Indiana primarily during the nineteenth century, and is not an exceptional or significant example of the type. Therefore, the house lacks architectural significance under Criterion C. The property is not likely to yield information important in history or prehistory, so the property is not significant under Criterion D. According to the *Jennings County Interim Report* (HLFI 1989), the property was given a rating of Contributing, a rating that would likely stand today. The house's general appearance and form have been not been altered much since its construction, with the possible exception of its front porch, which could have been a late nineteenth century addition. However, the building does resemble what it looked like when it was first built, and therefore, the farmhouse does have integrity. The property does not have as strong of integrity as a farm, because of the age and appearance of its agricultural outbuildings, which date to the early to mid-twentieth century. Because of its lack of historical and architectural significance, AL035 is not recommended eligible for the NRHP.



Plate 31. AL035 (079-087-20015), house at 75 East Private Road 235 North (Creech Farm), looking northeast.



Plate 32. AL035 (079-087-20015), house at 75 East Private Road 235 North (Creech Farm), looking northwest.



Plate 33. AL035 (079-087-20015), house at 75 East Private Road 235 North (Creech Farm), looking east.



Plate 34. AL035 (079-087-20015), privy at 75 East Private Road 235 North (Creech Farm), looking north.



Plate 35. AL035 (079-087-20015), gambrel-roofed barn at 75 East Private Road 235 North (Creech Farm), looking northeast.



Plate 36. AL035 (079-087-20015), transverse-frame barn at 75 East Private Road 235 North (Crech Farm), looking northeast.



Plate 37. AL035 (079-087-20015), outbuildings at 75 East Private Road 235 North (Crech Farm), looking southwest.

CONCLUSIONS

One hundred twenty-three properties 45 years of age or older were documented for this study. There are no properties listed on the NRHP or on the Indiana Register of Historic Sites and Structures within the APE. Three properties in the APE are recommended eligible for the NRHP. The Frank Selmier House (AL001 [079-087-20005]) is significant under Criterion C, for its architectural significance. Two Baltimore & Ohio Railroad bridges are also recommended eligible for the NRHP. AL003 (079-097-20021), a bridge spanning CR 75 East, is recommended eligible under Criterion A, for its association with an important railroad route that was partially responsible for the founding of the town of North Vernon. AL004, which spans CR 175 North and the Muscatatuck River, is significant under Criteria A and C, for being historically significant and also for its engineering in a rugged, hilly terrain. No part of the APE is recommended eligible for the NRHP as a historic district. The dominant historic theme of the project area is agriculture, and while there are still remnants of the area's agricultural past, most of the properties within the APE were built in the 1950s to the present day, and range from commercial buildings to single-family residences.

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FIGURES



Figure 1. Indiana map showing the vicinity of the APE.

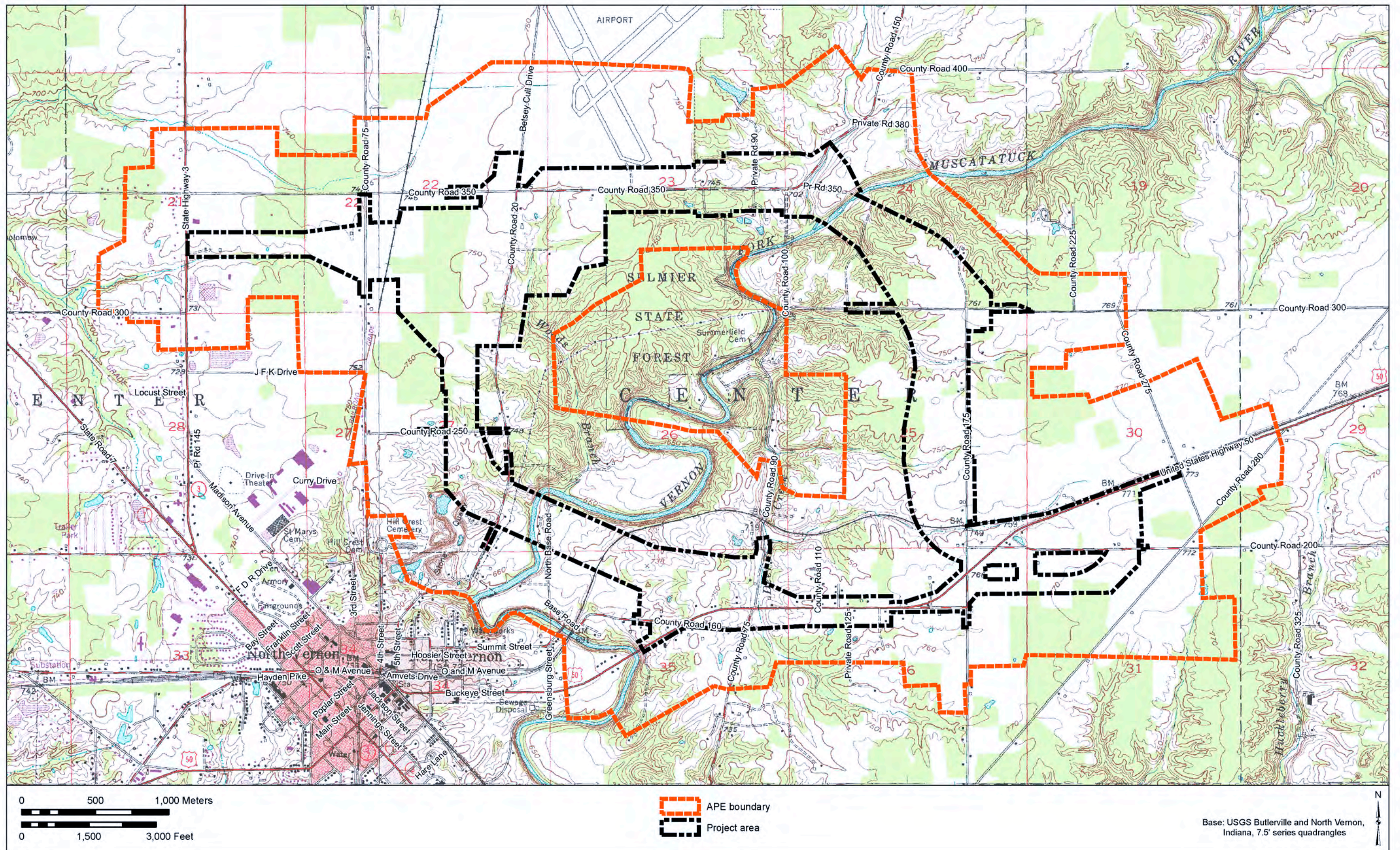


Figure 2. Portions of the 1994 Butlerville and 1993 North Vernon quadrangles (USGS 7.5' topographic maps), showing the APE and the project area.

Figure 2
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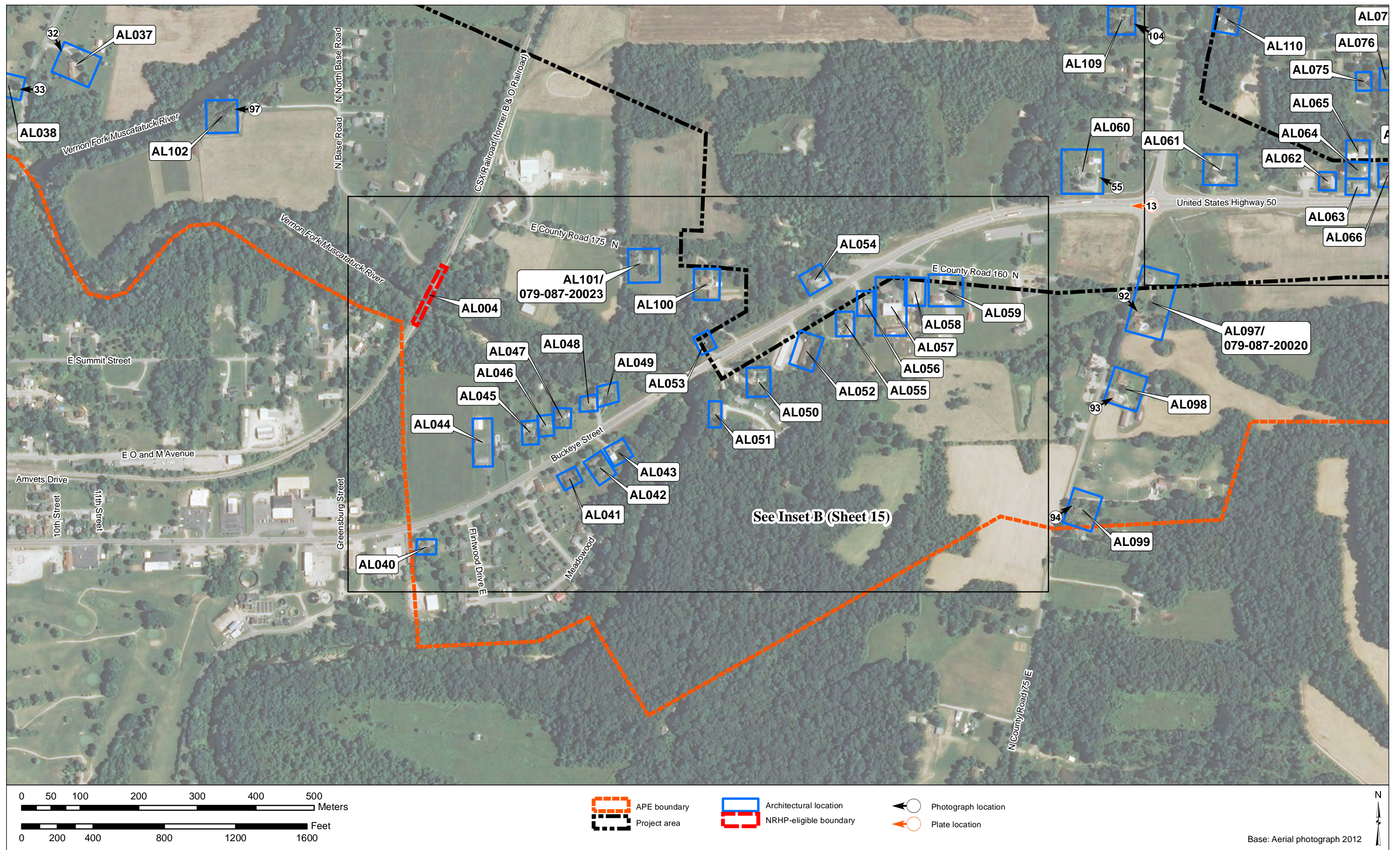


Figure 3. Aerial photograph (2012) showing the APE, project area, architectural locations, plate locations, photo locations, and boundaries of NRHP-eligible properties. (16 sheets)

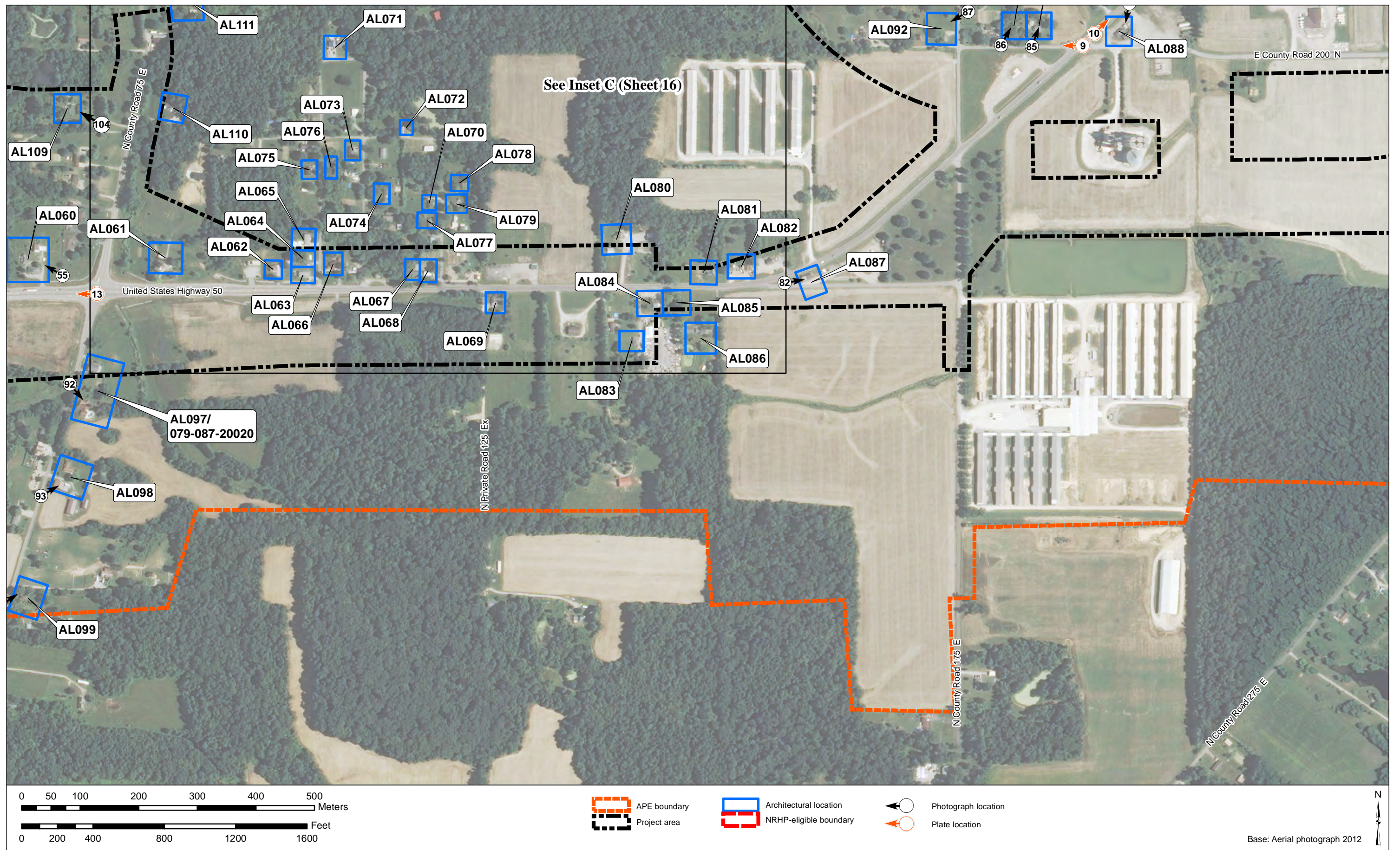


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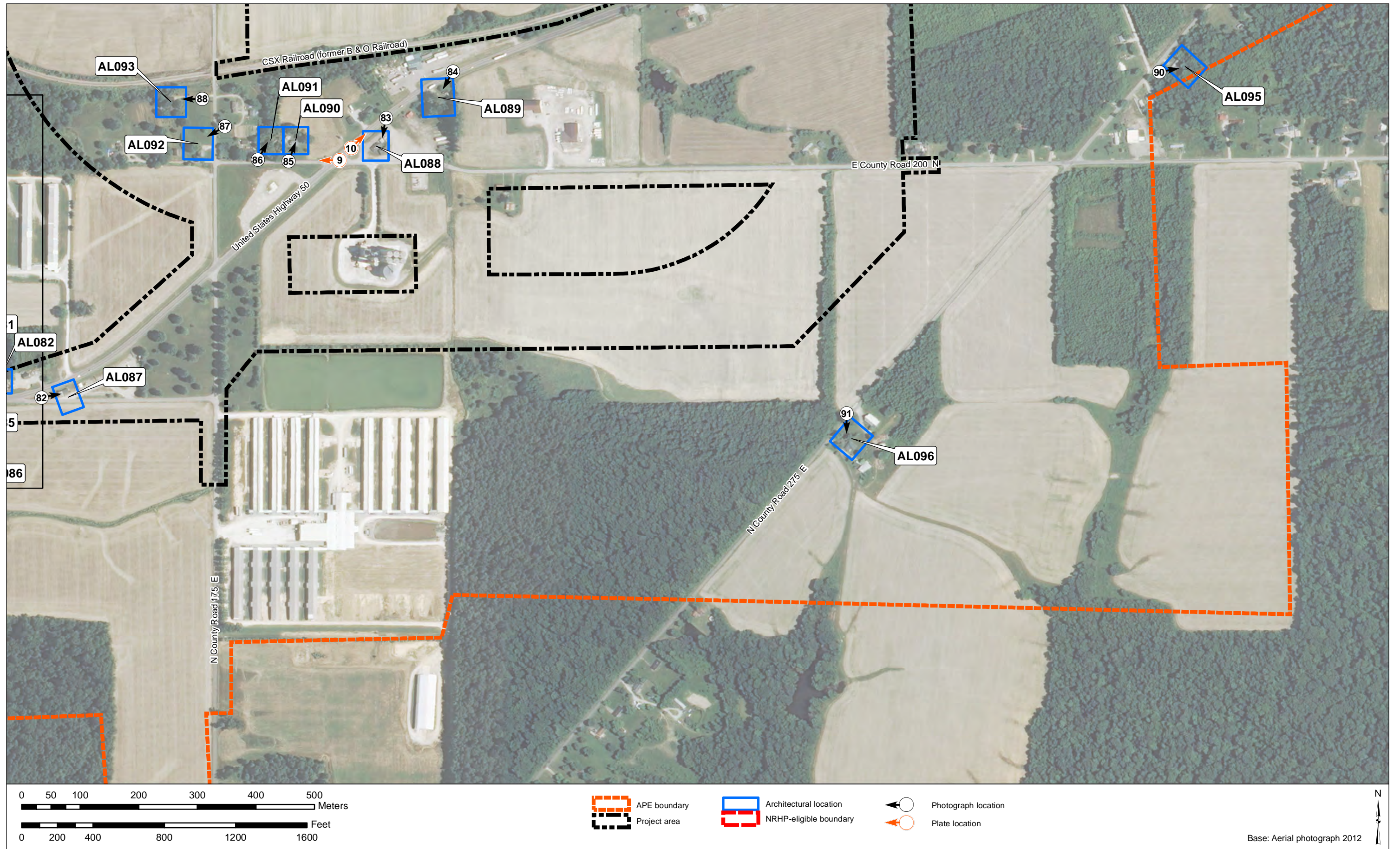


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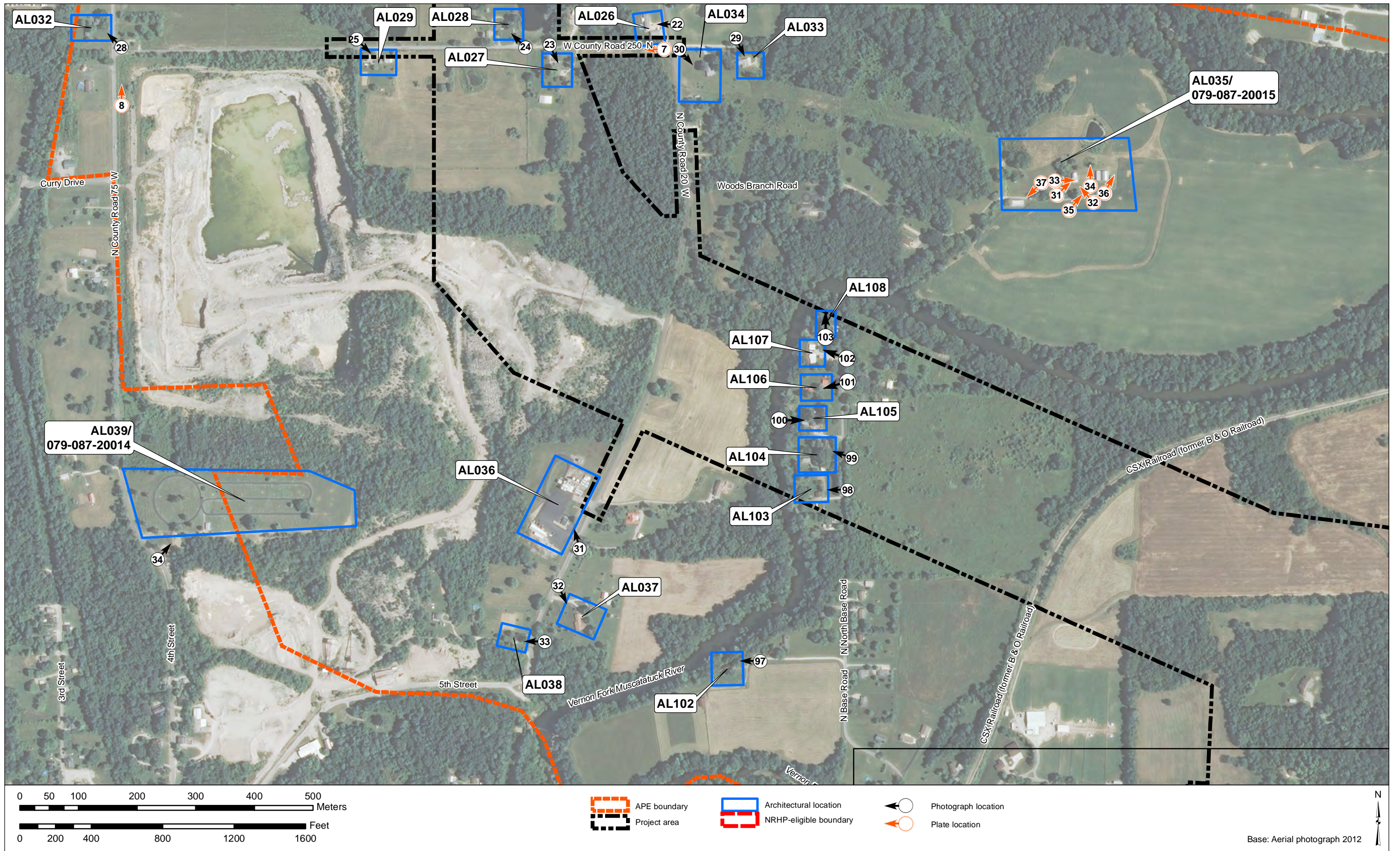


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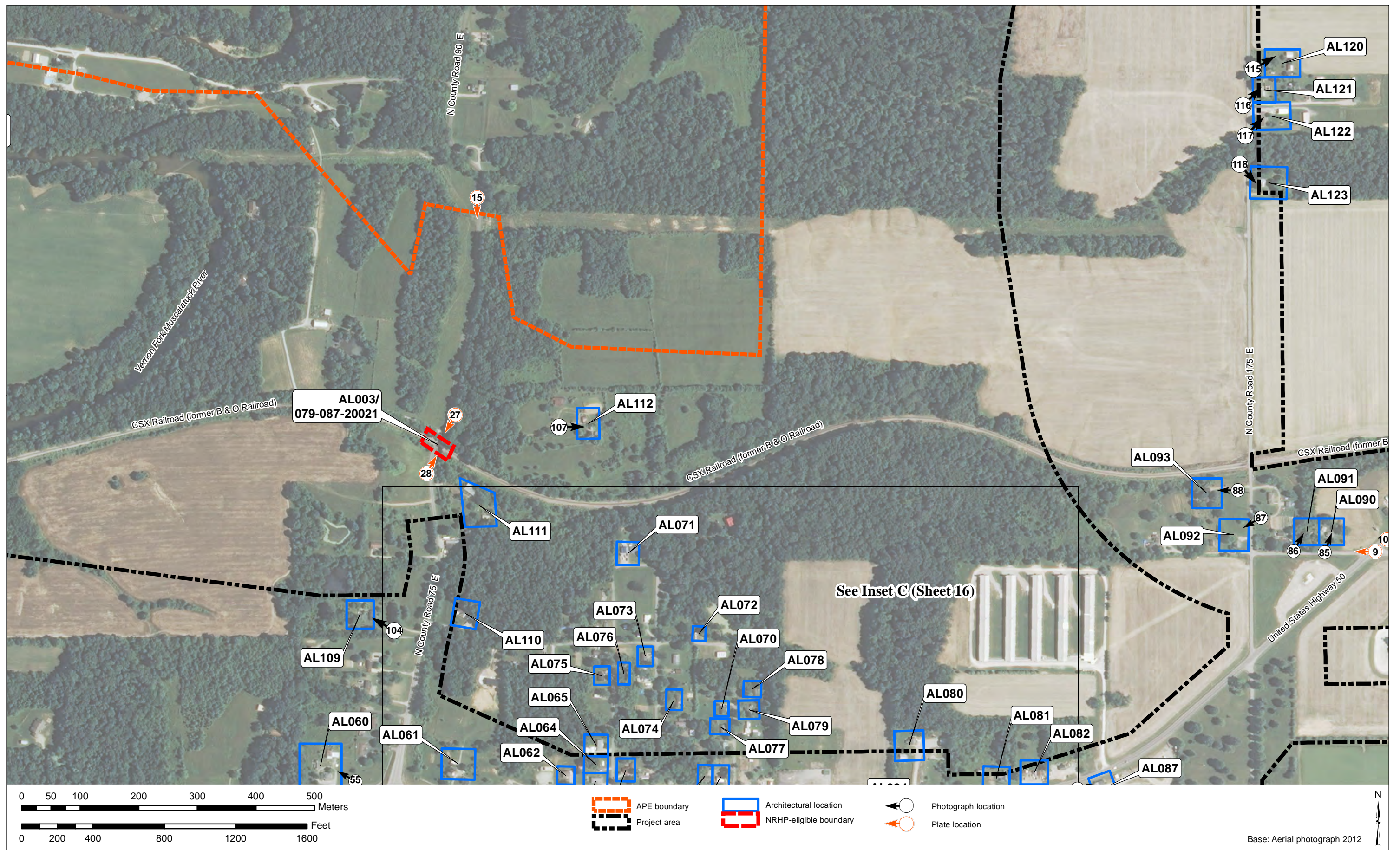


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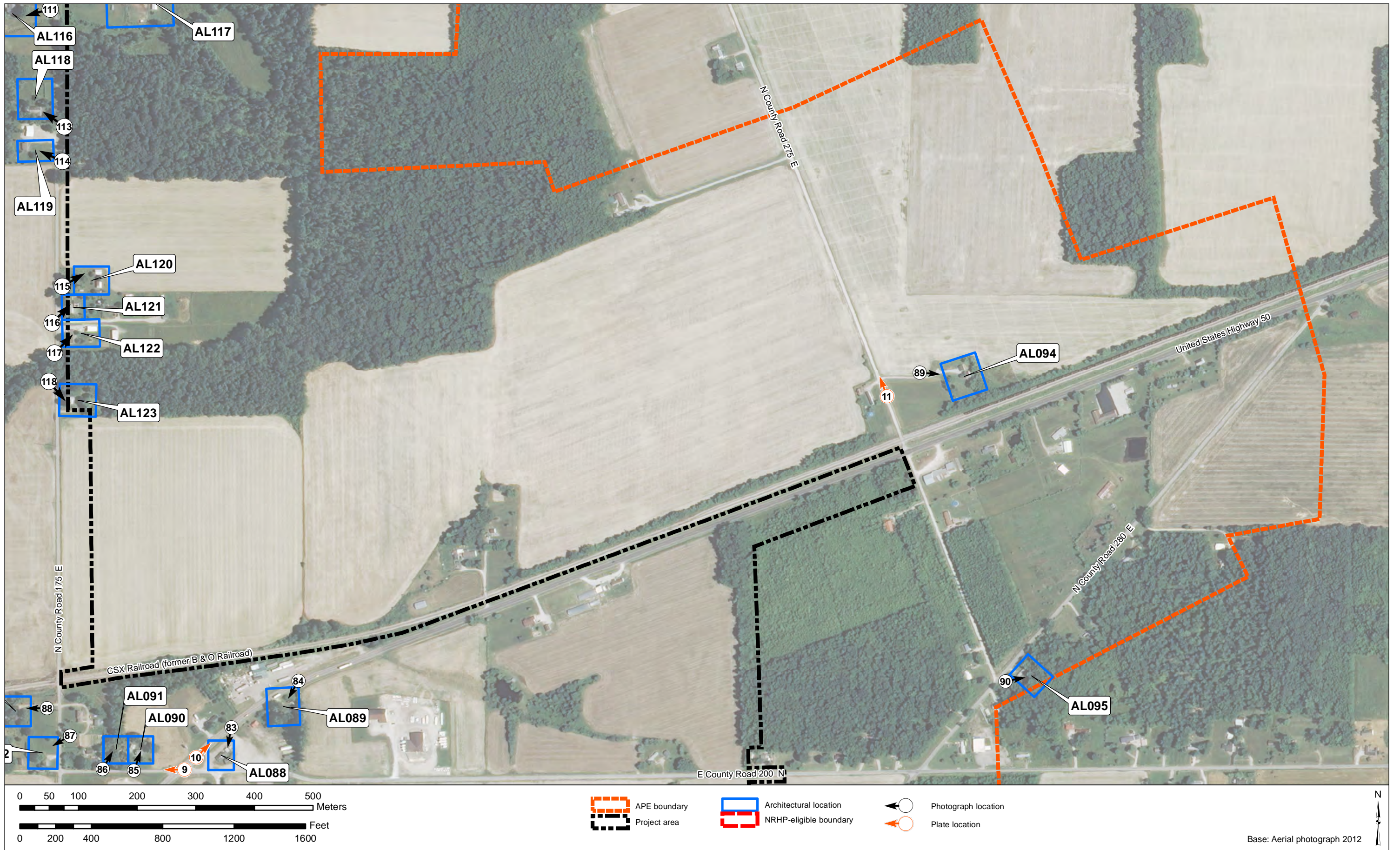


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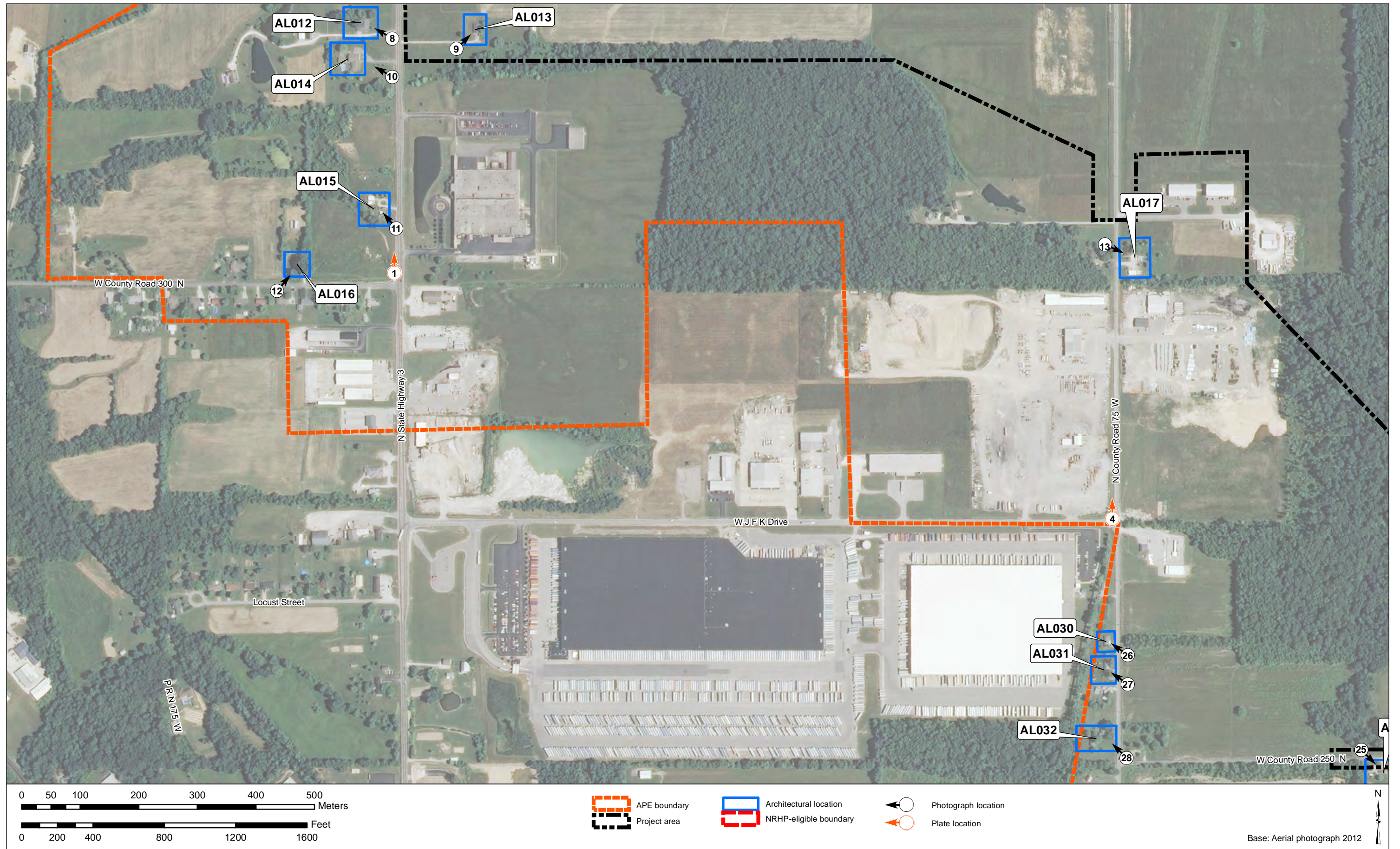


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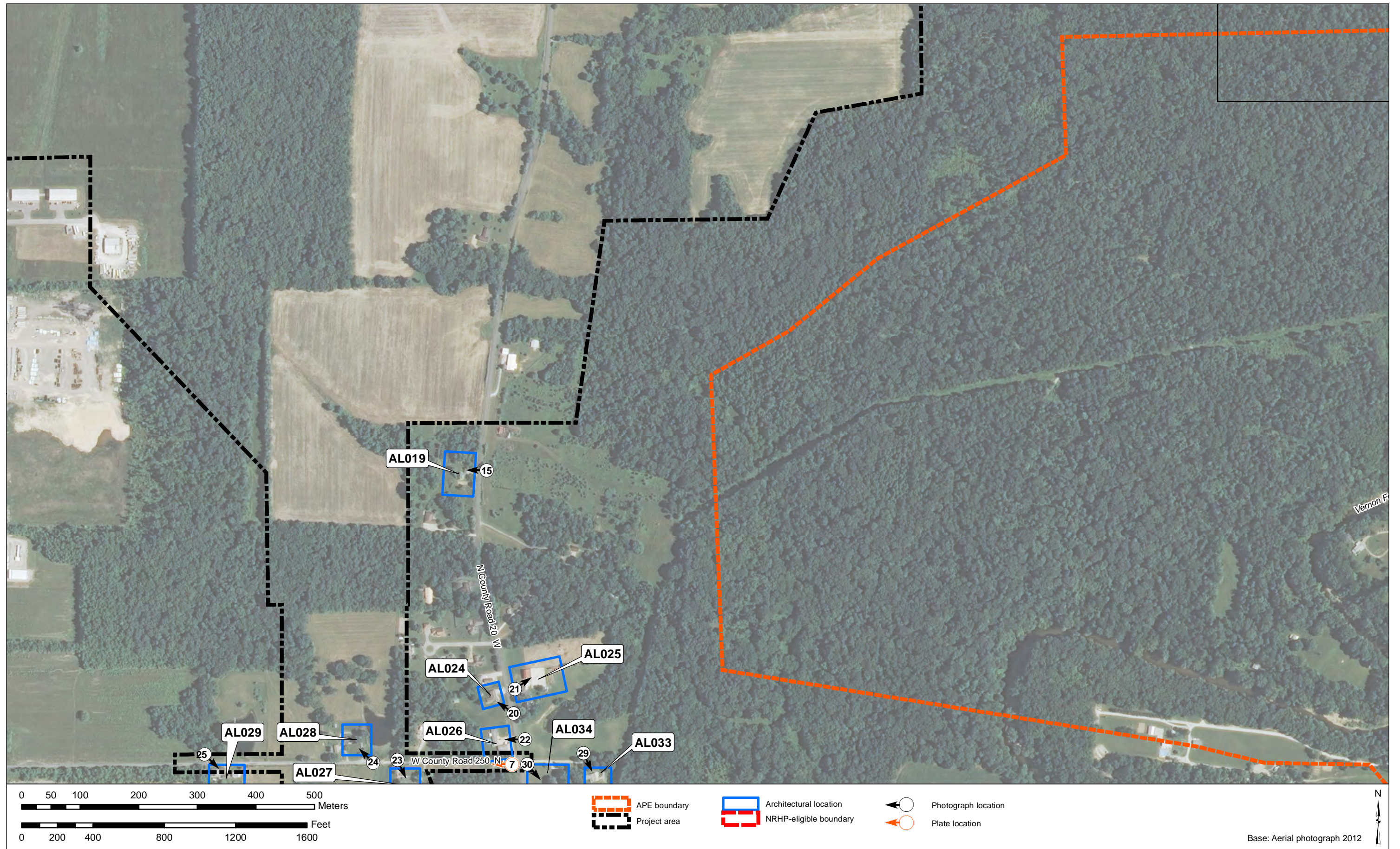


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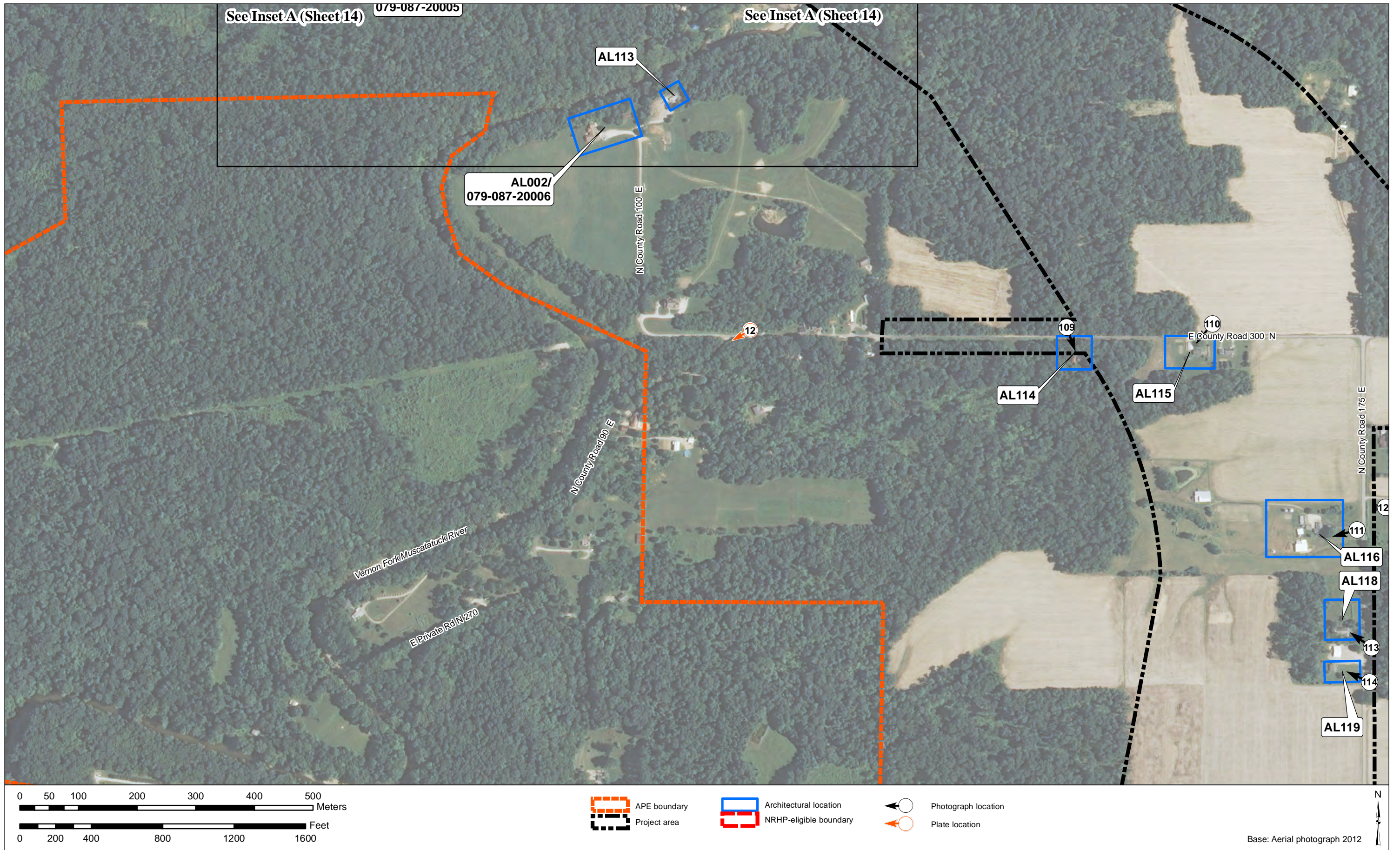


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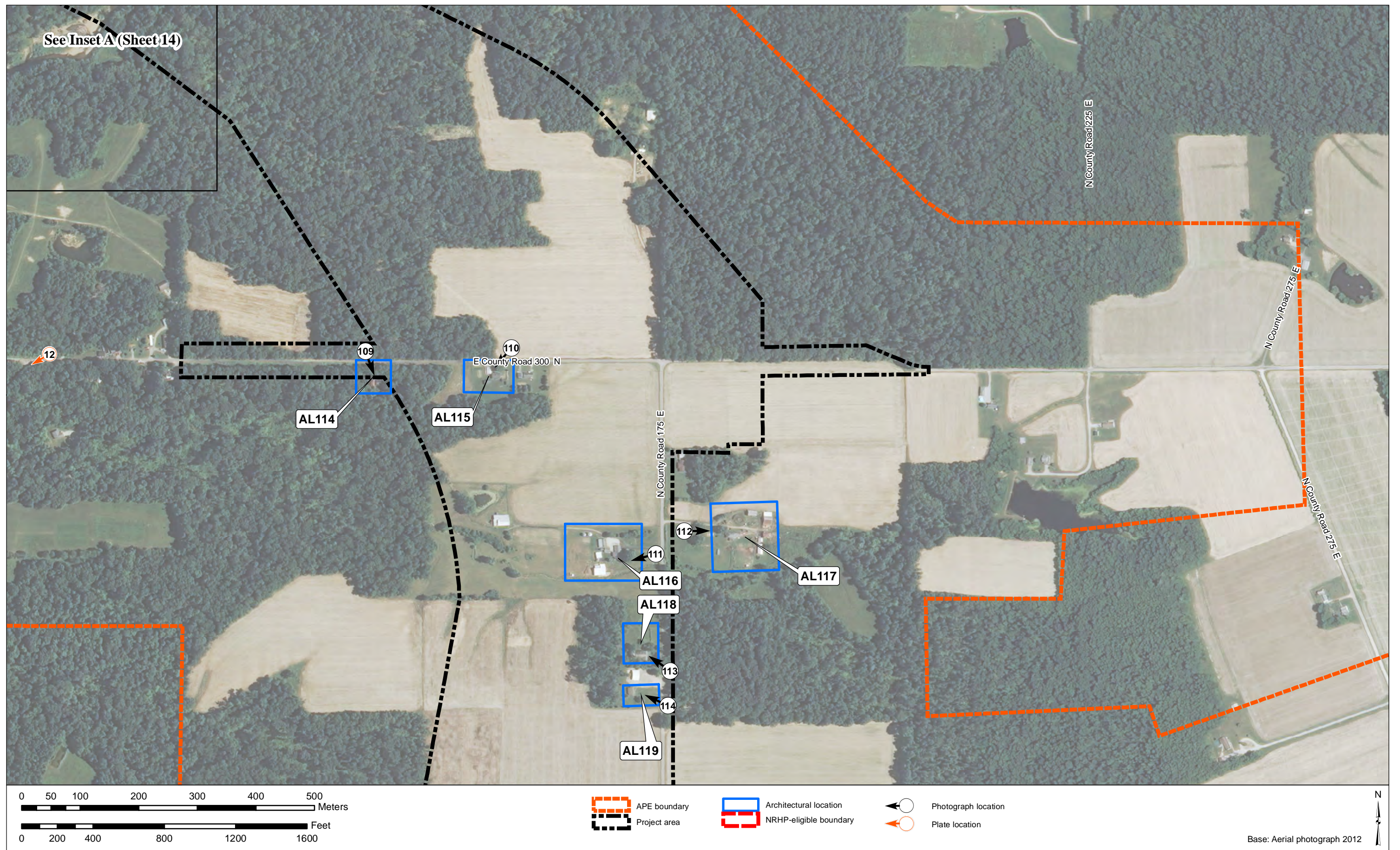


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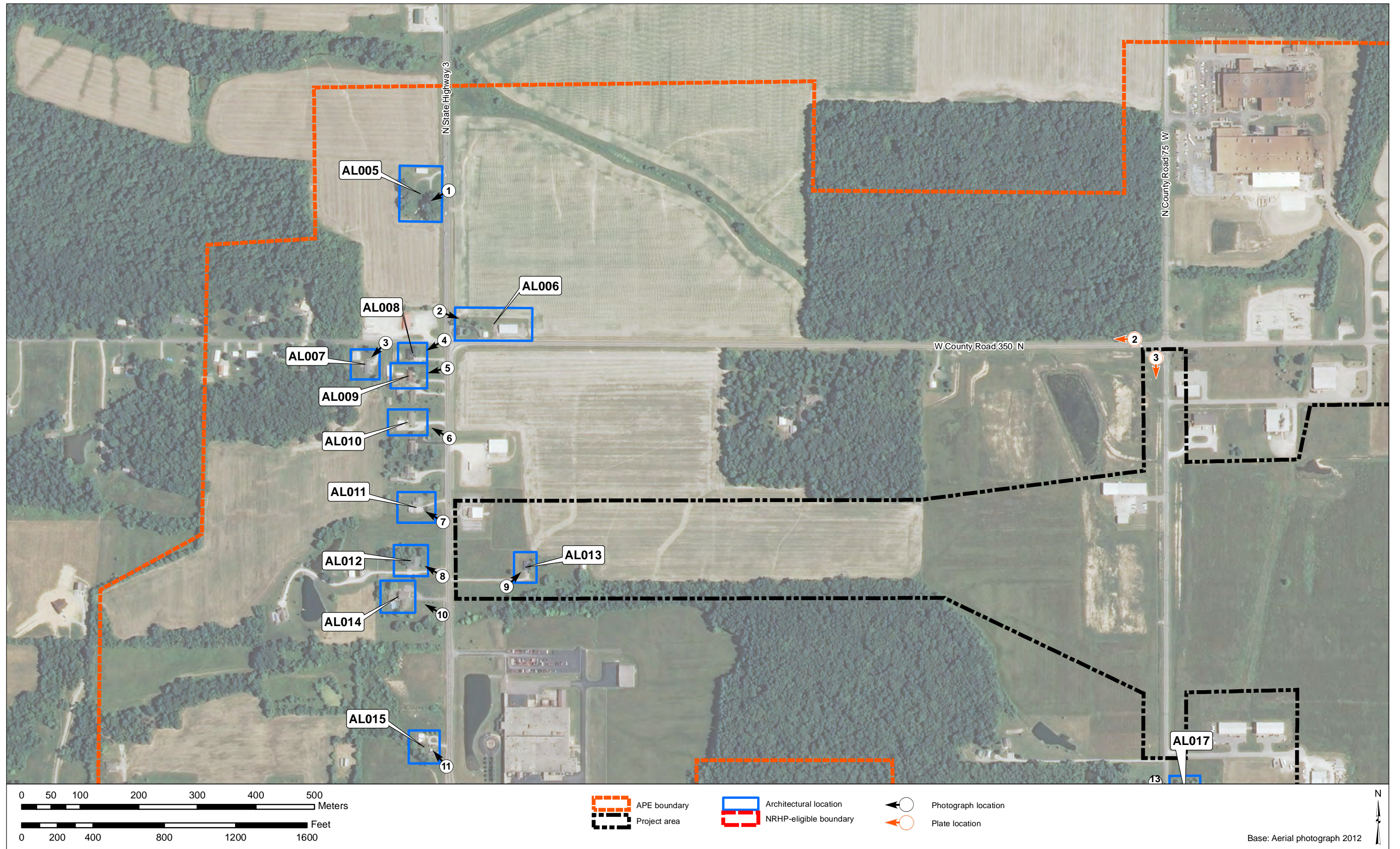


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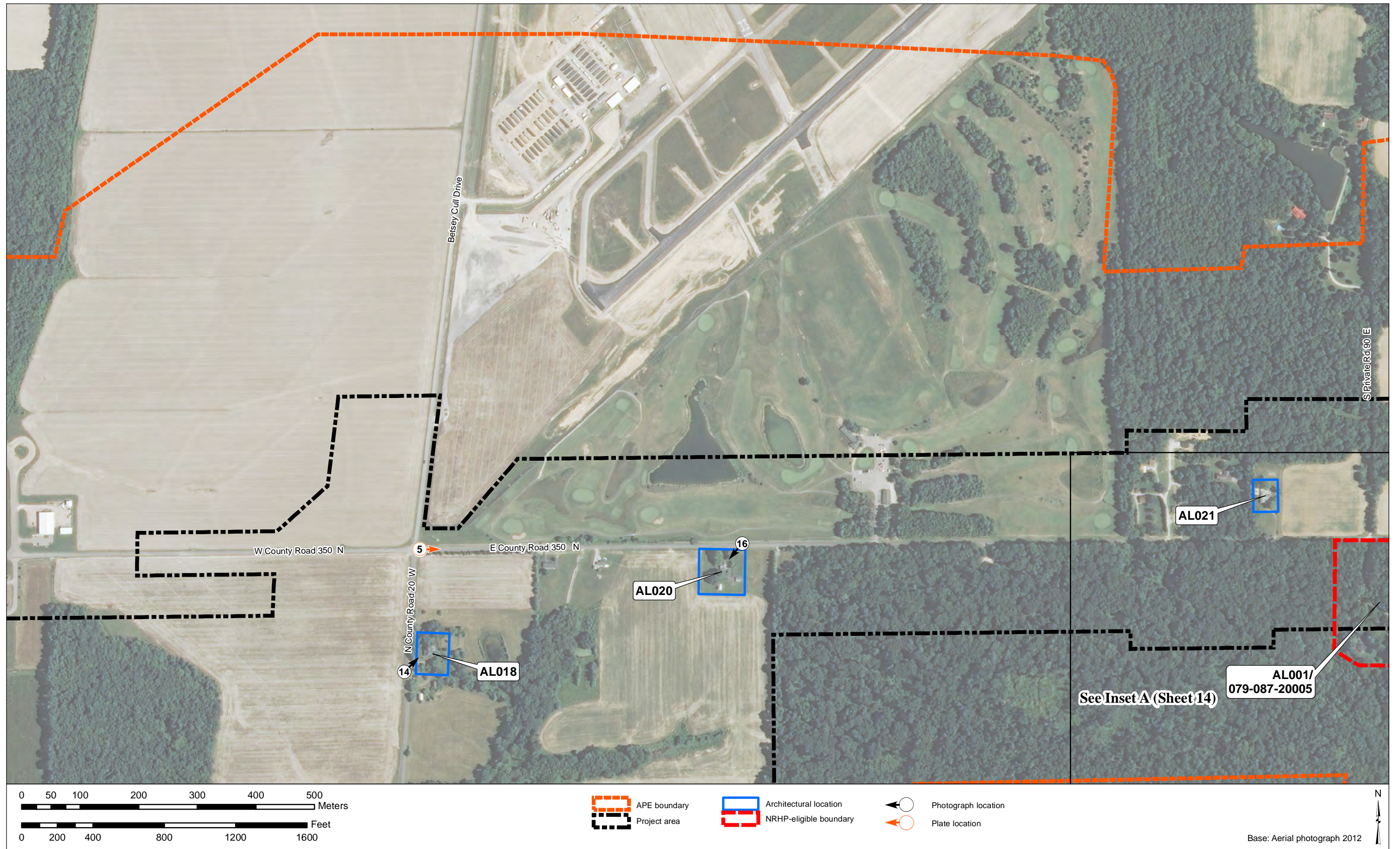


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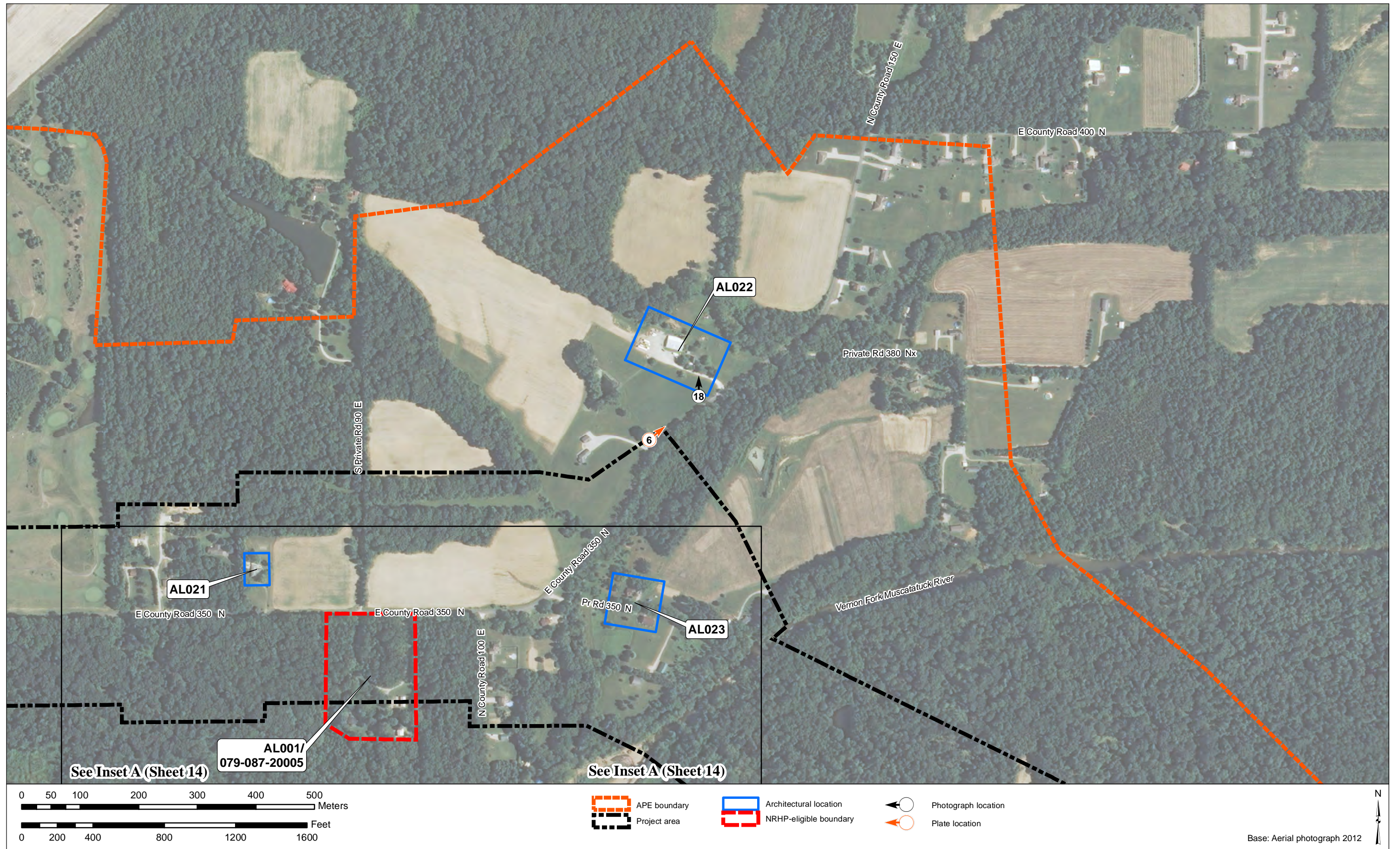


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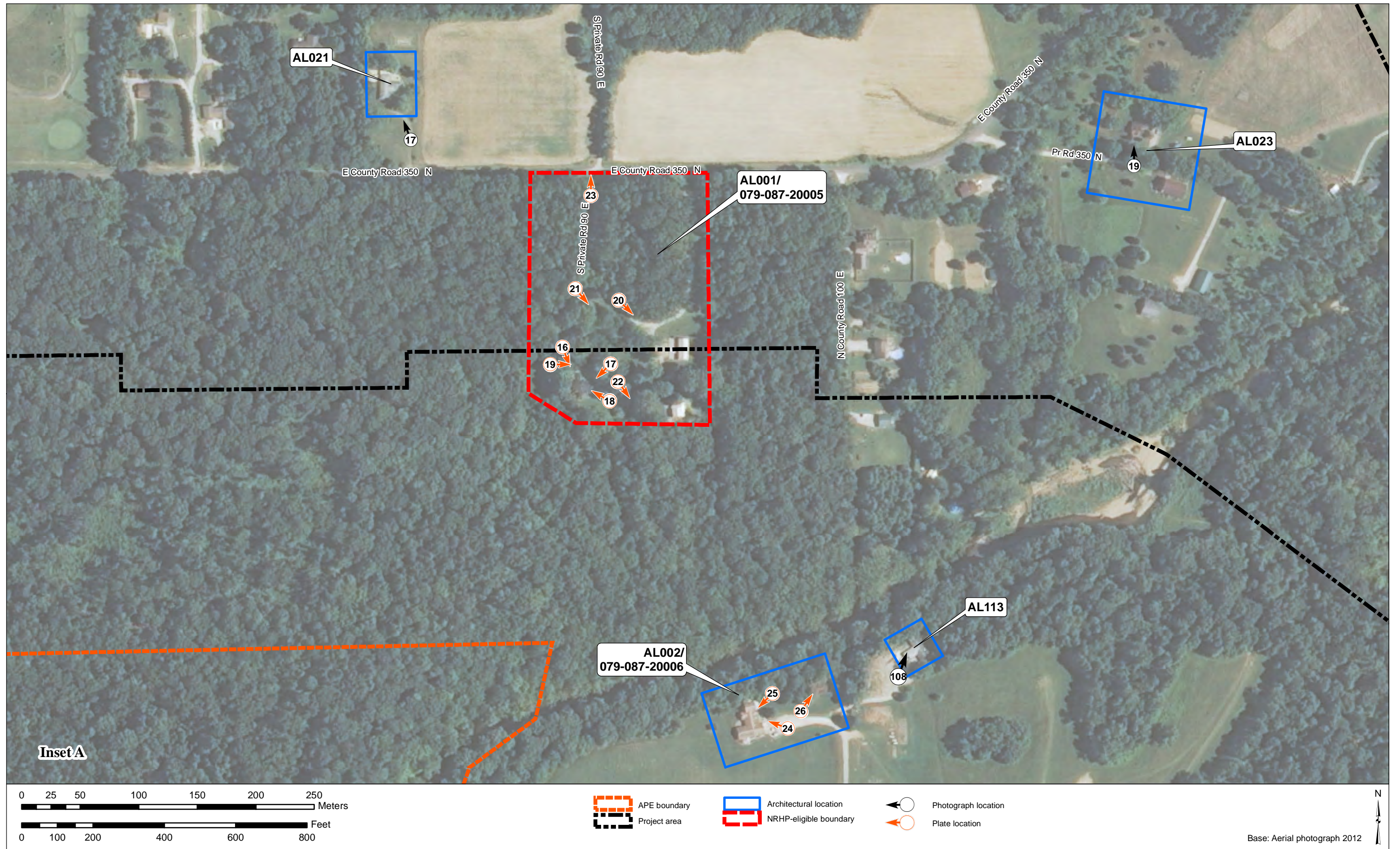


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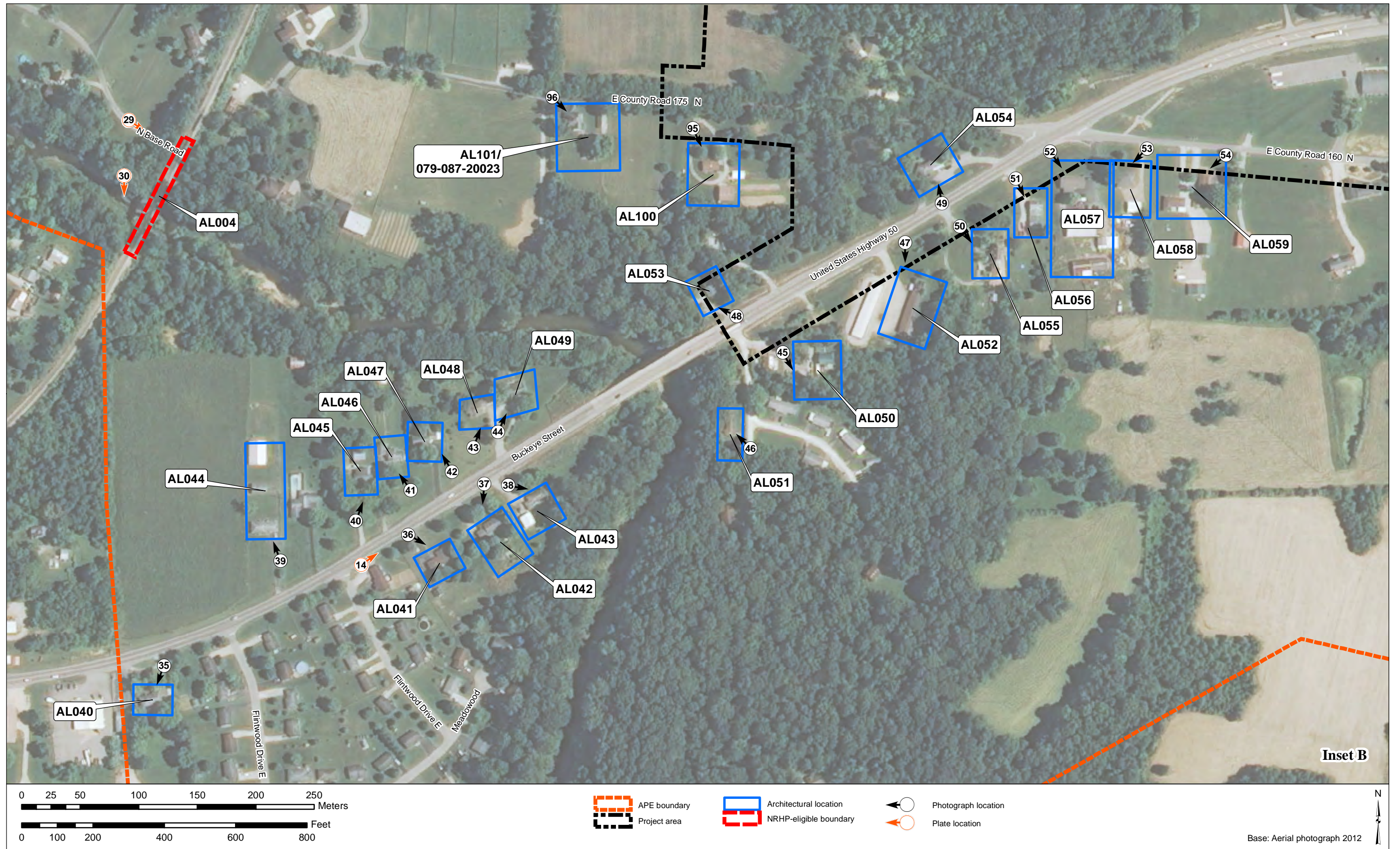


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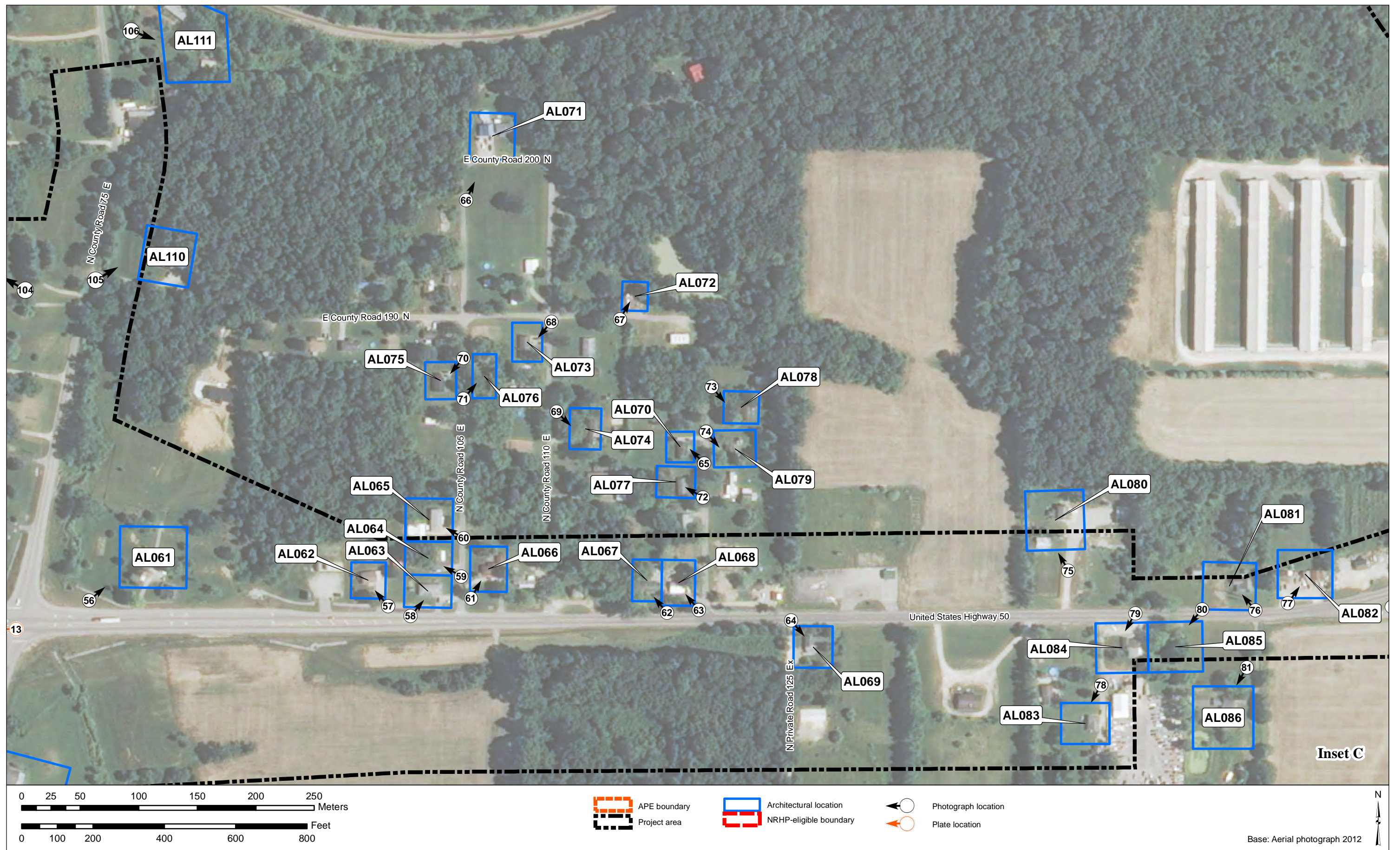


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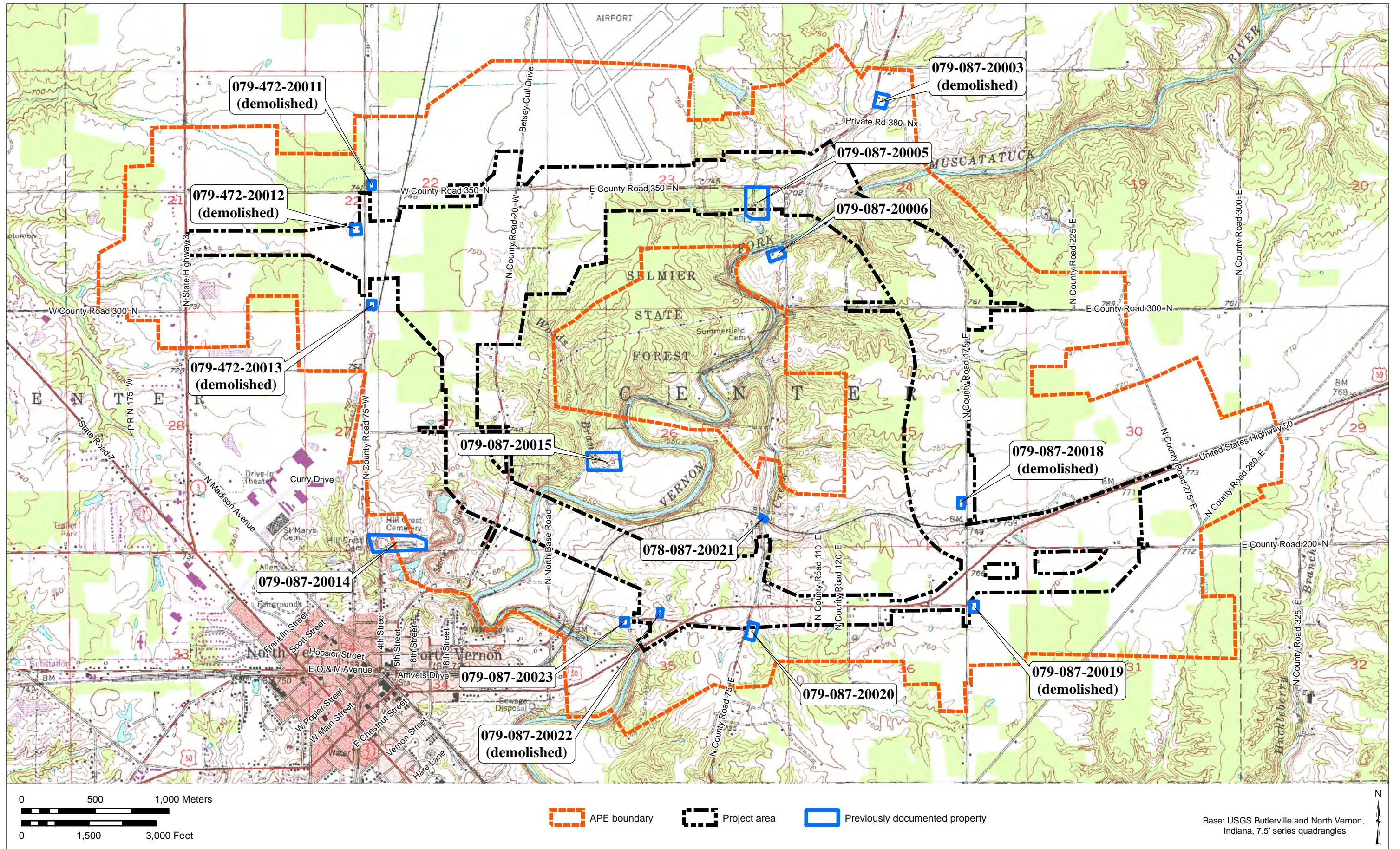


Figure 4. Portions of the 1994 Butlerville and 1993 North Vernon quadrangles (USGS 7.5' topographic maps), showing the APE, project area, and previously documented properties.

Figure 4
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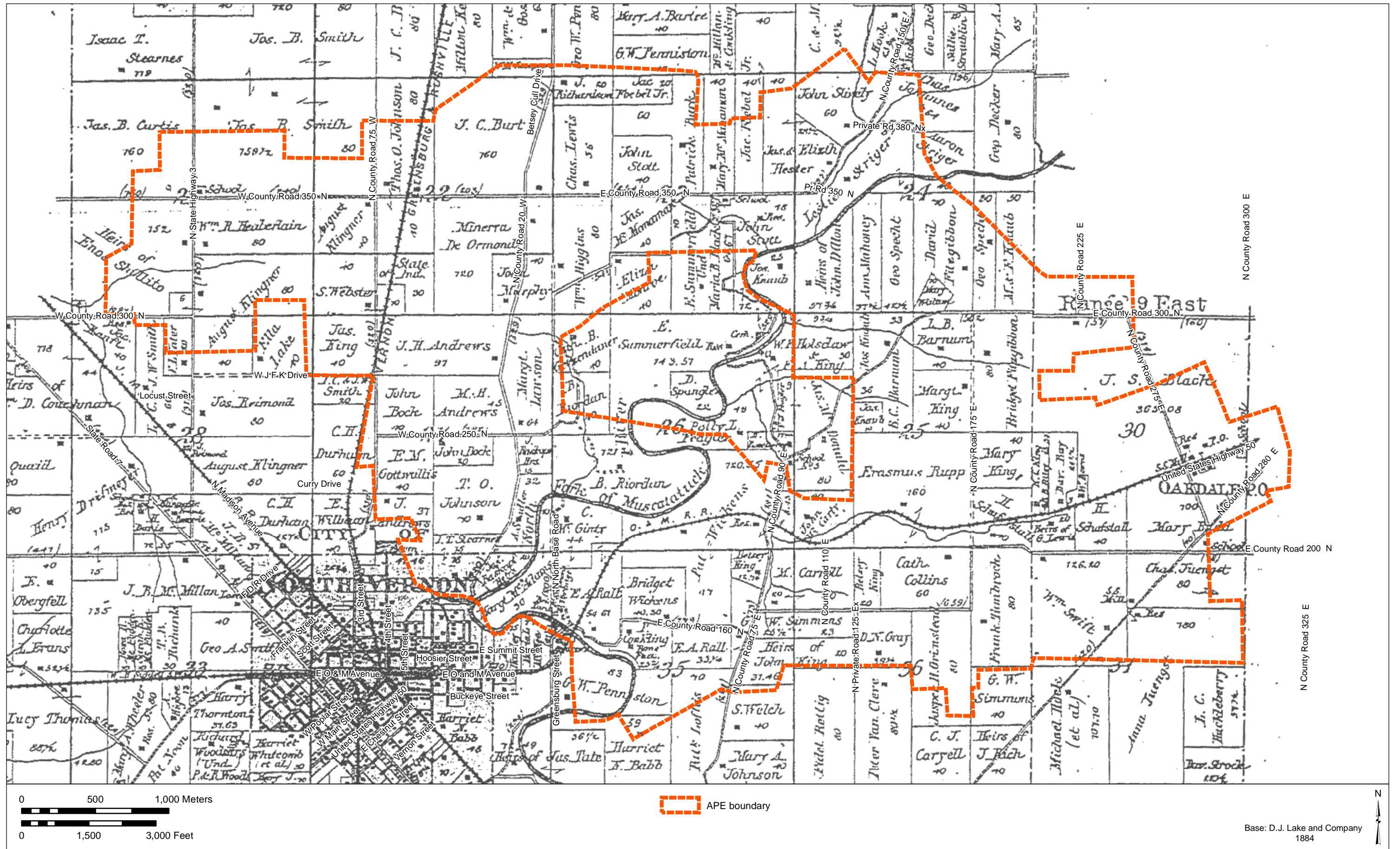


Figure 5. Portion of D.J. Lake and Company's (1884) *An Atlas of Jennings County, Indiana*, showing the APE.

Figure 5
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TABLES

Table 1. List of Previously Documented Properties in the APE. *Demolished

USGS 7.5' Quadrangle and Date	Indiana Historic Sites and Structures Inventory No.	Address/Location of Resource	Date(s) of Construction	Style and Type of Building or Structure	County Interim Report Rating
Butlerville 1994	079-087-20003*	CR 150 East	Ca. 1880	Farm, I-house; with transverse-frame barn and other outbuildings	Contributing
Butlerville 1994	079-087-20005	CR 350 North (Selmier State Forest)	1921-1924	Craftsman Bungalow (Frank Selmier House)	Notable
Butlerville 1994	079-087-20006	CR 100 East	Ca. 1840/1920	Farm, Gabled Ell/Log I-house; with English barn	Notable
Butlerville 1994	079-472-20011*	CR 75 West	Ca. 1915	Pyramidal-roofed house	Contributing
Butlerville 1994	079-472-20012*	CR 75 West	Ca. 1890	Farm	Contributing
Butlerville 1994	079-472-20013*	CR 75 West	Ca. 1925	Bungalow house	Contributing
Butlerville 1994	079-087-20014	CR 75 West	Ca. 1860-present	Cemetery (Hillcrest Cemetery)	Contributing
Butlerville 1994	079-087-20015	CR 20 West	Ca. 1850	Farm, Hall and Parlor house, English barn	Contributing
Butlerville 1994	079-087-20018*	CR 175 East	Ca. 1885	Farm, I-house, Transverse frame barn and other outbuildings	Notable
Butlerville 1994	079-087-20019*	CR 175 East	Ca. 1915	American Foursquare House	Contributing
Butlerville 1994	079-087-20020	CR 175 North	Ca. 1870	Farm, Gabled Ell house, Barn	Contributing
Butlerville 1994	079-087-20021	CR 75 East	Ca. 1855/1900	Bridge (B & O Railroad Bridge)	Notable
Butlerville 1994	079-087-20022*	CR 175 North	Ca. 1860	Hall and Parlor House	Contributing
Butlerville 1994	079-087-20023	CR 175 North	Ca. 1900	Queen Anne house	Contributing



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 Description: US 50 Bypass
 County: Jennings
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Table 2. List of Contributing-rated properties and previously undocumented properties.

No.	Photo	Architectural Location #	DHPA Inventory Number/Rating	Property Type/Address	Type/Style/Material (Includes foundation & exterior materials, if known)	Year Built/Altered	Notes on features, integrity, and NRHP Assessment
1		AL005	N/A	Farm, 3665 SR 3 North	Central Passage, one-and-one-half-stories, concrete foundation, aluminum siding, sheet metal roof.	1900	The front porch has a concrete base, with wood supports holding up a lean-to roof. All windows and doors are replacements. Several outbuildings on the property. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
2		AL006	N/A	Single-family house, 3530 SR 3 North	Side Gabled, two stories, concrete block foundation, vinyl siding, asphalt shingled roof.	1938	The front porch has a concrete base, with wood supports holding up a lean-to roof. Windows are replacements; doors are original to the house. Two-car detached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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3		AL007	N/A	Single-family house, 1595 West CR 350 North	Ranch, one story, concrete block foundation, brick siding, vinyl siding, asphalt shingled roof.	1964	All windows and doors are replacements. Two-car attached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
4		AL008	N/A	Single-family house, 3495 SR 3 North	Ranch, one story, concrete block base, stone veneer walls, aluminum siding, asphalt shingled roof.	1967	Windows are original to the house; doors are replacements. One-car attached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.


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5		AL009	N/A	Single-family house, 3475 SR 3 North	Ranch, one story, concrete block foundation, brick masonry walls, aluminum siding (on gables), asphalt shingled roof.	1967	Windows are original to the house; doors are replacements. One-car detached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
6		AL010	N/A	Single-family house, 3425 SR 3 North	Ranch, one story, concrete block foundation, brick masonry walls, aluminum siding (on gables), asphalt shingled roof.	1967	There is a combination of original and replacement windows; all doors are replacements. One-car detached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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7		AL011	N/A	Single-family house, 3275 North SR 3	Ranch, one story, concrete block foundation, Permastone masonry walls, asphalt shingled roof.	1960	Recessed porch found on the front façade. All windows and doors are replacements. Two-car attached garage on the rear. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
8		AL012	N/A	Single-family house, 3235 North SR 3	Ranch, one and one half stories, concrete block foundation, vinyl siding and Permastone masonry walls, asphalt shingled roof.	1960	All windows and doors are replacements. Additions on the north and south elevations of the house. Two-car attached garage. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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9		AL013	N/A	Single-family house, 3330 North SR 3	Ranch, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1948	All doors and windows are replacements. Two-car attached garage on basement level. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
10		AL014	N/A	Single-family house, 3345 SR 3 North	Ranch, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1946	All windows and doors are replacements. Recessed porch on the front façade; addition found on the rear. One-car detached garage. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.

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11		AL015	N/A	Single-family house, 3075 SR 3 North	T-plan, one story, brick foundation, vinyl siding, asphalt shingled roof.	1900	The front porch has been enclosed. All doors and windows are replacements. Lean-to addition on the rear. One-car detached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
12		AL016	N/A	Single-family house, 1610 CR 300 North	Front Gabled, one story, brick foundation, asbestos shingled siding, asphalt shingled roof.	1900	The front porch has a concrete base, with iron supports holding up a hipped roof. There is a combination of original and replacement windows and doors. Addition found on the rear of the house. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.

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13		AL017	N/A	Single-family house, 3040 CR 75 West	Central Passage, one story, concrete block (stone-faced) foundation, vinyl siding, asphalt shingled roof.	1918	The front porch has a concrete base, with wood supports holding up a lean-to roof. All windows and doors are replacements. Addition found on the rear of the house. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
14		AL018	N/A	Farm, 3400 CR 20 West	I-house (modified), two stories, stone and concrete block foundation, aluminum siding, asphalt shingled roof.	1868	There is a combination of original and replacement windows; all doors are replacements. Additions are found on the front façade and the rear. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.

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15		AL019	N/A	Single-family house, 2835 North CR 20 West	Front Gabled, one story, stone and concrete block foundation, plywood siding, sheet metal roof.	1893	All windows and doors are replacements. Small lean-to addition on the front façade. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
16		AL020	N/A	Single-family house, 205 East CR 350 North	Bungalow, one story, concrete block foundation, aluminum and vinyl siding, asphalt shingled roof.	1919	The front porch has a wood base, with wood supports holding up a gabled roof. Addition found on the west elevation. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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17		AL021	N/A	Single-family house, 770 East CR 350 North	Ranch, one story, concrete block foundation, Permastone masonry walls, asphalt shingled roof.	1960	All windows and doors are original to the house. Treated wood deck located on the front façade. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
18		AL022	N/A	Farm, 1175 East CR 350 North	I-house, two stories, stone and concrete block foundation, aluminum siding, asphalt shingled roof.	1843/ca. 1915	The front porch has a concrete base, with brick and wood supports holding up a hipped roof. All windows and doors are replacements. Additions found on the rear of the house. The house does not resemble its original appearance, despite its age. Agricultural outbuildings date from 1900 to present. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.

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19		AL023	N/A	Single-family house, 3775 East CR 150 N	Side Gabled, one-and-one-half-stories, stone and concrete block foundation, aluminum siding, asphalt shingled roof.	1830/1918	The front porch has been enclosed. Windows and doors generally date from its 1918 renovation. The house does not resemble its original appearance, despite its age. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
20		AL024	N/A	Single-family house, 2565 CR 20 West	Ranch, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1960	The front porch has a concrete base, with wood supports holding up a gabled roof. All windows and doors are replacements. Addition found on the rear of the house. Two-car attached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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21		AL025	N/A	Single-family house, 2560 CR 20 West	Side Gabled, one-and-one-half-stories, brick foundation, vinyl siding, brick masonry walls, asphalt shingled roof.	1900	The front porch has been enclosed. All doors and windows are replacements. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
22		AL026	N/A	Single-family house/Commercial Property, 2525 CR 20 West (New Radiance Beauty Salon)	Ranch, one story, concrete block foundation, vinyl siding, brick masonry walls, asphalt shingled roof.	Ca. 1965	Additions found on the south elevation. Living quarters are separate from the business space. All windows and doors are replacements. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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23		AL027	N/A	Single-family house, 325 CR 250 North	Ranch, one story, concrete block foundation, Permastone masonry walls, aluminum siding, asphalt shingled roof.	1960	All windows are replacements; doors are a combination of originals and replacements. One-car attached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
24		AL028	N/A	Single-family house, 350 CR 250 North	Massed Plan, one story, concrete block foundation, vinyl siding, Permastone masonry walls, asphalt shingled roof.	ca. 1960–1965	The front porch has a concrete base, with iron supports holding up a lean-to roof. Doors are a combination of originals and replacements; windows are replacements. One car detached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.

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25		AL029	N/A	Single-family house, 485 CR 250 North	T-plan, one-and-one-half-stories, concrete block foundation, vinyl siding, asphalt shingled roof.	1900	Front porch has been enclosed. All windows and doors are replacements. Several buildings also found on the property. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
26		AL030	N/A	Single-family house, 2535 CR 75 West	Massed Plan, one story, concrete block foundation, asbestos shingle siding, asphalt shingled roof.	1955	The front porch has a concrete base, with iron supports holding up a hipped roof. Windows are original; doors are replacements. Addition found on the rear of the house. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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27		AL031	N/A	Single-family house, 2615 CR 75 West	Ranch, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1960	Recessed porch found on front façade. Windows are a combination of originals and replacements; all doors are replacements. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
28		AL032	N/A	Single-family house, 2675 CR 75 West	Ranch/Massed Plan, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1960	The front porch has a concrete base with iron supports holding up a flat roof. Windows are replacements; doors are a combination of originals and replacements. Carport found on south elevation. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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29		AL033	N/A	Single-family house, 2460 CR 20 West	Split-level, one story with raised basement, concrete block foundation, brick masonry walls, vinyl siding, asphalt shingled roof.	1959	All windows and doors are replacements. Additions on the east elevation. Two-car attached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
30		AL034	N/A	Single-family house, 105 West CR 250 North	Ranch, one story, concrete foundation, brick masonry walls, asphalt shingled roof.	1955	The front porch has a concrete base, with metal post supports holding up a hipped roof. All windows and doors are original to the house. Two-car attached garage. Good integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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31		AL036	N/A	Commercial building, CR 20 West	Contemporary, one story, concrete foundation, vinyl siding, asphalt shingled roof.	1965	Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
32		AL037	N/A	Single-family house, 1650 CR 20 West	Ranch, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1965	All windows and doors are replacements. Two-car attached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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33		AL038	N/A	Single-family house, 1557 CR 20 West	Gabled Ell, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1940	<p>The front porch has a concrete base, with wood supports holding up a lean-to roof. All windows and doors are replacements. Additions on the rear of the house. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.</p>
34		AL039	079-087-20014 (Contributing)	Cemetery, CR 75 West, North Vernon (Hillcrest Cemetery)	Cemetery (no style), approximately 700 stones	1860-present	<p>Older stones are found closer to CR 75 West; newer stones are in the rear of the cemetery. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.</p>



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35		AL040	N/A	Single-family house, 1613 East Buckeye Street, North Vernon	Ranch house, one story, concrete block foundation, concrete block masonry walls, asphalt shingled roof.	1955	Front porch has a concrete base, with iron supports holding up a hipped roof. All windows are original to the house; all doors are replacements. Two car attached garage. Good integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
36		AL041	N/A	Single-family house, 1809 East Buckeye Street, North Vernon	Ranch, one story, concrete block foundation, vinyl and asphalt shingled siding, asphalt shingled roof.	1959	The front porch has a concrete base, with iron supports holding up a lean-to roof. Windows are a combination of originals and replacements; all doors are replacements. Two-car attached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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37		AL042	N/A	Single-family house, 1847 East Buckeye Street, North Vernon	Minimal Traditional, one-and-one-half-stories, concrete block foundation, wood clapboard siding, brick masonry walls, asphalt shingled roof.	1948	All windows and doors are replacements. One car attached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
38		AL043	N/A	Single-family house, 1885 East Buckeye Street, North Vernon	Ranch, one story, concrete block foundation, PermaStone masonry walls, asphalt shingled roof.	1957	Recessed porch on the front façade. Original doors and windows on the building. One car attached garage. Good integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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39		AL044	N/A	Single-family house, 1700 East Buckeye Street, North Vernon	Ranch, one story, concrete block foundation, PermaStone masonry walls, asphalt shingled roof.	1964	All windows are 2/2 original wood windows; doors are a combination of originals and replacements. One car attached garage. Good integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
40		AL045	N/A	Single-family house, 1780 East Buckeye Street, North Vernon	Minimal Traditional, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1940	The front porch has a concrete base, with wood supports holding up a gabled roof. Windows and doors are a combination of originals and replacements. One-car attached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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41		AL046	N/A	Single-family house, 1800 East Buckeye Street, North Vernon	Minimal-traditional, one story, concrete block foundation, aluminum siding, asphalt shingled roof.	1951	Recessed porch on the front façade. Windows and doors are a combination of originals and replacements. Two-car attached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
42		AL047	N/A	Single-family house, 1826 East Buckeye Street, North Vernon	Minimal Traditional, one story, brick foundation, aluminum siding and brick masonry walls, asphalt shingled roof	1947	Recessed porch on the front façade. All windows and doors are replacements. Addition found on east elevation of the house. One car attached garage. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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43		AL048	N/A	Single-family house, 1880 East Buckeye Street, North Vernon	Minimal-traditional, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1947	All windows and doors are replacements. Two car attached garage is an addition to the house. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
44		AL049	N/A	Single-family house, 1900 East Buckeye Street, North Vernon	Minimal Traditional, one story, concrete block foundation, wood clapboard siding, PermaStone masonry walls, asphalt shingled roof.	1948	The front porch has a concrete base, with iron supports holding up a lean-to roof. Windows are original; doors are a combination of originals and replacements. Two-car attached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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45		AL050	N/A	Single-family house, 415 East US 50	Ranch, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1955	Massive stone chimney on the front façade. All windows and doors are replacements. Two-car detached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
46		AL051	N/A	Single-family house, 1545 North Private Rd 40 E	Split level, two story, concrete block foundation, Permastone masonry walls, plywood siding, asphalt shingled roof.	1964	Windows are original; doors are a combination of originals and replacements. Two-car detached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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47		AL052	N/A	Commercial Building, 455 East US 50 (North Vernon Handie Self Storage)	Contemporary (modified), concrete block foundation, vinyl siding, PermaStone masonry walls, asphalt shingled roof.	1955	The front porch has a concrete base, with iron supports holding up a lean-to roof. All windows and doors are replacements. The original building is attached to a number of storage units. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
48		AL053	N/A	Single-family house, 390 East US 50	Front Gabled, one story with raised basement, concrete block foundation, vinyl siding, asphalt shingled roof.	1943	The front porch has a concrete base, with brick supports holding up a gabled roof. Windows are replacements; doors are a combination of replacements and originals. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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49		AL054	N/A	Multi-family duplex, Corner of CR 175/East US 50	Ranch, one story, concrete block foundation, brick masonry walls, asphalt shingled roof.	1952	Windows are original to the buildings; doors are a combination of originals and replacements. Two-car attached subterranean garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
50		AL055	N/A	Single-family house, 515 East US 50	Cape Cod, one-and-one-half-stories, concrete block foundation, brick masonry walls, asphalt shingled roof.	1948	The front porch has a concrete base, with iron supports holding up a gabled roof. Sun porch found on the NE corner of the house. Windows are replacements, doors are a combination of replacements and originals. One-car attached garage. Good integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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51		AL056	N/A	Single-family house, 535 East US 50	Minimal Traditional, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1950	All windows and doors are replacements. Addition found between the garage and house. Two-car attached garage. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
52		AL057	N/A	Single-family house, 555 East US 50	Ranch, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1947	All windows and doors are replacements. Addition found on the rear of the house. Two-car attached garage. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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53		AL058	N/A	Single-family house, 585 East US 50	Massed Plan, one story, concrete block foundation, vinyl and aluminum siding, asphalt shingled roof.	1954	Windows are a combination of originals and replacements; doors are replacements. One-car detached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
54		AL059	N/A	Single-family house, 635 East CR 160 North	Gabled Ell (modified), one story, foundation unknown, vinyl siding, asphalt shingled roof.	1898	The front porch wraps around the front façade, and has a concrete base, with wood supports holding up a lean-to roof. All windows and doors are replacements. Addition found on the rear of the house. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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55		AL060	N/A	Single-family house, 750 East US 50	Bungalow, one story, brick foundation, aluminum siding, brick masonry walls, asphalt shingled roof.	1948/1950	The porch on the front façade has been enclosed. All windows and doors are replacements. Addition found on the west elevation. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
56		AL061	N/A	Single-family house, 900 East US 50	Side Gabled, one-and-one-half-story, concrete block (stone-faced) foundation, aluminum siding, asphalt shingled roof.	1919	The front porch has a concrete base, with wood supports holding up a gabled roof. All windows and doors are replacements. Lean-to addition on the rear of the house. Two-car detached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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57		AL062	N/A	Single-family house, 1040 East US 50	Ranch, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1953	All windows and doors are replacements. Carport on east elevation; treated wood deck on front façade. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
58		AL063	N/A	Single-family house, 1050 East US 50	Ranch, one story, concrete block foundation, aluminum siding, brick masonry walls, asphalt shingled roof.	1964	The front porch has a concrete base, with iron supports holding up a gabled roof. Windows and doors are replacements. One-car garage has been converted to living space. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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59		AL064	N/A	Single-family house, 1805 North CR 105 East	Ranch, one story, concrete block foundation, PermaStone masonry walls, plywood siding, asphalt shingled roof.	1965	The front porch has a wood base, with wood supports holding up a lean-to roof. All windows and doors are replacements. Carport found on south elevation. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
60		AL065	N/A	Single-family house, 1825 North CR 105 East	Ranch, one story, concrete block foundation, vinyl siding, brick masonry walls, asphalt shingled roof.	1963	The front porch has a concrete base, with metal supports holding up a lean-to roof. All windows and doors are replacements. One-car detached garage. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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61		AL066	N/A	Single-family house, 1080 East US 50	Massed Plan/ranch, one story, concrete block foundation, PermaStone masonry walls, asphalt shingled roof.	1955–1960	Recessed porch located on front façade. Windows are original to the house; doors are replacements. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
62		AL067	N/A	Single-family house, 1160 East US 50	Ranch, one story, concrete block foundation, vinyl siding, brick masonry walls, asphalt shingled roof.	1954	Recessed porch located on front façade. All windows and doors are replacements. Two car detached garage. Attached garage converted into living space. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.


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63		AL068	N/A	Single-family house, 1180 East US 50	Side Gabled/central passage, one story, concrete block foundation, wood clapboard siding, asphalt shingled roof.	1955	The front porch has a concrete base, with brick supports holding up a lean-to roof. Windows are a combination of originals and replacements; doors are replacements. Addition located on front façade. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
64		AL069	N/A	Single-family house, 1255 East US 50	Gabled Ell, one story, stone foundation, vinyl siding, asphalt shingled roof.	1900	All windows and doors are replacements. Additions found on the east elevation and the rear of the house. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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65		AL070	N/a	Single-family house, 1865 North CR 120 East	Minimal Traditional, one story, concrete block foundation, concrete block masonry walls, asphalt shingled roof.	1950	All windows and doors are replacements. Addition located on the south elevation of the house. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
66		AL071	N/A	Single-family house, 1080 CR East 200 North	Ranch, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1958	The front porch has a concrete base, with wood supports holding up a lean-to roof. All windows and doors are replacements. Two-car detached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.

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67		AL072	N/A	Single-family house, 1150 East CR 190 North	Gambrel roofed, one story, concrete block foundation, concrete block masonry walls, asphalt shingled roof.	1958	Windows are a combination of originals and replacements; doors are replacements. Lean-to addition on east elevation; two-car detached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
68		AL073	N/A	Single-family house, 1900 North CR 110 East	Ranch, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1947	The front porch has a brick base, with wood supports holding up a gabled roof. All windows and doors are replacements. One-car attached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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69		AL074	N/A	Single-family house, 1870 North CR 110 East	Minimal Traditional, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1950	The front porch has a concrete base, with wood supports holding up a lean-to roof. Windows are a combination of originals and replacements; all doors are replacements. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
70		AL075	N/A	Single-family house, 1835 North CR 120 East	Ranch, one story, concrete block foundation, vinyl siding, PermaStone masonry walls, asphalt shingled roof.	1955	Windows are a combination of originals and replacements; doors are replacements. One-car detached garage now used as living space. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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71		AL076	N/A	Single-family house, 1890 North CR 105 East	Central Passage, one story, concrete block foundation, aluminum siding, asphalt shingled roof.	1955	<p>The front porch has a concrete base, with metal supports holding up a lean-to roof. All windows and doors are replacements. One-car attached garage is now used as a living space. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.</p>
72		AL077	N/A	Single-family house, 1895 North CR 105 East	Ranch, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1963	<p>All windows and doors are replacements. A carport is attached to the north elevation. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.</p>



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73		AL078	N/A	Single-family house, 1880 North CR 120 East	Ranch, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1963	Recessed porch on the front façade. Windows are a combination of originals and replacements; all doors are replacements. Two-car detached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
74		AL079	N/A	Single-family house, 1860 North CR 120 East	Ranch, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1953	All windows and doors are replacements. Garage was previously attached to the house. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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75		AL080	N/A	Single-family house, 1380 East US 50	Front Gabled, two stories, concrete block foundation, wood clapboard and vinyl siding, asphalt shingled roof.	1956	All windows and doors are replacements. Addition found on west elevation. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
76		AL081	N/A	Single-family house, 1470 East US 50	Front Gabled, one-and-one-half-stories, stone foundation, vinyl siding, asphalt shingled roof.	1868	The front porch has been enclosed. All windows and doors have been replaced. Addition found on west elevation. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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77		AL082	N/A	Single-family house, 1500 East US 50	Side gabled, one-and-one-half-stories, concrete block foundation, vinyl and aluminum siding, asphalt shingled roof.	1964	The front porch has been enclosed. All doors and windows are replacements. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
78		AL083	N/A	Single-family house, 1395 East US 50	Ranch, one story, concrete block foundation, aluminum siding, asphalt shingled roof.	1966	All doors and windows are replacements. One-car detached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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79		AL084	N/A	Single-family house, 1415 East US 50	Minimal Traditional, one story, concrete block foundation, aluminum siding, asphalt shingled roof.	1942	Windows are a combination of original and replacement windows; all doors are replacements. Additions found on the front façade and also include a two-car attached garage. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
80		AL085	N/A	Single-family house, 1435 East US 50	Minimal Traditional, one story, concrete block foundation, aluminum siding, asphalt shingled roof.	1950	The front porch has a concrete base, with iron supports holding up a hipped roof. All windows and doors are replacements. Addition found on the east elevation. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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Table 2. List of Contributing-rated properties and previously undocumented properties.

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81		AL086	N/A	Single-family house, 1465 East US 50	Tudor Revival/Minimal Traditional, one-and-one-half-stories, stone-faced concrete block foundation, vinyl siding, asphalt shingled roof.	1930	All windows and doors are replacements. Additions found on the west elevation and the rear of the house. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
82		AL087	N/A	Commercial building, 1650 E US 50	Side Gabled, concrete block foundation, wood clapboard and plywood siding, metal roof.	1900	No windows found on the building; doors are replacements. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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83		AL088	N/A	Commercial property, 1905 East US 50	Central Passage, one story, foundation unknown, plywood siding, asphalt shingled roof.	1950	Carport located on the west elevation. Windows are a combination of originals and replacements; all doors are replacements. One-car attached garage. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
84		AL089	N/A	Single-family house, 1975 East US 50	Minimal Traditional, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1950	All windows and doors are replacements. A one-car detached garage is an addition to the house. Treated wood deck on the front façade. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.


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85		AL090	N/A	Single-family house, 1830 East CR 200 N	Ranch, one story, concrete block foundation, aluminum siding, asphalt shingled roof.	1963	<p>The porch has a concrete base, with iron supports holding up a flat roof. Windows are a combination of originals and replacements; all doors are replacements. Two-car detached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.</p>
86		AL091	N/A	Single-family house, 1810 East CR 200 N	Side Gabled, one-and-one-half-stories, stone foundation, asphalt shingled siding, asphalt shingled roof.	1900	<p>Windows are a combination of originals and replacements; all doors are replacements. Addition found on the rear of the house. Property has been abandoned. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.</p>



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87		AL092	N/A	Single-family house, 2015 N CR 175 East	Ranch, one story, concrete block foundation, vinyl siding, asbestos shingle siding (on gables), asphalt shingled roof.	1943	The front porch has a concrete base, with wood supports holding up a lean-to roof. All windows and doors are replacements. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
88		AL093	N/A	Single-family house, 2065 N CR 175 East	Ranch, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1963	All windows and doors are replacements. Two-car detached garage. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.

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89		AL094	N/A	Single-family house, 2420 N CR 275 East	T-plan, two stories, stone foundation, vinyl siding, asphalt shingled roof.	1900	There are two front porches on the house. All windows and doors are replacements. Two-car detached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
90		AL095	N/A	Single-family house, 2110 N CR 275 East	Side Gabled, one story, foundation unknown, aluminum siding, asphalt shingled roof.	1930	All windows and doors are replacements. Access to the house is limited; house is abandoned. Poor integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.

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91		AL096	N/A	Single-family house, 1720 N CR 275 East	Ranch, one story, concrete block foundation, PermaStone masonry walls, sheet metal roof.	1963	Doors are a combination of originals and replacements; all windows are replacements. Former one-car garage converted into living space. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
92		AL097	079-087-20020 (Contributing)	Single-family house, 1640 N CR 75 East	Side Gabled, one story, stone and concrete block foundation, wood clapboard siding, asphalt shingled roof.	1870	Windows are generally originals; all doors are replacements. Addition found on the rear of the house; another addition connects the house to a two-car garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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93		AL098	N/A	Single-family house, 1570 N CR 75 East	Ranch, one story, concrete block foundation, brick masonry walls, asphalt shingled roof.	1963	Front porch has a concrete base, with iron supports holding up a lean-to roof. All windows and doors are replacements. One-car attached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
94		AL099	N/A	Single-family house, 1440 N CR 75 East	Ranch, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1952	All windows and doors are replacements. Carport located on the north elevation. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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95		AL100	N/A	Single-family house, 385 East CR 175 North	Ranch, one story, concrete block foundation, vinyl siding, Permastone masonry walls, asphalt shingled roof.	1954	The front porch has a concrete base, with iron supports holding up a lean-to roof. All windows and doors are replacements. Carport found on east elevation. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
96		AL101	079-087-20023 (Contributing)	Single-family house, 315 East CR 175 North	Free Classic, two stories, stone foundation, vinyl siding, asphalt shingled roof.	1868	Two porches on the house: the main porch wraps around the front façade and east elevation. All windows and doors are replacements. Two-car detached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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97		AL102	N/A	Single-family house, 1845 North Base Road	Gabled Ell, one-and-one-half-stories, stone foundation, vinyl siding, brick masonry walls, asphalt shingled roof.	1900	Additions found on the rear of the house and also on north elevation. All windows and doors are replacements. Outbuildings include two barns. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
98		AL103	N/A	Single-family house, 2055 North Base Road	Unknown style, one story, concrete block foundation, concrete block masonry walls, asphalt shingled roof.	1940	The front porch has a concrete base, with iron supports holding up a gabled roof. All doors and windows are original to the house. Subterranean entry on the rear of the house. Good integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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99		AL104	N/A	Single-family house, 2095 North Base Road	Pyramidal roofed, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1942	A porch on the rear of the building has a wood base, with wood supports holding up a lean-to roof. All windows and doors are replacements. Addition found on north elevation of the house. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
100		AL105	N/A	Single-family house, 2115 North Base Road	Massed Plan, one stories, concrete block foundation, concrete block masonry walls, asphalt shingled roof.	1963	Windows are a combination of originals and replacements; all doors are replacements. Most of the building is submerged into a hillside. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.


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101		AL106	N/A	Single-family house, 2135 North Base Road	Central Passage, one story, concrete block foundation, wood shingle siding, sheet metal roof.	1942	The front porch has a concrete base, with wood supports holding up a gabled roof. All doors and windows are replacements. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
102		AL107	N/A	Commercial Building, North Base Road	Contemporary, one story, concrete block foundation, vinyl siding, metal roof.	1955	The front porch has a concrete base, with iron supports holding up a lean-to roof. All windows and doors are replacements. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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103		AL108	N/A	Single-family house, 2210 North Base Road	Minimal Traditional, one story, concrete block foundation, plywood siding, asphalt shingled roof.	1953	All windows and doors are replacements. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
104		AL109	N/A	Single-family house, 1945 North CR 75 East	Ranch, one story, concrete block foundation, wood clapboard siding, brick masonry walls, asphalt shingled roof.	1963	Windows are original to the house; doors are a combination of originals and replacements. Two-car detached garage. Good integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.

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105		AL110	N/A	Single-family house, 1940 N CR 75 East	Ranch/Massed Plan, one story, concrete foundation, vinyl siding, asphalt shingled roof.	1954	The front porch has a concrete base, with wood supports holding up a flat roof. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
106		AL111	N/A	Single-family house, 2020 N CR 75 East	Minimal Traditional, one-and-one-half-stories, concrete base foundation, asbestos shingle siding, asphalt shingled roof.	1948	The front porch has been enclosed. Windows are original; doors are a combination of originals and replacements. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.


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107		AL112	N/A	Single-family house, 2130 N CR 90 East	T-plan, two stories, stone foundation, wood clapboard siding, asphalt shingled roof.	1884	The front porch has a concrete base, with wood supports holding up a lean-to roof. Windows are a combination of originals and replacements; all doors are replacements. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
108		AL113	N/A	Single-family house, 3250 North CR 100 East	Ranch, one story, concrete block foundation, wood clapboard siding, asphalt shingled roof.	1953	All windows and doors are replacements. Two-car attached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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109		AL114	N/A	Single-family house, 1445 CR 300 North	Ranch, one story, concrete block foundation, aluminum siding, asphalt shingled roof.	1957	Windows are original to the house; doors are replacements. Treated wood deck with ramp on front façade. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
110		AL115	N/A	Single-family house, 1565 CR 300 North	Ranch, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1961	The front porch has a concrete base, with iron supports holding up a lean-to roof. All doors and windows are replacements. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.

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111		AL116	N/A	Farm, 2795 North CR 175 East	Ranch, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1953	The front porch has a concrete base, with wood supports holding up a gabled roof. All windows and doors are replacements. Two-car attached garage; various outbuildings also on property. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
112		AL117	N/A	Single-family house, 2810 North CR 175 East	Pyramidal roofed, one story, concrete block foundation, vinyl siding, asphalt shingled roof.	1951	All doors and windows are replacements. Various outbuildings found on property. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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113		AL118	N/A	Single-family house, 2655 North CR 175 East	Ranch, one story, concrete block foundation, log veneered walls, asphalt shingled roof.	1961	All windows are original to the house; doors are replacements. Large stone chimney and three-season porch on the south elevation. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
114		AL119	N/A	Single-family house, 2655 North CR 175 East	Ranch, one story, concrete block foundation, plywood siding, asphalt shingled roof.	1949	All windows and doors are replacements. Carport found on north elevation. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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115		AL120	N/A	Single-family house, 2510 North CR 175 East	Minimal Traditional, one-and-one-half-stories, concrete block foundation, aluminum siding, asphalt shingled roof.	1948	The front porch has a concrete base, with iron supports holding up a lean-to roof. Windows and doors are a combination of originals and replacements. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
116		AL121	N/A	Single-family house, 2500 North CR 175 East	Massed Plan, one story, concrete block foundation, PermaStone masonry walls, asphalt shingled roof.	1953	All windows and doors are replacements. Two-car detached garage. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.

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117		AL122	N/A	Single-family house, 2460 North CR 175 East	Ranch, one story, concrete block foundation, brick masonry and PermaStone walls, asphalt shingled roof.	1958	The front porch has a concrete block base, with wood supports holding up a lean-to roof. All doors and windows are replacements. Large chimney on the front façade. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.
118		AL123	N/A	Single-family house, 2390 North CR 175 East	Gabled Ell, one story, concrete block foundation, vinyl siding, sheet metal roof.	1900	The front porch has a concrete block base, with wood supports holding up a lean-to roof. All windows and doors are replacements. Average integrity. Not eligible for NRHP under Criterion A, B, C, or D individually.



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



February 11, 2013

Mark S. McClain
Project Manager
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256

Federal Agency: Federal Highway Administration

Re: "Historic Properties Report for the Proposed US 50 Eastern Bypass Project (Des. No. 1173374), North Vernon, Center and Campbell Townships, Jennings County, Indiana" (Nelson, 1/10/13) (DHPA No. 13889)

Dear Mr. McClain:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement 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 has considered the report submitted with your cover letter dated January 16, 2013, and received on January 17, for the above indicated project near the City of North Vernon, in Center and Campbell townships of Jennings County, Indiana.

For the purposes of the Section 106 review of this undertaking, we are prepared to agree that the only properties within the proposed area of potential effects ("APE") that are eligible for the National Register of Historic Places are the Frank Selmier House on CR 350 North (AL001); a former B& O Railroad bridge (now CSXT) over CR 75 East (AL003); and a former B& O Railroad bridge (now CSXT; AL004; which appears to us to consist of a short, approach bridge over CR 175 North and a multi-span bridge over the Muscatatuck River).

The antiquity (built 1850) of the Creech Farmhouse at 75 East Private Road 235 North (AL035) is somewhat unusual. However, as the historic properties report indicates, the porch may have been added several decades after the house was built, which might also be the reason that two second story windows on the main façade apparently were filled in. Also, we do not know anything of the interior integrity of the house.


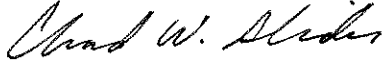
We are aware of the urgency of this project, but please advise us if any other consulting parties express different opinions about the eligibility or ineligibility for the National Register of above-ground properties within the proposed APE.

We will be commenting by separate letter on the "Phase Ia Archaeological Reconnaissance Survey of the US 50 North Vernon Bypass, Alternatives 4B and 6D, Jennings County, Indiana," Vol. I, II, and III (Picklesimer, 1/31/13) for the US 50 North Vernon Bypass—East, which we received on February 1, 2013.

If you have questions regarding our comments here, please contact John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. In all future correspondence regarding the US 50 North Vernon Bypass—East, please refer to DHPA No. 13889, and please address correspondence to Chad W. Slider, Assistant Director for Environmental Review, Division of Historic Preservation and

Archaeology, Indiana Department of Natural Resources, 402 West Washington Street, Room W274, Indianapolis, Indiana 46204.

Very truly yours,



Ron McAhron
Deputy Director
Indiana Department of Natural Resources

RM:JLC:jtc

emc: Michelle Allen, Indiana Division, Federal Highway Administration, Indiana Division
James Earl, P.E., Indiana Department of Transportation
Patrick Carpenter, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
C. David Moffat, Indiana Department of Transportation
Anuradha Kumar, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Daniel Prevost, AICP CTP, Parsons Transportation Group
Mark McClain, ASC Group, Inc.
Beth McCord, Gray & Pape, Inc.

***Phase 1a Archaeological Survey
(Abstract, Introduction and Conclusion
sections only)***

*Phase Ia Archaeological Reconnaissance Survey
of the US 50 North Vernon Bypass, Alternatives
4B and 6D, Jennings County, Indiana*

Des. No. 1173374



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ARCHAEOLOGY HISTORY • HISTORIC PRESERVATION

FEBRUARY 19, 2013

VOLUME I
Chapters One-Four



LEAD AGENCY:

Federal Highway Administration
Indiana Department of Transportation
Indiana Government Center North, N642
Indianapolis, Indiana 46204

PREPARED FOR:

Parsons Corporation
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

PREPARED BY:

Gray & Pape, Inc
5807 North Post Road
Indianapolis, Indiana 46216

and

ASC Group Inc.
800 Freeway Drive North, Suite 101
Columbus, Ohio 43229

Project No. 12-38801

**Phase Ia Archaeological Reconnaissance Survey of the
US 50 North Vernon Bypass, Alternatives 4B and 6D,
Jennings County, Indiana
Volume One - Chapters One - Four**

Des. No. 1173374

Lead Agency:

**Federal Highway Administration
Indiana Department of Transportation
Indiana Government Center North, N642
Indianapolis, Indiana 46204**

Prepared for:

**Parsons Corporation
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204**

Prepared by:

**Gray & Pape, Inc
5807 North Post Road
Indianapolis, Indiana 46216**

and

**ASC Group Inc.
800 Freeway Drive North, Suite 101
Columbus, Ohio 43229**



**John W. Picklesimer
Principal Investigator
February 19, 2013**

*Phase Ia Archaeological Reconnaissance Survey
of the US 50 North Vernon Bypass, Alternatives
4B and 6D, Jennings County, Indiana*

Des. No. 1173374



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VOLUME II
Chapter 5



LEAD AGENCY:

Federal Highway Administration
Indiana Department of Transportation
Indiana Government Center North, N642
Indianapolis, Indiana 46204

PREPARED FOR:

Parsons Corporation
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

PREPARED BY:

Gray & Pape, Inc
5807 North Post Road
Indianapolis, Indiana 46216

and

ASC Group Inc.
800 Freeway Drive North, Suite 101
Columbus, Ohio 43229

Project No. 12-38801

**Phase Ia Archaeological Reconnaissance Survey of the
US 50 North Vernon Bypass, Alternatives 4B and 6D,
Jennings County, Indiana
Volume Two - Chapter Five**

Des. No. 1173374

Lead Agency:

**Federal Highway Administration
Indiana Department of Transportation
Indiana Government Center North, N642
Indianapolis, Indiana 46204**

Prepared for:

**Parsons Corporation
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204**

Prepared by:

**Gray & Pape, Inc
5807 North Post Road
Indianapolis, Indiana 46216**

and

**ASC Group Inc.
800 Freeway Drive North, Suite 101
Columbus, Ohio 43229**



**John W. Picklesimer
Principal Investigator
February 19, 2013**

*Phase Ia Archaeological Reconnaissance Survey
of the US 50 North Vernon Bypass, Alternatives
4B and 6D, Jennings County, Indiana*

Des. No. 1173374



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VOLUME III
Chapters Six-Seven,
Appendices



LEAD AGENCY:

Federal Highway Administration
Indiana Department of Transportation
Indiana Government Center North, N642
Indianapolis, Indiana 46204

PREPARED FOR:

Parsons Corporation
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

PREPARED BY:

Gray & Pape, Inc
5807 North Post Road
Indianapolis, Indiana 46216

and

ASC Group Inc.
800 Freeway Drive North, Suite 101
Columbus, Ohio 43229

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US 50 North Vernon Bypass, Alternatives 4B and 6D,
Jennings County, Indiana
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Des. No. 1173374

Lead Agency:

**Federal Highway Administration
Indiana Department of Transportation
Indiana Government Center North, N642
Indianapolis, Indiana 46204**

Prepared for:

**Parsons Corporation
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204**

Prepared by:

**Gray & Pape, Inc
5807 North Post Road
Indianapolis, Indiana 46216**

and

**ASC Group Inc.
800 Freeway Drive North, Suite 101
Columbus, Ohio 43229**



**John W. Picklesimer
Principal Investigator
February 19, 2013**

ABSTRACT

Gray & Pape, Inc., Indianapolis, Indiana, and ASC Group Inc., Columbus, Ohio conducted Phase Ia archaeological survey investigations for the proposed US 50 North Vernon Bypass in Center Township, Jennings County, Indiana (INDOT Des. #1173374). These investigations were conducted for the Indiana Department of Transportation under contract with Parsons Corporation, Indianapolis, Indiana, and are in compliance with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, as amended (48 FR 44716), and current Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology guidelines (IC 14-21-1 and 312 IAC 21).

The Phase Ia investigations for the US 50 North Vernon Bypass detailed in this report represent an eastern extension of work previously completed by ASC Group to the west of State Route 3. ASC Group's 2011 investigations were conducted within a survey corridor extending northeast from roughly the intersection of US 50 and County Road 400 West to the intersection of County Road 75 West and County Road 350 North, near State Route 3. The current investigations continue south and east from this location along two alternative alignments; Alternatives 4B and 6D, before rejoining US 50 near the intersection of North County Road 175 East and US 50. In total, the northern alignment, Alternative 4B, extends for a total length of approximately 8.8 kilometers (5.5 miles) from the western terminus at State Route 3 to the eastern terminus at the intersection of existing US 50 and North County Road 275 East. In comparison, the southern alignment, Alternative 6D, measures roughly 5.9 kilometers (3.7 miles) in length. The width of the survey corridor is variable, ranging from a maximum width of 1325 meters (4350 feet) near the intersections of East County Road 350 North and North County Road 20 West to a minimum width of 70 meters (230 feet) along the southern alternative, near the intersection of US 50 and North County Road 175 East. The total area of the survey corridor for both alternative alignments measures 552 hectares (1366 acres).

The Phase Ia survey investigations were completed between October 15 and November 16, 2012, and resulted in the identification of 101 archaeological resources. These resources include 31 prehistoric isolates (30.7%), 44 prehistoric artifact lithic scatters (43.6%), 8 historical scatters (7.9%), and 18 artifact scatters containing both prehistoric and historical artifacts (17.8%). These resources include four previously documented sites (Sites 12JN255, 12JN495, 12JN501, and 12JN560) and 97 previously undocumented cultural resources.

Of the 101 identified sites, six are recommended for additional investigations. These sites include three lithic scatters (Sites 12JN577, 12JN602, and 12JN649), and two sites with both prehistoric and historical components (Sites 12JN255 and 12JN578); however, only the historical component at 12JN255 and the prehistoric component at 12JN578 are considered potentially eligible for the National Register of Historic Places, and the historical Site 12JN651. Each of these sites is atypical of the resources identified during the current investigations and are considered to have the potential to provide significant information concerning the prehistoric or historic occupation of the region and therefore are considered potentially eligible for inclusion in the National Register of Historic Places.

1.0 INTRODUCTION

Gray & Pape, Inc. (Gray & Pape), Indianapolis, Indiana, and ASC Group, Inc. (ASC Group), Columbus, Ohio conducted Phase Ia archaeological survey investigations for the proposed US 50 North Vernon Bypass in Center Township, Jennings County, Indiana (INDOT Des. #1173374) (Figure 1). These investigations were conducted for the Indiana Department of Transportation (INDOT) under contract with Parsons Corporation (Parsons), Indianapolis, Indiana, and are in compliance with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, as amended (48 FR 44716), and current Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (IDNR-DHPA) guidelines (IC 14-21-1 and 312 IAC 21).

1.1 Project Description

The Phase Ia investigations for the US 50 North Vernon Bypass detailed in this report represent an eastern extension of work previously completed by ASC Group (Snell 2011) to the west of State Route 3. ASC Groups's 2011 investigations were conducted within a survey corridor extending northeast from roughly the intersection of US 50 and County Road 400 West to the intersection of County Road 75 West and County Road 350 North, near State Route 3. The current investigations continue south and east from this location along two alternative alignments, Alternatives 4B and 6D, before rejoining US 50 near the intersection of North County Road 175 East and US 50 (Figure 1). In total, the northern alignment, Alternative 4B, extends for a total length of approximately 8.8 kilometers (km) (5.5 miles [mi.]) from the western terminus at State Route 3 to the eastern terminus at the intersection of existing US 50 and North County Road 275 East. In comparison, the southern alignment, Alternative 6D, measures roughly 5.9 km (3.7 mi.) in length. The width of the survey corridor is variable, ranging from a maximum width of 1325 meters (m) (4350 feet [ft.]) near the intersections of East County Road 350 North and North County Road 20 West to a minimum width of 70 m (230 ft.) along the southern alternative, near the intersection of US 50 and North County Road 175 East. The total area of the survey corridor for both alternative alignments measures 552 hectares (ha) (1366 acres [ac.]).

Both of the alternative alignments follow a similar path for roughly the first 2 km (1.2 mi.), moving east from State Route 3. The southern alignment turns to the south just west of North County Road 20 West, while the northern alignment continues west crossing North County Road 20 West.

After crossing North County Road 20 West (North Base Road), the northern alignment (Alignment 4B) parallels East County Road 350 North, before turning south, crossing the Vernon Fork Muscatatuck River and East County Road 300 North near its intersection with North County Road 175 East. The north alignment then parallels North County Road 175 East south to US 50.

The southern alignment (Alignment 6D) deviates south from the shared path just west of North County Road 20 West, crossing West County Road 250 North, before tuning east. The southern

alignment continues east, crossing North County Road 20 West (Greensburg Road), the Vernon Fork Muscatatuck River and North Base Road before rejoining the existing US 50 near its intersection with North County road 75 East (Deer Creek Road). This alternative alignment continues along the existing US 50 to North County Road 175 East.

Both alternatives continue along a shared corridor for roughly the final 1.6 km (1 mi.) before the proposed US 50 bypass terminates at the intersection of North County Road 275 East.

Field crews from both Gray & Pape and ASC Group completed the Phase Ia survey investigations between October 15 and November 16, 2012. Gray & Pape crews worked primarily on the northern alternative (Alignment 4B), while ASC Group's efforts were focused on the southern alternative (Alignment 6D). Together these crews identified 101 archaeological resources. These resources include 31 prehistoric isolates (30.7%), 44 prehistoric artifact lithic scatters (43.6%), 8 historical scatters (7.9%), and 18 artifact scatters containing both prehistoric and historical artifacts (17.8%) (Figure 1). These resources include four previously documented sites (Sites 12JN255, 12JN495, 12JN501, and 12JN560) and 97 previously undocumented cultural resources. Eleven identified resources (Sites 12JN563 - 565, 12JN588, 12JN635 - 640, and 12JN658) are located in segments shared by both proposed alignments, 68 (Sites 12JN255, 12JN495, 12JN501, 12JN560, 12JN562, 12JN589 - 12JN634, and 12JN641 - 12JN665) were identified in segments associated with Alignment 4B, and 22 (Sites 12JN566 - 12JN587) were identified in segments associated solely with Alignment 6D (Figure 1).

Previously recorded sites 12JN238 (The Airport Cave Site), 12JN243 (The Selmier Homestead), and 12JN494 are reportedly located within the proposed project area, but were not encountered during the current survey. Based upon the current investigations, it does not appear that the locational data available at the DHPA for Site 12JN238 is correct. No evidence for a cave or rockshelter was noted in the vicinity of the recorded location of this resource. Based upon the DHPA mapping for the Selmier Homestead site (12JN243), the northern portion of the defined site area are located within the current project area, however, none of the structures associated with this resource fall within the US 50 project corridor and shovel testing failed to identify any archaeological contexts within the project APE. Site 12JN494 is a small lithic scatter originally identified by Adderly (2006). Although a number of small lithic scatters were identified in the vicinity of this resource, none appear to directly correspond with Site 12JN494.

Of the 101 identified sites, six are recommended for additional investigations. These sites include three lithic scatters (Sites 12JN577, 12JN602, and 12JN649), and two sites with both prehistoric and historical components (Sites 12JN255 and 12JN578); however, only the historical component at 12JN255 and the prehistoric component at 12JN578 are considered potentially eligible for the National Register of Historic Places, and the historical Site 12JN651. Each of these sites is atypical of the resources identified during the current investigations and are considered to have the potential to provide significant information concerning the prehistoric or historic occupation of the region and therefore are considered potentially eligible for inclusion in the National Register of Historic Places.

6.0 CONCLUSIONS AND RECOMMENDATIONS

The Phase Ia investigations conducted jointly by Gray & Pape and ASC Group for the proposed US 50 North Vernon Bypass in Center Township, Jennings County, Indiana, were conducted within two alternative alignments; Alignment 4B, which is a more northerly route, and Alignment 6D, which is a more southerly route. Alignment 4B extends east from State Route 3, and roughly parallels East County Road 350 North to the Vernon Fork of the Muscatatuck River before turning south and paralleling North County Road 75 East to the existing US 50 at its intersection with North County Road 75 East. Alignment 6D represents a southerly alignment that extends east from State Route 3 to roughly North County Road 20 West before turning south to the Vernon Fork of the Muscatatuck River, where it turns east and rejoins the existing US 50 alignment near the intersection with North County Road 175 East. From North County Road 175 East, both of the proposed alignments continue east for an additional 1.6 km (1.0 mi.) before ending at North County road 275 East. For the purpose of the Phase Ia investigations, these alignments were divided into 11 survey segments. Segments 1 and 2, which are located at the northern terminus of the project area, near State Route 3, and Segments 1-06 and 1-07, which are positioned at the southern terminus of the project are shared by both alignments. Additional Survey Segments included in Alignment 4B include Segments 1-03, 1-04, and 1-05. Additional Survey Segments in Alignment 6D include 2-03, 2-04, 2-05, and 2-06.

During the investigations four previously documented resources were re-identified (Sites 12JN255, 12JN495, 12JN501, and 12JN560) and 97 previously undocumented cultural resources were identified, for a total of 101 cultural resources (Table 2). The majority of the sites were encountered in the till plain, dissected till plain, and associated landforms typical of the region, with a few sites discovered on the narrow floodplains and valley terraces associated with the Vernon Fork of the Muscatatuck River. The total of 101 cultural resources include 31 prehistoric isolates (30.7%), 44 prehistoric lithic scatters (43.6%), eight historical sites (7.9%), and 18 artifact scatters containing both prehistoric and historical artifacts (17.8%). Eleven of the cultural resources (Sites 12JN563–565, 12JN588, 12JN635–640, and 12JN658) are located in segments shared by both proposed alignments, 68 cultural resources (Sites 12JN255, 12JN495, 12JN501, 12JN560, 12JN562, 12JN589–12JN634, and 12JN641–12JN657) were identified in segments associated with Alignment 4B, and 22 cultural resources (Sites 12JN566–12JN587) were identified in segments associated solely with Alignment 6D (Table 101).

Previously recorded sites 12JN238 (The Airport Cave Site), 12JN243 (The Selmier Homestead), and 12JN494 were not encountered during this survey. Based on the current investigations, it does not appear that the locational information available at the DHPA for Site 12JN238 is correct. No evidence for a cave or rockshelter was noted in the vicinity of the recorded location of this resource. Based on the DHPA mapping for the Selmier Homestead site (12JN243), the northern portion of the defined site area is located within the current project area, however, none of the structures associated with this resource fall within the US 50 project corridor and shovel testing failed to identify any archaeological contexts within the project APE. Site 12JN494 is a small lithic scatter originally identified by Adderly (2006). Although a number of small lithic scatters were identified in the vicinity of this resource, none appear to directly correspond with Site 12JN494.

No diagnostic artifacts were recovered from any of the prehistoric components identified during these investigations. A Late Archaic affiliation was noted for Site 12JN566 based upon an examination of the landowners collection, which contained a McWhinney Heavy Stemmed projectile point (Justice 1987:138–139). Raw material utilization noted for all sites demonstrated a preference for locally available Jeffersonville (n=861) and Laurel (n=995) cherts, which combined account for 92.6% of the chipped-stone assemblage (n=2005) recovered during the current survey. Wyandotte chert represented the only non-local material identified in the assemblage and accounts for just 0.3% (n=7) of the total. The remaining chipped-stone artifacts (n=142) were composed of a variety of unidentified material types including unidentified cherts (n=108), gravel cherts (n=33), and unknown fossiliferous chert (n=1).

Numerous diagnostic artifacts were recovered from the historical components identified during these investigations, and these materials indicated that all of components likely date to the mid- to latter portions of the nineteenth century and extend into the twentieth century. Only one of the identified historical resources, Site 12JN255 (the Zion Baptist Church site), appears to represent a fairly discrete occupation dating to the mid- to late nineteenth century. The recovered historical artifacts represent a variety of functional groupings including Domestic (n=402 [43.5%]), Architecture (n=294 [31.8%]), Activities (23.5%), Personal (n=6 [0.6%]), and Clothing (n=5 [0.5%]).

Alignment	Segment	Sites	Site Type	Recommendations
4B & 6D	1	12JN588	Lithic Scatter	No Further Work
	2	12JN565	Lithic Scatter	No Further Work
		12JN563, 12JN564	Prehistoric Isolate	No Further Work
	1-06	12JN637, 12JN638, 12JN658	Lithic Scatter	No Further Work
		12JN636, 12JN639, 12JN640	Prehistoric Isolate	No Further Work
		12JN635	Prehistoric and Historical Scatter	No Further Work
	1-07	No Sites Identified	N/A	N/A
4B	1-03	12JN649	Lithic Scatter	Avoidance or Phase II Investigations
		12JN255	Church Foundation and Cemetery	Avoidance or Phase II Investigations
		12JN560, 12JN589, 12JN590, 12JN591, 12JN592, 12JN594, 12JN610, 12JN611, 12JN612, 12JN617, 12JN641, 12JN642, 12JN643, 12JN644, 12JN645, 12JN646, 12JN647	Lithic Scatter	No Further Work
		12JN614, 12JN618	Prehistoric Isolate	No Further Work

Table 101. Summary of Identified Sites by Alignment

Alignment	Segment	Sites	Site Type	Recommendations	
4B	1-03	12JN616, 12JN593, 12JN604, 12JN606, 12JN607, 12JN608, 12JN609, 12JN613, 12JN615, 12JN619, 12JN648	Prehistoric and Historical Scatter	No Further Work	
		12JN605	Prehistoric and Historical Scatter/Farmstead	No Further Work	
	1-04	12JN602	Lithic Scatter	Avoidance or Phase II Investigations	
		12JN657	Historical Scatter	No Further Work	
		12JN651	Historical Scatter	Avoidance or Phase II Investigations	
		12JN562, 12JN599, 12JN601, 12JN603, 12JN655, 12JN656, 12JN501, 12JN495, 12JN597, 12JN598, 12JN621, 12JN622, 12JN623, 12JN627, 12JN631, 12JN633	Prehistoric Isolate	No Further Work	
	1-05	12JN501	Historical Scatter/Farmstead	No Further Work	
		12JN495, 12JN597, 12JN598, 12JN621, 12JN622, 12JN623, 12JN627, 12JN631, 12JN633, 12JN650, 12JN652, 12JN653, 12JN654	Lithic Scatter	No Further Work	
		12JN595, 12JN596, 12JN600, 12JN620, 12JN626, 12JN628, 12JN630, 12JN632, 12JN634	Prehistoric Isolate	No Further Work	
		12JN624, 12JN625, 12JN629	Prehistoric and Historical Scatter	No Further Work	
	6D	2-03	12JN577	Lithic Scatter	Avoidance or Phase II Investigations
		2-04	12JN568, 12JN578	Prehistoric and Historical Scatter	Avoidance or Phase II Investigations
12JN567, 12JN566			Historical Stone Dam	No Further Work	
12JN575			Historical Scatter	No Further Work	
12JN569, 12JN576, 12JN579, 12JN580, 12JN581			Lithic Scatter	No Further Work	
12JN570, 12JN571, 12JN572, 12JN573, 12JN574			Prehistoric Isolate	No Further Work	
2-05		12JN585, 12JN587	Historical Scatter	No Further Work	
		12JN582, 12JN583, 12JN584, 12JN586	Prehistoric Isolate	No Further Work	

Thirty-one prehistoric isolates were identified during the current Phase Ia investigations. All of these isolated finds consist of single pieces of debitage recovered during Phase Ia investigations within both of the proposed alignments. This site type provides only minimal amounts of information concerning the prehistoric occupation of the region, notably location, and this dataset has been identified at the Phase Ia level.

Of the 70 remaining sites, six are recommended for additional investigations. These sites include three lithic scatters (Sites 12JN577, 12JN602, and 12JN649), two sites with both prehistoric and historical components (Sites 12JN255 and 12JN578); however, only the historical component at Site 12JN255 and the prehistoric component at Site 12JN578 are considered potentially eligible for inclusion in the NRHP, and the historical farmstead site 12JN651. Each of these sites is atypical of the other cultural resources identified during the current investigations in that they are considered to have the potential to provide significant information concerning the prehistoric or historic occupation of the region and therefore are considered potentially eligible for inclusion in the National Register of Historic Places.

Site 12JN577 is a large prehistoric lithic scatter identified during surface inspection in Segment 02-04, Field ASC 3-01. The site measures approximately 145 by 84 m (476 by 276 ft.), encompassing an area of 5307 m² (57,124 ft.²), and is located on a terrace 60 m (138 ft.) west of the Vernon Fork of the Muscatatuck River. The artifact assemblage indicates various activities were conducted at Site 12JN577. Lithic reduction and limited biface production are suggested by the classes of debitage, cores, and various biface stages identified. The projectile point/knife, bifaces, and retouched flakes are indicative of food procurement and processing. Discrete activity loci may be in evidence based on tool clusters identified across the site. The site overlooks the Vernon Fork of the Muscatatuck River and may have been used for lithic processing, as well as hunting/food processing. Overall, a moderately high density of cultural material, diversity of activities, and discrete activity loci, as shown by the artifact assemblage, indicate the site has the potential to provide significant information concerning the prehistoric occupation of the area. Avoidance or Phase II archaeological investigation of Site 12JN577 is recommended.

Site 12JN602 was identified during shovel testing of Segment 01-04, Field 1. The site is located on a series of wooded finger ridges overlooking the Vernon Fork of the Muscatatuck River. The site measures approximately 270 by 135 m (885.8 by 442.9 ft.), encompassing an area of 15,751 m² (169,542.2 ft.²). A total of 170 shovel tests were excavated within the site boundary, and cultural material was recovered from 65 of them. The soil profile encountered in these excavations consisted of a dark yellowish brown (10YR 3/4) silt loam upper stratum that extended to a depth of 23 cm (9.0 in.) below ground surface. This was underlain by yellowish brown (10YR 5/6) silty clay subsoil. Prehistoric artifacts were recovered from both of these strata. The recovered artifact assemblage provides some insight into the site function. The debitage classes recovered during the investigation suggest that biface manufacturing and maintenance was taking place. The abundance of recovered artifacts, the size of the site, and the proximity of the site to the North Vernon Branch Muscatatuck River indicates that this was a

popular location with prehistoric groups of the region. Unfortunately, the lack of diagnostic artifacts makes it impossible to determine whether the site assemblage represents the detritus associated with a single, intense settlement or whether the accumulation of cultural materials is the result of numerous short-term logistical occupations associated with specific resource acquisition activities. The Phase I investigations indicate that this resource represents a large, high density lithic scatter. The prehistoric occupation at this site is of an unknown temporal or cultural affiliation with cultural deposits identified in both the upper stratum and the underlying subsoil. The high density and diversity of the artifact assemblage and potential for intact buried features or cultural deposits suggests that the site may contain data that can address research questions regarding local and regional topics; therefore, this cultural resource appears to be potentially eligible for inclusion in the NRHP and further Phase II investigations are recommended.

Site 12JN649 is a large lithic scatter that was identified during shovel testing in Segment 01-03, Field 14A. The site is located on a ridgetop and bench and covers an area measuring approximately 210 by 90 m (689 by 295 ft.). A total of 72 shovel tests were excavated within the site boundary, and cultural material was recovered from 37 of them. The soil profile consisted of a yellowish brown (10YR 5/4) silt loam plowzone to a depth of 35 cm (14 in.) below ground surface. This was underlain by light yellowish brown (10YR 6/4) silty clay subsoil. All of the artifacts were recovered from the plowzone. The artifact assemblage recovered from Site 12JN649 provides a few insights into the function of the site. However, the majority of the debitage (n=230 [94.6%]) could not be assigned to any particular stage of the reduction sequence. The remaining debitage classes recovered during the investigation suggest that biface manufacturing and maintenance was taking place. The presence of the chipped stone tools and fire-cracked rock, coupled with the size of the site, and the proximity of the site to the North Vernon Branch of the Muscatatuck River, indicates that this site either represents a more permanent occupation or a location subject to multiple occupations throughout prehistory. The lack of temporally diagnostic artifacts in the assemblage does not allow for a more precise determination of site function and affiliation. Several areas of more substantial artifact concentration were noted during the current investigations. In the northern portions of the site, Shovel Tests (STs) E1 and D3 contained 61 and 32 artifacts, respectively; to the east ST G5+10E contained 23 pieces of debitage; and in the southern portions of the site, STs G13 and G13+10E both contained 16 artifacts. These areas of artifact concentrations may represent either specific activity areas or distinct, separate occupations within the defined site boundaries. Although the current available data provides only limited information concerning the prehistoric occupation of the area, the high density and diversity of the artifact assemblage, the identification of distinct activity area and/or occupation zones, and potential for intact buried features or cultural deposits suggests that the site may contain data that can address research questions regarding the prehistoric occupation of the region. Based on these data, this resource is considered to be potentially eligible for inclusion in the NRHP and further Phase II investigations are recommended for the site.

Site 12JN255 is a multicomponent site identified during Phase I investigations in the Selmer State Forest. This resource is located on a broad, flat, ridge terrace in Field 8C of Segment 01-03. The site consists of a prehistoric lithic scatter, and a historical artifact scatter related to a church foundation and associated well and cemetery. The cemetery contains the grave of one of the

church's pastors, which is located approximately 104 m (341 ft.) northwest of the church foundation. The site covers an area measuring 7150 m² (76,962 ft.²). A total of 54 shovel tests were excavated in the vicinity of this cultural resource, 12 of which contained culture materials. The typical shovel test profile exhibited two distinct strata. Stratum I consisted of dark brown (10YR 3/3) silty loam that extended to 13 cm (5.1 in) below ground surface. Stratum II consisted of a yellowish brown (10YR 5/4) silty loam that continued through to the base of the excavation at 23 cm (9 in) below ground surface. The prehistoric component identified at this site consisted of seven pieces of lithic debitage. The ephemeral nature of this component, coupled with the lack of diagnostic artifacts and low potential for intact buried features suggests that this component does not possess data that can provide significant information regarding the prehistoric occupation of the region and the prehistoric component is not recommended as eligible for inclusion in the NRHP. However, the historical component is somewhat more problematic.

Although religious properties and cemeteries are not ordinarily considered eligible for inclusion on the NRHP, the current site may represent an exception to this general rule. First, the historical archaeological deposits at this site may be eligible for inclusion in the NRHP under Criterion D. The restricted occupation, as indicated by the recovered artifact assemblage, which indicates that the site has been relatively undisturbed since its abandonment. This is further supported by the identification of intact cultural features, in the form of foundation remnants and the now in-filled well at the site. These undisturbed archaeological deposits possess the potential to provide artifacts and other data that may provide interesting information concerning both the secular and religious lifeways of mid-nineteenth century Jennings County. Second, Indiana State law requires the development and approval of an archaeological plan for any government undertaking that will disturb ground within 30.5 m (100 ft.) of a burial ground (IC 14-21-1-26.5). Any plan must promote the scientific investigation and conservation of past cultures, consider the interests and expertise of both amateur and professional archaeologists, consider the rights and interests of the landowner, and address the dignity of any identified human remains. Currently it is assumed that the burial ground associated with Site 12JN255 is restricted to the single marked grave for S. Rickeson; however, it is not uncommon for early historical cemeteries to contain unmarked burial plots. Additional work should be conducted to confirm that no additional interments are located in the vicinity. As a result, if this resource cannot be avoided by the currently proposed undertaking, further archaeological work in the form of Phase II testing to assess the archaeological component associated with the Zoar Baptist Church and to provide definitive boundaries for the associated cemetery is recommended.

Site 12JN578 is a prehistoric lithic and historical artifact scatter identified during shovel testing investigations in Segment 02-04, Field ASC 3-02. The site measures approximately 150 by 77 m (492 by 253 ft.) and encompasses an area of 5291 m² (56,952 ft.²). It is located on a terrace 45 m (148 ft.) south of the Vernon Fork of the Muscatatuck River. A total of 110 shovel tests was excavated at this cultural resource and 59 of these contained cultural material. The typical profile exposed in these excavations consisted of a dark yellowish brown (10YR 4/4) silt loam plowzone that extended to a depth of 18 cm (7.1 in.) below the ground surface and was underlain by a yellowish brown (10YR 5/6) silt clay subsoil. All of the cultural material recovered from the site was contained within the plowzone. The historical artifact assemblage suggests a late nineteenth century through mid-twentieth century occupation that is probably associated with an abandoned frame house in the east half of the site. The generally low density of historical materials and the

lack of subsurface features and cultural deposits indicate the historical component at Site 12JN578 has little potential to provide significant information concerning the historical occupation of the region and no further work is recommended for this component. The prehistoric artifact assemblage indicates lithic reduction was conducted at the site as evidenced by the classes of debitage and cores identified. The site as a whole contains a moderately high amount of cultural material and a large number of positive shovel tests. Discrete lithic reduction activity loci in the northwest portion of the site are suggested by several shovel tests with up to 35 pieces of debitage in each. This site may have been a lithic workshop. A uniface indicates that limited food processing activities also occurred at the site. The moderately high number of artifacts and large number of positive shovel tests along with the occurrence of several activity loci, as demonstrated by the artifact assemblage, indicate that the site has the potential to provide significant information concerning the prehistoric occupation of the area. Avoidance or Phase II archaeological investigation of the prehistoric component at Site 12JN578 is recommended.

Site 12JN651 is a low density historical scatter with architectural remnants dating from the late-nineteenth to twentieth centuries. Architectural features noted at this site include foundations associated with a probable farmhouse, the associated privy, root cellar, and two additional unidentified outbuildings. The recovered diagnostic materials indicate the historical occupation of this site most likely dates to the latter portions of the nineteenth century extending through to the late twentieth century. The presence of a number of synthetic artifacts and the mid- to late twentieth century appliances noted in the vicinity of Structure 1 suggest that the occupation at Site 12JN651 occurred primarily during the early to mid-twentieth century. Although it is likely that the historical occupation of this site dates primarily to the twentieth century, the extant features identified at the site indicate it may possess significant data concerning the historical occupation of the region. Based on this assessment, Site 12JN651 is recommended as potential eligible for inclusion in the NRHP and further Phase II testing is recommended for this resource.

Following the completion of the Phase Ia field investigations and analysis of the collected data, the archaeological team, composed of Gray & Pape and ASC Group personnel, recommends avoidance or Phase II archaeological investigations for Site 12JN255, Site 12JN577, Site 12JN578, Site 12JN602, Site 12JN649, and Site 12JN651. No further work is recommended for the other archaeological sites identified during this project. If artifact concentrations, archaeological features, or burials are encountered during construction, the project must be halted and the Cultural Resources Section, Office of Environmental Services, Indiana Department of Transportation, and the archaeologist in the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology, must be contacted for an evaluation before the project resumes.



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



February 15, 2013

Beth McCord
Gray & Pape, Inc.
5807 North Post Road
Indianapolis, Indiana 46216

Federal Agency: Federal Highway Administration

Re: *Phase Ia Archaeological Reconnaissance Survey of the US 50 North Vernon Bypass, Alternatives 4B and 6D, Jennings County, Indiana, Vol. I, II, and III (Picklesimer, 1/31/13) for the US 50 North Vernon Bypass--East (Designation No. 1173374; DHPA No. 13889)*

Dear Ms. McCord:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, 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 has conducted an analysis of the materials dated January 31, 2013 and received on February 1, 2013, for the aforementioned project north and east of the City of North Vernon, Jennings County, Indiana.

Thank you for providing the Phase Ia archaeological investigations report for the above project. We concur with the report that archaeological sites 12Jn255, 12Jn 577, 12Jn578, 12Jn602, 12Jn649, and 12Jn651 appear to be potentially eligible for inclusion in the National Register of Historic Places. These sites must either be avoided by all project activities, or subjected to further archaeological investigations. If avoidance is not feasible, an archaeological plan for Phase II test excavations must be submitted to the DHPA for review and comment. Any further archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716).

There is insufficient information regarding archaeological site 12Jn594 to determine whether it is eligible for inclusion in the National Register of Historic Places. We note that on page 60 of the report, archaeological site 12Jn594 is characterized as possibly having "intact buried cultural resources; therefore, it may be potentially eligible for inclusion in the NRHP," yet in the site description on page 145 under NHRP Evaluation, "No further Work" is stated, and on page 153: "no additional investigations are recommended at Site 12JN594 in association with the currently proposed undertaking." Please clarify these evaluations and recommendations. In the meantime, archaeological site 12Jn594 must be avoided by all project activities. Any further archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716).

All of the other archaeological sites recorded--as defined--for this project do not appear to be eligible for inclusion in the National Register of Historic Places and no further archaeological investigations at them appear necessary.

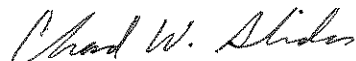
We note, that on page i of the archaeological report, it states that six archaeological sites "are recommended for further archaeological investigations," while on page 2, it states that five "are recommended for additional investigations." Archaeological site 12Jn651 is not included on page 2.

Please note that per IC 14-21-1-26.5, if ground disturbance is to occur within one hundred (100) feet of a burial ground or cemetery for the purpose of excavating or covering over the ground or erecting, altering, or repairing any structure, a development plan may need to be submitted to the Department of Natural Resources for approval.

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

A copy of the revised 36 C.F.R. Part 800 that went into effect on August 5, 2004, may be found on the Internet at www.achp.gov for your reference. If you have questions about archaeological issues please contact Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA No. 13889.

Very truly yours,



Ron McAhron
Deputy Director
Indiana Department of Natural Resources

RM:JRJ:jj

emc: Michelle Allen, Indiana Division, Federal Highway Administration, Indiana Division
James Earl, P.E., Indiana Department of Transportation
Patrick A. Carpenter, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
C. David Moffat, Indiana Department of Transportation
Anuradha Kumar, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Daniel Prevost, AICP CTP, Parsons Transportation Group
Mark McClain, ASC Group, Inc.
Beth McCord, Gray & Pape, Inc.



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f 401.273.9944

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f 317.541.8228

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Rabbit Hash KY
41005
859.795.1832
f 859.795.1790

February 19, 2013

Dr. James R. Jones, III
Division of Historic Preservation and Archaeology
402 W. Washington Street, Room W274
Indianapolis, IN 46204

RE: Phase Ia Archaeological Reconnaissance Survey of the US 50 North Vernon Bypass, Alternatives 4B and 6D, Jennings County, Indiana, Des. No. 1173374, DHPA #13889

Dear Dr. Jones,

Thank you for your comments on the draft report referenced above. We have revised the report per the comments. Concerning site 12Jn594, the information on pages 146-153 is correct. There were no indications of subsurface deposits and the erroneous information on page 60 has been deleted. Please let us know if you have any additional comments.

Sincerely,

Beth McCord
Indiana Branch Manager

enc: Daniel Prevost, Parsons
Patrick Carpenter, INDOT
Shaun Miller, INDOT
David Moffat, INDOT
Kevin Schwartz, ASC Group
John Picklesimer, Gray & Pape



March 18, 2013

Beth McCord
Gray & Pape, Inc.
5807 North Post Road
Indianapolis, Indiana 46216

Federal Agency: Federal Highway Administration

Re: Revised *“Phase Ia Archaeological Reconnaissance Survey of the US 50 North Vernon Bypass, Alternatives 4B and 6D, Jennings County, Indiana,”* Vol. I, II, and III (Picklesimer, 2/19/13) for the US 50 North Vernon Bypass—East (Designation No. 1173374; DHPA No. 13889)

Dear Ms. McCord:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the “Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, 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 has conducted an analysis of the materials dated February 19, 2013 and received on February 20, 2013, for the aforementioned project north and east of the City of North Vernon, Jennings County, Indiana.


Thank you for providing the revised Phase Ia archaeological investigations report for the above project. Archaeological site 12Jn594 does not appear to be eligible for inclusion in the National Register of Historic Places and no further archaeological investigations at the site appears necessary. The report is acceptable and will be placed in our files.

Please note that per IC 14-21-1-26.5, if ground disturbance is to occur within one hundred (100) feet of a burial ground or cemetery for the purpose of excavating or covering over the ground or erecting, altering, or repairing any structure, a development plan may need to be submitted to the Department of Natural Resources for approval.

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

A copy of the revised 36 C.F.R. Part 800 that went into effect on August 5, 2004, may be found on the Internet at www.achp.gov for your reference. If you have questions about archaeological issues please contact Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA No. 13889.

Very truly yours,



Ron McAhron
Deputy Director
Indiana Department of Natural Resources

RM:JRj:jj

emc: Michelle Allen, Indiana Division, Federal Highway Administration, Indiana Division
James Earl, P.E., Indiana Department of Transportation
Patrick A. Carpenter, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
C. David Moffat, Indiana Department of Transportation
Anuradha Kumar, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Daniel Prevost, AICP CTP, Parsons Transportation Group
Mark McClain, ASC Group, Inc.
Beth McCord, Gray & Pape, Inc.

***Federal Highway Administration's
Section 106 Findings and
Determinations***

**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

**US 50 North Vernon Bypass, East Segment, City of North Vernon and Center and Campbell Townships,
Jennings County, Indiana
DES. NO.: 1173374**

AREA OF POTENTIAL EFFECT

(Pursuant to 36 CFR Section 800.4(a)(1))

The Area of Potential Effect (APE) consists of an area north and east of the city of North Vernon, roughly bordered by County Road (CR) 400 North to the north, existing US 50 to the south, CR 275 East to the east, and State Route (SR) 3 to the west. Generally, there is a buffer of a quarter mile around the proposed project area, with exceptions given to heavily built or wooded areas, with less of a buffer, and wide open spaces with more. Overall, the Area of Potential Effect is 2.93 miles from north to south, and 5.03 miles from east to west. A map depicting the APE is available in Appendix A of the 800.11(e) documentation.

ELIGIBILITY DETERMINATIONS

(Pursuant to 36 CFR 800.4(c)(2))

Frank Selmier House (079-087-20005): Located in Alternative 4B. This one-and-one-half-story house, built in 1921, has a stone foundation, with wood clapboard siding, stone masonry walls, and an asphalt shingle roof. The house is eligible for the National Register of Historic Places (NRHP) under Criterion C for embodying the distinctive characteristics of the Craftsman style of architecture, including the use of rustic materials, eaves brackets, and exposed rafters.

Baltimore & Ohio Railroad Bridge over CR 75 East (079-087-20021): Located in Alternative 6D. This single-span steel plate girder railroad bridge carries the former Baltimore & Ohio Railroad (now CSX) across CR 75 East. The bridge has its original limestone abutments, which were built when the railroad was constructed in 1847. The steel superstructure of the bridge was manufactured by the Bethlehem Steel Company around 1900. The bridge is eligible under Criterion A for its association with the Baltimore & Ohio Railroad, one of the railroads that passed through North Vernon and contributed to its formation.

Baltimore & Ohio Railroad Bridge over the Vernon Fork of the Muscatatuck River and CR 175 North: Located in Alternative 6D. This steel plate girder railroad bridge carries the former Baltimore & Ohio Railroad (now CSX) across the Muscatatuck River and CR 175 North. The bridge has its original limestone abutments and a stone pier at the Muscatatuck River and has concrete abutments for the span over CR 175 North. The bridge is eligible under Criterion A for its association with the Baltimore & Ohio Railroad, one of the railroads that passed through North Vernon and contributed to its formation. Because of the Muscatatuck River Valley and the area's rugged terrain, the bridge's engineering and design are significant, and it is eligible under Criterion C.

US 50 Bridge over the Vernon Fork of the Muscatatuck River (Bridge No. 050-40-00917C; NBI No. 18680): Located in Alternative 6D. This bridge is a reinforced concrete open spandrel arch bridge and was determined eligible for inclusion in the NRHP in January 2008 under Criterion C for associations with Engineering. The bridge is significant due to the rarity of the bridge type in Indiana and its rather unique status as the first and only open spandrel bridge in the state to be widened by the addition of a segmental box girder.

12Jn255: Located in Alternative 4B. This archaeological site has both prehistoric and historic components, but only the historic component is significant. 12Jn255 is a multicomponent site consisting of a prehistoric lithic scatter and a historic artifact scatter related to a church foundation and related cemetery and well. The historic component of the site possesses the potential to provide artifacts and other data sets that may provide interesting information concerning both the secular and religious lifeways of mid-nineteenth century Jennings County under Criterion D. The Indiana State Historic Preservation Officer (IN SHPO) has commented that this site appears potentially eligible for listing in the NRHP. Avoidance or Phase II testing is recommended to determine if the site is NRHP eligible. The undertaking will avoid this site.

12Jn577: Located in Alternative 6D. 12Jn577 is a large prehistoric lithic scatter. A moderately high density of cultural material, diversity of activities, and discrete activity loci as shown by the artifact assemblage indicate the site has the potential to provide significant information concerning the prehistoric occupation of the area. The IN SHPO has commented that this site appears potentially eligible for listing in the NRHP. Avoidance or Phase II testing is recommended to determine if the site is NRHP eligible. Avoidance is not feasible for this site.

12Jn578: Located in Alternative 6D. This archaeological site has both prehistoric and historic components, but only the prehistoric component is significant. The site consists of a prehistoric lithic scatter and historical artifact scatter. The lithic scatter appears to be related to lithic reduction activities and limited food-processing activities, and the prehistoric component of the site has the potential to provide significant information concerning the prehistoric occupation of the area under Criterion D. The IN SHPO has commented that this site appears potentially eligible for listing in the NRHP. Avoidance or Phase II testing is recommended to determine if the site is NRHP eligible. Avoidance may not be feasible for this site.

12Jn602: Located in Alternative 4B. 12Jn602 represents a large, high density lithic scatter. The prehistoric occupation at this site is of an unknown temporal or cultural affiliation with cultural deposits identified in both the upper stratum and the underlying subsoil. The high density and diversity of the artifact assemblage and potential for intact buried features or cultural deposits suggests that the site may contain data that can address research questions regarding local and regional topics under Criterion D. The IN SHPO has commented that this site appears potentially eligible for listing in the NRHP. Avoidance or Phase II testing is recommended to determine if the site is NRHP eligible. The undertaking will avoid this site.

12Jn649: Located in Alternative 4B. 12Jn649 is a large, high density lithic scatter of unknown temporal or cultural affiliation. Although the current available data provides only limited information concerning the prehistoric occupation of the area, the high density and diversity of the artifact assemblage, the identification of distinct activity or occupation zones, and potential for intact buried features or cultural deposits suggests that the site may contain data that can address research questions regarding the prehistoric occupation of the region under Criterion D. The IN SHPO has commented that this site appears potentially eligible for listing in the NRHP. Avoidance or Phase II testing is recommended to determine if the site is NRHP eligible. The undertaking will avoid this site.

12Jn651: Located in Alternative 4B. 12Jn651 is a moderately sized, diffuse, low density historical scatter and farmstead/residence with associated architectural remains (mostly foundations). The numerous extant features identified at the site indicate it may possess significant data concerning the historical occupation of the region under Criterion D. The IN SHPO has commented that this site appears potentially eligible for listing in the NRHP. Avoidance or Phase II testing is recommended to determine if the site is NRHP eligible. The undertaking will avoid this site.

EFFECT FINDING

Frank Selmier House (079-087-20005): No Effect

Baltimore & Ohio Railroad Bridge over CR 75 East (079-087-20021): No Adverse Effect

Baltimore & Ohio Railroad Bridge over the Vernon Fork of the Muscatatuck River and CR 175 North: No Adverse Effect

US 50 Bridge over the Vernon Fork of the Muscatatuck River (Bridge No. 050-40-00917C; NBI No. 18680): No Adverse Effect

12Jn255: No Effect

12Jn577: Adverse Effect

12Jn578: Adverse Effect

12Jn602: No Effect

12Jn649: No Effect

12Jn651: No Effect

FHWA has determined an Adverse Effect finding is appropriate for this undertaking due to the impacts to archaeological sites 12Jn577 and 12Jn578. FHWA respectfully requests the Indiana State Historic Preservation Officer (IN SHPO) provide written concurrence with the Section 106 determinations of effects.

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

Frank Selmier House (079-087-20005): This undertaking will not convert property from the Frank Selmier House, a Section 4(f) historic property, to a transportation use; FHWA has determined the appropriate Section 106 finding is No Historic Properties Affected; therefore, no Section 4(f) evaluation is required.

Baltimore & Ohio Railroad Bridge over CR 75 East (079-087-20021): This resource is used for transportation purposes. This undertaking will have No Adverse Effect on the Baltimore & Ohio Railroad Bridge over CR 75 East, a Section 4(f) historic property. Because the project does not require use of land from a property protected by Section 4(f), no Section 4(f) evaluation must be completed for the Baltimore & Ohio Railroad Bridge over CR 75 East.

Baltimore & Ohio Railroad Bridge over the Vernon Fork of the Muscatatuck River and CR 175 North: This resource is used for transportation purposes. This undertaking will have No Adverse Effect on the Baltimore & Ohio Railroad Bridge over the Vernon Fork of the Muscatatuck River and CR 175 North, a Section 4(f) historic property. Because the project does not require use of land from a property protected by Section 4(f), no Section 4(f) evaluation must be completed for the Baltimore & Ohio Railroad Bridge over the Vernon Fork of the Muscatatuck River and CR 175 North.

US 50 Bridge over the Vernon Fork of the Muscatatuck River (Bridge No. 050-40-00917C; NBI No. 18680): This resource is used for transportation purposes. This undertaking will have No Adverse Effect on the US 50 Bridge over the Vernon Fork of the Muscatatuck River, a Section 4(f) historic property. Because the project does not require use of land from a property protected by Section 4(f), no Section 4(f) evaluation must be completed for the US 50 Bridge over the Vernon Fork of the Muscatatuck River.

12Jn255: This undertaking will not convert property from 12Jn255, a Section 4(f) historic property, to a transportation use; FHWA has determined the appropriate Section 106 finding is No Historic Properties Affected; therefore, no Section 4(f) evaluation is required.

Mitigation for impacts on 12Jn577 does not require preservation in place, therefore it is not a Section 4(f) resource. This undertaking will not convert a Section 4(f) resource to a transportation use; the FHWA has determined the

appropriate Section 106 finding is Adverse Effect; FHWA respectfully requests the Indiana State Historic Preservation Officer provide written concurrence that the archaeological site does not warrant preservation-in-place.

Mitigation for impacts on 12Jn578 does not require preservation in place, therefore it is not a Section 4(f) resource. This undertaking will not convert a Section 4(f) resource to a transportation use; the FHWA has determined the appropriate Section 106 finding is Adverse Effect; FHWA respectfully requests the Indiana State Historic Preservation Officer provide written concurrence that the archaeological site does not warrant preservation in place.

12Jn602: This undertaking will not convert property from 12Jn602, a Section 4(f) historic property, to a transportation use; the FHWA has determined the appropriate Section 106 finding is No Historic Properties Affected; therefore, no Section 4(f) evaluation is required.

12Jn649: This undertaking will not convert property from 12Jn649, a Section 4(f) historic property, to a transportation use; the FHWA has determined the appropriate Section 106 finding is No Historic Properties Affected; therefore, no Section 4(f) evaluation is required.

12Jn651: This undertaking will not convert property from 12Jn651, a Section 4(f) historic property, to a transportation use; the FHWA has determined the appropriate Section 106 finding is No Historic Properties Affected; therefore, no Section 4(f) evaluation is required.

Michelle Allen

for _____
Karen A. Bobo
Acting Division Administrator
FHWA-IN Division

May 17, 2013

Approved Date



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

Indiana Division

May 17, 2013

575 N. Pennsylvania Street, Room 254
Indianapolis, IN 46204
317-22-7475

In Reply Refer To:
HAD-IN

Ms. Carol Legard, ACHP
Liaison Office of Planning and Review
Advisory Council on Historic Preservation
1100 Pennsylvania Avenue NW Suite 809
Washington, DC 20004

Dear Ms. Legard:

Attached is a copy of the 800.11(e) Documentation and Draft Memorandum of Agreement for the Advisory Council on Historic Preservation. This documentation is in regards to the adverse effects of the construction of the US 50 North Vernon Bypass, East Segment, City of North Vernon, Jennings County, Indiana project on properties listed or eligible for listing in the National Register of Historic Places. The properties adversely affected are archaeological sites 12Jn577 and 12Jn578. Please review the documentation to determine whether your agency wishes to participate in the consultation to resolve adverse effects.

Thank you for assisting us with this notification of adverse effect. If you have any questions or require our further assistance, please contact Michelle Allen at 317 226-7344 or via e-mail at michelle.allen@dot.gov.

Sincerely,

for Karen A. Bobo
Acting Division Administrator

Enclosure
cc: file



Preserving America's Heritage

June 13, 2013

Karen A. Bobo
Acting Division Administrator
Federal Highway Administration
Indiana Division
575 N. Pennsylvania Street, Room 254
Indianapolis, IN 46204

Ref: *Proposed US 50 North Vernon Bypass Project-East Segment
City of North Vernon, Center & Campbell Townships,
Jennings County, Indiana*

Dear Ms. Bobo:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Indiana State Historic Preservation Office (SHPO), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact Ms. Najah Duvall-Gabriel at 202-606-8585 or at ngabriel@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov



REVIEW REQUEST SUBMITTAL

State Form 55031 (7-12) -
Indiana Department of Natural Resources
Division of Historic Preservation and Archaeology, Indiana State Historic Preservation Office (SHPO)



Please complete this form and attach it to front of all submittals, along with any reports or supplemental materials you are providing to the Indiana DHPA for review.

Date: May 29, 2013

Is this a new submission? Yes No

Reference for previous submittals: DHPA # _____ Des. No. 1173374

THIS REVIEW REQUEST SUBMITTED BY:

Name: Mark S. McClain, Project Manager

Company/Organization: ASC Group, Inc.

Address: 9376 Castlegate Drive, Indianapolis IN 46256

Telephone number: 317-915-9300 Email address: mmclain@ascgroup.net

PROJECT NAME & LOCATION [Please attach a map with location(s) marked]

Project Name/Reference: Signed Findings of Effect / US 50 North Bypass Project/ Des # 1173626

Project Address/Location: US 50 North Vernon Bypass

City: North Vernon Township(s): Campbell and Center

County/Counties: Jennings

STATE OR FEDERAL AGENCY INVOLVEMENT

Agency: INDOT Program: Cultural Resources

Type of funds, license, or permit to be obtained (if applicable): _____

Name(s) of Agency Contact: Patrick Carpenter

Address: 100 N Senate Ave., IGCN-Rm. N-642, Indianapolis, Indiana 46204

Telephone number: 317.233.2061 Email address: pacarpenter@indot.in.gov

APPLICANT (if different than Federal Agency) If available, please attach copy of authorization letter from federal agency

Applicant: _____

Name of Contact: _____

Address: _____

Telephone number: _____ Email address: _____

CONSULTANT FOR THE APPLICANT OR AGENCY (IF APPLICABLE)

Consultant: ASC Group, Inc.

Name of Contact: Mark S. McClain, Project Manager

Address: 9376 Castlegate Drive, Indianapolis, Indiana 46256

Telephone number: 317.915.9300 Email address: mmclain@ascgroup.net

Contact for DHPA questions regarding this review request: Mark S. McClain, Project Manager

Comments:

Please note that incomplete submissions may result in delays. To ensure an expeditious review, please be sure that the following has been provided:

- Full contact information for person/entity submitting form, including phone number and email *(if available)*
- Map of project location with project area(s) clearly marked *(provided in current or previous submission)*
- Clear photographs of project area and surroundings
- Project description
- Description of any proposed ground disturbance
- Name of Federal agency/agencies and program providing funds, license, or permit
- Letter of authorization from Federal agency/agencies *(if applicable)*

Return this Form and Attachments to:

**Indiana Department of Natural Resources
Division of Historic Preservation and Archaeology
402 W. Washington Street, Room W274
Indianapolis, Indiana 46204**

<http://www.in.gov/dnr/historic>

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhp@dnr.IN.gov



June 28, 2013

Richard J. Marquis
Division Administrator
Federal Highway Administration, Indiana Division
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration (“FHWA”)

Re: FHWA’s finding of Adverse Effect, with supporting documentation, and draft memorandum of agreement for the US 50 North Vernon Bypass, East Segment (Des. No. 1173374; DHPA No. 13889)

Dear Mr. Marquis:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the “Programmatic Agreement 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 has considered the materials submitted with ASC Group’s cover letter dated May 29, 2013, and received on May 31, 2013, for the aforementioned project within or near the City of North Vernon, Jennings County, Indiana.

As long as they are avoided by all project activities, we concur with the findings of No Effect for archaeological sites 12Jn255, 12Jn602, 12Jn649, and 12Jn651. We also concur with the findings of Adverse Effect for archaeological sites 12Jn577 and 12Jn578. Furthermore, we concur with the finding of No Effect for the Frank Selmier House and the findings of No Adverse Effect for the Baltimore & Ohio Railroad Bridge over CR 75 East, the Baltimore & Ohio Railroad Bridge over the Vernon Fork of the Muscatatuck River and CR 175 North, and the US 50 Bridge over the Vernon Fork of the Muscatatuck River.

Therefore, we concur with FHWA’s May 17, 2013, Section 106 finding of Adverse Effect for this undertaking, the US 50 North Vernon Bypass, East Segment.

For the purposes of Section 4(f) of the Department of Transportation Act of 1966, we also concur that archaeological sites 12Jn577 and 12Jn578 do not warrant preservation in place.

In regard to the April 24, 2013, version of the Draft MOA for review and comment, we offer the following comments and recommendations:

- ❖ The first “whereas” clause and the stipulations currently are worded in a way that gives the impression that FHWA will be conducting this highway construction project and providing, or directly overseeing, all of the mitigation. It is our understanding that FHWA would provide part of the funding to the Indiana Department of Transportation (“INDOT”) for this project and that INDOT would more directly oversee the highway construction and most aspects of the mitigation. We realize that FHWA is ultimately responsible for compliance with the requirements of the MOA, and there are certain activities, such as dealing with Indian Tribes and the Advisory Council on Historic Preservation, where it is appropriate for FHWA to be directly involved. Accordingly, we would suggest that it might be appropriate to modify the language of the first “whereas” clause to begin approximately as follows: “WHEREAS the Federal Highway Administration (“FHWA”)

proposes to provide funding to the Indiana Department of Transportation (“INDOT”) to construct a US 50 bypass” Then, perhaps an introductory statement could be inserted immediately under the “Stipulations” caption and before Stipulation I., saying something like this: “FHWA will ensure that the following measures are carried out:”

- ❖ In the sixth and seventh “whereas” clauses and in Stipulation I.A., we suggest specifying that all necessary archaeological investigations (evaluation and mitigation if necessary) will take place.
- ❖ Under Stipulation III., we suggest including 312 IAC 22 into the last sentence, as it refers to discoveries of human remains.

If you have questions about archaeological issues, please contact Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. In all future correspondence regarding the US 50 North Vernon Bypass Project, East Segment, please refer to DHPA No. 13889.

Very truly yours,

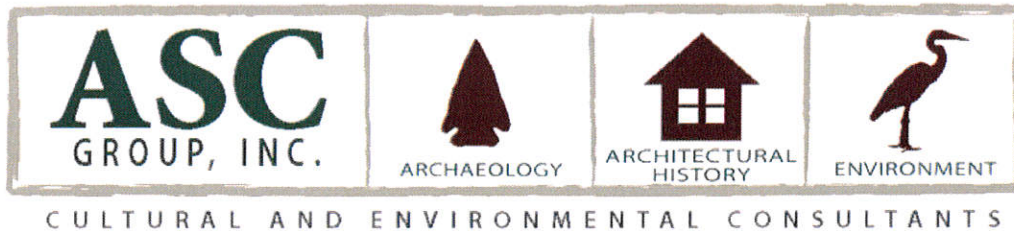


Chris Smith
Deputy Director
Indiana Department of Natural Resources

CS:JRJ:JLC:jlc

cc: Mark McClain, ASC Group, Inc.

emc: Michelle Allen, Federal Highway Administration, Indiana Division
James Earl, P.E., Indiana Department of Transportation
Patrick Carpenter, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
C. David Moffat, Indiana Department of Transportation
Anuradha Kumar, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Daniel Prevost, AICP CTP, Parsons Transportation Group
Mark McClain, ASC Group, Inc.
Beth McCord, Gray & Pape, Inc.



May 29, 2013

Chad Slider
Indiana Department of Natural Resources
Division of Historic Preservation and Archaeology
402 West Washington Street
Indianapolis, Indiana 46204

Re: Proposed US 50 North Vernon Bypass, East Segment (Des. No. 1173374), City of North Vernon,
Center and Campbell Townships, Jennings County, Indiana

Dear Mr. Slider:

Enclosed please find a copy of the findings and determination of Area of Potential Effect, Eligibility, and Effect along with the supporting documentation as required in 36 CFR 800.11(e) for the above referenced project. INDOT has reviewed and approved the findings and supporting documentation. Also, enclosed is the Draft Memorandum of Agreement.

You are invited to review the findings and documentation and provide your comments within 30 days of the date of this letter. Please provide comments to Mark McClain, ASC Group, Inc., mmcclain@ascgroup.net, 9376 Castlegate Drive, Indianapolis, Indiana 46256.

Thank you for your attention to this request.

Sincerely,

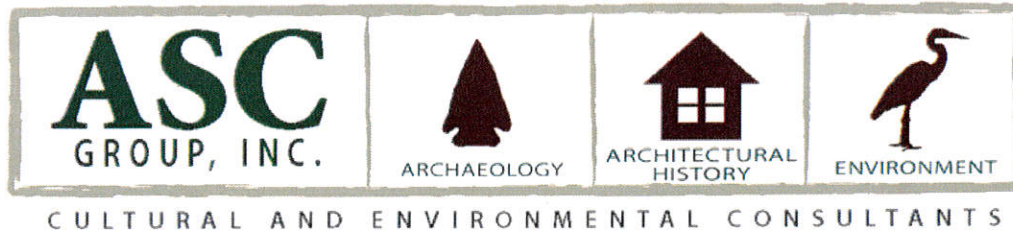
Mark S. McClain, Project Manager
ASC Group, Inc.

Enclosure

cc: Dan Prevost, Parsons Transportation Group
Mary Kennedy, INDOT

MSMc/clc

9376 Castlegate Drive, Indianapolis, Indiana 46256
317.915.9300 phone 317.915.9301 fax
www.ascgroup.net



May 29, 2013

Greg Sekula
Indiana Landmarks – Southern Regional Office
Willey-Allhands House
115 West Chestnut Street
Jeffersonville, Indiana 47130

Re: Proposed US 50 North Vernon Bypass, East Segment (Des. No. 1173374), City of North Vernon,
Center and Campbell Townships, Jennings County, Indiana

Dear Mr. Sekula:

Enclosed please find a copy of the findings and determination of Area of Potential Effect, Eligibility, and Effect along with the supporting documentation as required in 36 CFR 800.11(e) for the above referenced project. INDOT has reviewed and approved the findings and supporting documentation. Also, enclosed is the Draft Memorandum of Agreement.

As a consulting party we would like to provide you an opportunity to review the findings and documentation and provide your comments within 30 days of the date of this letter. Please provide comments to Mark McClain, ASC Group, Inc., mmcclain@ascgroup.net, 9376 Castlegate Drive, Indianapolis, Indiana 46256.

Thank you for your attention to this request.

Sincerely,

Mark S. McClain

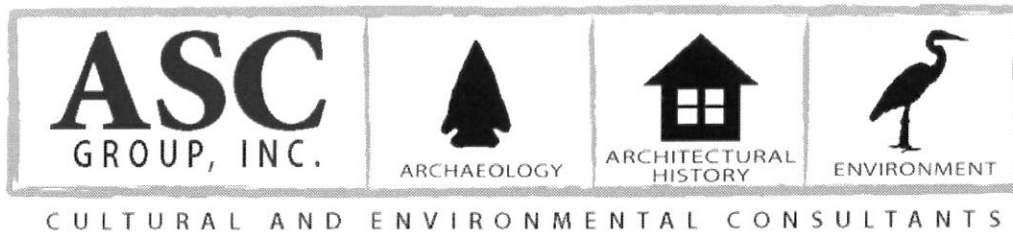
Mark S. McClain, Project Manager
ASC Group, Inc.

Enclosure

cc: Dan Prevost, Parsons Transportation Group
Mary Kennedy, INDOT

MSMc/clc

9376 Castlegate Drive, Indianapolis, Indiana 46256
317.915.9300 phone 317.915.9301 fax
www.ascgroup.net



May 29, 2013

Harry Campbell
Mayor, North Vernon
275 East Main Street
North Vernon, Indiana 47265

Re: Proposed US 50 North Vernon Bypass, East Segment (Des. No. 1173374), City of North Vernon,
Center and Campbell Townships, Jennings County, Indiana

Dear Mayor Campbell:

Enclosed please find a copy of the findings and determination of Area of Potential Effect, Eligibility, and Effect along with the supporting documentation as required in 36 CFR 800.11(e) for the above referenced project. INDOT has reviewed and approved the findings and supporting documentation. Also, enclosed is the Draft Memorandum of Agreement.

As a consulting party we would like to provide you an opportunity to review the findings and documentation and provide your comments within 30 days of the date of this letter. Please provide comments to Mark McClain, ASC Group, Inc., mmclain@ascgroup.net, 9376 Castlegate Drive, Indianapolis, Indiana 46256.

Thank you for your attention to this request.

Sincerely,

A handwritten signature in cursive script that reads 'Mark S. McClain'.

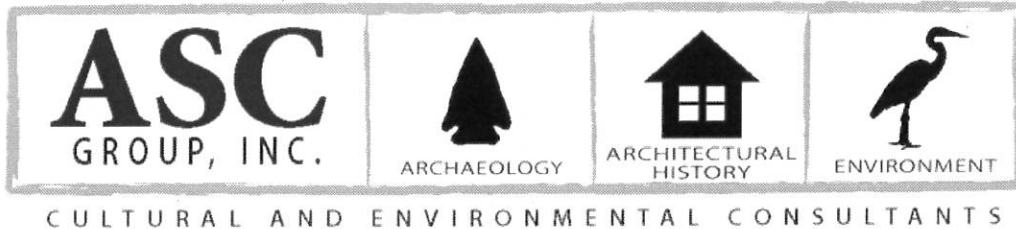
Mark S. McClain, Project Manager
ASC Group, Inc.

Enclosure

cc: Dan Prevost, Parsons Transportation Group
Mary Kennedy, INDOT

MSMc/clc

9376 Castlegate Drive, Indianapolis, Indiana 46256
317.915.9300 phone 317.915.9301 fax
www.ascgroup.net



May 29, 2013

Cheryl B. Trisler
Area Planning Commission
P.O. Box 400
200 East Brown Street
Vernon, Indiana 47282

Re: Proposed US 50 North Vernon Bypass, East Segment (Des. No. 1173374), City of North Vernon,
Center and Campbell Townships, Jennings County, Indiana

Dear Ms. Trisler:

Enclosed please find a copy of the findings and determination of Area of Potential Effect, Eligibility, and Effect along with the supporting documentation as required in 36 CFR 800.11(e) for the above referenced project. INDOT has reviewed and approved the findings and supporting documentation. Also, enclosed is the Draft Memorandum of Agreement.

As a consulting party we would like to provide you an opportunity to review the findings and documentation and provide your comments within 30 days of the date of this letter. Please provide comments to Mark McClain, ASC Group, Inc., mmclain@ascgroup.net, 9376 Castlegate Drive, Indianapolis, Indiana 46256.

Thank you for your attention to this request.

Sincerely,

A handwritten signature in cursive script that reads 'Mark S. McClain'.

Mark S. McClain, Project Manager
ASC Group, Inc.

Enclosure

cc: Dan Prevost, Parsons Transportation Group
Mary Kennedy, INDOT

MSMc/clc

9376 Castlegate Drive, Indianapolis, Indiana 46256
317.915.9300 phone 317.915.9301 fax
www.ascgroup.net

State of Indiana, County of Jennings, SS:

PUBLIC NOTICE

The Indiana Department of Transportation (INDOT), with the assistance of the Federal Highway Administration, is proposing to construct the east half of a bypass for US 50 north of the City of North Vernon in Jennings County, from State Route 3 to US 50 east of North Vernon (Des. No. 1173374). The Area of Potential Effect (APE) consists of an area north and east of the city of North Vernon, roughly bordered by County Road 400 North to the north, existing US 50 to the south, CR 275 East to the east, and SR 3 to the west. Overall, the APE is 2.93 miles from north to south, and 5.03 miles from east to west. Multiple alternatives were considered for the bypass corridor, with two (Alternatives 4B and 6D) carried forward for environmental studies, including for cultural resources. The proposed roadway will be two lanes, which is sufficient to effectively carry traffic for the foreseeable future. However in accordance with its designation as a Statewide Mobility Corridor, INDOT plans to acquire a 300-ft. right-of-way for a future four-lane roadway. Alternative 6D is the preferred alternative for the undertaking.

The proposed action has the potential to impact items listed on or eligible for the National Register of Historic Places. The Federal Highway Administration has issued an "Adverse Effect" finding for the project, due to the potential impacts to historic resources within the area of potential effects. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). Pursuant to 36 CFR 800.6(a)(4), the documentation specified in 36 CFR 800.11(e) is available for inspection at ASC group at the contact listed below. This documentation serves as the basis for the Federal Highway Administration's "Adverse Effect" finding. The views of the public on this finding are being sought. Please reply to the contact listed below. Please reply no later than July 2, 2013.
Mark McClain, ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
Phone: 317.915.9300
mmclain@ascgroup.net
--SUN, June 4; 1tp
hspaxlp

Personally appeared before me the undersigned

Publisher of THE NORTH VERNON SUN,

A Public Weekly Newspaper of general circulation, printed and published in North Vernon, in the county aforesaid, who, being duly sworn upon his oath saith that the notice of which the attached is a true copy was duly published in said paper for

1 weeks successively, the first of which publication was on the 4th day of June, 2013,

and the last on the _____ day of _____, _____
Subscribed

Subscribed and sworn to before me this 19th day of

June 2013
My Schaff

Notary Public



Memorandum of Agreement

MEMORANDUM OF AGREEMENT

**BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION AND
THE INDIANA STATE HISTORIC PRESERVATION OFFICER**

**SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
PURSUANT TO 36 C.F.R. Section 800.6(b)(iv)**

**REGARDING THE US 50 NORTH VERNON BYPASS PROJECT, EAST SEGMENT, IN THE
CITY OF NORTH VERNON AND CENTER AND CAMPBELL TOWNSHIPS,
JENNINGS COUNTY, INDIANA**

WHEREAS the Federal Highway Administration ("FHWA") proposes to provide funding to the Indiana Department of Transportation ("INDOT") to construct a US 50 bypass north and east of the City of North Vernon from State Route (SR) 3 to existing US 50 east of County Road (CR) 75 East in the City of North Vernon and Center and Campbell Townships, Jennings County, Indiana; and

WHEREAS the FHWA, in consultation with the Indiana State Historic Preservation Officer (SHPO), has defined the US 50 North Vernon Bypass, East Segment, Area of Potential Effects (APE) for above-ground properties, as the term is defined in 36 C.F.R. Section 800.16(d), to be the area north and east of the city of North Vernon, roughly bordered by CR 400 North to the north, existing US 50 to the south, CR 275 East to the east, and SR 3 to the west. Generally, there is a buffer of a quarter mile around Alternatives 4B and 6D, with exceptions given to heavily built or wooded areas, with less of a buffer, and wide open spaces with more. Overall, the APE is 2.93 miles from north to south, and 5.03 miles from east to west; and

WHEREAS the FHWA, in consultation with the Indiana SHPO, has defined the US 50 North Vernon Bypass, East Segment, APE for archaeological resources, as the term is defined in 36 C.F.R. Section 800.16(d), to be the study corridors for Alternatives 4B and 6D, with lengths of 5.5 and 3.7 miles respectively and of variable width from 230 ft to 4,350 ft; and

WHEREAS the FHWA, in consultation with the Indiana SHPO, has found that the Frank Selmier House, the B&O Railroad Bridge over CR 75 East, the B&O Railroad Bridge over the Vernon Fork of the Muscatatuck River and CR 175 North, and the US 50 Bridge over the Vernon Fork of the Muscatatuck River are within the APE; and

WHEREAS the FHWA, in consultation with the Indiana SHPO, has determined, pursuant to 36 C.F.R. Section 800.4(c), that that the Frank Selmier House, the B&O Railroad Bridge over CR 75 East, the B&O Railroad Bridge over the Vernon Fork of the Muscatatuck River and CR 175 North, and the US 50 Bridge over the Vernon Fork of the Muscatatuck River are eligible for inclusion in the National Register of Historic Places (NRHP); and

WHEREAS the FHWA, in consultation with the Indiana SHPO, has determined that archaeological sites 12Jn255, 12Jn577, 12Jn578, 12Jn602, 12Jn649, and 12Jn651 are within the archaeological resources APE, are potentially eligible for inclusion in the NRHP, and must be avoided or subjected to additional investigations (including evaluation and mitigation if necessary); and

WHEREAS the FHWA, in consultation with the Indiana SHPO, has determined that the evaluation of archaeological sites 12Jn577 and 12Jn578 remains to be completed, as required by 36 CFR Section 800.4; and

WHEREAS the FHWA, in consultation with the Indiana SHPO, has determined pursuant to 36 C.F.R. Section 800.5(a) that the US 50 North Vernon Bypass, East Segment, may have an adverse effect on archaeological sites 12Jn577 and 12Jn578, if they prove to be eligible for the NRHP; and

WHEREAS the FHWA has consulted with the Indiana SHPO in accordance with Section 106 of the National Historic Preservation Act (NHPA) (16 U.S.C. 470f) and its implementing regulations (36 C.F.R. Section 800) to resolve the potential adverse effect on 12Jn577 and 12Jn578; and

WHEREAS the public was given an opportunity to comment on the undertaking's adverse effect in a notice published on June 4, 2013, in the North Vernon Sun; and

WHEREAS the FHWA has notified the Advisory Council on Historic Preservation (Council) of the adverse effect and invited the Council's participation in the project, pursuant to 36 CFR Section 800.6(a)(1), in a letter dated May 17, 2013; and

WHEREAS the Council declined to participate in consultation; and

WHEREAS the FHWA, in consultation with the Indiana SHPO, has invited INDOT to participate in the consultation and to become a signatory/signatories to this memorandum of agreement; and

WHEREAS the FHWA has consulted with the Indiana SHPO in accordance with Section 106 of the NHPA (16 U.S.C. 470f) and its implementing regulations (36 C.F.R. Part 800) concerning the scope of work as presented in the materials and plans dated May 17, 2013, and agreed to proceed with the project as proposed; and

NOW, THEREFORE, the FHWA and the Indiana SHPO agree that, upon the submission of a copy of this executed Memorandum of Agreement (MOA), as well as the documentation specified in 36 C.F.R. Section 800.11(e) and (f) to the Council (pursuant to 36 C.F.R. Section 800.6[b][1][iv]) and upon the FHWA's approval of the US 50 North Vernon Bypass, East Segment, the FHWA shall ensure that the following stipulations are implemented in order to take into account the effect of the US 50 North Vernon Bypass, East Segment, on historic properties.

Stipulations

I. ARCHAEOLOGICAL RESOURCES

- A. Phase Ia reconnaissance has been conducted along the entire archaeological APE. Six sites (12Jn255, 12Jn577, 12Jn578, 12Jn602, 12Jn649, and 12Jn651) had insufficient information to make a recommendation of eligibility and will be avoided, or, if that is not feasible, subjected to additional investigations (including evaluation and mitigation if necessary).
- B. All archaeological investigations will be conducted according to the Secretary of the Interior's Standards and Guidelines for Archaeology, Indiana Code 14-21-1, 312 IAC 21, 312 IAC 22, and the most current (*Guidebook for Indiana Historic Sites and Structures Inventory – Archaeological Sites.*) Modification or modifications to the undertaking which fall outside the current APE for archaeological resources will be subject to archaeological investigation, evaluation, and assessment per Stipulations I.B.(2)-I.B.(4). Any changes to the construction right-of-way through final design modifications that lie

outside of the current archaeological APE will be subject to archaeological investigation, evaluation, and assessment per Stipulations I.B.(2)-I.B.(4).

The following standards apply:

1. Implementation Standards

- a. In implementing Stipulation I, FHWA may withhold or limit public disclosure of information about historic resources in accordance with Section 304 of the NHPA and with the 36 CFR Part 800 regulations in effect on the date upon which this MOA is fully executed.
- b. To maximize the opportunity to avoid adverse effects, the required archaeological investigations shall be conducted as soon as practicable upon securing the appropriate rights to access the property.
- c. FHWA, in consultation with the Indiana SHPO, and other parties deemed appropriate by FHWA, will take reasonable measures to avoid disinterment and disturbance to human remains and grave goods of religious and cultural significance to Indian Tribes, including modifications of the undertaking.

2. Identification

- a. Six sites (12Jn255, 12Jn577, 12Jn578, 12Jn602, 12Jn649, and 12Jn651) have insufficient information to make a recommendation of eligibility. These sites will be avoided, or, if that is not feasible, subjected to additional investigations should the sites be potentially impacted by the undertaking.
- b. If avoidance is not possible, upon completion of the additional investigations, FHWA shall complete the identification and evaluation of archaeological resources for inclusion in the NRHP in accordance with the applicable Federal and State standards and guidelines in consultation with the Indiana SHPO and appropriate consulting parties and Indian Tribes.
- c. If any human remains are encountered during the project, work shall cease in the immediate area and the human remains left undisturbed. The FHWA will contact the county coroner and law enforcement officials immediately, and the discovery must be reported to the Indiana SHPO within two (2) business days. The discovery must be treated in accordance with IC 14-21-1 and 312 IAC 22. If the remains are determined to be Native American, the FHWA will notify the appropriate Federally recognized Indian Tribes, and the Indiana SHPO will provide notice to the Native American Affairs Commission as per IC 14-21-1-25.5. Work at this site shall not resume until a plan for the treatment of the human remains is developed and approved in consultation with the Indiana SHPO, the INDOT Cultural Resources Office, and any appropriate consulting

parties. The plan will comply with IC 14-21-1, 312 IAC 22, the most current *Guidebook for Indiana Historic Sites and Structures Inventory – Archaeological Sites*, and all other appropriate Federal and State guidelines, statutes, rules, and regulations.

- d. In ensuring that any human remains and grave goods identified are treated in a sensitive, respectful, and careful manner, FHWA shall be guided by the Council's "Policy Statement Regarding Treatment of Human Remains and Grave Goods" (February 23, 2007), the Native American Graves Protections and Repatriation Act ("NAGPRA") regulations set forth in 43 CFR 10, and other guidelines as appropriate.
- e. FHWA shall prepare and distribute final Identification and Evaluation reports in accordance with Stipulation I.B.(4).

3. Evaluation

- a. The studies completed pursuant to Stipulation I shall demonstrate a level of effort consistent with the 36 CFR Part 800 regulations in effect on the date upon which this MOA is fully executed and provide FHWA with the information to determine, in consultation with the Indiana SHPO, which archaeological resources are eligible for inclusion in the NRHP in accordance with the 36 CFR Part 800 regulations in effect on the date upon which this MOA is fully executed. FHWA shall acknowledge and seek the special expertise of any Indian Tribes which have previously entered into consultation in assessing the eligibility of historic resources that may possess religious and cultural significance to them.
- b. If FHWA and the Indiana SHPO do not agree on NRHP eligibility, FHWA will follow the procedures identified in accordance with Stipulation II.
- c. Upon completion of the evaluation, FHWA will follow the procedures set forth in the 36 CFR Part 800 regulations in effect on the date upon which this MOA is fully executed, which will include, if it is determined that no historic properties will be affected, updated documentation described in those regulations.
- d. If the FHWA and the Indiana SHPO agree that any archaeological resources identified are not NRHP eligible, then no further action is necessary under the terms of this MOA, and FHWA's responsibilities under Section 106 are fulfilled.
- e. If FHWA determines that any of the NRHP Criteria are met and the Indiana SHPO agrees, the archaeological resource shall be considered eligible for the NRHP and consultation shall continue in accordance with Stipulations I.B.(4) and I.B.(5).

4. Assessment of Effects

- a. In consultation with the Indiana SHPO, Indian Tribes when appropriate, and other parties whom FHWA deems appropriate, FHWA shall determine if the Project will adversely affect archaeological resources determined eligible for inclusion in the NRHP pursuant to the 36 CFR Part 800 regulations in effect on the date upon which this MOA is fully executed.
- b. If, in consultation with the Indiana SHPO, Indian Tribes when appropriate, and other parties whom FHWA deems appropriate, FHWA determines the Project may adversely affect eligible archaeological resources, then FHWA shall make reasonable efforts to avoid or minimize the adverse effect. If, in consultation with the Indiana SHPO, Indian Tribes when appropriate, and other parties whom FHWA deems appropriate, FHWA determines it is not possible to avoid or minimize adverse effects, then FHWA shall treat the archaeological resource in accordance with Stipulation I.B.(5)(a) of the MOA.
- c. Any dispute regarding the determination of effects on eligible archaeological resources shall be resolved in accordance with Stipulation II of the MOA.

5. Treatment

- a. If, in consultation with the Indiana SHPO, Indian Tribes when appropriate, and other parties whom FHWA deems appropriate, FHWA determines that the adverse effect cannot be avoided or minimized, then FHWA shall develop and implement a Treatment Plan(s), as part of the above consultation, to mitigate the adverse effects to archaeological resources on a site-by-site basis. The implementation of the Treatment Plan(s) must be completed for each site prior to the initiation of any construction activities within a segment that could affect the site.

6. Qualifications and Reporting

- a. FHWA shall ensure the results of all archaeological studies performed under the terms of this MOA are presented in professionally written reports meeting the standards of fieldwork, laboratory work, analysis, and report preparation that have been established by the Indiana SHPO.
- b. FHWA, INDOT, and the Indiana SHPO, contractors, consultants, and Indian Tribes shall ensure that sensitive information regarding the nature and location of human remains and grave goods, and the location, character, and ownership of archaeological sites is kept confidential from the public, in accordance with Section 304 of the NHPA and the 36 CFR Part 800 regulations in effect on the date upon which this MOA is fully executed.

- c. Any dispute regarding the report(s) shall be resolved in accordance with Stipulation II.

II. OBJECTION RESOLUTION PROVISION

Disagreement and misunderstanding about how this MOA is or is not being implemented shall be resolved in the following manner:

- A. If the Indiana SHPO or any invited signatory to this memorandum of agreement should object in writing to the FHWA regarding any action carried out or proposed with respect to the US 50 North Vernon Bypass, East Segment, or implementation of this memorandum of agreement, then the FHWA shall consult with the objecting party to resolve this objection. If after such consultation the FHWA determines that the objection cannot be resolved through consultation, then the FHWA shall forward all documentation relevant to the objection to the Council, including the FHWA's proposed response to the objection. Within forty-five (45) days after receipt of all pertinent documentation, the Council shall exercise one of the following options:
 1. Provide the FHWA with a staff-level recommendation, which the FHWA shall take into account in reaching a final decision regarding its response to the objection; or
 2. Notify the FHWA that the objection will be referred for formal comment pursuant to 36 C.F.R. Section 800.7(c), and proceed to refer the objection and comment. The FHWA shall take into account the Council's comments in reaching a final decision regarding its response to the objection.
- B. If comments or recommendations from the Council are provided in accordance with this stipulation, then the FHWA shall take into account any Council comment or recommendations provided in accordance with this stipulation with reference only to the subject of the objection. The FHWA's responsibility to carry out all actions under the MOA that are not the subjects of the objection shall remain unchanged.

III. POST REVIEW DISCOVERY

In the event that one or more historic properties--other than the Frank Selmier House, the B&O Railroad Bridge over CR 75 East, the B&O Railroad Bridge over the Vernon Fork of the Muscatatuck River and CR 175 North, the US 50 Bridge over the Vernon Fork of the Muscatatuck River, and archaeological sites 12Jn255, 12Jn577, 12Jn578, 12Jn602, 12Jn649, and 12Jn651 -- are discovered or that unanticipated effects on historic properties are found during the implementation of this MOA, the FHWA shall follow the procedure specified in 36 C.F.R. Section 800.13, as well as IC 14-21-1-27 and IC 14-21-1-29, by stopping work in the immediate area and informing the Indiana SHPO and the INDOT Cultural Resources Office of such unanticipated discoveries or effects within two (2) business days. Any necessary archaeological investigations will be conducted according to the provisions of IC 14-21-1, 312 IAC 21, and 312 IAC 22, and the most current *Guidebook for Indiana Historic Sites and Structures Inventory – Archaeological Sites*.

IV. AMENDMENT

Any signatory to this MOA may request that it be amended, whereupon the parties shall consult to consider the proposed amendment. 36 C.F.R. 800.6(c)(7) shall govern the execution of any such amendment.

V. TERMINATION

- A. If the terms of this MOA have not been implemented by August 21, 2017, then this MOA shall be considered null and void. In such an event, the FHWA shall so notify the parties to this MOA and, if it chooses to continue with the US 50 North Vernon Bypass, East Segment, then it shall reinitiate review of the US 50 North Vernon Bypass, East Segment, in accordance with 36 C.F.R. Sections 800.3 through 800.7.
- B. Any signatory to the MOA may terminate it by providing thirty (30) days notice to the other parties, provided that the parties shall consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. In the event of termination, the FHWA shall comply with 36 C.F.R. Sections 800.3 through 800.7 with regard to the review of the US 50 North Vernon Bypass, East Segment.
- C. In the event that the FHWA does not carry out the terms of this MOA, the FHWA shall comply with 36 C.F.R. Sections 800.3 through 800.7 with regard to the review of the US 50 North Vernon Bypass, East Segment.

The execution of this MOA by the FWHA, INDOT, and the Indiana SHPO, the submission of it to the Council with the appropriate documentation specified in 36 C.F.R. Section 800.11(e) and (f), and the implementation of its terms evidence that the FHWA has afforded the Council an opportunity to comment on the US 50 North Vernon Bypass, East Segment, and its effect on historic properties and that the FHWA has taken into account the effects of the US 50 North Vernon Bypass, East Segment, on historic properties.

SIGNATORIES (required):

FEDERAL HIGHWAY ADMINISTRATION

Signed by: Michelle Allen Date: 10.23.13

Name and Title: Michelle Allen Planning & Env. Specialist

(Typed or printed)

INDIANA STATE HISTORIC PRESERVATION OFFICER

Signed by: *MK Zell* Date: 10-16-2013

Name and Title: Mitchell K. Zell

(Typed or printed) *Deputy State Historical Preservation Officer*

INVITED SIGNATORIES

INDIANA DEPARTMENT OF TRANSPORTATION

Signed by: LAH Date: 9/17/2013

Name and Title: Lauren Hilden, Director of Environmental Services.