

**Categorical Exclusion**

# **Appendix D**

**Section 106 of the National Historic  
Preservation Act (NHPA)**

**SR 56 Intersection Project:  
SR 56 and Boatman Road  
Vienna Township, Scott County, Indiana  
Des. No. 1800210**

**Effect Finding/800.11(d) Documentation  
December 21, 2020**



**Prepared for:  
Indiana Department of Transportation  
Federal Highway Administration**



*Hannah Blad*  
**Hannah Blad**

**FEDERAL HIGHWAY ADMINISTRATION'S  
SECTION 4(f) COMPLIANCE REQUIREMENTS (for historic properties) AND  
SECTION 106 FINDINGS AND DETERMINATIONS  
AREA OF POTENTIAL EFFECTS  
ELIGIBILITY DETERMINATIONS  
EFFECT FINDING  
STATE ROAD (SR) 56 INTERSECTION PROJECT  
SR 56 AND BOATMAN ROAD  
VIENNA TOWNSHIP, SCOTT COUNTY, INDIANA  
DES. NO.: 1800210**

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

The APE is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE encompasses all resources immediately adjacent to the project limits and those that may not be immediately adjacent but that have a proximate viewshed of the project. The APE on the northwest side of the project area and along the west side of Boatman Road north of SR 56 extends one property back, due to the housing density of the area. Along SR 56 the APE extends approximately 600 feet west of the project area and 670 feet east of the project area. Along Boatman Road the APE extends approximately 580 south of the project area and 330 feet north of the project area. In the agricultural fields the APE is wider due to the viewshed, as such the APE southeast of the project area extends between approximately 800 feet and 1,400 feet and the APE northeast of the project area extends between approximately 800 feet and 1,350 feet. Please see Appendix A, page 3 for a map of the APE.

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

The APE contains no properties listed in or recommended eligible for listing in the National Register of Historic Places (NRHP).

**EFFECT FINDING**

The Indiana Department of Transportation (INDOT), acting on the Federal Highway Administration's (FHWA) behalf, has determined a "No Historic Properties Affected" finding is appropriate for this undertaking.

INDOT respectfully requests the Indiana State Historic Preservation Officer (SHPO) provide written concurrence with the Section 106 determination of "No Historic Properties Affected."

**SECTION 4(f) COMPLIANCE REQUIREMENTS (for historic properties)**

The undertaking will not convert property from any Section 4(f) historic property to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore, no Section 4(f) evaluation is required.

Anuradha V. Kumar

Anuradha V. Kumar  
Manager, Cultural Resources Office, Environmental Services  
INDOT for FHWA

01/14/2021

Approval Date

**FEDERAL HIGHWAY ADMINISTRATION  
DOCUMENTATION OF SECTION 106 FINDING OF  
NO HISTORIC PROPERTIES AFFECTED  
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER  
PURSUANT TO 36 CFR SECTION 800.4(d)(1)  
SR 56 INTERSECTION PROJECT  
SR 56 AND BOATMAN ROAD  
VIENNA TOWNSHIP, SCOTT COUNTY, INDIANA  
DES. NO.: 1800210**

**1. DESCRIPTION OF THE UNDERTAKING**

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with an intersection improvement project (Des. No. 1800210). Specifically, the proposed undertaking is at the intersection of SR 56 and Boatman Road in Scott County, Indiana. It is within Vienna Township, Scottsburg USGS Topographic Quadrangle, in Sections 23 and 24, Township 3 North, and Range 6 East. Land adjacent to the project area consists of residential, institutional (religious), agricultural and commercial uses.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological resources. The federal involvement is funding from the FHWA. The Section 106 process involves efforts to identify historic properties as well as archaeological sites that could potentially be affected by the undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on any identified resources.

The need for the project stems from the undesirable geometry of the current intersection. The Indiana Design Manual (Section 46-1.02) states the desirable skew of an intersection is less than 20-degrees. The current intersection alignment, which is skewed at 28-degrees, exceeds this guideline. The intersection skew and the location of the intersection in a reverse curve of SR 56 are contributing factors to intersection sight deficiencies for motorists stopped on Boatman Road. The intersection geometry and the free-flowing traffic on SR 56 appear to also be contributors to the higher incidence of crashes at this location. Between January 1, 2012 and March 13, 2017, 34 accidents occurred at the intersection. Within the last three years alone, there have been two incapacitating injury crashes and one fatal crash. Of the 34 reported accidents (2012-2017), 15 were a result of a driver's failure to yield. That accounts for roughly 44% of the contributing circumstances surrounding the accidents; the other major factors being following too closely (21%) and distracted driving (12%). Sixteen of the 34 accidents have been right angle collisions, representing 45% of the reported accidents. Right angle accidents can be associated with restricted sight distance, excessive speeds, inadequate roadway lighting, inadequate advance warning signs, large traffic volumes, and inadequate traffic control devices. The purpose of the project is to improve the overall traffic operations and reduce the accident rate of the intersection.

The project proposes the construction of a single lane roundabout offset from the existing intersection by approximately 65 feet to the southeast. As a result, electric, water, and telephone lines are likely to require relocation, as well as a high-pressure gas main. Outside the roundabout, the proposed typical section of both SR 56 and Boatman Road will include two 12-foot wide travel lanes (one in each direction) with 2-foot wide paved and 2-foot wide aggregate shoulders. The design speed for SR 56 is 45 mph while for Boatman Road it is 35 mph.

Approaching the roundabout, the travel lane width varies from 12 to 16 feet wide with a 2-foot, 6-inch wide curb and gutter to the outside and a 6-inch wide curb face along the inside splitter island. The splitter islands will be used to separate traffic entering and exiting the roundabout. The roundabout will be comprised of a

single 20-foot wide lane with a 2-foot, 6-inch wide mountable concrete curb and gutter and a 10-foot wide concrete truck apron along the inside. The outside of the roundabout lane will be bordered by a 2-foot concrete gutter with a 6-inch wide vertical curb face. In addition, the access between Mount Drive and SR 56 along the east leg will be closed. An earthen berm will be constructed across Mount Drive to prevent continued access to and from SR 56. In addition, a truck turnaround will be constructed on the south side of Mount Drive. The proposed concrete apron provides a place to make a three-point turn and return to Boatman Road for commercial trucks, sanitary vehicles, and school buses that still need to service the residences and businesses along Mount Drive. Drainage in the project area will be maintained by a combination of side ditches and underdrains with turnout areas leading to the constructed side ditches. It is anticipated that 4.06 acres of permanent right-of-way (ROW) and 0.2 acre of temporary ROW will be acquired for this project. There will be no relocations associated with this project.

The APE is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE encompasses all resources immediately adjacent to the project limits and those that may not be immediately adjacent but that have a proximate viewshed of the project. The APE on the northwest side of the project area and along the west side of Boatman Road north of SR 56 extends one property back, due to the housing density of the area. Along SR 56 the APE extends approximately 600 feet west of the project area and 670-feet east of the project area. Along Boatman Road the APE extends approximately 580 south of the project area and 330 feet north of the project area. In the agricultural fields the APE is wider due to the viewshed, as such the APE southeast of the project area extends between approximately 800 feet and 1,400 feet and the APE northeast of the project area extends between approximately 800 feet and 1350 feet. Please see Appendix A, page 3 for a map of the APE.

## 2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

The NRHP, Indiana Register of Historic Sites and Structures (State Register), the State Historic Architectural and Archaeological Research Database (SHAARD), the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM), and the Indiana Historic Sites and Structures Inventory (IHSSI) were consulted prior to and following field review. Scott County was surveyed beginning in 2002 for the IHSSI. The resulting *Scott County Interim Report* (2004) was also reviewed. No resources already listed in the NRHP were located within the APE. The APE includes three Contributing properties that appear in the *Scott County Interim Report*: IHSSI #143-578-15032 (House, Contributing), IHSSI #143-578-15033 (House, Contributing), and IHSSI #143-578-15036 (House, Contributing).

The *Indiana Historic Bridge Inventory Volume 2: Listing of Historic and Non-Historic Bridges* (February 2009) by Mead & Hunt was reviewed. No bridges eligible for listing in the NRHP are located within the project area.

Early coordination was initiated on October 10, 2019, with an email to consulting parties. The email asked consulting parties to review the early coordination letter attached to the email and via IN SCOPE, which is INDOT's Section 106 document website <http://erms.indot.in.gov/Section106Documents/>. Hard copies of these materials were mailed to the Indiana State Historic Preservation Officer (SHPO), the Scott County Commissioners, and the Scott County Highway Department on October 10, 2019. Those who agreed to be consulting parties are shown in bold below and highlighted in Appendix C, page 1-2.

- **State Historic Preservation Officer (Automatic Consulting Party)**
- River Hills Economic Development District
- **Scott County Commissioners**
- Scott County Highway Department
- Scott County Historian
- Scott County Historical Society

- Indiana Landmarks – Southern Regional Office
- Preservation Alliance, Inc.
- Delaware Tribe of Indians, Oklahoma
- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians

In a letter dated October 31, 2019, the SHPO staff requested that the Scott County Heritage Center and Museum should be invited to participate in the Section 106 consultation process. See Appendix D, page 6-7 for a copy of the communication.

In an email dated October 31, 2019, the Scott County Heritage Center and Museum was invited to participate in the Section 106 consultation process. See Appendix D, page 8 for a copy of the communication. No reply to this invitation was received.

In an email dated November 3, 2019, the Scott County Commissioners for District 3 requested consulting party status. See Appendix D, page 9 for a copy of the communication.

Hannah Blad, a Lochmueller Group historian who meets the Secretary of the Interior’s Professional Qualification Standards, performed a site inspection of the project area on October 22, 2019. Three Contributing previously surveyed resources were documented and three newly identified above-ground resources with a recommended rating of Contributing were recorded within the APE. The three newly identified Contributing resources were located in a mid-twentieth century subdivision, which extends outside the APE. An additional twenty-six newly identified Contributing resources were identified within this subdivision, outside of the APE. This residential development was evaluated as a potential historic district and recommended not eligible for the NRHP. See Appendix B for photographs from this field review and Appendix E, page 2 for a summary of the Historic Property Report (HPR) completed for this project.

A Phase Ia archaeological reconnaissance survey was conducted by Cultural Resource Analysts, Inc. (CRA) on August 22, 2019. The field reconnaissance yielded one newly documented archaeological site, 12S93. Site 12S93 is a late nineteenth through early twentieth century domestic scatter. Most of the site is located outside of, and east of, the project area. The portion of the site within the archaeological survey area demonstrated a lack of information potential and was therefore not recommended eligible for listing in the NRHP. No further archaeological work was recommended. See Appendix E for a summary of the Phase 1a archaeological reconnaissance survey.

The HPR and Phase 1a Archaeology Report were uploaded to IN SCOPE, and an email was sent to consulting parties notifying them of the availability of the report online on May 5, 2020. Hard copies of these materials were also mailed to the SHPO on that same day.

In a letter dated May 5, 2020, the Miami Tribe of Oklahoma accepted consulting party status. The letter stated, in part, “[t]he Miami Tribe offers no objection to the above-mentioned project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site.” See Appendix D, page 16 for a copy of the communication.

In a letter dated June 9, 2020, the SHPO staff agreed with the recommendations of the HPR, stating, in part, the following, “[t]he area of potential effects (“APE) proposed in the historic property report (“HPR”; Blad, 5/5/2020) appears to be of adequate size to encompass the geographic area in which effects could occur.”

In addition, SHPO stated, “we agree with the HPR that there are no aboveground properties within the APE that are eligible for inclusion in the National Register of Historic Places (“NRHP”).” In that same letter, the SHPO staff concurred with the recommendations within the Phase 1a Archaeology Report. See Appendix D, pages 17-18 for a copy of the communication.

No additional comments were received from consulting parties regarding the identification of historic properties.

### 3. BASIS FOR FINDING

Based on identification efforts, a finding of “No Historic Properties Affected” is appropriate because there are no properties eligible for, or listed in, the NRHP within the APE.

A public notice will be published in the *Scott County Herald* newspaper seeking the views of the public regarding the “no historic properties affected finding.” Comments from the public will be accepted for 30 days following the publication of the notice. If any substantive comments are received during this period, this document will be revised to include them.

### APPENDICES

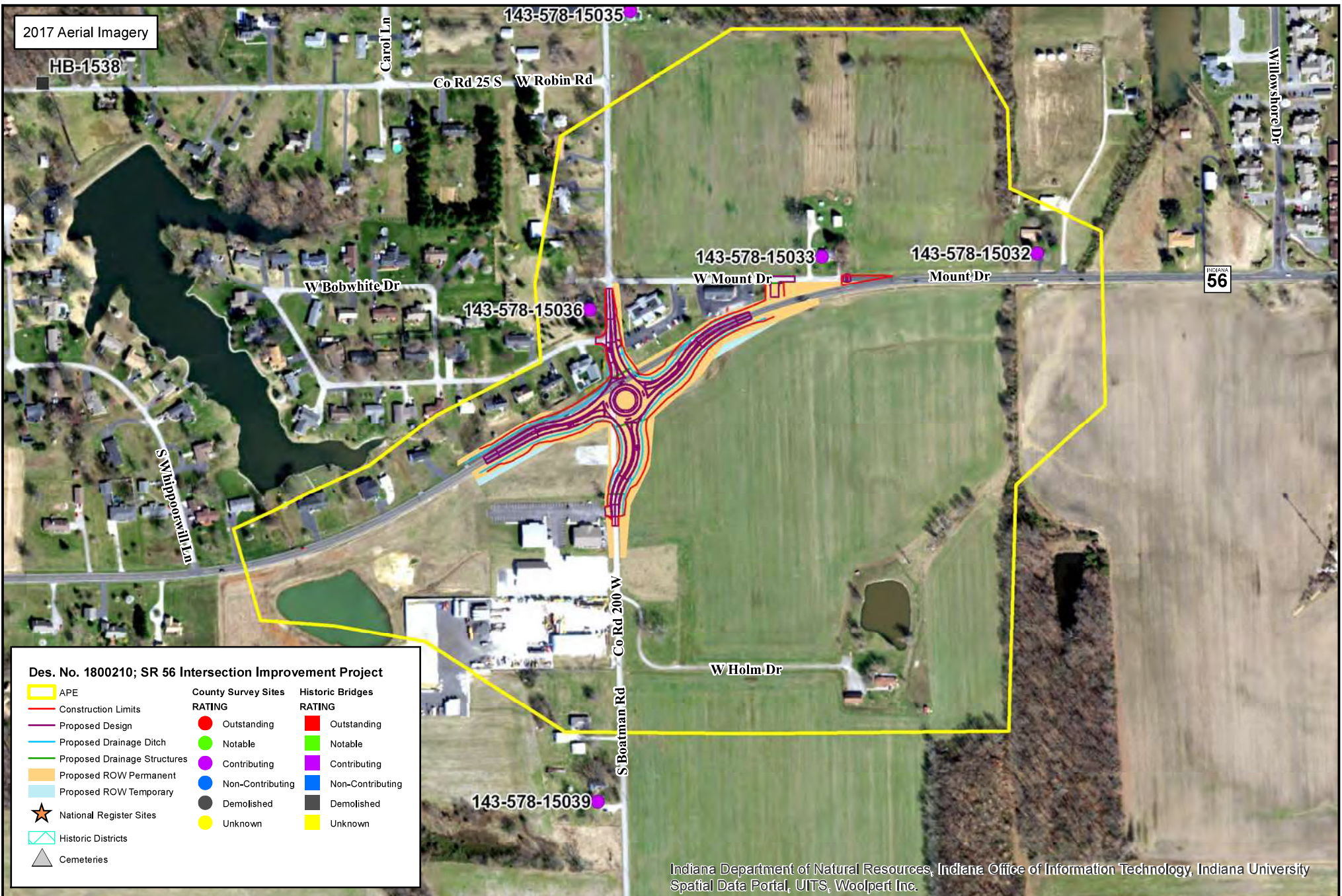
A – Maps	Removed to avoid duplication, see Appendix B
B – General Photographs	
C – Consulting Parties List	
D – Consulting Parties Correspondence	
E – Historic Property Report Summary and Archaeological Report Summary	
F – Plans	Removed to avoid duplication, see Appendix B

**Section 106 800.11(d)**

# **Appendix A**

**Maps**





**Des. No. 1800210; SR 56 Intersection Improvement Project**

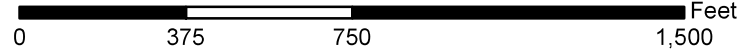
- |                              |                            |                         |
|------------------------------|----------------------------|-------------------------|
| APE                          | <b>County Survey Sites</b> | <b>Historic Bridges</b> |
| Construction Limits          | <b>RATING</b>              | <b>RATING</b>           |
| Proposed Design              | Outstanding                | Outstanding             |
| Proposed Drainage Ditch      | Notable                    | Notable                 |
| Proposed Drainage Structures | Contributing               | Contributing            |
| Proposed ROW Permanent       | Non-Contributing           | Non-Contributing        |
| Proposed ROW Temporary       | Demolished                 | Demolished              |
| National Register Sites      | Unknown                    | Unknown                 |
| Historic Districts           |                            |                         |
| Cemeteries                   |                            |                         |

Indiana Department of Natural Resources, Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc.



3502 Woodview Trace, Suite 150  
 Indianapolis, IN 46268  
 Phone: (317) 222-3880  
 Fax: (317) 222-3881

**Area of Potential Effects**



Location: SR 56  
 County: Scott  
 Township: Vienna  
 State: Indiana

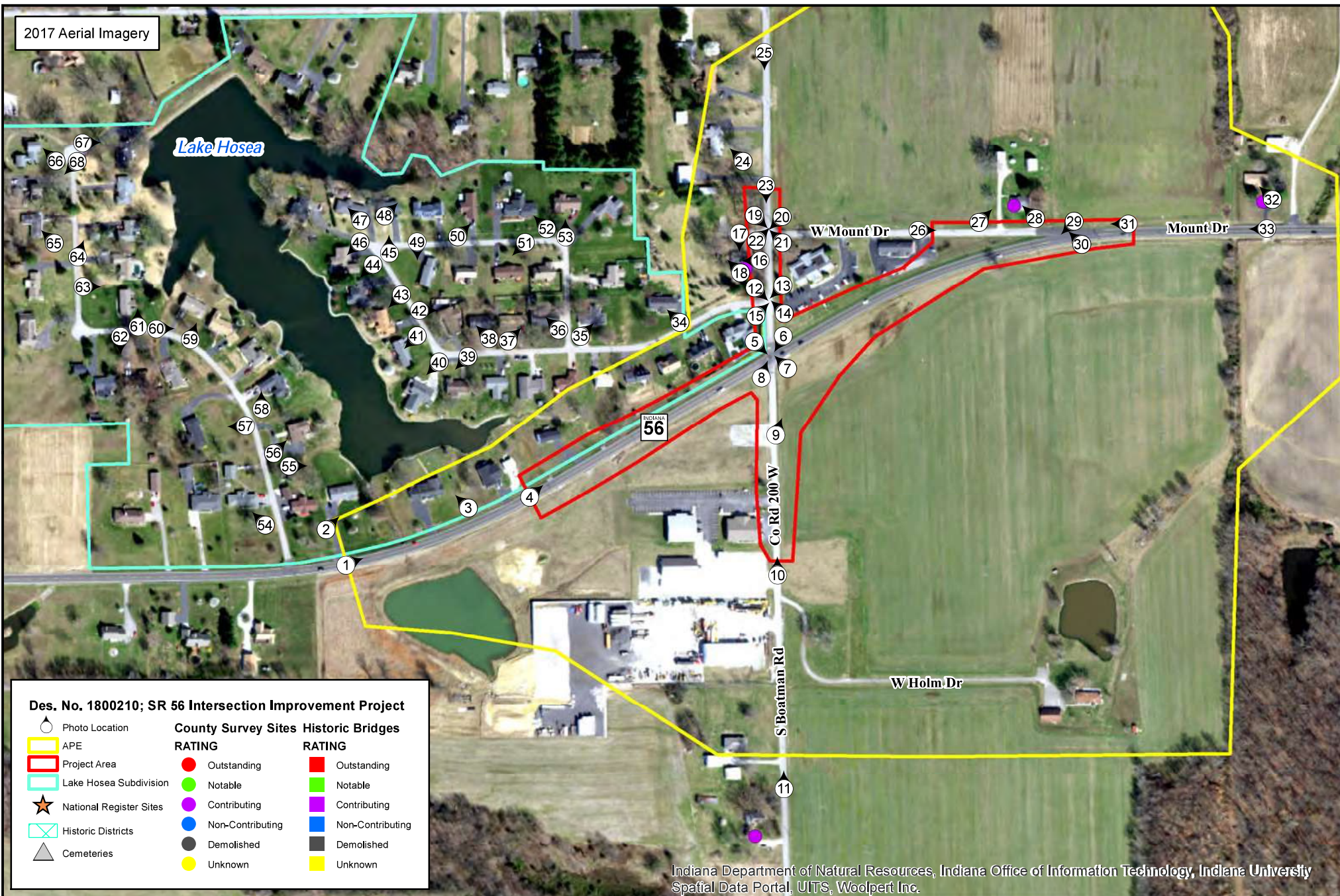


Date: 10/30/2020

**Section 106 800.11(d)**

# **Appendix B**

**General Photographs**



**LOCHMUELLER GROUP**

3502 Woodview Trace, Suite 150  
 Indianapolis, IN 46268  
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## Photo Location Map

0      250      500      1,000 Feet

Location: SR 56  
 County: Scott  
 Township: Vienna  
 State: Indiana

N

Date: 3/31/2020



1. Looking ENE from the W end of the APE on SR 56



2. Looking NE in Lake Hosea Subdivision at Lochmueller #1, Contributing, 2252 W SR 56



3. Looking NW in Lake Hosea Subdivision at Lochmueller #2, Contributing, 2208 W SR 56



4. Looking NE from the W end of the project area on SR 56



5. Looking SE at the intersection of SR 56 and Boatman Road



6. Looking SSW at the intersection of SR 56 and Boatman Road



7. Looking NW at the intersection of SR 56 and Boatman Road



8. Looking NNE at the intersection of SR 56 and Boatman Road



9. Looking NNE at proposed location of roundabout



10. Looking N at S end of project area on Boatman Road





11. Looking N from S end of APE on Boatman Road



12. Looking SE at the intersection of Boatman Road and Bob White Drive



13. Looking SW at the intersection of Boatman Road and Bob White Drive



14. Looking NW at the intersection of Boatman Road and Bob White Drive



15. Looking NE at the intersection of Boatman Road and Bob White Drive



16. Looking W at IHSSI #143-578-15036, Contributing, 518 Boatman Road



17. Looking S at IHSSI #143-578-15036, Contributing, 518 Boatman Road



18. Looking NW at IHSSI #143-578-15036, Contributing, 518 Boatman Road



19. Looking SE at the intersection of Boatman Road and Mount Drive



20. Looking SW at the intersection of Boatman Road and Mount Drive



21. Looking NW at the intersection of Boatman Road and Mount Drive



22. Looking NE at the intersection of Boatman Road and Mount Drive



23. Looking S at the N end of project area on Boatman Road



24. Looking NW at Lochmueller #3, Contributing, 462 S. Boatman Road



25. Looking S at N end of APE on Boatman Road



26. Looking E on Mount Drive at W end of project area





27. Looking NE at IHSSI #143-578-15033, Contributing, 1872 Mount Drive



28. Looking NW at IHSSI #143-578-15033, Contributing, 1872 Mount Drive



29. Looking SW at the intersection of SR 56 and Mount Drive



30. Looking NW at the intersection of SR 56 and Mount Drive



31. Looking W at the E end of the project area on SR 56



32. Looking NW at IHSSI #143-578-15032, Contributing, 1678 SR 56



33. Looking W at the E end of the APE on SR 56



34. Looking NW outside APE in Lake Hosea Subdivision at Lochmueller #4,  
Contributing, 2046 Bob White Drive



35. Looking NE outside APE in Lake Hosea Subdivision at Lochmueller #5,  
Contributing, 2084 Bob White Drive



36. Looking NW outside APE in Lake Hosea Subdivision at Lochmueller #6,  
Contributing, 2098 Bob White Drive



37. Looking NE outside APE in Lake Hosea Subdivision at Lochmueller #7,  
Contributing, 2112 Bob White Drive



38. Looking NW outside APE in Lake Hosea Subdivision at Lochmueller #8,  
Contributing, 2124 Bob White Drive



39. Looking SW outside APE in Lake Hosea Subdivision at Lochmueller #9,  
Contributing, 2137 Bob White Drive



40. Looking SW outside APE in Lake Hosea Subdivision at Lochmueller #10,  
Contributing, 2145 Bob White Drive



41. Looking SW outside APE in Lake Hosea Subdivision at Lochmueller #11,  
Contributing, 2153 Bob White Drive



42. Looking E outside APE in Lake Hosea Subdivision at Lochmueller #12,  
Contributing, 2152 Bob White Drive





43. Looking SW outside APE in Lake Hosea Subdivision at Lochmueller #13,  
Contributing, 2167 Bob White Drive



44. Looking SW outside APE in Lake Hosea Subdivision at Lochmueller #14,  
Contributing, 2173 Bob White Drive



45. Looking N outside APE in Lake Hosea Subdivision showing 2191 Bob White Drive and 2203 Bob White Drive



46. Looking SW outside APE in Lake Hosea Subdivision at Lochmueller #15, Contributing, 2181 Bob White Drive



47. Looking NW outside APE in Lake Hosea Subdivision at Lochmueller #16,  
Contributing, 2191 Bob White Drive



48. Looking NE at outside APE in Lake Hosea Subdivision Lochmueller #17,  
Contributing, 2203 Bob White Drive



49. Looking S outside APE in Lake Hosea Subdivision at Lochmueller #18,  
Contributing, 2194 Bob White Drive



50. Looking NE outside APE in Lake Hosea Subdivision at Lochmueller #19,  
Contributing, 2233 Bob White Drive



51. Looking SW outside APE in Lake Hosea Subdivision at Lochmueller #20,  
Contributing, 2248 Bob White Drive



52. Looking NW outside APE in Lake Hosea Subdivision at Lochmueller #21,  
Contributing, 2249 Bob White Drive



53. Looking N outside APE in Lake Hosea Subdivision at Lochmueller #22,  
Contributing, 2257 Bob White Drive



54. Looking NW outside APE in Lake Hosea Subdivision at 2324 W. State Road 56  
and 514 S Whippoorwill Lane



55. Looking E outside APE in Lake Hosea Subdivision at lake and Ranch homes that front SR 56



56. Looking NE outside APE in Lake Hosea Subdivision at Lochmueller #23,  
Contributing, 501 S. Whippoorwill Lane



57. Looking W outside APE in Lake Hosea Subdivision at Lochmueller #24, Contributing, 496 S. Whippoorwill Lane



58. Looking N outside APE in Lake Hosea Subdivision at streetscape along S. Whippoorwill Lane





59. Looking NNE outside APE in Lake Hosea Subdivision at Lochmueller #25,  
Contributing, 477 S. Whippoorwill Lane



60. Looking E outside APE in Lake Hosea Subdivision at multiple Ranch dwellings



61. Looking N outside APE in Lake Hosea Subdivision



62. Looking S outside APE in Lake Hosea Subdivision at Lochmueller #26,  
Contributing, 474 S. Whippoowill Lane



63. Looking E outside APE in Lake Hosea Subdivision at Lochmueller #27,  
Contributing, 453 S. Whippoorwill Lane



64. Looking NNE outside APE in Lake Hosea Subdivision at setback and mature trees



65. Looking NW outside APE in Lake Hosea Subdivision at streetscape view showing setbacks and mature trees



66. Looking NW outside APE in Lake Hosea Subdivision at Lochmueller #28, Contributing, 428 S. Whippoorwill Lane



67. Looking E outside APE in Lake Hosea Subdivision at Lochmueller #29,  
Contributing, 421 S. Whippoorwill Lane



68. Looking SW outside APE in Lake Hosea Subdivision