

Appendix D:

Section 106 of the NHPA



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

February 21, 2023

This letter was sent to the listed parties.

RE: Dual Review FHWA Project: Des No 2200147; Park Road/Canyon Road Bridge Project, Jefferson County, Indiana

Dear Consulting Party (see attached list),

The Indiana Department of Natural Resources (IDNR) and the Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the Park Road/Canyon Road bridge project (Des 2200147). Cultural Resource Analysts, Inc. (CRA) is under contract with INDOT to advance the Section 106 documentation for the referenced project. Beam, Longest, & Neff (BLN), LLC will be completing the environmental documentation for the referenced project.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

The proposed undertaking is located within Clifty Falls State Park in Jefferson County, Indiana. It is within Madison Township as shown on the Clifty Falls, Indiana USGS Topographic Quadrangle, in Section 33, Township 4N, Range 10E. The project area along Park Road/Canyon Road encompasses approximately 1.78 acres within Clifty Falls State Park. The project area can be viewed online at <https://arcg.is/jqueP> (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

The purpose of this project is to correct the deficiencies in the wearing surface, deck, and superstructure as well as address the scour criticality of the bridge to help further protect the structure and extend the service life of the bridge. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, superstructure, joints, approach slabs, and scour.

The proposed work will occur on the bridge (P000-39-06876B; National Bridge Inventory [NBI] Number [No.] 60290) on Park Road/Canyon Road over Little Crooked Creek. The existing bridge is an approximate 175 feet by 30.5 feet, five-span, open spandrel concrete arch bridge constructed in 1947. The bridge was rehabilitated in 1980 when the east approach span was reconstructed, along with Abutment Number (No.) 4. The new abutment is founded on steel H-piles. The east approach slab was also reconstructed during this time. A concrete overlay was constructed in 2000. According to the *Indiana Historic Bridge Inventory*, completed in 2010, the bridge was determined eligible for listing in the National Register of Historic Places (NRHP). It was also determined to be a "Select" bridge, which are those that are most suitable for preservation and are excellent examples of a given type of historic bridge.

The proposed work will include removing existing concrete overlay and providing a new rigid concrete overlay. The failed expansion joints will be replaced. The spandrel columns and arch rings will be repaired with patching and fiber wrapping as required. The concrete approach slabs will also be replaced. Scour countermeasures may be installed as required. The approach roadway work will be minimized and include tying the proposed work into the existing roadway

as soon as possible by utilizing a HMA wedge and level. It is not anticipated that the existing guardrail will be impacted. Some excavation immediately adjacent to the roadway will be required as a portion of the paved side ditch that leads away from the bridge will be widened as the ditch does not appear to be catching all of the water. Additionally, areas adjacent to the roadway may be used for construction access as there are steep slopes surrounding the bridge. All proposed work is assumed to be located within the roadway or adjacent to the roadway. No right-of-way (ROW) acquisition is occurring as the project takes place within an IDNR property.

The full closure of Park Road/Canyon Road is anticipated for approximately 60 days for the proposed project.

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 participate in the Section 106 process. Entities that have been invited to participate in the Section 106 consultation process for this project are identified in the attached list. Per 36 CFR 800.3(f), we hereby request that the Indiana State Historic Preservation Officer (SHPO) notify this office if the SHPO staff is aware of any other parties that may be entitled to be consulting parties or should be contacted as potential consulting parties for the project.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because the bridge (P000-39-06876B; NBI No. 60290) is a "Select" bridge, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: <http://www.in.gov/indot/2530.htm>).

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

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. A historian who meets the Secretary of the Interior's Professional Qualification Standards is conducting a survey of above-ground resources within the APE for potential eligibility for the National Register of Historic Places (NRHP). A report of that investigation is forthcoming and will be distributed to the appropriate consulting parties for review at a later date.

With regards to archaeological resources, Lisa Kelley, an INDOT Qualified Professional archaeologist, conducted an archaeological records review of Indiana State Historic Architectural and Archaeological Research Database (SHAARD) records. It is understood that ground disturbances associated with the project as planned appear to be on existing paved areas, previously disturbed soils, or steeply sloping landforms on the side and underneath the bridge. A review of SHAARD records revealed that there are no previously recorded archaeological sites within or near the current project area.

Given the project scope and setting, there is a low potential for the proposed project to affect archaeological sites eligible for the NRHP. However, state law (Indiana Code 14-21-1-27 and -29) requires that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, that the discovery must be reported to the Department of Natural Resources within two (2) business days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time allotted, the project will proceed consistent with the proposed design and you will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Alyssa Reynolds of Cultural Resource Analysts, Inc. (CRA) at (812) 253-3009 or adreynolds@crai-ky.com. All future responses regarding the proposed project should be forwarded to CRA at the following address:

Alyssa Reynolds
Architectural Historian
Cultural Resource Analysts, Inc. (CRA)
201 NW 4th Street, Suite 204
Evansville, Indiana 47708
adreynolds@crai-ky.com

Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon mcoon@indot.in.gov; (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Sincerely,



Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Enclosures: Consulting Party Distribution List, USGS Topographic map, Aerial View Map.

Consulting Party Early Coordination

Automatic Section 106 Consulting Parties:
**Indiana Department of Natural Resources,
Division of Historic Preservation & Archaeology,
Indiana State Historic Preservation Office
(SHPO)**
402 West Washington Street, Room W274
Indianapolis, Indiana 46204

Invited Consulting Parties:

**Indiana Department of Natural Resources
(IDNR)**
Jomary Baller, Project Manager
{jballer@dnr.IN.gov}

Ben Clark, Chief of Cultural Resources of State
Parks
{BClark@dnr.IN.gov}

Lucas Green, South Region Manager
{lgreen@dnr.in.gov}

Department of Natural Resources
402 West Washington Street
Indianapolis, Indiana 46204
317.234.8731

Clifty Falls State Park
Cory Duff, Assistant Property Manager
{cduff1@dnr.in.gov}

Kayla Wilson, Naturalist
{kwilson@dnr.in.gov}

1501 Green Road
Madison, Indiana 47250
812.273.8885

Cornerstone Society
Link Ludington, President
PO Box 92
Madison, Indiana 47250
{linkludington@gmail.com}

Historic Bridge Foundation
Kitty Henderson
{kitty@historicbridgefoundation.com}

HistoricBridges.org
Nathan Holth
{nathan@historicbridges.org}

Historic Hoosier Bridges
Tony Dillon
{spansaver@hotmail.com}

Historic Madison Foundation, Inc.
John Staicer, Executive Director
500 West Street
Madison, Indiana 47250
812.265.2967
{john@historicmadison.com}

Historic Spans Task Force
Pal Brandenburg, Chair
{paul@prbrandy.com}

Indiana Landmarks Southern Regional Office
Greg Sekula, Director
911 State Street
New Albany, Indiana 46202
317.639.4534
{gsekula@indianalandmarks.org}
{lrenwick@indianalandmarks.org}

Jefferson County Auditor
Heather Huff
300 East Main Street
Madison, Indiana 47250
812.273.5302
{heather.huff@jeffersoncounty.in.gov}

Jefferson County Commissioners
David Bramer, Robert Little (President), and Ron
Lee
300 East Main Street, Room 103
Madison, Indiana 47250
812.265.8955
{david.bramer@jeffersoncounty.in.gov}
{robert.little@jeffersoncounty.in.gov}
{ron.lee@jeffersoncounty.in.gov}

Jefferson County Genealogical Society

Linda Roaks, President

PO Box 651

Madison, Indiana 47250

{JCGS@cinergymetro.net}

Jefferson County Highway Supervisor

Bobby Phillips

3135 Clifty Drive

Madison, Indiana 47250

812.273.1708

{robert.phillips@jeffersoncounty.in.gov}

Jefferson County Historian

Erica Cline

300 East Main Street, Room 103

Madison, Indiana 47250

812.274.3839

{erica.cline@jeffersoncounty.in.gov}

Jefferson County Historical Society Museum

John Nyberg, Director

615 West 1st Street

Madison, Indiana 47250

812.265.2335

{jchs@seidata.com}

**Jefferson County Historic Preservation Council,
Inc.**

David Cart, President

9713 East State Road 62

Canaan, Indiana 47224

812.839.4770

{rdcart1@yahoo.com}

**Jefferson County Public Library – Genealogy
and Local History**

420 West Main Street

Madison, Indiana 47250

812.265.2744

{localhistory@mjcpl.org}

**Southeastern Indiana Regional Planning
Commission**

Susan Craig, Executive Director

405 West US Highway 50

Versailles, Indiana 47042

812.689.5505

{susan.craig@sirpc.org}

Delaware Tribe of Indians

Eastern Shawnee Tribe of Oklahoma

Miami Tribe of Oklahoma

Osage Nation

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Shawnee Tribe

United Keetoowah Band of Cherokee Indians



Figure 1. Topographic map showing the location of the proposed project.



Figure 2. Aerial map showing the location of the proposed project and the location of the structure.

Raquel Walker

From: Alyssa Reynolds <adreynolds@crai-ky.com>
Sent: Tuesday, February 21, 2023 4:26 PM
To: 'Kennedy, Mary'
Cc: Raquel Walker
Subject: FW: FHWA Project [Dual Review]: Des. No. 2200147; Park Road/Canyon Road Bridge Project, Jefferson County, Indiana

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Mary,

Please see below from Paul.

Thank you,

Alyssa Reynolds
Architectural Historian
adreynolds@crai-ky.com

Indiana Office
201 NW 4th Street, Suite 204
Evansville, Indiana 47708
812.253.3009 office
812.253.3010 fax
812.549.4503 cell
<http://www.crai-ky.com>



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From: Paul Brandenburg <paul@prbrandy.com>
Sent: Tuesday, February 21, 2023 3:22 PM
To: Alyssa Reynolds <adreynolds@crai-ky.com>
Subject: RE: FHWA Project [Dual Review]: Des. No. 2200147; Park Road/Canyon Road Bridge Project, Jefferson County, Indiana

Alyssa – My thanks for providing the information regarding this project. At present, I have no comments but wish to remain a Consulting Party to this project.

Cheers,

Paul

Historic Spans Task Force

Pal Brandenburg, Chair

paul@prbrandy.com

From: Alyssa Reynolds <adreynolds@crai-ky.com>

Sent: Tuesday, February 21, 2023 3:45 PM

To: jballer@dnr.IN.gov; BClark@dnr.IN.gov; lgreen@dnr.in.gov; cduff1@dnr.in.gov; linkludington@gmail.com; kitty@historicbridgefoundation.com; nathan@historicbridges.org; spansaver@hotmail.com; Paul Brandenburg <paul@prbrandy.com>; gsekula@indianalandmarks.org; LRenwick@indianalandmarks.org; heather.huff@jeffersoncounty.in.gov; david.bramer@jeffersoncounty.in.gov; robert.little@jeffersoncounty.in.gov; ron.lee@jeffersoncounty.in.gov; JCGS@cinergymetro.net; robert.phillips@jeffersoncounty.in.gov; erica.cline@jeffersoncounty.in.gov; jchs@seidata.com; rdcart1@yahoo.com; localhistory@mjcpl.org; susan.craig@sirpc.org

Cc: Andrew Martin <amartin@crai-ky.com>; Elizabeth Heavrin <egheavrin@crai-ky.com>; 'Kennedy, Mary' <MKENNEDY@indot.IN.gov>; 'Coon, Matthew' <mcoon@indot.IN.gov>; 'Brian Shaw' <bshaw@b-l-n.com>; 'Raquel Walker' <rwalker@b-l-n.com>; 'Tyler Wolf' <twolf@b-l-n.com>; 'Williamson, Brad' <BWILLIAMSON@indot.IN.gov>; 'Dye, David' <DDYE@indot.IN.gov>

Subject: FHWA Project [Dual Review]: Des. No. 2200147; Park Road/Canyon Road Bridge Project, Jefferson County, Indiana

All,

Des No. 2200147

Project Description: Bridge Project, Bridge No. P000-39-06876B (NBI No. 060290)

Location: Park Road/Canyon Road over Little Crooked Creek, Clifty Falls State Park, Jefferson County, Indiana

The Indiana Department of Natural Resources (IDNR) and the Indiana Department of Transportation, with funding from the Federal Highway Administration, propose to proceed with the Park Road/Canyon Road bridge project (Des No 2200147) in Clifty Falls State Park, Jefferson County, Indiana.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

Indiana State Historic Preservation Officer (SHPO)
Clifty Falls State Park
Cornerstone Society
Historic Bridge Foundation
HistoricBridges.org
Historic Hoosier Bridges
Historic Madison Foundation, Inc.
Historic Spans Task Force
Indiana Department of Natural Resources (IDNR)
Indiana Landmarks-Southern Regional Office
Jefferson County Auditor
Jefferson County Commissioners
Jefferson County Genealogical Society
Jefferson County Highway Supervisor
Jefferson County Historian

Jefferson County Historical Society Museum
Jefferson County Historic Preservation Council, Inc.
Jefferson County Public Library – Genealogy and Local History
Southern Indiana Regional Planning Commission
Delaware Tribe of Indians
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Osage Nation
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
United Keetoowah Band of Cherokee Indians

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at <https://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

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

Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon at mcoon@indot.in.gov (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Thank you in advance for your input,

Alyssa Reynolds
Architectural Historian
adreynolds@crai-ky.com

Indiana Office
201 NW 4th Street, Suite 204
Evansville, Indiana 47708
812.253.3009 office
812.253.3010 fax
812.549.4503 cell
<http://www.crai-ky.com>



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Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 • P.O. Box 1326, Miami, OK 74355
Ph: (918) 541-1300 • Fax: (918) 542-7260
www.miamination.com



Via email: mcoon@indot.in.gov

March 2, 2023

Matt Coon, Tribal Liaison
INDOT, Cultural Resources Office
100 North Senate Avenue, N758-ES
Indianapolis, Indiana 46204

Re: Des No. 2200147, Bridge Project, Bridge No. P000-39-06876B (NBI No. 060290), Jefferson County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Coon:

Aya, kweehsitoolaani– I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Des No. 2200147, Bridge Project, Bridge No. P000-39-06876B (NBI No. 060290) in Jefferson County, Indiana.

The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, given the Miami Tribe's deep and enduring relationship to its historic lands and cultural property within present-day Indiana, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at THPO@miamination.com to initiate consultation.

The Miami Tribe accepts the invitation to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter
Tribal Historic Preservation Officer

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



March 23, 2023

Alyssa Reynolds
Architectural Historian
Cultural Resource Analysts, Inc. (CRA)
201 NW 4th Street, Suite 204
Evansville, Indiana 47708

State Agency: Indiana Department of Transportation (“INDOT”),
Federal Agency: Federal Highway Administration, Indiana Division (“FHWA”)

Re: DUAL REVIEW: Early coordination letter, and proposal for Dual Review, for the Park
Road/Canyon Road bridge project (Des. No. 2200147; DHPA No. 30377)

Dear Ms. Reynolds:

The Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (“DNR-DHPA”), which also serves as the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”), is in receipt of INDOT’s early coordination letter, dated February 21, 2023 transmitting your proposal for a dual review, pursuant to 312 Indiana Administrative Code (“IAC”) 20-4-11.5, of the aforementioned project in Madison Township, Jefferson County, Indiana. We received this submission on the same date.

The Indiana SHPO/DNR-DHPA will review the information submitted under Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), implementing regulations at 36 C.F.R. Part 800, as well as Indiana Code 14-21-1-18 and 312 IAC 20-4. By copy of this letter, DNR-DHPA is providing notification of the commencement of the dual review to interested persons and members of the Indiana Historic Preservation Review Board (“Review Board”). Notice of the commencement will also be posted on the division’s website (<https://www.in.gov/dnr/historic-preservation/help-for-professionals/check-project-status/>).

For the purposes of Indiana Code 14-21-1-18 and 312 IAC 20-4, we have added the members of the Review Board and additional, potentially interested parties to the list of parties we intend to copy with our comment letters. Anyone receiving an e-mailed copy of this letter who *does not wish to receive future copies of our correspondence about this project* is asked to reply by e-mail to tgiffin@dnr.in.gov and advise us that he or she does not wish to receive any further copies of our e-mails on this project.

In your next regular submission, please include which consulting parties agree to participate in the consultation of this dual review.

We see in INDOT’s February 21, 2023, letter that FHWA will satisfy its Section 106 responsibilities involving “Select” and “Non-Select” bridges through the Project Development Process of the “Programmatic Agreement Regarding Management and Preservation of Indiana’s Historic Bridges.” We note within the *Indiana Historic Bridge Inventory*, the *Info about Bridge* is listed as eligible for listing in the National Register of Historic Places and classified as a “Select” bridge.

As INDOT’s February 21, 2023, letter indicates, additional information regarding above-ground historic resources is forthcoming. Once the indicated information is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

In terms of impacts of proposed project-related ground-disturbing activities to archaeological resources, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places (“NRHP”) within the proposed project area. However, this identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature. If archaeological deposits are encountered from the post-contact period, they will be evaluated regarding their eligibility for the NRHP in consultation with the staff of the Indiana SHPO. Please contact our office if such deposits are encountered. The archaeological recording must be done in accordance with the Secretary of the Interior’s “Standards and Guidelines for Archaeology and Historic Preservation” (48 F.R. 44716) and a report of the archaeological documentation must be submitted to our office for review and comment.

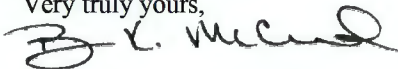
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology 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 Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

For the benefit of those recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that a copy of INDOT’s February 21, 2023, letter can be found online at <http://erms.indot.in.gov/Section106Documents/>. From there, search by this project’s designation number: 2200147.

If you have questions regarding our dual review of the aforementioned project, please contact DNR-DHPA. Questions about archaeological issues should be directed to contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. Questions about historic buildings or structures pertaining to this review should be directed to Toni Lynn Giffin at (317) 233-2803 or tgiffin@dnr.IN.gov.

In all future correspondence regarding the dual review of Early coordination letter and proposal for Dual Review for the Park Road/Canyon Road bridge project (Des. No. 2200147), please refer to DHPA No. 30377.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer
Director, Division of Historic Preservation and Archaeology

BKM:TLG:WTT:wtt

EMC to federal and state agency or consultant staff members:

Patrick Carpenter, FHWA
Mary Kennedy, INDOT
Matt Coon, INDOT
Susan Branigin, INDOT
Wade T. Tharp, Indiana DNR-DHPA
Toni Lynn Giffin, Indiana DNR-DHPA
Alyssa Reynolds, Cultural Resource Analysts, Inc.
Ben Clark, Chief of Cultural Resources of State Parks, Indiana DNR
Lucas Green, South Region Manager, Indiana DNR
Cory Duff, Assistant Property Manager, Clifty Falls State Park
Kayla Wilson, Naturalist, Clifty Falls State Park

EMC to Indiana Historic Preservation Review Board Members:

J. Scott Keller, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Beth K. McCord, Indiana DNR-DHPA, Review Board
Ryan Mueller, Deputy Director, DNR, and Chairman, Review Board
Anne Shaw, Review Board
April Sievert, Ph.D., Review Board

EMC to potentially interested persons:

Paul Brandenburg, Indiana Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges

Kitty Henderson, Historic Bridge Foundation
Nathan Holth, historicbridges.org
Link Ludington, Cornerstone Society
John Staicer, Historic Madison Foundation, Inc.
Greg Sekula, Indiana Landmarks Southern Regional Office
Heather Huff, Jefferson County Auditor
Robert Little, Jefferson County Commissioners
Linda Roaks, Jefferson County Genealogical Society
Bobby Phillips, Jefferson County Highway Supervisor
Erica Cline, Jefferson County Historian
John Nyberg, Jefferson County Historical Society Museum
David Cart, Jefferson County Historic Preservation Council, Inc.
Jefferson County Public Library – Genealogy and Local History
Susan Craig, Southeastern Indiana Regional Planning Commission



**EASTERN SHAWNEE
CULTURAL PRESERVATION DEPARTMENT**

70500 East 128 Road, Wyandotte, OK 74370

April 13, 2023

INDOT - Indiana Department of Transportation
100 N. Senate Ave. IGCN642
Indianapolis, IN 46201

RE: Des No. 2200147, Jefferson County, Indiana

Dear Mr. Coon,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Jefferson County, Indiana. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a)). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.

Sincerely,

A handwritten signature in blue ink that reads "Paul Barton".

Paul Barton, Tribal Historic Preservation Officer (THPO)
Eastern Shawnee Tribe of Oklahoma
(918) 666-5151 Ext:1833
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Raquel Walker

From: Laserfiche Notification <donotreply@laserfiche.com>
Sent: Thursday, April 20, 2023 11:09 AM
To: Kennedy, Mary
Subject: Section 106 Consultation - Des. No. 2200147; Park Road/Canyon Road Bridge Project, Clifty Falls SP, Jefferson County, Indiana

Follow Up Flag: Follow up
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This email is in response to Des. No. 2200147; Park Road/Canyon Road Bridge Project, Clifty Falls SP, Jefferson County, Indiana.

The Shawnee Tribe's Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project. However, there is still potential for the discovery of unknown resources.

We have no issues or concerns at this time. Please continue with the project as planned, but in the event archaeological materials are encountered during construction, use, or maintenance of this location, please re-notify us at that time as we would like to resume immediate consultation under such a circumstance.

If you have any questions, you may contact me via email at Section106@shawnee-tribe.com

Thank you for giving us the opportunity to comment on this project



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

June 7, 2023

This letter was sent to the listed parties.

RE: Dual Review FHWA Project: Des. No. 2200147; DHPA No. 30377; Park Road/Canyon Road Bridge Project, Jefferson County, Indiana

Dear Consulting Party (see attached list),

The Indiana Department of Natural Resources (IDNR) and the Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), propose to proceed with the Park Road/Canyon Road bridge project (Des. 2200147).

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter (ECL) was distributed on February 21, 2023.

The proposed undertaking is located within Clifty Falls State Park in Jefferson County, Indiana. It is within Madison Township as shown on the Clifty Falls, Indiana USGS Topographic Quadrangle, in Section 33, Township 4N, Range 10E. The project area along Park Road/Canyon Road encompasses approximately 1.78 acres within Clifty Falls State Park. The project area can be viewed online at <https://arcg.is/jqueP> (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

The proposed work will occur on the bridge (P000-39-06876B; National Bridge Inventory [NBI] Number [No.] 60290) on Park Road/Canyon Road over Little Crooked Creek. The existing bridge is an approximately 175 feet by 30.5 feet, five-span, open spandrel concrete arch bridge constructed in 1947. The bridge was rehabilitated in 1980 when the east approach span was reconstructed, along with Abutment Number (No.) 4. The new abutment is founded on steel H-piles. The east approach slab was also reconstructed during this time. A concrete overlay was constructed in 2000. According to the *Indiana Historic Bridge Inventory*, completed in 2010, the bridge was determined eligible for listing in the National Register of Historic Places (NRHP). It was also determined to be a "Select" bridge, which are those that are most suitable for preservation and are excellent examples of a given type of historic bridge.

The proposed work will include removing the existing concrete overlay and providing a new rigid concrete overlay. The failed expansion joints will be replaced. The spandrel columns and arch rings will be repaired with patching and fiber wrapping as required. The concrete approach slabs will also be replaced. Scour countermeasures may be installed as required. The approach roadway work will be minimized and include tying the proposed work into the existing roadway as soon as possible by utilizing a HMA wedge and level. It is not anticipated that the existing guardrail will be impacted. Some excavation immediately adjacent to the roadway will be required as a portion of the paved side ditch that leads away from the bridge will be widened as the ditch does not appear to be catching all of the water that leaves the bridge. Additionally, areas adjacent to the roadway may be used for construction access as there are steep slopes surrounding the

bridge. All proposed work is assumed to be located within the roadway or adjacent to the roadway. No right-of-way (ROW) acquisition is occurring as the project takes place within an IDNR property.

The full closure of Park Road/Canyon Road is anticipated for approximately 60 days for the proposed project.

The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, superstructure, joints, approach slabs, and scour. The superstructure and substructure are rated in Fair condition (5 out of 9) and have areas of deterioration which will limit the functional life of the bridge. The purpose of this project is to improve the deteriorated portions of the bridge by attaining an overall bridge condition rating of 7 out of 9 (good) or better and to prolong the life of the bridge by an estimated 25 additional years, while preserving the historic aspects of the bridge. An additional objective of the project is to repair the erosion around the exposed footings and prevent further erosion.

Cultural Resource Analysts, Inc. (CRA) is under contract with INDOT to advance the Section 106 documentation for the referenced project. Beam, Longest & Neff (BLN) Corporation will be completing the environmental documentation for the referenced project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status – as well as additional entities that are currently being invited to become consulting parties – are identified in the attached list.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. In accordance with 36 CFR 800.2 (c), you are hereby requested to be a consulting party to participate in the Section 106 process. Entities that have been invited to participate in the Section 106 consultation process for this project are identified in the attached list. Per 36 CFR 800.3(f), we hereby request that the Indiana State Historic Preservation Officer (SHPO) notify this office if the SHPO staff is aware of any other parties that may be entitled to be consulting parties or should be contacted as potential consulting parties for the project.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because the bridge (P000-39-06876B; NBI No. 60290) is a "Select" bridge, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: <http://www.in.gov/indot/2530.htm>).

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

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. A historian who meets the Secretary of the Interior's Professional Qualification Standards conducted an above-ground survey of resources within the APE for potential eligibility for the National Register of Historic Places (NRHP). The APE contains no resources listed in the National Register of Historic Places (NRHP). One resource was

identified, the previously mentioned “Select” and NRHP-eligible bridge (P000-39-06876B; NBI No. 60290) on Park Road/Canyon Road over Little Crooked Creek. CRA recommends that the bridge continue to be eligible for listing in the NRHP under Criterion C for its unique architectural and engineering design.

With regards to archaeological resources, Lisa Kelley, an archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards, conducted an archaeological records review of Indiana State Historic Architectural and Archaeological Research Database (SHAARD) records. It is understood that ground disturbances associated with the project as planned appear to be on existing paved areas, previously disturbed soils, or steeply sloping landforms on the side and underneath the bridge. A review of SHAARD records revealed that there are no previously recorded archaeological sites within or near the current project area.

Given the project scope and setting, there is a low potential for the proposed project to affect archaeological sites eligible for the NRHP. However, state law (Indiana Code 14-21-1-27 and -29) requires that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, that the discovery must be reported to the Department of Natural Resources within two (2) business days.

On January 12, 2023, Paul Brandenburg, Chair of the Historic Spans Task Force, responded to the ECL via an email, accepting consulting party status.

In a letter dated March 2, 2023, the Miami Tribe of Oklahoma responded to the ECL accepting consulting party status. Additionally, they “offers[ed] no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site.” If any remains are found, they wished to be notified immediately.

On March 23, 2023, SHPO staff responded to the ECL. They stated that they will resume identification and evaluation procedures for this project once more information about the “Select” bridge has been received by their office. Additionally, they noted that, “...we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places (NRHP) within the proposed project area.”

On April 13, 2023, the Eastern Shawnee Tribe of Oklahoma responded to the ECL. They stated that, “...we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.”

In an email dated April 20, 2023, the Shawnee Tribe responded to the ECL. They stated that, “[T]he Shawnee Tribe’s Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project. However, there is still potential for the discovery of unknown resources.” If any archaeological materials are found, they wished to be notified immediately.

The Historic Property Short Report (HPSR) and Historic Bridge Alternatives Analysis (HBAA) are available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review this document and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

Tribal Contacts please respond to INDOT's Tribal Liaison, Matt Coon at mcoon@indot.in.gov (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

For questions concerning specific project details, you may contact Alyssa Reynolds of Cultural Resource Analysts, Inc. (CRA) at (812) 253-3009 or adreynolds@crai-ky.com. All future responses regarding the proposed project should be forwarded to CRA at the following address:

Alyssa Reynolds
Architectural Historian
Cultural Resource Analysts, Inc. (CRA)
201 NW 4th Street, Suite 204
Evansville, Indiana 47708
adreynolds@crai-ky.com

Sincerely,



Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Enclosures: HPR and HBAA

Accepted Consulting Parties: Indiana State Historic Preservation Office (SHPO), Historic Spans Task Force, Eastern Shawnee Tribe of Oklahoma, Miami Tribe of Oklahoma, and Shawnee Tribe

HISTORIC PROPERTY SHORT REPORT FOR THE
PROPOSED PARK ROAD/CANYON ROAD BRIDGE
PROJECT IN MADISON TOWNSHIP,
JEFFERSON COUNTY, INDIANA
(INDOT DES. NO. 2200147; DHPA NO. 30377)



by
Alyssa Reynolds, MS

Prepared for



Prepared by



Kentucky | West Virginia | Wyoming
Indiana | Louisiana | Tennessee | Virginia

**HISTORIC PROPERTY SHORT REPORT FOR THE
PROPOSED PARK ROAD/CANYON ROAD BRIDGE
PROJECT IN MADISON TOWNSHIP,
JEFFERSON COUNTY, INDIANA
(INDOT DES. NO. 2200147; DHPA NO. 30377)**

by

Alyssa Reynolds, MS

Prepared for

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Alyssa Reynolds, MS
Architectural Historian

May 23, 2023

INDOT Des. No.: 2200147
DHPA No.: 30377

ABSTRACT

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the proposed Park Road/Canyon Road Bridge Project in Clifty Falls State Park, Jefferson County, Indiana (INDOT Des. No. 2200147). One aboveground resource located within the project APE was identified and evaluated in accordance with Section 106, of the National Historic Preservation Act (NHPA) of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

As a result of the NHPA, as amended, and CFR Part 800, federal agencies are required to take into account the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts that are eligible for or listed in the National Register of Historic Places (NRHP). As this project is receiving funding from the Federal Highway Administration (FHWA), it is subject to a Section 106 review.

Cultural Resource Analysts, Inc. (CRA), reviewed the Indiana Historic Sites and Structure Inventory (IHSSI) and found that there are no previously recorded resources within the APE. However, after reviewing the Indiana Historic Bridge Inventory (IHBI), completed in 2010, a bridge was identified as being previously determined eligible for the NRHP. The concrete arch bridge (P000-39-06876B; National Bridge Inventory [NBI] Number [No.] 60290) was also determined to be a “Select” bridge, which are those that are most suitable for preservation and are excellent examples of a given type of historic bridge. Following the records review, CRA conducted a field survey of all aboveground resources 50 years of age or older within the APE. No additional resources were identified within the APE. The bridge is located within Clifty Falls State Park. The entirety of the park was not surveyed as this survey work would be outside of the recommended scope. Therefore, the APE only contains the concrete arch bridge, which CRA recommends as continuing to be eligible for listing in the NRHP.

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I. INTRODUCTION AND PROJECT DESCRIPTION

In March 2023, Cultural Resource Analysts, Inc. (CRA), completed a historic property survey for the proposed Park Road/Canyon Road bridge project (Des. No. 2200147) in Jefferson County, Indiana (Figures 1 and 2). The survey was performed at the request of Beam, Longest, & Neff (BLN) Corporation on behalf of the Indiana Department of Natural Resources (IDNR) and the Indiana Department of Transportation (INDOT). The Federal Highway Administration (FHWA) is the lead federal agency for the project.

The project area is located in Clifty Falls State Park along Park Road/Canyon Road, in Madison Township. The need for the project is based on the current condition of the bridge elements and notable deficiencies in the wearing surface, deck, superstructure, joints, approach slabs, and scour. The purpose of the project is to correct the deficiencies in the wearing surface, deck, and superstructure as well as address the scour criticality of the bridge to help further protect the structure and extend the service life of the bridge. (Figure 3).

The proposed work will include removing the existing concrete overlay of the bridge and providing a new rigid concrete overlay. The failed expansion joints will be replaced. The spandrel columns and arch rings will be repaired with patching and fiber wrapping as required. The concrete approach slabs will also be replaced. Scour countermeasures may be installed as required. The approach roadway work will be minimized and includes tying the proposed work into the existing roadway as soon as possible by utilizing a hot mix asphalt (HMA) wedge and level. It is not anticipated that the existing guardrail will be impacted. Some excavation immediately adjacent to the roadway will be required as a portion of the paved side ditch that leads away from the bridge will be widened as the ditch does not appear to be catching all of the water that leaves the bridge. Additionally, areas adjacent to the

roadway may be used for construction access as there are steep slopes surrounding the bridge.

The survey was conducted to comply with federal regulations concerning the impact of federal actions on sites and structures listed in, or eligible for nomination to, the National Register of Historic Places (NRHP). These regulations include Section 106 of the National Historic Preservation Act of 1966 and the regulations published in the Code of Federal Regulations at 36 CFR Part 800. As such, CRA conducted this historic property survey to:

- 1) Identify and document all resources (aboveground resources 50 years of age or older) located within the Area of Potential Effects (APE).
- 2) Evaluate their eligibility for listing in the NRHP and recommend boundaries, if eligible.

Guidelines provided in the following documents were adhered to during the investigation: *Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines* (National Park Service 1983); *Guidelines for Local Surveys: A Basis for Preservation Planning: National Register Bulletin No. 24* (National Park Service 1985); and the *Indiana Cultural Resources Manual* (Indiana Department of Transportation Cultural Resources Office [CRO]).

According to 36 CFR Section 800.16(d), the APE is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking. Given the nature of the proposed project, the APE was determined to include the proposed project area and a 250-foot buffer zone based on topography and vegetation surrounding the proposed work. Visual impacts were the driving factor in the creation of the APE. The APE takes into account the potential direct and indirect effects of the proposed project within the immediate contextual setting, which is comprised of a heavily forested area with steep ravines surrounding the bridge. (Figures 4 and 5).

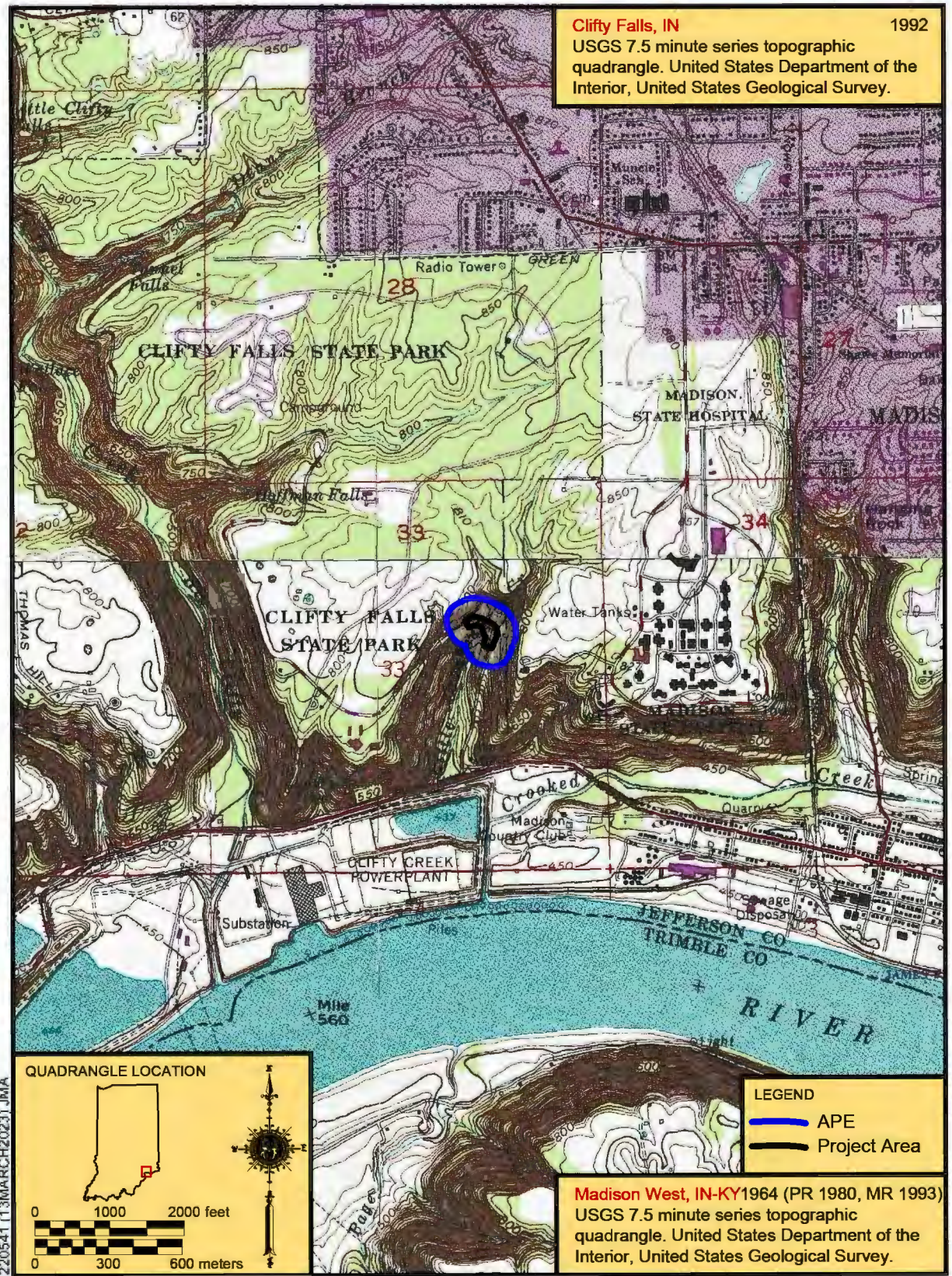


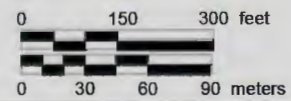
Figure 1. Topographic quadrangle showing the location of the proposed project and the APE.

Bridge # P000-39-06876B; NBI# 60290

Canyon Road

LEGEND

- APE
- Project Area
- "Select" Bridge



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Figure 2. Aerial map showing the location of the proposed project, the APE, and the location of the structure.



Figure 3. Overview of project area along Park Road/Canyon Road, facing southeast.



Figure 4. Overview of project area along Park Road/Canyon Road, facing northeast.



Figure 5. Overview of project area along Park Road/Canyon Road, facing northwest.

The following report is a summary of the survey findings. Fieldwork was completed on February 28, 2023, by Alyssa Reynolds, who meets the Secretary of the Interior’s Professional Qualification Standards. Reynolds also authored this report.

II. LITERATURE REVIEW

Before entering the field, available surveys, reports, studies, maps, and other data pertinent to the APE were identified and reviewed to develop an understanding of the project area and to identify previously documented resources (should there be any) located in the APE. This research included a review of the NRHP database, Indiana Historic Buildings, Bridges, and Cemeteries (IHBBC) Map, and the Indiana Register of Historic Sites and Structures (State Register), and the Indiana Historic Sites and Structures Inventory (IHSSI).

This task began with a review of the Jefferson County Interim Report published in

1989 (Historic Landmarks Foundation of Indiana [HLFI]) and the State Historic Architecture and Archaeology Database (SHAARD) (Division of Historic Preservation and Archaeology [DHPA] 2023). Structures surveyed for inclusion in the county interim reports and SHAARD database are rated as “outstanding,” “notable,” “contributing,” or “non-contributing.”

Properties rated “outstanding” are those that convey enough local, state, or national historic or architectural significance that they are already listed in, or should be considered eligible for listing in, the NRHP. Properties rated “notable” are those that are above average in their importance; further research is needed to determine their eligibility for listing in the NRHP. Those properties rated as “contributing” meet the basic criterion of being 50 years or older and are important to an area’s historic fabric. They are not individually eligible for listing in the NRHP, but could be considered eligible as part of a historic district, should one exist. Those properties rated as “non-contributing” are not included in the

survey unless they are located within a historic district. These structures are usually less than 50 years of age or their integrity has been compromised so that they have lost their historic character. No inventoried resources were identified during the review of the NRHP, State Register, IHSSI, and SHAARD data. The entirety of Clifty Falls State Park has not been previously surveyed. INDOT determined survey and evaluation of the entire park was beyond the scope of work required for the current project.

CRA also reviewed the Indiana Historic Bridge Inventory (IHBI), completed by Mead and Hunt Architecture in 2010 (Mead and Hunt 2010), as part of the records review. The bridge (P000-39-06876B; NBI No. 60290) in question was identified as previously determined eligible for listing in the NRHP. It was also determined to be a “Select” bridge, which are those that are most suitable for preservation and are excellent examples of a given type of historic bridge.

As part of the archival research, online resources such as a county history were consulted and used to identify potential historic resources within the APE and to develop a historic context for the APE and resources within it. These resources are listed in the bibliography. Archival research also included a review of the following available maps to help identify potential historic resources in the APE. A sampling of these resources is located in Appendix A.

1900 Map of Jefferson County, Indiana (Map of Boone & Clinton Counties, Indiana (C. Reynolds Cosby)

1929 Plat Book of Jefferson County, Indiana (W.W. Hixson & Company)

1936 Map of Jefferson County (Indiana Highway Survey Commission [IHSC])

1939 Madison West, Indiana, 7.5-minute topographic quadrangle (United States Geological Survey [USGS])

1948 Madison West, Indiana, 7.5-minute topographic quadrangle (USGS)

1953 Madison West, Indiana, 7.5-minute topographic quadrangle (USGS)

1964 (PR 1966) Madison West, Indiana, 7.5-minute topographic quadrangle (USGS)

1964 (PR 1984) Madison West, Indiana, 7.5-minute topographic quadrangle (USGS)

A review of the various map data from the early twentieth century through the late twentieth century indicates that the area in and around the APE was originally small, wooded parcels. By 1920, the smaller parcels had been consolidated into one large parcel, forming the 617.54-acre Clifty Falls State Park. By the 1930s, additional land was acquired from the neighboring State Mental Hospital. The park continued to grow throughout the late twentieth century, encompassing 1,159 acres at present (2023) (Clifty Falls State Park 2023).

III. SURVEY METHODOLOGY

Following the literature review, CRA conducted a field survey of the APE, during which all properties that will be 50 years of age or older by the time of the project letting (2025) were surveyed. Field documentation included architectural analysis, digital photography, and mapping of all such architectural resources in the APE. During the field survey, only one resource was identified as eligible for listing in the NRHP – bridge (P000-39-06876B; NBI No. 60290).

The results of the survey are documented in this historic property short report (HPSR). This HPSR follows recent changes by the Indiana DHPA to the methodology of the IHSSI program. Specifically, the IHSSI will no longer survey properties that are rated “contributing” and located outside of historic districts. The following resources will continue to be surveyed for the IHSSI: all properties that are rated “notable” or “outstanding,” properties that are rated “contributing” and located within historic districts, all bridges, and all cemeteries.

Notwithstanding DHPA's amendment of IHSSI methodology, INDOT still requires all "contributing" properties within a proposed project's APE to be surveyed and documented by a qualified professional historian. However, in recognition of the change to IHSSI methodology, "contributing" properties that are located outside of a historic district do not receive an individual NRHP-eligibility evaluation within the text of the HPR. As before, the IHSSI will serve as an aid in rating properties, but the historian continues to be responsible for confirming or adjusting this rating—using the IHSSI criteria—based on their own fieldwork and research. Likewise, the historian continues to be responsible for identifying previously un-surveyed individual resources and historic districts. With the exception of resources already listed in the NRHP, all historic districts and all properties that the historian has rated "notable" or "outstanding"—whether previously surveyed or not—receives an NRHP-eligibility evaluation within the text of the HPSR. As always, the historian who prepares the HPSR must consider the potential NRHP eligibility of every aboveground resource within the APE.

Historic maps depicting the area associated with the property are located in Appendix A. Additional photographs are depicted in Appendix B along with a photograph map. In addition to documentation and evaluation of individual architectural resources, CRA also evaluated the area for potential historic districts with concentrations or contiguous areas of related properties with appropriate integrity. The entirety of Clifty Falls State Park was not surveyed as this falls outside of the project scope. As such, no potential historic districts were identified as part of the survey.

In general, in order for a property to be considered "notable" or "outstanding" and potentially eligible for listing in the NRHP, it must be at least 50 years old and possess both historic significance and integrity. Significance may be found in the following aspects of American history recognized by the NRHP Criteria:

- A. Association with historic events or activities
- B. Association with important persons
- C. Distinctive design or physical characteristics

A fourth criterion, Criterion D, or the potential to yield important information in prehistory or history, is typically not used for aboveground resources. A property must meet at least one of the criteria for listing. Integrity must also be evident through historic qualities, including location, design, setting, materials, workmanship, feeling, and association.

IV. EVALUATION

The bridge is located within Clifty Falls State Park, a heavily wooded area. The bridge is surrounded by a forest of coniferous and deciduous trees. The bridge is located on Park Road/Canyon Road that crosses over Little Crooked Creek. The road is along a steep incline with a ravine on both sides.

Only the bridge (P000-39-06876B; NBI No. 60290) was identified within the APE. The existing bridge is an approximately 175 feet by 30.5 feet, five-span, open spandrel, concrete arch bridge constructed in 1947 (Figures 6–8) (Mead & Hunt 2010). The bridge features concrete railing along both sides of the road and concrete abutments (Figures 9–10). The bridge was rehabilitated in 1980 and again in 2000. As the bridge represents a significant and unique example of its type as determined by the IHBI, CRA recommends that the bridge continue to be eligible for listing in the NRHP under Criterion C for its unique architectural and engineering design. Research did not reveal any known associations warranting individual eligibility under Criterion A or B. Full evaluation of Clifty Falls State Park as a potential historic district would be necessary to determine if the bridge possesses significance under Criterion A, possibly as a contributing resource within the larger park property; however, such evaluation was beyond the scope of the current project. The recommended NRHP boundary for this bridge encompasses the bridge footprint (Figure 11).



Figure 6. North elevation of the bridge (P000-39-06876B; NBI No. 60290), looking southeast.



Figure 7. South elevation of the bridge (P000-39-06876B; NBI No. 60290), looking northeast.



Figure 8. Substructure of the bridge (P000-39-06876B; NBI No. 60290), looking southeast.



Figure 9. Concrete railing along the north side of the bridge (P000-39-06876B; NBI No. 60290), looking northeast.



Figure 10. West concrete abutment of the bridge (P000-39-06876B; NBI No. 60290), looking northwest.



Figure 11. Recommended NRHP boundary for the bridge (P000-39-06876B; NBI No. 60290).

V. CONCLUSIONS

The APE contains only one resource, a bridge (P000-39-06876B; NBI No. 60290), 50 years or older, identified as being eligible for listing in the NRHP under Criterion C for its unique architectural and engineering design. The bridge was identified in the IHBI as being previously determined eligible for the NRHP and was designated as a "Select" bridge. As a result, CRA recommends that the bridge continue to be eligible for listing in the NRHP.

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REVIEWED

By Mary Kennedy at 8:36 am, Apr 06, 2023



ALTERNATIVES ANALYSIS REPORT

PARK ROAD OVER LITTLE CROOKED CREEK

PROPOSED BRIDGE FILE #: P000-39-06876C

NBI NO.: 060290

DESIGNATION #.: 2200147



PREPARED FOR:

PREPARED BY: BEAM, LONGEST & NEFF

INDIANA DEPARTMENT OF TRANSPORTATION



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HISTORIC BRIDGE ALTERNATIVES ANALYSIS
BRIDGE NO. P000-39-06876B (NATIONAL BRIDGE INVENTORY NO. 060290)
PARK ROAD (CANYON ROAD) OVER LITTLE CROOKED CREEK
JEFFERSON COUNTY, INDIANA
DES. NO. 2200147

I. EXISTING STRUCTURE DATA

A. Identification/History

Bridge No.: P000-39-06876 B

Project Location: 0.4 miles north of SR 256 within Clifty Falls State Park

Des. No.: 2200147

Year Built: 1947

Year Repaired: 1980 (East approach span and Abutment 4 were reconstructed), 2000 (Overlay and miscellaneous arch and column repairs), 2002 (approach railing) & 2013 (miscellaneous repairs)

Most Recent Field Inspection Date: 11/28/2022 (BLN UB-60) & 9/28/22 (INDOT)

Average Daily Traffic (ADT)/Year of ADT: 521 vpd /2045

Percentage of Commercial Vehicles: 12.5 %

Low Volume Road: No

Functional Classification: Recreational (Primary Access)

Detour Length: Approximately 9.5 miles

Load Rating: 32 Ton HS Inventory Rating and 39 Ton HS Operating Rating

Sufficiency Rating: 72.8

National Register of Historic Places (NRHP) Status: Eligible

Historic Bridge Prioritization Status: Select

Historic Character-Defining Features:

The bridge is an Open Spandrel Arch which is an increasingly rare bridge type. The bridge features a spandrel beam supported sidewalk and balustrade railing

B. Structure/Dimensions

MAIN SPANS

Surface Type: 10 1/2 in. Reinforced Concrete Deck.

Out to Out of Copings: 30 ft. 4 in.

Out to Out of Bridge Floor: 121 ft. 2 1/2 in.

Clear Roadway Width: 24 ft. 0 in.

Number of Lanes on Structure: 2.

Skew: 0 degrees.

Type of Superstructure: Open Spandrel Arch.

Spans: 119 ft. 8 1/2 in. Main Span

Type of Substructure/Foundation: Pier No. 2 and Pier No. 3 – Spread Footing

Seismic Zone: Preliminary investigation, Seismic Design Category A.

APPROACH SPANS

Surface Type: 10.5 in. Reinforced Concrete Deck.

Out to Out of Copings: 30 ft. 4 in.

Out to Out of Bridge Floor: 22 ft. 10 5/8 in. (west approach span) 22 ft. 9 1/4 in. (east approach span)

Clear Roadway Width: 24 ft. 0 in.

Number of Lanes on Structure: 2.

Skew: 0 degrees.

Type of Superstructure: Reinforced Concrete Beams

Spans: West End: 1 span at @ 21 ft. 2 5/8 in., East End: 1 span at @ 24 ft. 3.25 in.

Type of Substructure/Foundation: Original Abutment No. 1 – Spread Footings (presumed), Pier No. 2 and Pier No. 3 – Spread Footing & Abutment No. 4 - Piles

Seismic Zone: Preliminary investigation, Seismic Design Category A.

C. Appurtenances

Bridge Railing: 2 ft. 9 in. Concrete Barrier

Curbs: 7.75 in. tall (integral with sidewalk) on north and south coping

Sidewalks: 2 ft. 2 in. on north and south copings

Utilities: None

Railroad: N/A

D. Approaches

Roadway Width: 24 ft. (2 - 10 ft. 0 in. travel lanes, 2 ft. 0 in. shoulders).

Surface Type: Asphalt.

Guardrail: Timber (southwest and southeast quadrants)

Guardrail Transition: None.

II. EXISTING CONDITIONS

Photos detailing the existing conditions are included in Appendix C and a photo orientation map is included in Appendix B. Original plans are available for this structure; in addition to the 1980 and 2000 rehabilitation plans, and 2002 and 2013 repair plans are provided in Appendix H.

A. Bridge Deck

General: The deck currently has an overall condition rating of a 6 (out of 9; Satisfactory). The existing deck was built to a 1% cross-slope. As part of the 2000 rehabilitation, the overlay was placed to increase the cross-slope to 1.5%. The deck is broken up into seven sections with compression seal expansion joints separating each section.

Surface Condition: The wearing surface currently has an overall condition rating of a 6 (out of 9; Satisfactory).

Repair/Maintenance Work: The bridge deck was overlaid in 2000. There is evidence of repeated repairs of the bridge deck joints; both the joint material and the concrete surrounding the joint.

Deficiencies: There are minor shrinkage cracks in the wearing surface throughout the deck. There is delamination and spalling of the deck around the bridge expansion joints.

Underside Condition: The underside of the deck has areas of minor cracks, minor spalls and pop-outs. In the vicinity of the bridge expansion joints, there is cracking with leaching.

Drainage: There are three deck drains along the curb line on each coping of the bridge; for a total of six deck drains. The deck drains outlet to the ground below the bridge.

Bridge Railing: The existing bridge rails are 2 ft. 9 in. tall. The majority of the railing is original to the structure, except for the portion replaced as part of the 1980 rehabilitation. The railing is a post/picket system with bush-hammered panels for the bridge railing transitions and over the pier pilasters. There is minor cracking in the railing and the surface is discolored from mold/mildew.

Sidewalks: A 2 ft. 2 in. sidewalk is present on both sides of the roadway over the bridge. However, there are no sidewalks leading up to the bridge. The sidewalks over the bridge are monolithic with the bridge deck. Based on the original plans, the sidewalks are built to a 3.4% cross-slope. Similar to the bridge deck, the sidewalks are broken up into seven sections. The sidewalks are in good condition; however, the curbs are showing advanced deterioration, especially adjacent to the bridge expansion joints. At these locations, there are large spalls resulting in small holes leading to the underside of the deck. Away from these areas, there are isolated areas with spalling with exposed reinforcing steel.

Median: There is no median over the bridge or leading up to the bridge.

B. Superstructure

MAIN SPAN (Span B)

General: The reinforced concrete open spandrel arch has an overall condition rating of a 5 (out of 9; Fair).

Repair/Maintenance Work: The arches, columns, floor beams and stringers have had varies areas of patching and epoxy injecting of cracks as part of the 1980, 2000, 2002 and 2013 rehabilitations/repairs.

Deficiencies: A Bridge Rehabilitation Bridge Inspection was performed November 28, 2022 using a UB-60 Reach-all. During the inspection, the majority of the superstructure elements were noted to be in satisfactory condition. However, there is delamination, cracking and spalling present in the tie beams, floor beams, columns and arches. Please see Appendix B for schematics showing the location and severity of the deterioration as well as Appendix C for pictures.

Fracture-Critical Members: None

Bearings/Pedestals: The columns are built on pedestals on top of the arches. The 1 ft. 4 1/2 in. x 1 ft. 7 in. columns are supported by 1 ft. 8 1/2 in. x 1 ft. 11 in. pedestals. Minimal deterioration was noted in the pedestals.

Damage: None

APPROACH SPANS (Spans A and C – See Appendix B)

General: The approach spans have an overall condition rating of a 5 (out of 9; Fair). The reinforced concrete beams and deck span from floor beam to floor beam. The floor beams are supported by reinforced concrete columns on integral spread footings.

Repair/Maintenance Work: The columns, floor beams and stringers have had varies areas of patching and epoxy injecting of cracks as part of the 1980, 2000, 2002 and 2013 rehabilitations/repairs.

Deficiencies: A Bridge Rehabilitation Bridge Inspection was performed November 28, 2022, using a UB-60 Reach-all. During the inspection, the majority of the superstructure elements were noted to be in satisfactory condition. However, there is delamination, cracking and spalling present in the floor beams and columns. Please see Appendix B for schematics showing the location and severity of the deterioration as well as Appendix C for pictures.

Fracture-Critical Members: None

Bearings/Pedestals: The columns are built on pedestals on top of the arches. The 1 ft. 4 1/2 in. x 1 ft. 7 in. columns are supported by 1 ft. 8 1/2 in. x 1 ft. 11 in. pedestals. Minimal deterioration was noted in the pedestals.

Damage: None

C. Substructure and Foundations

General: The substructure has an overall condition rating of a 5 (out of 9; Fair). Abutment No. 1 was an original full-faced abutment that was re-used as part of the 1947 arch construction. It is assumed that this abutment is founded on spread footings. Abutment No. 4 is a full-faced abutment that was built as part of the 1980 rehabilitation and is founded on piles. The piers were constructed as part of the 1947 construction and are arch thrust blocks founded on spread footings on rock.

Repair/Maintenance Work: The abutments and piers have had varies areas of patching and epoxy injecting of cracks as part of the 1980, 2000, 2002 and 2013 rehabilitations/repairs.

Deficiencies: A Bridge Rehabilitation Bridge Inspection was performed November 28, 2022 using a UB-60 Reach-all. Abutment No. 1 has large areas of cracking with delaminations and spalling. Abutment No. 4 has isolated areas of cracking with leaching of the abutment. The exposed portions of the piers have little to no deficiencies noted. However, pilasters between the columns at the pier have areas of delamination and spalling. Please see Appendix B for schematics showing the location and severity of the deterioration as well as Appendix C for pictures.

Drainage: Weep drains are present in the face of Abutment No. 4.

Scour: There is no scour noted; however, erosion of the slopes from the abutments to the piers has been noted. INDOT Hydraulics originally classified this bridge as scour critical. However, upon further coordination, the slope deficiencies have been classified as "Erosion". The erosion is likely due to the steep slopes with minimal topsoil over rock.

D. Approaches

General: There are curves in the roadway on either side of the bridge and the roadway follows the steep slope of the bridge (approximately 6.80%) grade. On the southwest corner of the bridge, there is approximately 50 ft. of

approaching curb and gutter in advance of the approach slab. In the northwest corner, there is approximately 70 ft. of paved side ditch directing water away from the bridge substructure units. There is also a paved side ditch on the northeast corner which captures water leaving the bridge and directs it along the roadway down to the bottom of the hill.

Approach Pavement: The pavement approaching the bridge is asphalt, but the depth is unknown. The east approach slab has been paved over with asphalt.

Guardrail: Timber guardrail was installed in the southwest and southeast corners as part of the 2002 repair. The timber guardrail extends approximately 100 feet away from the bridge on the west end and throughout the length of the east approach on the east end of the bridge. The timber guardrail does not attach to the bridge railing transitions.

Drives and Public Roads: There are no drives or public road intersections near the bridge.

Miscellaneous: The road is posted for a 15 mph speed limit.

E. Slopewalls

General: The channel has an overall condition rating of a 5 (out of 9; Fair).

Deficiencies: The slopes leading down from the abutments and piers to the creek are steep. In the vicinity of the bridge, there is minimal vegetation which has caused significant erosion.

F. Miscellaneous

At the Preliminary Field Check, representatives of the Indiana Department of Natural Resources stated that the original railing is one of the most historic aspects of the bridge. The post/window railing is very recognizable and is the most visible portion of the bridge to the public.

III. PURPOSE AND NEED

A. Background

This bridge carries Park Road (Canyon Road) over Little Crooked Creek in Clifty Falls State Park. The bridge is located in Section 33, Township 4 North and Range 10 East on the 7.5 minute Madison West, Indiana USGS quadrangle map. The bridge is located in Jefferson County near Madison, Indiana. Little Crooked Creek flows from north to south under the bridge and the bridge is approximately 0.78 miles upstream of the outlet of Little Crooked Creek, into the Ohio River. Little Crooked Creek is not considered a navigable waterway in this location and is not listed on the Indiana Department of Natural Resources (IDNR) Listing of Outstanding Rivers and Streams.

The bridge consists of a single span open spandrel arch with an approach span on each end of the bridge. The superstructure is composed of a reinforced concrete deck which spans from floor beam to floor beam. There are spandrel beams which stiffen each span of the deck. Both the main span and approach span floor beams are supported by columns. The main span columns are supported by a reinforced concrete arch. The approach span columns are supported by spread footings. The bridge was built in 1947 and was rehabilitated in 1980. An overlay was placed in 2000 and repairs were made in 2002 and 2013. The out-to-out bridge floor length is 181 ft. 5 1/4 in. and the deck width is 30 ft. 4 in. The deck provides a 24 ft. 0 in. clear roadway and a 2 ft. 2 in. sidewalk on both edges.

According to the Indiana Historic Bridge Inventory, completed in 2010, this bridge was determined eligible for listing in the National Register of Historic Places (NRHO) and was designated as "Select".

B. Need

The need of this project is to address the deterioration of the existing bridge that continues to worsen and will eventually compromise the safety of the public. Currently, the wearing surface and deck are rated in Satisfactory condition (6 out of 9), but they have areas of more significant deterioration which continue to deteriorate. The superstructure and substructure are rated in Fair condition (5 out of 9) and have areas of deterioration which will limit the functional life of the bridge. If these areas are not repaired and protected, it is estimated that the bridge could have a reduced load capacity in 15 years. There are areas of cracking in the approach slabs and wearing surface

of the bridge and there are areas of cracking, delamination and spalling in the spandrel beams, floor beams, columns and arches. Also, there is erosion present at the footings of the columns and piers.

C. Purpose

The purpose of this project is to improve the deteriorated portions of the bridge by attaining an overall bridge condition rating of 7 out of 9 (good) or better and to prolong the life of the bridge by an estimated 25 additional years, while preserving the historic aspects of the bridge. An additional objective of the project is to repair the erosion around the exposed footings and prevent further erosion.

IV. ALTERNATIVES

The alternatives described in this document are based on the guidance for a writing historic bridge Section 4(f) alternatives analysis produced by INDOT, Cultural Resource Office and finalized on December 14, 2012. Per the guidance, alternatives A through F must be analyzed in consecutive order until a feasible and prudent alternative has been determined. Once a feasible and prudent alternative has been determined, the remaining alternatives do not need to be discussed. A feasible alternative is one that is possible to engineer, design, and build. A prudent alternative is one that does not present significantly unique or unusual factors (e.g. cost; social, economic, or environmental impacts; community disruption).

A. The No-Build/Do-Nothing Alternative

The No-Build/Do-Nothing Alternative was considered as a possible solution for the proposed project. This alternative proposed utilization of the existing facilities with no expenditure of capital funds or improvement of the roadway. The No-Build/Do-Nothing Alternative would not address the overall purpose of the project. If the No-Build/Do-Nothing Alternative would be selected, deterioration of the wearing surface and superstructure elements would continue, and weight restrictions would eventually be placed on the bridge. The exposed foundations would continue to erode causing structural concerns with the bridge within the next 15 years. Vehicles would no longer be able to enter Clifty Falls State park from SR 56. Traffic would need to enter the park from the north entrance off of SR 62. Due to the topography and turns in the roadway from the north entrance, it would be difficult to supply the Clifty Falls Inn, which is located just to the west of the subject bridge. Park Road is a critical roadway for the functionality of the park. Closing the South Entrance for a prolonged period of time would have a negative impact to the traveling public and park. Although this alternative is feasible, it is not prudent to allow the bridge to deteriorate until it is impassable causing a significant community disruption and additional user cost and travel time.

B. B.1 Rehabilitation of the Existing Bridge for Continued Vehicular Use (Two-Way Option) Meeting Secretary of Interior's Standards (SOIS) for Rehabilitation

The Secretary of the Interior (SOI) defines rehabilitation as “the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values” (<https://www.nps.gov/tps/standards/four-treatments/treatment-rehabilitation.htm>). The Standards for rehabilitation follow the Department of Interior regulations 36 CFR 67, which defines rehabilitation as “the process of returning a building (structure) to a state of utility, through repair or alteration, which makes possible an efficient use while preserving those portions and features of the structure and its site and environment which are significant to its historic, architectural, and cultural values as determined by the Secretary”.

This alternative includes the rehabilitation of the existing bridge to address the deteriorated areas of the bridge. The structural deterioration addressed under this alternative would prolong the life of the historic structure.

The scope of work for the rehabilitation will include:

- Hydrodemolition of the existing bridge deck and placement of a rigid concrete overlay over the driving surface.
- Repair of the curb by patching.
- Replacement of the bridge expansion joints between the deck sections with precompressed foam joints.

- Replacement of the reinforced concrete approach slabs. Based on the Bridge Rehabilitation Field Check, the existing approach slabs will be sawcut at the curb face to allow the existing bridge railing transitions to remain. The new approach slabs will be attached to the remaining portions of the existing approach slabs.
- Placement of erosion protection material around the existing footings. This may be partially grouted riprap, articulating concrete mattresses, soil reinforcement or some other material to stabilize the soil.
- Repair the deteriorated portions of the floor beams. The repairs will be performed in the following ways. The repair locations, and the manner of repair can be found in Appendix B, with photos of the existing condition in Appendix C.
 - Remove the deteriorated concrete and apply a concrete patch. This is noted as an “A” repair in Appendix B.
 - Remove the deteriorated concrete, apply a concrete patch and apply Fiber Reinforced Polymer (FRP) around the repaired area. The FRP will extend approximately 1 ft. past the repaired area in all directions, but not wrapped all the way around the floor beam. The FRP will ensure the new patch will not delaminate and fall off the component. This is noted as a “B” repair in Appendix B.

If the size of the patch warrants, an embedded galvanic anode will be placed in the FRP patched areas.

- Repair the deteriorated portions of the piers, spandrel columns and arches. The repairs will be performed in the following ways. The repair locations, and the manner of repair can be found in Appendix B, with photos of the existing condition in Appendix C.
 - Remove the deteriorated concrete and apply a concrete patch. This is noted as an “A” repair in Appendix B.
 - Remove the deteriorated concrete, apply a concrete patch and apply FRP around the repaired area. The FRP will extend approximately 1 ft. past the repaired area in all directions, but not wrapped all the way around the component. The FRP will ensure the new patch will not delaminate and fall off the component. This is noted as a “B” repair in Appendix B.
 - Remove the deteriorated concrete, apply a concrete patch and wrap the deteriorated portion of the component with FRP around the repaired area. The FRP will extend approximately 1 ft. past the repaired area in one direction but wrap all the way around component in the other. This type of repair is applied to more severe existing deterioration. This is noted as a “C” repair in Appendix B.
 - Where FRP is utilized, the FRP will be color matched to the existing arch, as much as feasible. The Contract Documents will require the Contractor to provide a mock-up of the FRP repair material with coloring to the Project Engineer for approval prior to application of the material.

If the size of the patch warrants, an embedded galvanic anode will be placed in the FRPS patched areas.

- The spalls on the front face of the abutments and wingwalls will be patched. This is noted as an “A” repair in Appendix B.
- Repair the deteriorated portions of the tie beams between the north and south arches. The repairs will be performed in the following ways. The repair locations, and the manner of repair can be found in Appendix B, with photos of the existing condition in Appendix C.
 - Remove the deteriorated concrete, apply a concrete patch and apply FRP around the repaired area. The FRP will extend approximately 1 ft. past the repaired area in all directions, but not wrapped all the way around the component. The FRP will ensure the new patch will not delaminate and fall off the component. This is noted as a “B” repair in Appendix B.
 - One tie beams, at B-10, will be replaced due to excessive deterioration.
 - Where FRP is utilized, the FRP will be color matched to the existing arch, as much as feasible. The Contract Documents will require the Contractor to provide a mock-up of the FRP repair material with coloring to the Project Engineer for approval prior to application of the material.
- Two locations along the arch and one pedestal have cracking, but do not require patching. The cracks will be epoxy injected to prevent the intrusion of water which could create delaminations or spalls. This is noted as an “D” repair in Appendix B.

This alternative would minimize work to the historic aspect of the bridge. The repairs to the spandrel arches and columns will be limited to only the areas that are deteriorated and no “full replacement” of members would be

required, except for one tie beam between the arches which has deteriorated and cannot be reused. This alternative will not change the function and will minimally change the appearance of the arches, piers, spandrel arches and floor beams.

This alternative will be constructed under full closure utilizing a detour. It is anticipated the duration of total closure will be less than 60 days. Table 1 highlights the design criteria for this alternative. However, this project is considered a Preventative Maintenance project, where Level One Design Exceptions are not required.

Table 1 – Design Criteria

Design Element	INDOT Design Manual Section	Minimum Design Criteria	Existing Condition	Proposed Condition	Design Criteria Met
Design Speed	Fig 51-6B	30-45 mph	15 mph	15 mph	No
Lane Width	Fig 51-6B	11 ft.	11 ft.	11 ft.	Yes
Shoulder	Fig 51-6B	2 – 4 ft.	1 ft. 0 in.	1 ft. 0 in.	No
Bridge Clear Roadway	Fig 51-6B	22 ft.	24 ft.	24 ft.	Yes
Structural Capacity	Fig 51-6B	HS-15	HS-20	HS 20	Yes
Travel Lane Cross Slope	Fig 51-6B	2%	1.5%	1.5%	No

The estimated cost of this alternative is \$825,000 which is 28% of the estimated total bridge replacement cost of \$3,000,000. The \$3,000,000 estimate was determined for cost comparison purposes only. The breakdown of the cost for the rehabilitation is attached in Appendix D. This alternative will increase the remaining life of the bridge by mitigating the existing deterioration and preventing further deterioration with the fiber-wrap and new joints. The alternate will increase the overall condition rating of the bridge to a 7 out of 9 (good) or better. It is anticipated that the next rehabilitation would be required in approximately 30 years, which would consist of a deck replacement. Since this alternative meets the purpose and need at a reasonable cost, it is both a feasible and prudent alternative.

V. MINIMIZATION AND MITIGATION

A. Minimization

Only the deteriorated portions of the bridge will be repaired and portions of the bridge which will be FRP wrapped will be color matched to the color of the existing concrete as much as feasible.

Per Attachment B (Standard Treatment Approach for Historic Bridges) of the Historic Bridges PA, INDOT will provide rehabilitation plans to the Indiana SHPO when the design is approximately 30 % complete, 60 % complete, and when final design plans are complete. All of the available plans are provided in Appendix H. Current design plans are not yet available; however, the information presented in Appendix B and Appendix E will be combined and submitted as 30% plans after approval of the Historic Bridge Alternatives Analysis.

B. Bridge Marketing

The existing bridge will not be put into the bridge marketing program because IDNR will continue to maintain jurisdiction over the bridge.

C. Mitigation

Per Attachment B (Standard Treatment Approach for Historic Bridges) of the Historic Bridges PA, INDOT will consult with the Indiana SHPO to determine if any photo documentation will be necessary as a result of the preferred alternative.

VI. PRELIMINARY PREFERRED ALTERNATIVE

The preliminary preferred alternative for this project is B.1 Rehabilitation for Continued Vehicular Use (Two-way option). This will result in extending the life of the bridge at under half the cost of a new bridge (Appendix D). Therefore, this alternative is both feasible and prudent and is the preferred alternative. A comparison of project alternatives is provided in Table 2.

Table 2 – Comparison of Project Alternatives

Alternative	Meets Project Purpose and Need?	Construction Cost	Right of Way Amount & Cost	Total Cost	Other Factors	Feasible Prudent
A.-No Build	No	\$0	No R/W	\$0	N/A	Yes No
B.1- Rehabilitation for Continued Two-Way Vehicular Use, meeting the SIOS for Rehabilitation (Preferred)	Yes	\$825,000	\$0	\$825,000	N/A	Yes Yes

Only the narrative of the Alternatives Analysis Report has been included; attachments, graphics, and additional pages have been removed. The full report can be made available upon request.

Raquel Walker

From: Alyssa Reynolds <adreynolds@crai-ky.com>
Sent: Monday, June 12, 2023 9:05 AM
To: 'Kennedy, Mary'
Cc: 'Branigin, Susan'; 'Coon, Matthew'; Raquel Walker; Brian Shaw
Subject: FW: FHWA Project [Dual Review]: Des. No. 2200147; HPSR, HBAA & Archaeological Assessment; Park Road/Canyon Road Bridge Project, Jefferson County, Indiana

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Mary,

Good morning. Please see the response from Paul for this project.

Thank you,

Alyssa Reynolds
Architectural Historian
adreynolds@crai-ky.com

Indiana Office
201 NW 4th Street, Suite 204
Evansville, Indiana 47708
812.253.3009 office
812.253.3010 fax
812.549.4503 cell
<http://www.crai-ky.com>



Celebrating 40 Years in Business!

From: indianabridges@sbcglobal.net <indianabridges@sbcglobal.net>
Sent: Friday, June 9, 2023 9:05 PM
To: 'Alyssa Reynolds' <adreynolds@crai-ky.com>
Subject: RE: FHWA Project [Dual Review]: Des. No. 2200147; HPSR, HBAA & Archaeological Assessment; Park Road/Canyon Road Bridge Project, Jefferson County, Indiana

Alyssa – I have reviewed the information provided and have no concerns or additional comments regarding the excellent treatment for the rehabilitation of an Indiana Historic Bridge.

Cheers,

Paul

From: Alyssa Reynolds <adreynolds@crai-ky.com>

Sent: Wednesday, June 7, 2023 12:13 PM

To: Paul Brandenburg

Cc: 'Branigin, Susan' <SBranigin@indot.IN.gov>; 'Kennedy, Mary' <MKENNEDY@indot.IN.gov>; 'Coon, Matthew' <mcoon@indot.IN.gov>; 'Raquel Walker' <rwalker@b-l-n.com>; 'Brian Shaw' <bshaw@b-l-n.com>; 'Elizabeth Gallow' <eagallow@crai-ky.com>; Andrew Martin <amartin@crai-ky.com>; 'Tyler Wolf' <twolf@b-l-n.com>; 'Williamson, Brad' <BWILLIAMSON@indot.IN.gov>; 'Dye, David' <DDYE@indot.IN.gov>

Subject: FHWA Project [Dual Review]: Des. No. 2200147; HPSR, HBAA & Archaeological Assessment; Park Road/Canyon Road Bridge Project, Jefferson County, Indiana

Paul,

Des No. 2200147/DHPA No. 30377

Project Description: Bridge Project, Bridge No. P000-39-06876B (NBI No. 060290)

Location: Park Road/Canyon Road over Little Crooked Creek, Clifty Falls State Park, Jefferson County, Indiana

The Indiana Department of Natural Resources (IDNR) and the Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), propose to proceed with the Park Road/Canyon Road bridge project (Des. No. 2200147) in Clifty Falls State Park, Jefferson County, Indiana.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Short Report (HPSR) and Historic Bridge Alternatives Analysis (HBAA) have been prepared and are ready for review and comment by consulting parties. In addition, an archaeological assessment has been prepared and is included in the attached Report Distribution Letter.

Please review the above mentioned documents, which are located in IN SCOPE at <https://erms12c.indot.in.gov/Section106Documents/>

(the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

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

Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon at mcoon@indot.in.gov (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Thank you in advance for your input,

Alyssa Reynolds
Architectural Historian
adreynolds@crai-ky.com

Indiana Office
201 NW 4th Street, Suite 204
Evansville, Indiana 47708
812.253.3009 office
812.253.3010 fax
812.549.4503 cell
<http://www.crai-ky.com>



Celebrating 40 Years in Business!



Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 • P.O. Box 1326, Miami, OK 74355
Ph: (918) 541-1300 • Fax: (918) 542-7260
www.miamination.com



Via email: mcoon@indot.in.gov

June 30, 2023

Matt Coon, Tribal Liaison
INDOT, Cultural Resources Office
100 North Senate Avenue, N758-ES
Indianapolis, Indiana 46204

Re: Des. No. 2200147; DHPA No. 30377; Park Road/Canyon Road Bridge Project, Jefferson County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Coon:

Aya, kweehsitoolaani– I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Des. No. 2200147; DHPA No. 30377; Park Road/Canyon Road Bridge Project in Jefferson County, Indiana.

The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, given the Miami Tribe's deep and enduring relationship to its historic lands and cultural property within present-day Indiana, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at THPO@miamination.com to initiate consultation.

The Miami Tribe accepts the invitation to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter

Diane Hunter
Tribal Historic Preservation Officer



July 5, 2023

Alyssa Reynolds
Architectural Historian
Cultural Resource Analysts, Inc. (CRA)
201 NW 4th Street, Suite 204
Evansville, Indiana 47708

State Agency: Indiana Department of Transportation (“INDOT”),
Federal Agency: Federal Highway Administration, Indiana Division (“FHWA”)

Re: DUAL REVIEW: Historic property short report (Reynolds, 5/12/2023), and alternatives analysis report, for the Park Road/Canyon Road bridge (P000-39-06876B; NBI No. 60290) Project, at Clifty Falls State Park, Jefferson County, Indiana (Des. No. 2200147; DHPA No. 30377)

Dear Ms. Reynolds:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 36 C.F.R. Part 800; the “Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana’s Historic Bridges” (“Indiana Historic Bridges PA”); and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding that Implementation of the Federal Aid Highway Program In the State of Indiana” (“Indiana Minor Projects PA”); and also pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code (“IAC”) 20-4, the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your June 7, 2023, submission, related to the above-indicated project, which included both the historic bridges alternatives analysis (“HBAA”) and the historic property short report (“HPSR”, Reynolds, 5/12/2023); and which was received by our office June 7, 2023, for this project.

We note in INDOT’s June 7, 2023, letter that FHWA will satisfy its Section 106 responsibilities involving “Select” and “Non-Select” bridges through the Project Development Process of the “Programmatic Agreement Regarding Management and Preservation of Indiana’s Historic Bridges.” The SHPO agrees that bridge (P000-39-06876B; National Bridge Inventory [NBI] Number [No.] 60290) on Park Road/Canyon Road over Little Crooked Creek is an approximately 175 feet by 30.5 feet, five-span, open spandrel concrete arch bridge constructed in 1947. According to the Indiana Historic Bridge Inventory, completed in 2010, the bridge was determined eligible for listing in the National Register of Historic Places (“NRHP”) and it was determined to be a “Select” bridge, which are those that are most suitable for preservation and are excellent examples of a given type of historic bridge.

The area of potential effects (“APE”) proposed in the HPSR appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur. We agree with the conclusions of the HPSR that the subject bridge is the only historic property located within the project’s area of potential effects.

We understand and agree with the conclusions of the HBAA that the preferred alternative for this project is Alternative B.1 Rehabilitation of the Existing Bridge for Continued Vehicular Use (Two-Way Option) Meeting Secretary of Interior’s Standards (SOIS) for Rehabilitation as it is both feasible and prudent. The SHPO recognizes although Alternative A is feasible,

it is not prudent to allow the bridge to deteriorate until it is impassable causing a significant community disruption and additional user cost and travel time.

In terms of impacts of proposed project-related ground-disturbing activities to archaeological resources, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. However, this identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature. If archaeological deposits are encountered from the post-contact period, they will be evaluated regarding their eligibility for the NRHP in consultation with the staff of the Indiana SHPO. Please contact our office if such deposits are encountered. The archaeological recording must be done in accordance with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716) and a report of the archaeological documentation must be submitted to our office for review and comment.

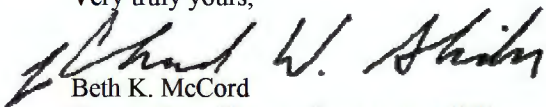
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology 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 Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

For the benefit of those recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that a copy of this submission can be found online at <https://erms12c.indot.in.gov/Section106Documents/>. From there, search by this project's designation number: 2200147.

If you have questions regarding our dual review of the aforementioned project, please contact the Indiana DNR-DHPA. Questions about archaeological issues should be directed to contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.in.gov. Questions about historic buildings or structures pertaining to this review should be directed to Toni Lynn Giffin at (317) 233-2803 or tgiffin@dnr.IN.gov.

In all future correspondence regarding the dual review of this the Park Road/Canyon Road bridge (P000-39-06876B; NBI No. 60290) Project, at Clifty Falls State Park, Jefferson County, Indiana (Des. No. 2200147), please refer to DHPA No. 30377.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer
Director, Division of Historic Preservation and Archaeology

BKM:TLG:WTT:wtt

EMC to federal and state agency or consultant staff members:

Patrick Carpenter, Federal Highway Administration
Mary Kennedy, Indiana Department of Transportation
Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA
Alyssa Reynolds, Cultural Resource Analysts, Inc.
Ben Clark, Chief of Cultural Resources of State Parks, Indiana DNR
Lucas Green, South Region Manager, Indiana DNR
Cory Duff, Assistant Property Manager, Clifty Falls State Park
Kayla Wilson, Naturalist, Clifty Falls State Park

EMC to Indiana Historic Preservation Review Board Members:

J. Scott Keller, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Beth K. McCord, Indiana DNR-DHPA, Review Board
Ryan Mueller, Deputy Director, DNR, and Chairman, Review Board
Anne Shaw, Review Board

April Sievert, Ph.D., Review Board

EMC to potentially interested persons:

Paul Brandenburg, Indiana Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges
Kitty Henderson, Historic Bridge Foundation
Nathan Holth, historicbridges.org
Link Ludington, Cornerstone Society
John Staicer, Historic Madison Foundation, Inc.
Greg Sekula, Indiana Landmarks Southern Regional Office
Heather Huff, Jefferson County Auditor
Robert Little, Jefferson County Commissioners
Linda Roaks, Jefferson County Genealogical Society
Bobby Phillips, Jefferson County Highway Supervisor
Erica Cline, Jefferson County Historian
John Nyberg, Jefferson County Historical Society Museum
David Cart, Jefferson County Historic Preservation Council, Inc.
Jefferson County Public Library – Genealogy and Local History
Susan Craig, Southeastern Indiana Regional Planning Commission



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

October 30, 2023

This letter was sent to the listed parties.

RE: Dual Review FHWA Project: Des. No. 2200147; DHPA No. 30377; Park Road/Canyon Road Bridge Project, Jefferson County, Indiana

Dear Consulting Party (see attached list),

The Indiana Department of Natural Resources (IDNR) and the Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), propose to proceed with the Park Road/Canyon Road bridge project (Des. 2200147).

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter (ECL) was distributed on February 21, 2023.

The proposed undertaking is located within Clifty Falls State Park in Jefferson County, Indiana. It is within Madison Township as shown on the Clifty Falls, Indiana USGS Topographic Quadrangle, in Section 33, Township 4N, Range 10E. The project area along Park Road/Canyon Road encompasses approximately 1.78 acres within Clifty Falls State Park. The project area can be viewed online at <https://arcg.is/jqueP> (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

The proposed work will occur on the bridge (P000-39-06876B; National Bridge Inventory [NBI] Number [No.] 60290) on Park Road/Canyon Road over Little Crooked Creek. The existing bridge is an approximately 175 feet by 30.5 feet, five-span, open spandrel concrete arch bridge constructed in 1947. The bridge was rehabilitated in 1980 when the east approach span was reconstructed, along with Abutment Number (No.) 4. The new abutment is founded on steel H-piles. The east approach slab was also reconstructed during this time. A concrete overlay was constructed in 2000. According to the *Indiana Historic Bridge Inventory*, completed in 2010, the bridge was determined eligible for listing in the National Register of Historic Places (NRHP). It was also determined to be a "Select" bridge, which are those that are most suitable for preservation and are excellent examples of a given type of historic bridge.

The proposed work will include removing the existing concrete overlay and providing a new rigid concrete overlay. The failed expansion joints will be replaced. The spandrel columns and arch rings will be repaired with patching and fiber wrapping as required. The concrete approach slabs will also be replaced. Scour countermeasures may be installed as required. The approach roadway work will be minimized and include tying the proposed work into the existing roadway as soon as possible by utilizing a HMA wedge and level. It is not anticipated that the existing guardrail will be impacted. Some excavation immediately adjacent to the roadway will be required as a portion of the paved side ditch that leads away from the bridge will be widened as the ditch does not appear to be catching all of the water that leaves the bridge. Additionally, areas adjacent to the roadway may be used for construction access as there are steep slopes surrounding the

bridge. All proposed work is assumed to be located within the roadway or adjacent to the roadway. No right-of-way (ROW) acquisition is occurring as the project takes place within an IDNR property.

The full closure of Park Road/Canyon Road is anticipated for approximately 60 days for the proposed project.

The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, superstructure, joints, approach slabs, and scour. The superstructure and substructure are rated in Fair condition (5 out of 9) and have areas of deterioration which will limit the functional life of the bridge. The purpose of this project is to improve the deteriorated portions of the bridge by attaining an overall bridge condition rating of 7 out of 9 (good) or better and to prolong the life of the bridge by an estimated 25 additional years, while preserving the historic aspects of the bridge. An additional objective of the project is to repair the erosion around the exposed footings and prevent further erosion.

Cultural Resource Analysts, Inc. (CRA) is under contract with INDOT to advance the Section 106 documentation for the referenced project. Beam, Longest & Neff (BLN) Corporation will be completing the environmental documentation for the referenced project.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process. Entities that have accepted consulting party status are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because the bridge (P000-39-06876B; NBI No. 60290) is a "Select" bridge, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: <http://www.in.gov/indot/2530.htm>).

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

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. A historian who meets the Secretary of the Interior's Professional Qualification Standards conducted an above-ground survey of resources within the APE for potential eligibility for the National Register of Historic Places (NRHP). The APE contains no resources listed in the National Register of Historic Places (NRHP). One resource was identified, the previously mentioned "Select" and NRHP-eligible bridge (P000-39-06876B; NBI No. 60290) on Park Road/Canyon Road over Little Crooked Creek. CRA recommends that the bridge continue to be eligible for listing in the NRHP under Criterion C for its unique architectural and engineering design.

With regards to archaeological resources, Lisa Kelley, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards, conducted an archaeological records review of Indiana State Historic Architectural and Archaeological Research Database (SHAARD) records. It is understood that ground disturbances associated with the

project as planned appear to be on existing paved areas, previously disturbed soils, or steeply sloping landforms on the side and underneath the bridge. A review of SHAARD records revealed that there are no previously recorded archaeological sites within or near the current project area.

Given the project scope and setting, there is a low potential for the proposed project to affect archaeological sites eligible for the NRHP. However, state law (Indiana Code 14-21-1-27 and -29) requires that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, that the discovery must be reported to the Department of Natural Resources within two (2) business days.

Per Attachment B of the Historic Bridges PA, the 30% plans are available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard copy of this material, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt.

For questions concerning specific project details, you may contact Alyssa Reynolds of Cultural Resource Analysts, Inc. (CRA) at (812) 253-3009 or adreynolds@crai-ky.com. All future responses regarding the proposed project should be forwarded to CRA at the following address:

Alyssa Reynolds
Architectural Historian
Cultural Resource Analysts, Inc. (CRA)
201 NW 4th Street, Suite 204
Evansville, Indiana 47708
adreynolds@crai-ky.com

Tribal Contacts please respond to INDOT's Tribal Liaison, Matt Coon at mcoon@indot.in.gov (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Sincerely,



Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

~~Enclosures: 30% Plans~~

Accepted Consulting Parties: Indiana State Historic Preservation Office (SHPO), Historic Spans Task Force, Eastern Shawnee Tribe of Oklahoma, Miami Tribe of Oklahoma, and Shawnee Tribe

The plan set has been removed to avoid duplication and can be found in Appendix B.



November 27, 2023

Alyssa Reynolds
Architectural Historian
Cultural Resource Analysts, Inc. ("CRA, Inc.")
201 NW 4th Street, Suite 204
Evansville, Indiana 47708

State Agency: Indiana Department of Transportation ("INDOT"),
Federal Agency: Federal Highway Administration, Indiana Division ("FHWA")

Re: DUAL REVIEW: 30% bridge plan for the Park Road/Canyon Road bridge (P000-39-06876B;
NBI No. 60290) project, at Clifty Falls State Park, Jefferson County, Indiana (Des. No. 2200147;
DHPA No. 30377)

Dear Ms. Reynolds:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 36 C.F.R. Part 800; the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana's Historic Bridges" ("Indiana Historic Bridges PA"); and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding that Implementation of the Federal Aid Highway Program In the State of Indiana" ("Indiana Minor Projects PA"); and also pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code ("IAC") 20-4, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your October 30, 2023, submission which included the 30% bridge plans and was received by our office October 30, 2023, for this project.

As we previously stated, the SHPO agrees that bridge (P000-39-06876B; National Bridge Inventory [NBI] Number [No.] 60290) on Park Road/Canyon Road over Little Crooked Creek is an approximately 175 feet by 30.5 feet, five-span, open spandrel concrete arch bridge constructed in 1947. According to the Indiana Historic Bridge Inventory, completed in 2010, the bridge was determined eligible for listing in the National Register of Historic Places ("NRHP") and it was determined to be a "Select" bridge, which are those that are most suitable for preservation and are excellent examples of a given type of historic bridge. Additionally, as we previously indicated, we agree with the conclusions of the HPSR that the subject bridge is the only historic property located within the project's area of potential effects.

Furthermore, as we previously commented, we understand and agree with the conclusions of the HBAA that the preferred alternative for this project is Alternative B.1 Rehabilitation of the Existing Bridge for Continued Vehicular Use (Two-Way Option) Meeting the Secretary of the Interior's Standards (SOIS) for Rehabilitation as it is both feasible and prudent. The SHPO recognizes although Alternative A is feasible, it is not prudent to allow the bridge to deteriorate until it is impassable causing a significant community disruption and additional user cost and travel time.

Thank you for providing the 30% bridge plans; at this time we have no comment on this set of plans. We look forward to receiving the 60% and final rehabilitation plans for this bridge project. It will be helpful if those submissions include plan

sheets that show the proposed scope of work in greater detail. We are unaware if any consulting parties or members of the public have provided input regarding the project plans. If any there are any known concerns, please make us aware.

As previously indicated, in terms of impacts of proposed project-related ground-disturbing activities to archaeological resources, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. However, this identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature. If archaeological deposits are encountered from the post-contact period, they will be evaluated regarding their eligibility for the NRHP in consultation with the staff of the Indiana SHPO. Please contact our office if such deposits are encountered. The archaeological recording must be done in accordance with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716) and a report of the archaeological documentation must be submitted to our office for review and comment.

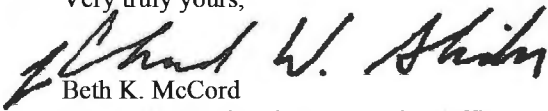
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology 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 Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

For the benefit of the Indiana Historic Preservation Review Board ("Review Board") members and other recipients of this letter who are not Section 106 consulting parties, please be aware that documents submitted for review of this project can be found online at IN SCOPE (<http://erms.indot.in.gov/Section106Documents/>). From there, search by this project's designation number: 2200147.

If you have questions regarding our dual review of the aforementioned project, please contact the Indiana DNR-DHPA. Questions about archaeological issues should be directed to Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.in.gov. Questions about historic buildings or structures pertaining to this review should be directed to Toni Lynn Giffin at (317) 233-2803 or tgiffin@dnr.IN.gov.

In all future correspondence regarding the dual review of the Park Road/Canyon Road bridge (P000-39-06876B; NBI No. 60290) Project, at Clifty Falls State Park, Jefferson County, Indiana (Des. No. 2200147), please refer to DHPA No. 30377.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer
Director, Division of Historic Preservation and Archaeology

BKM:TLG:WTT:wt

EMC to federal and state agency or consultant staff members:

Patrick Carpenter, Federal Highway Administration
Mary Kennedy, Indiana Department of Transportation
Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA
Alyssa Reynolds, Cultural Resource Analysts, Inc.
Ben Clark, Chief of Cultural Resources of State Parks, Indiana DNR
Lucas Green, South Region Manager, Indiana DNR
Cory Duff, Assistant Property Manager, Clifty Falls State Park
Kayla Wilson, Naturalist, Clifty Falls State Park

EMC to Indiana Historic Preservation Review Board Members:

J. Scott Keller, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Beth K. McCord, Indiana DNR-DHPA, Review Board
Ryan Mueller, Deputy Director, DNR, and Chairman, Review Board
Anne Shaw, Review Board
April Sievert, Ph.D., Review Board

EMC to potentially interested persons:

Paul Brandenburg, Indiana Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges
Kitty Henderson, Historic Bridge Foundation
Nathan Holth, historicbridges.org
Link Ludington, Cornerstone Society
John Staicer, Historic Madison Foundation, Inc.
Greg Sekula, Indiana Landmarks Southern Regional Office
Heather Huff, Jefferson County Auditor
Robert Little, Jefferson County Commissioners
Linda Roaks, Jefferson County Genealogical Society
Bobby Phillips, Jefferson County Highway Supervisor
Erica Cline, Jefferson County Historian
John Nyberg, Jefferson County Historical Society Museum
David Cart, Jefferson County Historic Preservation Council, Inc.
Jefferson County Public Library – Genealogy and Local History
Susan Craig, Southeastern Indiana Regional Planning Commission



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

March 20, 2024

This letter was sent to the listed parties.

RE: Dual Review FHWA Project: Des. No. 2200147; DHPA No. 30377; Park Road/Canyon Road Bridge Project, Jefferson County, Indiana

Dear Consulting Party (see attached list),

The Indiana Department of Natural Resources (IDNR) and the Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), propose to proceed with the Park Road/Canyon Road bridge project (Des. 2200147).

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter (ECL) was distributed on February 21, 2023. In addition, a historic property short report (HPSR), an archaeological assessment, and the historic bridge alternatives analysis (HBAA), were distributed on June 7, 2023. The 30% plan sheets were distributed on October 30, 2023.

The proposed undertaking is located within Clifty Falls State Park in Jefferson County, Indiana. It is within Madison Township as shown on the Clifty Falls, Indiana USGS Topographic Quadrangle, in Section 33, Township 4N, Range 10E. The project area along Park Road/Canyon Road encompasses approximately 1.78 acres within Clifty Falls State Park. The project area can be viewed online at <https://arcg.is/jqueP> (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

The proposed work will occur on the bridge (P000-39-06876B; National Bridge Inventory [NBI] Number [No.] 60290) on Park Road/Canyon Road over Little Crooked Creek. The existing bridge is an approximately 175 feet by 30.5 feet, five-span, open spandrel concrete arch bridge constructed in 1947. The bridge was rehabilitated in 1980 when the east approach span was reconstructed, along with Abutment Number (No.) 4. The new abutment is founded on steel H-piles. The east approach slab was also reconstructed during this time. A concrete overlay was constructed in 2000. According to the *Indiana Historic Bridge Inventory*, completed in 2010, the bridge was determined eligible for listing in the National Register of Historic Places (NRHP). It was also determined to be a "Select" bridge, which are those that are most suitable for preservation and are excellent examples of a given type of historic bridge.

The proposed work will include removing the existing concrete overlay and providing a new rigid concrete overlay. The failed expansion joints will be replaced. The spandrel columns and arch rings will be repaired with

patching and fiber wrapping as required. The concrete approach slabs will also be replaced. Scour countermeasures may be installed as required. The approach roadway work will be minimized and include tying the proposed work into the existing roadway as soon as possible by utilizing a HMA wedge and level. It is not anticipated that the existing guardrail will be impacted. Some excavation immediately adjacent to the roadway will be required as a portion of the paved side ditch that leads away from the bridge will be widened as the ditch does not appear to be catching all of the water that leaves the bridge. Additionally, areas adjacent to the roadway may be used for construction access as there are steep slopes surrounding the bridge. All proposed work is assumed to be located within the roadway or adjacent to the roadway. No right-of-way (ROW) acquisition is occurring as the project takes place within an IDNR property.

The full closure of Park Road/Canyon Road is anticipated for approximately 60 days for the proposed project.

The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, superstructure, joints, approach slabs, and scour. The superstructure and substructure are rated in Fair condition (5 out of 9) and have areas of deterioration which will limit the functional life of the bridge. The purpose of this project is to improve the deteriorated portions of the bridge by attaining an overall bridge condition rating of 7 out of 9 (good) or better and to prolong the life of the bridge by an estimated 25 additional years, while preserving the historic aspects of the bridge. An additional objective of the project is to repair the erosion around the exposed footings and prevent further erosion.

Cultural Resource Analysts, Inc. (CRA) is under contract with INDOT to advance the Section 106 documentation for the referenced project. Beam, Longest & Neff (BLN) Corporation will be completing the environmental documentation for the referenced project.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process. Entities that have accepted consulting party status are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because the bridge (P000-39-06876B; NBI No. 60290) is a "Select" bridge, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: <http://www.in.gov/indot/2530.htm>).

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

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. A historian who meets the Secretary of the Interior's Professional Qualification Standards conducted an above-ground survey of resources within the APE for potential eligibility for the National Register of Historic Places (NRHP). The APE contains no resources listed in the National Register of Historic Places (NRHP). One resource was identified, the previously mentioned "Select" and NRHP-eligible bridge (P000-39-06876B; NBI No. 60290) on Park Road/Canyon Road over Little Crooked Creek. CRA recommends that the bridge continue to be eligible for listing in the NRHP under Criterion C for its unique architectural and engineering design.

With regards to archaeological resources, Lisa Kelley, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards, conducted an archaeological records review of Indiana State Historic Architectural and Archaeological Research Database (SHAARD) records. It is understood that ground disturbances associated with the project as planned appear to be on existing paved areas, previously disturbed soils, or steeply sloping landforms on the side and underneath the bridge. A review of SHAARD records revealed that there are no previously recorded archaeological sites within or near the current project area.

Given the project scope and setting, there is a low potential for the proposed project to affect archaeological sites eligible for the NRHP. However, state law (Indiana Code 14-21-1-27 and -29) requires that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, that the discovery must be reported to the Department of Natural Resources within two (2) business days.

INDOT, on behalf of FHWA, has signed a determination of "No historic properties affected" for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other consulting parties that responded to the early coordination letter are being provided the documentation for this finding. Additionally, per Attachment B of the Historic Bridges PA, the 60% plans are available for review. Both documents can be found in IN SCOPE at <https://erms12c.indot.in.gov/Section106Documents> (the Des. No. is the most efficient search term, once in IN SCOPE).

The 60% plans contain more detailed information about the project overall, including sheets for maintenance of traffic, construction access, and construction layout.

Per the Standard Treatment Approach, before constitution commences, the bridge owner will complete any photo documentation of the bridge as requested by the SHPO. The SHPO has not yet indicated if any photo documentation is needed for this bridge. INDOT requests that after reviewing the 60% plans, SHPO include in its response whether photo documentation is needed. Any photo documentation requirements will be added as a firm commitment in the environmental document if not yet implemented.

You are invited to review these documents and respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard copy of this material, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt.

For questions concerning specific project details, you may contact Alyssa Reynolds of Cultural Resource Analysts, Inc. (CRA) at (812) 253-3009 or adreynolds@crai-ky.com. All future responses regarding the proposed project should be forwarded to CRA at the following address:

Alyssa Reynolds
Architectural Historian
Cultural Resource Analysts, Inc. (CRA)
201 NW 4th Street, Suite 204
Evansville, Indiana 47708
adreynolds@crai-ky.com

Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon at mcoon@indot.in.gov (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Sincerely,



Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Enclosures: "No Historic Properties Affected" finding with 60% plans

Accepted Consulting Parties: Indiana State Historic Preservation Office (SHPO), Historic Spans Task Force, Eastern Shawnee Tribe of Oklahoma, Miami Tribe of Oklahoma, and Shawnee Tribe

**SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING**

**PARK ROAD/CANYON ROAD BRIDGE PROJECT
JEFFERSON COUNTY, INDIANA
DES. NO. 2200147
DHPA NO. 30377**

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

Given the nature of the proposed project, the area of potential effects (APE) was determined to include the proposed project area and a 250-foot buffer zone based on topography and vegetation surrounding the proposed bridge project location. Visual impacts were the driving factor in the creation of the APE, as the project area is located within Clifty Falls State Park. The APE takes into account the potential direct and indirect effects of the proposed project within the immediate contextual setting, which is comprised of a heavily forested area with steep ravines surrounding the bridge. The APE for archaeology is the project footprint. The project location and the APE can be found in Appendix A (maps).

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

Bridge (P000-39-06876B; National Bridge Inventory [NBI] Number [No.] 60290) – The open spandrel concrete arch bridge carries Park Road/Canyon Road over Little Crooked Creek and was constructed in 1947. According to the *Indiana Historic Bridge Inventory*, completed in 2010, the bridge was determined eligible for listing in the National Register of Historic Places (NRHP) under Criterion C for its unique architectural and engineering design. It was also determined to be a “Select” bridge, which are those that are most suitable for preservation and are excellent examples of a given type of historic bridge.

EFFECT FINDING

Per the terms of the “Programmatic Agreement Regarding Management and Preservation of Indiana’s Historic Bridges” (Historic Bridges PA), the Federal Highway Administration—Indiana Division (FHWA) will satisfy its Section 106 responsibilities involving “Select” and “Non-Select” bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Bridge P000-39-06876B has been classified as a “Select” bridge by the INDOT Historic Bridge Inventory and, thus, the procedures outlined in Stipulation III. A of the Historic Bridges PA will be followed to fulfill FHWA’s Section 106 responsibilities for the bridge.

Therefore, the finding for this project only applies to other resources located within the APE and not Bridge P000-39-06876B. This document will satisfy the Section 106 responsibilities for other resources located in the APE. Regarding other resources located in the project area, the Indiana Department of Transportation (INDOT), acting on FHWA's behalf has determined a "No Historic Properties Affected" finding is appropriate for this undertaking.

The INDOT, acting on behalf of the FHWA, has determined a "No Historic Properties Affected" finding is appropriate for this undertaking.

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

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

Bridge (P000-39-06876B; NBI No. 60290) –This resource is used for transportation purposes and no Section 4(f) conversion will take place with this project; therefore, no Section 4(f) evaluation must be completed for Bridge (P000-39-06876B; NBI No. 60290).



Matthew S. Coon, Manager
Cultural Resource Offices
Environmental Services

March 20, 2024

Approved 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)**

**PARK ROAD/CANYON ROAD BRIDGE PROJECT
JEFFERSON COUNTY, INDIANA
DES NO. 2200147
DHPA NO. 30377**

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Natural Resources (IDNR) and the Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), propose to proceed with the Park Road/Canyon Road bridge project (Des. No. 2200147). The proposed project is in Clifty Falls State Park in Jefferson County, Indiana. It is within Madison Township, as shown on the Clifty Falls, Indiana, United States Geological Survey (USGS) Topographic Quadrangle, in Section 33, Township 4 North, Range 10 East. The proposed undertaking encompasses approximately 1.78 acres within Clifty Falls State Park (see Appendix A [maps]). The 175-foot by 30.33-foot, open spandrel concrete arch bridge (P000-39-06876B; National Bridge Inventory [NBI] Number [No.] 60290) carries Park Road/Canyon Road over Little Crooked Creek.

The need of this project is to address the deterioration of the existing bridge that continues to worsen and will eventually compromise the safety of the public. Currently, the wearing surface and deck are rated in Satisfactory condition (6 out of 9), but they have areas of more significant deterioration which continue to deteriorate. The superstructure and substructure are rated in Fair condition (5 out of 9) and have areas of deterioration which will limit the functional life of the bridge. If these areas are not repaired and protected, it is estimated that the bridge could have a reduced load capacity in 15 years. There are areas of cracking in the approach slabs and wearing surface of the bridge and there are areas of cracking, delamination and spalling in the spandrel beams, floor beams, columns, and arches. Also, there is erosion present at the footings of the columns and piers. The purpose of this project is to improve the deteriorated portions of the bridge by attaining an overall bridge condition rating of 7 out of 9 (good) or better and to prolong the life of the bridge by an estimated 25 additional years, while preserving the historic aspects of the bridge. An additional objective of the project is to repair the erosion around the exposed footings and prevent further erosion.

The proposed work is summarized below, with a more detailed description in the Historic Bridge Alternatives Analysis (HBAA) document, which can be found in IN SCOPE: <https://erms12c.indot.in.gov/Section106Documents/>. The work will include removing the existing concrete overlay and providing a new rigid concrete overlay. The failed expansion joints will be replaced. The spandrel columns and arch rings will be repaired with patching and fiber wrapping as required. The repairs to the spandrel arches and columns will be limited to only the areas that are deteriorated and no “full replacement” of members would be required, except for one tie beam between the arches which has deteriorated and cannot be reused. The concrete

approach slabs will also be replaced. Scour countermeasures may be installed as required. The approach roadway work will be minimized and include tying the proposed work into the existing roadway as soon as possible by utilizing a HMA wedge and level. It is not anticipated that the existing guardrail will be impacted. Some excavation immediately adjacent to the roadway will be required as a portion of the paved side ditch that leads away from the bridge will be widened as the ditch does not appear to be catching all of the water that leaves the bridge. Additionally, areas adjacent to the roadway may be used for construction access as there are steep slopes surrounding the bridge. All proposed work is assumed to be located within the roadway or adjacent to the roadway. No right-of-way (ROW) acquisition is occurring as the project takes place within an IDNR property (see Appendix E [plans]).

Given the nature of the proposed project, the area of potential effects (APE) was determined to include the proposed project area and a 250-foot buffer zone based on topography and vegetation surrounding the proposed bridge project location. Visual impacts were the driving factor in the creation of the APE, as the project area is located within Clifty Falls State Park. The APE takes into account the potential direct and indirect effects of the proposed project within the immediate contextual setting, which is comprised of a heavily forested area with steep ravines surrounding the bridge. The APE for archaeology is the project footprint. The project location and the APE can be found in Appendix A (maps).

The maintenance of traffic (MOT) plan for the proposed project will result in the full closure of Park Road/Canyon Road for approximately 60 days.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES.

The National Register of Historic Places (NRHP), Indiana Register of Historic Sites and Structures (State Register), the State Historic Architectural and Archaeological Research Database (SHAARD), the 1989 *Jefferson County Interim Report*, and Indiana Historic Building, Bridges, and Cemeteries (IHBBC) Map were consulted. CRA also reviewed the *Indiana Historic Bridge Inventory* (IHBI), completed by Mead and Hunt Architecture in 2010 (Mead and Hunt 2010), as part of the records review. Bridge P000-39-06876B was identified as previously determined eligible for listing in the NRHP. It was also determined to be a “Select” bridge, which are those that are most suitable for preservation and are excellent examples of a given type of historic bridge.

As a result of the historic property identification and evaluation efforts, Bridge P000-39-06876B was identified and evaluated.

With regard to archaeological resources, Lisa Kelley, a qualified professional archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards conducted a review of the proposed project area and determined that the bridge project planned for Park Road/Canyon Road will not likely affect archaeological resources due to the project setting and lack of previously recorded archaeological sites. The review of archaeological records in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) revealed that there are no previously recorded archaeological sites within or near the current project area. Historic maps available online through the Indiana State Library and United States Geological Survey show that there have been no structures or other potential historic sites mapped in the

area. The bridge crosses the drainage valley of the Little Crooked Creek drainage, and the road on either side has been cut into steep slopes. Soils within the project area are eroded and range from 25 to 60 percent slope, making the potential for the presence of intact, significant archaeological deposits very low. Additionally, it is understood that ground disturbances associated with the project as planned will be on existing paved areas, previously disturbed soils, or steeply sloping landforms on the side and underneath the bridge. Given these factors, it is recommended that the project be allowed to proceed without additional archaeological study. However, state law (Indiana Code 14-21-1-27 and -29) requires that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, that the discovery must be reported to the Department of Natural Resources within two (2) business days.

A Section 106 early coordination letter (ECL) was distributed on February 21, 2022. A list of the invited consulting parties is as follows and can be found in Appendix C (consulting party list):

- Indiana State Historic Preservation Officer (SHPO)
- Clifty Falls State Park
- Cornerstone Society
- Historic Bridge Foundation
- HistoricBridges.org
- Historic Hoosier Bridges
- Historic Madison Foundation, Inc.
- Historic Spans Task Force
- Indiana Department of Natural Resources (IDNR)
- Indiana Landmarks-Southern Regional Office
- Jefferson County Auditor
- Jefferson County Commissioners
- Jefferson County Genealogical Society
- Jefferson County Highway Supervisor
- Jefferson County Historian
- Jefferson County Historical Society Museum
- Jefferson County Historic Preservation Council, Inc.
- Jefferson County Public Library – Genealogy and Local History
- Southern Indiana Regional Planning Commission
- Delaware Tribe of Indians
- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Osage Nation
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Shawnee Tribe
- United Keetoowah Band of Cherokee Indians

On January 12, 2023, Paul Brandenburg, Chair of the Historic Spans Task Force, responded to the ECL via an email, accepting consulting party status (Appendix D [correspondence]).

In a letter dated March 2, 2023, the Miami Tribe of Oklahoma responded to the ECL accepting consulting party status. Additionally, they “offers[ed] no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site.” If any remains are found, they wished to be notified immediately (Appendix D [correspondence]).

On March 23, 2023, SHPO staff responded to the ECL. They stated that they will resume identification and evaluation procedures for this project once more information about the “Select” bridge has been received by their office. Additionally, they noted that, “...we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places (NRHP) within the proposed project area” (Appendix D [correspondence]).

On April 13, 2023, the Eastern Shawnee Tribe of Oklahoma responded to the ECL. They stated that, “...we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation” (Appendix D [correspondence]).

In an email dated April 20, 2023, the Shawnee Tribe responded to the ECL. They stated that, “[T]he Shawnee Tribe’s Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project. However, there is still potential for the discovery of unknown resources.” If any archaeological materials are found, they wish to be notified immediately (Appendix D [correspondence]).

No further responses were received regarding the ECL.

In March 2023, Cultural Resource Analysts (CRA) conducted a site visit of the APE and documented all above-ground resources that will be 50 years of age or older at the time of project letting (2025). The APE was investigated for the existence of any buildings, structures, objects, or districts listed in or eligible for listing in the NRHP.

As previously mentioned, an archaeological records review of SHAARD records was completed in January 2023. It is understood that ground disturbances associated with the project as planned appear to be on existing paved areas, previously disturbed soils, or steeply sloping landforms on the side and underneath the bridge. As such, an archaeological survey was not required for the proposed project. A review of SHAARD records revealed that there are no previously recorded archaeological sites within or near the current project area.

An HBAA (*Alternatives Analysis Report: Park Road Over Little Crooked Creek*) was completed by Beam, Longest, & Neff, (BLN), LLC and approved for distribution by the INDOT on April 6,

2023. Two alternatives for the proposed bridge project were discussed, Alternative A: The No-Build/Do-Nothing Alternative and Alternative B.1: Rehabilitation of the Existing Bridge for Continued Vehicular Use (Two-Way Option) Meeting Secretary of Interior's Standards (SOIS) for Rehabilitation. Alternative B.1 was recommended as the preliminary preferred alternative by BLN, which proved to be both feasible and prudent, resulting in extending the life of the bridge. The rehabilitation work described in Section 1 of this finding document is discussed in more detail in the HBAA (see Appendix F [report abstracts]).

A Historic Property Short Report (HPSR) was completed (Reynolds, May 23, 2023). CRA recommended that Bridge P000-39-06876B, a "Select" bridge, continues to be eligible for listing in the NRHP under Criterion C for its unique architectural and engineering design. No additional resources were identified as a result of survey efforts. The summary of the HPSR is found in Appendix E.

The HPSR, report distribution letter (RDL), archaeological assessment, and HBAA were sent to consulting parties and SHPO on June 7, 2023. Tribal notifications were sent to tribal parties also on June 7, 2023.

Paul Brandenburg responded to the HPSR, archaeological assessment, and HBAA in an email dated June 9, 2023. He had no concerns or additional comments in relation to the rehabilitation treatment of the bridge (Appendix D [correspondence]).

The Miami Tribe of Oklahoma responded to the HPSR, archaeological assessment, and HBAA in a letter dated June 30, 2023. They stated they had, "... no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, given the Miami Tribe's deep and enduring relationship to its historic lands and cultural property within present-day Indiana, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery."

The SHPO responded to the HPSR, archaeological assessment, and HBAA in a letter dated July 5, 2023. They agreed with the size of the APE, the archaeological assessment, and the recommendation that Bridge P000-39-06876B continues to be eligible for listing in the NRHP. They also agreed with the results of the HBAA, recognizing that Alternative B.1 is both feasible and prudent (Appendix D [correspondence]).

No further responses were received regarding the HPSR, archaeological assessment, or the HBAA.

The 30% plans were sent to consulting parties and SHPO on October 30, 2023. Tribal notifications were sent to tribal parties also on November 1, 2023.

The SHPO responded to the 30% plans in a letter dated November 27, 2023. They did not have any comments on the 30% plans.

No further responses were received regarding the 30% plans.

Per the "Standard Treatment Approach for Historic Bridges" (Standard Treatment Approach) from the Historic Bridges PA, the bridge owner will provide rehabilitation plans to the Indiana SHPO when the design is approximately 30% complete, 60% complete, and when final design plans are complete. The purpose of these reviews is to ensure compliance with the Secretary of Interior's Standards for Rehabilitation, and to incorporate context sensitive design features, where practicable. The 60% plans are provided as Appendix E in this document. This set of plans contains more detailed information about the project overall, including sheets for maintenance of traffic, construction access, and construction layout. The final plan review will be listed as a firm commitment in the environmental document if not yet implemented at that time.

Additionally, per the Standard Treatment Approach, before construction commences, the bridge owner will complete any photo documentation of the bridge as requested by the SHPO. The SHPO has not yet indicated if any photo documentation is needed for this bridge. INDOT requests that after reviewing the 60% plans, SHPO include in its response whether photo documentation is needed. Any photo documentation requirements will be added as a firm commitment in the environmental document if not yet implemented.

A public notice of the "No Historic Properties Affected" finding will be published in *The Madison Courier* seeking the views of the public regarding the effects of the proposed project on the historic property within the APE. 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.

Per Stipulation III of the Historic Bridges PA, the project sponsor will hold a public hearing for the project prior to completion of National Environmental Policy Act (NEPA) studies. All originally invited consulting parties will be notified of the public hearing.

It should be noted that per the permanent rule issued by the IDNR effective August 14, 2013 (312 IAC 20-4-11.5), INDOT is requesting that this project be subjected to "dual review"; that is, reviewed by the Division of Historic Preservation and Archaeology simultaneously under 54 U.S.C. 306108 (Section 106) and IC 14-21-1-18 (Indiana Preservation and Archaeology Law dealing with alterations of historic sites and structures requiring a Certificate of Approval [COA]). Pursuant to Section 11.5(f) of this rule, at the conclusion of the review process INDOT anticipates that the Division Director would issue a letter of clearance exempting this project from obtaining a COA under IC 14-21-1-18. It is anticipated that the letter of clearance will be issued after review of the final plans. Obtaining a letter of clearance before environmental consultation form (ECF) approval will be added as a firm commitment in the environmental document.

3. BASIS FOR FINDING

No historic properties, besides Bridge P000-39-06876B, are present within the APE. The project proposes to rehabilitate this "Select" bridge, which CRA continues to recommend as eligible for

listing in the NRHP under Criterion C. Per the terms of the Historic Bridges PA, the FHWA will satisfy its Section 106 responsibilities involving “Select” and “Non-Select” bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III) and, therefore, the finding for this project only applies to other resources located within the APE and not the bridge. Therefore, CRA recommends that a finding of “No Historic Properties Affected” is appropriate for this project.

Appendix A: Maps

Appendix B: Photos

Appendix C: Consulting Party List

Appendix D: Correspondence

Appendix E: 60% Plans

Appendix F: Report Abstracts

The Attachments have been removed to reduce the size of the document, but can be made available upon request.

Alyssa Reynolds
Cultural Resource Analysts, Inc
201 NW 4th St., Suite 204
Evansville, IN 47708

Madison Courier
FIN 61-0301090
Madison, IN

PUBLISHER'S CLAIM

LINE COUNT

Display Master (Must not exceed two actual lines, neither of which shall total more than four solid lines of the type in which the body of the advertisement is set) -- number of equivalent lines

Head -- number of lines	.....	.....
Body -- number of lines	.....	.....
Tail -- number of lines	.....	.....
Total number of lines in notice	.....	105.98

COMPUTATION OF CHARGES

105.98 at	0.4877	
cents per line	.....	\$ 51.69
Additional charges for notices containing rule or tabular work (50 per cent of above amount)	.....	\$ 25.84
Charge for extra proofs of publication (\$1.00 for each proof in excess of two)	.....	\$ .....
TOTAL AMOUNT OF CLAIM	.....	\$ 77.53

DATA FOR COMPUTING COST

Width of single column in 9 picas 8 point column
type size 7.5

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 1 times. The dates of publication being as follows:

March 28, 2024 ad 70919296

Additionally, the statement checked below is true and correct:

AT

- Newspaper does not have a Web site.
- Newspaper has a Web site and this public notice was posted on the same day as it was published in the newspaper.
- Newspaper has a Web site, but due to technical problem or error, public notice was posted on _____.
- Newspaper has a Web site but refuses to post the public notice.

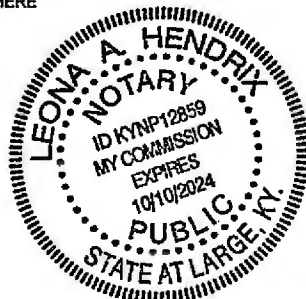
Date: April 1, 2024

Leishia Hicks
Title: Accounting Clerk

Leona A. Hendrix
Leona A. Hendrix
My Commission expires the 10th day of October 2024.

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OF ADVERTISEMENT
HERE

Notary Public State of Kentucky



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 ·



April 16, 2024

Alyssa Reynolds
Architectural Historian
Cultural Resource Analysts, Inc. ("CRA, Inc.")
201 NW 4th Street, Suite 204
Evansville, Indiana 47708

State Agency: Indiana Department of Transportation ("INDOT"),
Federal Agency: Federal Highway Administration, Indiana Division ("FHWA")

Re: DUAL REVIEW: 60% bridge plans, and the Indiana Department of Transportation's finding of "no historic properties affected," on behalf of the Federal Highway Administration, for the Park Road/Canyon Road Bridge (P000-39-06876B; NBI No. 60290) Project (Des. No. 2200147; DHPA No. 30377)

Dear Ms. Reynolds:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 36 C.F.R. Part 800; the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana's Historic Bridges" ("Indiana Historic Bridges PA"); and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding that Implementation of the Federal Aid Highway Program In the State of Indiana" ("Indiana Minor Projects PA"); and also pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code ("IAC") 20-4, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your March 20, 2024, submission which included the 60% bridge plans and the Indiana Department of Transportation's finding of "no historic properties affected," were received by our office March 20, 2024, for this project.

As previously stated, the SHPO agrees that bridge (P000-39-06876B; National Bridge Inventory [NBI] Number [No.] 60290) on Park Road/Canyon Road over Little Crooked Creek is an approximately 175 feet by 30.5 feet, five-span, open spandrel concrete arch bridge constructed in 1947. According to the Indiana Historic Bridge Inventory, completed in 2010, the bridge was determined eligible for listing in the National Register of Historic Places ("NRHP") and it was determined to be a "Select" bridge, which are those that are most suitable for preservation and are excellent examples of a given type of historic bridge. Additionally, as we previously indicated, we agree with the conclusions of the HPSR that the subject bridge is the only historic property located within the project's area of potential effects.

Furthermore, as we previously commented, we understand and agree with the conclusions of the HBAA that the preferred alternative for this project is Alternative B.1 Rehabilitation of the Existing Bridge for Continued Vehicular Use (Two-Way Option) Meeting the Secretary of the Interior's Standards (SOIS) for Rehabilitation as it is both feasible and prudent. The SHPO recognizes although Alternative A is feasible, it is not prudent to allow the bridge to deteriorate until it is impassable causing a significant community disruption and additional user cost and travel time.

Thank you for providing the 60% bridge plans; at this time, we have no comment on this set of plans. We look forward to receiving the final rehabilitation plans for this bridge project. It will be helpful if those submissions include plan sheets that show the proposed scope of work in greater detail. We are unaware if any consulting parties or members of the public have provided input regarding the project plans. If any there are any known concerns, please make us aware.

As referenced in Section V.C of the HBAA, we request that this bridge be photographically documented. We request color, digital images that provide overviews of the resource, along with detailed shots of character-defining features. In addition to the photographs, please provide a photo log that corresponds to the photographs, a photo key, and an overview thumbnail sheet. Please submit a draft copy of this documentation on CD, flash drive, or any other previously approved storage device for our review and approval. Upon approval, this documentation should be provided to a public or not-for-profit organization that is willing to accept a copy of this documentation and make it available to the public. Please inform us which local or not-for-profit organization is willing to accept this documentation.

As previously indicated, in terms of impacts of proposed project-related ground-disturbing activities to archaeological resources, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. However, this identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature. If archaeological deposits are encountered from the post-contact period, they will be evaluated regarding their eligibility for the NRHP in consultation with the staff of the Indiana SHPO. Please contact our office if such deposits are encountered. The archaeological recording must be done in accordance with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716) and a report of the archaeological documentation must be submitted to our office for review and comment.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology 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 Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

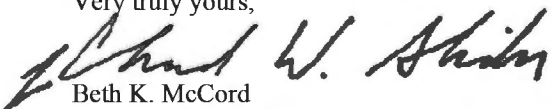
Because the Indiana Historic Bridges PA takes into account the effects of projects on all historic, "Select" and "Non-Select" bridges in Indiana, a Section 106 finding in a bridge project applies only to historic properties within the APE, other than the bridge. Accordingly, we concur with INDOT's March 20, 2024, Section 106 finding of "No Historic Properties Affected" on behalf of FHWA for this federal undertaking.

For the benefit of the Indiana Historic Preservation Review Board ("Review Board") members and other recipients of this letter who are not Section 106 consulting parties, please be aware that documents submitted for review of this project can be found online at IN SCOPE (<http://erms.indot.in.gov/Section106Documents/>). From there, search by this project's designation number: 2200147.

If you have questions regarding our dual review of the aforementioned project, please contact the Indiana DNR-DHPA. Questions about archaeological issues should be directed to Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.in.gov. Questions about historic buildings or structures pertaining to this review should be directed to Toni Lynn Giffin at (317) 233-2803 or tgiffin@dnr.IN.gov.

In all future correspondence regarding the dual review of the Park Road/Canyon Road bridge (P000-39-06876B; NBI No. 60290) Project, at Clifty Falls State Park, Jefferson County, Indiana (Des. No. 2200147), please refer to DHPA No. 30377.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer
Director, Division of Historic Preservation and Archaeology

BKM:TLG:WTT:wt

EMC to federal and state agency or consultant staff members:
Patrick Carpenter, Federal Highway Administration
Matt Coon, Ph.D., Indiana Department of Transportation

Susan Branigin, Indiana Department of Transportation
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA
Alyssa Reynolds, Cultural Resource Analysts, Inc.
Ben Clark, Chief of Cultural Resources of State Parks, Indiana DNR
Lucas Green, South Region Manager, Indiana DNR
Cory Duff, Assistant Property Manager, Clifty Falls State Park
Kayla Wilson, Naturalist, Clifty Falls State Park

EMC to Indiana Historic Preservation Review Board Members:

J. Scott Keller, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Beth K. McCord, Indiana DNR-DHPA, Review Board
Ryan Mueller, Deputy Director, DNR, and Chairman, Review Board
Anne Shaw, Review Board
April Sievert, Ph.D., Review Board

EMC to potentially interested persons:

Paul Brandenburg, Indiana Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges
Nathan Holth, historicbridges.org
Link Ludington, Cornerstone Society
John Staicer, Historic Madison Foundation, Inc.
Greg Sekula, Indiana Landmarks Southern Regional Office
Heather Huff, Jefferson County Auditor
Robert Little, Jefferson County Commissioners
Linda Roaks, Jefferson County Genealogical Society
Bobby Phillips, Jefferson County Highway Supervisor
Erica Cline, Jefferson County Historian
John Nyberg, Jefferson County Historical Society Museum
David Cart, Jefferson County Historic Preservation Council, Inc.
Jefferson County Public Library – Genealogy and Local History
Susan Craig, Southeastern Indiana Regional Planning Commission

Appendix E:

Red Flag and Hazardous Materials



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (855) 463-6848
(855) INDOT4U

Eric Holcomb, Governor
Michael Smith, Commissioner

Date: March 20, 2023

To: Site Assessment & Management (SAM)
Environmental Policy Office - Environmental Services Division (ESD)
Indiana Department of Transportation (INDOT)
100 N Senate Avenue, Room N758-ES
Indianapolis, IN 46204

From: Raquel Walker
Beam, Longest and Neff (BLN)
8320 Craig Street
Indianapolis, IN
rwalker@b-l-n.com

Re: RED FLAG INVESTIGATION
DES 2200147, State Project
Bridge Project
Park Road Over Little Crooked Creek
Jefferson County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: The Indiana Department of Natural Resources (IDNR) is proposing a bridge project for the structure carrying Park Road (also known as Canyon Road) over Little Crooked Creek (Bridge No. P000-39-06876 B/National Bridge Inventory (NBI): 060290) in Madison, Jefferson County, Indiana. This project is within the National Register of Historic Places (NHRP) listed Clifty Falls State Park, specifically in Section 33, Township 4 North, Range 10 East, as shown on the Madison West 7.5 Minute Topographic Map. The existing NRHP-eligible bridge is a single-span, concrete arch bridge, 175 feet in length, with an out-to-out width of 30.5 feet, two reinforced concrete beam approach spans on each side, and 2.3-foot-wide sidewalks flanking the bridge deck. The scope of work for the proposed project involves hydrodemolition and an overlay of the bridge deck, replacement of the bridge joints with pre-compressed foam joints, replacement of the approach slabs, and adjustment of the inlet casting to grade. In addition, portions of the floor beams, columns, and arches will be patched and fiber-wrapped, the deteriorated tie beams will be repaired or replaced as necessary, the curb, sidewalk, and railing will be cleaned and sealed, and the northeast side paved ditch will be converted from a V-shaped ditch to a flat bottom ditch. Riprap may need to be placed around the piers for scour protection. Approximately 10 feet of full-depth patching and 40 feet of resurfacing will be needed on Park Road.

Bridge Work Included in Project: Yes No Structure #(s): P000-39-06876 B (NBI: 060290)

If this is a bridge project, is the bridge Historical? Yes No , Select Non-Select

(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

Culvert Work Included in Project: Yes No Structure #(s) n/a

Proposed right of way: Temporary # Acres 0 Permanent # Acres 0, Not Applicable

Type and proposed depth of excavation: Excavation will be necessary for full-depth pavement replacement and conversion of the existing flat bottom ditch to a V-shaped ditch. The depth of excavation is anticipated to be approximately 2 feet for the full-depth replacement and 2 feet for the ditch conversion. If riprap is required around the piers, 3 feet of excavation will be required for riprap placement.

Maintenance of traffic (MOT): The preferred MOT for this project is a road closure with a detour route. The detour would utilize SR 256, US 421, and SR 56 and be in place for approximately 60 days or less.

Work in waterway: Yes No Below ordinary high water mark: Yes No

State Project: LPA:

Any other factors influencing recommendations: This bridge is listed as a programmatically determined, Select historic bridge eligible for the NHRP on the Indiana Historic Bridge Inventory list. This structure was built in 1947 and rehabilitated in 1980, 1990, and 2000. Coordination with INDOT CRO will occur.

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	N/A	Recreational Facilities	1
Airports ¹	1	Pipelines	1
Cemeteries	1	Railroads	1
Hospitals	N/A	Trails	6
Schools	1	Managed Lands	2

¹In order to complete the required airport review, a review of public-use airports within 3.8 miles (20,000 feet) is required.

Explanation:

Cemeteries: One (1) cemetery is located within the 0.5 mile search radius. Although the icon associated with the Veteran Memorial Cemetery is mapped outside of the 0.5 mile search radius, the cemetery is actually located approximately 0.42 mile northeast of the project area. No impact is expected.

Airports: Although not located within the 0.5 mile search radius, one (1) public-use airport, Madison Municipal, is located within 3.8 miles (20,000 feet) of the project area. The public-use airport is located approximately 2.78 miles northwest of the project area; therefore, early coordination with INDOT Aviation will occur.

Schools: One (1) school is located within the 0.5 mile search radius. The Madison Correctional Facility is located approximately 0.34 mile east of the project area. No impact is expected.

Recreational Facility: One (1) recreational facility is located within the 0.5 mile search radius. The Madison Elks Lodge #524 is located approximately 0.43 mile south of the project area. No impact is expected.

Pipelines: One (1) pipeline segment is located within the 0.5 mile search radius. One (1) pipeline segment, Indiana Gas Co. Inc. is located approximately 0.49 mile south of the project area. No impact is expected.

Railroad: One (1) railroad segment is mapped within the 0.5 mile search radius. Upon review of Google Earth aerial imagery, this segment of the railroad is abandoned. No impact is expected.

Trails: Six (6) trail segments are located within the 0.5 mile search radius. The nearest trail segment, Clifty Falls State Park Trail #9, is located approximately 0.25 mile west of the project area. No impact is expected.

Managed Lands: Two (2) managed lands are located within the 0.5 mile search radius. Clifty Falls State Park is within the project area. Coordination with the Department of Natural Resources (IDNR) State Parks will occur.

WATER RESOURCES TABLE AND SUMMARY

Water Resources			
Indicate the number of items of concern found within the 0.5-mile search radius. If there are no items, please indicate N/A:			
NWI - Points	N/A	Canal Routes - Historic	N/A
Karst Springs	N/A	NWI - Wetlands	1
Canal Structures – Historic	N/A	Lakes	3
NPS NRI Listed	N/A	Floodplain - DFIRM	3
NWI-Lines	3	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	N/A	Sinkhole Areas	N/A
Rivers and Streams	5	Sinking-Stream Basins	N/A

If unmapped water features are identified that might impact the project area, direct coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Explanation:

NWI-Lines: Three (3) NWI-line segments are located within the 0.5 mile search radius. The nearest NWI-line segment is located approximately 0.34-mile northwest of the project area. No impact is expected.

Rivers and Streams: Five (5) rivers and stream segments are located within the 0.5 mile search radius. One (1) stream segment, Little Crooked Creek, is located within the project area. A Waters of the U.S. Report is recommended based on mapped features, and coordination with INDOT ESD Ecology and Waterway Permitting will occur.

NWI-Wetlands: One (1) NWI-wetland polygon is located within the 0.5 mile search radius. The wetland polygon is located approximately 0.34 mile northwest of the project area. No impact is expected.

Lakes: Three (3) lake polygons are located within the 0.5 mile search radius. The nearest lake polygon is located approximately 0.36 mile south of the project area. No impact is expected.

Floodplains: Three (3) floodplain polygons are located within the 0.5 mile search radius. The nearest floodplain polygon is located approximately 0.25 mile south of the project area. No impact is expected.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	N/A	Mineral Resources	N/A
Mines – Surface	N/A	Mines – Underground	N/A

Explanation: No Mining or mineral exploration resources were identified within the 0.5 mile search radius.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/ TSD	N/A	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	N/A	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tank (UST) Sites	1	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	N/A	Brownfields	N/A
Construction Demolition Waste	N/A	Institutional Controls	N/A
Solid Waste Landfill	N/A	NPDES Facilities	1
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	3
Leaking Underground Storage (LUST) Sites	N/A	Notice of Contamination Sites	N/A

Unless otherwise noted, site specific details presented in this section were obtained from documents reviewed on the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC).

Explanation:

Underground Storage Tank (UST) Sites: One (1) UST site is located within the 0.5 mile search radius. • IN-KY Electric Corp, Clifty Creek Station, 1335 Clifty Hollow Road, AI ID # 11735, is mapped approximately 0.36 mile south of the project area but is actually located approximately 0.69 mile southwest of the project area. No impact is expected.

NPDES Facilities: One (1) NPDES facility is located within the 0.5 mile search radius. IN-KY Electric Corp, Clifty Creek Station, 1335 Clifty Hollow Road, Permit #: IN0001759, is mapped approximately 0.36 mile south of the project area but is actually located approximately 0.69 mile southwest of the project area. No impact is expected.

NPDES Pipe Locations: Three (3) NPDES pipe locations are located within the 0.5 mile search radius. The nearest NPDES Pipe Location is IN-KY Electric Corp, Clifty Creek Station, 1335 Clifty Hollow Road, Permit #: IN0001759, is mapped approximately 0.36 mile south of the project area but is actually located approximately 0.69 mile southwest of the project area. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Jefferson County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high-quality natural communities is provided at https://www.in.gov/dnr/nature-preserves/files/np_jefferson.pdf. A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did indicate the presence of ETR species within the 0.5-mile search radius. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5-mile of the project area. The project area is in a state park surrounded by forest. The September 28, 2022 inspection report for Bridge No. P000-39-06876B (NBI: 060290) states that evidence of bats was seen or heard under the bridge. Additional coordination with INDOT District Environmental personnel will be necessary, and the range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects."

RECOMMENDATIONS SECTION

Include recommendations from each section. If there are no recommendations, please indicate N/A:

INFRASTRUCTURE:

- Historical Bridge: Bridge No. P000-39-06876B (NBI: 060290) is listed as a programmatically determined, Select historic bridge eligible for the NHRP on the Indiana Historic Bridge Inventory list. Coordination with INDOT CRO will occur.
- Airports: One (1) public-use airport, Madison Municipal, is located approximately 2.78 miles northwest of the project area. Early coordination with INDOT Aviation will occur.
- Managed Lands: Clifty Falls State Park is within the project area. Coordination with the Department of Natural Resources (IDNR) State Parks will occur.

WATER RESOURCES:

A Waters of the U.S. Report is recommended based on mapped features and coordination with INDOT ESD Ecology and Waterway Permitting will occur for the following features:

- One (1) stream segment, Little Crooked Creek, is located within the project area.

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

ECOLOGICAL INFORMATION: Coordination with USFWS and IDNR will occur. Additional coordination with INDOT District Environmental personnel will be necessary, and the range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation INDOT Projects."

INDOT ESD concurrence: Peter Washburn (Signature)

Digitally signed by Peter Washburn
Date: 2023.03.20 13:39:33 -04'00'

Prepared by:
Raquel Walker
Senior Environmental Analyst
Beam, Longest and Neff LLC.

Graphics:

A map for each report section with a 0.5 mile search radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

SITE LOCATION: YES

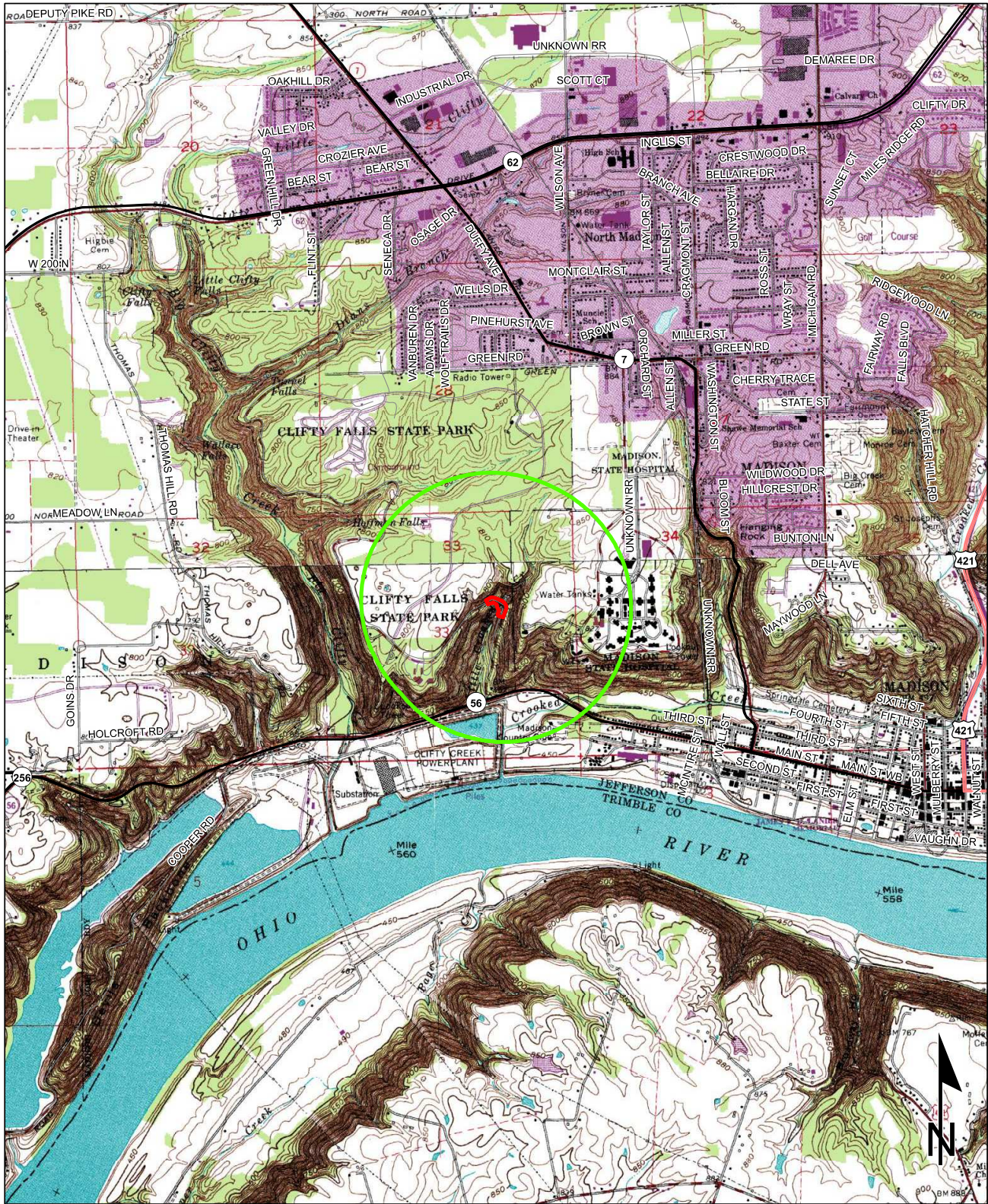
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Site Location
 Park Road Over Little Crooked Creek, Clifty Falls State Park
 Des. No. 2200147, Bridge Project
 Jefferson County, Indiana



Sources: 0.5 0.25 0 0.5 Miles
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

**MADISON WEST AND CLIFTY
 FALLS QUADRANGLES INDIANA
 7.5 MINUTE SERIES
 (TOPOGRAPHIC)**

Red Flag Investigation - Infrastructure
 Park Road over Little Crooked Creek, Clifty Falls State Park
 Des. No. 2200147, Bridge Project
 Jefferson County, Indiana



Sources:

Non Orthophotography

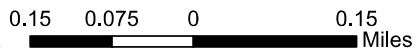
Data - Obtained from the State of Indiana Geographical Information Office Library

Orthophotography - Obtained from Indiana Map Framework Data

(www.indianamap.org)

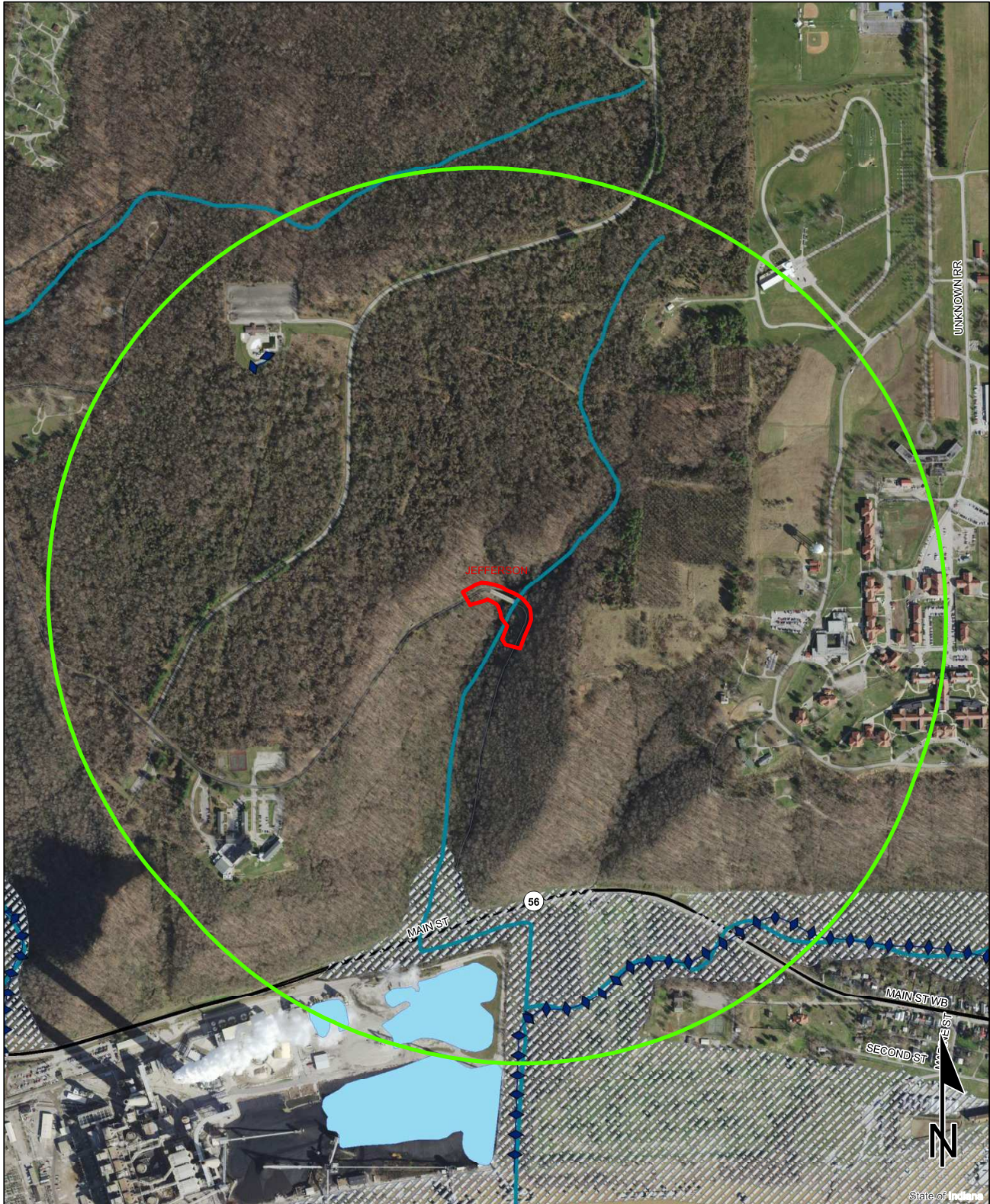
Map Projection: UTM Zone 16 N Map Datum: NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.



	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road

Red Flag Investigation - Water Resources
 Park Road Over Little Crooked Creek, Clifty Falls State Park
 Des. No. 2200147, Bridge Project
 Jefferson County, Indiana



Sources:

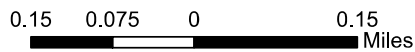
Non Orthophotography

Data - Obtained from the State of Indiana Geographical Information Office Library

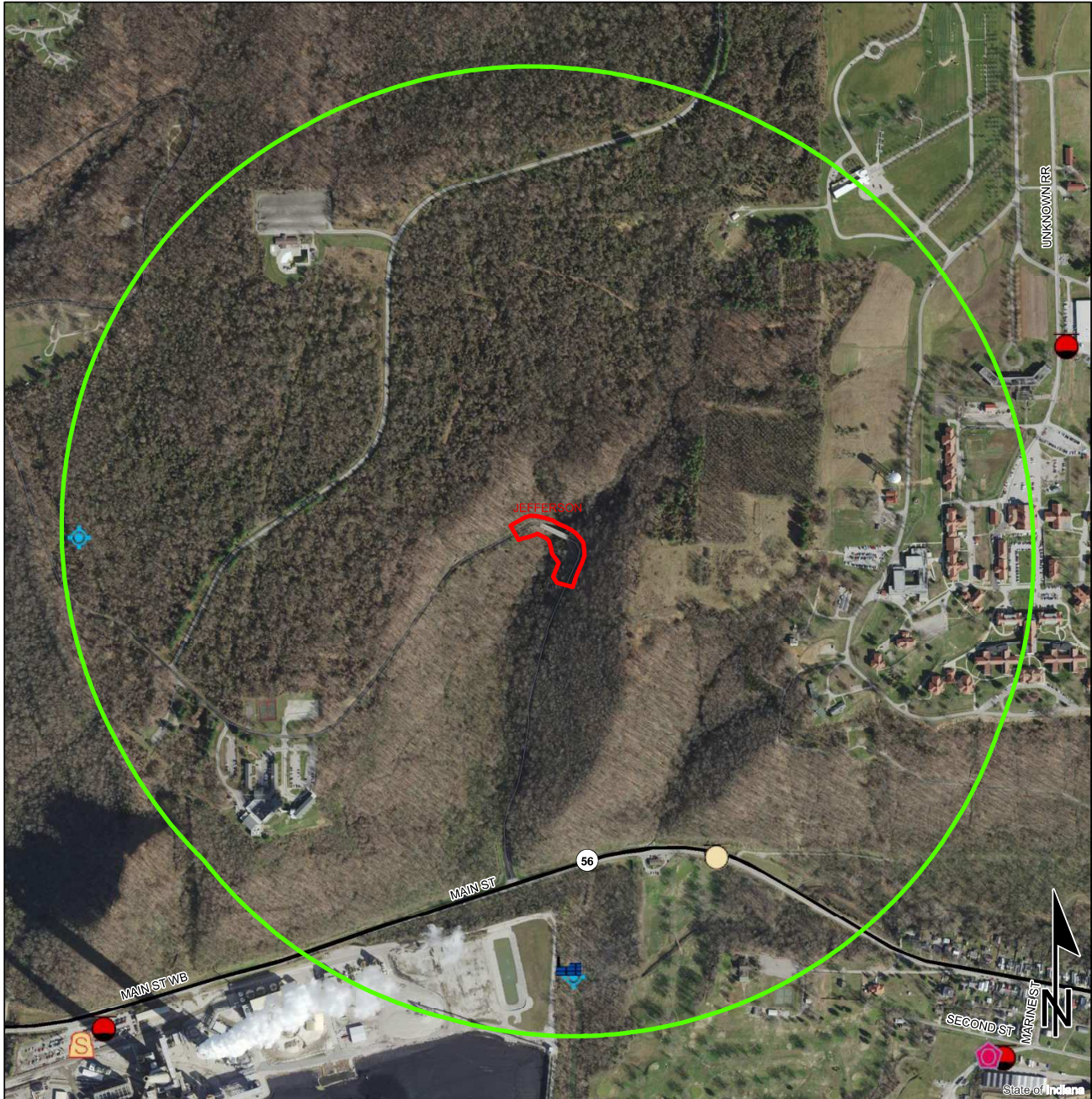
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

Map Projection: UTM Zone 16 N **Map Datum:** NAD83

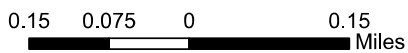
This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.



Red Flag Investigation - Hazardous Material Concerns
 Park Road Over Little Crooked Creek, Clifty Falls State Park
 Des. No. 2200147, Bridge Project
 Jefferson County, Indiana



	Brownfield		RCRA Generator/TSD		Institutional Controls
	RCRA Corrective Action Sites		Restricted Waste Site		County Boundary
	Confined Feeding Operation Notice_of_Contamination		Septage Waste Site		Project Area
	Construction/Demolition Site		Solid Waste Landfill		Half Mile Radius
	Infectious/Medical Waste Site		State Cleanup Site		Toll
	Leaking Underground Storage Tank		Superfund		Interstate
	Manufactured Gas Plant		Tire Waste Site		State Route
	NPDES Facilities		Underground Storage Tank		US Route
	NPDES Pipe Locations		Voluntary Remediation Program		Local Road
	Open Dump Waste Site		Waste Transfer Station		



This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Sources:
Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83

Appendix F:

Water Resources

**Waters of the U.S. Determination Report
Park Road over Little Crooked Creek
Jefferson County, Indiana
Bridge Project
Des No. 2200147
Bridge File No. P000-39-06876**

Jacob Burskey
Approved 3/1/2024

**Prepared by: Raquel Walker
rwalker@b-l-n.com; 317-558-7546
Egis BLN USA Inc. (Egis)
Completed Date: 2/29/2024**

PROJECT INFORMATION

Date of Field Reconnaissance:
May 31, 2023

Location:
Section 33, Township 4 North, Range 10 East
Madison West, Indiana Quadrangle Map
Jefferson County, Indiana
Latitude: 38.74772, Longitude: -85.41162

Project Description

This project involves preventive maintenance on the existing bridge (P000-39-06876/NBI: 060290) carrying Park Road (also known as Canyon Road) over Little Crooked Creek, approximately 0.40 mile north of Clifty Hollow Road near Madison, in Jefferson County, Indiana. This project is within Clifty Falls State Park. The existing NRHP-eligible bridge is a single-span, concrete arch bridge, 175 feet in length, with an out-to-out width of 30.5 feet, two reinforced concrete beam approach spans on each side, and 2.3-foot-wide sidewalks flanking the bridge deck. This bridge was built in 1947 and rehabilitated in 1980, 1990, and 2000.

The scope of work for the proposed project involves rehabilitating the existing bridge for continued vehicular use (two ways), meeting the Secretary of Interior's Standards for Rehabilitation. The rehabilitation efforts will include hydrodemolition of the existing bridge deck and placement of a rigid concrete overlay over the driving surface, curb repair by patching, and replacing bridge expansion joints between deck sections with pre-compressed foam joints and reinforced concrete approach slabs. The existing approach slabs will be sawcut at the curb face allowing the existing bridge railing transitions to remain. The new approach slabs will be attached to the remaining portions of the existing approach slabs. The floor beams, piers, spandrel columns, and arches will be repaired. Spalls on the front face of the abutments and wingwalls will be patched. Deteriorated portions of the tie beams between the north and south arches will be repaired. Two locations along the arch and one pedestal have cracking but do not require patching. The cracks will be epoxy injected to prevent the intrusion of water, which could create delamination or spalls. Fiber Reinforced Polymer (FRP) will be applied to patched concrete areas and color-matched to the existing arch as much as feasible. The curb, sidewalk, and railing will be cleaned and sealed, and the northeast side paved ditch will be converted from a V-shaped ditch to a flat bottom ditch. Riprap may need to be placed around the piers for scour protection. Approximately 10 feet of full-depth patching and 40 feet of resurfacing will be needed on Park Road.

General topography in the investigated area is hilly. Surrounding land use is forested with steep cliffs lining the roadway. According to the United States Geological Survey (USGS) Clifty Falls 1:24,000 Topographic Map, the investigated area has an elevation of approximately 800 to 850 feet above Mean Sea Level (MSL) (Figures 2 and 3).

The investigated area is within the Muscatatuck Plateau Physiographic Region of the Southern Hills and Lowlands Region (Indiana Geological Survey, 2000).

DESKTOP DATA REVIEW

Soils

According to the Soil Survey Geographic (SSURGO) Database (<https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>) for Jefferson County, Indiana, there is one soil series in the investigated area. This soil is not identified in the National List of Hydric Soils (Figure 8) as hydric. Table 1 lists the soil type within the investigated area.

Table 1: Soil Series in Investigated Area

Soil Name	Symbol	NRCS Flooding Frequency	NRCS Drainage Class	NRCS Hydric Soil Category	SSURGO Hydric Rating
Eden-Caneyville complex, 25 to 60 percent slopes	EgG	None	Well Drained	Not Hydric	0% Hydric

National Wetlands Inventory (NWI) Information

No NWI-mapped wetlands are present within the investigated area.

Floodplain

An Indiana Department of Natural Resources (IDNR) Flood Hazard Map shows the investigated area is not located within the IDNR Approximate Floodway (Figure 6).

National Hydrography Dataset (NHD)

The NHD represents the surface water component of the water drainage network on the USGS topographic map. One intermittent flowline, representing Little Crooked Creek, is mapped within the investigated area (Figure 7).

Karst

This project is within Jefferson County which is within the Potential Karst Features Region. The map does not indicate a potential for karst features within the investigated area, and none were identified during the site visit (Figure 11).

Hydrologic Unit Code (HUC)

The investigated area is situated in the Crooked Creek-Ohio River Watershed, which is identified by the 12-digit HUC 051401010302 (Figure 9).

Attached Documents

- Maps (Figures 1 to 13)
- Photo Log
- Preliminary Jurisdictional Determination (PJD) Form

Some maps and photographs have been removed to avoid duplication and can be found in Appendix B.

FIELD RECONNAISSANCE

A field visit to inspect the investigated area for aquatic resources was conducted by BLN environmental staff on May 31, 2023. The investigated area extends approximately 289 feet northwest and 298 feet southeast from the center of the bridge to encompass the maximum estimated area of disturbance based on the design and construction (Figure 4). The field investigation identified one stream feature, Little Crooked Creek, in the survey area (Figure 12). In addition, evidence that wildlife utilizes the area beneath the bridge was present. One roadside ditch (RSD) was also present during the field investigation. No unusual circumstances were identified.

Streams

The investigated area was inspected for the presence of streams. Any streams found in the investigated area were identified, mapped, measured, and informally evaluated using the techniques described in *Methods for Assessing Habitat in Flowing Waters: Using the Qualitative Habitat Evaluation Index (QHEI)* (2006). Recommendations on the jurisdictional status of the water resources within the investigated area were made based on guidance from the *US Army Corps of Engineers Jurisdictional Determination Form Instructional Guidebook* (2007).

Little Crooked Creek

Little Crooked Creek flows northeast to southwest through the investigated area and is depicted as a dotted blue line on the USGS topographic map, indicating an intermittent stream. Approximately 135 feet of Little Crooked Creek is within the investigated area. The USGS Stream Stats website calculated the upstream drainage area to be 0.364 square mile (Figure 10). The riparian corridor within the investigated area consisted of forested cover along each side of the stream with steep slopes. Little Crooked Creek had a defined bed and bank throughout the project limits. The ordinary high-water mark (OHWM) outside the influence of the bridge upstream was approximately 8 feet wide and 0.3 feet deep and the OHWM downstream was approximately 10 feet wide and 0.2 feet deep. Riffles and pooling were present, and the substrate consisted of rock within the channel. Due to the above-mentioned factors, the quality of the stream is considered average. A review of the USGS National Hydrography Dataset revealed Little Crooked Creek flows into the Ohio River, a traditional navigable water (TNW); therefore, it would likely be considered a Water of the U.S.

Table 2: Stream Summary

Water Feature Name	Photos	Lat/Long	OHWM Width (ft)	OHWM Depth (ft)	USGS Blue-Line? Type?	Riffles ? Pools?	Quality	Substrate	Likely Water of U.S.?
Little Crooked Creek	8, 11, 12, 13	38.747678, -85.411662	10	0.3	Yes, Intermittent	R: Yes P: Yes	Average	Rock	Yes

Wetlands

No features that appeared to meet USACE wetland criteria were observed. The channel banks were very sloped with no presence of wetland hydrology. As a result, wetland characteristics were not observed, and no soil points were excavated.

Other Features

The investigated area was also surveyed for other aquatic features, including roadside ditches and open water bodies. Any features identified were evaluated for potential jurisdictional status.

Roadside Ditches

A concrete-lined roadside ditch (RSD) was present in the northeast quadrant of the investigated area. This feature was located in upland soil to convey upland drainage and did not exhibit a defined bed, bank, or OHWM to warrant a jurisdictional status. No other drainage features were observed within the investigated area.

Open Water Features

No open water features were identified within the investigated area.

Wildlife Evidence and Concerns

During the investigation, there was evidence the area beneath the bridge is used by wildlife. Bare ground with sparse vegetation exists on the east bank of Little Crooked Creek beneath the bridge, and animal tracks were evident. The west bank was too heavily sloped to observe. In addition, BLN staff conducted a bat and bird inspection during the investigation. No bats signs of bats were seen; no bird nests were present beneath the bridge.

Conclusions

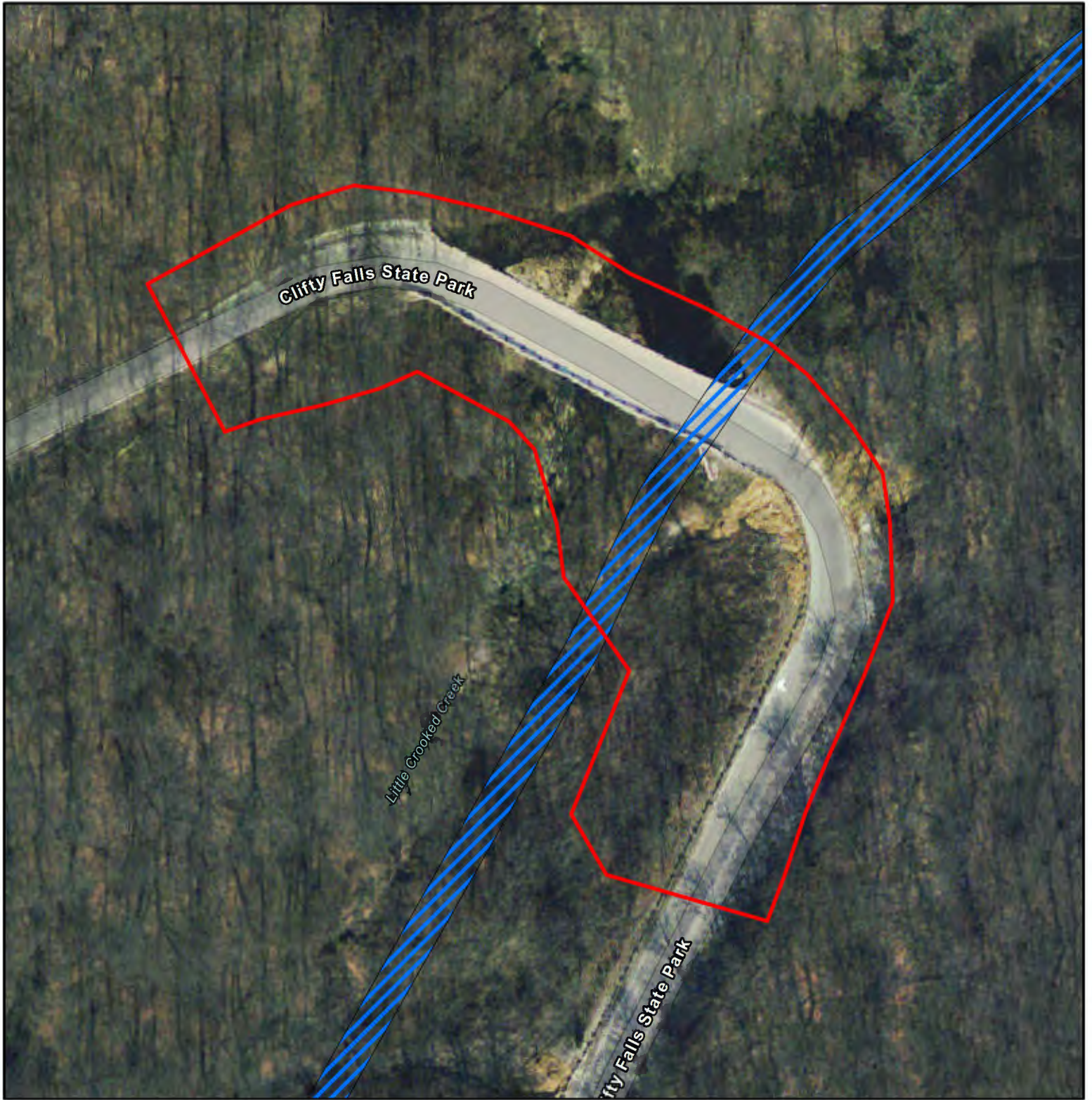
BLN conducted a field survey for wetlands and Waters of the U.S. at the investigated area on May 31, 2023. The survey identified one likely jurisdictional stream feature, Little Crooked Creek, and one roadside ditch within the investigated limits. The stream feature is likely a jurisdictional Water of the U.S. Every effort should be taken to avoid and minimize impacts to these waterways. If impacts are necessary, mitigation may be required. The INDOT Environmental Services Division should be contacted immediately if impacts occur. The final determination of jurisdictional waters is ultimately made by USACE. This report is our best judgment based on the guidelines set forth by USACE.

Acknowledgement

This waters determination has been prepared based on the best available information, interpreted in the light of the investigator's training, experience, and professional judgement, in conformance with the 1987 *Corps of Engineers Wetlands Delineation Manual*, the appropriate regional supplement, the *USACE Jurisdictional Determination Form Instructional Guidebook*, and other appropriate agency guidelines.



Raquel Walker
Senior Environmental Analyst
Egis
2/29/2024



Source: gis.in.gov/arcgis/rest/services
 0 100 200 Feet



Legend

Investigated Area

Riverine

Figure 5: National Wetland Inventory Map
 Bridge Project
 Park Road over Little Crooked Creek
 Jefferson County, Indiana
 Des 2200147
 Author: Raquel Walker



- Point of Interest
 - Base Flood Elevation Point
- FLD_ZONE, SOURCE_DNR, ZONE_SUBTY
- Not Mapped

Long: -85.41153346487481
Lat: 38.747865279508076

The information provided below is based on the point of interest shown in the map above.

County: **Jefferson**
Stream Name:
Crooked Creek

Approximate Ground Elevation: **594.1 feet (NAVD88)**
Base Flood Elevation: **462.9 Feet (NAVD88)**
Drainage Area: **Not Available**

Best Available Flood Hazard Zone: **Not Mapped**
National Flood Hazard Zone: **Not Mapped**

Is a Flood Control Act permit from the DNR needed for this location? **See following pages**

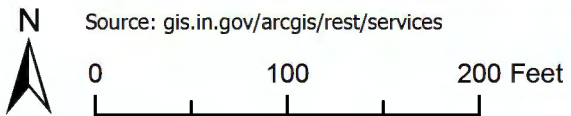
Is a local floodplain permit needed for this location? **Contact your local Floodplain Administrator-**

Floodplain Administrator: **Josh Cline, Floodplain Administrator**

Community Jurisdiction: **Jefferson County, County proper**

Phone: **(812) 265-8925**

Email: **josh.cline@jeffersoncounty.in.gov**



Legend		
Investigated Area	Ephemeral	Connector
Perennial	Artificial Path	Pipeline
Intermittent	Canal Ditch	Underground Conduit
	Coastline	

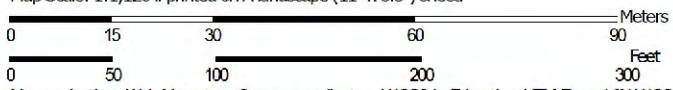
F-7

Figure 7: National Hydrography Dataset Map
 Bridge Project
 Park Road over Little Crooked Creek
 Jefferson County, Indiana
 Des 2200147
 Author: Raquel Walker

Hydric Rating by Map Unit—Jefferson County, Indiana
(Figure 8: Des 2200147)



Map Scale: 1:1,120 if printed on A landscape (11" x 8.5") sheet.



Soil Rating Polygons

- Hydric (100%)
- Hydric (66 to 99%)
- Hydric (33 to 65%)
- Hydric (1 to 32%)
- Not Hydric (0%)
- Not rated or not available

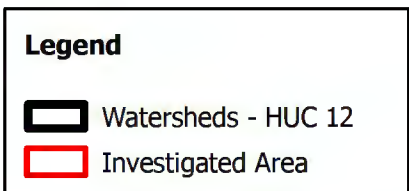
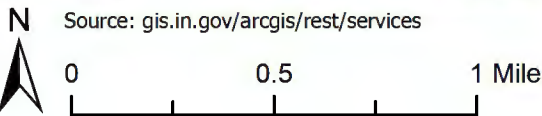
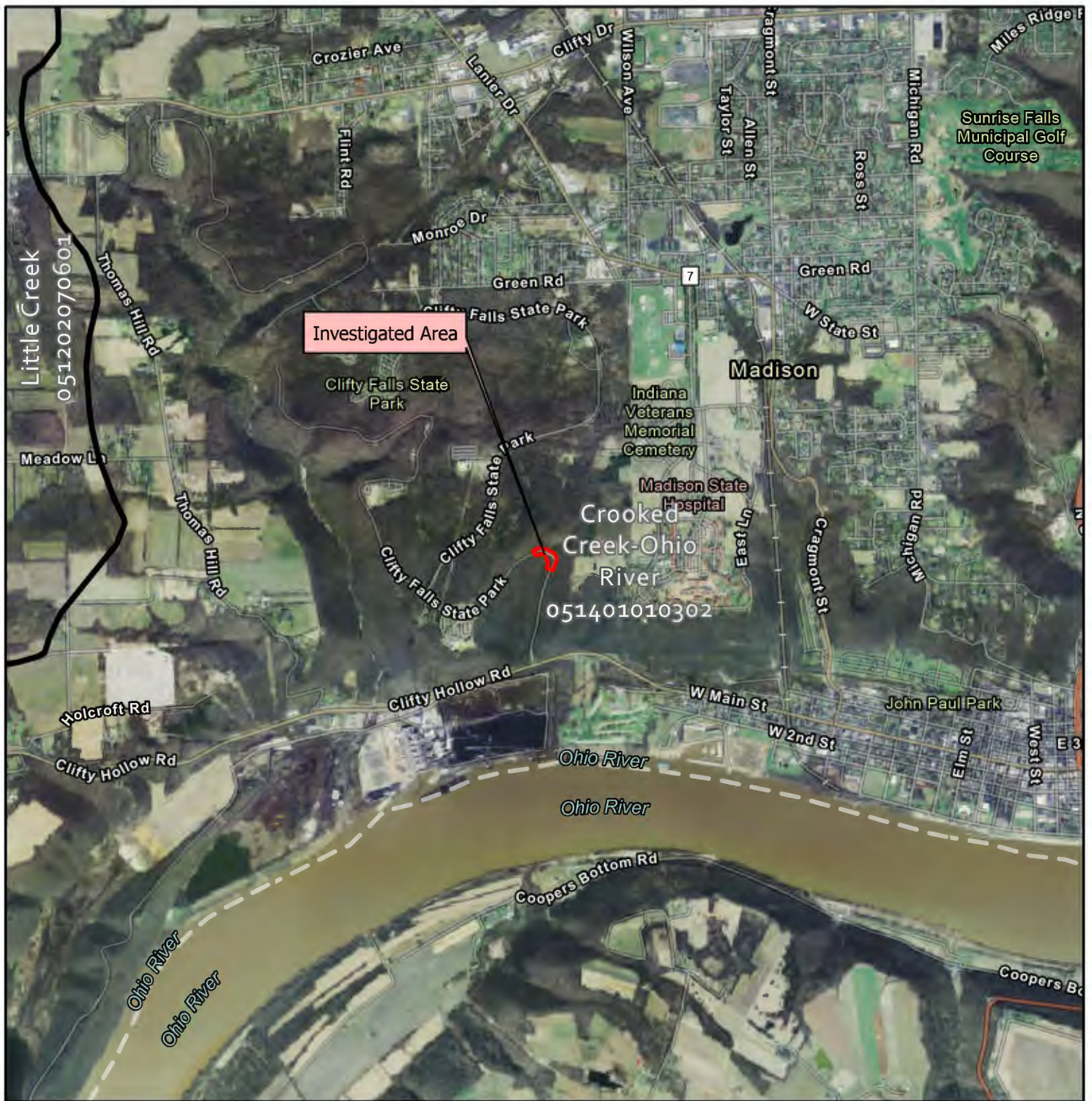
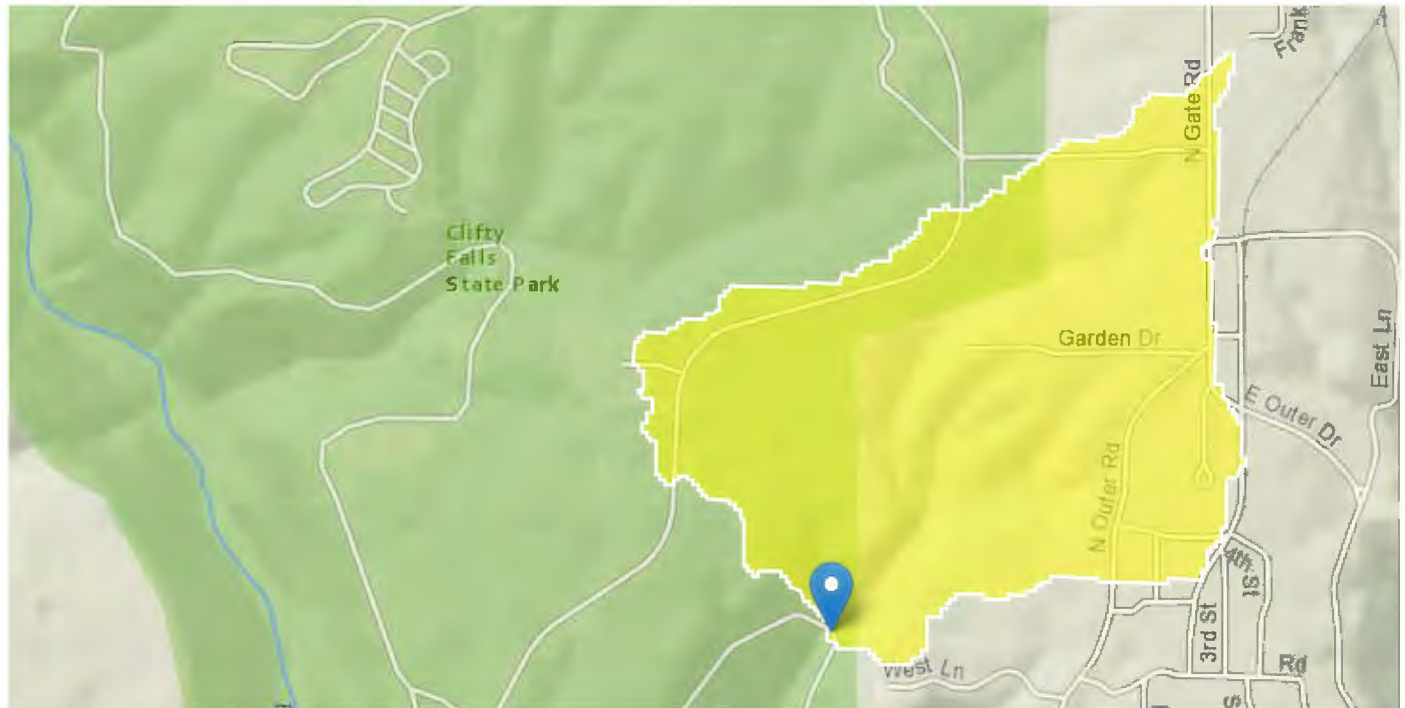


Figure 9: Watershed Map
 Bridge Project
 Park Road over Little Crooked Creek
 Jefferson County, Indiana
 Des 2200147
 Author: Raquel Walker

Figure 10: StreamStats Report - Des 2200147 - Park Road over Little Crooked Creek

Region ID: IN
Workspace ID: IN20231103144447519000
Clicked Point (Latitude, Longitude): 38.74751, -85.41128
Time: 2023-11-03 10:45:09 -0400



+ Collapse All

➤ Basin Characteristics

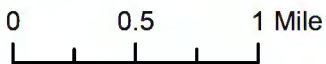
Parameter Code	Parameter Description	Value	Unit
DRNAREA	Area that drains to a point on a stream	0.364	square miles

USGS Data Disclaimer: Unless otherwise stated, all data, metadata and related materials are considered to satisfy the quality standards relative to the purpose for which the data were collected. Although these data and associated metadata have been reviewed for accuracy and completeness and approved for release by the U.S. Geological Survey (USGS), no warranty expressed or implied is made regarding the display or utility of the data for other purposes, nor on all computer systems, nor shall the act of distribution constitute any such warranty.

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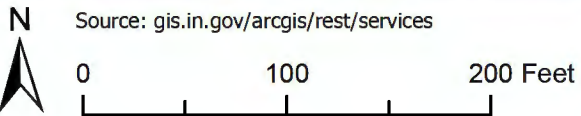
Source: gis.in.gov/arcgis/rest/services



Legend

- Investigated Area
- Potential Karst Region

Figure 11: Karst Map
 Bridge Project
 Park Road over Little Crooked Creek
 Jefferson County, Indiana
 Des 2200147
 Author: Raquel Walker






Legend	
	Investigated Area
	Delineated Stream
	Roadside Ditch

Figure 12: Water Resources Map
 Bridge Project
 Park Road over Little Crooked Creek
 Jefferson County, Indiana
 Des 2200147
 Author: Raquel Walker

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: 2/29/2024

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Raquel Walker, Beam, Longest and Neff, 8320 Craig Street, Indianapolis, IN 46250

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION: Des No. 2200147 - Bridge Project
(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: Indiana County/parish/borough: Jefferson City: Madison

Center coordinates of site (lat/long in degree decimal format):

Lat.: 38.74772 Long.: -85.41162

Universal Transverse Mercator: WGS 84

Name of nearest waterbody: Little Crooked Creek

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

Office (Desk) Determination. Date:

Field Determination. Date(s):

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH “MAY BE” SUBJECT TO REGULATORY JURISDICTION.

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource “may be” subject (i.e., Section 404 or Section 10/404)
Little Crooked Creek	38.74741	-85.41181	135 ft.	non-wetland	Section 404

- 1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.
- 2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring “pre-construction notification” (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant’s acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there “*may be*” waters of the U.S. and/or that there “*may be*” navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
Map: Figure 1 - 13
- Data sheets prepared/submitted by or on behalf of the PJD requestor.
 - Office concurs with data sheets/delineation report.
 - Office does not concur with data sheets/delineation report. Rationale: _____
- Data sheets prepared by the Corps: _____
- Corps navigable waters' study: _____
- U.S. Geological Survey Hydrologic Atlas: Figure 9
 - USGS NHD data.
 - USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: Clifty Falls & Madison West, IN, 1:24,000 quad, 2022, USGS
- Natural Resources Conservation Service Soil Survey. Citation: USDA NRCS Soil Survey Geographic (SSURGO) Database Jefferson County, Indiana
- National wetlands inventory map(s). Cite name: NWI accessed 2023
- State/local wetland inventory map(s): _____
- FEMA/FIRM maps: Figure 6
- 100-year Floodplain Elevation is: _____.(National Geodetic Vertical Datum of 1929)
- Photographs: Aerial (Name & Date): State of Indiana Best Available Orthophotography, various years 2013-2019
or Other (Name & Date): Photos from 5/31/2023
- Previous determination(s). File no. and date of response letter: _____
- Other information (please specify): _____

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Signature and date of
Regulatory staff member
completing PJD

Raquel Walker 2/29/2024

Signature and date of
person requesting PJD
(REQUIRED, unless obtaining
the signature is impracticable)¹

¹ Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

Appendix G:

Air Quality

Indiana Department of Transportation (INDOT)
 State Preservation and Local Initiated Projects FY 2024 - 2028

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2024	2025	2026	2027	2028
Performance Measure Impacted: Bridge Condition																	
Location: Bridge 107 on Sugan Hollow Road crossing over Brushy Fork Creek																	
Comments:Include DES 2002980																	
Jefferson County	43654 / 2002980	M 30	IR 1591	Bridge Replacement	Seymour	.1	STBG	\$1,924,255.00	Local Funds	RW	\$0.00	-\$81,200.00	(\$90,000.00)	\$8,800.00			
									Local Bridge Program	RW	\$200.00	\$0.00	(\$35,000.00)	\$35,200.00			
Performance Measure Impacted: Bridge Condition																	
Location: Bridge 107 on Sugan Hollow Road crossing over Brushy Fork Creek																	
Comments:Move FY 24 RW funding to FY 25																	
Indiana Department of Transportation	43753 / 2100045	Init.	SR 56	Intersect. Improv. W/ Added Turn Lanes	Seymour	0	STBG	\$1,264,000.00	Safety Construction	CN	\$731,200.00	\$182,800.00			\$914,000.00		
									Safety ROW	RW	\$80,000.00	\$20,000.00	\$100,000.00				
Performance Measure Impacted: Safety																	
Location: 0.56 miles west of east Junction SR 56/62 in Jefferson County																	
Comments:Include DES 2100045																	
Indiana Department of Transportation	43766 / 2100252	Init.	US 421	HMA Overlay, Preventive Maintenance	Seymour	4.74	STBG	\$14,903,000.00	Road ROW	RW	\$16,000.00	\$4,000.00	\$20,000.00				
									Road Construction	CN	\$11,320,000.00	\$2,830,000.00			\$14,150,000.00		
Performance Measure Impacted: Pavement Condition																	
Location: 0.29 miles N of N Jct of SR 56 (near Milton St) to 1.32 miles N of SR 62																	
Comments:Include DES 2100252																	
Indiana Department of Natural Resources	44217 / 2200147	Init.	MS 0	Bridge Deck Overlay	Seymour	0	STBG	\$1,494,000.00	Local Bridge Program	CN	\$880,000.00	\$220,000.00			\$1,100,000.00		
Performance Measure Impacted: Bridge Condition																	
Location: Clifty Falls State Park - High Bridge																	
Comments:Include DES 2200147																	
Madison	44283 / 2101704	Init.	ST 8801	HMA Overlay, Structural	Seymour	.499	STBG	\$12,254,000.00	Local Funds	CN	\$0.00	\$2,214,000.00					\$2,214,000.00
									Local Funds	RW	\$0.00	\$20,000.00	\$20,000.00				
									Group III Program	RW	\$80,000.00	\$0.00	\$80,000.00				
									Group III Program	CN	\$8,857,000.00	\$0.00					\$8,857,000.00

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

Appendix H:

Additional Studies

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated March 2022)

ProjectNumber	SubProjectCode	County	Property
1800161	1800161H	Jefferson	Clifty Falls State Park
1800171	1800171C	Jefferson	Clifty Falls State Park
1800177	1800177A	Jefferson	Clifty Falls State Park
1800183	1800183	Jefferson	Clifty Falls State Park & Clifty Canyon Nature Preserve
1800218	1800218	Jefferson	Clifty Falls State Park & Clifty Canyon Nature Preserve
1800305	1800305D	Jefferson	Clifty Falls State Park
1800312	1800312C	Jefferson	Clifty Falls State Park
1800363	1800363F	Jefferson	Clifty Falls State Park
1800409	1800409	Jefferson	Clifty Falls State Park & Clifty Canyon Nature Preserve
1800413	1800413K	Jefferson	Clifty Falls State Park

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (317) 233-6795

Eric Holcomb, Governor
Michael Smith, Commissioner

Date: February 7, 2024

Mr. Christopher A. Smith
Deputy Director
Indiana Department of Natural Resources (IDNR)
402 W. Washington Street, Room W-256
Indianapolis, Indiana 46204

RE: Section 4(f) Exemption
Des. No. 2200147, Bridge Rehabilitation
Park Road (Canyon Road) over Little Crooked Creek
Jefferson County, Indiana

Dear Mr. Smith:

The Indiana Department of Transportation (INDOT), in conjunction with the Indiana Department of Natural Resources (IDNR), is planning a bridge project on Park Road (Canyon Road) over Little Crooked Creek (Des No. 2200147) within Clifty Falls State Park, in Jefferson County, Indiana. The project will be federally funded. The preferred alternative is to rehabilitate the existing bridge, P000-39-06876 (NBI: 060290). This structure is listed as a programmatically determined, Select historic bridge eligible for the National Register of Historic Places (NHRP) on the Indiana Historic Bridge Inventory list. As such, it will be processed under the Historic Bridge Programmatic Agreement.

The environmental review process includes the determination of the project's potential impacts to Section 4(f) resources. Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife and waterfowl refuges, and NRHP-eligible or listed historic properties. The above-referenced bridge is within the IDNR property, Clifty Falls State Park, which is afforded protection under Section 4(f) as a publicly owned park. Land use within the project vicinity is forested, with steep cliffs lining the roadway. The project site is not adjacent to public recreational amenities and will not disrupt public recreational and Section 4(f) attributes.

Minor impacts on the property will be necessary to complete the project and will consist of approximately 0.21 acre of tree and shrub clearing for construction access. All trees greater than 3 inches in diameter-at-breast height (dbh) will be replanted at a 1:1 ratio upon project completion, and disturbed areas will be graded to match existing contours and reseeded with Seed Mixture R. No permanent or temporary right-of-way will be needed. In addition, the anticipated maintenance of traffic (MOT) is a road closure with a detour route utilizing State Road (SR) 256, US 421, and SR 56. The detour will be in place for approximately 60 days or less and add approximately 13.1 miles for traveling motorists. Construction is anticipated to begin Spring 2026.

This project qualifies for the Section 4(f) exemption under 23 CFR 774.13(g), as a transportation enhancement activity (TEA). A TEA is one of the specific types of activities set forth by statute at 23 U.S.C. § 101(a)(35). TEAs often involve the enhancement of an activity, feature or attribute on property that qualifies as a Section 4(f) property.

In order to qualify as an exempt TEA project, two conditions must be met: (1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and (2) The official(s) with jurisdiction (OWJ) over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section.

This transportation project meets condition (g)(1) of 23 CFR 774.13(g), as this project serves to enhance Bridge No. P000-39-06876 by correcting deterioration that is present on the structure. The existing bridge carries Park Road (also known as Canyon Road) over Little Crooked Creek within Clifty Falls State Park. Though this project is related to surface transportation, its intent is to enhance the park by providing a structurally sound bridge to convey motorists and pedestrians over Little Crooked Creek. This structure is important to the activities, features, and attributes that qualify Clifty Falls State Park as a Section 4(f) property, as it carries the only southern access road to park features and facilities.

This letter serves to meet condition (g)(2) of 23 CFR 774.13(g). By signing below the OWJ of the Section 4(f) property, Clifty Falls State Park, acknowledges and agrees that this project meets condition (g)(1) of 23 CFR 774.13(g), in that its intent is to enhance the park by providing a structurally sound bridge to convey motorists and pedestrians over Little Crooked Creek, and that the structure is important to the activities, features, and attributes that qualify Clifty Falls State Park as a Section 4(f) property.

I, Christopher A. Smith, the official with jurisdiction over the property in question have evaluated the project information and concur that the rehabilitation of the bridge meets the conditions of 23 CFR 774.13(g).

OWJ Signature: Christopher A. Smith

Date: Feb. 07, 2024

Christopher A. Smith
Deputy Director
Indiana Department of Natural Resources (IDNR)

Please do not hesitate to contact us with any comments or questions.

Sincerely,

Raquel Walker

Raquel Walker
Senior Environmental Analyst
Beam, Longest and Neff
(317) 558-7546
rwalker@b-l-n.com

Attachments:
Maps (Location, Topographic, Aerial)
Plan Sheets