

I. INDIANA DEPARTMENT OF TRANSPORTATION TREATMENT PLAN FOR HISTORIC ROADS

The Indiana Department of Transportation, Cultural Resources Office (INDOT, CRO) has developed the following historic roadway treatment plan for use on all INDOT and Local Public Agency (LPA) sponsored projects. The purpose of the plan is to provide guidance for the identification, documentation and evaluation of historic roads within Indiana according to established criteria for above-ground and below-ground resources set forth in the National Register of Historic Places (NRHP) and the Indiana Register of Historic Sites and Structures (IRHSS). This document is intended to address specific issues related to the identification and evaluation of historic roads on Federal Highway Administration (FHWA), INDOT undertakings only. Specifically, this document will assist in accomplishing these goals by providing guidance in three key areas:

- Compliance with federal and state preservation laws and regulations that include the National Historic Preservation Act (NHPA) of 1966; the U.S. Department of Transportation Act of 1966 and Indiana Code (IC) 14-21-1 and 312 IAC 21;
- Development of an efficient, consistent and systematic approach to identify, document and evaluate historic roads listed on or eligible for listing on the NRHP or IRHSS encountered on United States Department of Transportation Federal Highway Administration (FHWA) undertakings or state and local projects within the archaeological and above-ground Area of Potential Effects (APE); and
- Determine which roads in Indiana should be considered historically significant based upon the NRHP/IRHSS Criteria and how these roads will be evaluated in relation to each of the criteria based upon a general contextual framework.

This guidance is not meant to be all inclusive; some unique road types may not be addressed within this document. It will therefore remain the responsibility of the cultural resource professional to identify and evaluate all potentially significant roads within the APE. In addition, this guidance document only pertains to effects on roads; it excludes effects on historic objects/features associated with the road (e.g. fire cisterns, roadside markers, water troughs, buildings or structures).

II. HISTORIC PROPERTIES

Historic properties are defined as cultural resources (including roads) that meet one or more of the four NRHP Criteria (36 CFR 60.4) and/or the IRHSS classification of historic properties, sites or structures (IC 14-8-2-124 through 126), and retain sufficient integrity to convey their historic significance and are therefore considered eligible for listing on national and/or state registers.

How much integrity is required for eligibility is a somewhat subjective question, but generally several, if not most, of the seven aspects must be met. A resource can be significant, but unless it retains a sufficient amount of integrity, it cannot be eligible. In simple terms, Significance + Integrity = Eligibility. Because integrity is based on the identity for which a property is significant, the National Park Service emphasizes the need to assess integrity only *after* significance has been determined.¹

Significance

Historic significance is defined as the importance of a property to the history, architecture, archaeology, engineering, or culture of a community.² Significance is determined by applying the criteria of eligibility within the framework of a historic context and identified period(s) of significance. The four NRHP Criteria used to assess whether cultural resources are considered significant and therefore eligible for the NRHP are:

Criterion A - *associated with events that have made a significant contribution to the broad patterns of our history; or*

Criterion B - *associated with the lives of persons significant in our past; or*

Criterion C - *resources that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*

Criterion D - *resources that have yielded or may be likely to yield, information important in prehistory or history*

¹ National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation*, See <http://www.cr.nps.gov/nr/publications/bulletins/nrb15/nrb15.pdf>

² Consult the various National Register Bulletins that are available online at the following website: <http://www.cr.nps.gov/nr/publications/%23bulletins>

Integrity

The concept of historic integrity is central to resource eligibility. Integrity is defined as the authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the resource's historic or prehistoric period.³ In other words, integrity is the ability of a resource to convey its significance. The seven aspects of integrity include:

1. **Location:** *Quality of integrity retained by a historic property existing in the same place as it did during the period of significance.*
2. **Design:** *Quality of integrity applying to the elements that create the physical form, plan, space, structure, style of a resource.*
3. **Setting:** *Quality of integrity applying to the physical environment criteria in one or more areas of significance.*
4. **Materials:** *Quality of integrity applying to the physical elements that were combined or deposited in a particular pattern or configuration to form a historic property.*
5. **Workmanship:** *Quality of integrity applying to the physical evidence of the crafts of a particular culture, people, or artisan.*
6. **Feeling:** *Quality of integrity through which a historic resource evokes the aesthetic or historic sense of past time and place.*
7. **Association:** *Quality of integrity through which a historic property is linked to a particular past time and place.*

III. INDIANA ROADS

Indiana roads are divided into two broad categories based upon the formation of the Indiana State Highway Commission (ISHC) and the subsequent standardization of road design and construction methods beginning in 1923.⁴ The date is simply a benchmark from which to establish a general chronology (pre or post 1923), understanding that a road will likely have broad chronological parameters and a best judgment will need to be made based upon available information (e.g. historical maps; county histories; highway commission survey books; historic design plans; national, state, and local historic contexts) to determine the original date of construction.

Indiana Road Categories

1. Post-1923
 - a. Standardized
Roads built after 1923 that consist of new alignment and do not utilize existing road corridors. After this period, standardized design and construction methods were used for all state road projects, often having detailed plans available through the INDOT archives department (available upon request).⁵
2. Pre-1923
 - b. Evolved
Roads that were initially constructed prior to 1923, but contain various road elements that have changed, been removed or added since 1923 and are currently active and maintained.⁶ Overall, these roads do not represent a particular temporal period (besides current period); although, they may retain a specific element associated with an earlier period of construction. These roads typically have limited or no integrity and are the most common road type in the state.
 - c. Abandoned
Roads that were constructed before 1923, abandoned and/or bypassed, and have not been subject to any improvements after 1923. These roads retain all or most of the original construction materials and design elements, typically consisting of discontinuous or isolated segments. Generally, minimal levels of integrity are necessary for proper identification.

³ *ibid*

⁴ State of Indiana State Highway Commission, Standard Specifications for Federal and State Road Construction: Excavation and Embankment, Concrete Base Course, One Course Concrete Pavement, Bituminous Concrete Surface, Bituminous Filled Brick Surface, Concrete Structures, and Work Incidental thereto, Adopted 1923", (Indianapolis: William B. Burford Printing Co., 1928) <http://link.library.in.gov/resource/BYlwviWS2n8/>

⁵ See Indiana Department of Transportation Research & Archive Request Form to access specific historic design plans or historic survey book documents <https://entapps.indot.in.gov/OPSM/Dashboard/UserRequest>

⁶ *Ibid*

IV. APPLYING NATIONAL REGISTER CRITERIA TO INDIANA ROADS

In order to be considered NRHP eligible, historic roads must retain adequate integrity to convey significance in a given setting. However, lacking specific guidance on what defines a historic roadway for the NHPA has made the identification and evaluation of these resources difficult. Many roads are informally labeled as historic simply because they include some non-modern elements. However, the historical character of such a road may not be adequate to find it eligible for the NRHP. Evaluation practices for roads may be viewed differently than for other resources (such as buildings, sites and other structures) due to the linear nature of a roadway, which often extends far outside the APE. As with large historic districts that may extend beyond the recognized APE, it is both impractical and beyond the scope of identification requirements under Section 106 of the NHPA to evaluate the entirety of the resource. In addition, roads are periodically upgraded and are subject to continual maintenance, which over time, may diminish the important character defining elements of the roadway that make it significant.

The definition of a historic property within the context of Section 106, including that of roads, must adhere to the NRHP Criteria for determining significance. The road must also convey that significance within the appropriate temporal parameters on an individual level, be determined to constitute a contributing resource within an identified historic district, or itself be a historic district. It should be noted that while a road itself may not be considered individually eligible, historic objects/features associated with the road might, such as stone culverts, water troughs, signs or markers.

Following are the NRHP Criteria as applied to historic roads in the State of Indiana:

1. **Criterion A:** *associated with events that have made a significant contribution to the broad patterns of our history;*
The road must have a documented connection with an event or pattern of events that made a specific contribution to the development of a particular community, the State, or the nation.⁷ Most roads have broadly contributed to the themes of transportation and exploration/settlement, but are typically not considered individually significant under Criterion A due to the inability of relating the importance of a current road to an explicit historical event or pattern of events. The road corridor in the context of the surrounding landscape and the natural as well as the built environment relating to the period(s) of significance becomes an important part of the resource diminishing the importance of the physical attributes of the road. While not a road in the official sense, the Buffalo Trace within the Hoosier National Forest would be a comparable example. However, the application of Criterion A to a road within a historic district is more common, such as the Delphi-Camden Road within the Deer Creek Valley Rural Historic District.

For roads **within** a historic district (contributing):

- The significance of the road is based upon the relationship to significant physical features and *Setting* within an identified historic district and would typically not be individually eligible outside this context;
- Aspects of *Feeling and Association* alone may be sufficient aspects of integrity for a road to contribute to a district.

2. **Criterion B:** *associated with the lives of persons significant in our past;*
The road must have a direct association with an important person through a particular, yet significant achievement, which is illustrative, not commemorative. Rarely will Criterion B apply in relation to a roadway or street, unless buildings, other structures and/or landscapes are included. Examples may include a significant painter who used a particular stretch of road for subject matter or a writer who based a significant work on a particular recognizable portion of a road.
3. **Criterion C:** *embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic value, or that represent a significant and distinguishable entity whose components may lack individual distinction;*
The road must clearly convey enough distinctive physical characteristics to be considered a true representative of a particular type, period, or method of construction for the period(s) of significance. The physical features of the road exhibit a high artistic design value and/or exceptional and possibly unique engineering qualities (e.g. Lincoln Highway seedling mile or localized brick paver design spelling out the town name).

⁷ National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation*, See <http://www.cr.nps.gov/nr/publications/bulletins/nrb15/nrb15.pdf>

For roads **within** a historic district (contributing):

- A road, street, path, or other public right-of-way that is included within a district, system, or whose design and physical elements contribute to a district's physical environment.

Examples include:

- The road contains materials or traces of materials that show intent (e.g. half-block portions of stone curbing, brick street gutters, unpaved alleys);
- A visible brick street (whole or partial), in a residential or commercial historic district;
- A parkway system, such as the routes and roadways contained within the Indianapolis Park and Boulevard System, Fort Wayne Park and Boulevard System, or the Ohio Boulevard-Deming Park in Terre Haute;
- The alignment, width, and layout of streets relating to the period of significance of a historic town (e.g., Shelbyville-type courthouse square).

4. **Criterion D:** *have yielded, or may be likely to yield, information important in prehistory or history;*

To be significant under Criterion D, the road must serve as its own primary source of what is considered **important** information and that information must be absent from the documentary record. This information must directly address current gaps in data or challenges established theoretical frameworks. Abandoned road segments that date prior to standardization (pre-1923) are most likely to be significant under Criterion D for those reasons. Criterion D will typically not apply to standardized roads (post-1923) because the roadway itself will not usually be the primary source of important information about its construction. In 1923, the State of Indiana adopted standard specifications for federal and state road construction, which standardized construction methods and materials for roads built after this period throughout the state. Roadways that are part of the automobile-era are generally not treated as significant archaeological resources unless there is non-standardized construction, change of use, or other unique instances that may contribute to the archaeological portion of the road's eligibility.

Under Criterion D, the level of significance for a road can be generally determined through archival/historical information and/or through archaeological field investigations. Information gained through archaeological investigations may supplement, clarify, or differ from archival/historical information; however, archaeological investigations may not always be necessary. Active roads may not have the integrity to exhibit important information due to upgrades over time and continual maintenance. Yet, there may be archaeological deposits or unique design qualities/materials (evaluated under Criterion C) underneath the modern roadway, which makes the accidental discovery measures vital in order to recognize and assess resources during construction.

V. ASSESSING INTEGRITY OF SIGNIFICANT INDIANA ROADS

Once an individually significant or contributing road has been identified within the APE and the period of significance has been defined, the level of integrity relating to the period of significance will need to be assessed. This assessment is dependent upon which of the seven aspects of integrity are applied in relation to specific NRHP Criteria outlined in Bulletin 15 and listed on page 2 of this document.⁸ Most roads have design features that have changed over time (evolved roads), making the assessment of integrity difficult. Nevertheless, a road must retain several aspects of integrity to be considered significant. Each aspect of integrity should be clearly stated and defined within the parameters of the historic context of the road and directly relate to the period of significance. Those features that do not relate to the period of significance should be excluded from the integrity evaluation, even if those components are part of the character of the resource. Identifying and assessing the integrity of the historically significant features of the resource is the primary objective of the integrity evaluation.

1. **Criterion A:**

Location, Setting, Feeling and Association for both individual and contributing roads represent the most important integrity aspects for significance under Criterion A¹. The *Location* of a road is characterized by the road corridor and is somewhat removed from the actual physical features of the road, which may have changed over time due to maintenance and improvements. The road would need to be within the same alignment of the Period of Significance in order to have sufficient integrity. However, if the road is contributing to a historic district, the physical elements may become more important (such as bricks, limestone curbing, etc.) and are necessary to properly convey the *Setting, Feeling and Association*, therefore becoming interconnected with Criterion C as the road(s) relate to the district.

⁸ Patrick W. Andrus, "How to Apply the National Register Criteria for Evaluation", *National Register Bulletin 15*, edited by Rebecca H. Shrimpton (Washington DC.: Interagency Resources Division, National Park Service, US Department of Interior, 1997, revised for the Internet 2002), <https://www.nps.gov/nr/publications/bulletins/nrb15/>

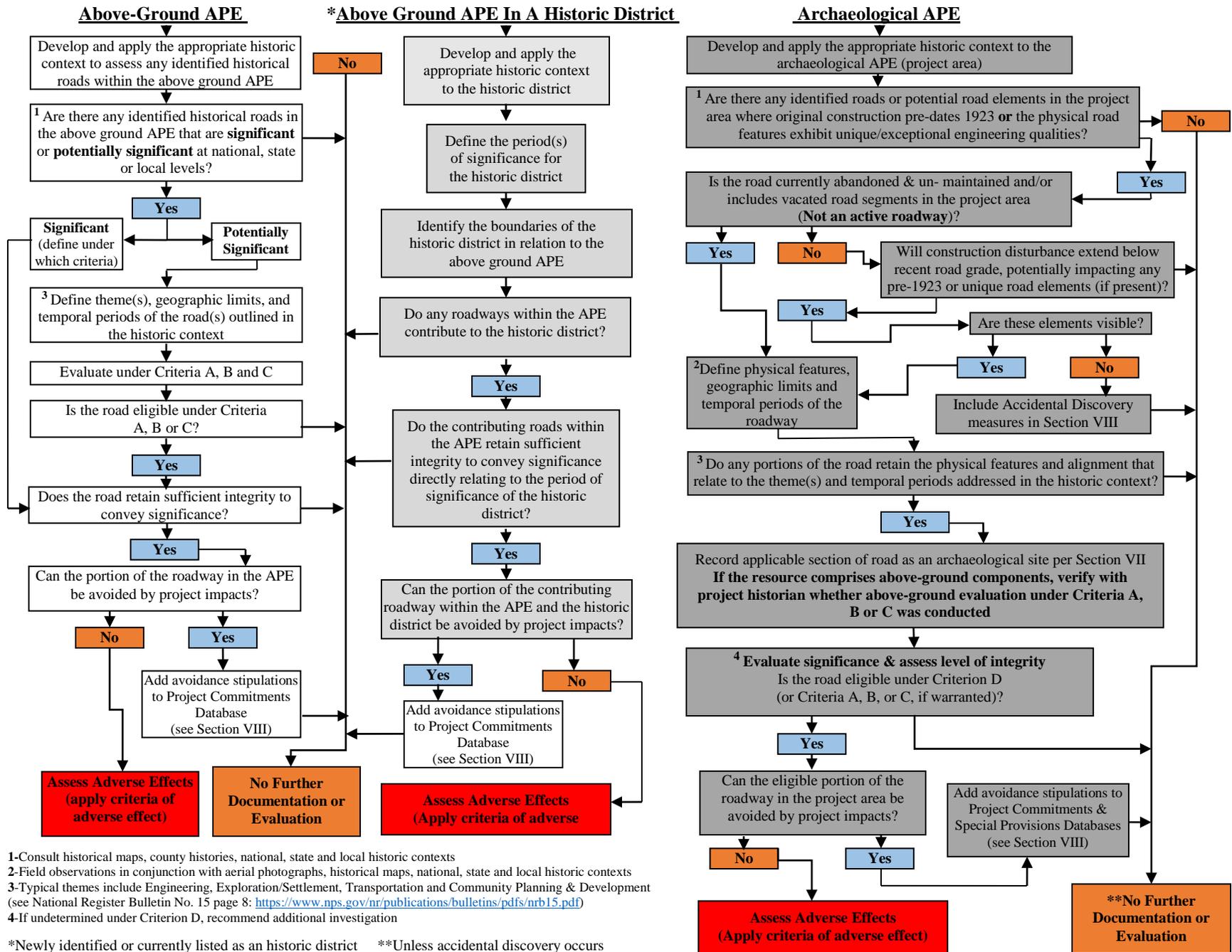
2. Criterion B:
Aspects of integrity in association with Criterion B are specific to the significant individual and his or her direct association with the road. *Location, Materials, Design* and *Workmanship* would be applicable for a notable designer or engineer where the physical elements of the road were necessary to convey that significance. As with the previous example, *Location, Setting, Feeling and Association* would be applicable for a distinguished artist or writer where a particular road or section of road was an important part of the subject matter.
3. Criterion C:
Under Criterion C, the physical integrity of the road (*Location, Design, Materials* and *Workmanship*) are vital for both individual and contributing resources. These aspects for an individual road could be expressed above and/or below the ground surface and may overlap with Criterion A if the road is part of an historic district.
4. Criterion D:
The application of Criterion D is limited to the conveyance of important data/information via *Materials, Design* and *Workmanship*, where no other information source for such data exists. These aspects are most applicable for abandoned roads (pre-dating 1923) where construction methods may not be as well understood or documented.

VI. INDIANA ROAD TREATMENT FLOWCHART

The purpose of the historic road treatment flowchart is to provide clear guidance as to the standard evaluation of Indiana roads using maps as well as national, state and local contexts within the above-ground APE and the archaeological APE. As per 36 CFR 800.16(d), the APE is defined as “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”. The APE defines that area within which the identification of historic properties will occur.

- The APE for archaeological resources would generally encompass the project area where actual ground disturbance will occur (the project footprint). If the APE is used with respect to archaeological resources, INDOT, CRO prefers the use of the terms “project area” or “survey area” when describing the archaeological APE.
- The APE for above-ground historic buildings and structures includes areas not only subject to physical impacts, but to any area impacted by potential visual, auditory and vibration disturbances. This includes all areas used for project staging and temporary construction. If there is a historic district within the above-ground APE, impacts to any roadways within that district would need to be considered as well.

Every effort should be made for coordination and communication between the archaeologist and historian to ensure that all historic roads are identified and evaluated. The flowchart should be followed based upon the appropriate APE, utilizing historical maps, aerial photographs, county histories and other pertinent resources to develop the appropriate context needed for identification and evaluation. As these contexts are written on a project basis, INDOT-CRO will compile them and provide access for use in reports as they are developed. Please remember that this flow chart is not all-inclusive and is meant only as a guidance tool. It remains the responsibility of the qualified professional historian or archaeologist to identify and evaluate all potentially significant roadways within a given APE.



1-Consult historical maps, county histories, national, state and local historic contexts
 2-Field observations in conjunction with aerial photographs, historical maps, national, state and local historic contexts
 3-Typical themes include Engineering, Exploration/Settlement, Transportation and Community Planning & Development (see National Register Bulletin No. 15 page 8: <https://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf>)
 4-If undetermined under Criterion D, recommend additional investigation

*Newly identified or currently listed as an historic district **Unless accidental discovery occurs

VII. ARCHAEOLOGICAL DOCUMENTATION

The main purpose of documentation is to convey all pertinent information concerning the potential significance and integrity of a resource in order that an adequate review can be completed by state and federal agencies. This includes:

- properly applying the historic context within the appropriate period of significance;
- demonstrating that the physical nature of the resource relates to the appropriate period of significance;
- demonstrating that the resource retains enough physical integrity to convey significance; and
- clearly stating which NRHP criteria were applied during evaluation.

The documentation and the evaluation of a particular resource will be limited to the portion of the resource contained within the designated APE. However, if deemed practical and appropriate, documentation outside the APE (project area) may be performed at the discretion of the cultural resource professional, specifying any changes in methodology. For instance, if a historic roadway has been identified within the project limits, but obviously continues to extend outside of it, a visual walkover may be employed to further define the site boundaries. Therefore, the methods used to define the site within the project limits may differ than those outside of it. Within the project APE the documentation should:

- describe the setting of the road and its relation to the surrounding landscape;
- provide a physical description of the road including cut & fill areas, characteristics of the road prism, construction techniques, construction materials, configuration and dimensions;
- assess the integrity of the historical fabric of the road as it relates to the period of significance;
- describe any associated roadway features or deposits such as: bridges, abutments, signage, guardrails, mile-markers, wells, retaining walls, artifact scatters, etc.;
- provide photographs and scaled site maps (profile [cross section, if possible] and plan view);
- note whether the resource extends outside the project area (if possible); and
- define the site boundaries by field investigation, not archival documents.

VIII. ACCIDENTAL DISCOVERIES

Per state law (IC 14-21-1-27 and IC 14-21-1-29) and federal regulation (36 CFR 800.13), INDOT and FHWA must examine and evaluate all post-review discoveries. These are unanticipated finds of prehistoric or historic artifacts or features that are encountered during construction *after* Section 106 review of the project has been completed. If it appears that an accidental discovery is found during construction, it is important that the following steps are taken:

- INDOT Standard Specification 107.10 states that work within 100 feet must stop – work may continue in other areas.
- INDOT-CRO should be contacted immediately. The contractor/project manager or engineer should notify the Project Engineer/Supervisors, who will inform CRO of the discovery. **The sooner CRO is contacted, the sooner work may be cleared to resume around the discovery.**
- A description of the discovery should be provided, along with digital photographs if possible, to CRO at the time of the discovery (or photographs may be forwarded to CRO by email after notification by phone). In many cases, a set of scaled photographs will allow CRO staff to evaluate the discovery and determine whether work may resume or whether additional documentation will be necessary without the time required for a site visit.
- Through photographs and description of the discovery, CRO may determine that there are no cultural resource concerns (the discovery is not archaeological in nature) and CRO will provide written or verbal authorization to the Project Engineer/Supervisor notifying that construction may commence.
- If the discovery appears archaeological in nature then the following steps will be followed: INDOT-CRO will inform IDNR's Division of Historic Preservation and Archaeology (DHPA), FHWA and the Advisory Council on Historic Preservation (ACHP) of the discovery within two (2) business days. CRO will consult with DHPA, FHWA, and the ACHP to determine the level of documentation required and develop a treatment plan as appropriate. In many cases, however, the issue may be resolved by CRO staff visiting the site to document the discovery and providing that documentation to DHPA.

In terms of historic roads, some examples of post-review discoveries include (but are not limited to):

- wooden timbers or planking;
- mortared/dry laid stones;
- brick pavers exhibiting unusual design elements, such as
 - colored brick
 - unique patterning (e.g. containing words, pictures or any other artistic motif);
- any unusual feature(s) that appear historical in nature

INDOT-CRO will evaluate the resource and make recommendations concerning eligibility for the NRHP and the need, or the lack thereof, for further investigation. INDOT-CRO will provide this information to DHPA, within two (2) business days of the discovery. If INDOT-CRO and the DHPA, conclude that further investigation is warranted, consultation with FHWA and the ACHP will commence in order to determine the level of documentation required and to develop an appropriate treatment plan. The objectives of the INDOT-CRO are to be sure that INDOT complies with the applicable laws and that projects stay on schedule and are not delayed. When accidental discoveries occur, they are INDOT-CRO's top priority. In the event of an accidental discovery, please contact:

CRO Manager
317-234-5168

Archaeology Team Lead
317-233-6795

Prior to construction, if archival evidence suggests that there is a higher potential for encountering intact, significant, historical roadway components below the current ground (or road) surface during INDOT-CRO Section 106 document review or preparation, **Unique Special Provisions** for construction and/or stipulations will be added to the INDOT **Project Commitments Database**. Generally, these provisions should include:

- What to look for based upon archival evidence and/or previous investigations (if there is potential for encountering historic road elements)
- Where the resource is or may be located (specify station numbers or intersections, etc.)
- Procedures once the resource is encountered:
 - Work must stop within 100 ft of the discovery
 - Who is responsible for contacting INDOT-CRO (Project Engineer/Supervisor, etc.)
 - Include contact information for INDOT-CRO Manager and/or Archaeology Team Lead
 - Type of information to provide INDOT-CRO for review (details of the discovery, photographs, etc.)

If an eligible historic road or component has been identified within the project area prior to construction, but will be avoided by project impacts, avoidance stipulations should be specified in both the INDOT **Unique Special Provisions** and **Project Commitments** databases. Avoidance stipulations should generally include:

- Area(s) excluded from ground disturbance
- Specified limits as to depth of ground disturbance
- If possible, show the resource area as an environmentally sensitive area on the project plans, subject to avoidance

Guidance manuals for both databases are located on the INDOT website through the links below.

INDOT Instructions for Unique Special Provisions:

http://www.in.gov/dot/div/contracts/standards/rsp/Instructions_USP%20151016.pdf

INDOT Project Commitments Database Procedures:

<http://www.in.gov/indot/files/ProjectCommitmentsDatabaseProcedure.pdf>

INDOT-CRO will aid consultants with accessing the proper database and what language to include relative to the guidance provided from the Roadway Treatment Flow Chart.

IX. ADDITIONAL SOURCES

- Historic Roads: A Synthesis of Identification and Evaluation Practices
<http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=3972>
- Historic Context for the DuPont Highway US Route 113, Kent and Sussex Counties, Delaware
https://www.deldot.gov/archaeology/us113_dual/pdf/dert113context_final.pdf
- Historic Roads: Dedicated to the Identification, Preservation and Management of Historic Roads
<http://www.historicroads.org/>
- Identification and Application of Criteria for Determining National Register Eligibility of Roads in Virginia
http://www.google.com/url?sa=t&rct=j&q=&esrc=s&frm=1&source=web&cd=1&cad=rja&uact=8&ved=0CB4QFjAAahUKEwj1kMbo8N_GAhWIXpIKHc0FBSk&url=http%3A%2F%2Fwww.virginiadot.org%2Fvtrc%2Fmain%2Fonline_reports%2Fpdf%2F03-r10.pdf&ei=VcKnVbWSMIi9yQTNi5TIaG&usg=AFQjCNEkRVgE0of6w4rwMaffVApa5IZYCg
- Oregon Linear Resources Guidance
<http://www.oregon.gov/oprd/HCD/SHPO/docs/ORLinearResourcesGuidancev2.pdf>
- The Preservation Office Guide to Historic Roads
<http://www.historicroads.org/documents/GUIDE.pdf>
- Utah Linear Sites: Guidance for Identifying and Recording under Section 106 of the NHPA (2008)
<http://www.upaconline.org/files/UPACLinearGuidance2008.pdf>
- Historical USGS maps
<http://historicalmaps.arcgis.com/usgs/>
- Historical Aerial Photographs
<https://earthexplorer.usgs.gov/>
- Indiana Bridges Historic Context Study, 1830s-1965
<https://www.in.gov/indot/files/INBridgesHistoricContextStudy1830s-1965.pdf>
- The Development of Highways in Texas: A Historic Context of the Bankhead Highway and Other Historic Named Highways
<http://www.thc.texas.gov/public/upload/preserve/survey/highway/Section%20I.%20Statewide%20Historic%20Context.pdf>
- A Historical Context and Methodology for Evaluating Trails, Roads, and Highways in California
http://www.dot.ca.gov/ser/downloads/cultural/caltrans_highways.pdf
- Connecting the DOTs: Nationwide Trends in the Inventory, Evaluation, and Management of Historic Roads
<http://www.meadhunt.com/client/Roads-Bibliography.pdf>
- Indiana State Historic Architectural and Archaeological Research Database (SHAARD)
<https://secure.in.gov/apps/dnr/shaard/welcome.html>