

Appendix F

CULTURAL RESOURCES

Historic Property Report | Findings Documentation | Consulting Party Letter

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Historic Properties Report

**Historic Property Report for the US 50 Corridor Bypass
(Des. No. 0401402), North Vernon,
Jennings County, Indiana**

By

Samiran Chanchani, PhD, and Douglas Terpstra, MS

**Historic Property Report for the US 50 Corridor Bypass (Des. No. 0401402), North
Vernon, Jennings County, Indiana**

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ABSTRACT

ASC Group, Inc., under contract with Parsons Transportation Group, has completed a historic property report for the proposed US 50 Bypass (Des. No. 0401402) around the west side of the city of North Vernon in Center Township, Jennings County, Indiana. The purpose of this investigation is to provide information for compliance with the National Historic Preservation Act of 1966, as amended. A variety of alternatives are under consideration, but generally the bypass will run northeasterly between US 50 and State Road 3 north of County Road 300 North. The Area of Potential Effect is based on the alternative corridors present during the various periods of fieldwork (October 2010 and March 2011). As a result of alternatives and portions of alternatives being dropped from consideration, the Area of Potential Effect encompasses a larger area than the current alternatives. The Area of Potential Effect generally extends 300 feet from the outside edge of the alternatives corridors and encompasses all landlocked areas between corridors. The Area of Potential Effect is reduced to 100 feet from the outside edge of the project area in some areas where the project area overlaps with or terminates at an existing road.

Prior to fieldwork, ASC Group, Inc., completed a records check to identify previously recorded resources in the Area of Potential Effect. One previously inventoried resource was identified, a Contributing-rated house. Fieldwork for the project was completed by Samiran Chanchani, PhD, on October 6 and 7, 2010, and March 31, 2011. A total of 17 resources 50 years in age or older were identified during the survey, and evaluated for their eligibility for listing on the National Register of Historic Places. None of the resources are recommended as eligible for listing on the National Register of Historic Places.

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INTRODUCTION

ASC Group, Inc. (ASC), under contract with Parsons Transportation Group, has completed a historic property report for the proposed US 50 Bypass (Des. No. 0401402) around the west side of the city of North Vernon in Center Township, Jennings County, Indiana (Figure 1). A variety of alternatives are under consideration, but generally the bypass will run northeasterly between US 50 and State Road (SR) 3 north of County Road (CR) 300 North (Figure 2, Sheets 1 and 2).

The new roadway has been divided into southern, middle and northern sections for ease of analysis. Parsons has conducted additional environmental studies and met with the public on multiple occasions to develop a range of alternatives. Through this process, Parsons investigated four options in the southern segment, two in the middle segment, and six in the northern segment. These alternatives went through an initial screening, which eliminated alternatives that had adverse impacts or did not meet the project goals. After the initial screening, two alternatives from each segment remained. These alternatives, which are S1 and S2 in the southern segment, M1 and M2 in the middle segment, and N3 and N6 in the northern segment, were presented to the public at an open house meeting in April 2011. Based on comments received from the public and additional engineering analysis, the S2 and N6 alternatives were modified to minimize impacts, improve operations, and reduce costs. The alignments S1 and S2-modified, M1 and M2, and N3 and N6-modified, will undergo detailed analysis in the Environmental Assessment (EA). Figure 2 (Sheets 1 and 2) shows the pairs of alternatives to be studied in the EA. The No-Action Alternative will also be considered in the EA. For the No-Action alternative, the existing US 50 corridor would remain unchanged in its present condition (i.e., no upgrades/improvements, other than committed projects already in active development).

The Area of Potential Effect (APE) is based on the alternative corridors present during the various periods of fieldwork (October 2010 and March 2011). As a result of alternatives and portions of alternatives being dropped from consideration, the APE encompasses a larger area than is currently represented on Figure 2 (Sheets 1 and 2). The APE generally extends 300 feet from the outside edge of the alternatives corridors and encompasses all landlocked areas between corridors (Figure 3, Sheets 1 and 2; Figure 4, Sheets 1–6). The APE is reduced to 100 feet from

the outside edge of the project area in some areas where the project area overlaps with or terminates at an existing road.

The project area is predominantly rural in character until the alternatives approach SR 7 and SR 3. The topography varies from gently undulating to mostly level. The alternatives pass through agricultural land and woodland, with some residential development and yards along the existing roads. From SR 7 to SR 3, the land is much more densely developed, with commercial and light industrial land use in addition to residential use. Portions of alternatives S1, S2, and M1 run adjacent to the CSX Railroad line (formerly the Baltimore & Ohio [B&O]) [Figure 4, Sheets 1–6; Plates 1–17].

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

Fieldwork for the project was completed by Samiran Chanchani, PhD, on October 6 and 7, 2010, and March 31, 2011. Douglas Terpstra, MS, served as principal investigator. Mr. Terpstra and Dr. Chanchani meet the Secretary of the Interior's Professional Qualifications Standards. Luella Beth Hillen served as project manager.

This report details the results of the records check, the historic context for the APE, the methodology of the fieldwork, descriptions of the architectural resources in the APE, the evaluation of these resources for eligibility in the NRHP, and conclusions from the historic resources survey.



Plate 1. View north along CR 400 West showing modern houses.



Plate 2. View west along US 50 from east edge of APE showing mixed residential and agricultural land use.



Plate 3. View north into project area from US 50.



Plate 4. View west along West O&M Avenue showing mixed residential and agricultural land use.



Plate 5. View north along Kipper Lane showing agricultural land use.



Plate 6. View northwest from West O&M Avenue showing agricultural land and woods.



Plate 7. View west along CR 200 North showing a portion of the woodlands in the APE.



Plate 8. View east along CR 200 North showing mixed land use in the APE.



Plate 9. View northwest along SR 7 showing mixed commercial and agricultural land use.



Plate 10. View southeast showing commercial land use along SR 7.



Plate 11. View north showing mixed land use along SR 3.



Plate 12. View west along CR 300 North showing residential development along the road.



Plate 13. View southeast from SR 3 showing light industrial land use in APE.



Plate 14. View north along SR 3 showing mixed residential and agricultural land use near the intersection of CR 350 North.



Plate 15. View west along CR 350 North showing woods and yards along the road.



Plate 16. View west along CR 350 North from west of CR 75 West showing woods and agricultural land along the road.



Plate 17. View east along CR 350 North from west of CR 75 West showing mixed land use near the intersection of CR 75 West.

RECORDS CHECK/HISTORIC CONTEXT

RECORDS CHECK

Ross Nelson completed the records search for this US 50 Corridor project at the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (IDNR-DHPA). For the records check, Mr. Nelson reviewed Indiana Historic Sites and Structures Inventory (IHSSI) forms and the *Jennings County Interim Report* (Historic Landmarks Foundation of Indiana [HLFI] 1989). Review of data collected during the records check showed that there was one previously identified historic resource within the APE (Figure 5, Sheet 2). 079-472-20011 is a ca. 1915 vernacular house with a Contributing rating.

A historic atlas map is available that helps to illustrate the historic land use in the APE (Figure 6, Sheets 1 and 2). D. J. Lake and Company's (1884) county atlas shows that the Ohio & Mississippi (O&M) Railroad followed a course farther to the north than its descendent CSX line does today. The O&M line ran north of Base Road and did not reach the present alignment until Section 32 west of North Vernon. The APE also crosses the former alignment of the Jeffersonville, Madison & Indianapolis Railroad, which extended northwest from North Vernon. The Vernon, Greensburg & Rushville Railroad ran to the north-northeast just east of the north

end of the APE east CR 75 West. Aside from the railroads, the APE passes mostly through what were tracts of agricultural land. The land was divided into tracts generally 40 or more acres in size and in rectangular blocks created by the rectangular survey system. Buildings are generally located close to roadways, with only occasionally one set back within a tract of land. The names of the property owners do not suggest a predominant ethnic presence on the landscape.

HISTORIC CONTEXT

Jennings County

Named for Indiana's first governor, Jonathan Jennings, Jennings County was formed in 1816 from sections of Jefferson County to its east and Jackson County to the west. In the early nineteenth century, the land was largely wooded, and, because of Muscatatuck River and its branches and tributaries, also fertile and suited for agricultural activities. The county's earliest settlers, such as the Keller and the Vawter families, were attracted to the region because of both its natural conduciveness to agricultural activity and its natural beauty. Adam Keller moved to northern Jennings County (north of the APE) in 1817 and built a grist mill on the banks of Sandy Creek, and thus founded the basis of settlement in that region of the county. During the same period, another settler, John Vawter, a United States surveyor, came to the area near Vernon in 1813, attracted to it as much by its beauty as by its proximity to convergence of the north and south forks of the Muscatatuck River. Vawter purchased one square mile in the area and laid out the town of Vernon in 1815. Vernon was established as the county seat in 1816 (HLFI 1989). Census data indicates that the population of the county in 1820, soon after its establishment, was 2000 (University of Virginia 2004). The county saw its fastest population growth in the decade from 1830 (when its population was 3,974) to 1840 (when its population rose by 122 percent to 8,829). Coinciding with the growth of population in the nineteenth century, large swaths of land in the county were deforested in order to use the fertile land for farming.

Transportation, starting with the coming of the railroad, played a significant role in the growth of the county, with communities such as Paris and Zenas growing due to their location on important routes connecting the county to river towns such as Madison (HLFI 1989). The advent of the railroad, with the construction of the Madison and Indianapolis Railroad, led to the development of new communities such as Scipio and Queensville. More significant, especially for the present day project, is the opening of the O&M Railroad, which then ran parallel to a county road that later became US 50 (HLFI 1989). Its successor, the B&O Railroad, was laid out

in the early 1900s and connects Seymour to North Vernon. Communities such as Hayden (earlier known as Hardenberg), in Spencer Township to the west of the project area, as well as north Vernon, the largest town in the county, developed with the growth of the railroad. North Vernon was established in 1852, developed at the crossing of the two railway lines—the Madison and Indianapolis and the O&M Railroad. As mentioned earlier, a third railroad line, the B&O Railroad, was constructed through the city in the 1900s, and North Vernon became the county’s commercial center—a position it holds to the present day (Jennings County Historical Society 1999).

Notable and outstanding buildings and structures identified in the *Jennings County Interim Report* (HLFI 1989) indicate, in the vicinity of US 50 and adjacent county roads, the existence of nineteenth century farmsteads with log cabins and I-Houses exhibiting styles popular during the period of construction or alteration, as well as later nineteenth and twentieth century homes, particularly in the Queen Anne style and the Craftsman Bungalow style. While only one previously identified resource is found in the APE, those located nearby give an indication of the historic architectural inventory. These include the contributing W. O. Haines Farm (15024) with several early twentieth century outbuildings located off Base Road near its intersection with US 50; the William H. Haines Farm (15022), which includes an 1896 I-House and outbuildings, also off Base Road; the outstanding Josiah Cobbles Farm (15033) on US 50, which is comprised of a Greek Revival I-House (1868) and outbuildings; and the contributing ca. 1900 Haines Curve Railroad Trestle (15023) near the Base Road/US 50 Intersection (HLFI 1989).

North Vernon and Center Township

North Vernon, the location of the east terminus of the proposed bypass, is located in the heart of Center Township. Located north of Vernon Township, Center Township was established out of the former township in 1863. Center Township was originally named North Vernon, like its largest community. North Vernon itself was established at the crossing of the O&M and Madison and Indianapolis railroads out of an existing 1840s settlement called Licksillet and a newer community called Tripton near the intersecting railroads. Tripton was named for Hagerman Tripp, who founded the city and whose descendents remained significant throughout the nineteenth century as the family became among the largest manufacturers of buggies, wagons, and general hardware in southern Indiana (Jennings County Historical Society 1999).

The town's name was officially changed to North Vernon in 1867, when the city was incorporated and the first elections held (Jennings County Historical Society 1999). Mid- to late nineteenth-century businesses in North Vernon included a chair factory set up by the Alley and Evans families from Cincinnati in 1840, the Greathouse Hardware Store (1848), the 5, 10 and 25 Cents Store selling an array of lamps, ceramic ware and the like, as well as more modest establishments such as blacksmiths and carpenters. The importance of the city as a railway hub led establishments such as the Metropole Hotel to open in 1873 (Jennings County Historical Society 1999).

Civic and community facilities also grew with the city. The fire department was established in 1886. Several schools, including the St. Mary's Catholic School and the North Vernon High School, were established during the late nineteenth to early decades of the twentieth century. Particularly during the late nineteenth and early twentieth century, several theaters opened in North Vernon, including the Jennings Theater (1916) and the Park Theater (1938) [Jennings County Historical Society 1999].

During the late nineteenth century, the railroad was the significant mode of transporting goods and people over long distances; however, state roads, which later became parts of the twentieth century highway system composed of US 50, SR 3 and SR 7, had already taken on their rudimentary form (D. J. Lake and Company 1884). These early roads intersected at North Vernon, laying the foundation of a community that has retained its significance as a commercial center within a largely agricultural, rural community. US 50, the southern terminus of the proposed project, was constructed in the 1920s and 1930s as a highway that would connect the Pacific and Atlantic coasts of the United States. The road was typically built upon existing state or country roads within the traversed states, including Indiana. Indeed, as a comparison of the 1884 atlas and the current project area maps show, there was already an existing road running roughly south of the B&O Railroad and connecting Seymour to North Vernon. Within the project area, US 50 was built on that existing road starting in 1932 (Historic Southern Indiana 2008).

Since the 1950s, development in North Vernon has taken place primarily in the northern part of the city, where the north terminus of the APE lies. Review of data available from the Jennings County Assessor's website indicates that many of the buildings in this area are of later construction. While some homes constructed in the mid-twentieth century remain, several

properties have been developed for commercial uses, with large single-story merchandise stores, warehouses, or offices set behind extensive parking lots constructed since the mid-1970s. The *Jennings County Interim Report* (HLFI 1989) identifies no outstanding or notable structures in the eastern portion of the proposed bypass. Aerial photographs show farmlands and farm buildings in the vicinity of the traversed county roads, and a combination of commercial properties with intermittent single-family homes as the proposed bypass nears North Vernon.

METHODOLOGY

Field personnel examined the area surrounding the project area and determined an APE for the project. Once the APE was determined, examination of all architectural resources within the APE commenced. All architectural resources that were 50 years of age or older, one of the major requirements for listing on the NRHP, were further examined. These resources were examined for determination of their function, type, style, historic associations, and level of historic integrity. Agricultural buildings were evaluated as a farmstead grouping. All resources 50 years of age or older that warranted at least a Contributing rating according to the standards of the IHSSI were designated with a three-digit Architectural Location (AL) number, photographed at least twice with a digital camera, and their location noted on maps. Streetscape and landscape photos around the APE were also taken to give context to the project area. Resources 50 years of age or older in the APE that were recorded and evaluated as part of the US 50 spot improvements project (Des. No. 1005104) were not re-evaluated and will not be discussed in this report (see Chanchani 2011). Dr. Chanchani collected data regarding addresses and dates of construction of buildings in the APE from the Jennings County Assessor's online property data, as well as consulting other internet databases and resources. Where an IHSSI form or a historic atlas map provided the name of a prior property owner of appropriate age to be associated with a standing building, this name was cross referenced against county histories at the library of the Indiana Historical Society. Sources examined at the library included Leland (1979), Gresham (1969), and Works Progress Administration, Indiana (1942). Information on property owners obtained from these sources was used to evaluate properties under Criterion B.

PROPERTY DESCRIPTIONS AND EVALUATIONS

ASC completed the fieldwork for architectural resources on October 6 and 7, 2010, and March 31, 2011. The conditions during the survey were good, with clear to partly cloudy skies and good visibility.

All resources 50 years of age or older in the APE that warranted at least a Contributing rating according to the standards of the IHSSI were evaluated using the NRHP Criteria for Evaluation, apart from those that were recorded and evaluated as part of the US 50 spot improvements project (Des. No. 1005104), which will not be discussed in this report (see Chanchani 2011). There are four criteria for a resource to be eligible for NRHP nomination. A resource must meet one or more criteria in order for eligibility, of which the first three criteria are most readily applied to buildings and structures. The four criteria are:

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

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

The resources AL005, AL011, and AL012 are evaluated below in the report text. AL005 is a farmstead with a dwelling and several associated buildings in good to fair condition. AL011 comprises seven individual single dwellings that have since been consolidated into a single property. AL012 is a culvert associated with an abandoned railway line along the Madison and Indianapolis Railroad constructed in the mid-nineteenth century. The remaining resources are described and evaluated in Table 1.

AL005: 1725 Kipper Lane

Description: Located on the west face of Kipper Lane, AL005 includes a two-story bungalow-style dwelling constructed in 1941 and nine associated agricultural outbuildings constructed

during over a long range of time from 1868 to 2005 (Figure 4, Sheet 4; Plate 18). Built on a rock-faced concrete block foundation with a visible basement, the house is of frame construction finished with newer vinyl or aluminum siding. It has a full-length covered brick porch supported by square brick posts along its main, side-gable façade. Prominent dormers project out of the roof along the front and rear facades. The front façade is three bays wide with the entrance located in the central bay and paired double hung windows flanking it on either side. The house also has a rear entrance signaled by the presence of a smaller porch extending from the central bay of the rear façade. The gable end walls are also marked by paired double hung windows, which, like others in the house, appear to be replacements. The roof is moderately pitched and marked by the aforementioned dormers that add space to the upper floor, as well as a single interior, off-center chimney stack near the ridge-line.

One prominent outbuilding is a two-car garage, either of recent construction or recent remodeling, located immediately to the rear of the house and approachable via a driveway from the road. Another is a wooden, gambrel-roof barn likely constructed during the period 1924–1941, set back from the street by at least 500 ft. The roof on this structure, which is sheet metal, appears to be a newer replacement. The oldest building, a poultry house constructed in 1868, according to the assessor’s data, is not visible from the road. It is in poor condition according to the property records.

Evaluation: AL005 is an agricultural property composed of a house with several associated structures (some pre-dating the dwelling) with standing conditions ranging from fair to poor. The property is associated with the important historic theme of agriculture, although no evidence was found to suggest that this property is individually important within that theme. No other historic themes were identified in association with this property under Criterion A. Information gathered during the preparation of the records check and historic context did not identify a person or people of historic importance associated with this property under Criterion B. AL005 is not a significant example of a type, period, or method of construction under Criterion C. The house is not a significant example of a bungalow, nor do the varied ages and conditions of the buildings comprising the farmstead present a significant example of a period agricultural property. The property is unlikely to yield information important in history or prehistory and is not significant under Criterion D. The property continues to convey its association with agriculture, and the house, although affected by replacement materials, continues to harbor characteristic elements of

its style such as the brick porch and prominent dormers. The property retains good integrity of location and fair overall integrity of setting, material, workmanship, design, feeling and association. Although this is a property that retains many of its original structures, it has been impacted due to the alterations such as replacement materials and recent construction. AL005 is recommended as not eligible for NRHP listing.



Plate 18. AL005 at 1725 Kipper Lane.

AL011: 2470–2400 SR 3

Description: A single, consolidated property comprised of seven detached single dwellings, AL011 is located on the east side of SR 3, about 300 ft north of its intersection with Madison Avenue (Figure 4, Sheet 5; Plate 19). Constructed in 1948, the dwellings are small, single-story buildings of wood-frame construction on concrete foundations. All the dwellings, described below individually, appear to be in disused/unoccupied condition.

The dwelling at 2470 SR 3 is the northernmost of the seven houses (Plate 20). The structure is a small, side-gable house with wood siding. The front façade is three bays wide and symmetrically disposed, with a central doorway set behind a small, gable-roofed stoop. Windows are wood-frame double hung, and the door is partly glazed multi-panel. The roof is covered with

replacement asphalt shingles with an off-center brick chimney stack visible near the ridge line. A gravel driveway to the south provides the approach to the property.

Located immediately to the south of 2470 SR3, 2460 SR 3 is also a side-gable single dwelling with wood siding (Plate 21). It has one more bay than its neighbor to the north, with an off-center entrance marked by a gable front stoop and flanked by double hung windows on either side. The roof is covered with replacement asphalt shingles, and a brick chimney is visible along the ridge in line with the entrance and the stoop. A gravel driveway to the north provides access to the property.

South of 2460 SR 3 are 2450 SR 3 and 2440 SR 3, which appear to be identical to 2470 SR 3 in their design, materials and construction, with their three-bay, symmetrical, side-gabled fronts marked by a central stoop, their asphalt shingle covered roofs, and their brick chimney stacks (Plates 22 and 23). One visible difference between the 2460 SR 3 and 2450 SR 3 is that the latter has a replacement, multi-panel entrance door as compared with the original one at 2470 SR 3. The building at 2440 SR 3 is different only in that there is a partly visible utility shed to the rear of the building, which appears to have been constructed around the same time as the house, judging from the similarity of materials and finishes.

Located south of 2440 SR 3, 2430 SR 3 is a cross-gabled structure with a side-gable end entrance and a single bay transverse extension along the north of the house (Plate 24). The main entrance, with its extended gable front stoop, is located in the side-gable wing of the house. This house has wood siding and replacement asphalt shingles on the roof. The windows are wood-frame double hung. The post supporting the covered stoop is bent and appears to be failing.

Located immediately to the south of 2430 SR 3, 2420 SR 3 is, like 2460 SR 3, a four bay wide side-gable single dwelling with wood siding (Plate 25). Its front façade comprises an off-center entrance marked by a gable-front stoop and flanked by double hung windows on either side. The roof is covered with replacement asphalt shingles, and a brick chimney is visible along the ridge in line with the entrance and the stoop. The main door panel appears to be a later replacement.

The southernmost dwelling on the property, 2400 SR 3 is a three-bay gable-front dwelling (Plate 26). The front façade is marked by a central entrance with a covered stoop and double hung windows on either side. The roof is finished with replacement asphalt shingles, and there is a brick chimney stack visible along the ridge, to the rear of the house. The construction

and materials are identical to the other dwellings in the lot. The roof extends out along the south façade to make room for a covered car port.

The dwellings in the lot all seem to be in similar conditions of fair repair but some period of being unoccupied. While the houses show some signs of later repair, such as newer door panels and roof shingles, the grounds on which they stand are unkempt, with sporadic outgrowth of vegetation, sometimes in close vicinity to the homes. Most of the dwellings do not have blinds on their windows. In at least one instance, as mentioned above, the supporting post of the porch appears to be failing. While the exterior of the buildings do not indicate major disrepair, the county assessor describes the conditions of all the buildings on the property as “VP (very poor).” It is thus likely that the disrepair to the buildings is much more pronounced on the interior. The assessor’s data also indicates that the property is now zoned as commercial, implying that its original residential use has been altered.

Evaluation: No evidence was found to suggest the AL011 is associated with a theme or event important in history under Criterion A. Information gathered during the preparation of the records check and historic context did not identify a person or people of historic importance associated with this property under Criterion B. None of the houses embody the distinctive characteristics of a type, period, or method of construction, and none are significant under Criterion C. The property is unlikely to yield information important in history or prehistory and is not significant under Criterion D.

AL011 retains its integrity of location with all the original structures still standing. Each house individually retains its integrity of design, although the property as a whole has lost integrity of design through the addition of a trailer park to the property. AL011 retains poor integrity of setting with the site marked by a lack of maintenance and with modern development in the vicinity. The houses themselves are in disuse, with some damage, such as a failing post and some loose siding visible on the buildings. The integrity of materials and workmanship are adversely impacted due to deterioration. The property retains its integrity of feeling and association. The property lacks significance, therefore AL011 is recommended as not eligible for listing on the NRHP.



Plate 19. AL011, which includes 2470–2400 SR 3.



Plate 20. AL011 at 2470 SR 3.



Plate 21. AL011 at 2460 SR 3.



Plate 22. AL011 at 2450 SR 3.



Plate 23. AL011 at 2440 SR 3.



Plate 24. AL011 at 2430 SR 3.



Plate 25. AL011 at 2420 SR 3.



Plate 26. AL011 at 2400 SR 3.

AL012: Railroad Culvert between US7 and SR 3, South of CR 300

Description: Located in a wooded area between SR 7 and SR 3 south of CR 300 North, AL012 is a small arched culvert with a concrete span over a stone base (Figure 4, Sheet 5; Plates 27 and 28). The culvert, which spans about 15 ft, carries an abandoned and disused railroad bed over a small creek. The railroad line is constructed in a northwest-southeast direction and is associated with the Indianapolis and Madison Railroad that was constructed in that direction in the mid-nineteenth century. As indicated in the historic context above, the Madison and Indianapolis Railroad was significant to the development of North Vernon during the nineteenth century. The railway line that the culvert carries has since been abandoned and is in a poor and disused condition.

Evaluation: Although associated with a railroad line that was important in the history of North Vernon, AL012 individually is not significant for associations with important events or trends under Criterion A. Information gathered during the preparation of the records check and historic context did not identify a person or people of historic importance associated with this resource under Criterion B. AL012 is not a significant example of bridge or culvert technology under Criterion C. The resource is not likely to yield information important in history or prehistory and is not significant under Criterion D. AL012 retains its integrity of location. It retains poor integrity of setting with the associated railway line in a poor, disused, and abandoned condition characterized by outgrowth of vegetation. The culvert by itself retains fair integrity of materials, design, and workmanship. However, its condition of disuse and lack of maintenance has resulted in poor integrity of feeling and association. The resource has fallen into disuse and retains poor overall integrity with respect to its association with an important railroad. Lacking significance and integrity, it is therefore recommended as not eligible for listing on the NRHP.



Plate 27. AL012, railroad culvert.



Plate 28. AL012, railroad line over culvert.

CONCLUSIONS

ASC has completed a historic property report for the construction of the US 50 Bypass (Des. No. 0401402) in Center Township and North Vernon, Jennings County, Indiana. A total of 17 resources (AL001-AL017) were identified, documented, and evaluated. None of the resources are recommended as eligible for NRHP listing. No portion of the APE is recommended as eligible for the NRHP as part of a historic district. Modern buildings greatly outnumber the resources 50 years of age or older in and adjacent to the APE, leaving little integrity intact to any potential historic district in the vicinity of the APE.

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FIGURES



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

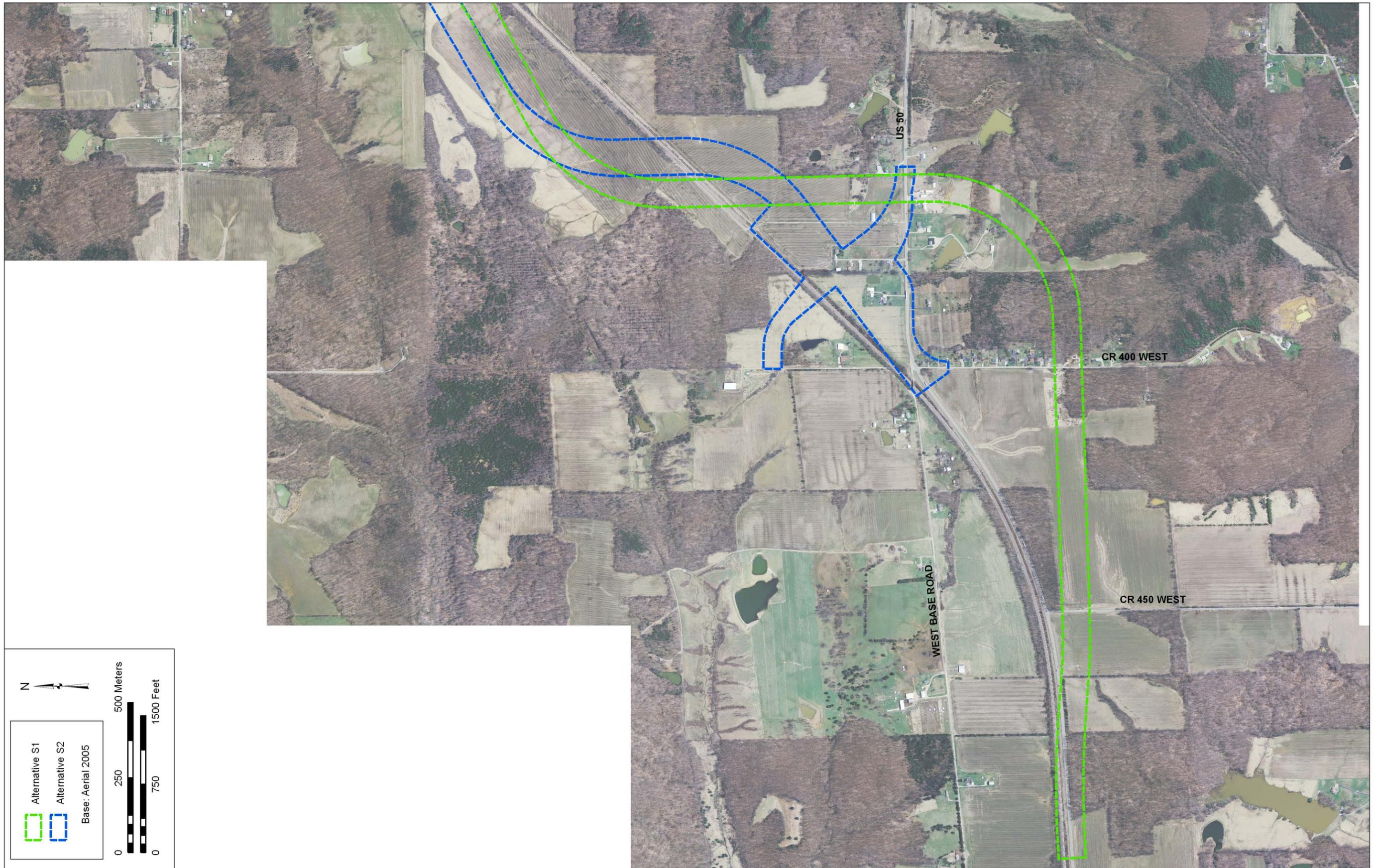


Figure 2. Aerial photo showing alternative corridors. (2 Sheets)

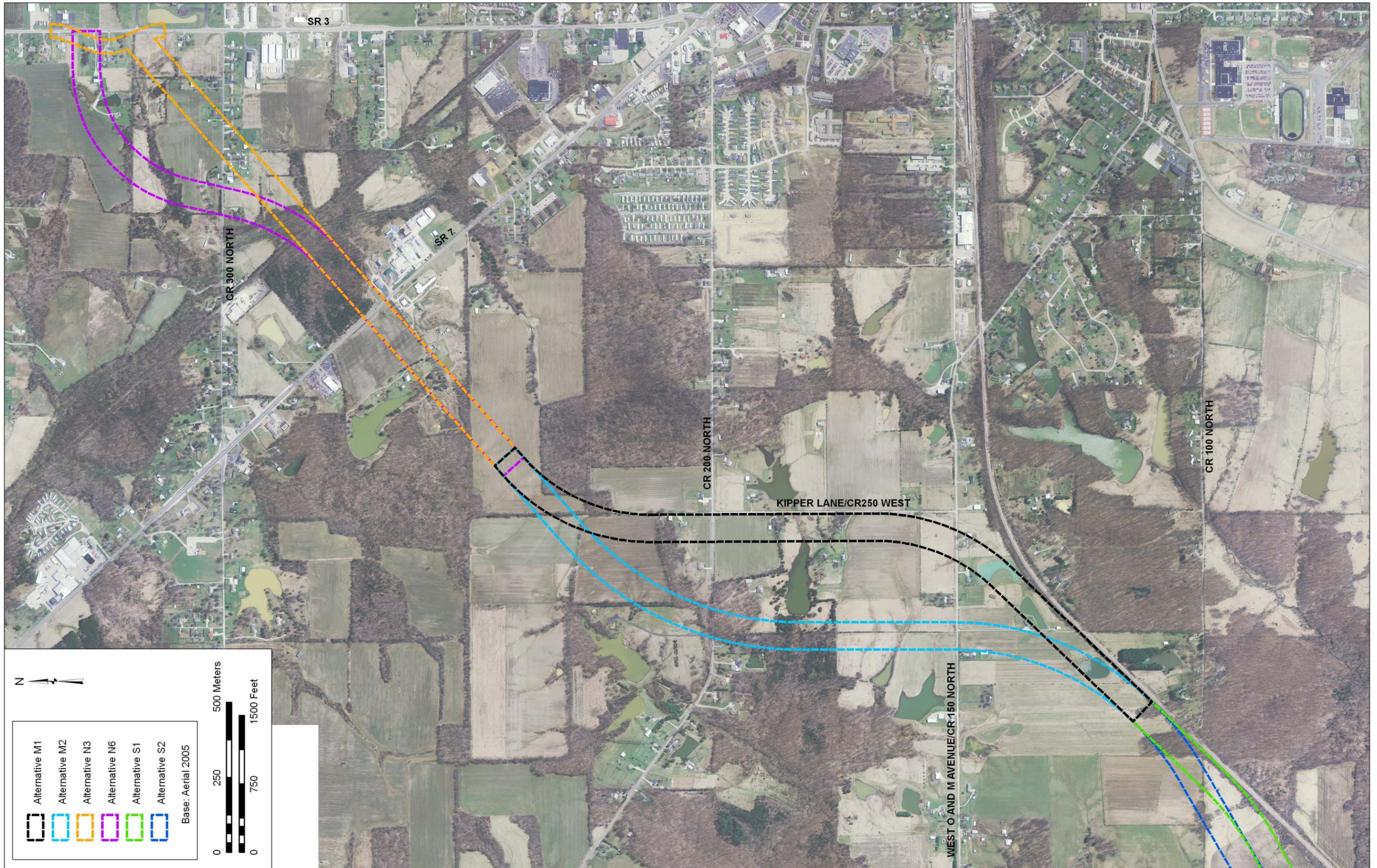


Figure 2. Aerial photo showing alternative corridors. (2 sheets)

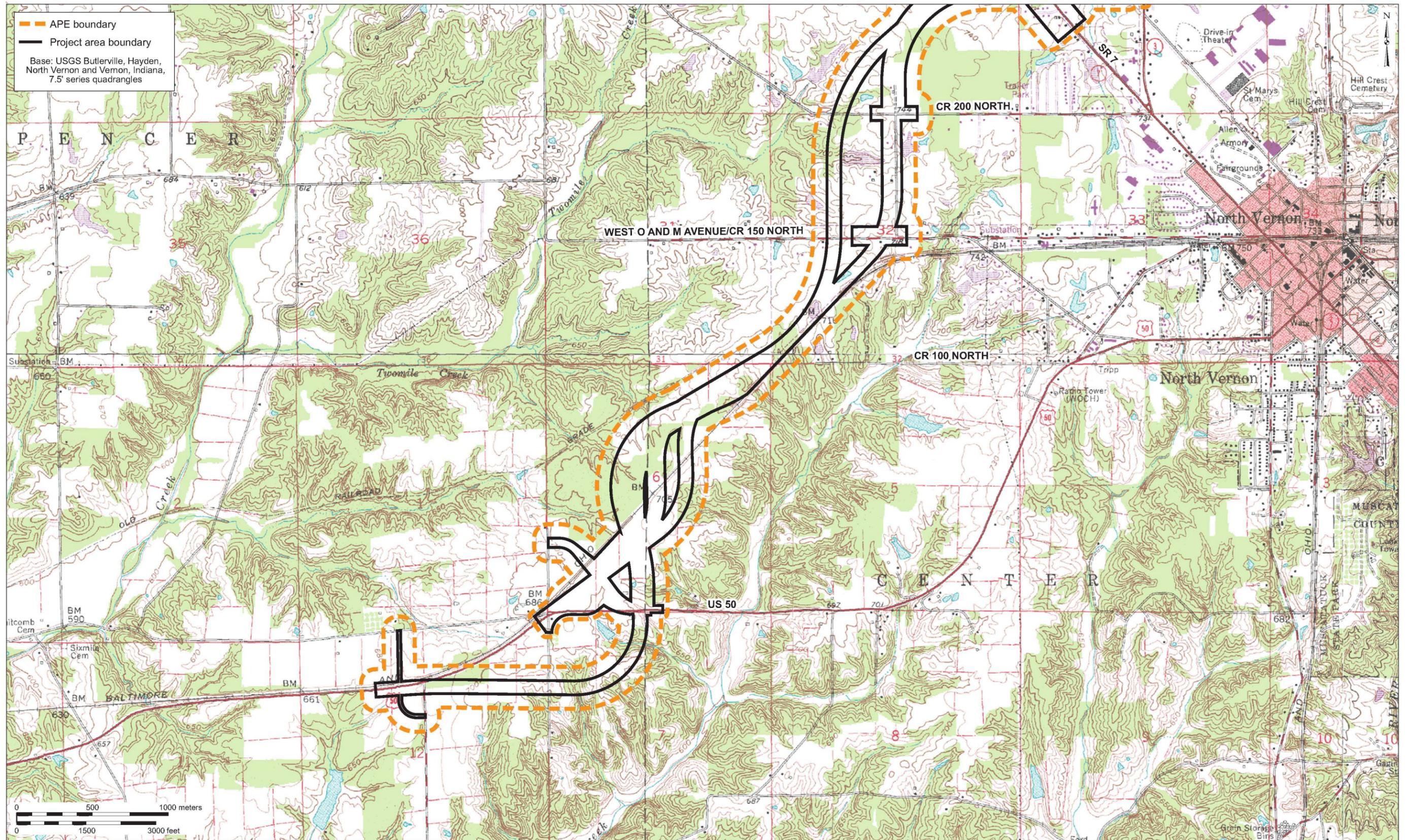


Figure 3. Portions of the 1994 Vernon, 1994 Butlerville, 1993 Hayden, and 1993 North Vernon quadrangles (USGS 7.5' topographic maps) showing the project area and APE. (2 Sheets)

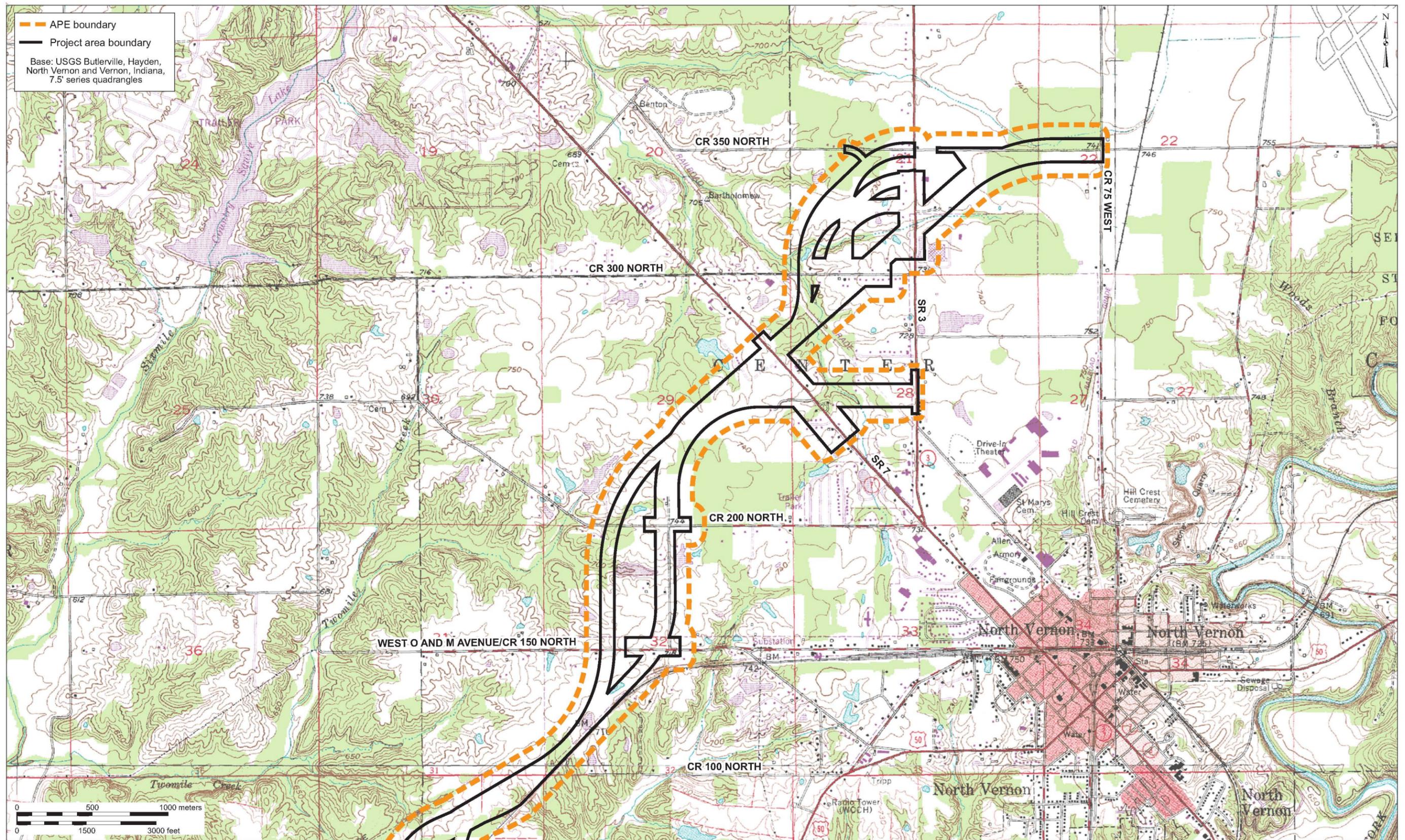


Figure 3. Portions of the 1994 Vernon, 1994 Butlerville, 1993 Hayden, and 1993 North Vernon quadrangles (USGS 7.5' topographic maps) showing the project area and APE. (2 Sheets)

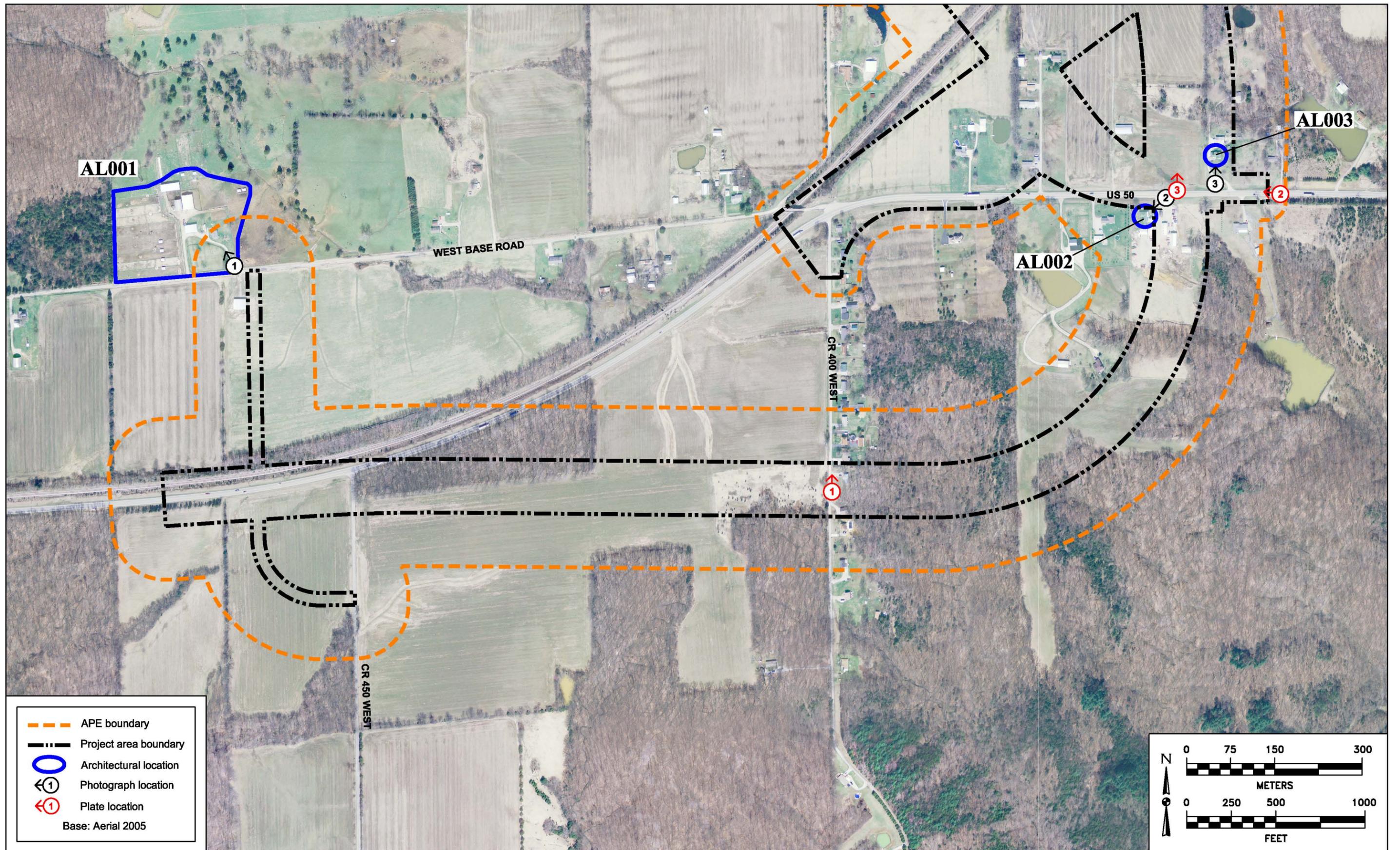


Figure 4. Aerial photo showing the project area, APE, architectural locations, plate locations, and Table 1 photo locations. (6 Sheets)

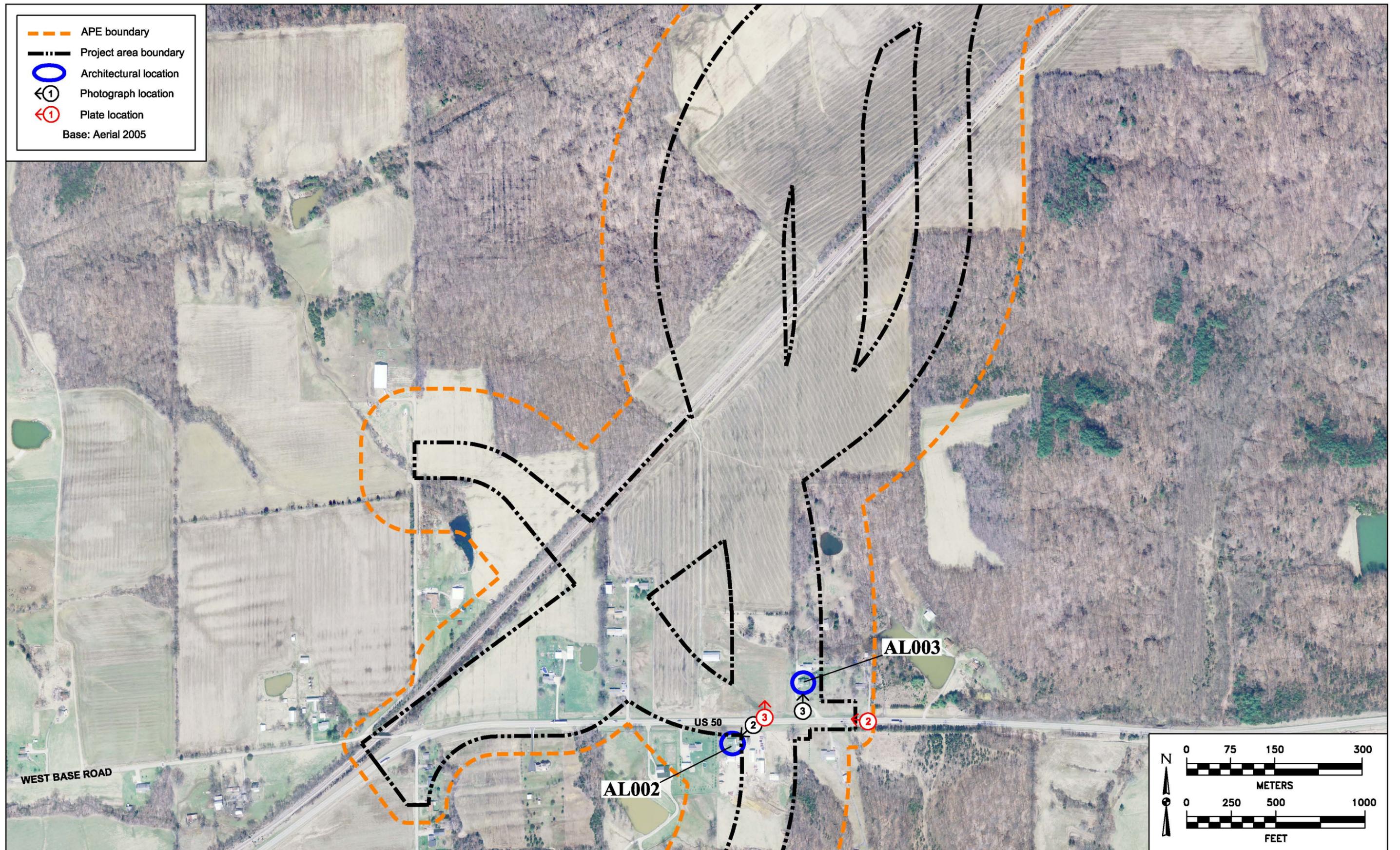


Figure 4. Aerial photo showing the project area, APE, architectural locations, plate locations, and Table 1 photo locations. (6 Sheets)

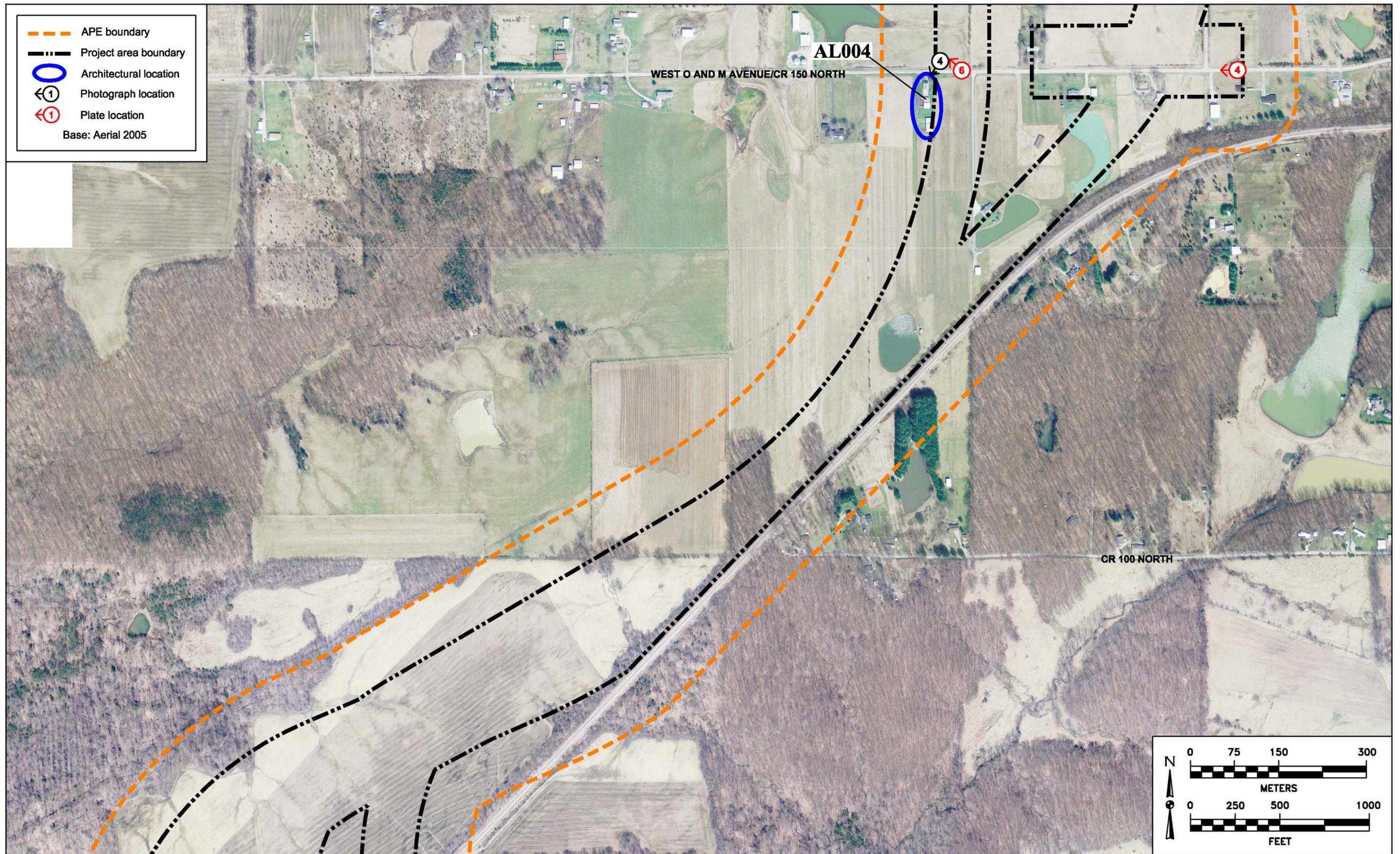


Figure 4. Aerial photo showing the project area, APE, architectural locations, plate locations, and Table 1 photo locations. (6 Sheets)

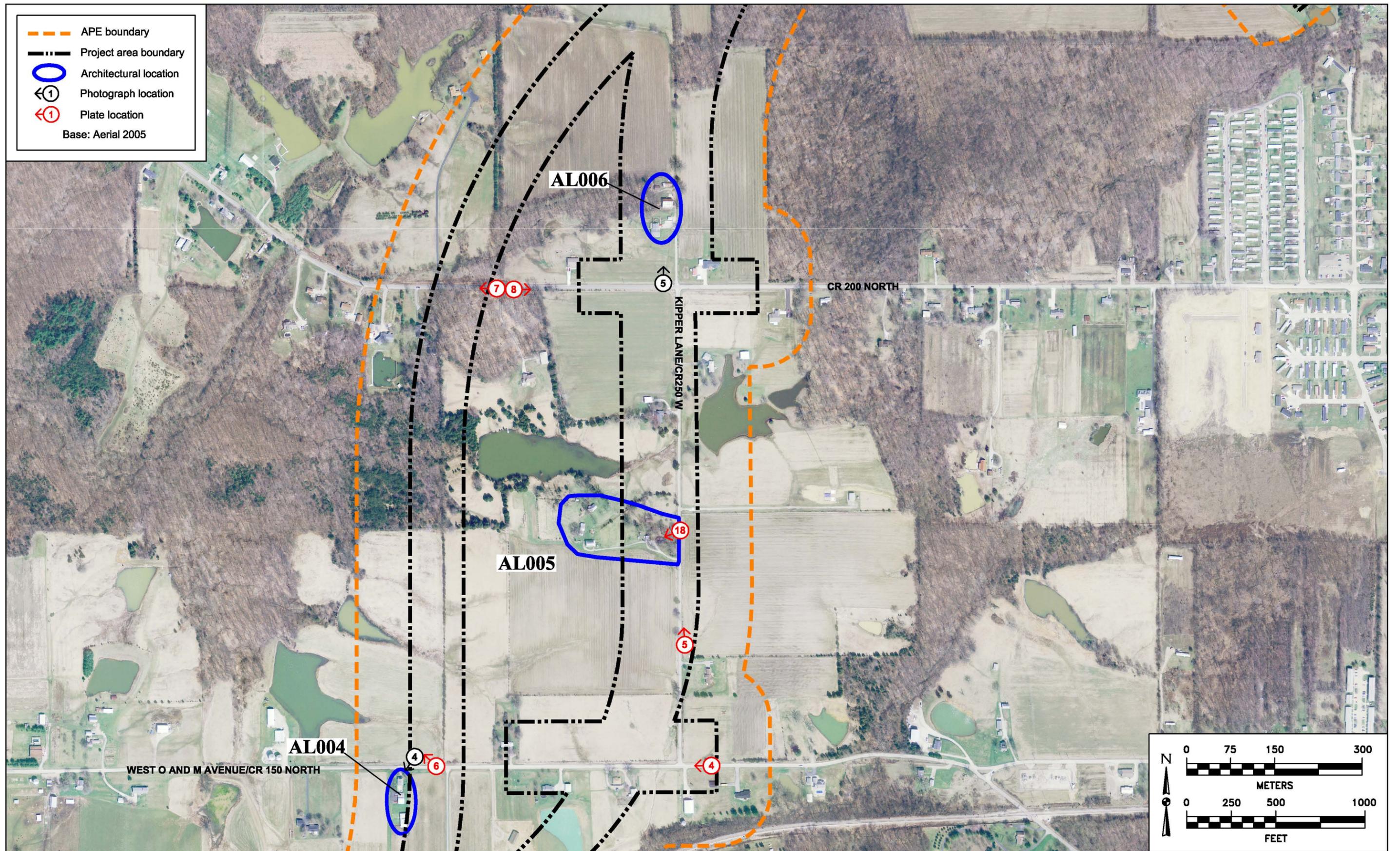


Figure 4. Aerial photo showing the project area, APE, architectural locations, plate locations, and Table 1 photo locations. (6 Sheets)

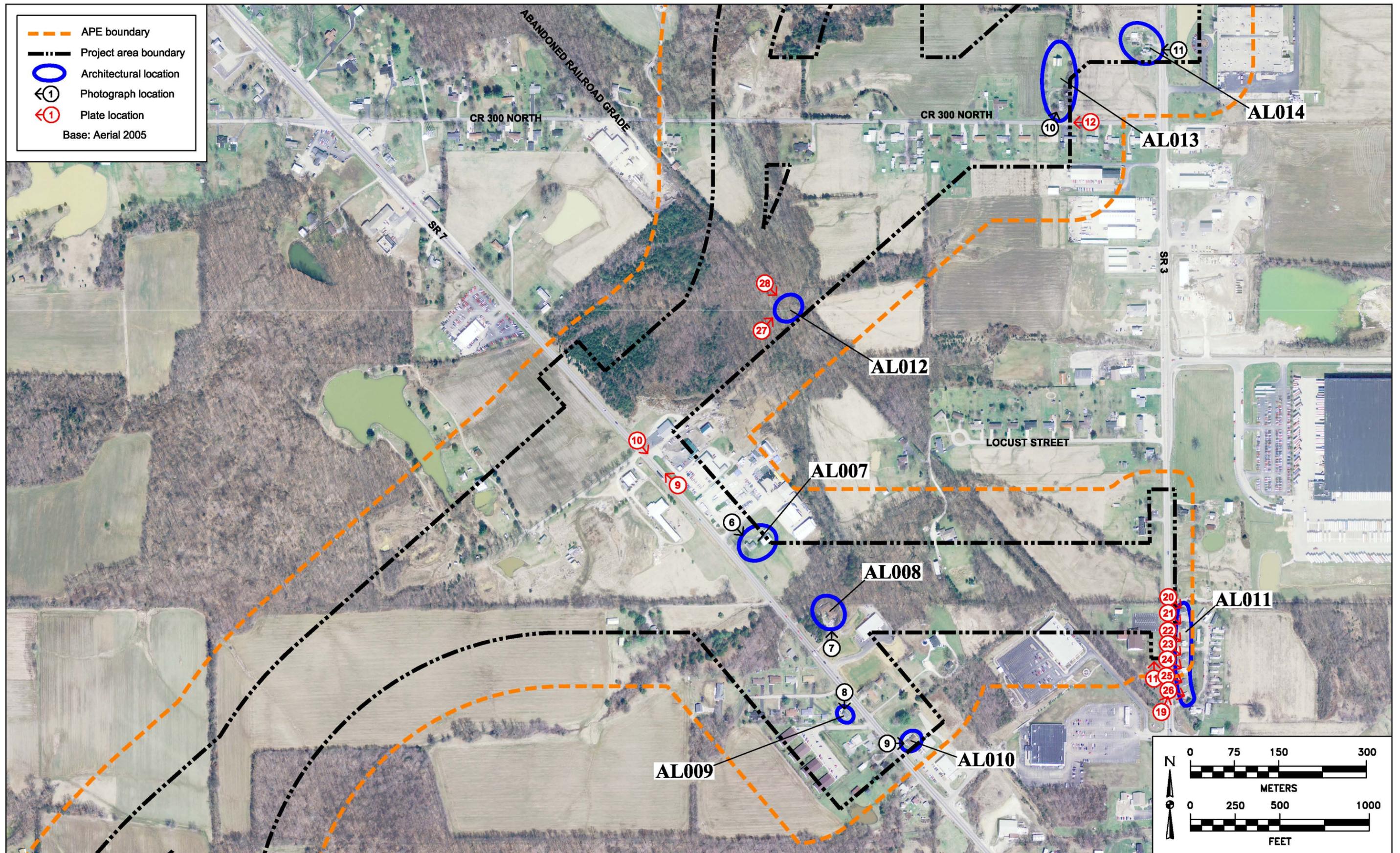


Figure 4. Aerial photo showing the project area, APE, architectural locations, plate locations, and Table 1 photo locations. (6 Sheets)

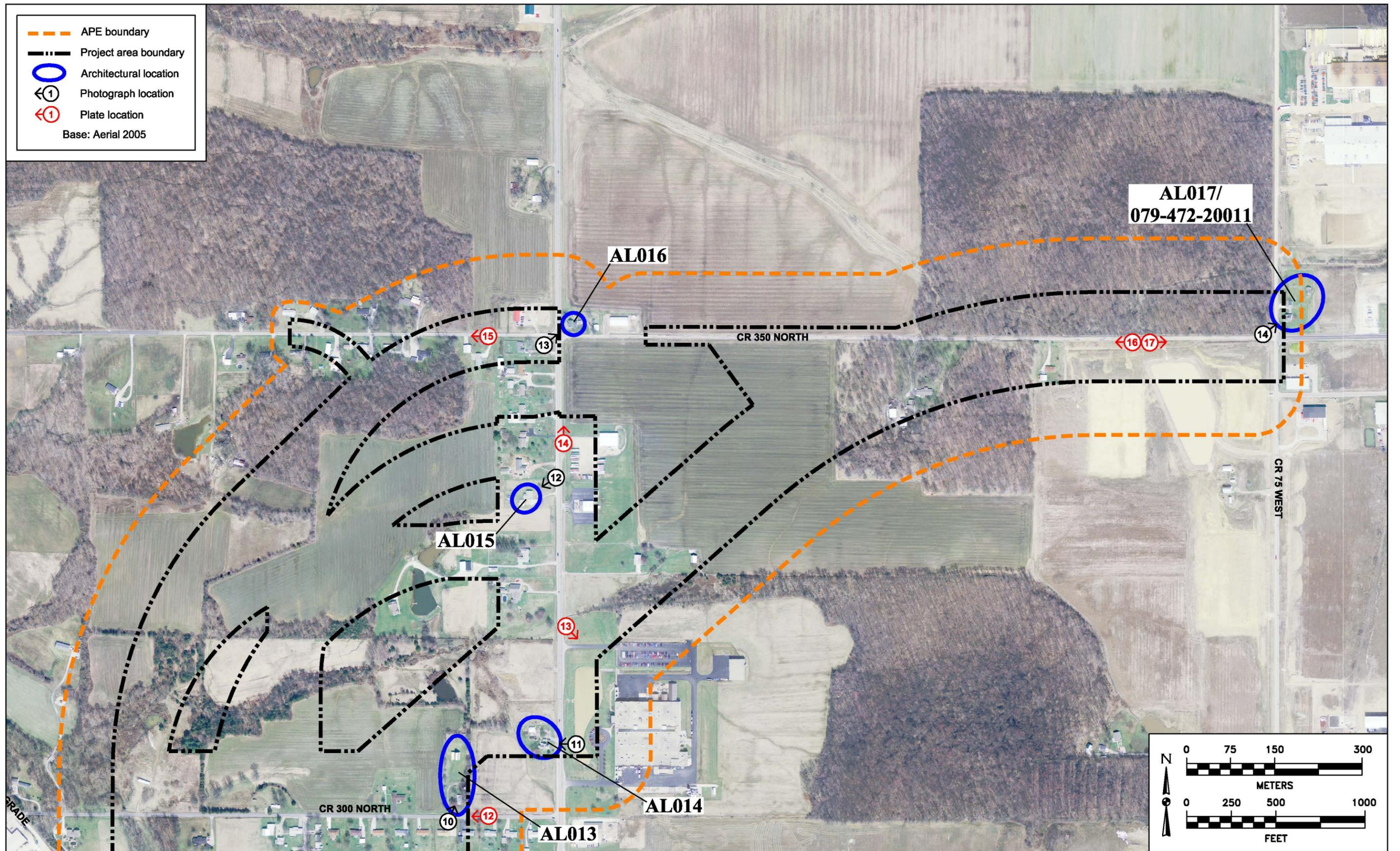


Figure 4. Aerial photo showing the project area, APE, architectural locations, plate locations, and Table 1 photo locations. (6 Sheets)

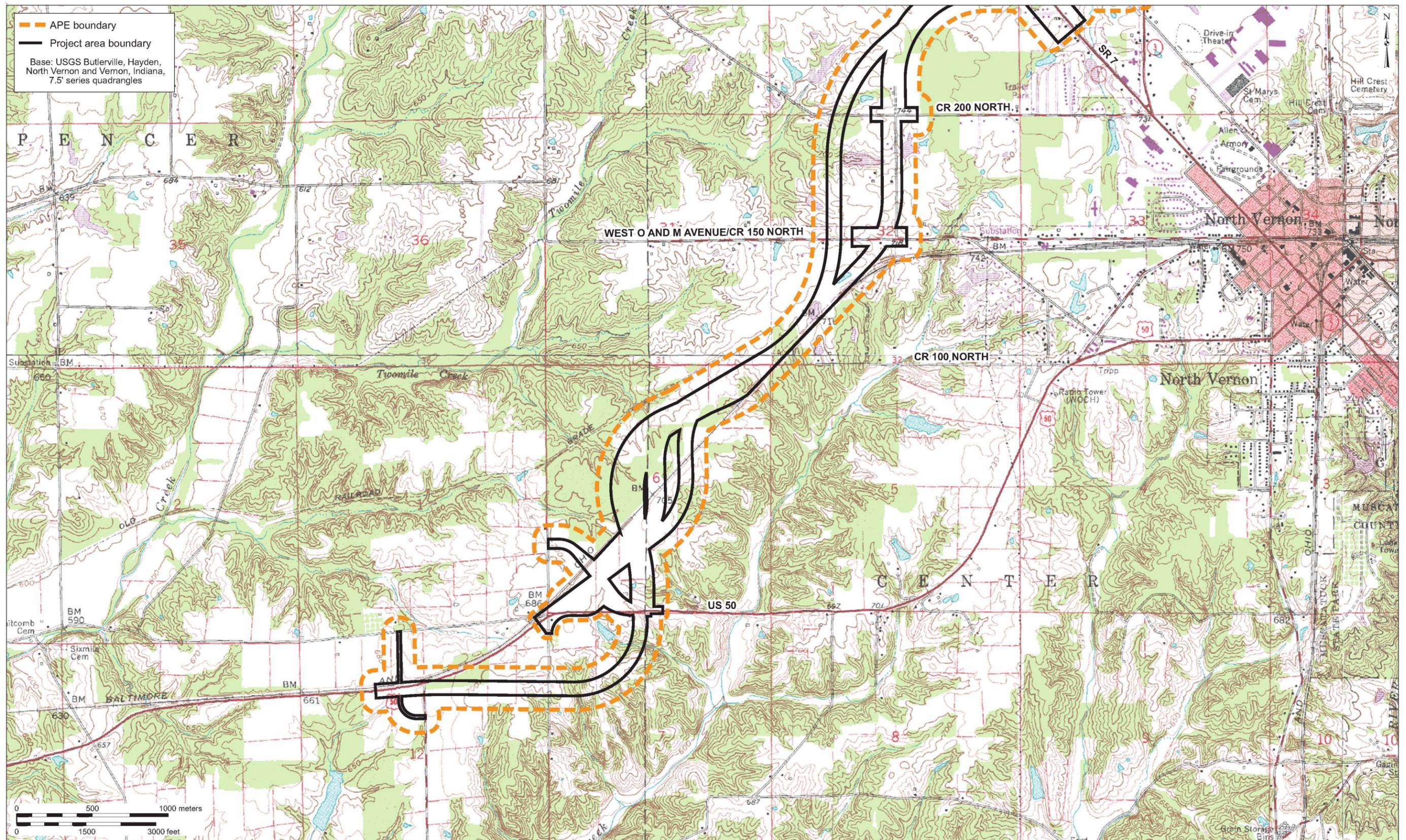


Figure 5. Portion of the 1994 Vernon, 1994 Butlerville, 1993 Hayden, and 1993 North Vernon quadrangles (USGS 7.5' topographic maps) showing the project area, APE, and previously inventoried property. (2 Sheets)

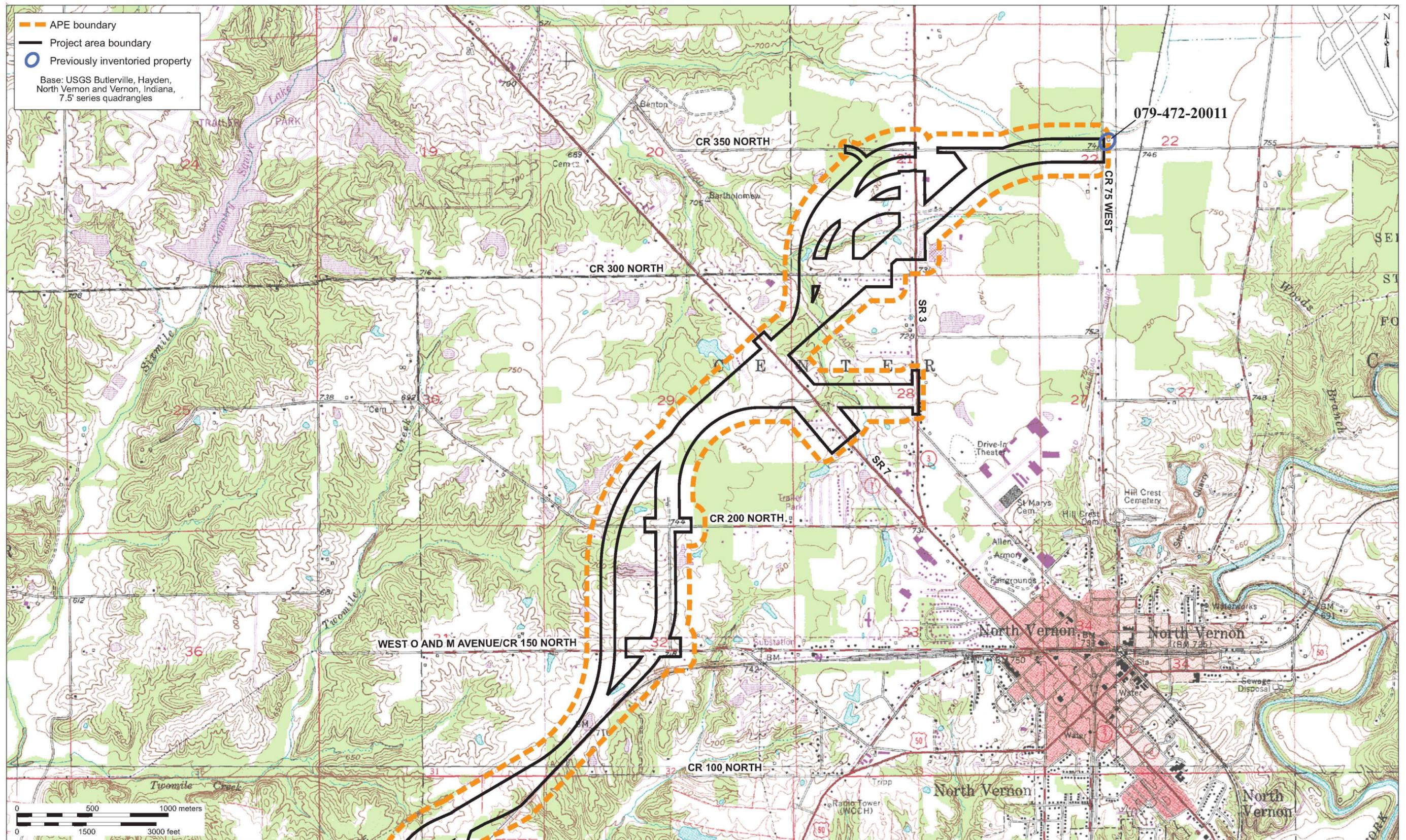


Figure 5. Portion of the 1994 Vernon, 1994 Butlerville, 1993 Hayden, and 1993 North Vernon quadrangles (USGS 7.5' topographic maps) showing the project area, APE, and previously inventoried property. (2 Sheets)

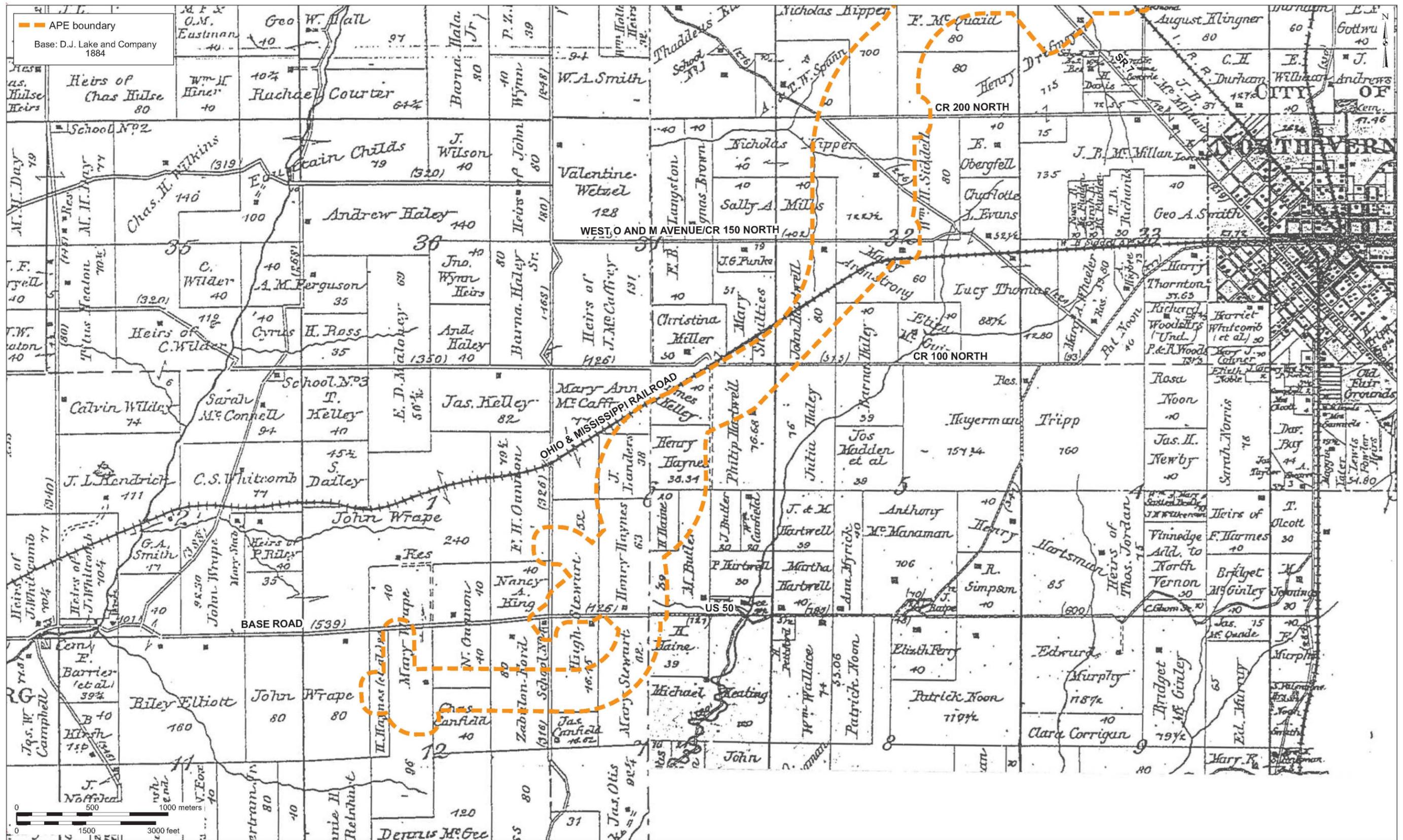


Figure 6. Portion of D.J. Lake and Company's (1884) *An Atlas of Jennings County, Indiana* showing the APE. (2 Sheets)



Figure 6. Portion of D.J. Lake and Company's (1884) *An Atlas of Jennings County, Indiana* showing the APE. (2 Sheets)

TABLES

Table 1. List of All Architectural Locations Not Evaluated in Report Text.

Des. Number: 0401402

Description: US 50 Bypass

County: Jennings

City/Township: Center Township

Architectural Location No. Figure 3 Photo No.	Photo	IHSSI Number	Property Address	Original/Current Use	Type/Style/ Exterior Materials	Year Built/Altered	NRHP eligibility rating/integrity issues
001 Photo 1		---	4630 Base Road	Farmstead	<p>Two-story gable-front house with rear extension</p> <p>No discernible style</p> <p>Concrete foundation, vinyl/aluminum siding, asphalt shingle roof</p>	ca. 1926	<p>Dwelling significantly remodeled with new roofing and windows/doors and siding; property consists of several new outbuildings and barns and some older outbuildings either in poor condition or in ruins.</p> <p>Lacks integrity and lacks significance.</p> <p>Recommended as not eligible for NRHP.</p>
002 Photo 2		---	3625 US 50	Single-family residence/Commercial 1	<p>Hipped roofed house and associated commercial buildings</p> <p>Elements of ranch style</p> <p>Concrete block foundation, PermaStone veneer, asphalt shingle roof</p>	ca. 1953	<p>Property converted to trucking business facility with large enclosed storage and parking areas to the east of house; house converted to office, with replacement windows, doors and roofing.</p> <p>Retains integrity, but lacks significance.</p> <p>Recommended as not eligible for NRHP.</p>

Table 1. List of All Architectural Locations Not Evaluated in Report Text.

Des. Number: 0401402

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City/Township: Center Township

Architectural Location No. Figure 3 Photo No.	Photo	IHSSI Number	Property Address	Original/Current Use	Type/Style/ Exterior Materials	Year Built/Altered	NRHP eligibility rating/integrity issues
003 Photo 3		---	3750 US 50	Single-family residence	1.5-story single-family dwelling No style Concrete foundation, vinyl siding, asphalt shingle roof	ca. 1959	Significant alterations and additions comprised of the construction of four sheds in 1984 including detached garage, and extensive remodeling and replacement materials, including roof shingles and doors /windows. Lacks significance and integrity. Recommended as not eligible for NRHP.
004 Photo 4		---	2745 West O&M Avenue/ CR 150 North	Single-family residence with outbuildings	1.5-story gable-front house with rear extensions and storage and outbuildings No style Raised concrete foundation with basement and built in garage, wood siding, asphalt shingle roof	ca. 1948, shed to rear constructed 1953	Mix of original and replacement windows, new shingles over roof. Retains fair integrity, but lacks significance. Recommended as not eligible for NRHP.

Table 1. List of All Architectural Locations Not Evaluated in Report Text.

Des. Number: 0401402

Description: US 50 Bypass

County: Jennings

City/Township: Center Township

Architectural Location No. Figure 3 Photo No.	Photo	IHSSI Number	Property Address	Original/Current Use	Type/Style/ Exterior Materials	Year Built/Altered	NRHP eligibility rating/integrity issues
006 Photo 5		---	2500 CR 200 North	Dwelling and Farmstead	<p>New single-story irregular shaped residence with older (ca. 1900) outbuildings to the rear</p> <p>No style</p> <p>House constructed on concrete foundation with vinyl/aluminum siding and shingle roof; outbuildings of wood clapboard construction with corrugated metal roofs</p>	Dwelling constructed ca. 2000, outbuildings ca. 1900	<p>Three gable roofed outbuildings appear to retain integrity; however, new home not associated with the construction of the older outbuildings.</p> <p>Property lacks significance and integrity.</p> <p>Recommended as not eligible for NRHP.</p>
007 Photo 6		---	2540 SR 7	Single-family residence	<p>One-story gabled ell house</p> <p>No style</p> <p>Concrete foundation, brick veneer, asphalt shingle roof</p>	ca. 1952	<p>Retains original casement and double-hung windows; retains original doors; roof shingles are replacements.</p> <p>Retains integrity, but lacks significance.</p> <p>Recommended as not eligible for NRHP.</p>

Table 1. List of All Architectural Locations Not Evaluated in Report Text.

Des. Number: 0401402

Description: US 50 Bypass

County: Jennings

City/Township: Center Township

Architectural Location No. Figure 3 Photo No.	Photo	IHSSI Number	Property Address	Original/Current Use	Type/Style/ Exterior Materials	Year Built/Altered	NRHP eligibility rating/integrity issues
008 Photo 7		---	2470 SR 7	Single-family residence/ radio station and offices	Single story Ranch Concrete foundation, Permastone veneer, asphalt shingle roof	ca. 1947	House retains ranch style elements; use from changed from residential to a radio station facility, and alterations include modified driveway and parking as well as clearly visible radio transmission and receiving equipment. House retains poor integrity due to change in use, property lacks significance. Recommended as not eligible for NRHP.
009 Photo 8		---	2345 SR 7	Single-family residence	Single-story cross gable Bungalow elements Concrete block foundation, brick veneer, asphalt shingle roof	ca. 1948	Replacement shingles over roof, retains much of the original materials. Retains integrity, but lacks significance. Recommended as not eligible for NRHP.

Table 1. List of All Architectural Locations Not Evaluated in Report Text.

Des. Number: 0401402

Description: US 50 Bypass

County: Jennings

City/Township: Center Township

Architectural Location No. Figure 3 Photo No.	Photo	IHSSI Number	Property Address	Original/Current Use	Type/Style/ Exterior Materials	Year Built/Altered	NRHP eligibility rating/integrity issues
010 Photo 9		---	2350 SR 7	Single-family residence/office building	Gable-front 1.5-story bungalow Bungalow Concrete block foundation, brick veneer, asphalt shingle roof	ca. 1933/ remodeled 2000–2001	Extensively remodeled, with construction of paved parking and replacement doors and windows and roof. Lacks significance and integrity. Recommended as not eligible for NRHP.
013 Photo 10		---	1610 CR 300 North	Single-family residence	Front-gable single dwelling and associated detached garage and barn No style Concrete foundation, wood siding, asphalt shingle roof	ca. 1900	House has new roof shingles over low pitched roof and some replacement windows; barn has new sheet metal over gambrel roof. Retains fair integrity, but lacks significance. Recommended as not eligible for NRHP.

Table 1. List of All Architectural Locations Not Evaluated in Report Text.

Des. Number: 0401402

Description: US 50 Bypass

County: Jennings

City/Township: Center Township

Architectural Location No. Figure 3 Photo No.	Photo	IHSSI Number	Property Address	Original/Current Use	Type/Style/ Exterior Materials	Year Built/Altered	NRHP eligibility rating/integrity issues
014 Photo 11		---	3075 SR 3	Single-family residence	Single-story cross-gable dwelling, detached garage and other utility buildings No style Concrete foundation, aluminum/vinyl siding, asphalt shingle roof	ca. 1900	Significantly altered dwelling with replacement roof and windows and porch enclosure; only the wood constructed garage retains integrity. Lacks integrity and significance. Recommended as not eligible for NRHP.
015 Photo 12		---	3345 SR 3	Single-family residence	Side-gabled single dwelling with detached garage and associated transverse frame shed No style Concrete foundation, wood siding, asphalt shingle roof	ca. 1948 (house), 1954 (garage), ca. 1900 (shed)	Replacement roof shingles and windows. Retains fair integrity, but lacks significance. Recommended as not eligible for NRHP.

Table 1. List of All Architectural Locations Not Evaluated in Report Text.

Des. Number: 0401402

Description: US 50 Bypass

County: Jennings

City/Township: Center Township

Architectural Location No. Figure 3 Photo No.	Photo	IHSSI Number	Property Address	Original/Current Use	Type/Style/ Exterior Materials	Year Built/Altered	NRHP eligibility rating/integrity issues
016 Photo 13		---	3530 SR 3	Single-family residence	<p>Two-story side-gable dwelling with cross-gable extension over porch and rear addition, associated garage and outbuildings</p> <p>No style</p> <p>Concrete block foundation, aluminum/vinyl siding, asphalt shingle roof</p>	ca. 1938/ remodeling and additions ca. 2000	<p>Significantly remodeled with new replacement materials throughout and the addition of garage and outbuildings in 2000.</p> <p>Lacks integrity and lacks significance.</p> <p>Recommended as not eligible for NRHP.</p>
017 Photo 14		079-472-20011	780 CR 350 North	Single-family residence/ currently in disuse	<p>Cross-gable single dwelling with two associated structures</p> <p>No style</p> <p>Stone foundation, wood siding and replacement vinyl siding in part, asphalt shingle roof</p>	ca. 1900	<p>Mix of original and replacement sidings; replacement roof shingles and windows; the house and associated sheds are in poor disused condition.</p> <p>Lacks integrity and significance.</p> <p>Recommended as not eligible for NRHP.</p>

Findings Documentation

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
US 50 NORTH VERNON BYPASS
DES. NO.: 0401402**

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

The Area of Potential Effect (APE) is mostly based on the preferred alternative (Corridors S2, M2, and N6 modified), but also includes the alternative corridors present during the various periods of fieldwork. Along the preferred alternative, the APE generally is a minimum of 1,000 feet from the centerline, but narrows to 800 feet in densely wooded locations. Along the other corridors, the APE is generally a minimum of 450 feet from the centerline and is reduced to 100 feet from the corridor at some of the termini. Because the APE encompasses all of the corridors, it is considerably wider than the given minimums in some locations. Maps showing the APE are present in Appendix A of the associated 800.11(d) documentation.

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

No properties in the APE are listed in or have been determined eligible for inclusion in the National Register of Historic Places (NRHP).

EFFECT FINDING

Because no properties in the APE are listed in or have been determined eligible for inclusion in the NRHP, INDOT, acting on FHWA's behalf, has determined a No Historic Properties Affected finding is appropriate for this undertaking.

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

This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is No Historic Properties Affected; therefore, no Section 4(f) evaluation is required. INDOT respectfully requests the Indiana State Historic Preservation Officer (IN SHPO) provide written concurrence with the Section 106 determination of No Historic Properties Affected.



Staffan Peterson, for FHWA
Manager
INDOT Cultural Resources

10/13/2011

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)
US 50 North Vernon Bypass
DES. NO.: 0401402
FEDERAL PROJECT NO.: Not yet assigned**

1. DESCRIPTION OF THE UNDERTAKING

The undertaking will construct a US 50 bypass around the west side of the city of North Vernon in Center Township, Jennings County, Indiana (Des. No. 0401402) [Appendix A]. A variety of alternatives were considered, but generally the bypass will run northeasterly between US 50 and SR 3 north of CR 300 North. The new roadway was divided into southern, middle and northern sections for ease of analysis. A range of alternatives was developed, and then narrowed down to two alternatives from each section. These alternatives are S1 and S2 in the southern segment, M1 and M2 in the middle segment, and N3 and N6 in the northern segment. Based on comments received from the public and additional engineering analysis, the S2 and N6 alternatives were modified to minimize impacts, improve operations, and reduce costs. The preferred alternative consists of alignments S2, M2, and N6 modified. The undertaking will result in the acquisition of 300 feet of right-of-way, but the bypass is proposed to be a two-lane roadway with at-grade intersections.

Per Federal Highway Administration-Indiana Division (FHWA-IN) Procedures, Federal-aid highway construction projects qualify as “undertakings” as defined in 36 CFR 800.16(y) and are subject to review under FHWA-IN/Indiana Department of Transportation (INDOT) Section 106 Procedures. Federal-aid funds would be used for planning and/or construction of the proposed improvements. Section 106 is thus applicable.

The APE is mostly based on the preferred alternative (Corridors S2, M2, and N6 modified), but also includes the alternative corridors present during the various periods of fieldwork (October 2010, March 2011, and July–August 2011). Along the preferred alternative, the APE generally is a minimum of 1,000 feet from the centerline, but narrows to 800 feet in heavily wooded locations. Along the other corridors, the APE is generally a minimum of 450 feet from the centerline and is reduced to 100 feet from the corridor at some of the termini. Because the APE encompasses all of the corridors, it is considerably wider than the given minimums in some locations (Appendix A).

The project area is predominantly rural in character until the alternatives approach SR 7 and SR 3. The topography varies from gently undulating to mostly level. The alternatives pass through agricultural land and woodland, with some residential development and yards along the existing roads. From SR 7 to SR 3, the land is much more densely developed, with commercial and light industrial land use in addition to residential use. Portions of alternatives S1, S2, and M1 run adjacent to the CSX Railroad line [Appendix B].

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

Efforts to identify historic properties in the APE included a check of records available at the Indiana Department of Natural Resources-Division of Historic Preservation and Archaeology (DHPA), historical/architectural and archaeological fieldwork, and communication with consulting parties. DHPA serves as Indiana’s State Historic Preservation Office (SHPO).

Sources of information examined at DHPA included National Register of Historic Places (NRHP) listings, Indiana Register of Historic Sites and Structures listings, the *Jennings County Interim Report*, cultural resource management reports, the State Historic Architectural and Archaeological Research Database (SHAARD), archaeological inventory maps, and cemetery maps and registry forms. There are no NRHP-listed properties in the APE. No previously recorded archaeological sites or cemeteries are located in the project area. Four previously inventoried aboveground resources are present within the APE; all of these resources are rated Contributing. One of the four, a bridge carrying Base Road over the CSX railroad tracks, also has been recorded in the Indiana Historic Bridges Inventory, through which it was determined not eligible for the NRHP.

The results of the field surveys were reported in a Historic Property Report (HPR), a Phase Ia Archaeological Survey Report, and an addendum Phase Ia Archaeological Survey Report (Appendix C). The survey for aboveground resources identified 24 resources 50 years old or older in the APE, all of which were recommended as not eligible for the NRHP. The archaeological survey identified 18 sites in the project area, 17 of which were recommended as not eligible for the NRHP. One site (12Jn532) was recommended for avoidance or further investigation. The addendum archaeological survey did not identify any sites. INDOT, on behalf of FHWA, has reviewed these reports.

The SHPO, INDOT, and FHWA are entitled to participate in the Section 106 process as a consulting party. The following other individuals and organizations have been invited, in writing, to be consulting parties (Appendix D).

- Indiana Landmarks
- Jennings County Preservation Association
- Jennings County Historical Society
- North Vernon Parks & Recreation
- Jennings County Commissioners
- Mayor of North Vernon
- Area Planning Commission
- Jennings County Historian

The above-listed parties have been provided with copies of the HPR and response postcards with which to accept or decline the invitation to be a consulting party. Mayor Harold Campbell of North Vernon accepted consulting party status. Tom Rice, the Jennings County Historian, accepted consulting party status. Greg Sekula of Indiana Landmarks accepted consulting party status. The Jennings County Historical Society declined consulting party status. Cheryl Trisler of the Area Planning Commission declined consulting party status. No other responses were received from the invitees. Greg Sekula agreed that none of the properties identified in the HPR appear to be eligible for the NRHP; none of the other responders provided information identifying historic resources (Appendix E). In a letter dated August 11, 2011, DHPA concurred with the recommendations of the first archaeology report. In a letter dated September 23, 2011, DHPA provided comments on the HPR and addendum archaeology report. Regarding the APE, DHPA suggested that a wider APE may have been appropriate for a new terrain roadway, but expressed willingness to accept the APE proposed in the HPR, with the caveat that they might recommend a modification of the APE if it appears effects could occur outside the APE further into the review. DHPA also suggested expanding the APE further to the east and southeast to accommodate future extensions of the bypass, the locations of which would be dictated by the present proposed terminus. The letter concurred that no above-ground properties in the APE are listed in or eligible for inclusion in the NRHP. The letter also concurred that they have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project areas presented in the addendum archaeology report (Appendix E).

FHWA and INDOT met with SHPO on October 11, 2011 to address the concerns raised in the SHPO's September 23, 2011 letter. At the meeting, SHPO expressed concern that in the HPR it appears that the proposed alignments extend to County Road 75. However, INDOT explained that the preferred alternative will terminate at SR 3 (Appendix A, Map 4). ASC Group notes that the APE extends approximately 0.75 miles beyond the eastern terminus of the preferred alternative (Appendix A, Map 4). INDOT also explained that there is flexibility and a range of options for the next segment of the bypass, when it is initiated. Further, FHWA explained that it appears that the eastern bypass would have independent utility. Based on these reasons, it was determined that the APE for this project would not be enlarged. In that regard, INDOT indicated that they planned on submitting a "no historic properties affected" finding for the project.

In September 2011, a local resident contacted INDOT with information regarding possible Native American mounds adjacent to the project area. A field investigation by INDOT and ASC Group, Inc., determined that the mounds were shale spoil piles and are not Native American in origin. In an September 22, 2011 email to the SHPO, INDOT recommended against further investigation (Appendix F).

3. BASIS FOR FINDING

No aboveground resources listed in or eligible for inclusion in the NRHP were identified in the APE. No archaeological resources listed in or eligible for inclusion in the NRHP were identified in the project area. Therefore, no historic resources will be affected by this undertaking.

A public notice regarding the APE and No Historic Properties Affected finding will be issued for this project in a local newspaper concurrently with the issuance of these findings to the consulting parties. A 30-day comment period will be given. This document will be revised, if necessary, after the public notice to reflect any comments received.

APPENDIX

A. MAPS

B. PHOTOGRAPHS

**C. ABSTRACTS AND SUMMARIES FROM THE HISTORIC PROPERTY REPORT AND PHASE IA
ARCHAEOLOGICAL FIELD RECONNAISSANCE REPORT**

D. LIST OF CONSULTING PARTIES

E. CORRESPONDENCE OF CONSULTING PARTIES

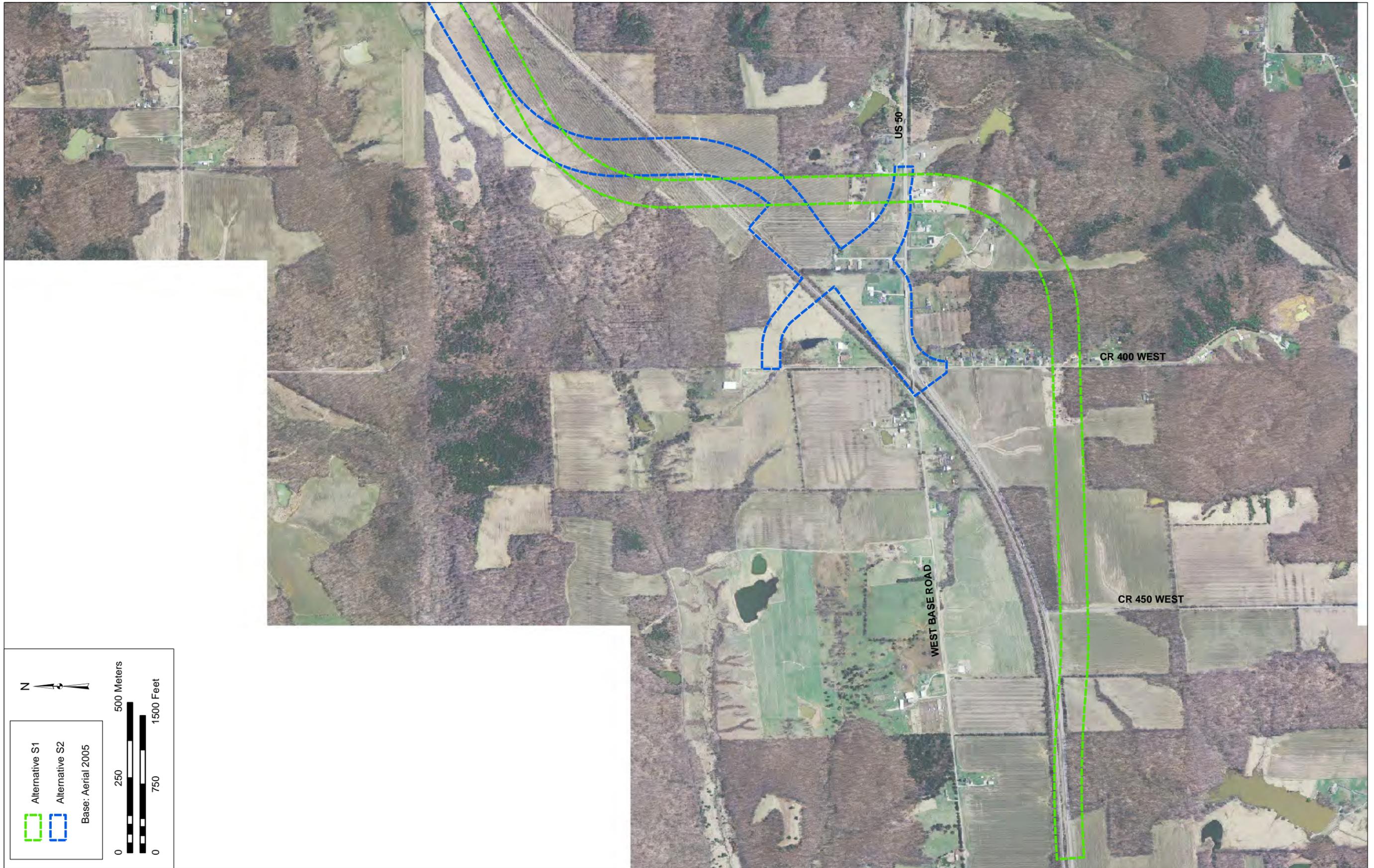
F. CORRESPONDENCE FROM THE PUBLIC

APPENDIX A

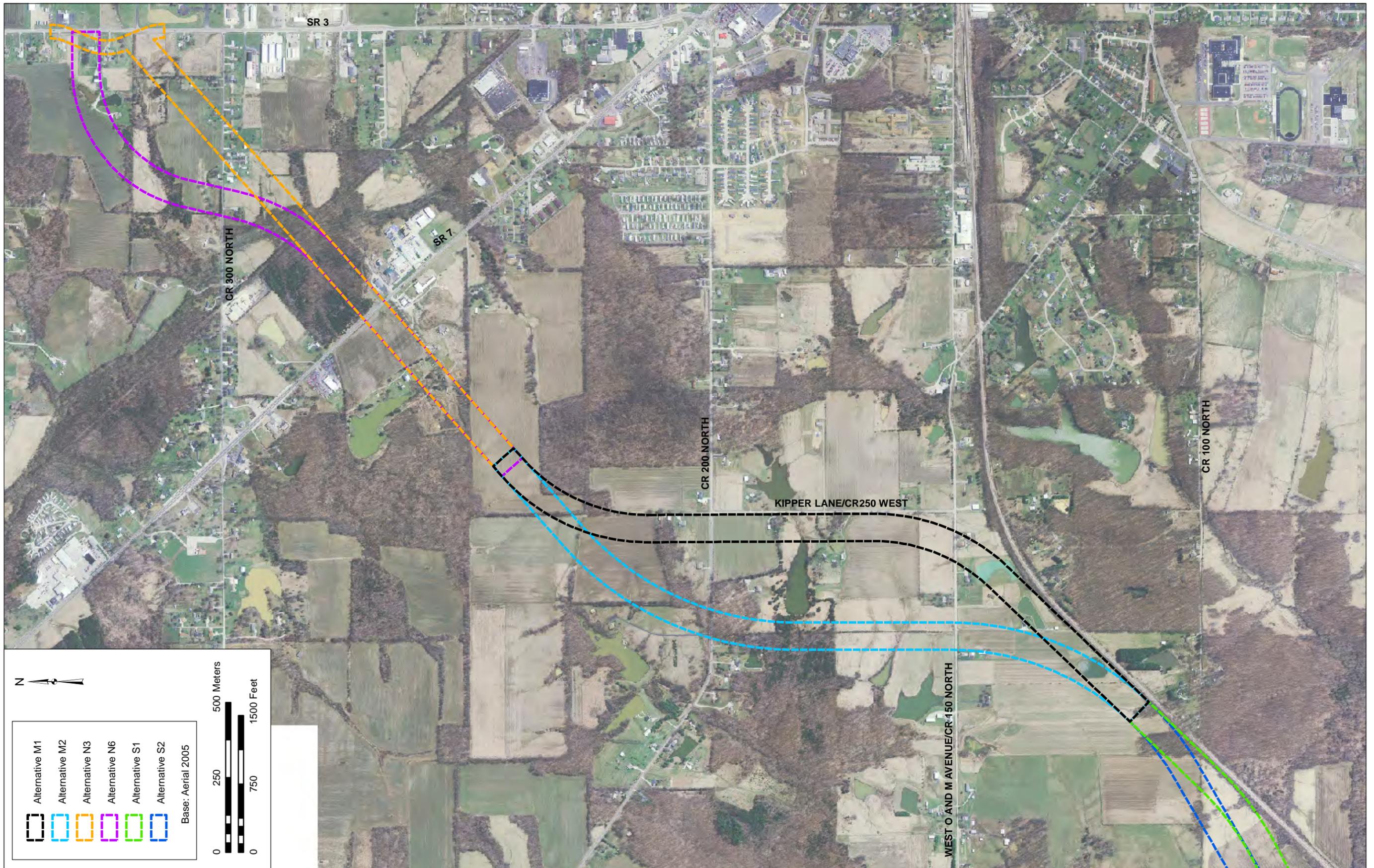
MAPS



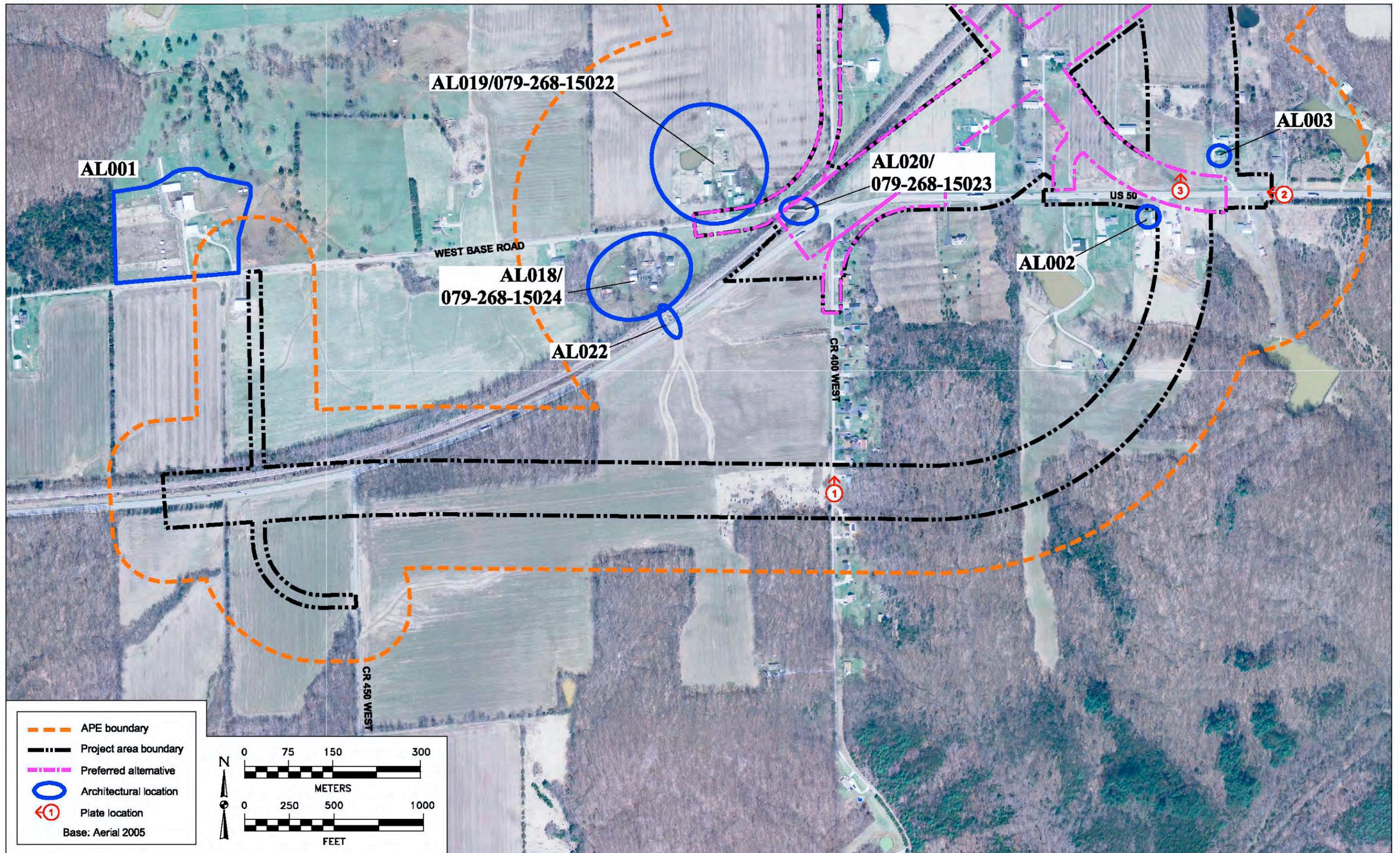
Appendix A, Map 1. Map of Indiana showing the vicinity of the APE.



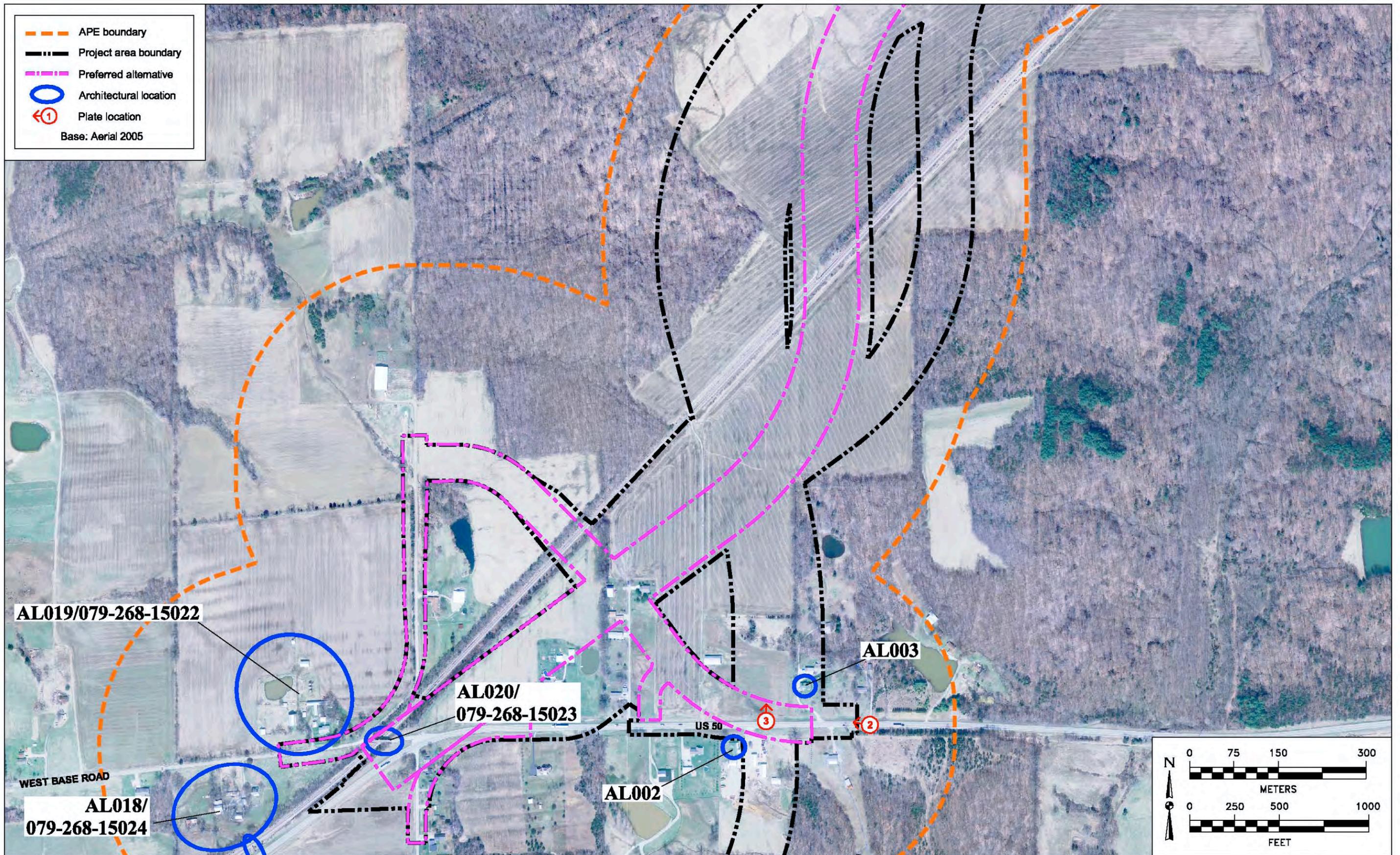
Appendix A, Map 2. Aerial photo showing alternative corridors. (2 Sheets)



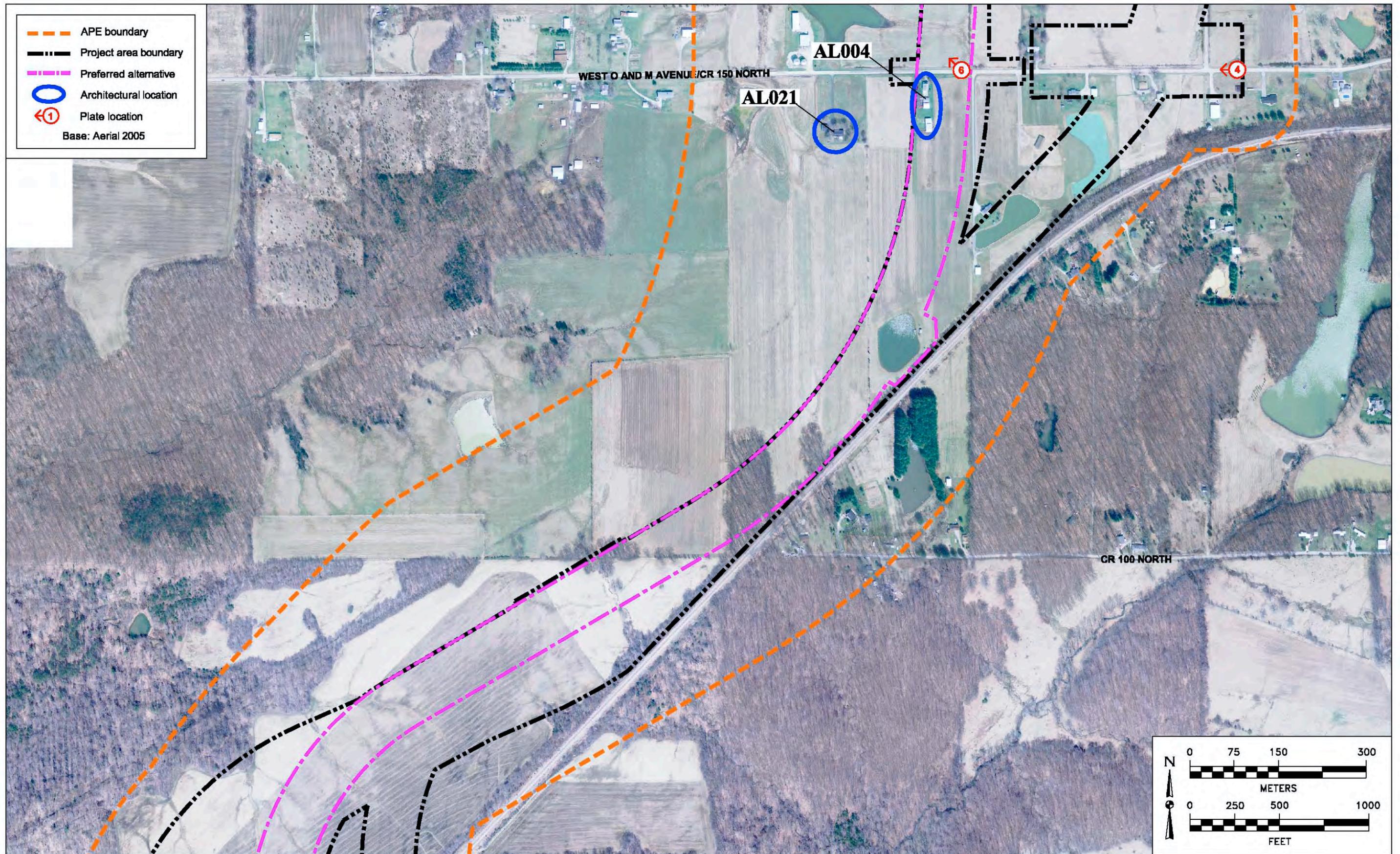
Appendix A, Map 2. Aerial photo showing alternative corridors. (2 Sheets)



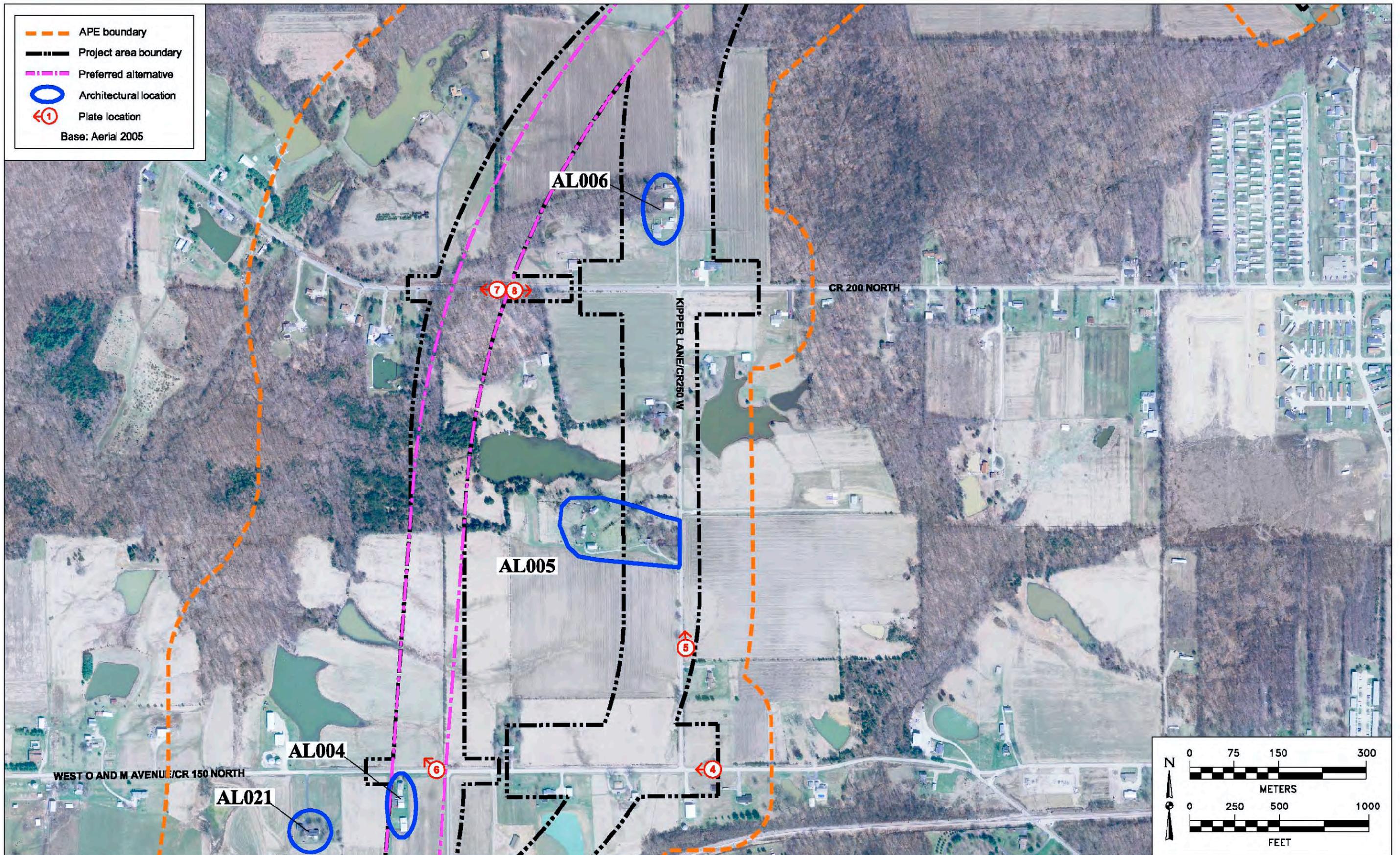
Appendix A, Map 4. Aerial photo showing the project area, APE, preferred alternative, architectural locations, and plate locations. (6 Sheets)



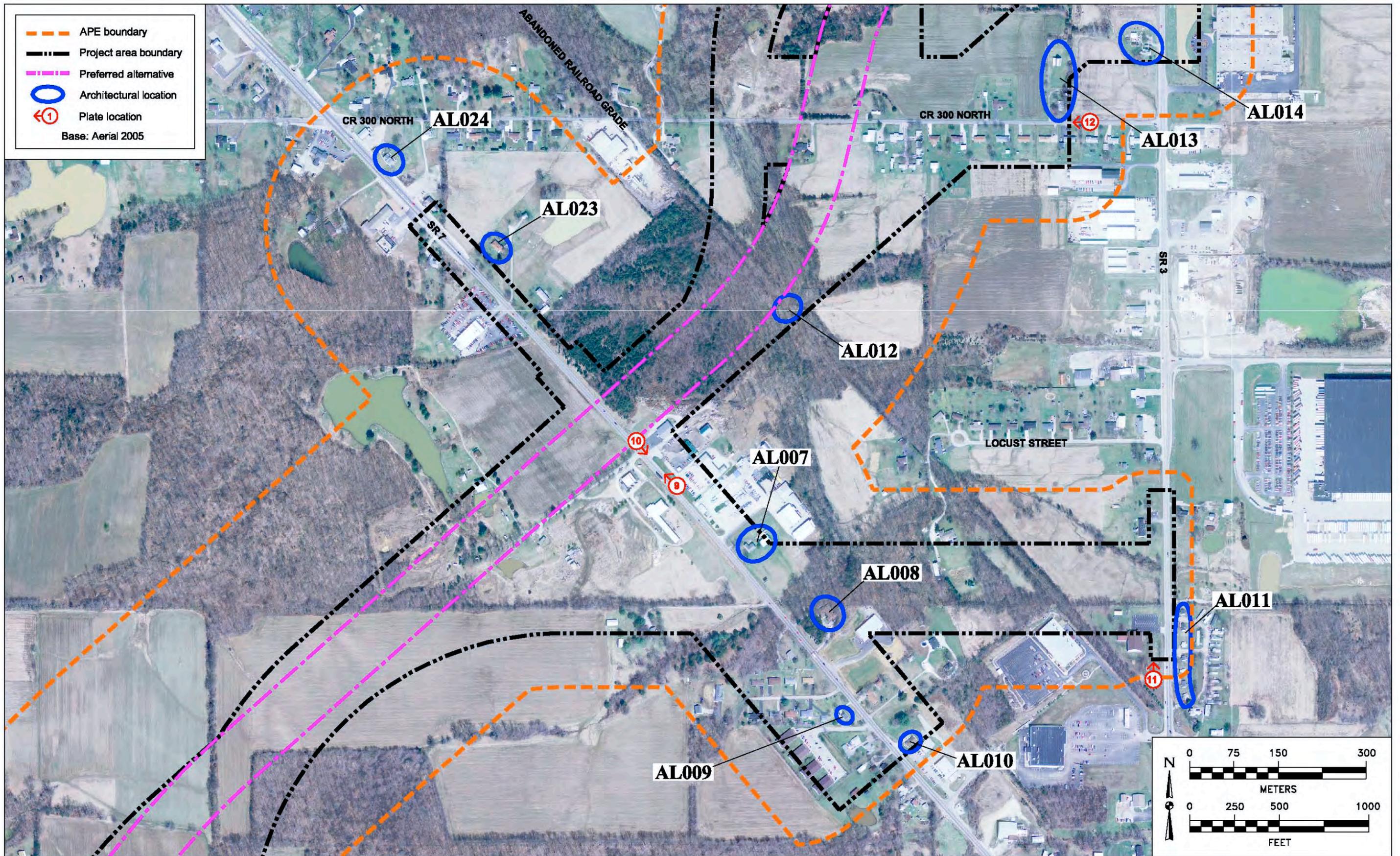
Appendix A, Map 4. Aerial photo showing the project area, APE, preferred alternative, architectural locations, and plate locations. (6 Sheets)



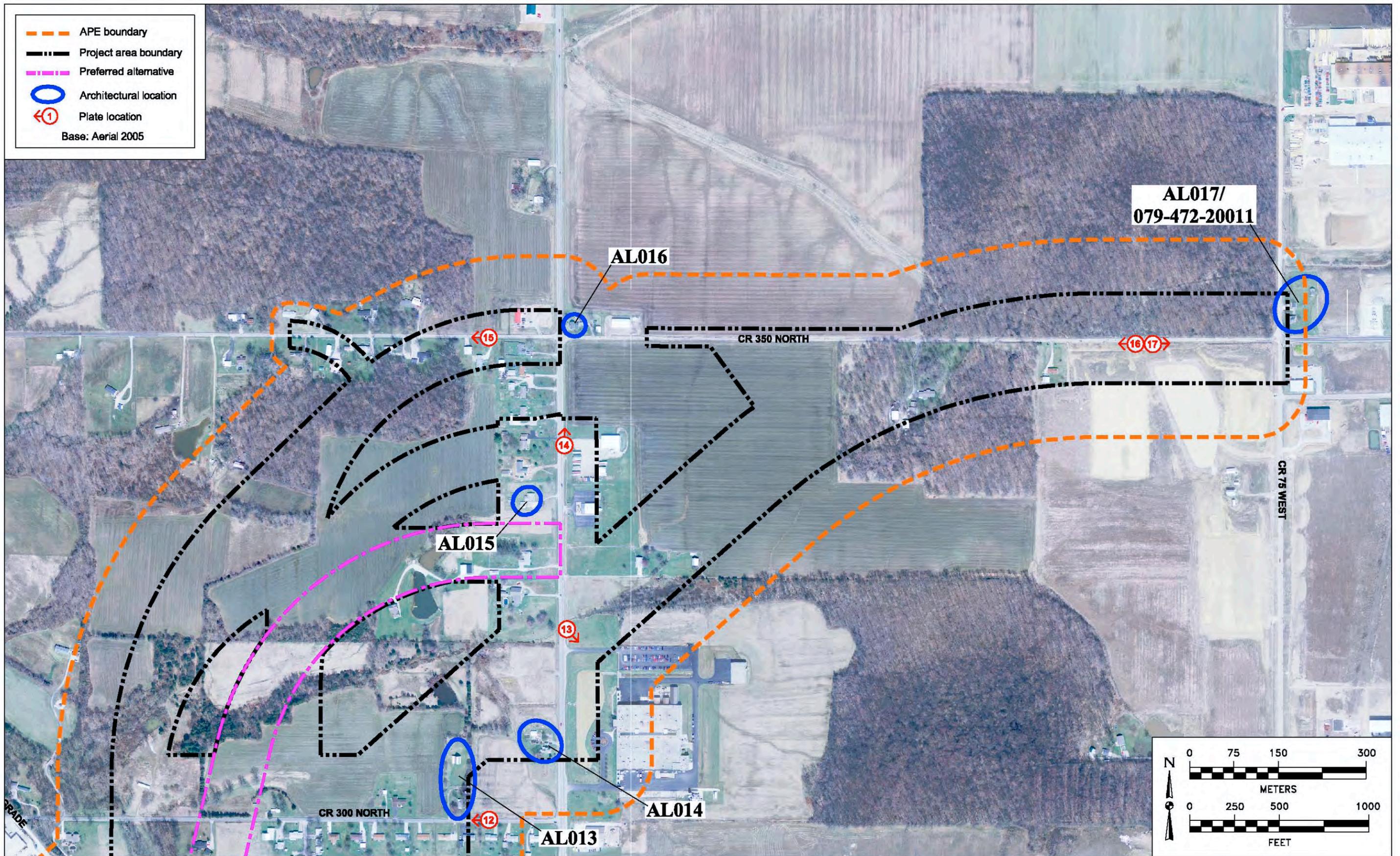
Appendix A, Map 4. Aerial photo showing the project area, APE, preferred alternative, architectural locations, and plate locations. (6 Sheets)



Appendix A, Map 4. Aerial photo showing the project area, APE, preferred alternative, architectural locations, and plate locations. (6 Sheets)



Appendix A, Map 4. Aerial photo showing the project area, APE, preferred alternative, architectural locations, and plate locations. (6 Sheets)



Appendix A, Map 4. Aerial photo showing the project area, APE, preferred alternative, architectural locations, and plate locations. (6 Sheets)

APPENDIX B
PHOTOGRAPHS



Plate 1. View north along CR 400 West showing modern houses.



Plate 2. View west along US 50 from east edge of APE showing mixed residential and agricultural land use.



Plate 3. View north into project area from US 50.



Plate 4. View west along West O&M Avenue showing mixed residential and agricultural land use.



Plate 5. View north along Kipper Lane showing agricultural land use.



Plate 6. View northwest from West O&M Avenue showing agricultural land and woods.



Plate 7. View west along CR 200 North showing a portion of the woodlands in the APE.



Plate 8. View east along CR 200 North showing mixed land use in the APE.



Plate 9. View northwest along SR 7 showing mixed commercial and agricultural land use.



Plate 10. View southeast showing commercial land use along SR 7.



Plate 11. View north showing mixed land use along SR 3.



Plate 12. View west along CR 300 North showing residential development along the road.



Plate 13. View southeast from SR 3 showing light industrial land use in APE.



Plate 14. View north along SR 3 showing mixed residential and agricultural land use near the intersection of CR 350 North.



Plate 15. View west along CR 350 North showing woods and yards along the road.



Plate 16. View west along CR 350 North from west of CR 75 West showing woods and agricultural land along the road.



Plate 17. View east along CR 350 North from west of CR 75 West showing mixed land use near the intersection of CR 75 West.

APPENDIX C

**ABSTRACTS AND SUMMARIES FROM THE HISTORIC PROPERTY REPORT
AND PHASE IA ARCHAEOLOGICAL FIELD RECONNAISSANCE REPORT**

**Historic Property Report for the US 50 Corridor Bypass (Des. No. 0401402),
North Vernon, Jennings County, Indiana**

By

Samiran Chanchani, PhD, and Douglas Terpstra, MS

Submitted By:

Luella Beth Hillen

ASC Group, Inc.

6330 East 75th Street

Suite 100

Indianapolis, Indiana 46250

317.915.9300

317.915.9301 fax

317.965.7313 cell

BHillen@ascgroup.net

Submitted To:

Parsons Transportation Group

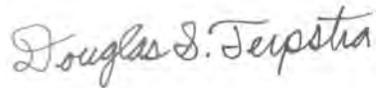
2443 Crowne Point Drive

Sharonville, OH 45241

513.552.7007

Lead Agency:

Indiana Department of Transportation



Douglas S. Terpstra, MS, Principal Investigator

August 9, 2011

ABSTRACT

ASC Group, Inc., under contract with Parsons Transportation Group, has completed a historic property report for the proposed US 50 Bypass (Des. No. 0401402) around the west side of the city of North Vernon in Center Township, Jennings County, Indiana. The purpose of this investigation is to provide information for compliance with the National Historic Preservation Act of 1966, as amended. The Area of Potential Effect is mostly based on the preferred alternative (Corridors S2, M2, and N6 modified), but also includes the alternative corridors present during the various periods of fieldwork (October 2010 and March 2011). Along the preferred alternative, the Area of Potential Effect generally is a minimum of 1,000 feet from the centerline, but narrows to 800 feet in densely wooded locations. Along the other corridors, the Area of Potential Effect is generally a minimum of 450 feet from the centerline and is reduced to 100 feet from the corridor at some of the termini. Because the Area of Potential Effect encompasses all of the corridors, it is considerably wider than the given minimums in some locations.

Prior to fieldwork, ASC Group, Inc., completed a records check to identify previously recorded resources in the Area of Potential Effect. Four previously inventoried resources were identified, a Contributing-rated house, two Contributing-rated farmsteads, and a Contributing-rated bridge. Fieldwork for the project was completed by Samiran Chanchani, PhD, on October 6 and 7, 2010, and March 31, 2011, by Jon Criss on July 25, 2011, and by Jim Snyder on August 2, 2011. A total of 24 resources 50 years in age or older were identified during the survey, and evaluated for their eligibility for listing on the National Register of Historic Places. None of the resources are recommended as eligible for listing on the National Register of Historic Places.

CONCLUSIONS

ASC has completed a historic property report for the construction of the US 50 Bypass (Des. No. 0401402) in Center Township and North Vernon, Jennings County, Indiana. A total of 24 resources (AL001–AL024) were identified, documented, and evaluated. None of the resources are recommended as eligible for NRHP listing. No portion of the APE is recommended as eligible for the NRHP as part of a historic district. Modern buildings greatly outnumber the resources 50 years of age or older in and adjacent to the APE, leaving little integrity intact to any potential historic district in the vicinity of the APE.

**Phase Ia Archaeological Survey for the Proposed US 50 North Vernon Bypass
(Des. No. 0401402) in Center Township, Jennings County, Indiana**

By

Samuel P. Snell, MS, RPA, Jim Snyder, MA, and Samiran Chanchani, PhD

Submitted By:

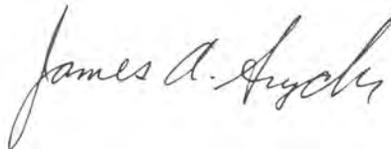
**Luella Beth Hillen
Project Manager
ASC Group, Inc.
6330 East 75th Street, Suite 100
Indianapolis, Indiana 46250
317.915.9300.100
bhillen@ascgroup.net**

Submitted To:

**Parsons Transportation Group
2443 Crowne Point Drive
Cincinnati, Ohio 45241
513.326.3040**

Lead Agency: Indiana Department of Transportation

July 5, 2011

A handwritten signature in cursive script that reads "James A. Snyder". The signature is written in black ink and is positioned above a horizontal line.

James A. Snyder, MA, Principal Investigator

ABSTRACT

Under contract with Parsons Transportation Group, ASC Group, Inc., has completed a Phase Ia archaeological survey for the proposed US 50 bypass (Des. No. 0401402) near North Vernon in Center Township, Jennings County, Indiana. The roadway, when completed will be a two-lane road with an approximate right-of-way (ROW) width of 91.4 m (300 ft). The project area travels through Sections 1 and 12, Township 6N, Range 7E; Sections 6 and 7, Township 6N, Range 8E; and Sections 21, 22, 28, 29, 31, and 32, Township 7N, Range 8E on the 1994 Hayden and 1993 North Vernon quadrangles (USGS 7.5' topographic maps) in Center Township, Jennings County. Altogether, the 12 alignments encompass 264.8 (ha) or 654.4 acres (ac). Due to overlap between various alternatives, it is not possible to add the acreage of the individual alternatives to determine total acreage.

Eighteen archaeological sites (12Jn521–12Jn523, 12Jn525–12Jn538, and 12Jn540) were recorded. Sites 12Jn521–12Jn523, 12Jn525–12Jn531, 12Jn533–12Jn538, and 12Jn540 are either prehistoric isolated finds or small lithic scatters that do not appear to contain significant deposits. Consequently, they are not eligible for the National Register of Historic places and require no further work.

12Jn532 is a prehistoric lithic scatter where a local landowner has collected 39 projectile points, hafted scrapers, and blanks from the immediate vicinity of the site. The points are predominantly Early Archaic and Late Archaic but Early Woodland and Mississippian points were also identified. There is also evidence of a mid- to late nineteenth century historic component. Because of the number of points reportedly found and the nineteenth century historic material in the area, and the fact that the area has not been plowed in approximately eight years, the site is recommended for avoidance or further work.

No further work is recommended for any of the alternatives except at 12Jn532 and at the no access properties along the 2W/A and 2W/B alternates. Phase Ic deep testing is not recommended as the small streams in the project area have limited floodplains.

In the event that archaeological deposits or human remains are encountered during the construction phase of the project, all work will cease and archaeologists from the Indiana Department of Natural Resource-Division of Historic Preservation and Archaeology (DHPA) and the Indiana Department of Transportation-Cultural Resources Office (INDOT-CRO) will be notified

SUMMARY AND INTERPRETATIONS OF FINDINGS

Under contract with Parsons Transportation Group, ASC Group, Inc., has completed a Phase Ia archaeological survey for the proposed US 50 bypass (Des. No. 0401402) near North Vernon in Center Township, Jennings County, Indiana. The roadway, when completed will be a two lane road with an approximate right-of-way (ROW) width of 91.4 m (300 ft). The project area travels through portions Sections 1 and 12, Township 6N, Range 7E; Sections 6 and 7,

Township 6N, Range 8E; and Sections 21, 22, 28, 29, 31, and 32, Township 7N, Range 8E on the 1994 Hayden and 1993 North Vernon quadrangles (USGS 7.5' topographic maps) in Center Township, Jennings County. Altogether, the 12 alignments encompass 264.8 ha (654.4 ac) due to overlap between various alternatives it is not possible to add the acreage of the individual alternatives to determine the total acreage.

Eighteen archaeological sites (12Jn521–12Jn523, 12Jn525–12Jn538, and 12Jn540) were recorded. Sites 12Jn521–12Jn523, 12Jn525–12Jn531, 12Jn533–12Jn538, and 12Jn540 are either prehistoric isolated finds or small lithic scatters that do not appear to contain significant deposits. Consequently, they are not eligible for the NRHP and require no further work.

12Jn532 is a prehistoric lithic scatter where a local landowner has collected 39 projectile points, hafted scrapers, and blanks from the immediate vicinity of the site. The points are predominantly Early Archaic and Late Archaic but Early Woodland and Mississippian points were identified. There is also evidence of a mid-nineteenth to late nineteenth century historic component. Because of the number of points reportedly found and the nineteenth century historic material in the area, and the fact that the area has not been plowed in approximately eight years, the site is recommended for avoidance or further work.

No further work is recommended for any of the alternatives except at 12Jn532 and at the no access properties along the 2W/A and 2W/B alternates. Phase Ic deep testing is not recommended due to the small streams with limited floodplains.

In the unlikely event that archaeological deposits or human remains are encountered during the construction phase of the project, all work will cease and archaeologists from the DHPA and the INDOT-CRO must be notified.

**ADDENDUM TO: Phase Ia Archaeological Survey for the Proposed US 50 North Vernon
Bypass (Des. No. 0401402) in Center Township, Jennings County, Indiana**

By

Jim Snyder, MA

Submitted By:

Luella Beth Hillen

Project Manager

ASC Group, Inc.

6330 East 75th Street, Suite 100

Indianapolis, Indiana 46250

317.915.9300.100

bhillen@ascgroup.net

Submitted To:

Parsons Transportation Group

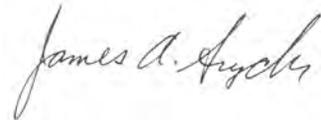
2443 Crowne Point Drive

Cincinnati, Ohio 45241

513.326.3040

Lead Agency: Indiana Department of Transportation

August 19, 2011

A handwritten signature in cursive script, reading "James A. Snyder", enclosed within a thin yellow rectangular border.

James A. Snyder, MA, Principal Investigator

ABSTRACT

Under contract with Parsons Transportation Group, ASC Group, Inc., has completed a Phase Ia archaeological survey for the proposed US 50 North Vernon bypass (Des. No. 0401402) in Center Township, Jennings County, Indiana (Figure 1; Figure 2, Sheets 1 and 2). When completed, the roadway will be a two-lane road with an approximate right-of-way (ROW) width of 91.4 m (300 ft).

The US 50 bypass project proposes the construction of a bypass connecting US 50 from just east of CR 400 W on the south to the intersection at CR 75 W and CR 350 N east of SR 3 (Alternative 2W/A) on the north or, alternatively, to SR 3 south of the Locust Street intersection (Alternative 2W/B). Ten additional alternatives have been proposed as changes along the original 2W/A and 2W/B alternatives. Six alternatives (N1–N6) have been designed for the northern portion of the bypass between CR 300 N and CR 350 N. Two alternatives (M1–M2) have been designed for the middle of the bypass between CR 150 N and CR 200 N. Alternatives S1 and S2 have been designed for the southern portion of the bypass near the US 50 and CR 400 W intersection (Figure 3). This short report concerns 14 new areas associated with these alternatives along the entire proposed corridor where additional area would be required. These new areas vary greatly in size and shape.

SUMMARY

There are no historic properties within or near the additional project areas (Historic Landmarks Foundation of Indiana 1989). For a complete historic properties report see (Chanchani and Terpstra 2011). No archaeological sites were located in the additional areas and no further archaeological work is recommended for any of the additional areas along the US 50 bypass corridor. In the unlikely event that archaeological deposits or human remains are encountered during the construction phase of the project, all work must cease and archaeologists from the DHPA and the INDOT-CRO must be notified.

APPENDIX D

LIST OF CONSULTING PARTIES

Consulting Parties for Des. No. 0401402
 US 50 Bypass at North Vernon
 Center Township and City of North Vernon, Jennings County, Indiana

First Name	Last Name	Agency/Organization	Address	City	State	Zip Code	Accepted/Declined Consulting party status
James	Glass	Indiana Department of Natural Resources- Division of Historic Preservation and Archaeology	402 W. Washington St., Room W274	Indianapolis	IN	46204-2739	Accepted
Greg	Sekula	Indiana Landmarks	Wiley-Allhands House 115 West Chestnut Street	Jeffersonville	IN	47130	Accepted
Lilian	Cramer	Jennings County Preservation Association	P.O. Box 412	Vernon	IN	47282	No Response
		Jennings County Historical Society	134 East Brown Street P.O. Box 335	Vernon	IN	47282	Declined
		North Vernon Parks & Recreation	604 North State Street	North Vernon	IN	47265	No Response
Jeffrey S.	Day	Jennings County Commission	355 South State Highway 7	North Vernon	IN	47265	No Response
Harold	Campbell	Mayor of North Vernon	275 East Main Street	North Vernon	IN	47265	Accepted
Cheryl	Trisler	Area Planning Commission	275 East Main Street	North Vernon	IN	47265	Declined
Thomas J.	Rice	Jennings County Historian	167 West College Street	North Vernon	IN	47265-1804	Accepted

APPENDIX E

CORRESPONDENCE OF CONSULTING PARTIES



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



August 11, 2011

Luella Beth Hillen
Indiana Regional Manager
ASC Group, Inc.
6330 East 75th Street, Suite 100
Indianapolis, Indiana 46250

Federal Agency: Federal Highway Administration

Re: Phase Ia archaeological report (Snell, Snyder, and Chanchani, 7/5/11) for the US 50 North Vernon Bypass Project (Designation No. 0401402 ; DHPA No. 1882)

Dear Ms. Hillen:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, the Indiana State Historic Preservation Officer regarding the implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer has conducted an analysis of the materials dated July 11, 2011 and received on July 12, 2011, for the above indicated project near the city of North Vernon, Center Township, Jennings County, Indiana.

In regards to archaeology, based upon the documentation available to the staff of the Indiana SHPO, archaeological sites 12Jn521-523, 12Jn525-531, 12Jn533-538, and 12Jn 540 do not appear to be eligible for inclusion in the National Register of Historic Places and no further archaeological investigations at these sites appear necessary.

There is insufficient information regarding archaeological site 12Jn532 to determine whether it is eligible for the National Register of Historic Places. Site 12Jn532 must either be avoided by all project activities, or subjected to further archaeological investigations. If avoidance of this site is not feasible, we concur with the archaeological report that further archaeological investigations are necessary. A plan for the archaeological investigations must be submitted to the DHPA for review and comment. Any further archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716).

Aside from archaeological site 12Jn532 and "no access properties along the 2W/A and 2 W/B alternatives" (page 67 of the report), we concur with the archaeological report that no further archaeological investigations appear necessary in the other alternatives archaeologically investigated.

If artifacts are to be returned to the landowner, additional analyses and documentation of those specimens may be necessary in consultation with our office.

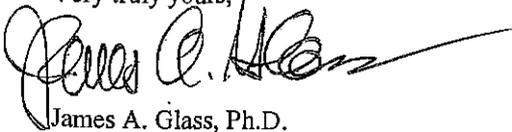
If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations.

The above comments are strictly in regards to archaeological resources, since no information was provided about buildings and structures.

A copy of the revised 36 C.F.R. Part 800 that went into effect on August 5, 2004, may be found on the Internet at

www.achp.gov for your reference. If you have questions about archaeological issues please contact Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. If you have questions about buildings or structures please contact John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA No. 1882.

Very truly yours,



James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:JRJ;jj

emc: Michelle Allen, Indiana Division, Federal Highway Administration
Staffan Peterson, Indiana Department of Transportation
Ben Lawrence, P.E., Indiana Department of Transportation
Patrick Carpenter, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Dan Prevost, Parsons Transportation Group, Inc.
Luella Beth Hillen, ASC Group, Inc.

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

Re: US 50 Corridor Bypass (Des. No. 0401402), North Vernon, Jennings County,
Indiana

I DO DO NOT wish to be a Consulting Party to participate in the
Section 106 Process for the above mentioned project.

PLEASE NOTE: If you check "I Do" above, please return comments within thirty
(30) days after receipt.

IN-332-02, EC

Sent to CPs 08-12-11

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

Re: US 50 Corridor Bypass (Des. No. 0401402), North Vernon, Jennings County,
Indiana

I DO DO NOT wish to be a Consulting Party to participate in the
Section 106 Process for the above mentioned project. *Tom Rice, who is
County Historian & is part of our group will participate. He has
been sent a copy of the notice.*
PLEASE NOTE: If you check "I Do" above, please return comments within thirty
(30) days after receipt.

IN-332-02. EC

Sent to CPs 08/12/11

President Bob Cheryl B. TRISLER, et/Dir APR
Scott Hurtle
Area Planning Commission
~~275 East Main Street~~
North Vernon, Indiana 47265

Re: US 50 Corridor Bypass (Des. No. 0401402), North Vernon, Jennings County,
Indiana

I DO DO NOT wish to be a Consulting Party to participate in the
Section 106 Process for the above mentioned project.

PLEASE NOTE: If you check "I Do" above, please return comments within thirty
(30) days after receipt.

*Would just like to have the updates
to share with the public*

IN-332-02. EC

Sent to CPs 08/12/11

ASC
GROUP, INC.



ARCHAEOLOGY ARCHITECTURE ENVIRONMENT

CULTURAL AND ENVIRONMENTAL CONSULTANTS

August 12, 2011

President Board
Scott Hurtle / *EJDM* *CHEERY B. TRISHER APE*

Scott Hurtle
Area Planning Commission

~~275 East Main Street~~
North Vernon, Indiana 47265

P.O. Box 400

200 East Brown St.

Vernon, IN 47282 - 0400

Re: US 50 Corridor Bypass (Des. No. 0401402), North Vernon, Jennings County, Indiana

Dear Mr. Hurtle:

The Indiana Department of Transportation is planning construction of a US 50 Bypass (Des. No. 0401402) around the west side of the city of North Vernon in Center Township, Jennings County, Indiana. Because the project will be partially funded with federal funds, this project is a Federal undertaking pursuant to Section 106 of the National Historic Preservation Act.

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 invited to be a consulting party to participate in the Section 106 process. This 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. Please return the enclosed postcard and check whether you "do" or "do not" agree to be a consulting party. If you indicate on the postcard that you do not desire to be a consulting party, or if you do not return the postcard at all, you will not be included on the list of consulting parties for this project. You will not receive further information about the project unless the scope changes.

Enclosed with this letter is a copy of the Historic Property Report (HPR) prepared by ASC Group, Inc., detailing the results of a survey to identify historic properties within the APE. The APE for this project is not final and may be modified as project planning proceeds. INDOT staff has reviewed and approved the HPR. An archaeological report has been prepared and coordinated with INDOT.

If you accept the invitation to be a consulting party for this project by returning the postcard indicating that you accept the invitation to be a consulting party, you are asked to review the enclosed report and provide your comments within 30 days of the date of this letter. Please provide your comments to Luella Beth Hillen, ASC Group, Inc., [bhille@ascgroup.net](mailto:bhillen@ascgroup.net) (6330 East 75th Street, Suite 100, Indianapolis, Indiana 46250).

Thank you for your cooperation in this matter.

Sincerely,

Luella Beth Hillen

Luella Beth Hillen
ASC Group, Inc.
Indiana Regional Manager

Enclosures

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

LBH/clc

6330 East 75th Street, Suite 100 • Indianapolis, IN 46250 • 317.915.9300 phone • 317.915.9301 fax

NATIONAL HEADQUARTERS 800 Freeway Drive N., Suite 101 • Columbus, OH 43229 • 614.268.2514 phone • 614.268.7881 fax
REGIONAL OFFICES: Cleveland, OH • Harrisburg, PA • Pittsburgh, PA • Huntington, WV

IN-332-02, EC

ASCGROUP.NET

812-352-2005

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

Re: US 50 Corridor Bypass (Des. No. 0401402), North Vernon, Jennings County,
Indiana

I DO DO NOT wish to be a Consulting Party to participate in the
Section 106 Process for the above mentioned project.

PLEASE NOTE: If you check "I Do" above, please return comments within thirty
(30) days after receipt.

IN-332-02, EC

Sent to CPs 08-12-11

ELI LILLY (1885-1977)
Founder

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Evansville

TURNER J.R. WOODARD
Indianapolis



INDIANA LANDMARKS

Southern Regional Office

115 West Chestnut Street, Jeffersonville, IN 47130

812 284 4534 / 800 450 4534 / www.indianalandmarks.org

September 7, 2011

Luella Beth Hillen
ASC group, inc.
6330 East 75th Street, Suite 100
Indianapolis, IN 46250

RE: US 50 Corridor Bypass (Des. No. 0401402), North Vernon, Jennings
County, IN

Dear Ms. Hillen:

Indiana Landmarks appreciates the opportunity to comment on the survey of historic properties within the Area of Potential Effect (APE) associated with the above referenced project. Based on the information provided in the Revised Historic Property Report that accompanied your August 12, 2011, letter, we concur that none of the resources identified appears to be eligible for listing in the National Register of Historic Places. Should the APE boundaries change, Indiana Landmarks would appreciate an opportunity to review additional property information and provide comment.

I look forward to continuing consultation on this project.

Sincerely,

Gregory A. Sekula, AICP
Southern Regional Director



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



September 23, 2011

Luella Beth Hillen
Project Manager
ASC Group, Inc.
6330 East 7th Street, Suite 100
Indianapolis, Indiana 46250

Federal Agency: Federal Highway Administration (“FHWA”)

Re: Historic property report (Chanchani and Terpstra, 8/9/11) and addendum to the phase Ia archaeological report (Snyder, 8/19/11) for the US 50 Corridor Bypass of North Vernon (Des. No. 0401402; DHPA No. 1882)

Dear Ms. Hillen:

Pursuant to the National Environmental Policy Act of 1969 (42 U.S.C. § 4321, *et seq.*), Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the “Programmatic Agreement . . . Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer has reviewed the materials under ASC Group’s cover letters dated August 12, 2011 and August 23, 2011 and received on August 15 and August 24, respectively, for the aforementioned project at North Vernon in Jennings County, Indiana.

We are not aware of any other parties who should be invited to become consulting parties for the purposes of the Section 106 review of this project, beyond those you already have invited. If it becomes apparent later in the review process that a historic property possibly could be affected adversely by the project, however, it might be appropriate at that time to invite the owner of that property to join in the consultation.

We have considered your firm’s explanation of how it delineated the proposed area of potential effects (“APE”) for above-ground properties. Generally speaking, in cases where we have been asked for our opinion before an APE is delineated (see 36 C.F.R. § 800.4[a][1]) and before a historic properties report (“HPR”) is prepared, we have tended to recommend that an APE of somewhat more than a minimum of 1,000 feet on either side of the centerline be used for new terrain routes (except where terrain or foliage suggests that a narrower APE is warranted). We think that, across an open field or pasture, it often is possible to see a new highway and vehicles traveling on it in some detail from considerably more than one-fifth of a mile away, especially where the grade of the new highway is somewhat higher than that of the surrounding ground. However, given that there are numerous wooded areas adjacent to, or otherwise within the viewshed of, the two alternative alignments under consideration, and given that the APE is wide enough to include both alignments, we think that the APE proposed here could be adequate to encompass the areas in which effects might occur. We will accept the proposed APE for now, with the caveat that if it appears later in this review that an area outside the proposed APE could incur effects, we might recommend a modification of the APE at that time.

Another possible consideration related to the APE for this project is the likely location of an extension of the bypass, if it were to be decided in the future to connect the bypass with existing US 50 east of North Vernon. Although we realize that such an extension would be considered a separate project, the eastern terminus of the current project to some extent would determine where the extension would run, and, consequently, which properties might be affected, especially in the first mile or two of the extension. The location of the proposed eastern terminus of build alternatives S1 and S2, at the current intersection of CR 350 North and CR 75 West, would seem to suggest that a future extension of the bypass likely would run due east, passing through a narrow corridor between the south end of St. Anne’s Golf Course and Selmier State Forest (which would be Preliminary Alternative A from the 2008 final report for the US 50 North Vernon Corridor Planning and Environmental Assessment Study). Conceivably, the extension could run southeastward, passing to the

west and south of Selmier State Forest and intersecting North Base Road somewhere between CR 250 North and CR 350 North (which would be a variation on Preliminary Alternative B). We recommend that consideration be given to expanding the APE for this project somewhat farther to the east or southeast, or both, to take into consideration properties that unavoidably might be affected by any such extension in a future phase of the bypass. There is precedent in the I-69 Evansville to Indianapolis projects for expanding the APE outward from the terminus of a project that is likely to be extended in a future phase.

Thank you for examining AL022, the two culverts or cattle underpasses beneath the CSX Railroad and US 50 that are related to a nearby farm, AL018 (IHSSI No. 079-268-15024). Having considered the HPR's evaluation, we agree that neither culvert or cattle underpass is eligible for inclusion in the National Register.

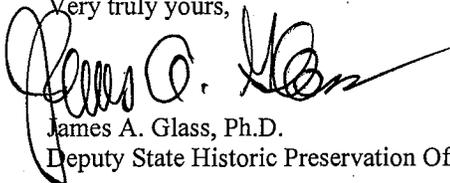
We also agree with the overall conclusion of the HPR that there are no above-ground properties within the APE, as currently proposed, that are listed in or eligible for inclusion in the National Register of Historic Places.

Based on 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 within the proposed project areas surveyed for the above addendum Phase Ia archaeological report. Please note also our comments in our previous letter of August 11, 2011. It is our understanding that Phase Ia archaeological investigations will be conducted in an area recently reported to contain burial mounds on the west edge of the alignment, just north of Area 5 and west of Area 4. Once the report on this investigation 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.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations.

If you have questions about above-ground properties, then please contact John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. Questions about archaeological issues should be directed to Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. In all future correspondence regarding the US 50 Corridor Bypass at North Vernon, please refer to DHPA No. 1882.

Very truly yours,



James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:JLC:JRJ:jlc

emc: Staffan Peterson, Ph.D., Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Patrick Carpenter, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Dan Prevost, Parsons Transportation Group, Inc.
Luella Beth Hillen, ASC Group, Inc.

APPENDIX F

CORRESPONDENCE FROM THE PUBLIC

From: Jones, Rick [RJones@dnr.IN.gov]
Sent: Monday, September 12, 2011 11:23 AM
To: Peterson, Staffan (INDOT); Miller, Shaun (INDOT)
Subject: FW: possible burial mounds on my friends property???

Staffan and Shaun,

Here is a message from individuals concerned about possible mounds or burial grounds in the North Vernon area and highway development there. Could someone at INDOT contact him and address his concerns?

Thanks,

Rick

James R. Jones III, Ph.D.
State Archaeologist
Team Leader for Archaeology
Division of Historic Preservation and Archaeology
402 W. Washington Street
Room W274, IGCS
Indianapolis, Indiana 46204
(317) 233-0953
rjones@dnr.in.gov

Take our survey at www.IN.gov/dnr/historic to help the DHPA revise Indiana's Cultural Resources Management Plan!

From: Jones, Rick
Sent: Monday, September 12, 2011 11:19 AM
To: 'JASON DENNIS'
Subject: RE: possible burial mounds on my friends property???

Hi Jason,

Thank you for contacting us and reporting this information. We will ask someone to look into it and contact you. You might be interested to read about the Mounds and Earthworks initiative in our state (http://www.in.gov/dnr/historic/files/HP_springsummer_2008.pdf; http://www.state.in.us/portal/news_events/57695.htm).

Sincerely,

Rick Jones

James R. Jones III, Ph.D.
State Archaeologist
Team Leader for Archaeology
Division of Historic Preservation and Archaeology
402 W. Washington Street
Room W274, IGCS
Indianapolis, Indiana 46204
(317) 233-0953
rjones@dnr.in.gov

Take our survey at www.IN.gov/dnr/historic to help the DHPA revise Indiana's Cultural Resources Management Plan!

From: JASON DENNIS [mailto:jasonddennis@gmail.com]
Sent: Monday, September 12, 2011 9:40 AM
To: Jones, Rick
Subject: possible burial mounds on my friends property???

My friend lee has some burial mounds on his property that he believes might be indian burial sites. He would like to find someone who can authenticate the sites and who might have knowledge of how to stop highway development through that location if indeed it is an indian burial ground. He does not wish to disturb their bodies. I have an approximate gps location for you, and an address, he does not have internet access and would like you to contact me if there is any information or help you can provide about how to proceed.
His property is at 2935 W. CR 200 N. in North Vernon, IN
the gps approx of the mounds is 39`00'42.78N, 85`39'57.79W

Thank you for any and all help you might be able to provide.

Jason Dennis

--

~~~this email sent by jason dennis, this in effect is my signature~~~

From: JASON DENNIS [jasonddennis@gmail.com]  
Sent: Wednesday, September 14, 2011 6:35 PM  
To: Miller, Shaun (INDOT)  
Subject: Re: possible burial mounds

the gps coordinate was approximate. I am taking my gps unit from the car out to the site this weekend to get an exact read, and will send you back the exact gps data. He is hoping that you are right and there will not be an affect on the site, but we want to be sure. We are taking your advice, and will contact Dr Rick Jones as suggested in either case.

Thank you for the help!

Jason Dennis

On Wed, Sep 14, 2011 at 3:46 PM, Miller, Shaun (INDOT) <smiller@indot.in.gov> wrote:  
Mr. Dennis,

Thank you for your concern regarding possible burial sites on your friend's property and potential impacts to them from the proposed US 50 North Vernon Bypass project. Based on the GPS coordinates you provided, the site is approximately 500 feet west of the proposed bypass. I placed a green dot on the attached topographic map for your reference. As currently designed, it does not appear that the bypass will impact the area you described. If you or your friend would like to record the site officially, Dr. Rick Jones whom you first contacted can assist you.

Best regards,

Shaun Miller  
INDOT, Cultural Resources Office  
Archaeological Team Leader  
(317)233-6795  
smiller@indot.in.gov

--

~~~this email sent by jason dennis, this in effect is my signature~~~

From: Beth Hillen [lbhillen@sbcglobal.net]
Sent: Tuesday, September 27, 2011 4:14 PM
To: 'Doug Terpstra (Doug Terpstra)'
Subject: FW: possible burial mounds

From: Miller, Shaun (INDOT) [mailto:smiller@indot.IN.gov]
Sent: Thursday, September 22, 2011 8:22 AM
To: Jones, Rick
Cc: Davidson, Steve; 'Randolph, Tobias'; 'Prevost, Daniel'; Feagans, Louis; Peterson, Staffan (INDOT); Moffatt, Charles D; Pence, Gary; Beth Hillen; 'jim snyder'
Subject: RE: possible burial mounds

Dr. Jones,

ASC and David Moffatt conducted a field check of the supposed “mounds” yesterday. The mounds were determined to be large spoil piles from an old shale mine operation and were outside of the proposed US 50 bypass alignment. At this time, INDOT is not proposing any additional work.

Thank you,

Shaun Miller
INDOT, Cultural Resources Office
Archaeological Team Leader
(317)233-6795
smiller@indot.in.gov

From: Pence, Gary
Sent: Tuesday, September 20, 2011 3:52 PM
To: Miller, Shaun (INDOT)
Cc: Davidson, Steve; 'Randolph, Tobias'; 'Prevost, Daniel'; Feagans, Louis
Subject: RE: possible burial mounds

This does not seem like an issue with our construction

If it has a chance of effecting our letting date of Feb. please let me know

Gary Pence
Project Management
232-5198

From: Miller, Shaun (INDOT)
Sent: Tuesday, September 20, 2011 1:44 PM
To: 'jim snyder'
Cc: Moffatt, Charles D; Beth Hillen; Jones, Rick; Peterson, Staffan (INDOT); Carpenter, Patrick A; Prevost, Daniel; Pence, Gary
Subject: FW: possible burial mounds
Jim,

The PDF labeled "mound map" is based on the coordinates provided below. These coordinates place the suspected site on the west edge of the alignment just south of 12Jn538, the outcrop of Jeffersonville chert. The PDF labeled "mound site" is based on the first coordinates provided by Mr. Dennis to Dr. Rick

Jones which turned out to be 500 feet west of the alignment. I also included emails to document the correspondence for 106. Please contact Mr. Dennis to schedule a field visit; his email is jasonddennis@gmail.com

Efforts should be made to identify, define, and evaluate this site through standard methodologies. Dave Moffatt will represent INDOT, CRO during the field visit. Please let me know if you have any questions.

Thank you,

Shaun Miller
INDOT, Cultural Resources Office
Archaeological Team Leader
(317)233-6795
smiller@indot.in.gov

From: JASON DENNIS [<mailto:jasonddennis@gmail.com>]
Sent: Saturday, September 17, 2011 10:40 AM
To: Miller, Shaun (INDOT); Jones, Rick
Subject: Re: possible burial mounds

I have the actual on the ground gps read from my garmin, I took the liberty of finding the center of where the mounds are, as well as 2 on the edge of the area.
Thank you for the help. anything you can tell me would be appreciated.

center of mound area
39° 0'39.69"N
85°39'50.31"W

edge mound
39° 0'39.19"N

85°39'49.04"W

cross covered mound

39° 0'40.36"N

85°39'52.23"W

On Thu, Sep 15, 2011 at 10:04 AM, Miller, Shaun (INDOT) <smiller@indot.in.gov> wrote:
Jason and Rick,

I was able to create a better map showing the reported site in relation to the US 50 bypass.
Here, you can clearly see that the bypass is east of the site as currently known.

Thanks again,

Shaun Miller
INDOT, Cultural Resources Office
Archaeological Team Leader
(317)233-6795
smiller@indot.in.gov

From: Miller, Shaun (INDOT)
Sent: Wednesday, September 14, 2011 3:46 PM
To: 'jasonddennis@gmail.com'
Subject: possible burial mounds

Mr. Dennis,

Thank you for your concern regarding possible burial sites on your friend's property and potential impacts to them from the proposed US 50 North Vernon Bypass project. Based on the GPS coordinates you provided, the site is approximately 500 feet west of the proposed bypass. I placed a green dot on the attached topographic map for your reference. As currently designed, it does not appear that the bypass will impact the area you described. If you or your friend would like to record the site officially, Dr. Rick Jones whom you first contacted can assist you.

Best regards,

Shaun Miller
INDOT, Cultural Resources Office
Archaeological Team Leader
(317)233-6795

smiller@indot.in.gov

--

~~~this email sent by jason dennis, this in effect is my signature~~~



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](mailto:dhpa@dnr.IN.gov)



October 19, 2011

Staffan Peterson, Ph.D.  
Manager, Cultural Resources Office  
Environmental Services  
Indiana Department of Transportation  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Indiana Department of Transportation's ("INDOT's") finding of No Historic Properties Affected with supporting documentation, for the US 50 North Vernon Bypass (Des. No. 0401402; DHPA No. 1882)

Dear Dr. Peterson:

Pursuant to the National Environmental Policy Act of 1969 (42 U.S.C. § 4321, *et seq.*), Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement . . . Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer has reviewed the materials under ASC Group's cover letter dated October 13, 2011 and received on October 14, for the aforementioned project to the west and north of the City of North Vernon, in Jennings County, Indiana.

We note that maps 3 and 4 in Appendix A of the supporting documentation depict what is now the preferred alternative, the western terminus of which will be near where West Base Road currently intersects US 50, and the eastern terminus of which will be at SR 3, roughly midway between CR 300 North and CR 350 North.

As we had commented previously, we do not believe that there are any above-ground properties within the area of potential effects, as depicted on maps 3 and 4 of Appendix A, that are listed in or eligible for inclusion in the National Register of Historic Places.

In addition, as previously indicated, based on 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 within the proposed project areas surveyed for the above project.

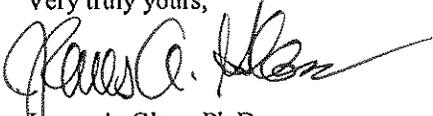
Accordingly, we concur with INDOT's October 13, 2011 finding, on behalf of FHWA, of No Historic Properties Affected for the US 50 North Vernon Bypass (Des. No. 0401402).

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations.

If you have questions about above-ground properties, then please contact John Carr at (317) 233-1949 or [jcarr@dnr.IN.gov](mailto:jcarr@dnr.IN.gov). Questions about archaeological issues should be directed to Dr. Rick Jones at (317) 233-0953 or

rjones@dnr.IN.gov. In any future correspondence regarding the US 50 North Vernon Bypass (Des. No. 0401402), please refer to DHPA No. 1882.

Very truly yours,



James A. Glass, Ph.D.  
Deputy State Historic Preservation Officer

JAG:JRJ:JLC:jlc

cc: Luella Beth Hillen, ASC Group, Inc.

enc: Staffan Peterson, Ph.D., Indiana Department of Transportation  
Mary Kennedy, Indiana Department of Transportation  
Patrick Carpenter, Indiana Department of Transportation  
Shaun Miller, Indiana Department of Transportation  
Melany Prather, Indiana Department of Transportation  
Daniel Prevost, Parsons Transportation Group, Inc.  
Luella Beth Hillen, ASC Group, Inc.

## Consulting Party Letters



ARCHAEOLOGY ARCHITECTURE ENVIRONMENT

CULTURAL AND ENVIRONMENTAL CONSULTANTS

August 12, 2011

Dr. James Glass  
Indiana Department of Natural Resources  
Division of Historic Preservation and Archaeology  
402 West Washington Street, Room W274  
Indianapolis, Indiana 46204-2739

Re: Historic Property Report for the US 50 Corridor Bypass (Des. No. 0401402), North Vernon, Jennings County, Indiana

Dear Dr. Glass:

Enclosed, please find for your review a copy of the Historic Property Report titled: *Historic Property Report for the US 50 Corridor Bypass (Des. No. 0401402), North Vernon, Jennings County, Indiana*. INDOT staff has reviewed this report and concurs with the recommendations.

The following agencies have been invited to be consulting parties:

Indiana Landmarks  
Jennings County Preservation Association  
Jennings County Historical Society  
North Vernon Parks & Recreation  
Jennings County Commissioner  
City of North Vernon, Mayor  
Jennings County Area Planning Commission  
Jennings County Historian

Per 36 CFR 800.3(f), we hereby request that the SHPO notify this office if the SHPO is aware of any other parties that may be entitled to be consulting parties or should be contacted as potential consulting parties for the subject project.

Thank you for your attention to this request.

Sincerely,

Luella Beth Hillen  
ASC Group, Inc.  
Indiana Regional Manager

Enclosure

cc: Dan Prevost, Parsons Transportation Group, Inc. ✓  
Mary Kennedy, INDOT

LBH/clc 6330 East 75th Street, Suite 100 • Indianapolis, IN 46250 • 317.915.9300 phone • 317.915.9301 fax

NATIONAL HEADQUARTERS 800 Freeway Drive N., Suite 101 • Columbus, OH 43229 • 614.268.2514 phone • 614.268.7881 fax

REGIONAL OFFICES: Cleveland, OH • Harrisburg, PA • Pittsburgh, PA • Huntington, WV

IN-332-02, Early Coordination

ASCGROUP.NET



August 12, 2011

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

Re: US 50 Corridor Bypass (Des. No. 0401402), North Vernon, Jennings County, Indiana

Dear Mayor Campbell:

The Indiana Department of Transportation is planning construction of a US 50 Bypass (Des. No. 0401402) around the west side of the city of North Vernon in Center Township, Jennings County, Indiana. Because the project will be partially funded with federal funds, this project is a Federal undertaking pursuant to Section 106 of the National Historic Preservation Act.

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 invited to be a consulting party to participate in the Section 106 process. This 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. Please return the enclosed postcard and check whether you "do" or "do not" agree to be a consulting party. If you indicate on the postcard that you do not desire to be a consulting party, or if you do not return the postcard at all, you will not be included on the list of consulting parties for this project. You will not receive further information about the project unless the scope changes.

Enclosed with this letter is a copy of the Historic Property Report (HPR) prepared by ASC Group, Inc., detailing the results of a survey to identify historic properties within the APE. The APE for this project is not final and may be modified as project planning proceeds. INDOT staff has reviewed and approved the HPR. An archaeological report has been prepared and coordinated with INDOT.

If you accept the invitation to be a consulting party for this project by returning the postcard indicating that you accept the invitation to be a consulting party, you are asked to review the enclosed report and provide your comments within 30 days of the date of this letter. Please provide your comments to Luella Beth Hillen, ASC Group, Inc., [bhillen@ascgroup.net](mailto:bhillen@ascgroup.net) (6330 East 75th Street, Suite 100, Indianapolis, Indiana 46250).

Thank you for your cooperation in this matter.

Sincerely,

Luella Beth Hillen  
ASC Group, Inc.  
Indiana Regional Manager

Enclosures

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

LBH/clc

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**REGIONAL OFFICES:** Cleveland, OH • Harrisburg, PA • Pittsburgh, PA • Huntington, WV



August 12, 2011

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

Re: US 50 Corridor Bypass (Des. No. 0401402), North Vernon, Jennings County, Indiana

Dear Commissioner Day:

The Indiana Department of Transportation is planning construction of a US 50 Bypass (Des. No. 0401402) around the west side of the city of North Vernon in Center Township, Jennings County, Indiana. Because the project will be partially funded with federal funds, this project is a Federal undertaking pursuant to Section 106 of the National Historic Preservation Act.

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If you accept the invitation to be a consulting party for this project by returning the postcard indicating that you accept the invitation to be a consulting party, you are asked to review the enclosed report and provide your comments within 30 days of the date of this letter. Please provide your comments to Luella Beth Hillen, ASC Group, Inc., [bhillen@ascgroup.net](mailto:bhillen@ascgroup.net) (6330 East 75th Street, Suite 100, Indianapolis, Indiana 46250).

Thank you for your cooperation in this matter.

Sincerely,

Luella Beth Hillen  
ASC Group, Inc.  
Indiana Regional Manager

Enclosures

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

LBH/clc

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**REGIONAL OFFICES:** Cleveland, OH • Harrisburg, PA • Pittsburgh, PA • Huntington, WV



August 12, 2011

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

Re: US 50 Corridor Bypass (Des. No. 0401402), North Vernon, Jennings County, Indiana

Dear Sirs:

The Indiana Department of Transportation is planning construction of a US 50 Bypass (Des. No. 0401402) around the west side of the city of North Vernon in Center Township, Jennings County, Indiana. Because the project will be partially funded with federal funds, this project is a Federal undertaking pursuant to Section 106 of the National Historic Preservation Act.

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 invited to be a consulting party to participate in the Section 106 process. This 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. Please return the enclosed postcard and check whether you "do" or "do not" agree to be a consulting party. If you indicate on the postcard that you do not desire to be a consulting party, or if you do not return the postcard at all, you will not be included on the list of consulting parties for this project. You will not receive further information about the project unless the scope changes.

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Thank you for your cooperation in this matter.

Sincerely,

Luella Beth Hillen  
ASC Group, Inc.  
Indiana Regional Manager

Enclosures

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

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**REGIONAL OFFICES:** Cleveland, OH • Harrisburg, PA • Pittsburgh, PA • Huntington, WV



August 12, 2011

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

Re: US 50 Corridor Bypass (Des. No. 0401402), North Vernon, Jennings County, Indiana

Dear Mr. Rice:

The Indiana Department of Transportation is planning construction of a US 50 Bypass (Des. No. 0401402) around the west side of the city of North Vernon in Center Township, Jennings County, Indiana. Because the project will be partially funded with federal funds, this project is a Federal undertaking pursuant to Section 106 of the National Historic Preservation Act.

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 invited to be a consulting party to participate in the Section 106 process. This 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. Please return the enclosed postcard and check whether you "do" or "do not" agree to be a consulting party. If you indicate on the postcard that you do not desire to be a consulting party, or if you do not return the postcard at all, you will not be included on the list of consulting parties for this project. You will not receive further information about the project unless the scope changes.

Enclosed with this letter is a copy of the Historic Property Report (HPR) prepared by ASC Group, Inc., detailing the results of a survey to identify historic properties within the APE. The APE for this project is not final and may be modified as project planning proceeds. INDOT staff has reviewed and approved the HPR. An archaeological report has been prepared and coordinated with INDOT.

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Thank you for your cooperation in this matter.

Sincerely,

Luella Beth Hillen  
ASC Group, Inc.  
Indiana Regional Manager

Enclosures

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

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6330 East 75th Street, Suite 100 • Indianapolis, IN 46250 • 317.915.9300 phone • 317.915.9301 fax

**NATIONAL HEADQUARTERS** 800 Freeway Drive N., Suite 101 • Columbus, OH 43229 • 614.268.2514 phone • 614.268.7881 fax  
**REGIONAL OFFICES:** Cleveland, OH • Harrisburg, PA • Pittsburgh, PA • Huntington, WV



August 12, 2011

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

Re: US 50 Corridor Bypass (Des. No. 0401402), North Vernon, Jennings County, Indiana

Dear Sirs:

The Indiana Department of Transportation is planning construction of a US 50 Bypass (Des. No. 0401402) around the west side of the city of North Vernon in Center Township, Jennings County, Indiana. Because the project will be partially funded with federal funds, this project is a Federal undertaking pursuant to Section 106 of the National Historic Preservation Act.

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 invited to be a consulting party to participate in the Section 106 process. This 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. Please return the enclosed postcard and check whether you "do" or "do not" agree to be a consulting party. If you indicate on the postcard that you do not desire to be a consulting party, or if you do not return the postcard at all, you will not be included on the list of consulting parties for this project. You will not receive further information about the project unless the scope changes.

Enclosed with this letter is a copy of the Historic Property Report (HPR) prepared by ASC Group, Inc., detailing the results of a survey to identify historic properties within the APE. The APE for this project is not final and may be modified as project planning proceeds. INDOT staff has reviewed and approved the HPR. An archaeological report has been prepared and coordinated with INDOT.

If you accept the invitation to be a consulting party for this project by returning the postcard indicating that you accept the invitation to be a consulting party, you are asked to review the enclosed report and provide your comments within 30 days of the date of this letter. Please provide your comments to Luella Beth Hillen, ASC Group, Inc., bhillen@ascgroup.net (6330 East 75th Street, Suite 100, Indianapolis, Indiana 46250).

Thank you for your cooperation in this matter.

Sincerely,

Luella Beth Hillen  
ASC Group, Inc.  
Indiana Regional Manager

Enclosures

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

LBH/clc

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ASCGROUP.NET

IN-332-02, EC



August 12, 2011

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

Re: US 50 Corridor Bypass (Des. No. 0401402), North Vernon, Jennings County, Indiana

Dear Ms. Cramer:

The Indiana Department of Transportation is planning construction of a US 50 Bypass (Des. No. 0401402) around the west side of the city of North Vernon in Center Township, Jennings County, Indiana. Because the project will be partially funded with federal funds, this project is a Federal undertaking pursuant to Section 106 of the National Historic Preservation Act.

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Thank you for your cooperation in this matter.

Sincerely,

Luella Beth Hillen  
ASC Group, Inc.  
Indiana Regional Manager

Enclosures

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

LBH/clc

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August 12, 2011

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

Re: US 50 Corridor Bypass (Des. No. 0401402), North Vernon, Jennings County, Indiana

Dear Mr. Sekula:

The Indiana Department of Transportation is planning construction of a US 50 Bypass (Des. No. 0401402) around the west side of the city of North Vernon in Center Township, Jennings County, Indiana. Because the project will be partially funded with federal funds, this project is a Federal undertaking pursuant to Section 106 of the National Historic Preservation Act.

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Thank you for your cooperation in this matter.

Sincerely,

Luella Beth Hillen  
ASC Group, Inc.  
Indiana Regional Manager

Enclosures

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

LBH/clc 6330 East 75th Street, Suite 100 • Indianapolis, IN 46250 • 317.915.9300 phone • 317.915.9301 fax

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ARCHAEOLOGY ARCHITECTURE ENVIRONMENT

CULTURAL AND ENVIRONMENTAL CONSULTANTS

August 12, 2011

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

Re: US 50 Corridor Bypass (Des. No. 0401402), North Vernon, Jennings County, Indiana

Dear Mr. Hurtle:

The Indiana Department of Transportation is planning construction of a US 50 Bypass (Des. No. 0401402) around the west side of the city of North Vernon in Center Township, Jennings County, Indiana. Because the project will be partially funded with federal funds, this project is a Federal undertaking pursuant to Section 106 of the National Historic Preservation Act.

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Thank you for your cooperation in this matter.

Sincerely,

Luella Beth Hillen  
ASC Group, Inc.  
Indiana Regional Manager

Enclosures

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

LBH/clc

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Phone 317-232-1646 • Fax 317-232-0693 • [dhpa@dnr.IN.gov](mailto:dhpa@dnr.IN.gov)



October 19, 2011

Staffan Peterson, Ph.D.  
Manager, Cultural Resources Office  
Environmental Services  
Indiana Department of Transportation  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Indiana Department of Transportation's ("INDOT's") finding of No Historic Properties Affected with supporting documentation, for the US 50 North Vernon Bypass (Des. No. 0401402; DHPA No. 1882)

Dear Dr. Peterson:

Pursuant to the National Environmental Policy Act of 1969 (42 U.S.C. § 4321, *et seq.*), Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement . . . Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer has reviewed the materials under ASC Group's cover letter dated October 13, 2011 and received on October 14, for the aforementioned project to the west and north of the City of North Vernon, in Jennings County, Indiana.

We note that maps 3 and 4 in Appendix A of the supporting documentation depict what is now the preferred alternative, the western terminus of which will be near where West Base Road currently intersects US 50, and the eastern terminus of which will be at SR 3, roughly midway between CR 300 North and CR 350 North.

As we had commented previously, we do not believe that there are any above-ground properties within the area of potential effects, as depicted on maps 3 and 4 of Appendix A, that are listed in or eligible for inclusion in the National Register of Historic Places.

In addition, as previously indicated, based on 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 within the proposed project areas surveyed for the above project.

Accordingly, we concur with INDOT's October 13, 2011 finding, on behalf of FHWA, of No Historic Properties Affected for the US 50 North Vernon Bypass (Des. No. 0401402).

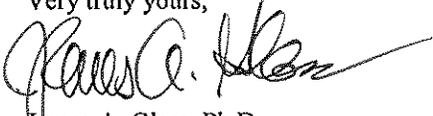
If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations.

If you have questions about above-ground properties, then please contact John Carr at (317) 233-1949 or [jcarr@dnr.IN.gov](mailto:jcarr@dnr.IN.gov). Questions about archaeological issues should be directed to Dr. Rick Jones at (317) 233-0953 or

Staffan Peterson, Ph.D.  
October 19, 2011  
Page 2

rjones@dnr.IN.gov. In any future correspondence regarding the US 50 North Vernon Bypass (Des. No. 0401402), please refer to DHPA No. 1882.

Very truly yours,



James A. Glass, Ph.D.  
Deputy State Historic Preservation Officer

JAG:JRJ:JLC:jlc

cc: Luella Beth Hillen, ASC Group, Inc.

enc: Staffan Peterson, Ph.D., Indiana Department of Transportation  
Mary Kennedy, Indiana Department of Transportation  
Patrick Carpenter, Indiana Department of Transportation  
Shaun Miller, Indiana Department of Transportation  
Melany Prather, Indiana Department of Transportation  
Daniel Prevost, Parsons Transportation Group, Inc.  
Luella Beth Hillen, ASC Group, Inc.

ELI LILLY (1885-1977)  
*Founder*

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*Southern Regional Office*

115 West Chestnut Street, Jeffersonville, IN 47130

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October 18, 2011

Luella Beth Hillen  
ASC Group, Inc.  
6330 East 75<sup>th</sup> Street, Suite 100  
Indianapolis, IN 46250

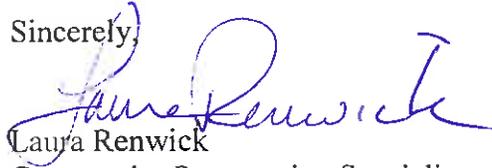
RE: Proposed US 50 Corridor Bypass (Des. No. 0401402), North Vernon,  
Jennings County, Indiana

Dear Ms. Hillen:

Thank you for your letter of October 13 and the additional information about the above project. Based on the information provided, Indiana Landmarks concurs with the finding of 'No Historic Properties Affected' for the proposed project.

Please do not hesitate to contact this office should you have any questions or need any additional information.

Sincerely,

  
Laura Renwick

Community Preservation Specialist

**Beth Hillen**

---

**From:** Harold Campbell [mayor@northvernon-in.gov]  
**Sent:** Wednesday, October 19, 2011 2:02 PM  
**To:** 'ASC Group Inc.'

Luella,

To the best of my knowledge the APE for the above referenced project does not have anything historical. Currently I don't see anything that would affect the Project or slow its progress. Thank you

The Honorable Mayor Harold N. Campbell  
275 Main St.  
North Vernon, IN 47265

## Beth Hillen

---

**From:** Patricia Rice [pjtj167@frontier.com]  
**Sent:** Tuesday, October 18, 2011 1:04 PM  
**To:** bhillen@ascgroup.net  
**Cc:** pjtj167@frontier.com  
**Subject:** US 50 Corridor Bypass (Des. No. 0401402), North Vernon, Jennings County, Indiana

October 18, 2011

Dear Ms Hillen;

I would like to take this opportunity, as a consulting party, to express my opinion on the above project. From what I know of the area involved and from the findings and determinations of the investigations into the Area of Potential Effect, Eligibility, and Effect, I would agree that no historic resources will be affected by this undertaking.

As always, if there are any changes, please keep us informed.

Thank you.

Sincerely,

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