



## Appendix E – Section 106 Documentation



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N755  
Indianapolis, Indiana 46204

PHONE: (317) 881-6408

**Eric Holcomb, Governor**  
**Joe McGuinness, Commissioner**

August 15, 2018

Chad Slider, Assistant Director Environmental Review  
Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology  
402 West Washington Street Room W274  
Indianapolis, IN 46204

Re: Des. No. 0500430  
Contracts R-40848 & R-33493  
DHPA No. 4615  
I-69 Section 6 Reevaluation No. 1  
I-69 Section 6 – Martinsville Design Contracts 1 and 2  
From Indian Creek via SR 37 to 1 mile north of SR 44  
Martinsville, Morgan County, Indiana

Chad Slider:

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) completed the Final Environmental Impact Statement and Record of Decision (FEIS/ROD) for I-69 Section 6 on February 1, 2018, affirming the Refined Preferred Alternative along SR 37. INDOT has determined I-69 Section 6 should be designed and constructed in phases. After approval of the FEIS/ROD, INDOT advanced the City of Martinsville portion of I-69 Section 6 to preliminary and final design in multiple construction contracts. The remainder of the project north of Martinsville will be advanced to design in one or more stages beginning in late 2018.

As part of the preliminary design and in coordination with utilities and the City of Martinsville, it was determined that minor changes to the roadway alignments as approved in the FEIS would be required. I-69 Section 6 design has been modified after the finding of effect has been issued and the Memorandum of Agreement (MOA) has been executed. Pursuant to MOA Stipulation II C. Modification or Modifications of the project with Respect to Aboveground Resources, FHWA and INDOT shall review the Section 6 Project modifications and proceed by complying with II.C.1. and, if appropriate, II.C.2.

FHWA and INDOT believe the project modifications do not have the potential to cause adverse effects on identified historic aboveground resources located in proximity to the areas where design modifications have been proposed. Pursuant to II.C.1.c. and prior to determining whether the project modifications have the potential to adversely affect identified historic aboveground resources located in proximity to the areas where design modifications have been proposed, FHWA and INDOT are submitting, for the Indiana SHPO's files, copies of information and graphics prepared as a result of modifications and request the opinion of the Indiana SHPO regarding this effects assessment. This request does not substitute for formal consultation under Stipulation II.C.2. The Indiana SHPO shall have thirty (30) days to respond to such a request. Pursuant to the II.C.1.c. of the MOA, there is no requirement for coordination with other consulting parties.

**Proposed Project:** The proposed project is to construct I-69 Section 6 within Martinsville as approved in the FEIS/ROD issued by FHWA and INDOT including interchanges and local roadway improvements. Minor shifts or extensions of alignment and the inclusion of two new local roadways will be included in the project. Proposed local roadways would be required to accommodate traffic diverted during construction and to enhance the local roadway network connectivity both during construction and post construction.

**Project Location:** INDOT will construct I-69 Section 6, a new interstate facility, from the terminus of I-69 Section 5 south of Indian Creek and the city of Martinsville, north to I-465 in Indianapolis including improvements to I-465 (Figure 1). Construction Contract 1 (Contract R-40848) includes local access roads within Martinsville including Grand Valley Boulevard and South Street from South

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Home Avenue east to Cramertown Loop including a new bridge over I-69, a new roadway called Artesian Avenue from Grand Valley Boulevard south and east to East Mahalasville Road, Cramertown Loop from the intersection with Grand Valley Boulevard north past Crestview Drive, and advanced tree clearing for Contract 2.

Construction Contract 2 (Contract R-33493) includes I-69 mainline roadway, bridges, and culverts from Indian Creek via SR 37 to 1 mile north of SR 44; interchanges at SR 39, Ohio Street, SR 252, and SR 44; local access roadways including Old SR 37, Rogers Road, Commercial Boulevard, Mahalasville Road, Bill's Boulevard, Kristi Road, Southview Drive, Cramertown Loop Road, and Twin Branch Road, and the relocation of Sartor Ditch.

**Purpose and Need:** The purpose of the project is to complete I-69 Section 6 within Martinsville and to improve local roadways and connectivity within Martinsville as part of I-69 Section 6. These improvements are needed to accommodate traffic diverted during construction and to enhance the local roadway network connectivity both during construction and post construction. These improvements were included in the original FEIS/ROD with the exception of the improvements to Cramertown Loop and the extension of Southview Drive.

**Project Changes After the I-69 Section 6 FEIS/ROD:** The following is a summary of the changes that have occurred to the initial project design since the FEIS was approved. Two new local roadways are being added to the project and modifications to proposed interchanges are the most substantial changes to the project; however, there are also minor changes to the proposed right-of-way and bridge sizes or type. For reference to changes in the proposed right-of-way see the attached mapping. Limited access and local right-of-way as approved in the FEIS/ROD is highlighted in pink, limited access, local road, temporary, and utility right-of-way as currently proposed is highlighted with a cross hatch. Parcels which have been identified through the property acquisition process as being acquired in whole as excess land are indicated with a stripe. The roadway as reflected in the current design is indicated in yellow.

Improvements to Cramertown Loop were not included in the I-69 Section 6 FEIS. Cramertown Loop from SR 252 south to Grand Valley Boulevard was identified by the City of Martinsville as a local roadway in need of improvement during coordination completed after the FEIS/ROD. Improvements were identified because of the existing conditions which include inadequate sight distance along Cramertown Loop, poor pavement condition, lack of pedestrian facilities, lack of adequate drainage, and lack of traffic control at the intersection with SR 252. Cramertown Loop is anticipated to be utilized by vehicular traffic including heavy trucks accessing Grand Valley Center. The Cramertown Loop improvements will include reconstruction of the existing roadway just east of the current roadway and correction of existing vertical geometric deficiencies. This roadway improvement will require approximately 10 acres of additional right-of-way and one single family home. The single-family home is being acquired due to unavoidable impacts to the existing septic system on the parcel. For reference see Figure 2 – Page 8 of 10.

Southview Drive from the Ohio Street interchange south of Burton Lane was not identified as a local roadway improvement in the FEIS/ROD. Southview Drive from Burton Lane south to the SR 39 interchange was identified by the City of Martinsville as a local roadway in need of improvement/extension during coordination completed after the FEIS/ROD. Improvements were identified on Southview Drive in order to provide local roadway connectivity resulting from the closure of Burton Lane at SR 37. Southview Drive south of Burton Lane is currently a private roadway south to Centerstone Behavioral Health Clinic. The Southview Drive improvements will reconstruct Southview Drive as a local roadway south of Burton Lane and extend the roadway south of Centerstone Behavioral Health Clinic to the SR 39 interchange. This roadway improvement will require approximately 4 acres of additional right-of-way. For reference see Figure 2 – Pages 2 and 3 of 10.

Additional changes from the FEIS/ROD include minor shifts in the alignments, extension of alignments, or alterations to the interchange type. These include the following.

- Addition of right-of-way along the west side of the proposed I-69 from just south of Indian Creek to SR 39. This right-of-way will be used for multiple utilities including relocation of the cathode bank for the gas transmission line. For reference see Figure 2 – Pages 1 and 2 of 10.
- The existing Indian Creek Overflow structure will be removed, requiring additional work in the floodway to accommodate all flood flows. This includes removal of a portion of the Old SR 37 roadway embankment, reconstruction of Old SR 37 as a recreational roadway, and the purchase of a flood easement.

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- Old SR 37 is a dead-end roadway within the floodway of Indian Creek that was part of SR 37 prior to construction of the current four-lane roadway. Old SR 37 will be cut off from existing SR 37 as part of the I-69 Project. This roadway provides access to the Morgan County Bridge #224 which carried Old SR 37 over Indian Creek. Old SR 37 will be maintained in the future as a recreational roadway with access to the bridge. The existing roadway was designed to highway standards and the asphalt roadbed rises from the existing grade at approximately a 2 percent slope to the elevation of the Morgan County Bridge #224. As part of the I-69 Section 6 project, the roadway classification will be changed to a recreational road which allows for direct access to a historical site and for steeper roadway gradients. The proposed roadway will be re-graded at approximately a 5 percent slope and reconstructed as a gravel roadway. Reconstruction of the roadway, changing the roadway gradient, and removal of a portion of the roadway embankment will require approximately 2 acres of additional temporary right-of-way. The lowered roadway will accommodate more floodwater flow through the Indian Creek floodway. For reference see Figure 2 – Pages 1 and 2 of 10.
- A flood easement will be acquired downstream of the Indian Creek bridge. For reference see Figure 2 – Pages 1 and 2 of 10.
- Eliminate the extension of Rogers Road. The removal of this roadway will eliminate the need for approximately 12 acres of local access right-of-way. For reference see Figure 2 – Pages 1 and 2 of 10.
- Shifting of the SR 39 interchange ramps to the south in order to remove the skew from the bridges carrying SR 39 under I-69 Mainline. No additional right-of-way is required. For reference see Figure 2 – Page 2 of 10.
- Changing the Ohio Street interchange type from a diamond with roundabouts to a traditional diamond interchange. Ohio Street will switch from going over I-69 to under I-69. No additional right-of-way is required. The change in the Ohio Street interchange resulted in the 5 less residential property acquisitions. For reference see Figure 2 – Page 4 of 10.
- Unnamed Tributary (UNT) 1 to Sartor Ditch and Sartor Ditch will both be relocated within and adjacent to the Ohio Street interchange in order to accommodate roadway widening and to better accommodate the flow paths of the streams. As a result of the Sartor Ditch relocation, the existing bridge at Southview Drive will be replaced in addition to a new crossing of Ohio Street over Sartor Ditch. The channel relocation will require approximately 1 acre of additional right-of-way. For reference see Figure 2 – Page 4 of 10.
- Artesian Avenue will be shifted slightly in order to avoid utility impacts. No additional right-of-way is required; however, the right-of-way lines are shifted slightly. For reference see Figure 2 – Pages 6 and 7 of 10.
- The existing culvert at South Street over Sartor Ditch will be replaced with a three-span bridge to help improve hydraulic conditions in the area. A third span has been added to the Grand Valley Boulevard bridge over I-69 to act as an overflow structure to Sartor Ditch. No additional right-of-way is required. For reference see Figure 2 – Page 4 of 10.
- The intersection of Cramertown Loop and SR 252 will be converted to a roundabout. A minor strip of additional right-of-way will be required and is included in the additional right-of-way required for Cramertown Loop. For reference see Figure 2 – Page 8 of 10.
- The SR 252 interchange will change from a traditional diamond interchange to a diamond interchange with roundabout intersections. No additional right-of-way is required. For reference see Figure 2 – Page 8 of 10.
- Twin Branch Road will be extended south to SR 44 instead of the originally proposed intersection with Old SR 44. Approximately 1 acre of additional right-of-way will be required. Twin Branch Road will be reconstructed as a local roadway. The current roadway is partially a private roadway. Approximately 6 acres of additional local roadway right-of-way will be required. For reference see Figure 2 – Page 9 of 10.

**Below Ground Resources:** Phase Ia archaeological surveys have been completed for the I-69 Section 6 RPA to identify whether National Register of Historic Places (NRHP)-eligible archaeological resources are located within the Area of Potential Effects (APE),





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and to determine what effect the proposed I-69 undertaking could have on those resources. The APE was investigated through shovel testing, surface collection/survey, and visual inspection. The 2015–2016, 2016–2017, and 2017 Phase Ia archaeological research identified 72 sites within the APE. Fifty-five sites were determined to not be eligible for listing in the NRHP. Five sites were determined potentially eligible for listing in the NRHP. Twelve sites had insufficient data for eligibility determinations outside the I-69 Section 6 APE, and these sites should be clearly marked so they can be avoided by ground disturbing activities. Three alluvial locales (five individual areas) were recommended for Phase Ic archaeological investigations. In addition, site 12Mg525 is located in close proximity to the project and will be clearly marked and avoided. Otherwise, further investigation will be required.

As a result of the design changes, additional right-of-way will be required. An archaeological investigation has been completed within the additional project area outside the archaeological APE for the I-69 Section 6 project. The Phase Ia Archaeological Survey 4 for Section 6, Morgan, Johnson, and Marion Counties, Indiana Des. No. 0300382 was completed on June 22, 2018 and was prepared by Gray & Pape. This additional survey is the fourth Phase Ia survey undertaken by Gray & Pape, Inc., within the I-69 Section 6 corridor. The survey was conducted on April 16–17, 23–24, and May 21–22, 2018. Shovel testing, surface inspection, and walkover survey methods were used during the investigations. The design changes created additional right-of-way at 79 locations along the I-69 Section 6 corridor. A total of 15.87 hectares (39.23 acres) was covered by the investigation. Five previously undocumented archaeological sites (12MG588, 12MG589, 12MG590, 12MG591, and 12JO722) were recorded within the survey area. The new sites consist of two prehistoric lithic scatters, one bridge abutment, one historical barn foundation, and one historical farmstead. None of these sites are recommended as eligible for inclusion in the NHRP.

In addition, one previously recorded multicomponent historical and prehistoric site location was revisited (12JO488). This multicomponent historical and prehistoric site was recommended as not eligible for inclusion in the NHRP in an earlier report, and nothing was found during this investigation to alter that conclusion.

The topographic setting and soils encountered in the additional right-of-way were not found to be conducive for the identification of intact buried cultural resources, and no subsurface investigations are recommended. This report was circulated to the SHPO and tribes for review on July 19, 2018. To date, no comments have been received.

On February 14, 2017, FHWA signed a Finding of Effects for Section 6 of the I-69 Evansville to Indianapolis Study: Historic Properties Affected – Adverse Effect. On March 17, 2017, the Finding of Effects was submitted to the SHPO and all Section 6 consulting parties. The SHPO concurred with the Adverse Effect finding on April 13, 2017. On September 13, 2017, a draft MOA was sent for review and comment to the Indiana SHPO and all Section 6 consulting parties. On November 13, 2017, the MOA was signed by all required and invited signatories. As no additional archaeological sites have been identified, there is no alteration to the original Section 106 determination.

**Above ground Resources:** A field survey of the APE and documentary research were conducted as part of the FEIS to collect data needed to develop a historic context and complete the eligibility determinations according to NRHP guidelines. A Historic Property Report (HPR) was prepared in 2008 and updated in 2015 and again in 2016 with an Additional Information (AI) documents. Surveys were completed in accordance with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, the INDOT *Cultural Resource Manual*, and written guidance provided by the DHPA. Within the Martinsville area, six properties or districts have been identified that are extant and either listed on or eligible for listing on the NRHP. The following is a summary of the reports prepared and sites identified within the Martinsville area. All project components which have been added or altered since the FEIS are included within the original Area of Potential Effect (APE) for the project and no previously unidentified above ground resources have been identified. For reference see Figure 3: Design Contract 1 – Area of Potential Effect.

The HPR (published in 2008) identified one individual district listed in the NRHP and recommended five properties eligible for listing in the NRHP within the Martinsville area. The East Washington Street Historic District (NR-1313) was listed in the NRHP in 1997. The following properties were recommended eligible for listing in the NRHP:

- Morgan County Bridge No. 224 (NBI No. 55001421; IHSSI No. 109-386-60030);
- Top Notch Farm (IHSSI No. 109-386-60028);



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- W.E. Nutter House (IHSSI No. 109-386-64053);
- Grassyfork Fisheries (IHSSI No. 109-386-60012);
- Stockwell Bridge (IHSSI No.: 109-386-60053; NBI No.: 550004) (has since been demolished);

Since the release of the HPR in 2008, the *Indiana Historic Bridge Inventory* (2009) had identified the following NRHP-eligible bridges with in the Martinsville area:

- Morgan Co. Br. 224 (IHSSI No. 109-386-60030; NBI No.: 5500142); and
- Stockwell Bridge/Morgan Co. Br. 56 (IHSSI No. 109-386-60053; NBI No.: 5500049).

Subsequently, in 2012, Grassyfork Fisheries was listed in the NRHP as Grassyfork Fisheries Farm No. 1 (NR-2209).

In 2015, the AI No. 1 Report recognized the above NRHP-listed and NRHP-eligible properties and confirmed the above listed properties with the exception of the Stockwell Bridge which had been demolished. In the AI No. 2 Memorandum published in 2016, historians recommended the Percy Farm and Clear Creek Fisheries (IHSSI No. 109-386-60015) eligible for the NHRP.

**Effect Finding:** In accordance with the Documentation of Section 106 Finding of Adverse Effect, Pursuant to 800.6(a)(3) approved by FHWA on February 14, 2018, an overall determination of “Historic Properties Affected: Adverse Effect” has been issued for I-69 Section 6 due to impacts to the setting of the Reuben Aldrich Farm. This resource is not within the Martinsville design contract. For reference to the effect determination for each resource within the Martinsville area see the table below.

Survey No.	Property Name	Address	Property Type	County	NRHP Status	Effects from FEIS
109-386-60030 (NBI No. 5500142)	Morgan County Bridge No. 224	Old SR 37 over Indian Creek	Warren Pony Truss Bridge	Morgan	NRHP Eligible “Select”	No Adverse Effect
109-386-60028	Top Notch Farm	351 Mahalasville Road	Farm	Morgan	NRHP Eligible	No Adverse Effect
NR-1313	East Washington Street Historic District	East Washington Street	Residential District	Morgan	NRHP Listed	No Effect
109-386-64053	W.E. Nutter House	1089 East Harrison Street	American Foursquare	Morgan	NRHP Eligible	No Effect
109-386-60015	Pearcy Farm and Clear Creek Fisheries	295 Hess Road	Farm and Fishery	Morgan	NRHP Eligible	No Effect
NR-2209	Grassyfork Fisheries Farm No. 1	2902 East Morgan Street	Fishery	Morgan	NRHP Listed	No Adverse Effect

## Morgan County Bridge 224

Morgan County Bridge 224 is a three-span Warren pony truss located along old SR 37 and has been determined eligible for the NRHP as a Select Bridge in the Indiana Statewide Historic Bridge Inventory under Criterion C. Morgan County Bridge No. 224 is currently closed to traffic but access to old SR 37 is available off existing SR 37. Project improvements on SR 37 under the FEIS preferred alternative are located nearly 600 feet from the location of Bridge No. 224 and will take place along existing SR 37. Under the



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preferred alternative, Old SR 37 will be permanently closed to the new I-69 and the connecting pavement removed. During the FEIS, it was determined the undertaking will have an effect on Morgan County Bridge No. 224, but that effect will not be adverse.

The proposed improvements under the current design contract include removal of a portion of the roadway embankment, changing the grade of the roadway, and reconstruction of the Old SR 37 road as a recreational roadway. Changing the grade of the roadway and removal of portions of the roadway embankment is required in order to maintain flows through the Indian Creek floodway. Reconstruction of the roadway will extend to the bridge approaches with roadway embankment regrading taking place approximately 100 feet north of the bridge. The integrity of bridge will not be adversely impacted as a result of this project. Changing the roadway grade, removal of a portion of the roadway embankment, and reconstruction of the roadway with gravel is not anticipated to alter the original Section 106 determination. Per stipulation II.C.1.c. of the I-69 Section 6 MOA, INDOT requests the opinion of the SHPO if they concur that the No Adverse Effect finding for Morgan County Bridge No. 224 is still valid.

For reference to the project revisions see Figure 2: Design Contract 1 – Overview, Figure 4: Design Contract 1 – Morgan County Bridge No. 224 Exhibit, and Figure 5: Design Contract 1 – Morgan County Bridge No. 224 Plan and Profile.

## Top Notch Farm

Top Notch Farm (IHSSI No. 108-386-60028) is located around the base of Pollard Hill near SR 37 at Mahalasville Road in Martinsville near the Ohio Street interchange. The property includes a simple one- and one-half story, frame farmhouse and several outbuildings relating to dairy farming. Top Notch Farm is eligible for inclusion in the NRHP under Criterion A. The preferred alternative from the FEIS included Ohio Street over I-69 approximately 700 feet from Top Notch Farm and an interchange at this location. At the time, the determination found the effects of the undertaking would not alter the characteristics of the Top Notch Farm that are cause for its eligibility in the NRHP. The property is already in a disturbed setting with modern non-agricultural buildings in proximity. It is the significance of the farm property itself rather than the setting that renders this resource eligible. During the FEIS, it was determined the integrity of the farm will not be adversely impacted as a result of this project.

There are no changes to the local roadway configuration with the proposed changes; however, there are changes to the interchange type and vertical alignment. Local roadways and existing buildings will remain in place between the Top Notch Farm and the I-69 and Ohio Street interchange. The change of the interchange type and raising of I-69 over Ohio Street is not anticipated to alter the original determination. The property is already in a disturbed setting with modern non-agricultural buildings in proximity and the integrity of the farm will not be adversely impacted as a result of this project. Per stipulation II.C.1.c. of the I-69 Section 6 MOA, INDOT requests the opinion of the Indiana SHPO if they concur that the No Adverse Effect finding for Top Notch Farm is still valid.

For reference to the project revisions see Figure 2: Design Contract 1 – Overview, Figure 6: Design Contract 1 – Top Notch Farm Exhibit, and Figure 7: Design Contract 1 – Top Notch Farm Plan and Profile. Additionally, for reference to aesthetics on the project and at the Ohio Street interchange see Figure 8: Design Contract 1 Example Aesthetics.

## East Washington Street Historic District

The East Washington Street Historic District is a residential extension of a main commercial street in the town of Martinsville. Much of the area was developed between about 1880 and 1930. The most prevalent architectural styles are Queen Anne and Colonial Revival. Also represented are the Second Empire, Craftsman, Free Classic, Bungalow, Italianate, Stick, Shingle, and Prairie styles. Vernacular types include gable-front, gabled-ell, and double-pen houses. Mature shade trees extend on both sides of Washington Street and are important in defining the district's character. Other contributing elements are sandstone curbs, iron fences, and brick and stone retaining walls. The East Washington Street Historic District was listed in the NRHP in 1997 and is significant under Criteria A and C. The period of significance is 1869 to circa 1940. The FEIS preferred alternative is located more than 4,000 feet from the boundary of the East Washington Street Historic District. The district is located in a dense, urban area of Martinsville and thus would not have a view to the undertaking. Noise and traffic increases would not occur as a result of the undertaking. During the FEIS, it was determined the undertaking would have no effect of the East Washington Street Historic District.



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The proposed improvement is not anticipated to change the view to the undertaking or alter the original determination. Per stipulation II.C.1.c. of the I-69 Section 6 MOA, INDOT requests the opinion of the Indiana SHPO if they concur that the No Effect finding for the East Washington Street Historic District is still valid.

For reference to the project revisions in relationship to the historic district see Figure 2: Design Contract 1 – Overview and Figure 3: Design Contract 1 – Area of Potential Effect.

## W.E. Nutter House

The W. E. Nutter House appears to be unaltered, is in excellent condition, and is distinctive for its degree of architectural detail. The two-story, three-bay house is basically an American Foursquare in massing, with a sun porch extending on the west side of the house and a porte cochere on the east side. There is a small, unattached garage to the rear of the property that matches the style and materials of the house. The W. E. Nutter House retains integrity and is eligible for listing in the NRHP under Criterion C. The period of significance is circa 1915. The FEIS preferred alternative is located approximately 3,500 feet from the W.E. Nutter House. The Nutter House is located in a dense, urban area of Martinsville and thus, would not have a view to the undertaking. Noise and traffic increases would not occur as a result of the undertaking under any of the alternatives. During the FEIS, it was determined the undertaking would have no effect on the W.E. Nutter House.

The proposed improvement is not anticipated to change the view to the undertaking or alter the original determination. Per stipulation II.C.1.c. of the I-69 Section 6 MOA, INDOT requests the opinion of the Indiana SHPO if they concur that the No Effect finding for W. E. Nutter House is still valid.

For reference to the project revisions in relationship to the W.E. Nutter House see Figure 2: Design Contract 1 – Overview and Figure 3: Design Contract 1 – Area of Potential Effect.

## Pearcy Farm and Clear Creek Fisheries

The Percy Farm and Clear Creek Fisheries complex is situated on the east side of Hess Road, approximately 0.33 miles south of SR 44. The property consists of a Central Passage House (circa 1870) and five agricultural buildings dating to the historic period including a smokehouse, tool shed/corn crib, small barn, and two utility sheds (all circa 1920); the large fishery (1934) includes a barn and complex of ponds east of the main outbuildings. Intact transportation networks show the relationship between the house, the small collection of agricultural outbuildings, and the fisheries. The fishery includes eighty-eight actively farmed ponds containing eight varieties of commercial game fish. A modern pole barn southwest of the earlier fishery barn dates to circa 2010. This property is eligible for listing in the NRHP under Criteria A and C (house only) for significance in the areas of Agriculture and Architecture. The period of significance is circa 1870 to 1972. The mainline of the FEIS preferred alternative is located over 3,000 feet from the Percy Farm and Clear Creek Fisheries. No improvements are planned along Hess Road as part of the construction, although traffic is projected to decrease over the “No Build” alternative as a result of this undertaking. During the FEIS, it was determined the undertaking will not affect the Percy Farm and Clear Creek Fisheries.

The proposed improvement is not anticipated to change the view to the undertaking or alter the original determination. Per stipulation II.C.1.c. of the I-69 Section 6 MOA, INDOT requests the opinion of the Indiana SHPO if they concur that the No Effect finding for the Percy Farm and Clear Creek Fisheries is still valid.

For reference to the project revisions in relationship to the Percy Farm and Clear Creek Fisheries see Figure 2: Design Contract 1 – Overview and Figure 3: Design Contract 1 – Area of Potential Effect.

## Grassyfork Fisheries Farm No. 1

The Grassyfork Fisheries Farm No. 1 consists of a main building, several accessory buildings and structures, and dozens of goldfish breeding and hatching ponds. The Office and Display Room, built in 1936, is located near Old 37 (also known as Morgan Road) within the APE for this project and is a two-story commercial structure with Prairie-style massing and details. The Office and Display Room was constructed along Old SR 37 as a sales and service building. Grassyfork Fisheries Farm No. 1 was listed in the NRHP in 2012. It is significant under Criteria A, B, and C with a period of significance from 1936 to 1960. The FEIS preferred alternative will





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take place nearly 1,300 feet from the boundary of Grassyfork Fisheries Farm No. 1 along SR 37. The I-69 mainline will maintain the general elevation of existing SR 37 which is depressed in the area; SR 37 is not currently visible from the property, and the undertaking would not be elevated as part of the improvements to the mainline.

Morgan Street will be reconstructed to join Old SR 37 north of the Country Club Road and Teeters Road will include an overpass. Traffic will increase in front of Grassyfork Fisheries Farm No. 1. There will be a change in view produced by increasing traffic along Teeters Road. The ambient noise level at Grassyfork Fisheries Farm No. 1 is 48.2 dBA; that level will increase to 55.7 dBA, a change of 7.5 dBA, which is not considered adverse per INDOT's noise policy. Grassyfork Fisheries Farm No. 1 is not sensitive to noise and would not be affected by traffic changes that would result from the construction of this undertaking. These changes will not constitute an adverse effect. During the FEIS, it was determined the integrity of the farm will not be adversely impacted as a result of this project.

The proposed improvement is not anticipated to change the view to the undertaking or alter the original determination. Per stipulation II.C.1.c. of the I-69 Section 6 MOA, INDOT requests the opinion of the Indiana SHPO if they concur that the No Adverse Effect finding for the Grassyfork Fisheries Farm No. 1 is still valid.

For reference to the project revisions in relationship to the Grassyfork Fisheries Farm No. 1 see Figure 2: Design Contract 1 – Overview and Figure 3: Design Contract 1 – Area of Potential Effect. =

**Aesthetics and Design:** As part of the design work, the city of Martinsville and INDOT have prepared conceptual design elements including visual representations of an entrance monument, sound and retaining walls, and bridge and overpass elements. These design elements were selected by the Aesthetics Task Force and public surveys will be competed to select the final design elements. Features are brick and limestone which will be unique along the southern portion of the I-69 corridor. Examples of aesthetics to be used at the Ohio Street exit are attached for review. For reference see Figure 8: Design Contract 1 Example Aesthetics. It should be noted that there are no noise barriers anticipated near the Top Notch Farm.

**Comments Request:** You are asked to review this information and provide any comments you may have relative to the anticipated effects of the project on areas which you have jurisdiction or special expertise. Should we not receive your response **within thirty (30) calendar days** from the date of this letter, it will be assumed that your agency feels that there will be no changes to the previous finding of no adverse effect or no effect for identified historic aboveground resources located in proximity to the areas where design modifications have been proposed within Contracts 1 and 2 through the City of Martinsville. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact Jim Earl, INDOT, at [JEARL@indot.IN.gov](mailto:JEARL@indot.IN.gov) or 317-233-2072 or Christine Meador, HNTB Corporation, at [CMEADOR@HNTB.com](mailto:CMEADOR@HNTB.com) or 317-917-5338. Thank you in advance for your input.

Sincerely yours,

James A. Earl, II, P.E.  
I-69 Section 6 Project Manager

cc: I-69 Section 6 Project File

Attachments: Figure 1: Project Location Map  
Figure 2: Design Contract 1 – Overview  
Figure 3: Design Contract 1 – Area of Potential Effect  
Figure 4: Design Contract 1 – Morgan County Bridge No. 224 Exhibit  
Figure 5: Design Contract 1 – Morgan County Bridge No. 224 Plan and Profile

[www.in.gov/dot/](http://www.in.gov/dot/)

**An Equal Opportunity Employer**







# INDIANA DEPARTMENT OF TRANSPORTATION

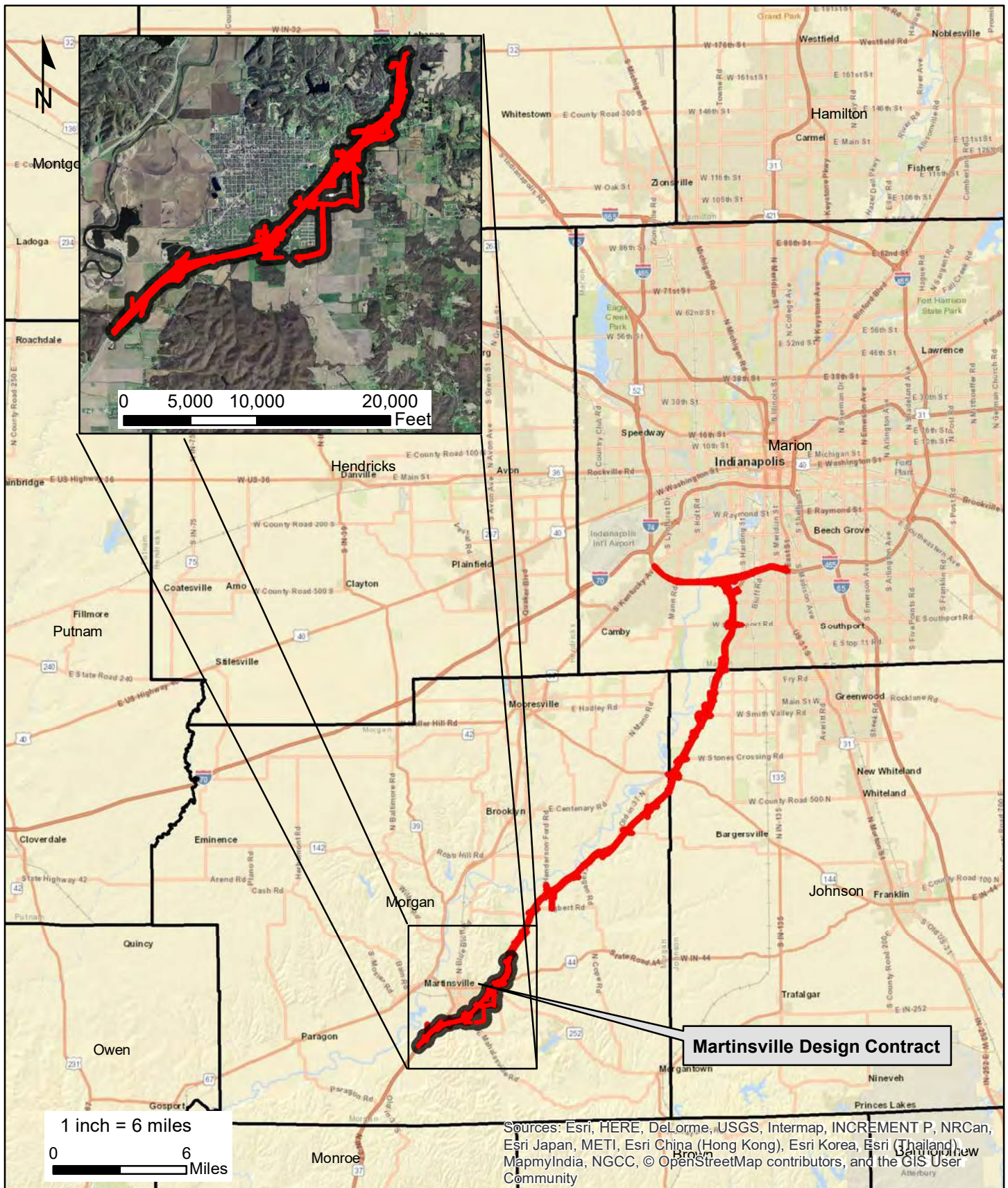
100 North Senate Avenue  
Room N755  
Indianapolis, Indiana 46204

PHONE: (317) 881-6408

**Eric Holcomb, Governor**  
**Joe McGuinness, Commissioner**

Figure 6: Design Contract 1 – Top Notch Farm Exhibit  
Figure 7: Design Contract 1 – Top Notch Farm Plan and Profile  
Figure 8: Design Contract 1 Example Aesthetics  
Figure 8a: Design Contract 1 Aesthetic Survey  
Figure 9: Design Contract 1 – Revised Graphics from FEIS/ROD

Cc: Ms. Michelle Allen, FHWA  
Ms. Laura Hilden, Environmental Services, INDOT  
Mr. Ron Bales, Sr. Env. Manager, INDOT  
Ms. Anuradha Kumar, Cultural Resources, INDOT  
Mr. Patrick Carpenter, Cultural Resources, INDOT  
Mr. John Carr, Team Leader, Historic Structures Reviewers, Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology  
Chad Slider, Assistant Director Environmental Review, Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology  
Wade Tharp, Archeologist, Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology



**Figure1: Project Location Map**

Early Acquisition - Cramertown Loop

**HNTB**

Graphics created by HNTB Corporation (2018)



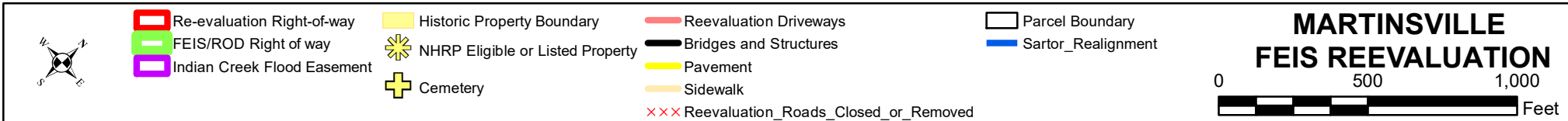
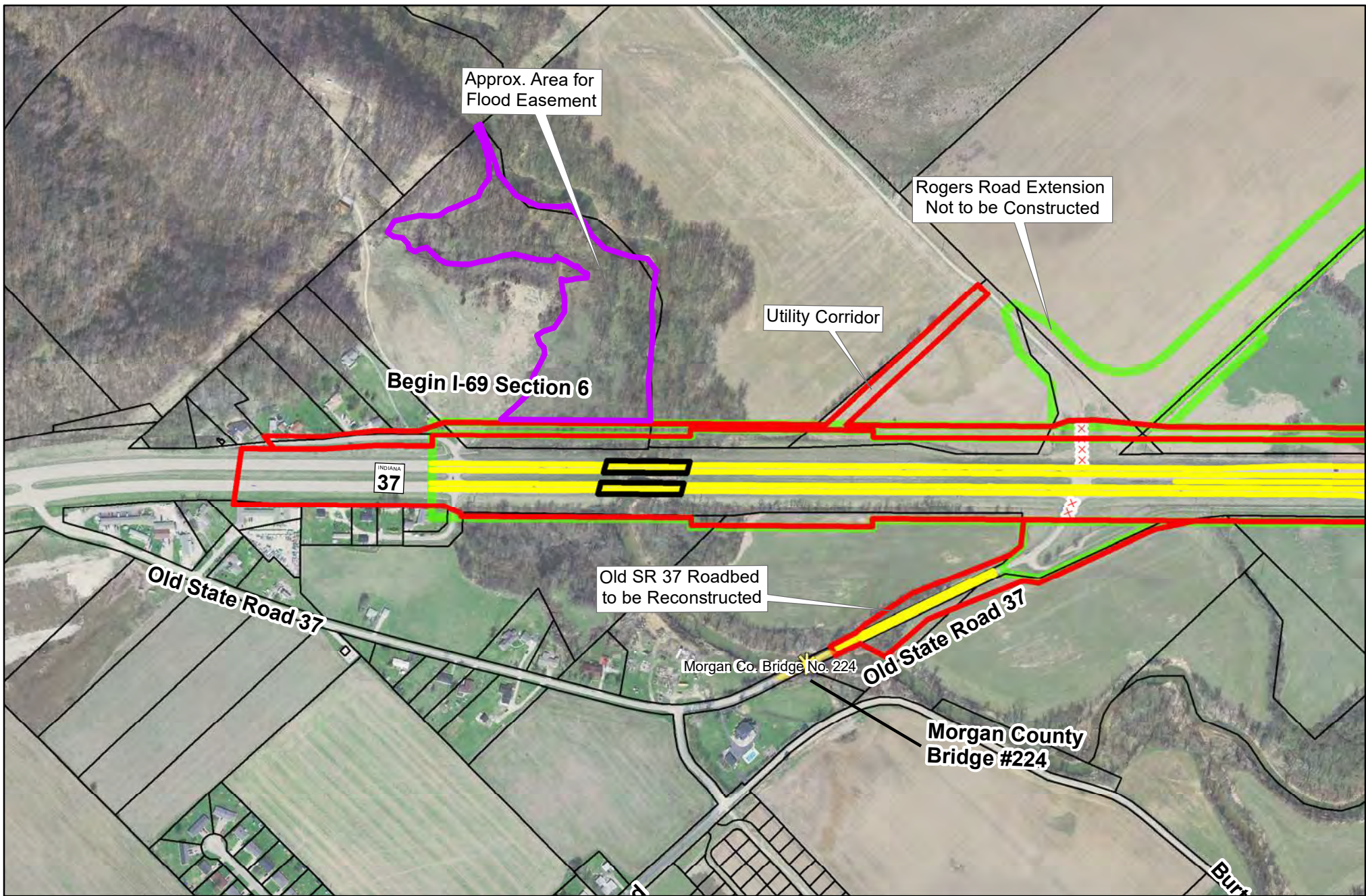


Figure 2, Page 1 of 10



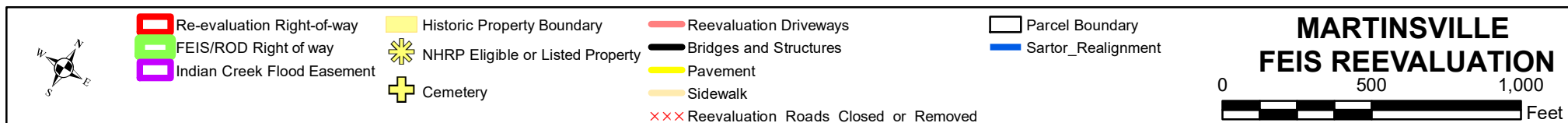
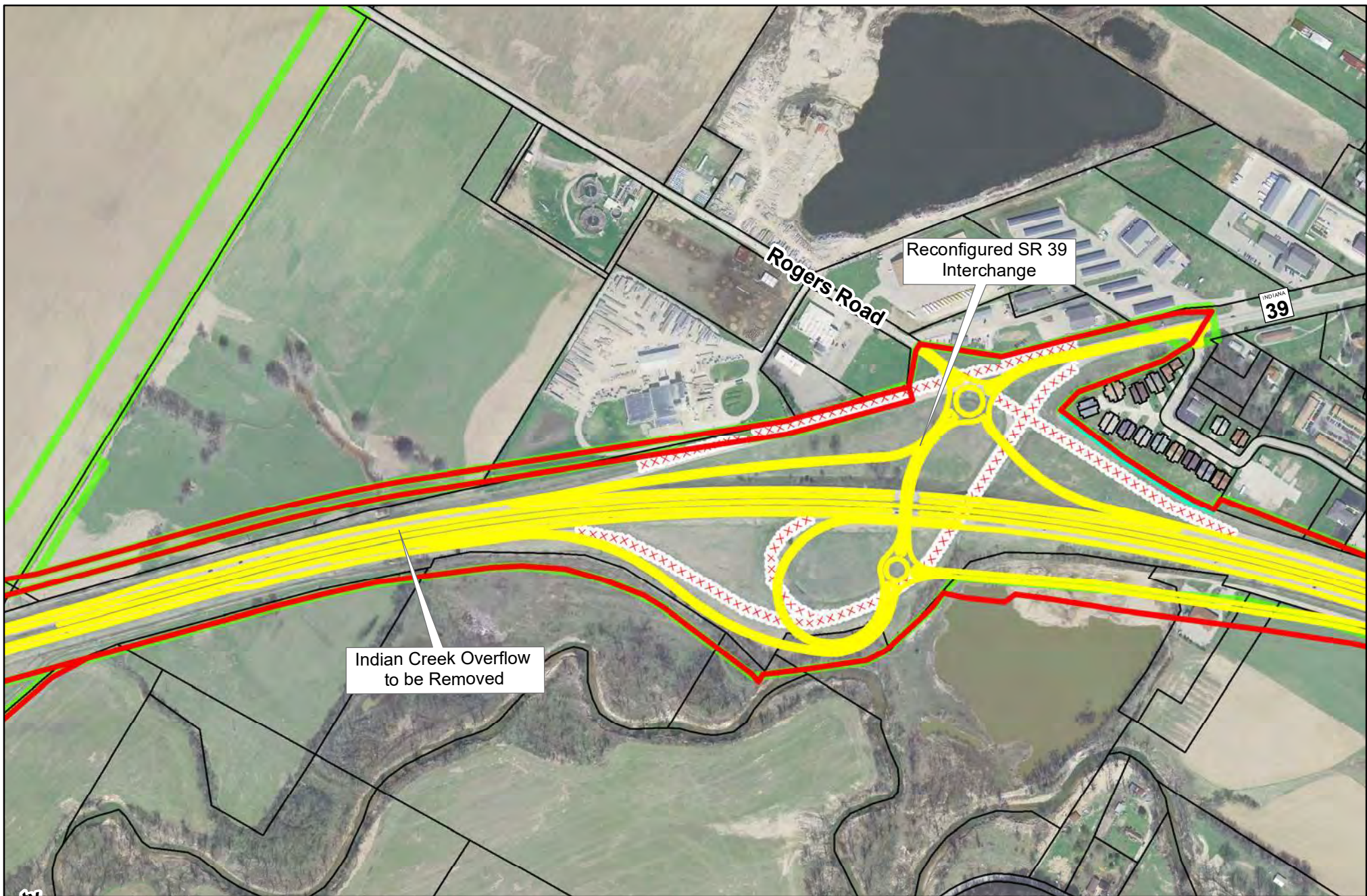


Figure 2, Page 2 of 10



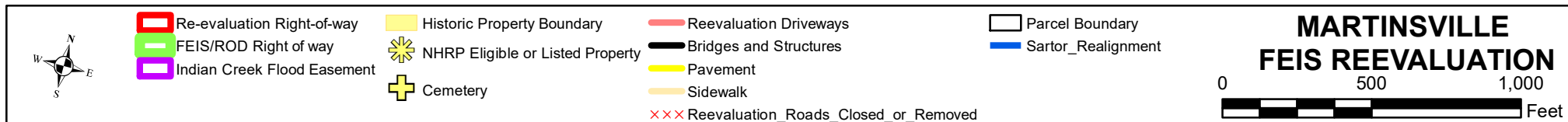
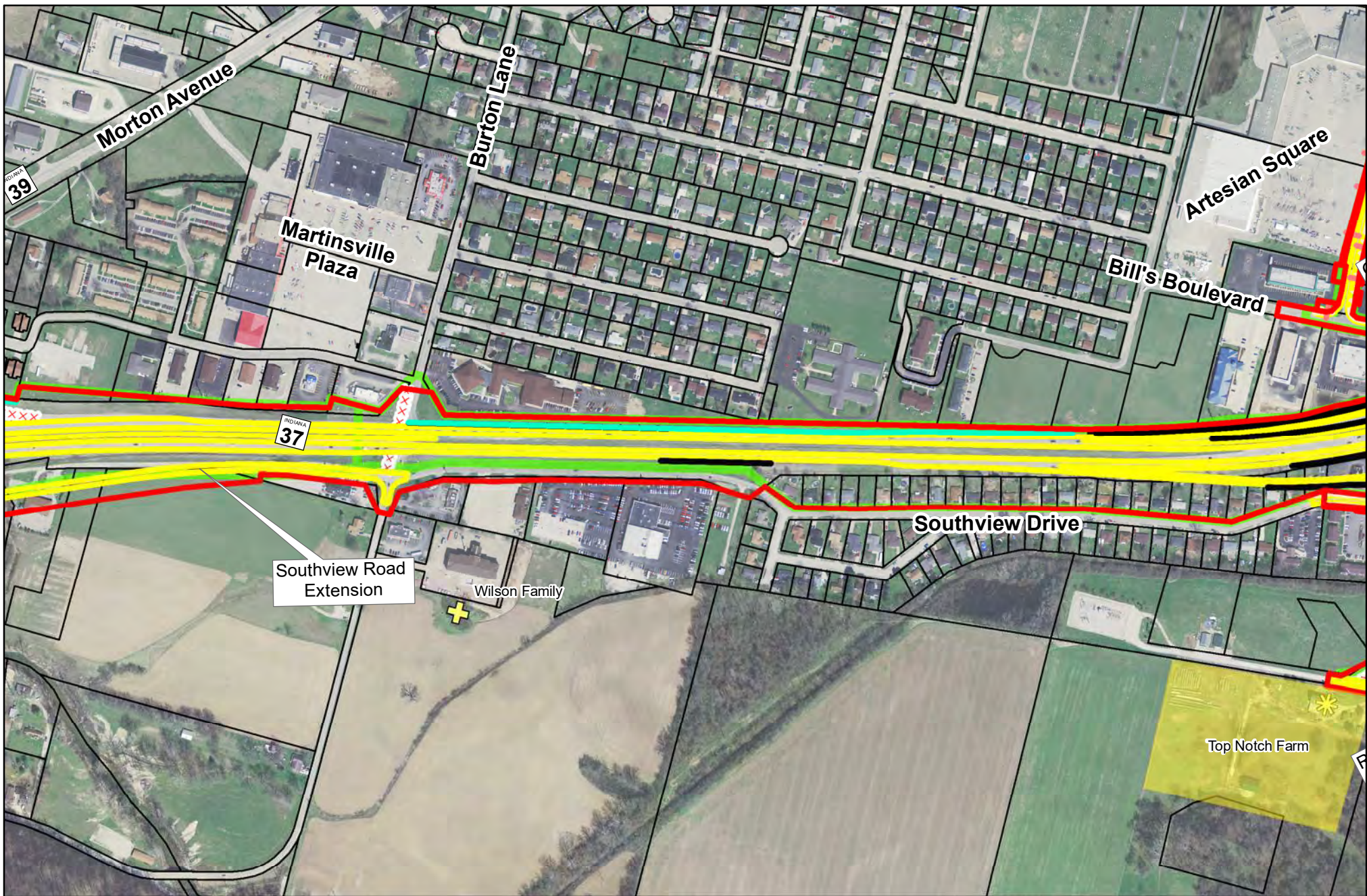


Figure 2, Page 3 of 10



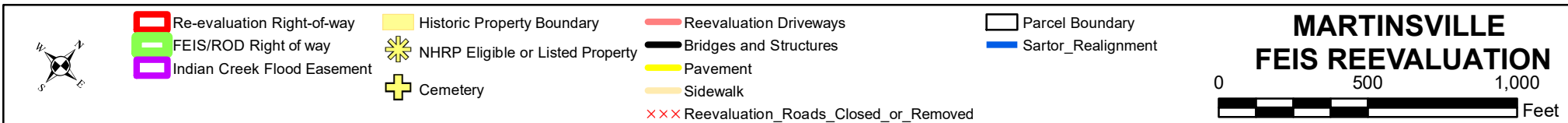
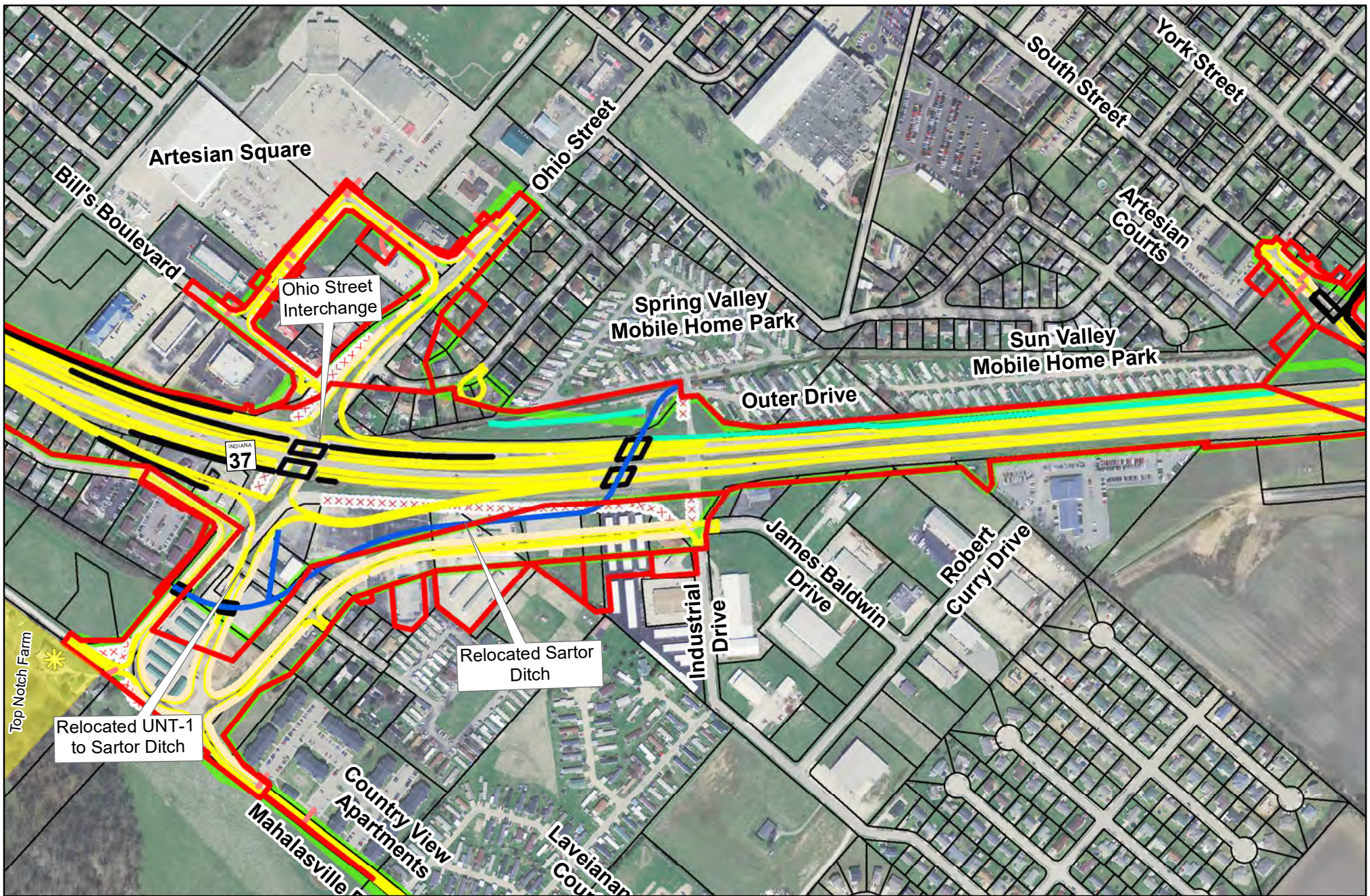


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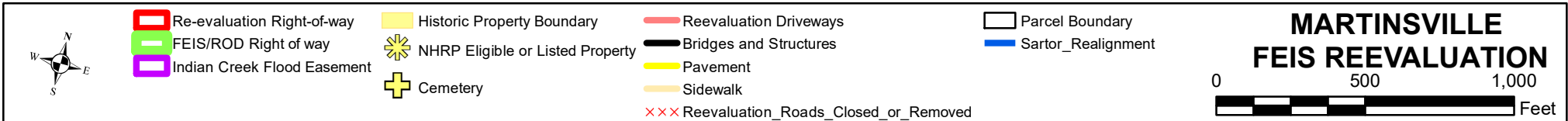
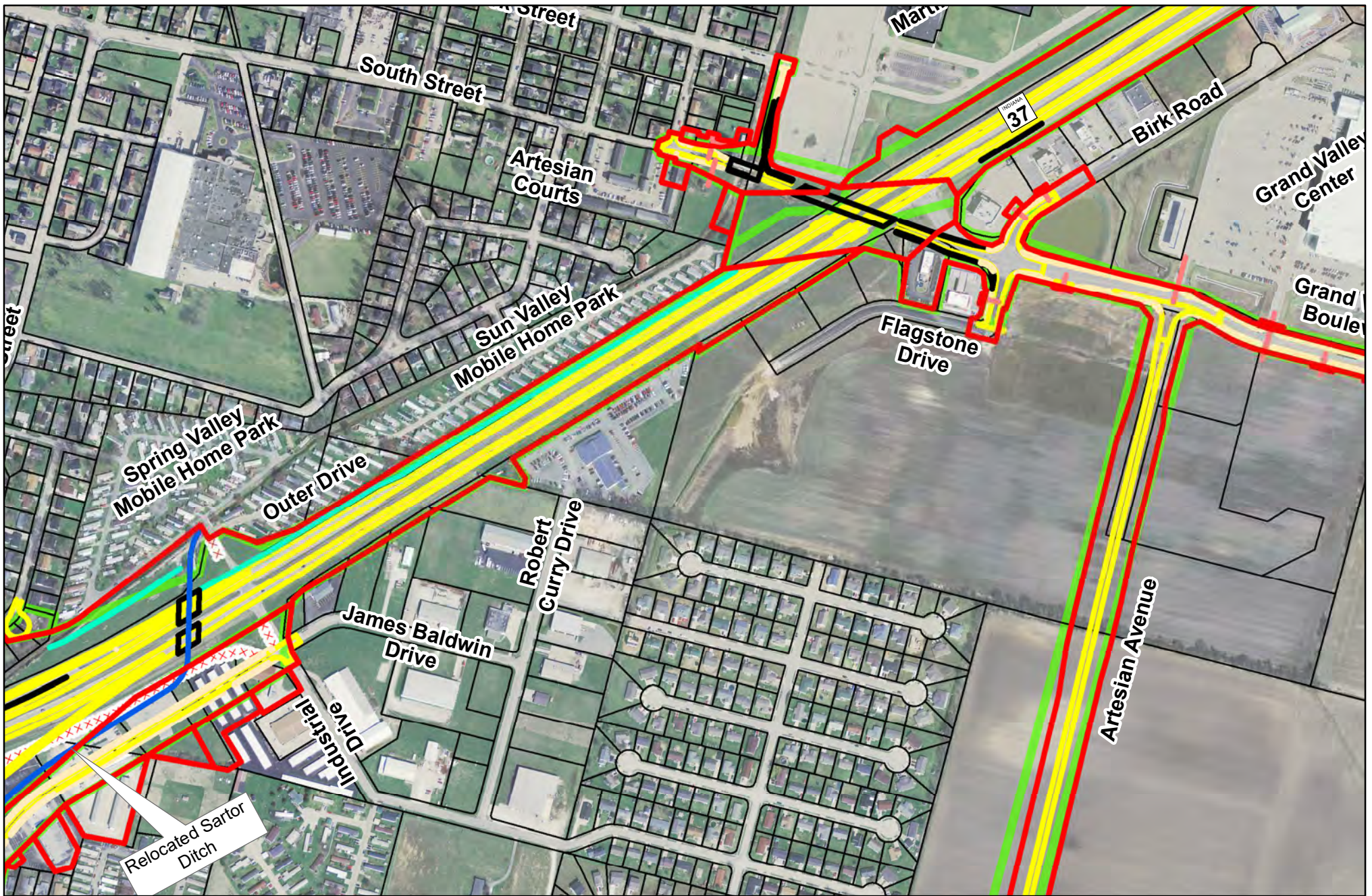


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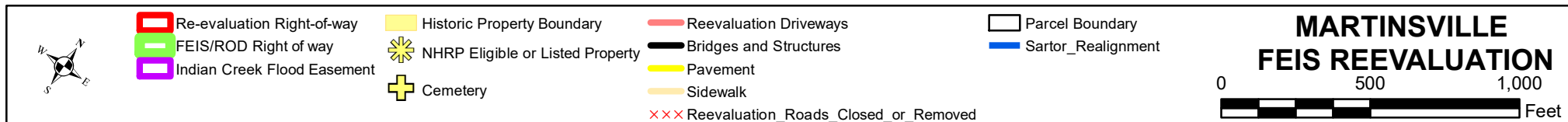


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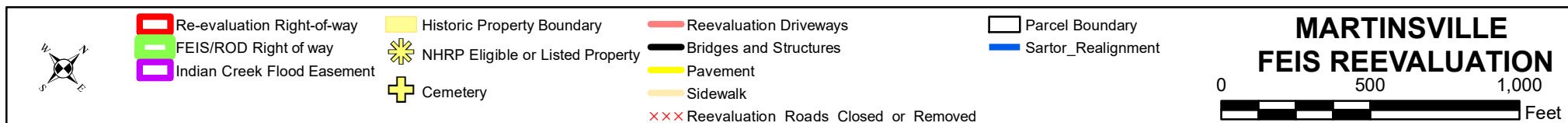
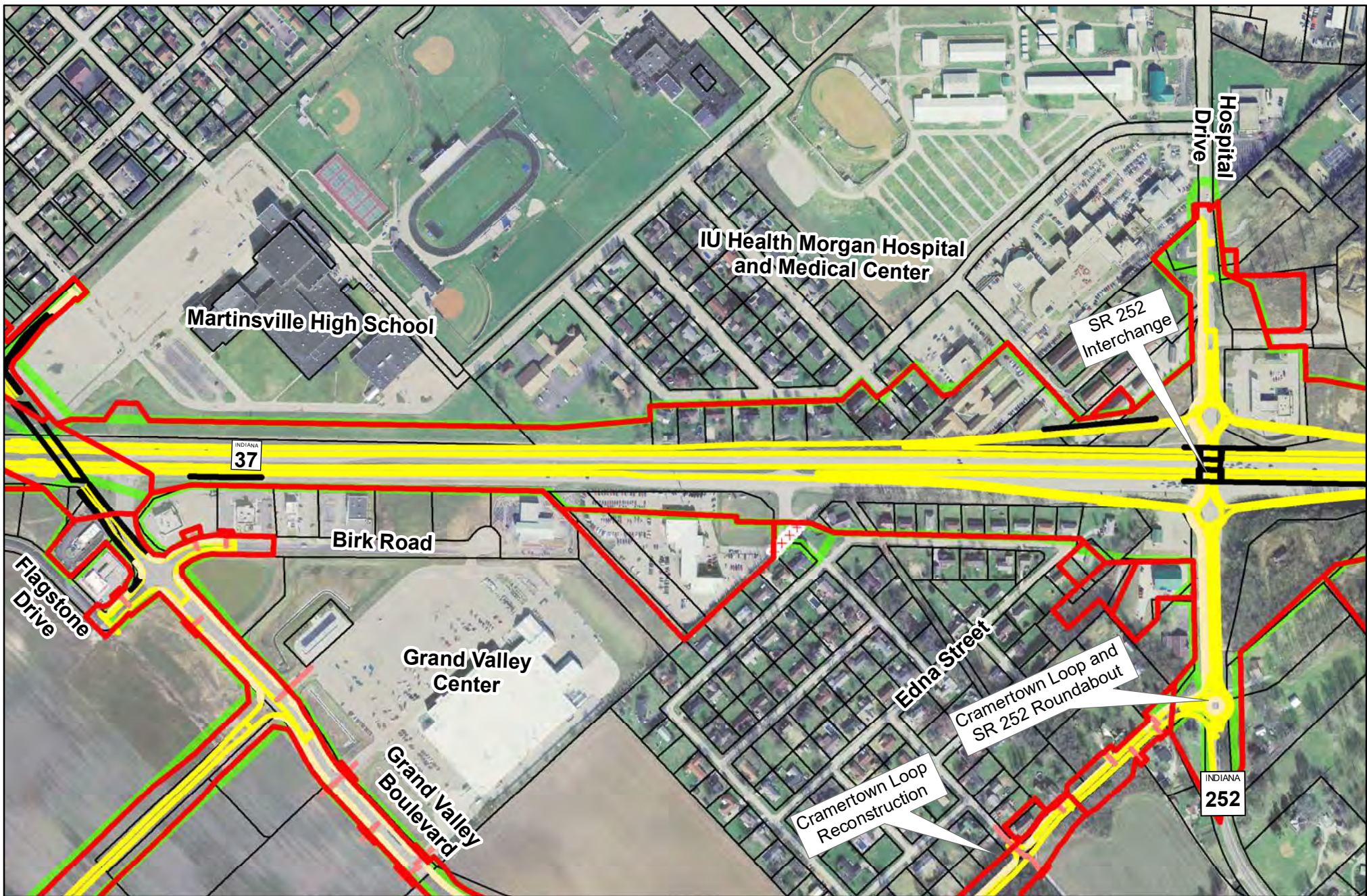


Figure 2, Page 7 of 10



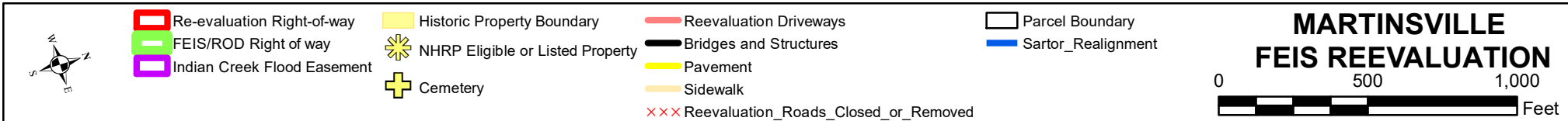
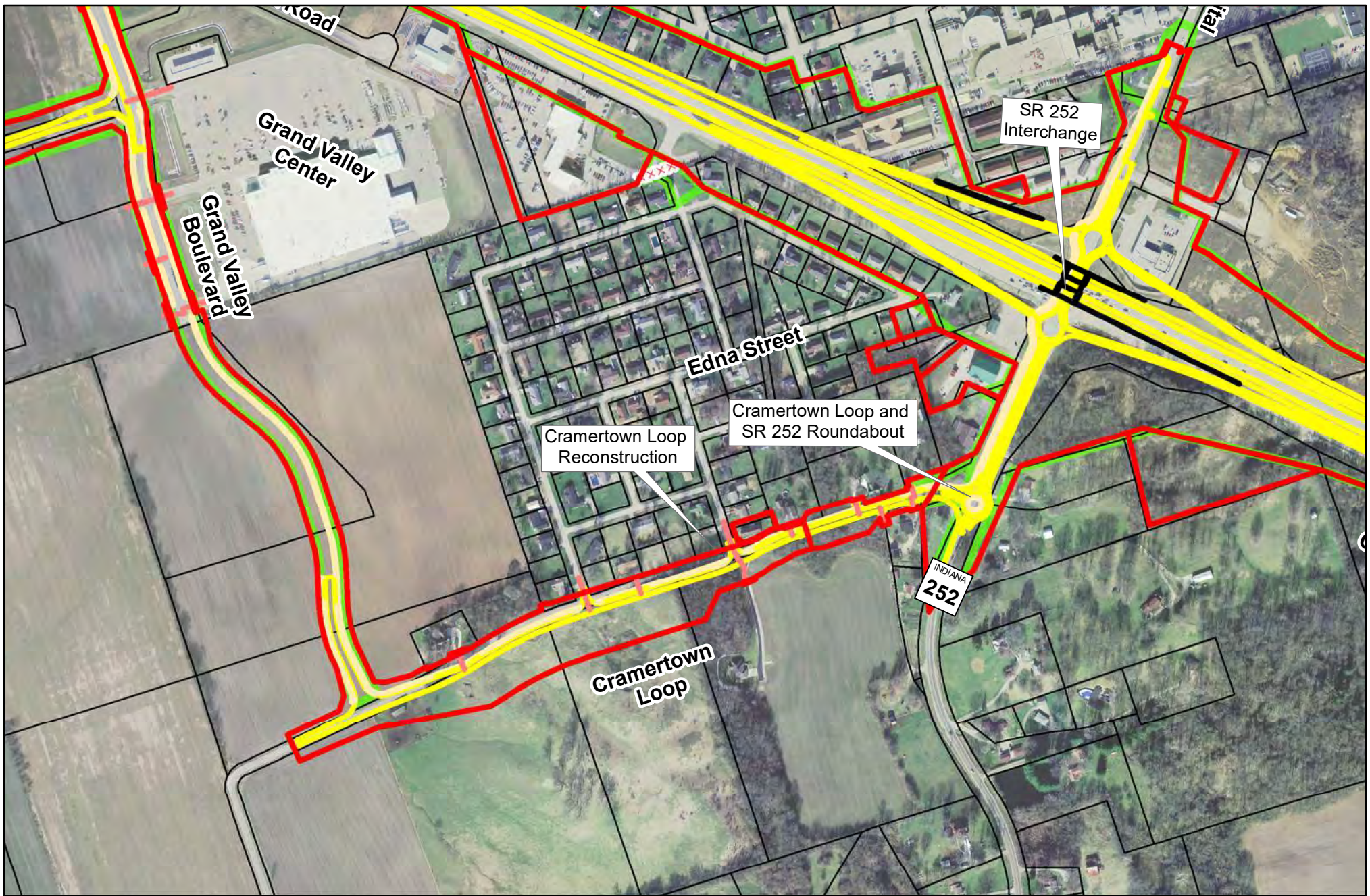


Figure 2, Page 8 of 10



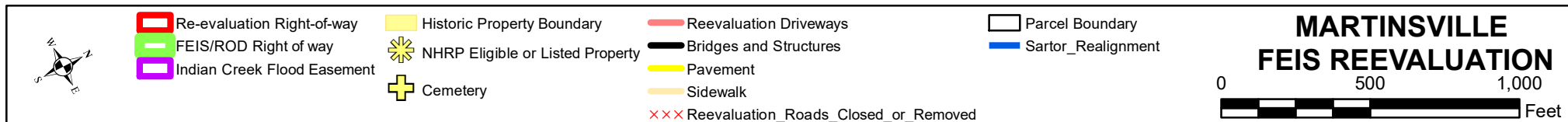
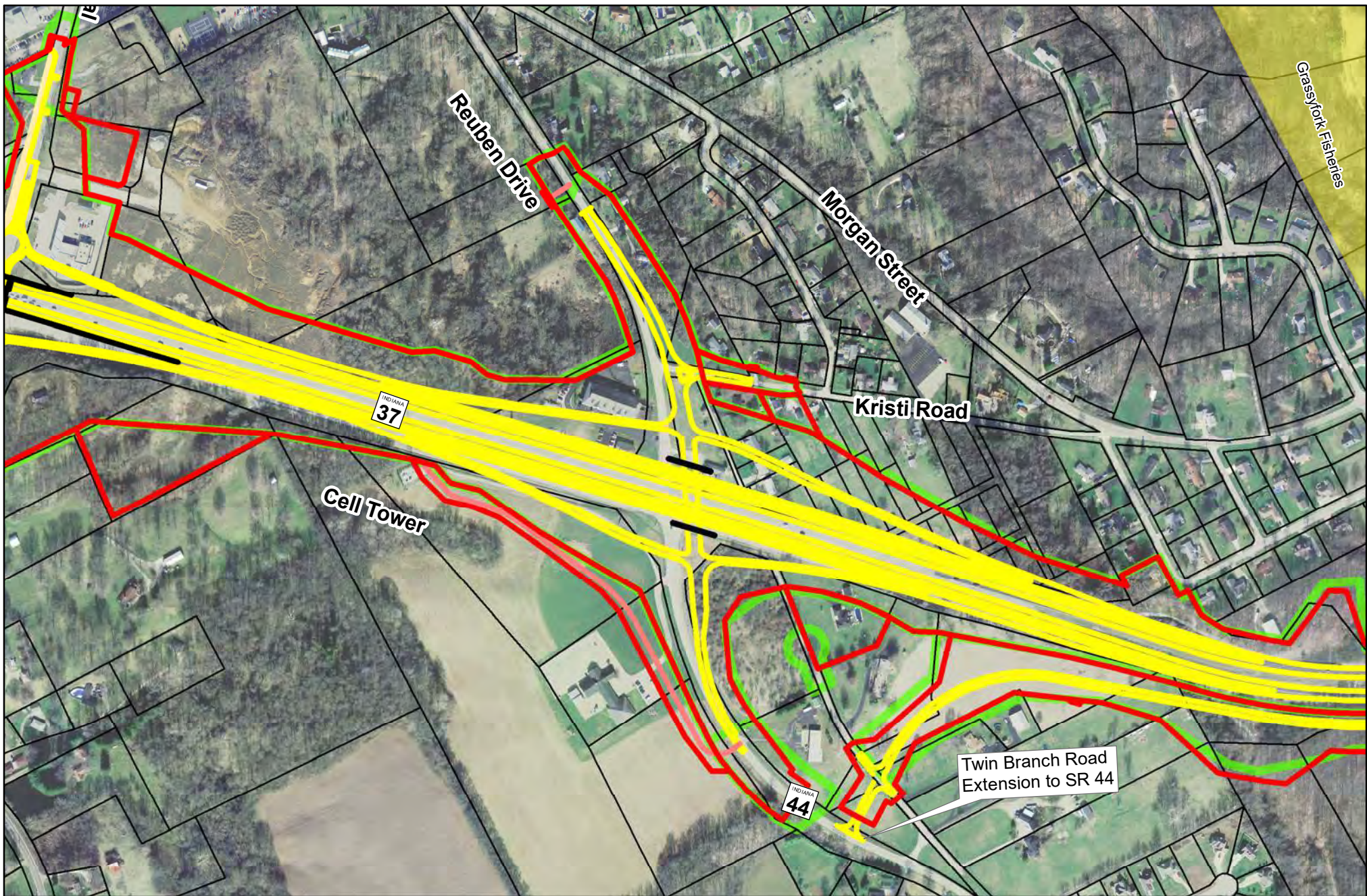


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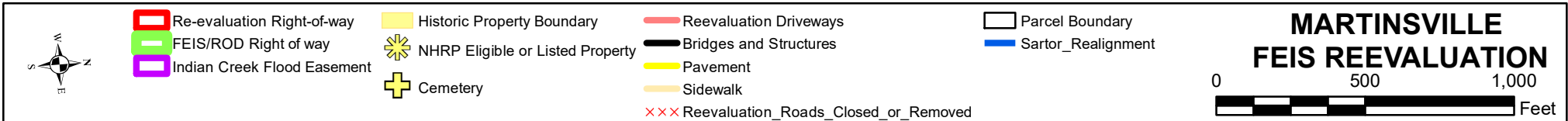
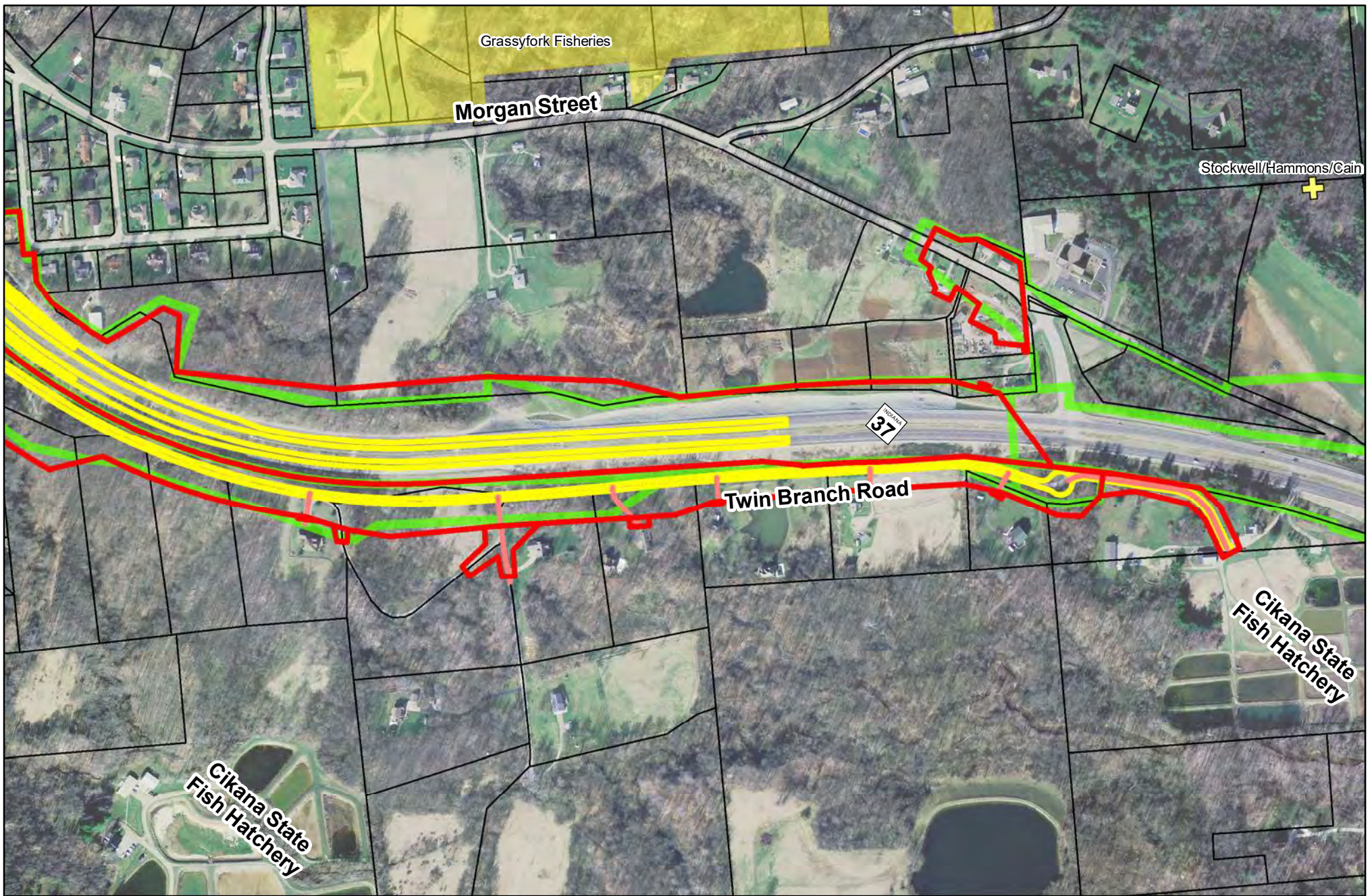


Figure 2, Page 10 of 10



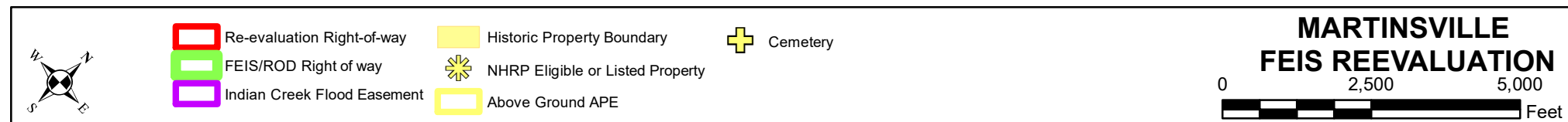
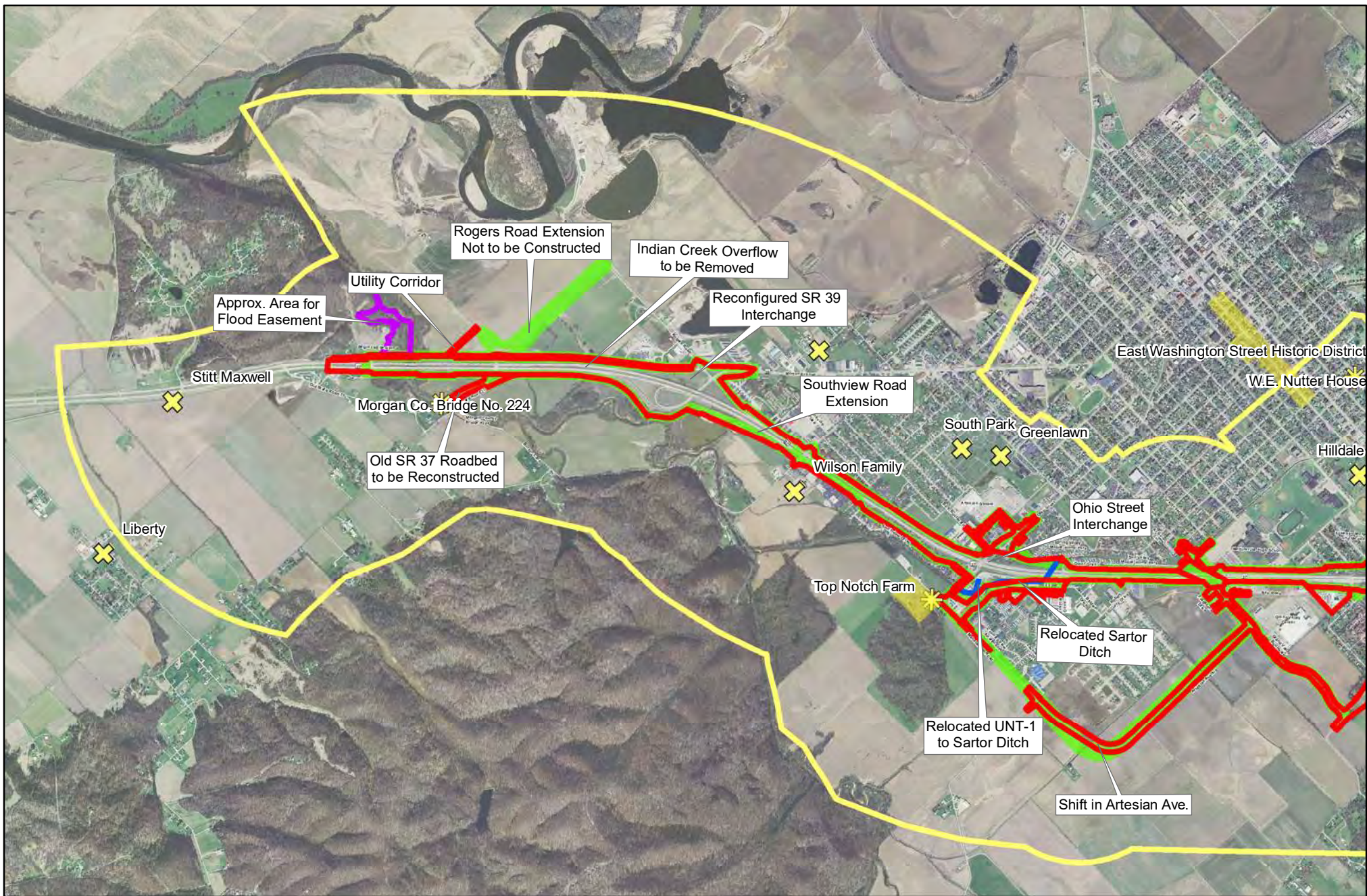


Figure 3, Page 1 of 2



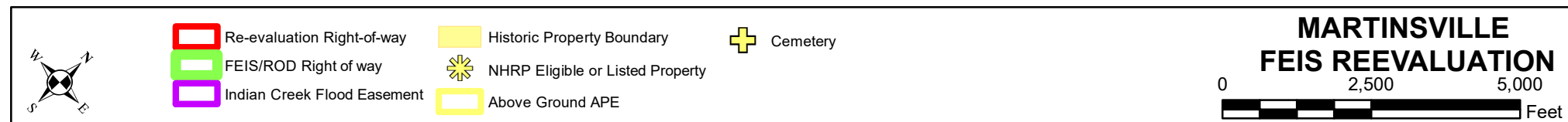
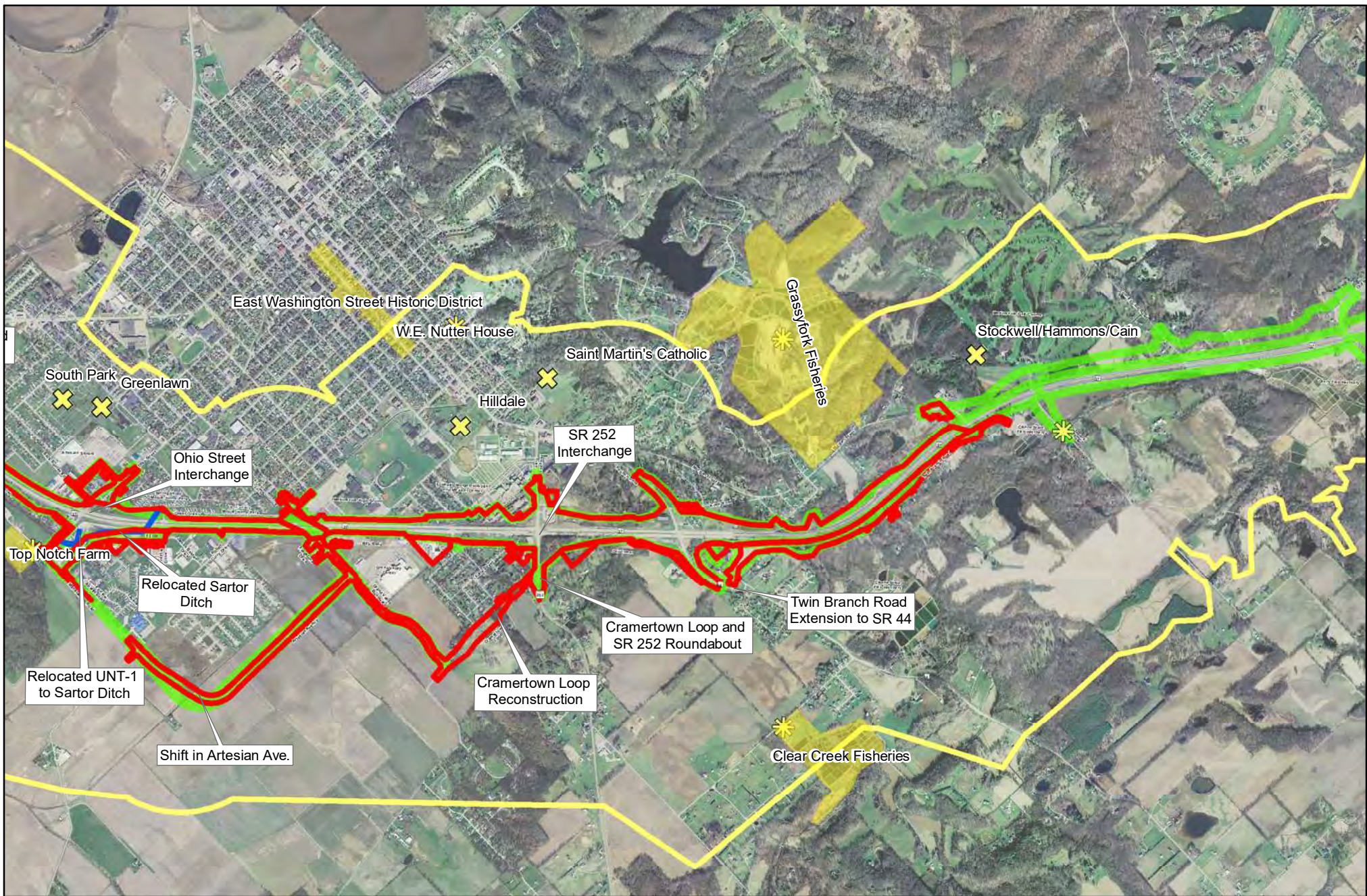
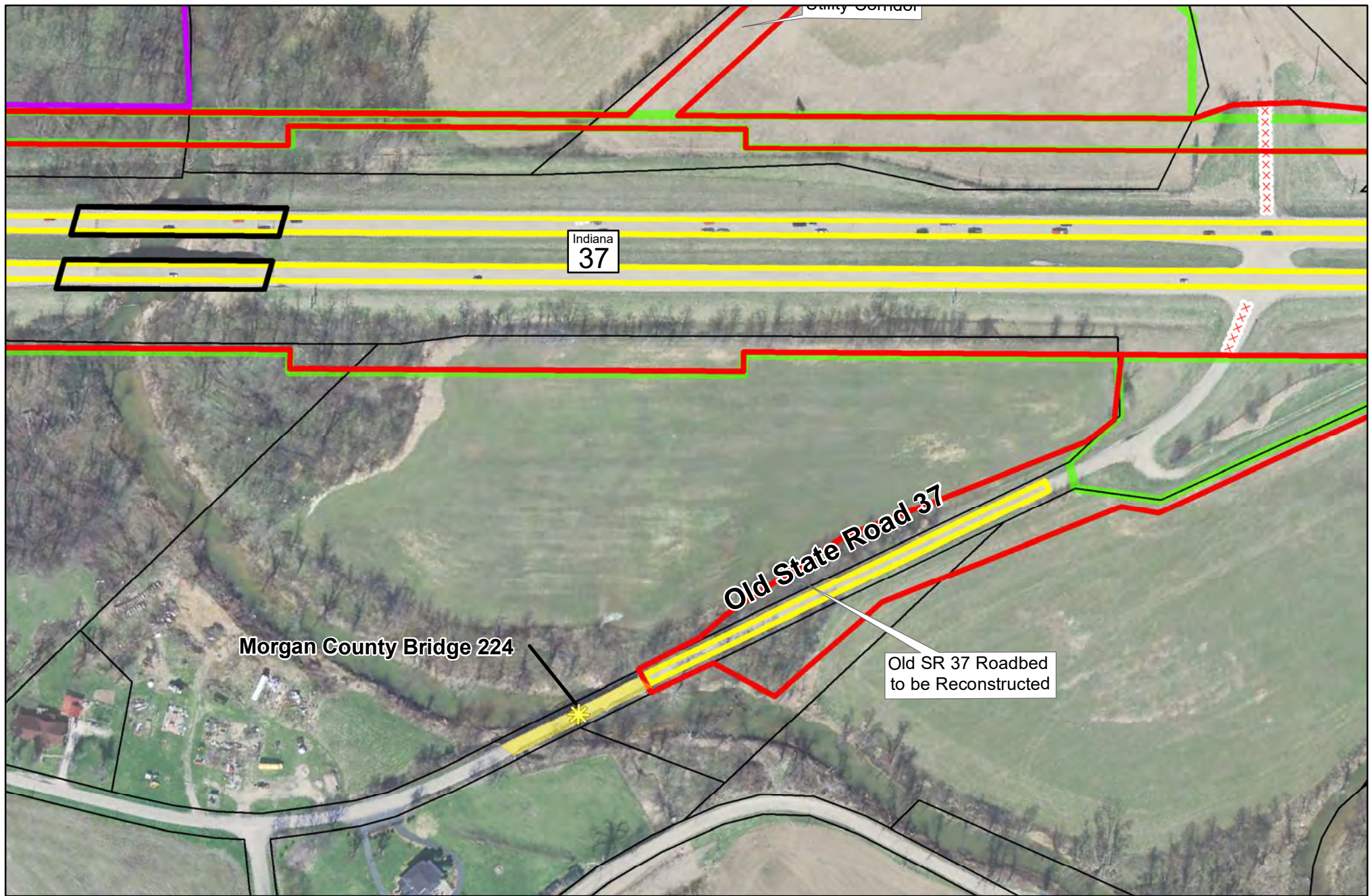


Figure 3, Page 2 of 2





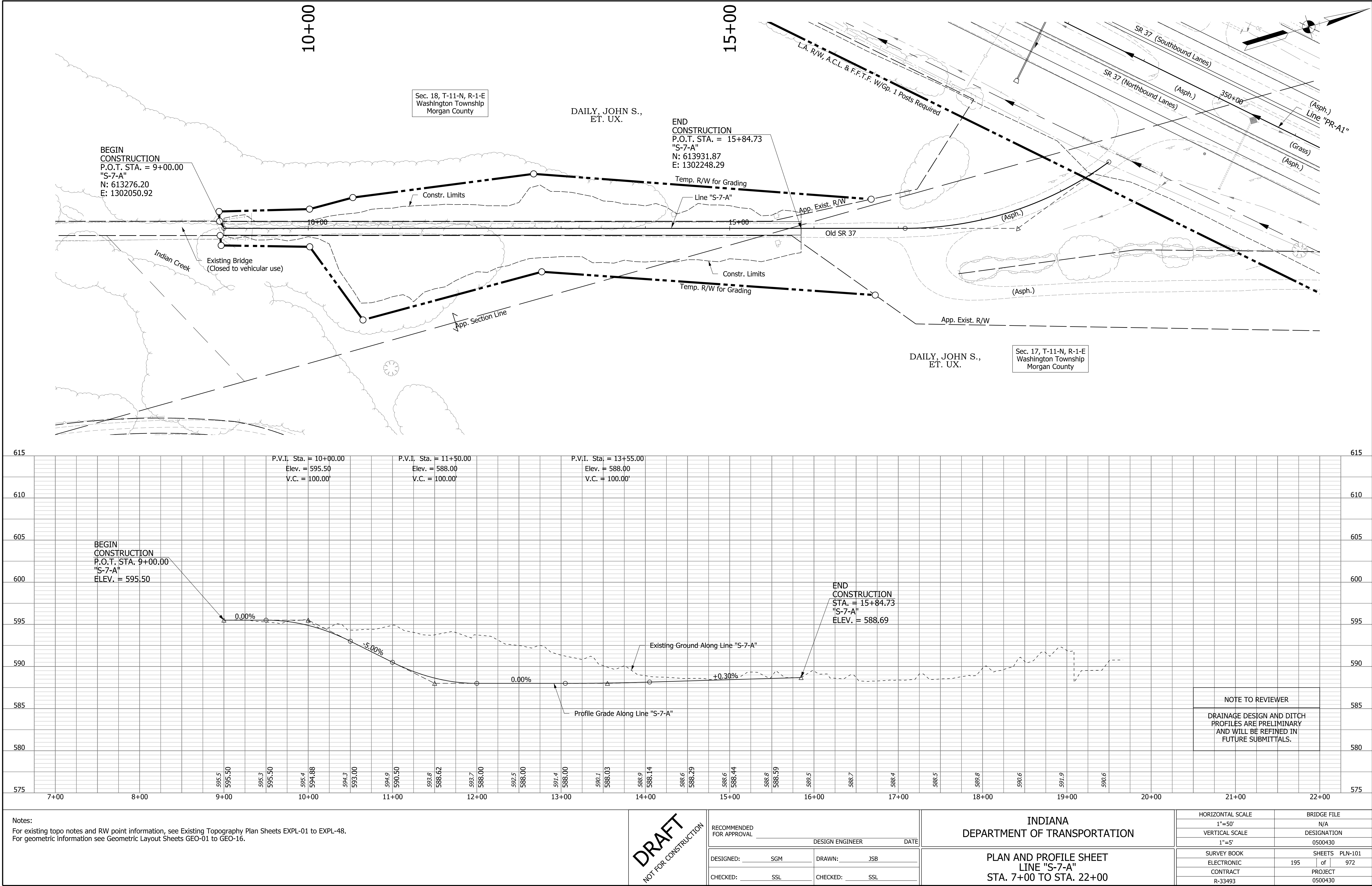
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|---|--|
|  Re-evaluation Right-of-way  |  Historic Property Boundary       |
|  FEIS/ROD Right of way       |  NHRP Eligible or Listed Property |
|  Indian Creek Flood Easement |  Parcel Boundary                  |



Figure 4, Page 1 of 1



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Notes:  
For existing topo notes and RW point information, see Existing Topography Plan Sheets EXPL-01 to EXPL-48.  
For geometric information see Geometric Layout Sheets GEO-01 to GEO-16.

DRAFT  
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: SGM	DRAWN: JSB	
CHECKED: SSL	CHECKED: SSL	

INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEET  
LINE "S-7-A"  
STA. 7+00 TO STA. 22+00

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	N/A
VERTICAL SCALE	DESIGNATION
1"=5'	0500430
SURVEY BOOK	SHEETS
ELECTRONIC	195 of 972
CONTRACT	PROJECT
R-33493	0500430





- Re-evaluation Right-of-way
- FEIS/ROD Right of way
- Indian Creek Flood Easement

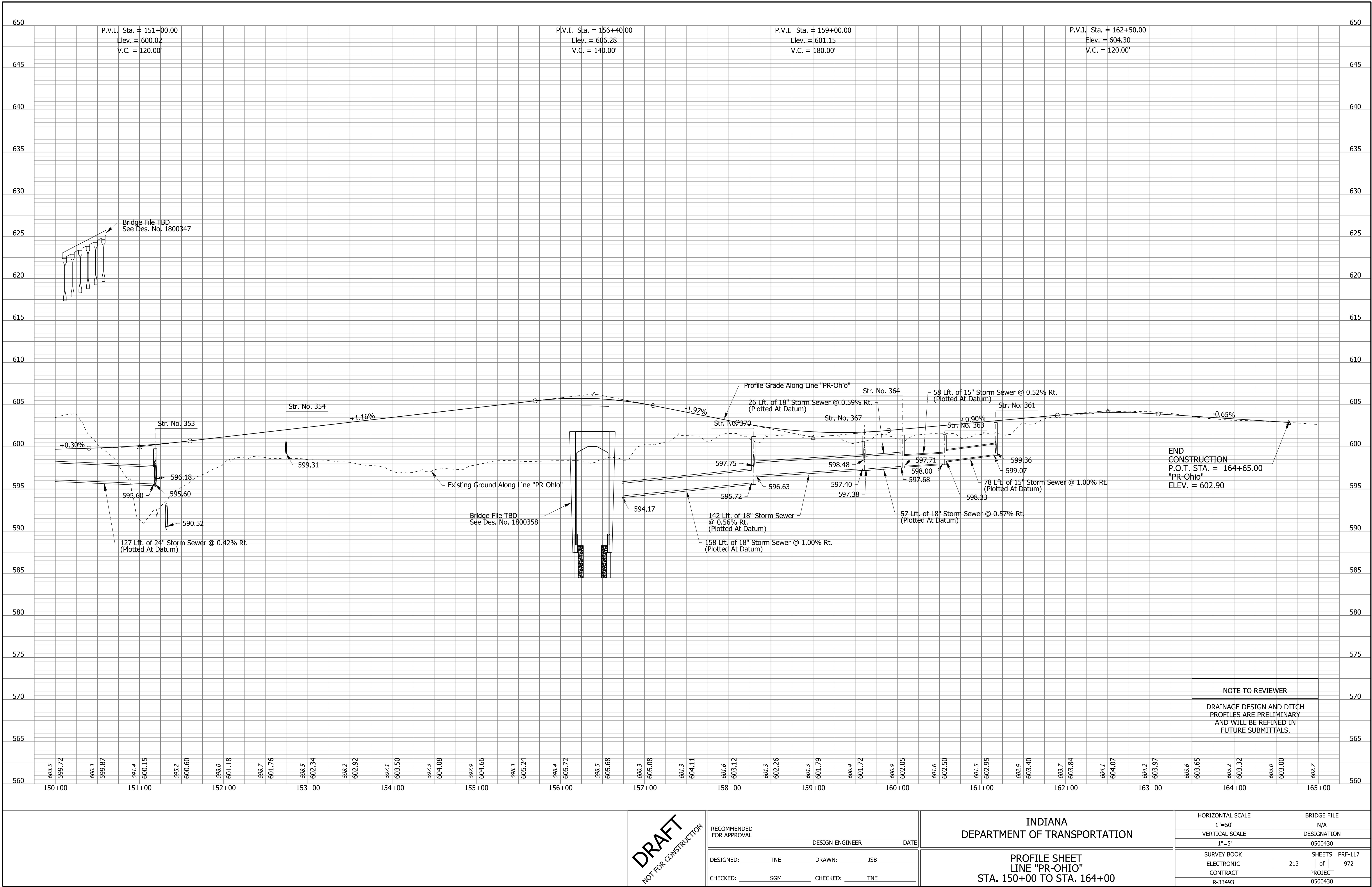
- Historic Property Boundary
- NHRP Eligible or Listed Property







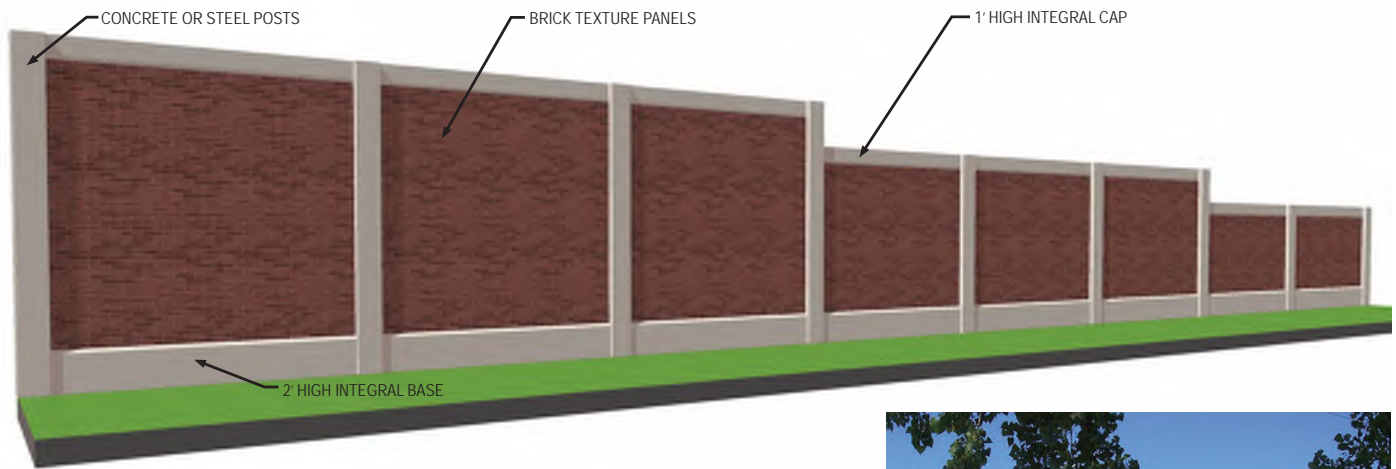
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Entrance Monument Concept - Perspective



Brick Texture Sound Wall

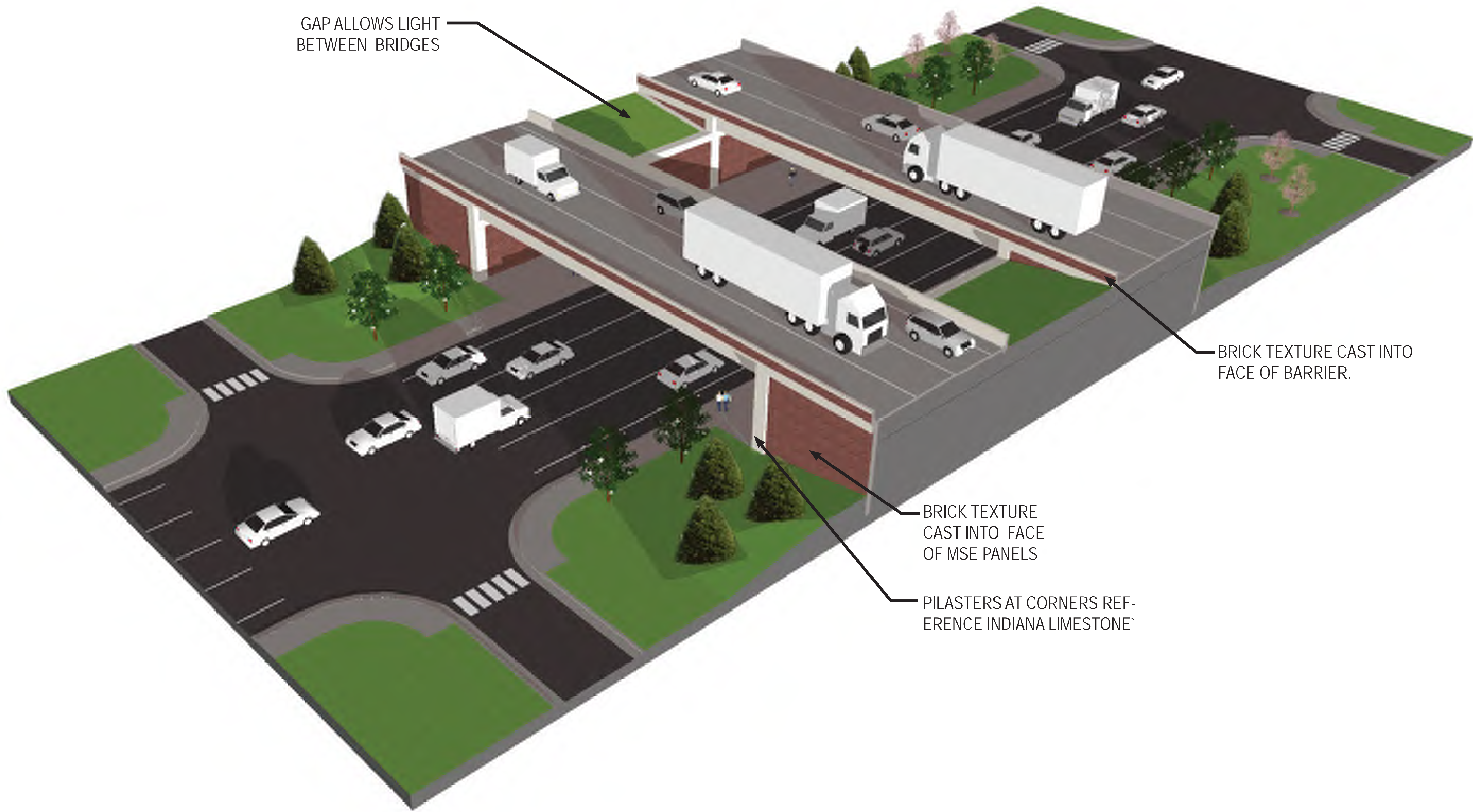


Snap Brick Retaining Wall

Note: Visualizations are graphic representations and may appear differently in final form.



# I-69 BRIDGE OVER OHIO STREET



Birds-eye View to Southeast



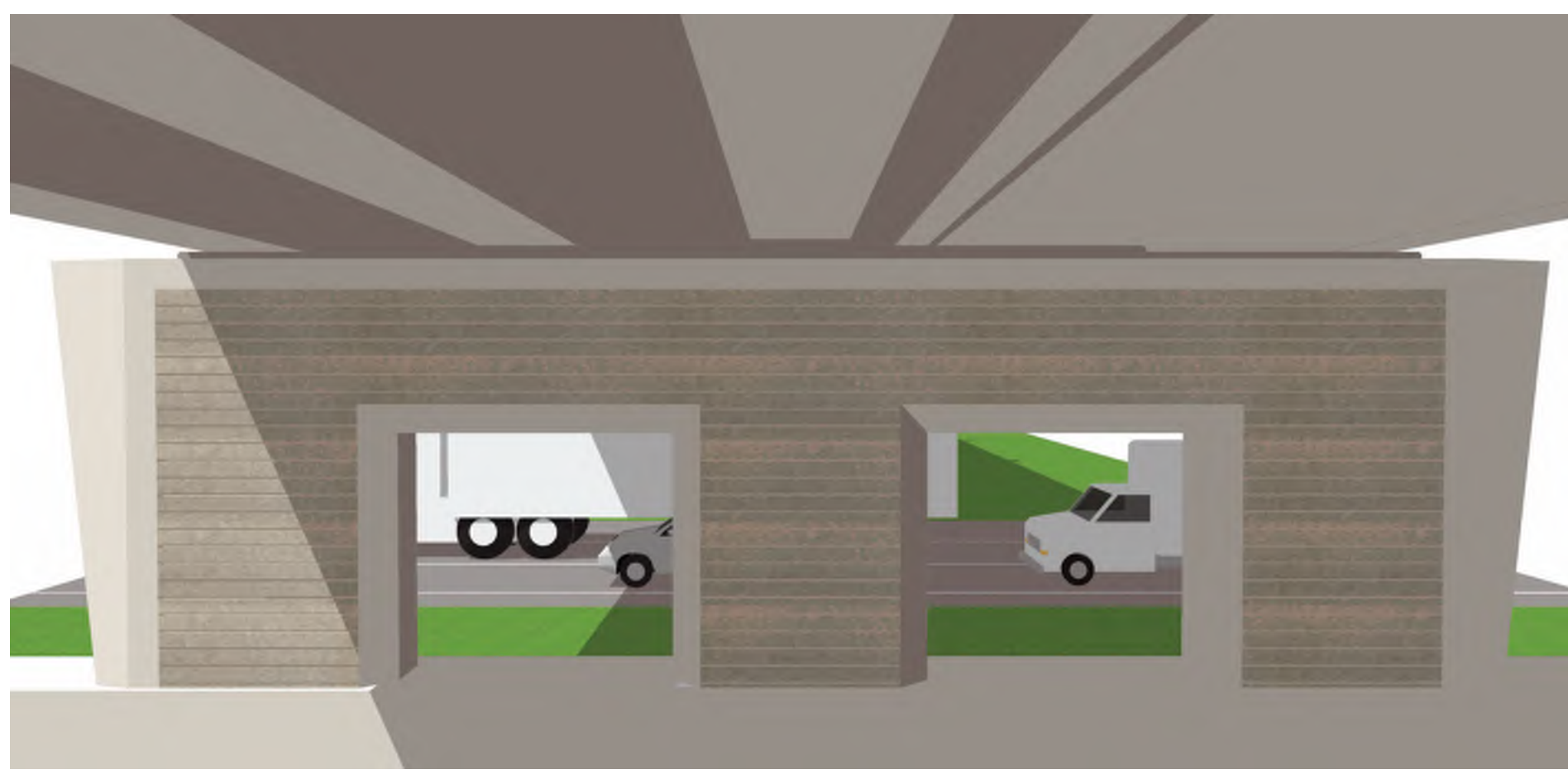
Street View

Note: Visualizations are graphic representations and may appear differently in final form.

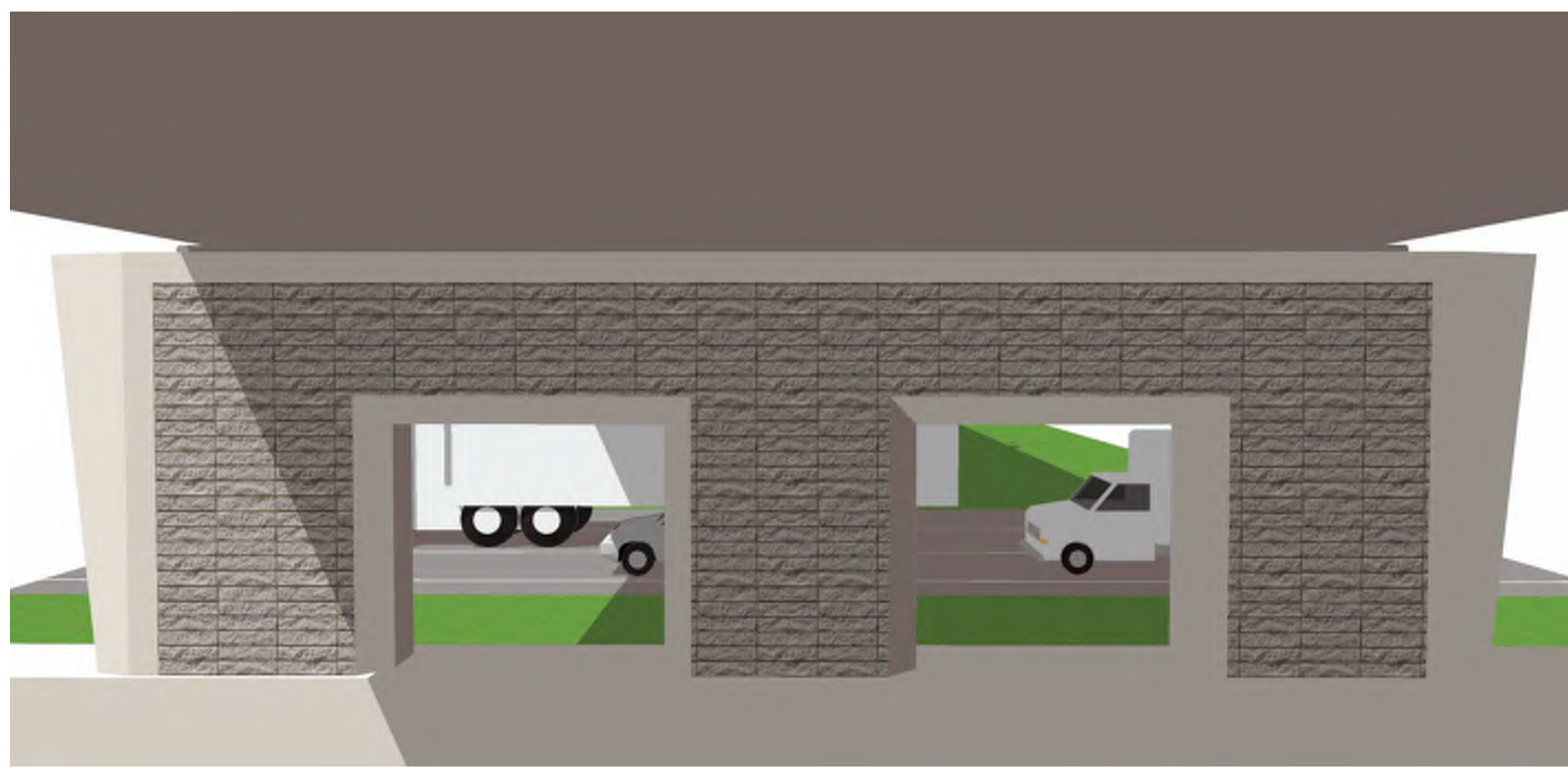
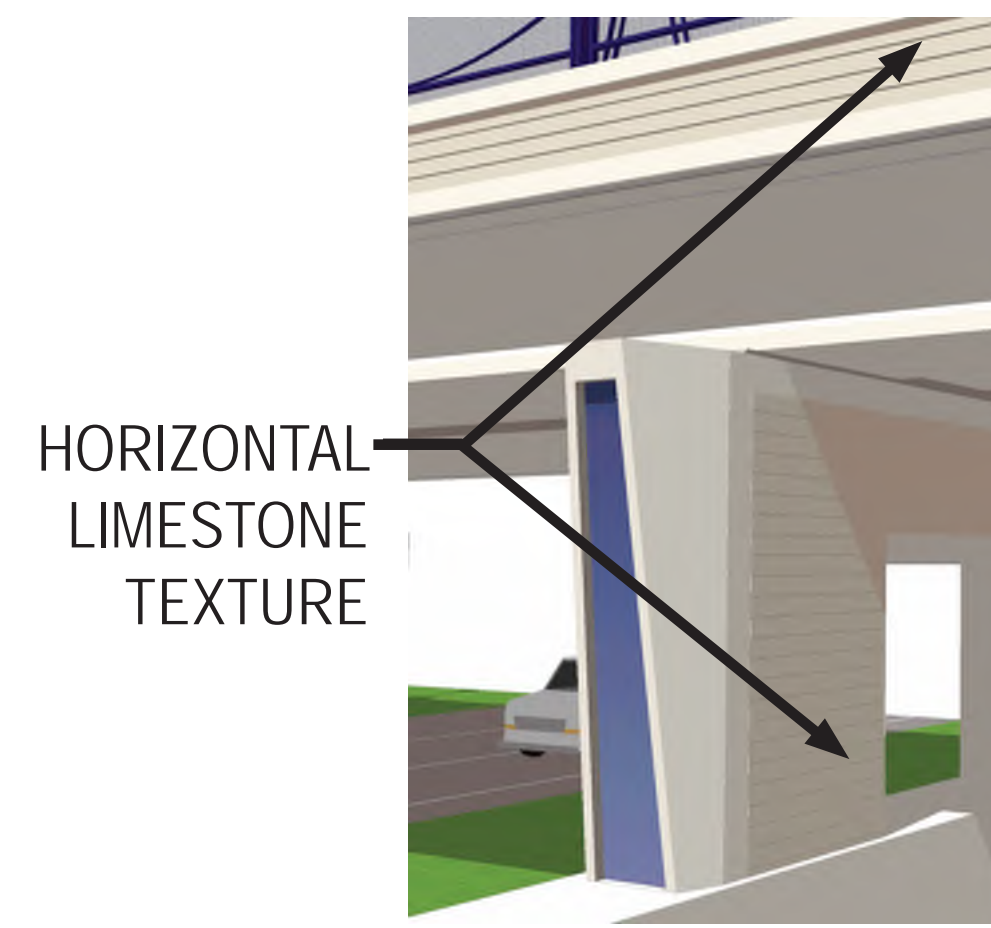


## Wall and Barrier Texture Options

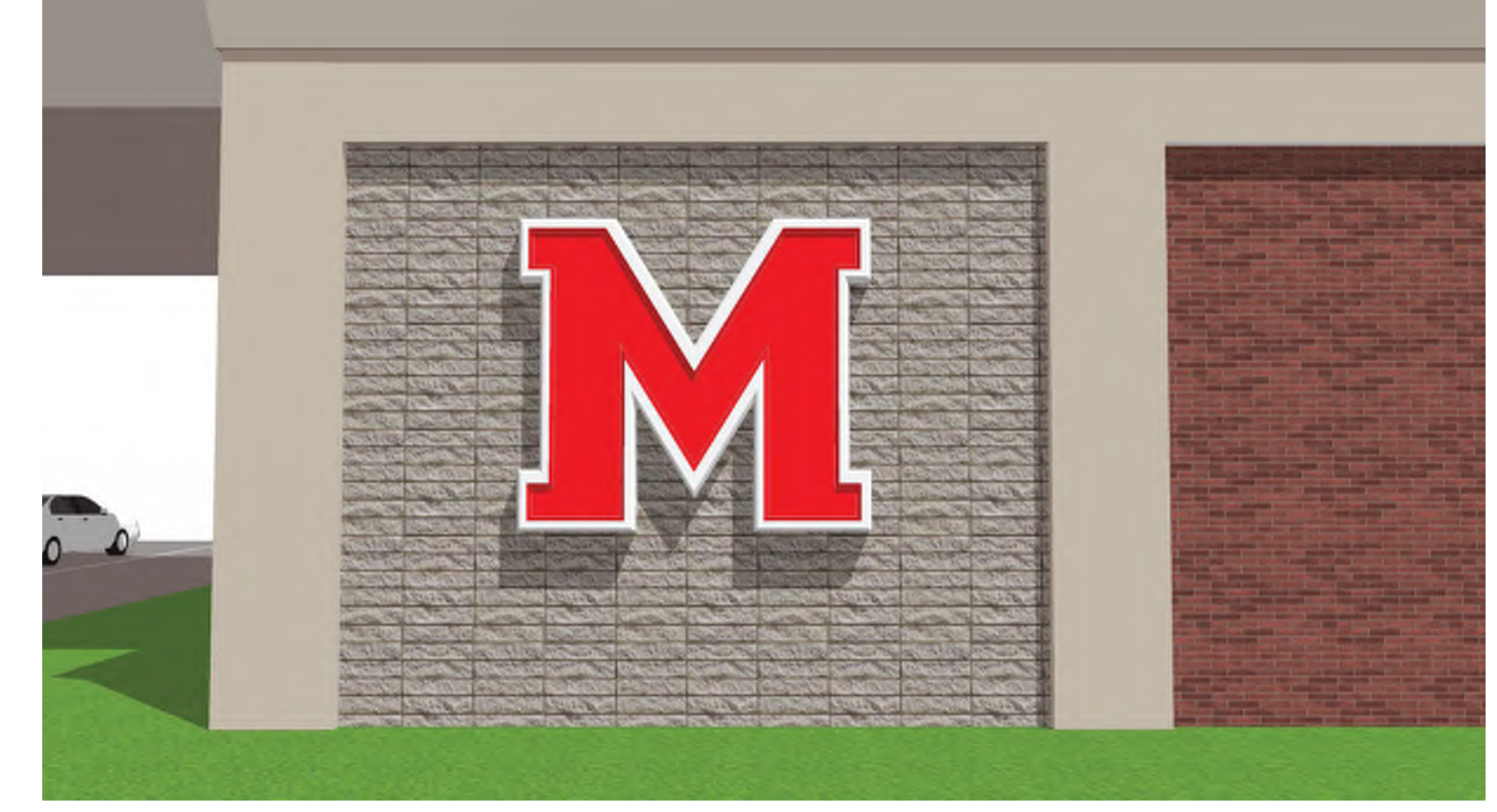
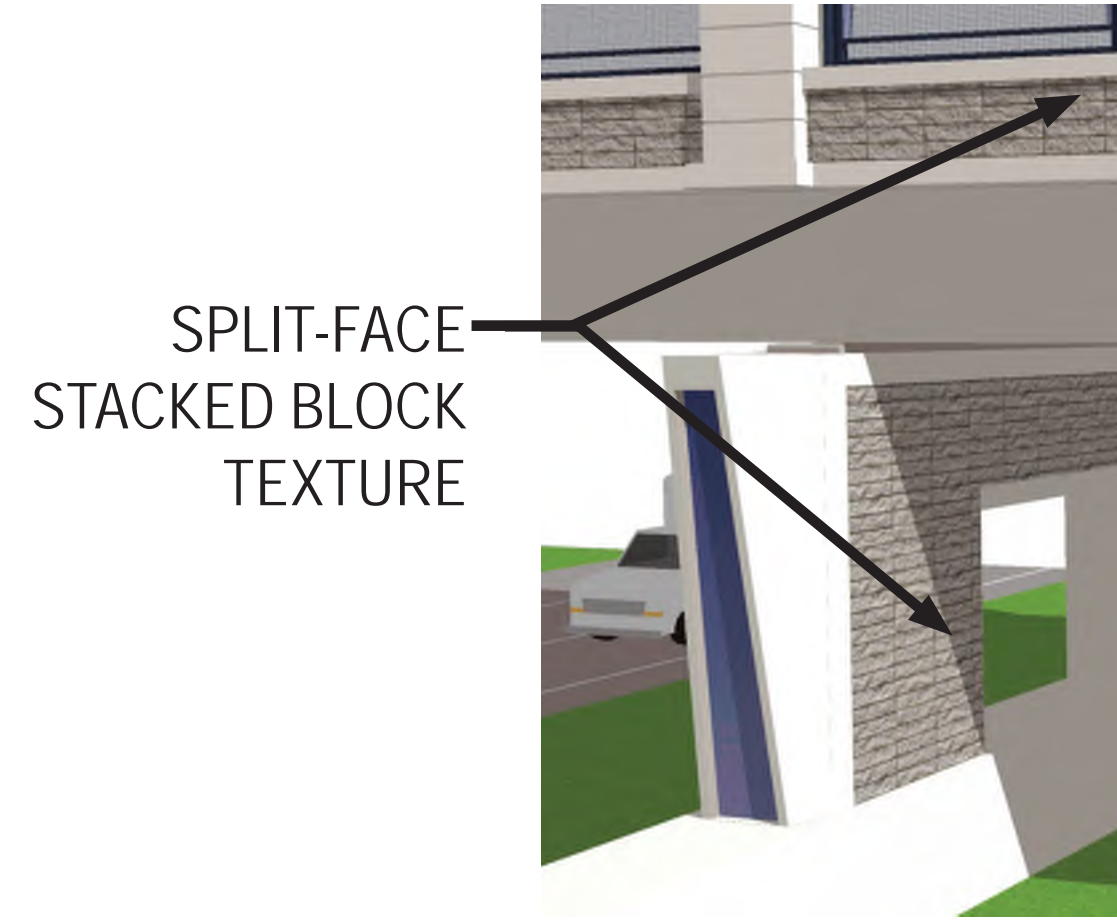
Note: Visualizations are graphic representations and may appear differently in final form.



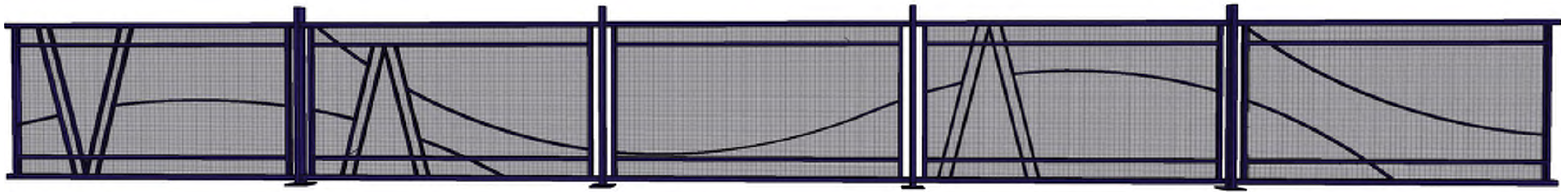
Horizontal Limestone Texture



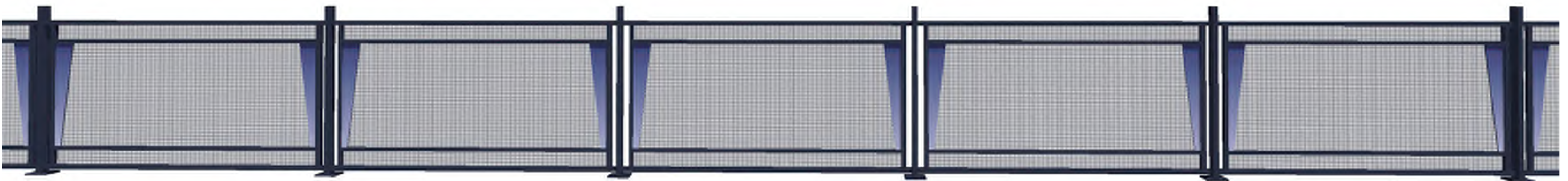
Split-face Stacked Block Texture



## Fencing Options



Wave Fence Option



Artesian Fin Fence Option

## Ornamental Light Options



Gardenia Option



Fullonia Option





Birds-eye View to Northwest

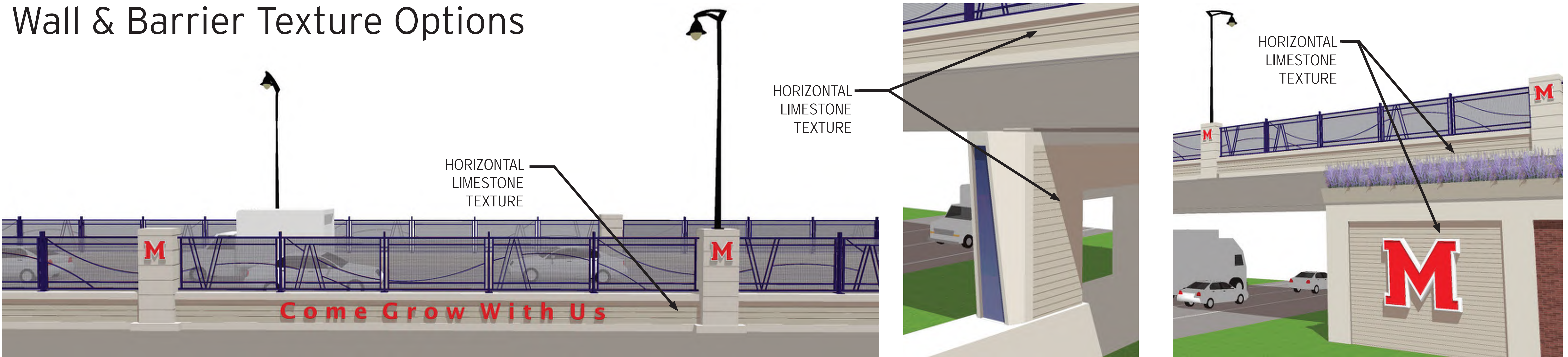




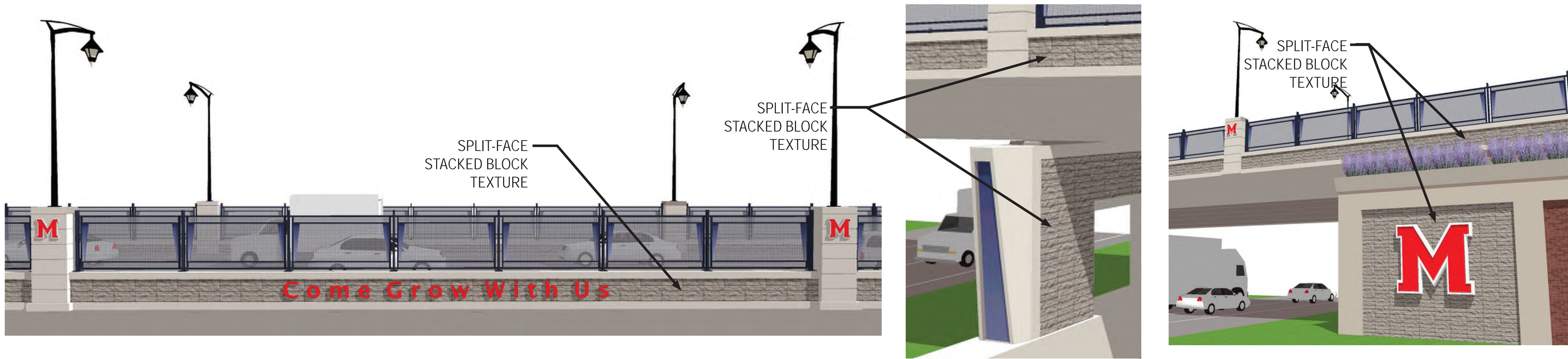
Birds-eye View to Northwest



Wall & Barrier Texture Options



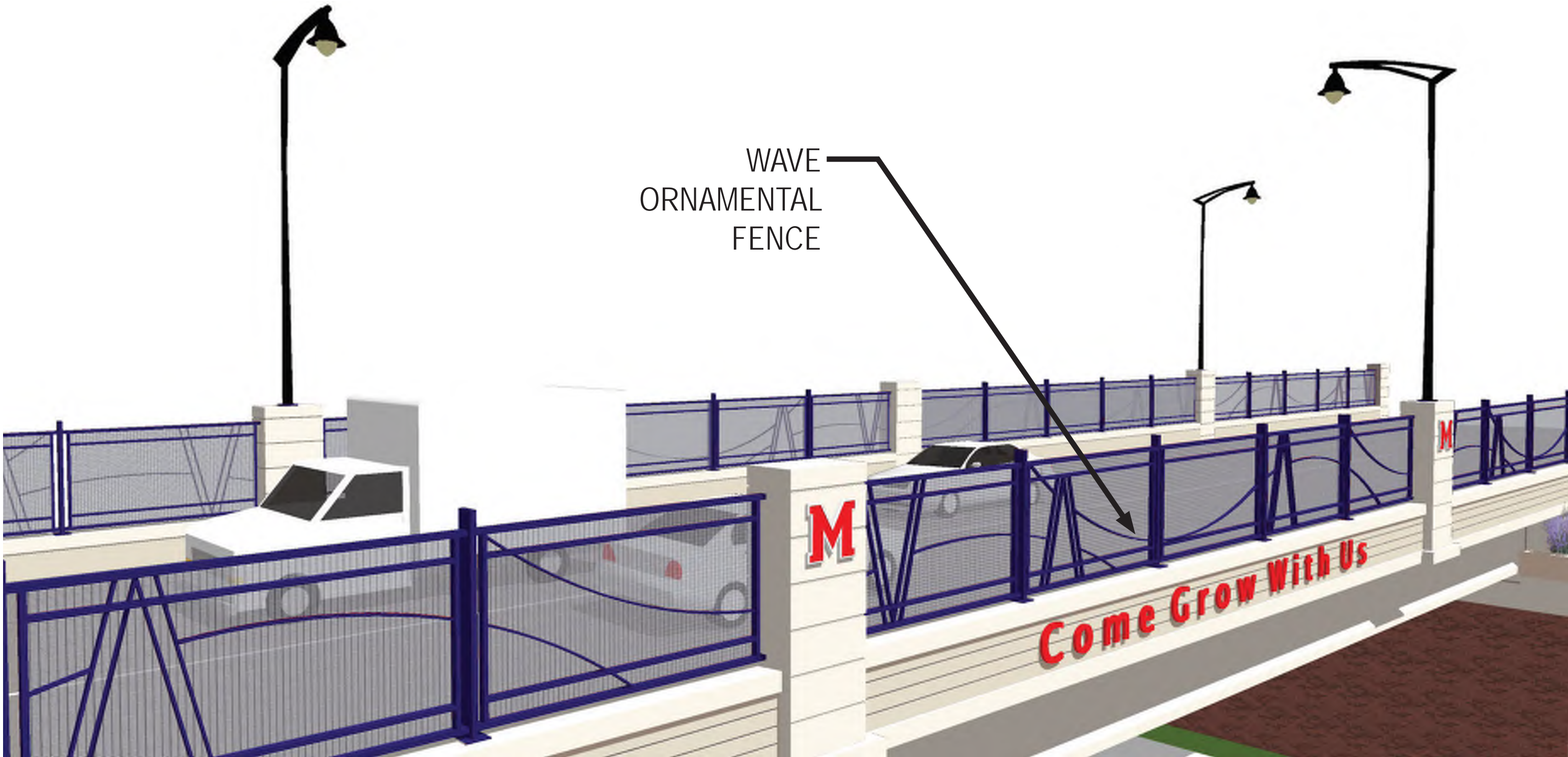
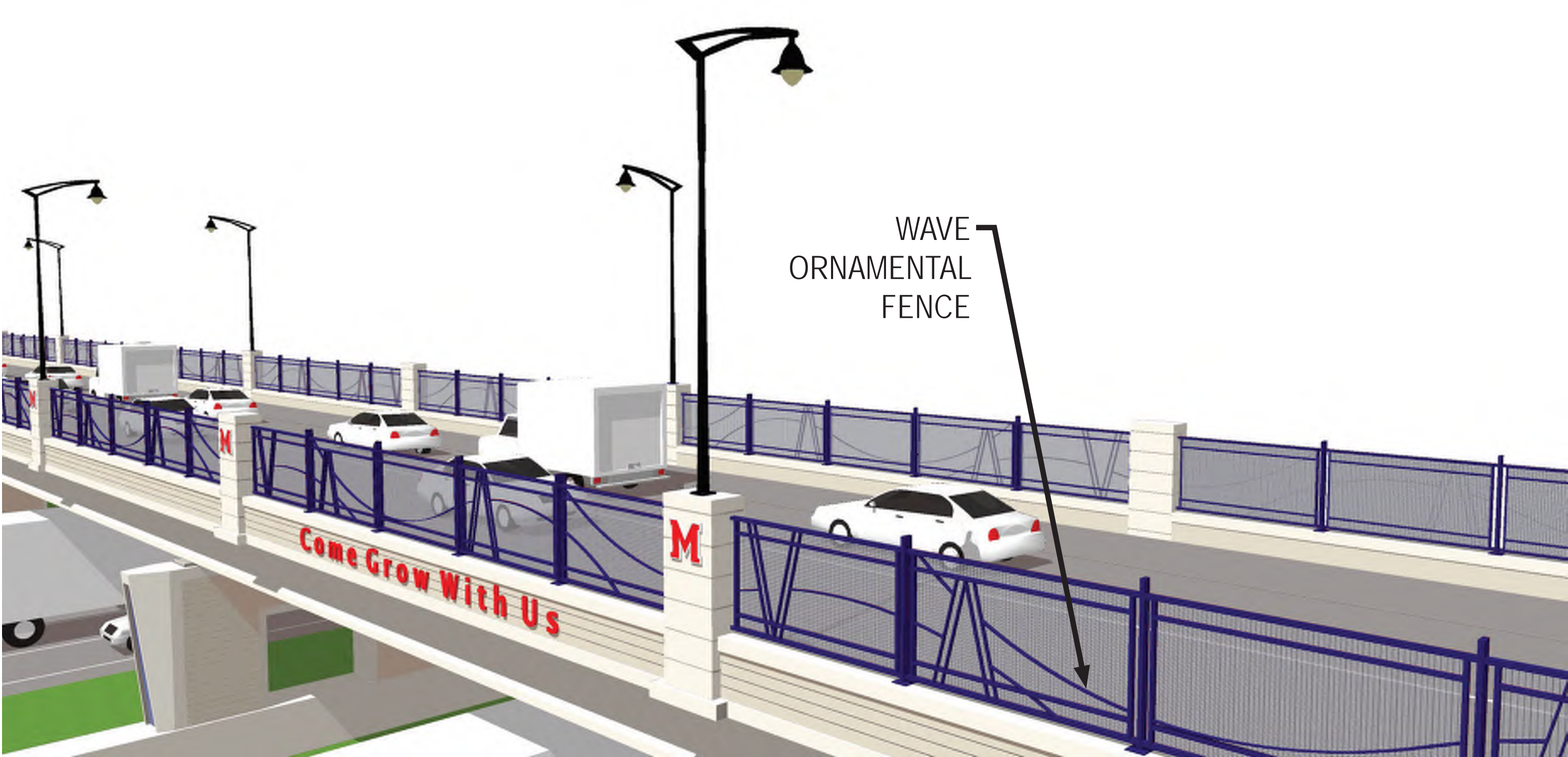
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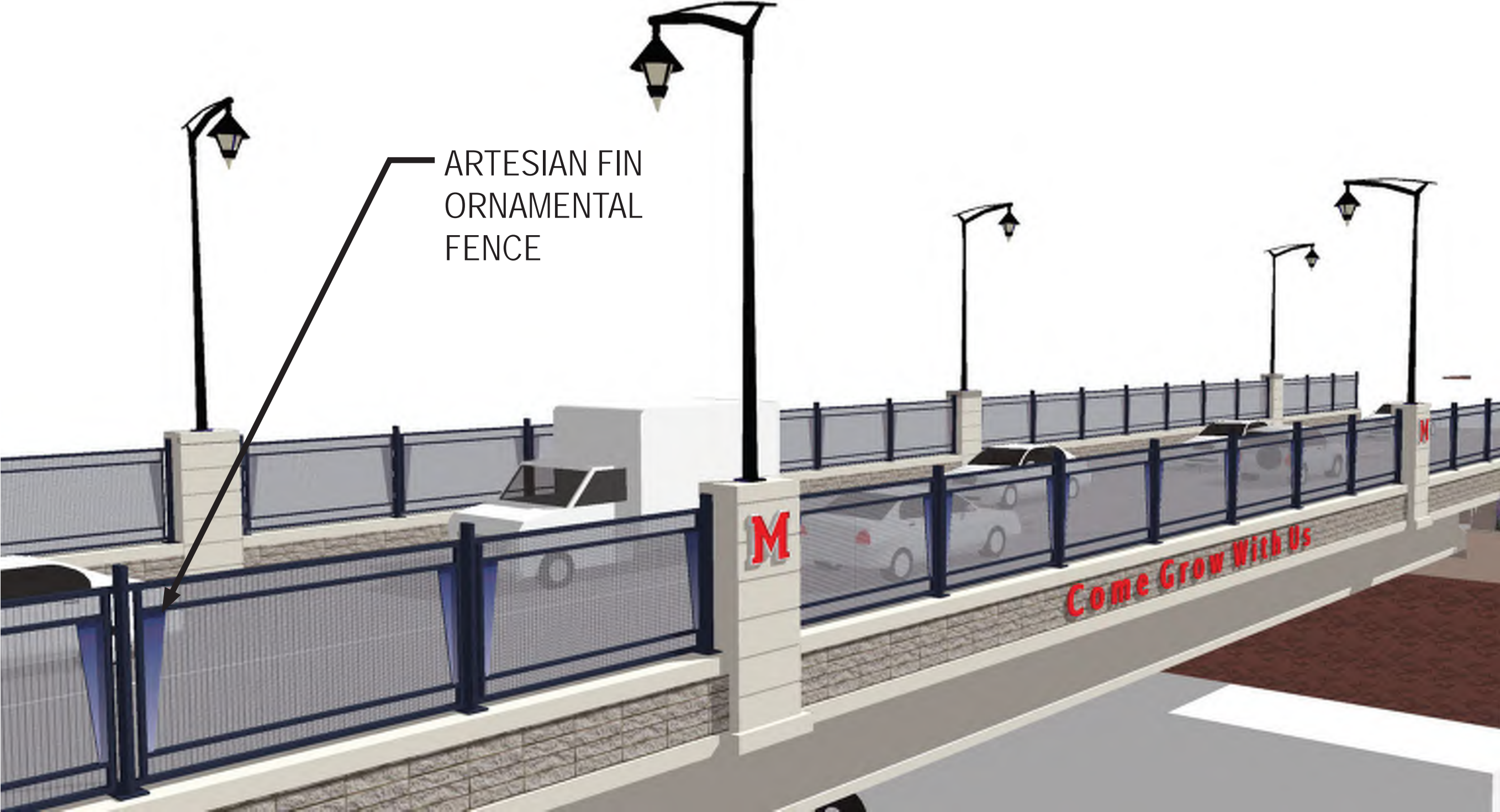
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Ornamental Fence Options



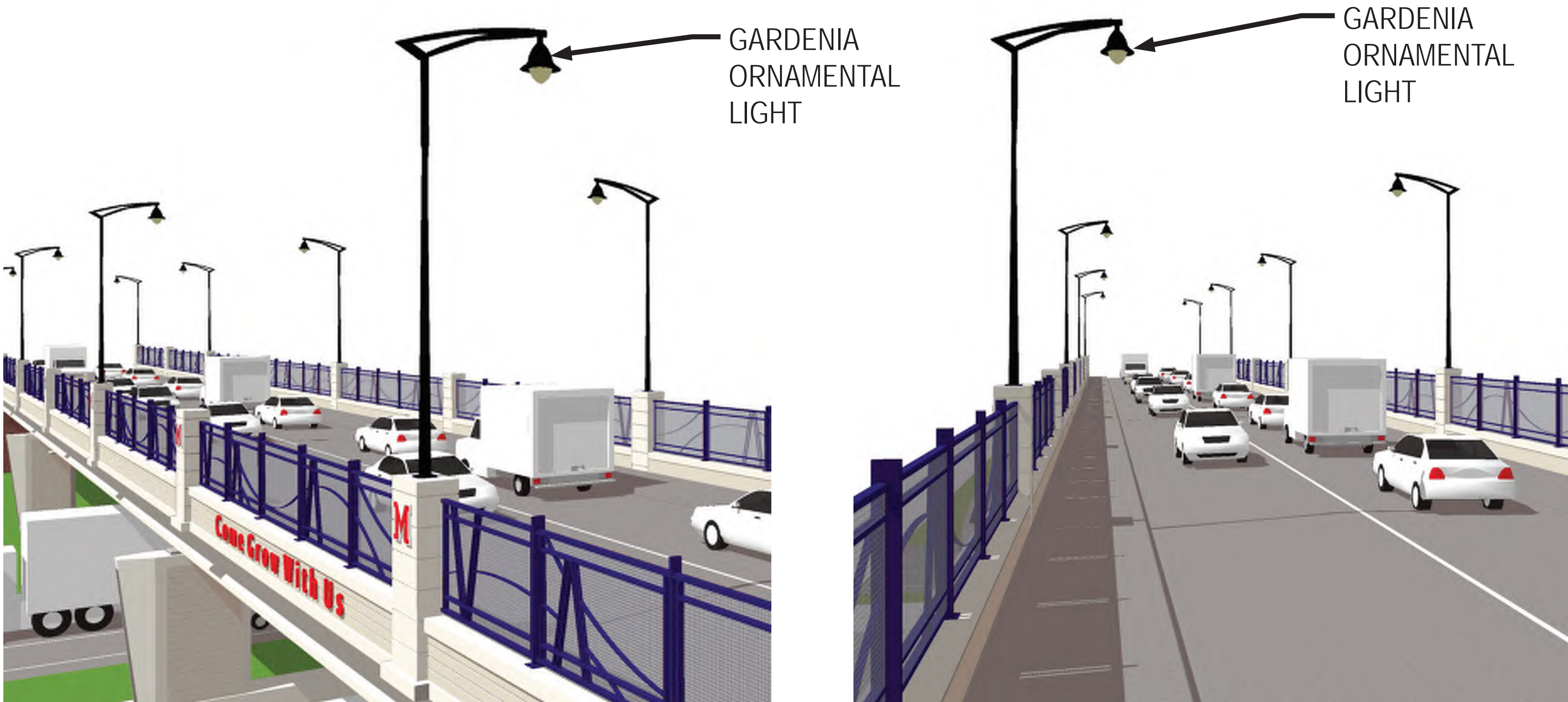
Wave Fence Option



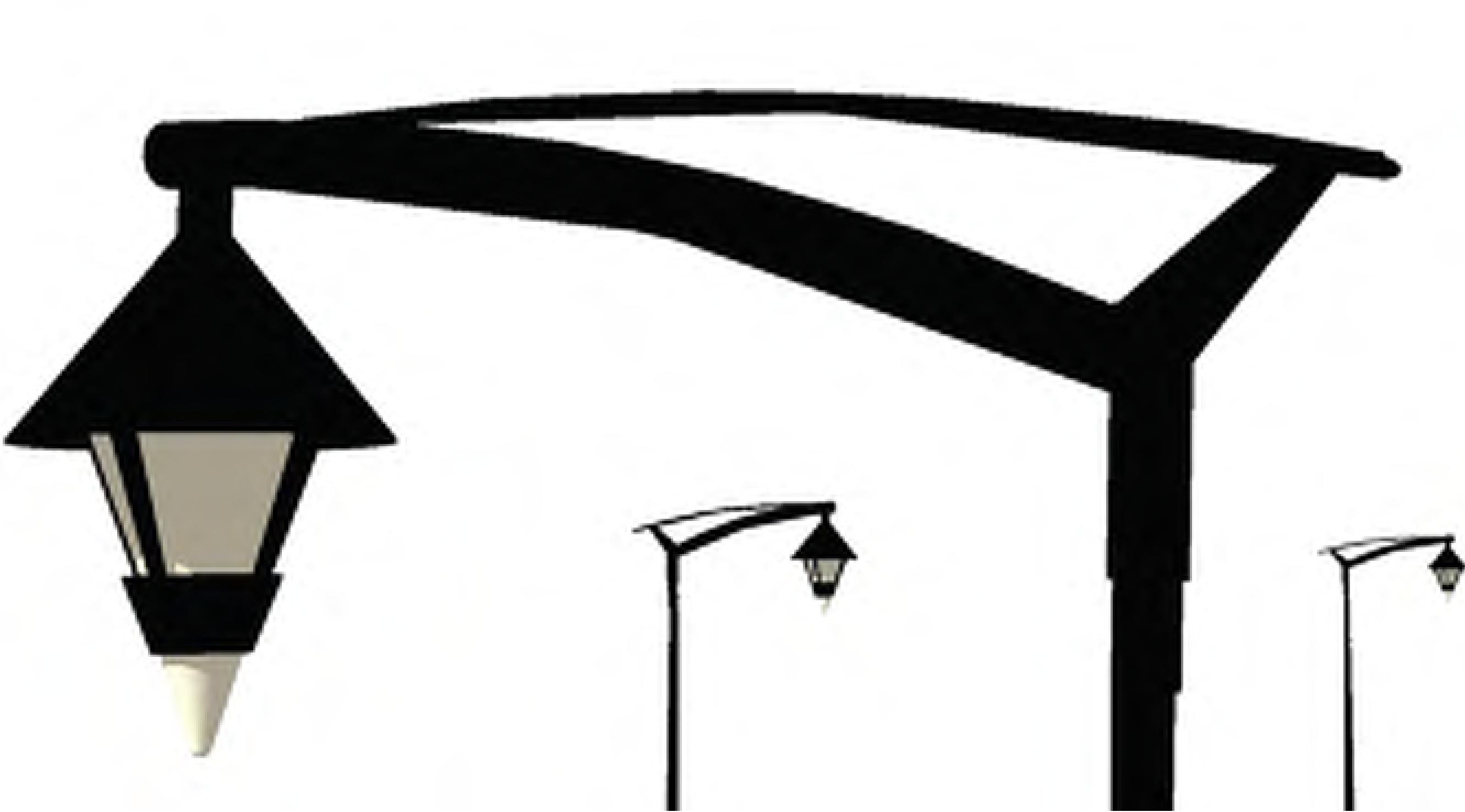
Artesian Fin Fence Option



Ornamental Light Options

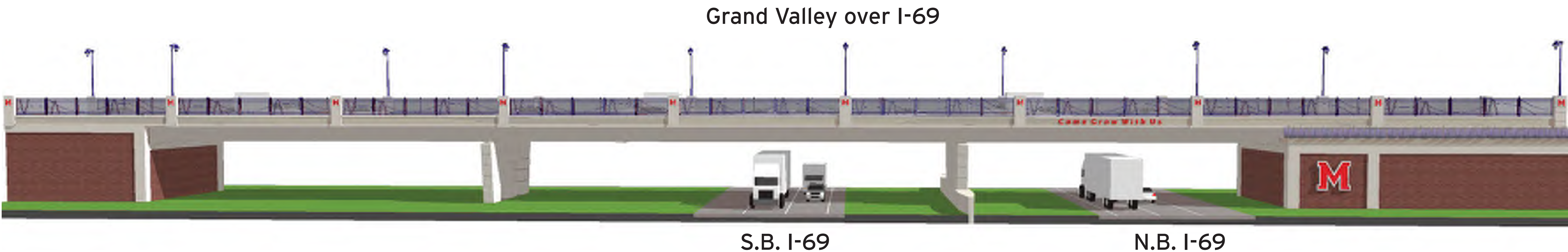


Gardenia Option

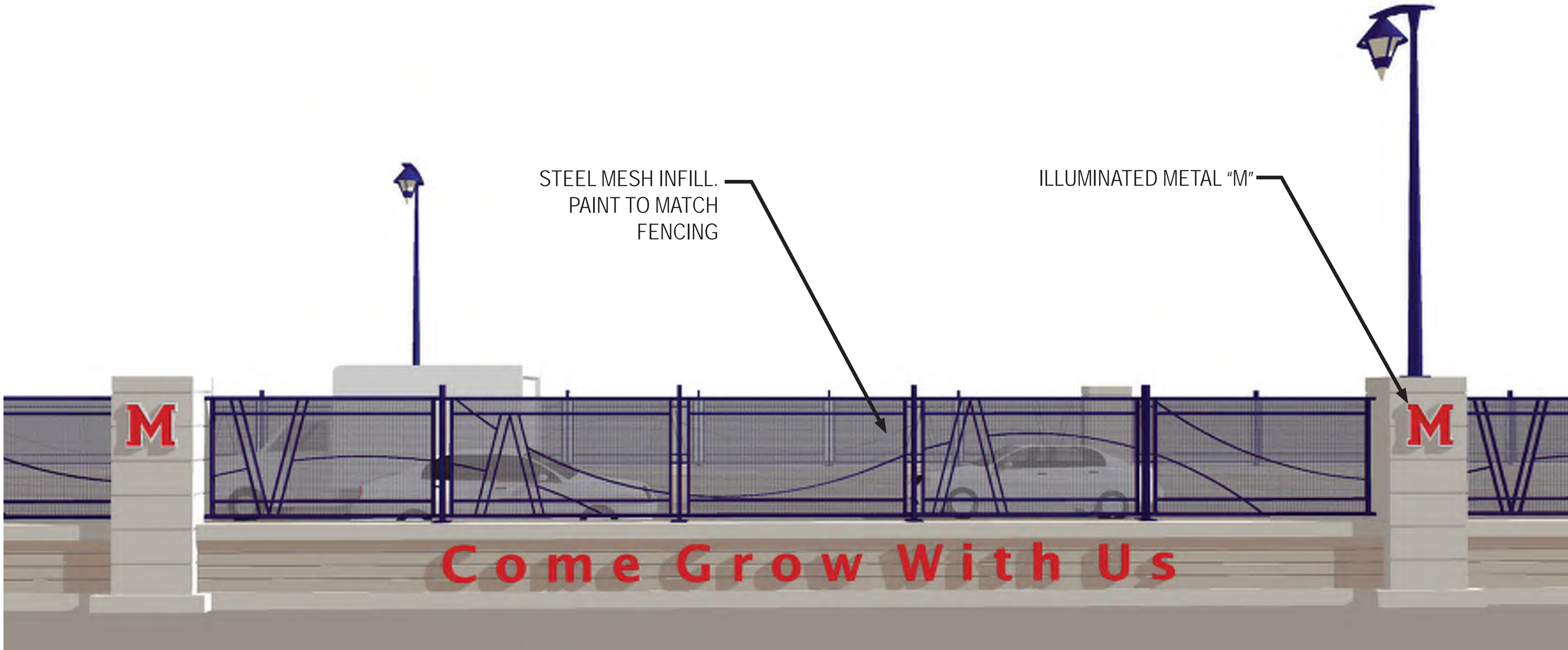


Fullonia Option





I-69 Mainline Elevation Looking North

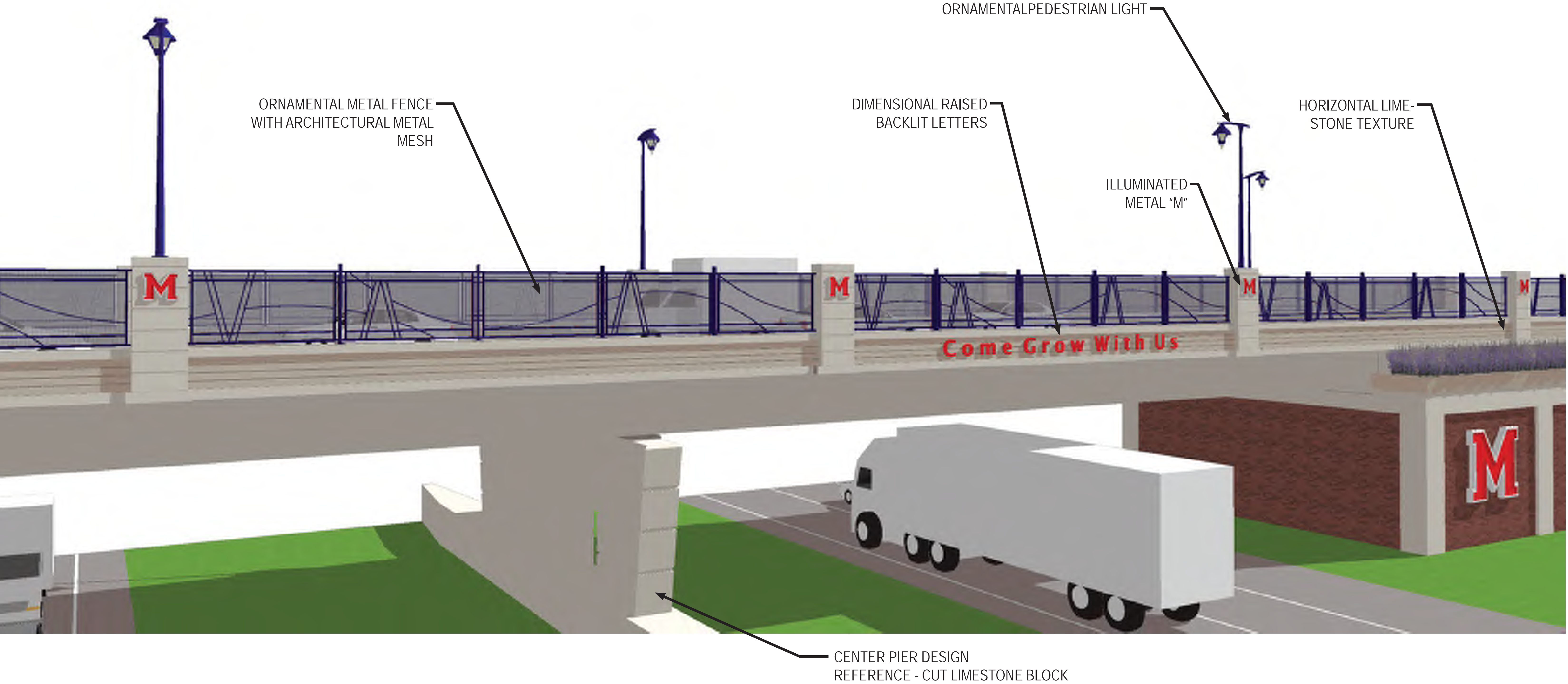


Center Pier, Barrier, Fence Detail



Precedents

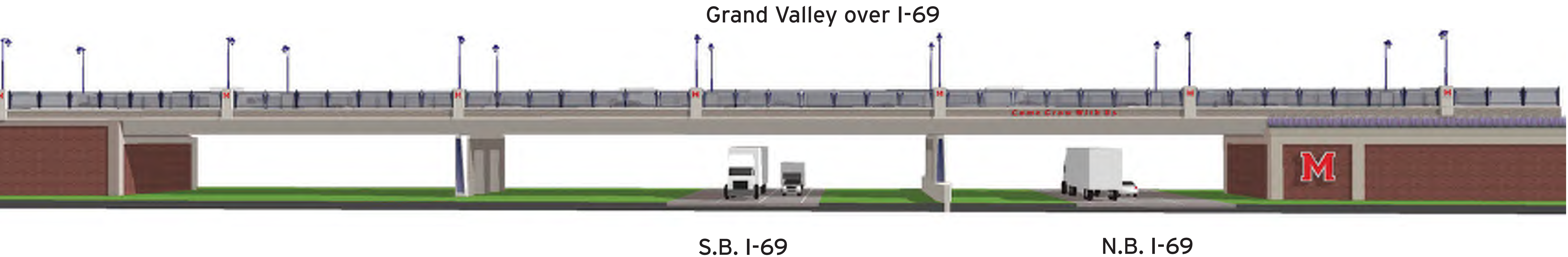




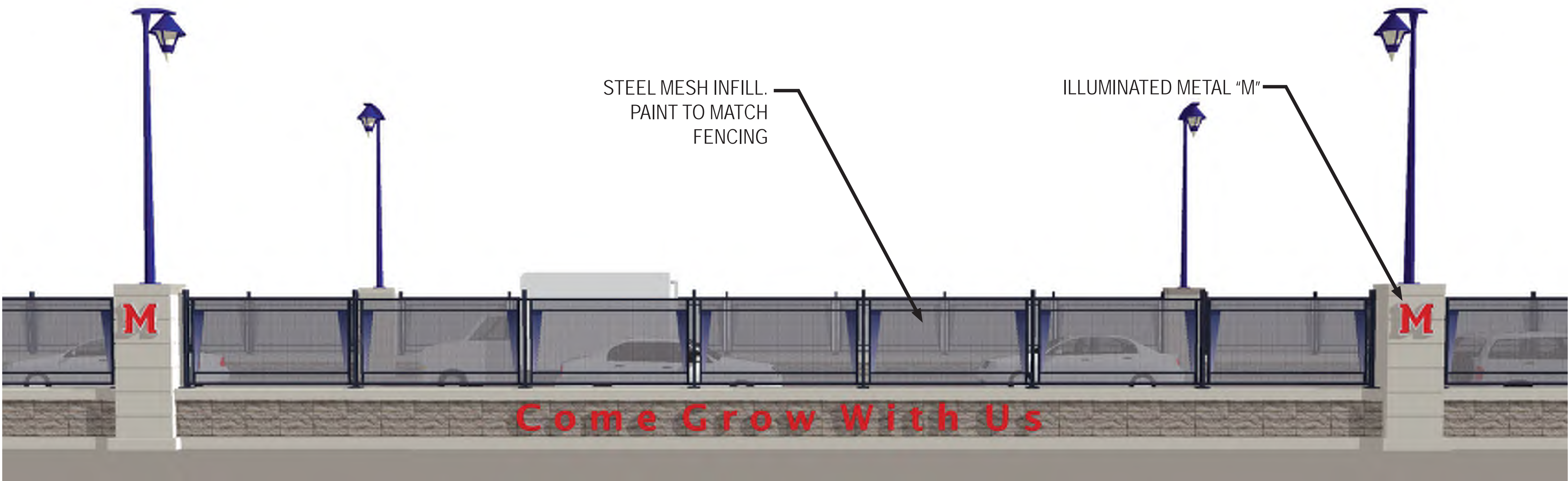
Center Pier, Barrier, Fence Detail







I-69 Mainline Elevation Looking North

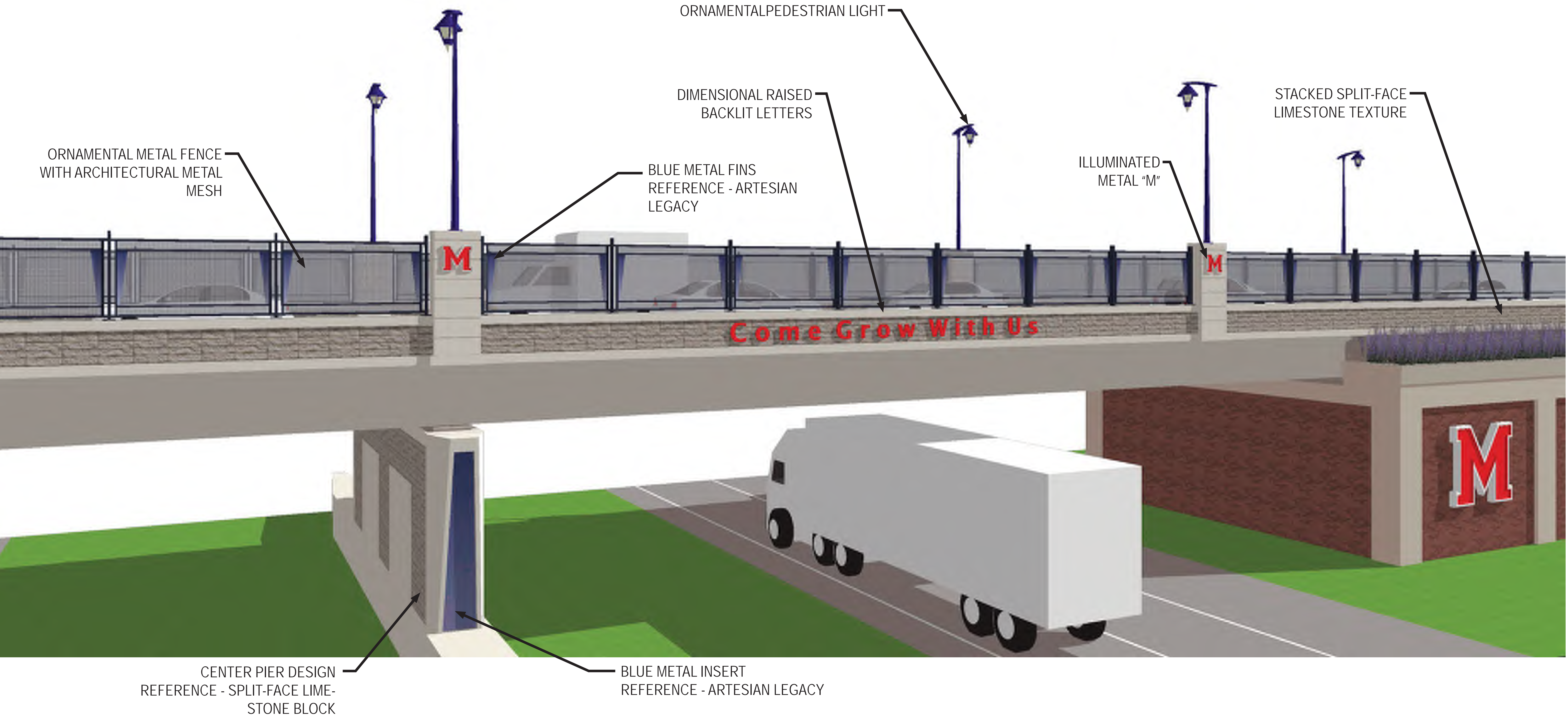


Barrier & Fence Detail



Precedents





Center Pier, Barrier, Fence Detail





# GRAND VALLEY BLVD. BRIDGE OVER I-69 - ALTERNATE C



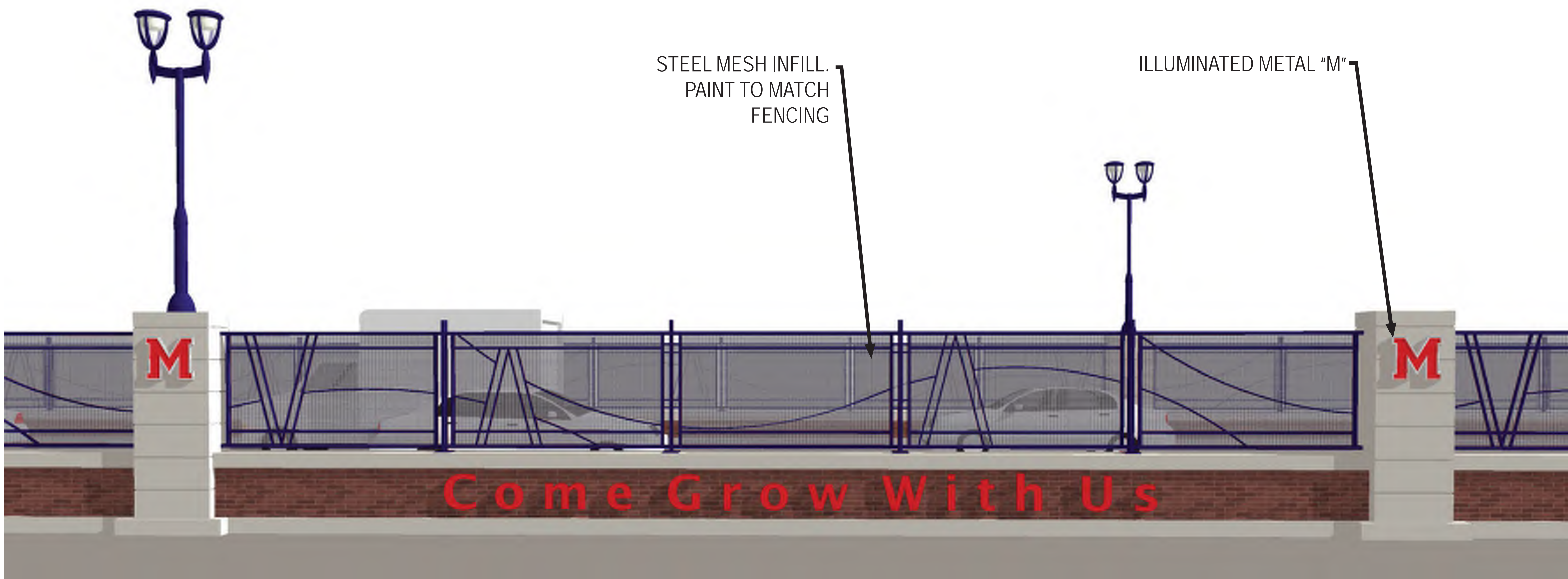
Grand Valley over I-69



I-69 Mainline Elevation Looking North

S.B. I-69

N.B. I-69



Barrier & Fence Detail



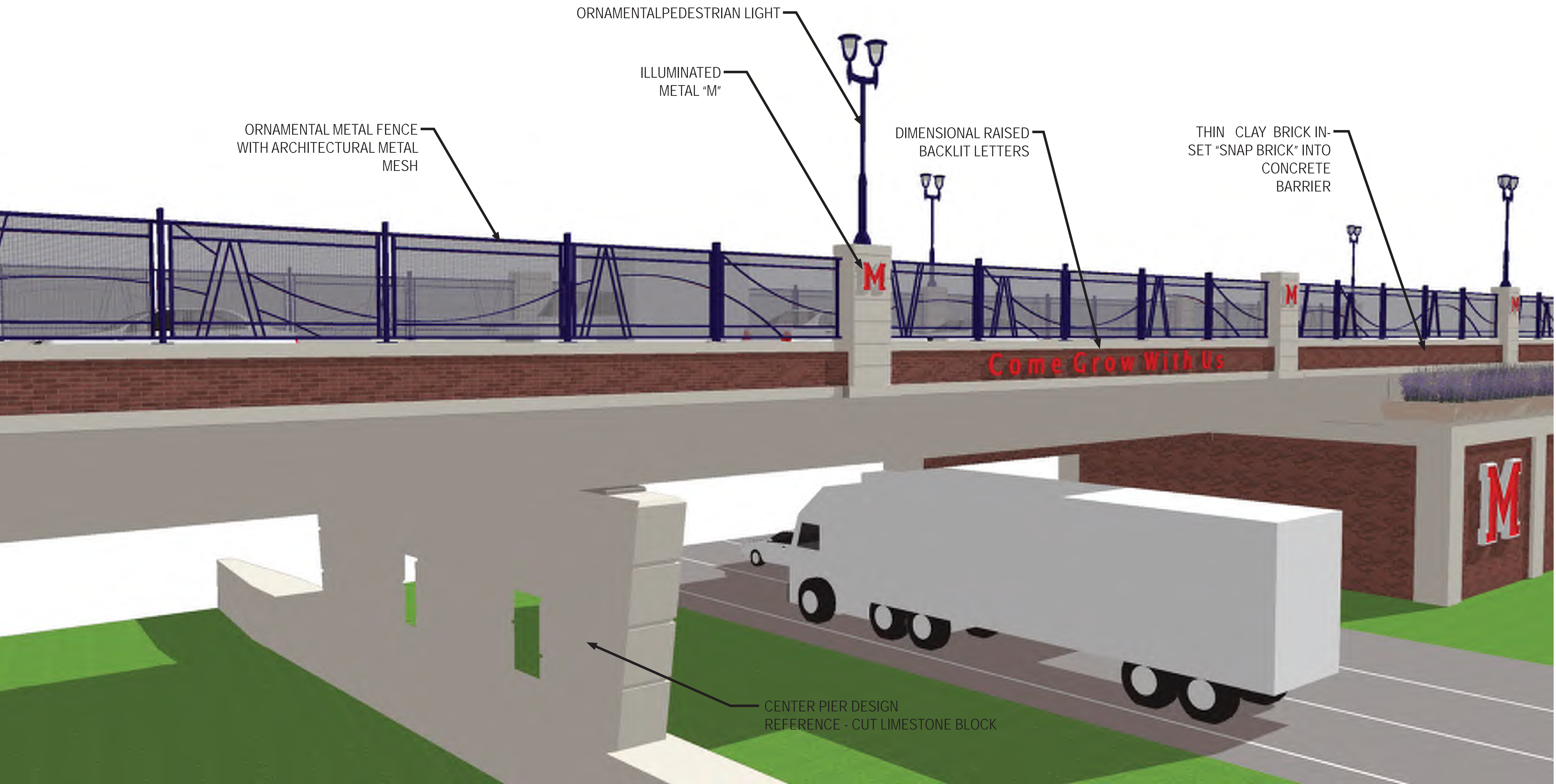
Precedents





Birds-eye View to Northwest

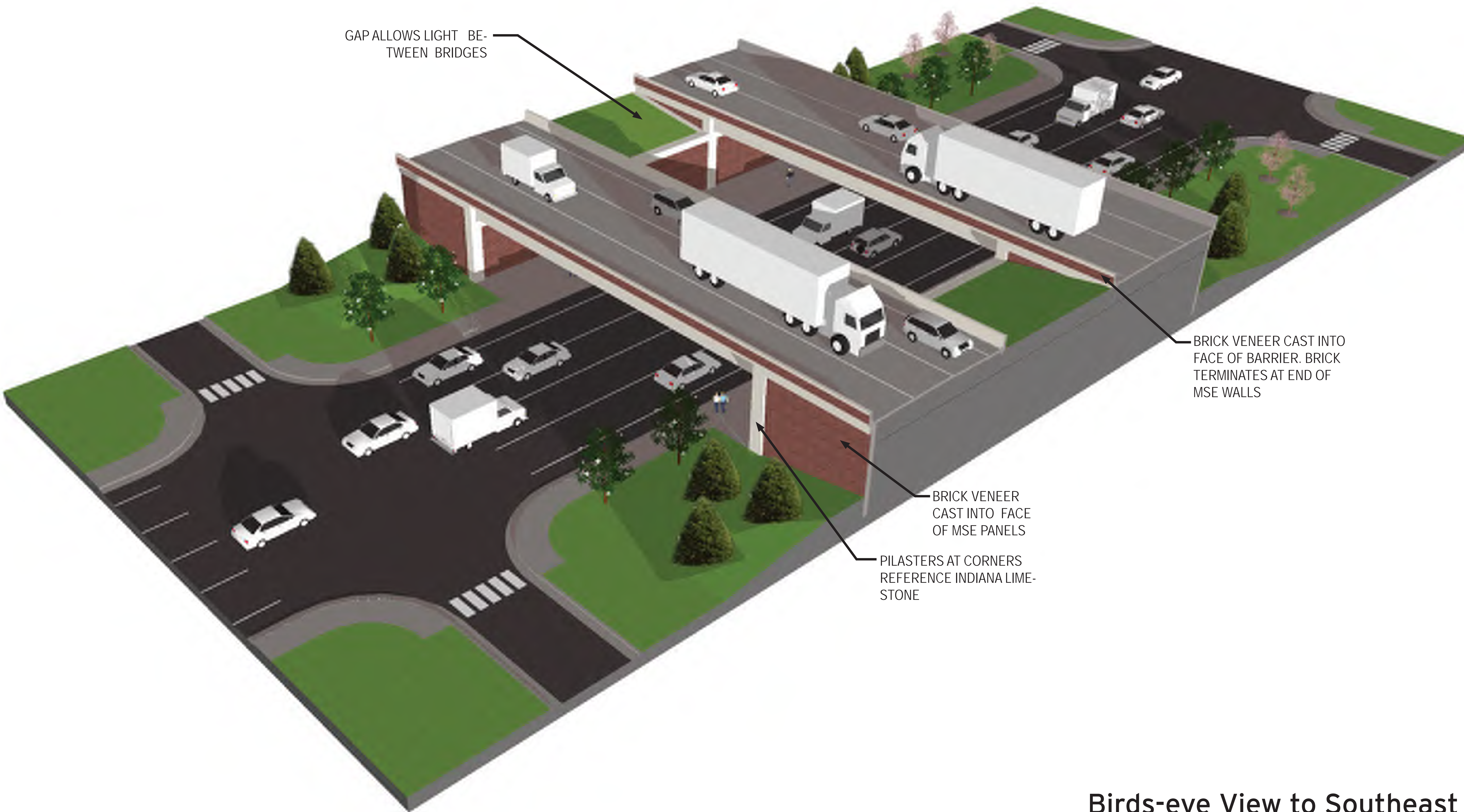




Center Pier, Barrier, Fence Detail







Birds-eye View to Southeast





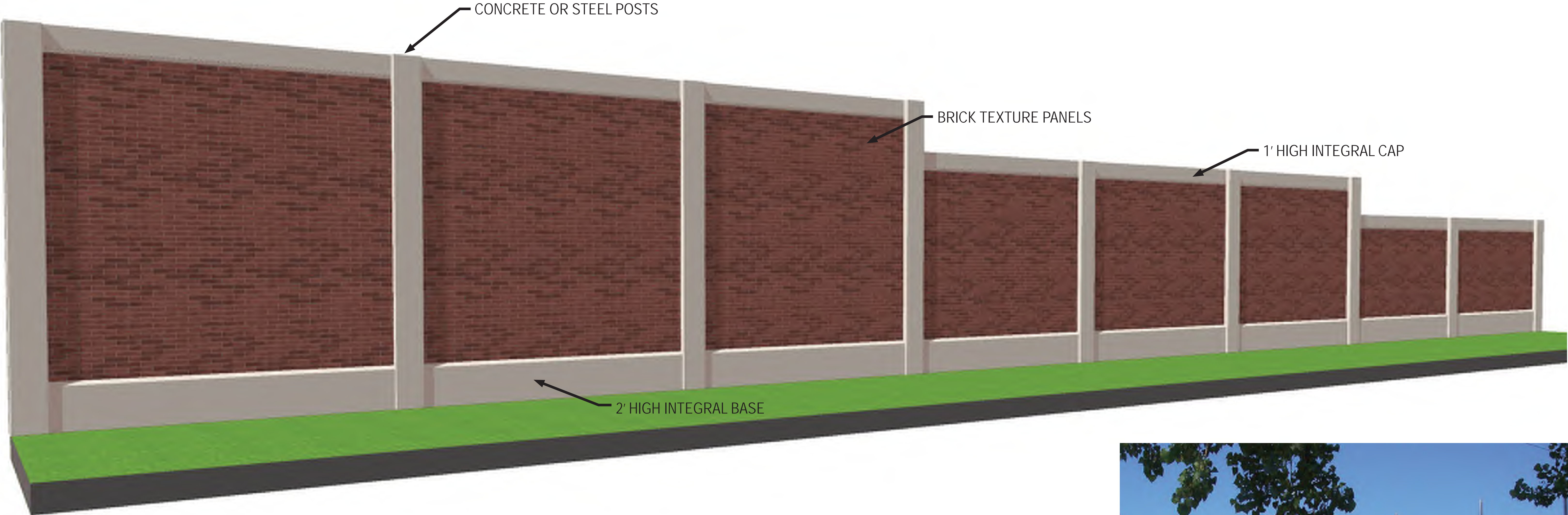
Street View





Street View





Brick Texture Sound Wall



Snap Brick Retaining Wall





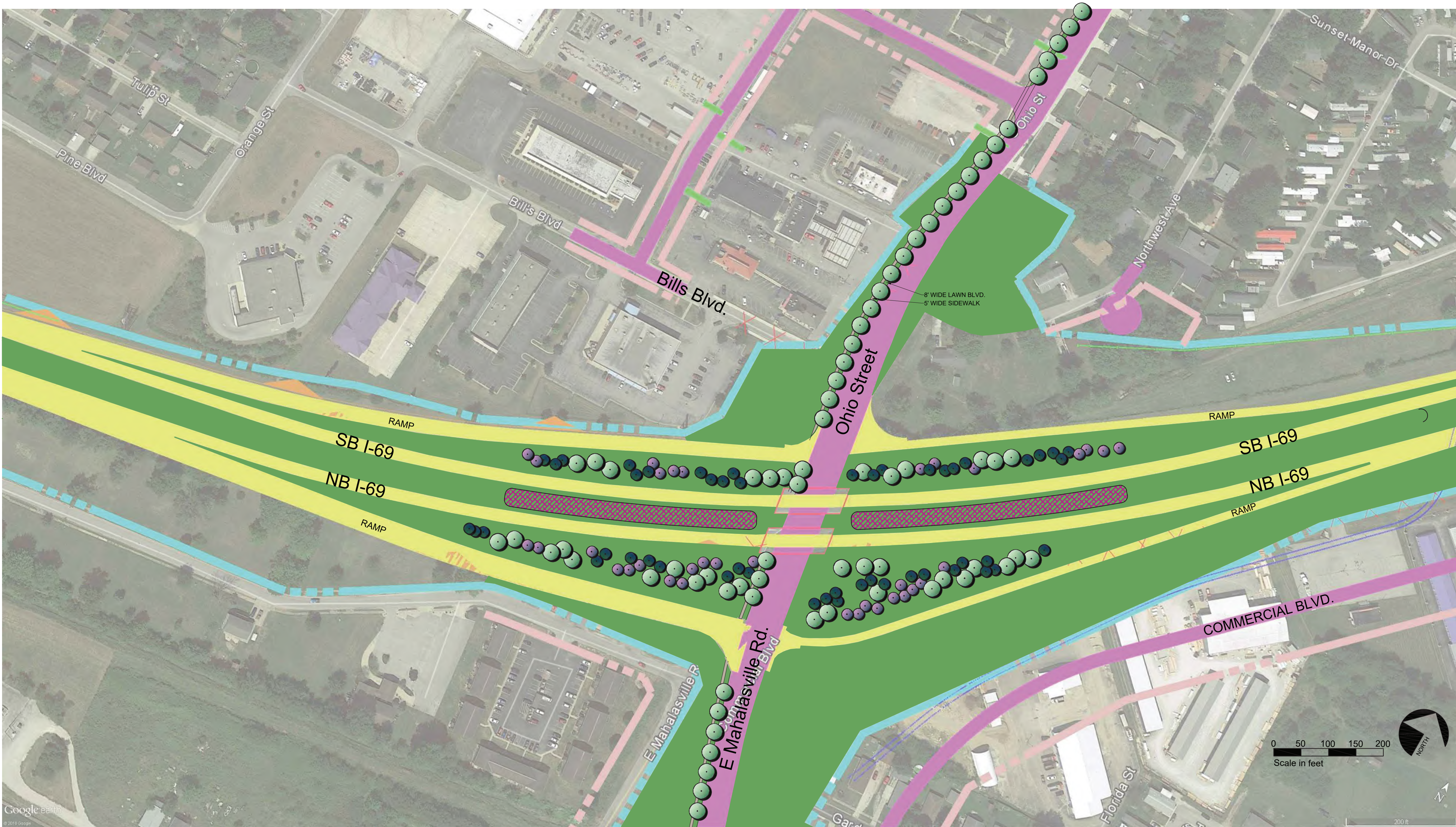
Entrance Monument Concept - Elevation





Entrance Monument Concept - Perspective





Conceptual Landscape Plan

Note: Trees to be placed outside clear zones and sight distance triangles.

- Key
- Seed Mixture "U"
  - Seed Mixture Wildflower
  - Deciduous Tree
  - Evergreen Tree
  - Ornamental Tree



# PRELIMINARY PLANT PALETTE



## DECIDUOUS TREES



**Pin Oak**  
**Fall**



**Pin Oak**  
**Summer**



**Black Gum**  
**Fall**



**Black Gum**  
**Summer**



**Red Maple**  
**Fall**



**Red Maple**  
**Summer**

## EVEGREEN TREES



**White Pine**



**Eastern Red Cedar**

## ORNAMENTAL TREES



**Flowering Dogwood**



**Red Bud**



**Serviceberry**

## WILDFLOWERS



**Mixed Wildflowers**



**Black-eyed Susan**  
**Wildflowers**

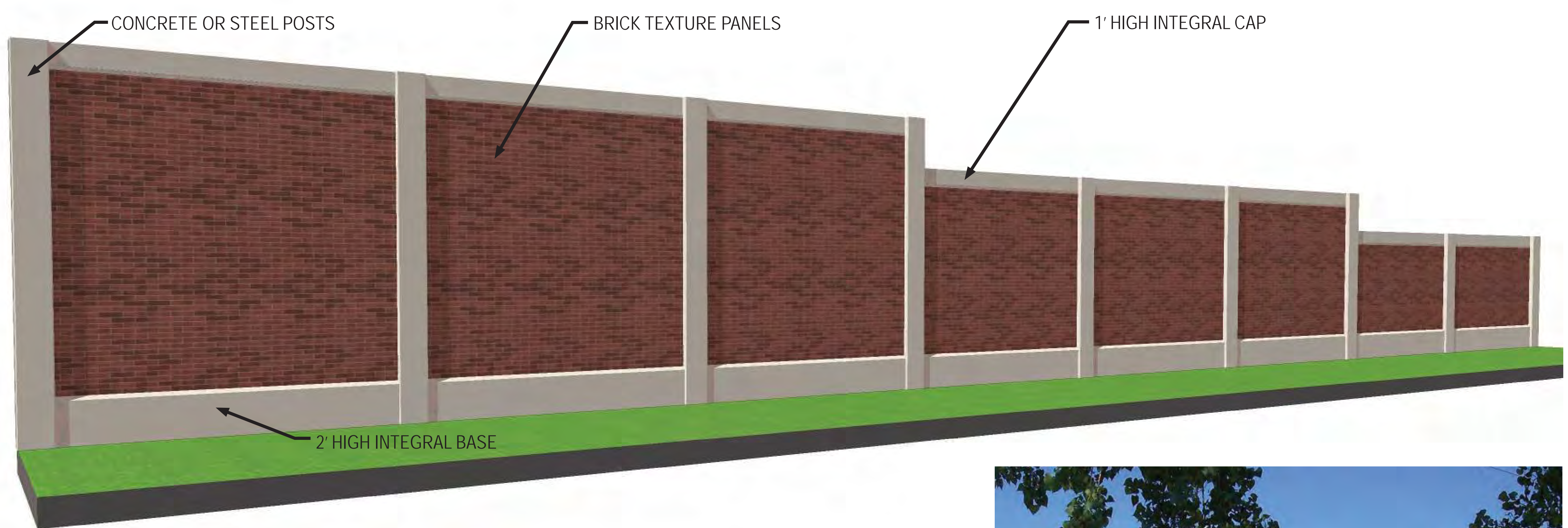


**Black-eyed Susan**  
**Wildflowers**





Entrance Monument Concept - Perspective



Brick Texture Sound Wall



Snap Brick Retaining Wall

Note: Visualizations are graphic representations and may appear differently in final form.



# I-69 BRIDGE OVER OHIO STREET



GAP ALLOWS LIGHT  
BETWEEN BRIDGES



BRICK TEXTURE CAST INTO  
FACE OF BARRIER.

BRICK TEXTURE  
CAST INTO FACE  
OF MSE PANELS

PILASTERS AT CORNERS REF-  
ERENCE INDIANA LIMESTONE

## Birds-eye View to Southeast



## Street View

Note: Visualizations are graphic representations and may appear differently in final form.

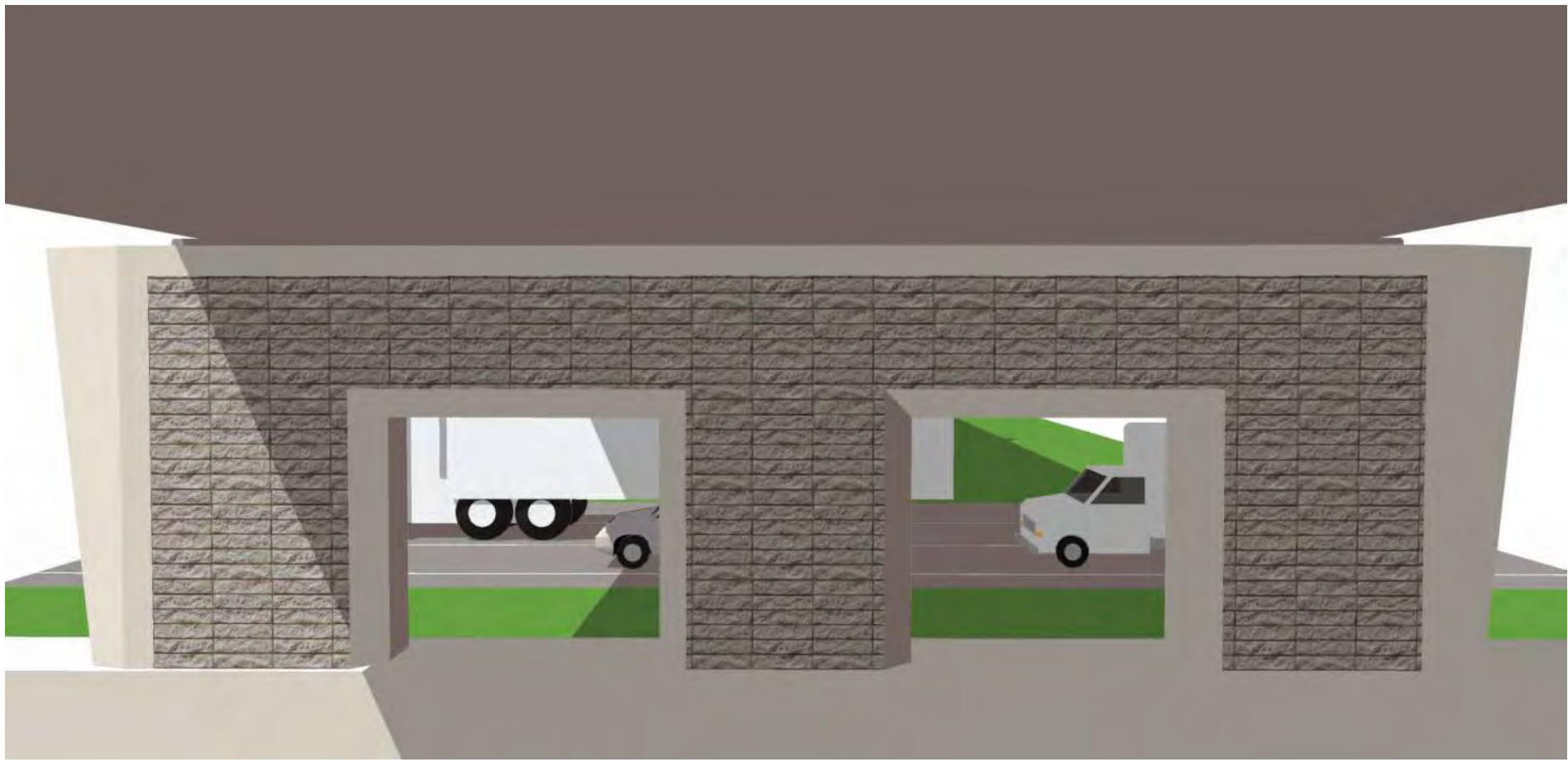
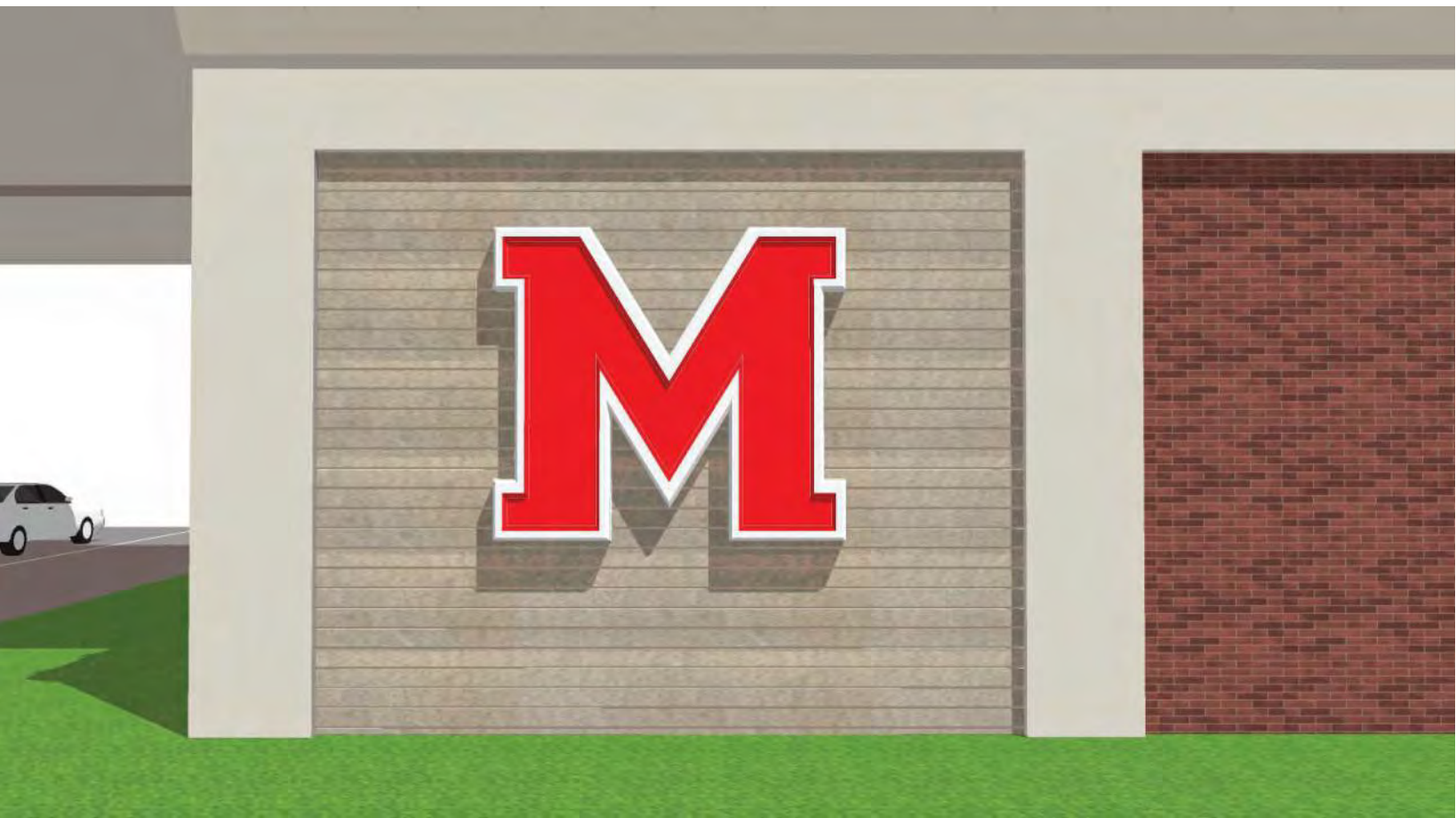
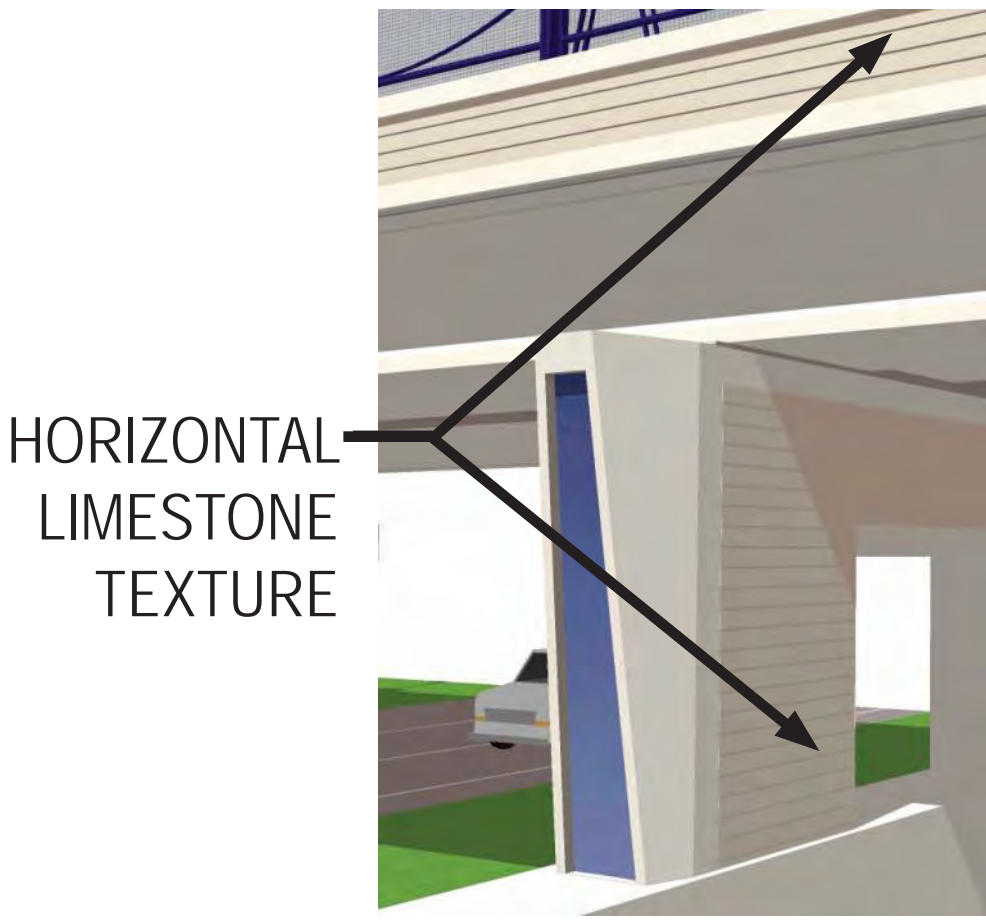


Wall and Barrier Texture Options

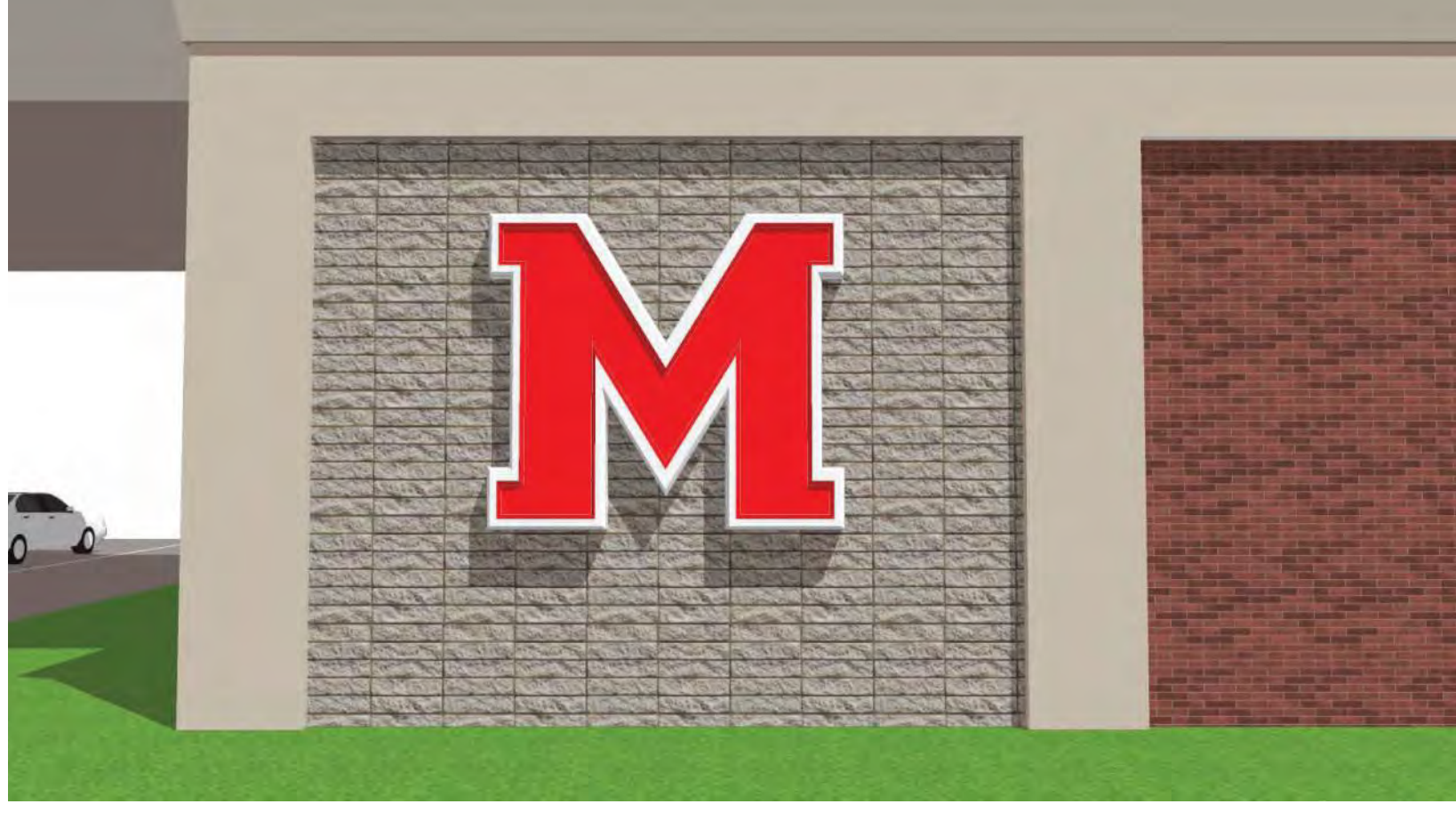
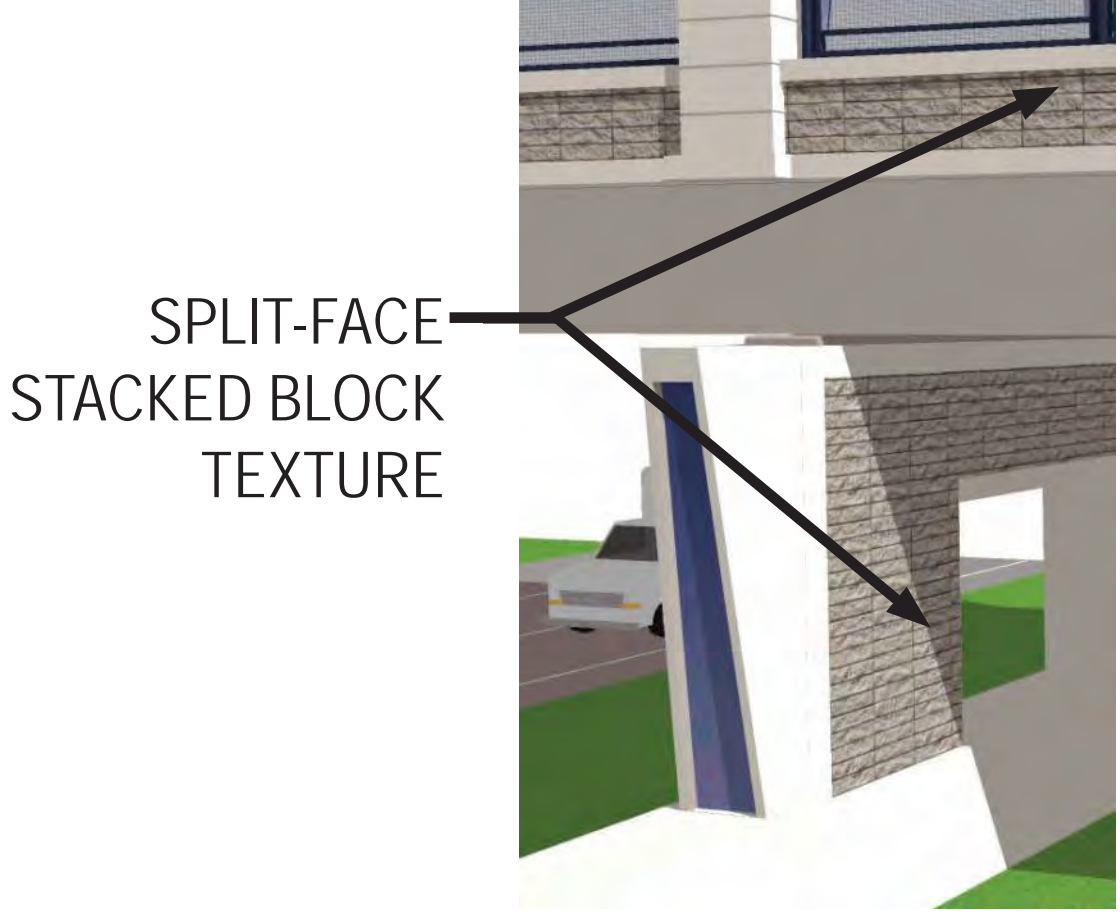
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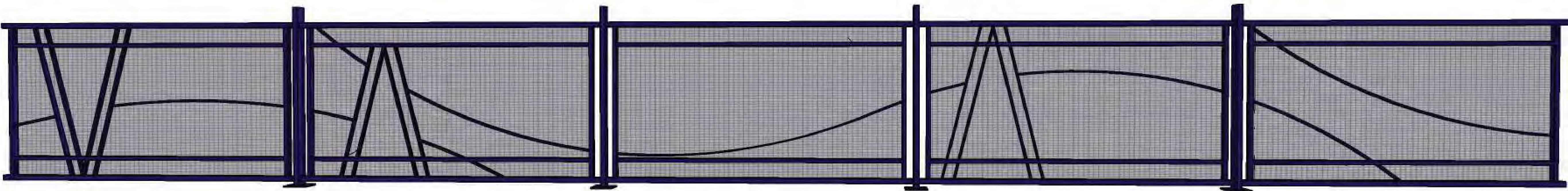
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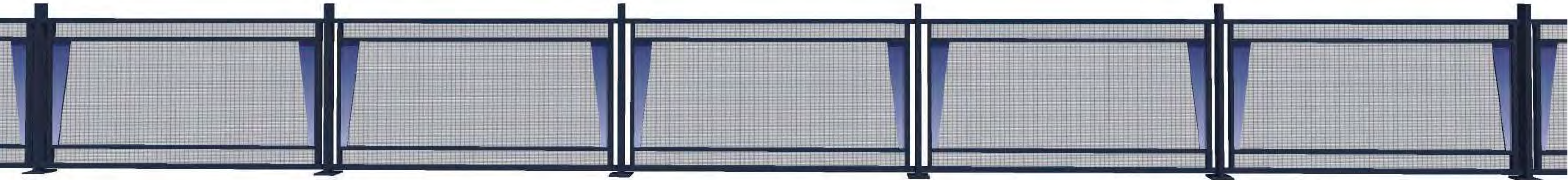
Split-face Stacked Block Texture



Fencing Options



Wave Fence Option



Artesian Fin Fence Option

Ornamental Light Options

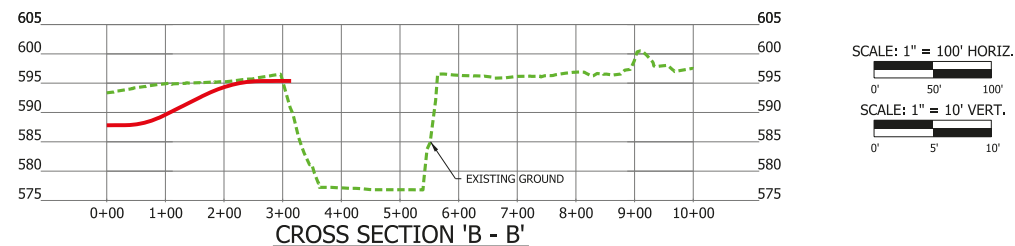
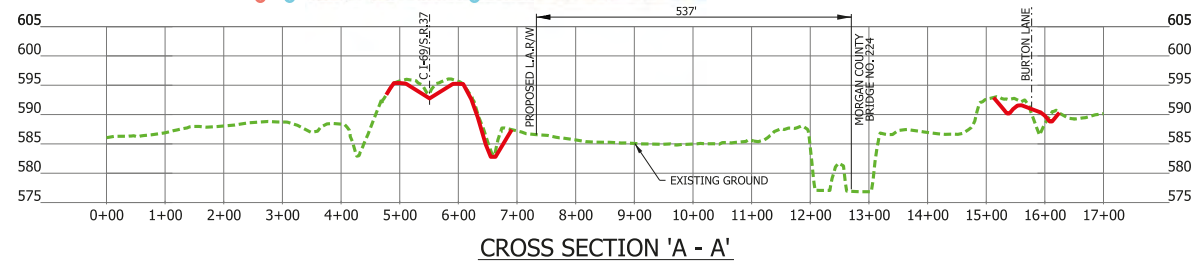


Gardenia Option



Fullonia Option





**DRAFT**  
NOT FOR CONSTRUCTION

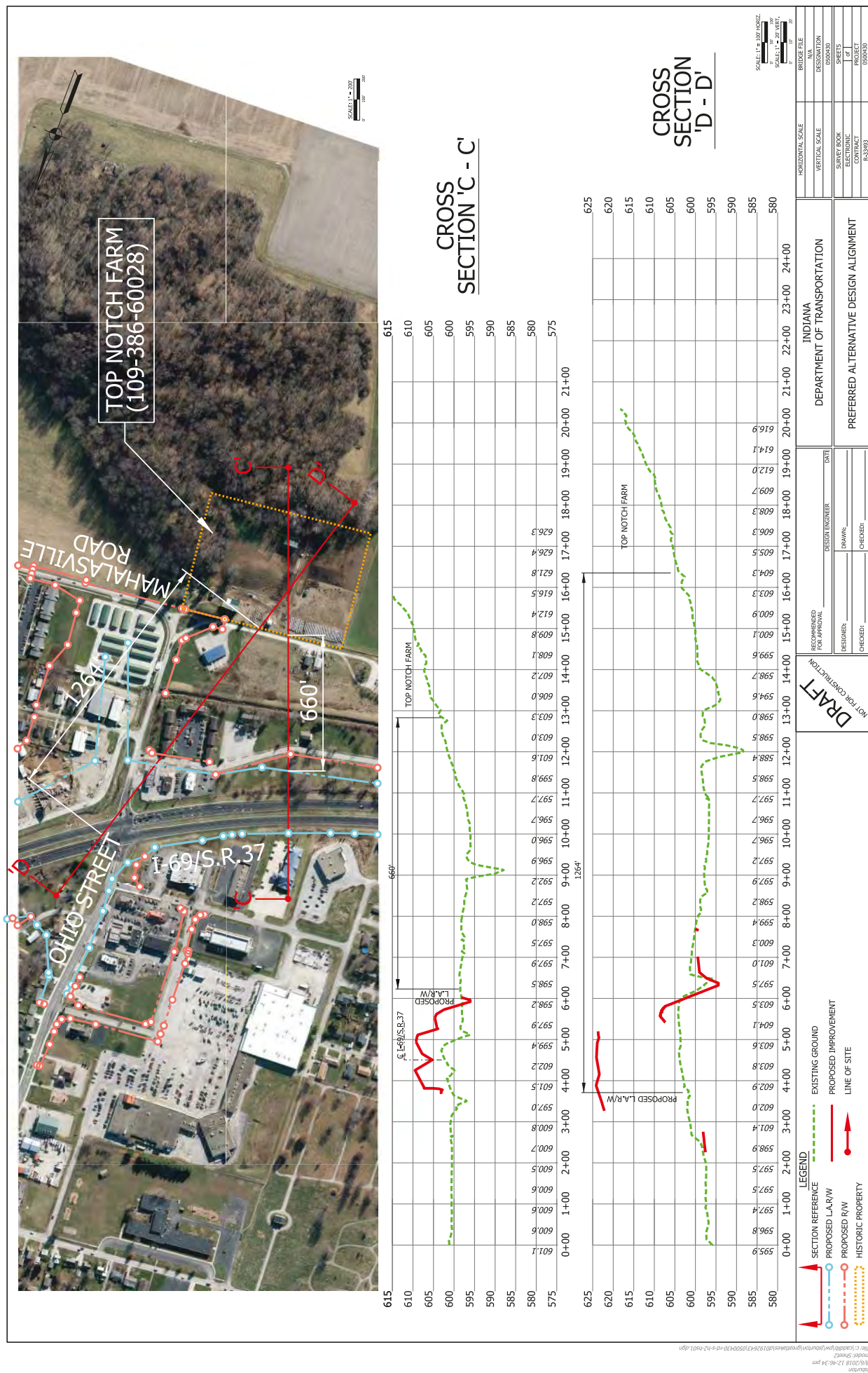
RECOMMENDED FOR APPROVAL: _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____	DRAWN: _____	
CHECKED: _____	CHECKED: _____	

INDIANA DEPARTMENT OF TRANSPORTATION
PREFERRED ALTERNATIVE DESIGN ALIGNMENT

HORIZONTAL SCALE	BRIDGE FILE
	N/A
VERTICAL SCALE	DESIGNATION
	0500430
SURVEY BOOK	SHEETS
ELECTRONIC	of
CONTRACT	PROJECT
o 22402	0500430

Figure 9 - Revised Graphics from ROD/FEIS  
Page 1 of 2









Indiana Department  
of Natural Resources

Eric Holcomb, Governor  
Cameron F. Clark, 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](mailto:dhpa@dnr.IN.gov) · [www.IN.gov/dnr/historic](http://www.IN.gov/dnr/historic)



September 14, 2018

James A. Earl, II, P.E.  
I-69 Section 6 Project Manager  
Indiana Department of Transportation  
100 North Senate Avenue, Room N755  
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration, Indiana Division ("FHWA")

Re: I-69 Section 6 Reevaluation No.1, Martinsville Design Contracts 1 and 2, from Indian Creek  
via SR 37 to 1 mile north of SR 44 at Martinsville, Morgan County, Indiana (Des. No. 0500430;  
DHPA No. 4615)

Dear Mr. Earl:

Pursuant to Stipulation I.I.C.1.c) of the 2017 "Memorandum of Agreement Between the Federal Highway Administration, the Indiana Department of Transportation and the Indiana State Historic Preservation Officer, Pursuant to 36 C.F.R. Section 800.6(b)(iv) Regarding the I-69 Evansville to Indianapolis Tier 2 Study: Section 6, SR 39 to I-465 in Washington, Clay, Madison, Green, and Harrison Townships, Morgan County, Indiana; White River Township, Johnson County; and Decatur and Perry Townships, Marion County, Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO staff" or "INDNR-DHPA") has reviewed your August 15, 2018, letter, with enclosures, which we received on the same date.

Thank you for providing this I-69 Section 6 Reevaluation No. 1. The proposed modifications to the project, as the project was described to us and the other consulting parties at the time the aforementioned memorandum of agreement ("MOA") was signed in late 2017, are numerous, and some are substantial in magnitude. Nevertheless, under Stipulation I.I.C.1.c), there is no limit on the number or magnitude of modifications that FHWA and the Indiana Department of Transportation ("INDOT") can review under I.I.C.1.a) without soliciting comments from all consulting parties, as long as modifications do not "have the potential to cause adverse effects on aboveground resources."

You have asked us whether we concur with INDOT's assertion that the property-specific findings of either No Historic Properties Affected or No Adverse Effect, from the February 14, 2017, finding of effects for I-69 Section 6, "is still valid." **We are not sure that the question of whether or not the original finding is still valid is what Stipulation I.I.C.1. and 2. authorize FHWA to determine. It appears to us that Stipulation I.I.C. allows FHWA, INDOT, and the Indiana SHPO to look beyond the original finding of effect, based on the project description at the time the finding was made, to see what the effect the project modification will have.**

**Consequently, we will provide our opinion on whether or not we think the modifications to the project, in fact, will have an effect or an adverse effect on the six, historic aboveground properties that you have identified as being nearest the areas where the project is being modified, and then we will elaborate further on our uncertainties about how Stipulation I.I.C. is to be applied, in general.**

The project modification that probably will be in closest in proximity to one of the historic, above-ground properties is the lowering of the grade of Old SR 37 and replacement of pavement with gravel, beginning 100 feet north of Morgan County Bridge No. 224. We would guess that this modification might also eliminate some trees that line Old SR 37 to the north of the bridge. The setting will change noticeably, but the bridge is significant for its design, and at least there would still be a roadway from the north leading to the historic bridge.



Some of the modifications to the north and possibly to the east of Top Notch Farm probably would be visible. The most notable of which is likely the substitution of an I-69 overpass above Ohio Street for the previously-planned Ohio Street overpass above I-69, either of which would replace the existing SR 37-Ohio Street at-grade intersection. Although the profile of the I-69 overpass, as viewed from Top Notch Farm, would be broader than the Ohio Street overpass would have been, the interchange in either case would be located about 1,000 feet from the nearest corner of the historic farm. The viewshed in that direction is already largely filled with modern buildings and storage shelters, rendering the I-69 overpass no more than a different kind of non-historic visual background to the farm's setting.

**Accordingly, we do not believe that the modifications will have any effect on the East Washington Street Historic District, the W.E. Nutter House, and the Percy Farm and Clear Creek Fisheries.**

**Also, we do not believe that the modifications will adversely affect Morgan County Bridge No. 224, Top Notch Farm, or Grassfork Fisheries Farm No. 1.**

The Indiana SHPO staff recalls that Stipulation II.C. was first inserted into an MOA for one of the other I-69 sections at least several years ago and that, initially, the staff expressed uncertainty as to whether the potential to cause effects or the potential to cause adverse effects should be the determining factor in whether FHWA and INDOT could review a project modification without reopening the Section 106 review. FHWA and INDOT favored using the potential to cause adverse effects as the determinant, so that language began to be inserted into MOAs for the various I-69 sections that were reviewed thereafter under Section 106. The staff also recalls raising a question about whether that was the most appropriate determinant, while negotiating a later I-69 MOA, but FHWA declined to reconsider the issue, because FHWA thought it would be problematic if the language of the various I-69 MOAs on this matter was not consistent.

As we have begun to observe how Stipulation II.C. is actually applied in a concrete situation (*i.e.*, Reevaluation No. 1), we see some ambiguity in its wording. The phrase "potential to cause adverse effects" seems ambiguous, because it sounds like a hybrid between one of the factors in 36 CFR § 800.3(a) that determines whether a Section 106 review is needed at all ("whether it is a type of activity that *has the potential to cause effects* on historic properties.") and the criteria of adverse effect in 36 CFR § 800.5(a)(1) ("An *adverse effect* is found *when an undertaking may alter*, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity . . ."). (Our emphasis.) The bar for determining whether an activity has the potential to affect is fairly low: In the past, the Advisory Council on Historic Preservation has provided examples of activities that do not have the potential to affect, such as the issuance of a Social Security check or the award of a federal grant for the purchase of library books. It is not so clear where the bar is for determining whether a project modification has the potential to adversely affect. If a project modification is thought to have an effect on a historic property, how does one determine that it has the potential to cause an adverse effect without actually determining that the effect is either adverse or not? Does not every effect have at least the potential to be an adverse effect?

We will continue to observe how well the Stipulation II.C. process of determining how project modifications are handled works in this I-69 Section 6 Reevaluation No. 1 and in future Section 6 reevaluations, if any. While we think it is appropriate and desirable to include in an MOA a stipulation to govern post-review project modifications—at least for large projects and perhaps also for smaller projects, which seem to undergo post-review modification with some frequency—we may ask for revisions to the Stipulation II.C. language in MOAs on future projects that are unrelated to I-69.

As previously indicated, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we concur with the opinion of the archaeologist, as expressed in the Phase Ia archaeological investigations report (Baltz, Trader, and McCord, 07/16/2018), that archaeological sites 12-Mg-0588, 12-Mg-0589, 12-Mg-0590, 12-Mg-0591 (all of which were identified during the archaeological investigations), and 12-Jo-0488 (which was resurveyed during the archaeological investigations) do not appear eligible for inclusion in the National Register of Historic Places ("NRHP"), and that no further investigations appear necessary at these locations.

Additionally, as previously indicated, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, there is insufficient information regarding archaeological site 12-Jo-0722 (which was identified during these investigations) to determine whether it is eligible for inclusion in the NRHP. However, we concur with the opinion of the archaeologist, as expressed in the submitted archaeological report, that the portions of this site that lie within the proposed project area do not appear to contain significant archaeological deposits, and that no further archaeological investigations are necessary in those areas. The portions of this site that lie outside the proposed project area must either be avoided or subjected to further archaeological investigations. Additionally, those areas of the site should be clearly marked so that they are avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the division of Historic Preservation and Archaeology ("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 Archeology and Historic Preservation" (48 F.R. 44716).

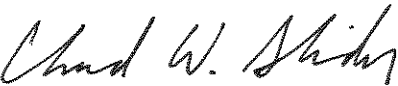
We note that the archaeological site survey forms for archaeological sites 12-Mg-0588, 12-Mg-0589, 12-Mg-0590, 12-Mg-0591, and 12-Jo-0488; and the archaeological site resurvey form for archaeological site 12-Jo-0722; have been submitted to the Indiana DHPA SHAARD system database. These will be reviewed.

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

If you have questions about archaeological issues, please contact Wade T. Tharp at (317) 232-1650 or [wtharp1@dnr.IN.gov](mailto:wtharp1@dnr.IN.gov). Questions about buildings or structures should be directed to John Carr at (317) 232-1949 or [jcarr@dnr.IN.gov](mailto:jcarr@dnr.IN.gov).

In all future correspondence regarding the I-69 Section 6, Evansville to Indianapolis project (I-69 Tier 2 Studies) (HDA-IN; Des. No. 0300382), please continue to refer to DHPA No. 4615.

Very truly yours,



Christopher A. Smith  
Deputy Director  
Indiana Department of Natural Resources

CAS:JLC:WTT:wtt

emc: Michelle Allen, FHWA  
James Earl, P.E., INDOT  
Laura Hilden, INDOT  
Anuradha Kumar, INDOT  
Patrick Carpenter, INDOT  
Susan Branigin, INDOT  
Shaun Miller, INDOT  
Shirley Clark, INDOT  
Ron Bales, INDOT  
Christine Meador, HNTB Corporation  
Chad Slider, INDNR-DHPA  
John Carr, INDNR-DHPA  
Wade T. Tharp, INDNR-DHPA





**GRAY & PAPE**  
HERITAGE MANAGEMENT

*Since 1987*

5807 N. Post Road  
Indianapolis, IN 46216  
317.541.8200

July 19, 2018

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

RE: I-69 Section 6, Phase Ia Archaeological Survey 4 Report, Des. No. 0300382, DHPA No. 4615

Dear Mr. Slider,

Enclosed for your review and comment is the I-69 Tier 2 Studies Evansville to Indianapolis Phase Ia Archaeological Survey 4 for Section 6, Morgan, Johnson and Marion Counties, Indiana (July 16, 2018). This survey was conducted under a Memorandum of Agreement dated October 27, 2017 and signed in November of 2017. Based upon the results of the survey, we believe that the finding of "Historic Properties Affected: Adverse Effect" issued by FHWA on February 14, 2017 remains valid. Please review the enclosed report and provide your opinion regarding the effect finding.

Please let me know if you have any questions and/or comments. I can be reached at 317-541-8200 or at [bmccord@graypape.com](mailto:bmccord@graypape.com).

Sincerely,

Beth McCord  
Midwest Regional Manager  
GRAY & PAPE

emc: Chris Meador, HNTB Indiana  
Tim Miller, HNTB Indiana  
Shaun Miller, INDOT CRO  
Matt Coon, INDOT CRO



**I-69 TIER 2 STUDIES**  
**Evansville to Indianapolis**  
*Phase Ia Archaeological Survey 4 for Section 6,*  
*Morgan, Johnson, and Marion Counties, Indiana Des. No. 0300382*  
July 10, 2018



*Prepared by:*  
**Gray & Pape**  
**5807 North Post Road**  
**Indianapolis, Indiana 46216**  
*Prepared for:*  
**Federal Highway Administration and**  
**Indiana Department of Transportation**





**Phase Ia Archaeological Survey 4 for Section 6,  
Morgan, Johnson, and Marion Counties, Indiana  
I-69 Tier 2 Studies  
Evansville to Indianapolis**

Lead Agency: FHWA

Prepared for:

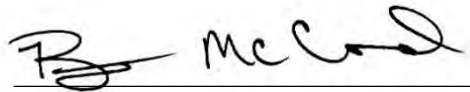
Indiana Department of Transportation  
Indiana Government Center North, N642  
Indianapolis, Indiana 46204

Prepared by:

Christopher J. Baltz  
Patrick D. Trader  
Beth McCord

Gray & Pape

5807 North Post Road  
Indianapolis, Indiana 46216

A handwritten signature in black ink, appearing to read "Beth McCord", is positioned above a horizontal line.

Beth McCord

Principal Investigator

July 10, 2018





## Abstract

Gray & Pape, Inc., under contract with HNTB, Inc., conducted a Phase Ia archaeological survey for the I-69 Section 6 corridor within Morgan, Johnson and Marion counties, Indiana. Previous Phase Ia surveys for Section 6 have been conducted and reported. Design changes for the Refined Preferred Alternative resulted in additional right-of-way not previously investigated. This report documents the survey of the additional right-of-way.

This fourth Phase Ia survey undertaken by Gray & Pape, Inc., was conducted on April 16–17, 23–24, and May 21–22, 2018. Shovel testing, surface inspection, and walkover survey methods were used during the investigations. The design changes created additional right-of-way at 79 locations along the I-69 Section 6 corridor. A total of 15.87 hectares (39.23 acres) was covered by the investigation. Five previously undocumented archaeological sites (12MG588, 12MG589, 12MG590, 12MG591, and 12JO722) were recorded within the survey area. The new sites consist of two prehistoric lithic scatters, one bridge abutment, one historical barn foundation, and one historical farmstead. None of these sites are recommended as eligible for inclusion in the National Register of Historic Places.

In addition, one previously recorded multicomponent historical and prehistoric site location was revisited (12JO488). This multicomponent historical and prehistoric site was recommended as not eligible for inclusion in the National Register of Historic Places in an earlier report, and nothing was found during this investigation to alter that conclusion.

The topographic setting and soils encountered in the additional right-of-way were not found to be conducive for the identification of intact buried cultural resources, and no subsurface investigations are recommended.





## 5 Summary and Recommendations

Gray & Pape, under contract with HNTB, Inc., conducted a Phase Ia archaeological survey for the I-69 Section 6 corridor within Morgan, Johnson, and Marion counties. This report documents a supplementary Phase Ia archaeological survey for the I-69 Section 6 corridor, and includes ROW added as part of design changes for the Refined Preferred Alternative that was not previously surveyed. This fourth Phase Ia survey encompasses additional areas along the entire extent of the I-69 Section 6 corridor, from south of the SR 37/SR 39 intersection in Martinsville, Morgan County, to I-465 in Indianapolis, Marion County, but the majority of the additional areas are focused in and around Martinsville, in the southern third of the Section 6 corridor. The total area encompassed approximately 15.87 ha (39.23 ac) at 79 separate locations. During the current investigations, 2.99 ha (7.40 ac) was surveyed through shovel testing, 3.92 ha (9.69 ac) was surveyed through surface inspection, 7.92 ha (19.58 ac) was surveyed through walkover survey, and 1.04 ha (2.52 ac) were located within previous survey coverage areas.

Five previously undocumented archaeological sites (12MG588, 12MG589, 12MG590, 12MG591, and 12JO722) were recorded within the survey area. The new sites consist of two prehistoric sites, and three historical sites, including a farmstead, a barn foundation, and a bridge abutment. None of these sites are recommended as eligible for inclusion in the NRHP.

In addition, one previously recorded site location, 12JO488, was revisited. This site was recorded as a prehistoric and historical site. This site is recommended as not eligible for inclusion in the NRHP.

The topographic setting and soils encountered in the project area were not found to be conducive for the identification of intact, buried cultural resources. Therefore, Phase Ic subsurface reconnaissance is not recommended for any of the survey areas.





Indiana Department  
of Natural Resources

Eric Holcomb, Governor  
Cameron F. Clark, 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](mailto:dhpa@dnr.IN.gov) · [www.IN.gov/dnr/historic](http://www.IN.gov/dnr/historic)



August 20, 2018

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

Federal Agency: Federal Highway Administration ("FHWA")

Re: Phase Ia Archaeological Survey 4 (Baltz, Trader, and McCord, 07/16/2018), pertaining to I-69  
Section 6, Evansville to Indianapolis (I-69 Tier 2 Studies) (HDA-IN; Des. No. 0300382; DHPA  
No. 4615)

Dear Ms. McCord:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the National Environmental Policy Act of 1969 (42 U.S.C § 4321, *et seq.*), the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed the aforementioned Phase Ia Archaeological Survey 4 (Baltz, Trader, and McCord, 07/16/2018), pertaining to I-69 Section 6, Evansville to Indianapolis (I-69 Tier 2 Studies) (HDA-IN; Des. No. 0300382; DHPA No. 4615), submitted under your review request submittal form dated July 19, 2018, which we received on July 20, 2018.

Based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we concur with the opinion of the archaeologist, as expressed in the Phase Ia archaeological investigations report (Baltz, Trader, and McCord, 07/16/2018), that archaeological sites 12-Mg-0588, 12-Mg-0589, 12-Mg-0590, 12-Mg-0591 (all of which were identified during the archaeological investigations), and 12-Jo-0488 (which was resurveyed during the archaeological investigations) do not appear eligible for inclusion in the National Register of Historic Places ("NRHP"), and that no further investigations appear necessary at these locations.

Additionally, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, there is insufficient information regarding archaeological site 12-Jo-0722 (which was identified during these investigations) to determine whether it is eligible for inclusion in the NRHP. However, we concur with the opinion of the archaeologist, as expressed in the submitted archaeological report, that the portions of this site that lie within the proposed project area do not appear to contain significant archaeological deposits, and that no further archaeological investigations are necessary in those areas. The portions of this site that lie outside the proposed project area must either be avoided or subjected to further archaeological investigations. Additionally, those areas of the site should be clearly marked so that they are avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the division of Historic Preservation and Archaeology ("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 Archeology and Historic Preservation" (48 F.R. 44716).

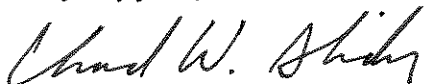
We note that the archaeological site survey forms for archaeological sites 12-Mg-0588, 12-Mg-0589, 12-Mg-0590, 12-Mg-0591, and 12-Jo-0488; and the archaeological site resurvey form for archaeological site 12-Jo-0722; have been submitted to the Indiana DHPA SHAARD system database. These will be reviewed.

If you have questions about archaeological issues, please contact Wade T. Tharp at (317) 232-1650 or [wtharp1@dnr.IN.gov](mailto:wtharp1@dnr.IN.gov). Questions about buildings or structures should be directed to John Carr at (317) 232-1949 or [jcarr@dnr.IN.gov](mailto:jcarr@dnr.IN.gov).



In all future correspondence regarding the I-69 Section 6, Evansville to Indianapolis project (I-69 Tier 2 Studies) (HDA-IN; Des. No. 0300382), please continue to refer to DHPA No. 4615.

Very truly yours,



Christopher A. Smith  
Deputy Director  
Indiana Department of Natural Resources

CAS:WTT:wt

emc: Janice Osadczuk, Federal Highway Administration, Indiana Division  
Michelle Allen, Federal Highway Administration, Indiana Division  
Sarah Rubin, Indiana Department of Transportation  
James Earl, P.E., Indiana Department of Transportation  
Laura Hilden, Indiana Department of Transportation  
Anuradha Kumar, Indiana Department of Transportation  
Patrick Carpenter, Indiana Department of Transportation  
Mary Kennedy, Indiana Department of Transportation  
Susan Branigin, Indiana Department of Transportation  
Shaun Miller, Indiana Department of Transportation  
Shirley Clark, Indiana Department of Transportation  
I-69 Section 6 Project Office  
Christine Meador, HNTB Corporation  
Rich Connolly, HNTB Corporation  
Timothy Miller, HNTB Corporation  
Kia Gillette, HNTB Corporation  
Michael Grovak, Lochmueller Group  
Jason DuPont, P.E., Lochmueller Group  
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.  
Beth McCord, Gray & Pape, Inc.  
Matt Buffington, Indiana Department of Transportation, Division of Fish and Wildlife  
John Carr, Indiana Department of Transportation, Division of Historic Preservation and Archaeology  
Wade T. Tharp, Indiana Department of Transportation, Division of Historic Preservation and Archaeology





## Appendix F – Farmland Conversion Impact Rating Form



August 22, 2018

James A. Earl, II, P.E.  
100 North Senate Avenue, Room N755  
Indianapolis, Indiana 46204

Dear Mr. Earl:

The proposed project to construct I-69 Section 6 within Martinsville in Morgan County, Indiana (Des. No. 0500430), as referred to in your letter received July 18, 2018, will cause a conversion of prime farmland.

The attached packet of information is for your use completing Parts VI and VII of the AD-1006. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact Rick Neilson at 317-295-5875.

Sincerely,

JERRY RAYNOR  
Digitally signed by JERRY  
RAYNOR  
Date: 2018.09.07 07:59:13  
-04'00'

JERRY RAYNOR  
State Conservationist

Enclosures





**FARMLAND CONVERSION IMPACT RATING**

<b>PART I</b> (To be completed by Federal Agency)		Date Of Land Evaluation Request			
Name of Project		Federal Agency Involved			
Proposed Land Use		County and State			
<b>PART II</b> (To be completed by NRCS)		Date Request Received By NRCS		Person Completing Form:	
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		YES <input type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres:                      %		Amount of Farmland As Defined in FPPA Acres:                      %		
Name of Land Evaluation System Used	Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS		
<b>PART III</b> (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly					
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site					
<b>PART IV</b> (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide Important or Local Important Farmland					
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value					
<b>PART V</b> (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)					
<b>PART VI</b> (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)		Maximum Points	Site A	Site B	Site C
1. Area In Non-urban Use		(15)			
2. Perimeter In Non-urban Use		(10)			
3. Percent Of Site Being Farmed		(20)			
4. Protection Provided By State and Local Government		(20)			
5. Distance From Urban Built-up Area		(15)			
6. Distance To Urban Support Services		(15)			
7. Size Of Present Farm Unit Compared To Average		(10)			
8. Creation Of Non-farmable Farmland		(10)			
9. Availability Of Farm Support Services		(5)			
10. On-Farm Investments		(20)			
11. Effects Of Conversion On Farm Support Services		(10)			
12. Compatibility With Existing Agricultural Use		(10)			
TOTAL SITE ASSESSMENT POINTS		160			
<b>PART VII</b> (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100			
Total Site Assessment (From Part VI above or local site assessment)		160			
<b>TOTAL POINTS (Total of above 2 lines)</b>		260			
Site Selected:	Date Of Selection	Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>			
Reason For Selection:					
Name of Federal agency representative completing this form:					Date:

(See Instructions on reverse side)

Form AD-1006 (03-02)



## **STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM**

- Step 1 - Federal agencies (or Federally funded projects) involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form. For Corridor type projects, the Federal agency shall use form NRCS-CPA-106 in place of form AD-1006. The Land Evaluation and Site Assessment (LESA) process may also be accessed by visiting the FPPA website, <http://fppa.nrcs.usda.gov/lesa/>.
- Step 2 - Originator (Federal Agency) will send one original copy of the form together with appropriate scaled maps indicating location(s) of project site(s), to the Natural Resources Conservation Service (NRCS) local Field Office or USDA Service Center and retain a copy for their files. (NRCS has offices in most counties in the U.S. The USDA Office Information Locator may be found at [http://offices.usda.gov/scripts/ndISAPI.dll/oip\\_public/USA\\_map](http://offices.usda.gov/scripts/ndISAPI.dll/oip_public/USA_map), or the offices can usually be found in the Phone Book under U.S. Government, Department of Agriculture. A list of field offices is available from the NRCS State Conservationist and State Office in each State.)
- Step 3 - NRCS will, within 10 working days after receipt of the completed form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland. (When a site visit or land evaluation system design is needed, NRCS will respond within 30 working days.
- Step 4 - For sites where farmland covered by the FPPA will be converted by the proposed project, NRCS will complete Parts II, IV and V of the form.
- Step 5 - NRCS will return the original copy of the form to the Federal agency involved in the project, and retain a file copy for NRCS records.
- Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form and return the form with the final selected site to the servicing NRCS office.
- Step 7 - The Federal agency providing financial or technical assistance to the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA.

## **INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM**

*(For Federal Agency)*

**Part I:** When completing the "County and State" questions, list all the local governments that are responsible for local land use controls where site(s) are to be evaluated.

**Part III:** When completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them or other major change in the ability to use the land for agriculture.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities planned build out capacity) that will cause a direct conversion.

**Part VI:** Do not complete Part VI using the standard format if a State or Local site assessment is used. With local and NRCS assistance, use the local Land Evaluation and Site Assessment (LESA).

1. Assign the maximum points for each site assessment criterion as shown in § 658.5(b) of CFR. In cases of corridor-type project such as transportation, power line and flood control, criteria #5 and #6 will not apply and will, be weighted zero, however, criterion #8 will be weighed a maximum of 25 points and criterion #11 a maximum of 25 points.
2. Federal agencies may assign relative weights among the 12 site assessment criteria other than those shown on the FPPA rule after submitting individual agency FPPA policy for review and comment to NRCS. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total points at 160. For project sites where the total points equal or exceed 160, consider alternative actions, as appropriate, that could reduce adverse impacts (e.g. Alternative Sites, Modifications or Mitigation).

**Part VII:** In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, convert the site assessment points to a base of 160.

Example: if the Site Assessment maximum is 200 points, and the alternative Site "A" is rated 180 points:

$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \times 160 = 144 \text{ points for Site A}$
---

For assistance in completing this form or FPPA process, contact the local NRCS Field Office or USDA Service Center.

NRCS employees, consult the FPPA Manual and/or policy for additional instructions to complete the AD-1006 form.





## Appendix G – Public Involvement





## **I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES**

### **Section 6— Reevaluation Statement #1**

## G1 – Public Notice



**From:** Indiana Department of Transportation  
**To:** [I-69S6Record](#)  
**Subject:** INDOT to Share I-69 Section 6 Design Updates for Martinsville  
**Date:** Tuesday, September 11, 2018 5:00:48 PM

---

Sec6



## INDOT to Share I-69 Section 6 Design Updates for Martinsville

*Public meeting and input are part of environmental re-evaluation process*

Martinsville, Ind. - The Indiana Department of Transportation will host a public information meeting to share design additions and adjustments to the Martinsville segment of I-69 Section 6 that have been made since the publication of the Final Environmental Impact Statement (FEIS) in February.

The informational meeting will be held on Monday, Sept. 17 in the auditorium at Martinsville High School, 1360 E. Gray Street in Martinsville. Doors will open at 6 p.m. with a presentation at 6:30. Members of the I-69 Section 6 project team will be available before and after the presentation.

Design details presented at the public information meeting will be summarized and published in a re-evaluation report, which will be posted with other project documents to the I-69 Section 6 website: <https://www.in.gov/indot/projects/i69/2344.htm>. Comments about the content of the re-evaluation report will be accepted until Friday, September 28, 2018.

Comments can be submitted during the meeting via a comment form or by recording comments with a court reporter. After the meeting comments can be submitted using a web form at [www.in.gov/indot/projects/i69/2463.htm](http://www.in.gov/indot/projects/i69/2463.htm) or by emailing I-69 Section 6 directly at [section6pm@indot.in.gov](mailto:section6pm@indot.in.gov).

### Special accommodations

Special accommodations will be made for individuals needing auxiliary aids or services of interpreters, signers, readers or large print materials. Anyone with such needs should contact Rickie Clark with INDOT's Office of Public Involvement at 317-232-6601 or [rclark@indot.in.gov](mailto:rclark@indot.in.gov).

Next Level Roads



### About Next Level Roads

"In Indiana, the Crossroads of America is more than a motto; it's our mission."  
— Governor Eric Holcomb

Next Level Roads is Governor Eric J. Holcomb's initiative to elevate Indiana's economic competitiveness and quality of life for all Hoosiers through investment in transportation infrastructure. This sustainable, data-driven plan dedicates more than \$30 billion over the next 20 years to improving the conditions of existing roads and bridges — both state and local, finishing major projects, and building for the future. Next Level Roads is enhancing Indiana's position as a leader in freight and logistics and empowering cities, towns and counties to build communities that attract jobs and talent. Learn more about Next Level Roads at [in.gov/indot](http://in.gov/indot).



### About the Indiana Department of Transportation

INDOT empowers businesses to deliver Indiana to the world and bring the world to Indiana by providing a transportation network that is second to none. The agency builds and maintains more than 28,000 lane miles of highway and 5,600 bridges, and provides oversight for 117 public aviation facilities and more than 4,000 miles of active rail lines. Indiana ranked as the #1 state in the U.S. for infrastructure in CNBC's 2016 "Top States for Business" ranking. Learn more about INDOT at [in.gov/indot](http://in.gov/indot).

### Media Contact

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317-233-9866

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Next Level Indiana



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## G2 – Presentation



# I-69 Section 6, Martinsville



Design Update Meeting  
September 17, 2018



# WHY ARE WE HERE TONIGHT?

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**Continuation  
of the  
environmental  
process**

## **Communicate**

- Final design elements
- Construction Schedule
- Maintenance of Traffic
- Local Improvements

**Real Estate  
Update**



# MARTINSVILLE UPDATE

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2018

**FEB**

Final Environmental Impacts approved

**MAR**

Final design began

ONGOING








Coordination with City of Martinsville

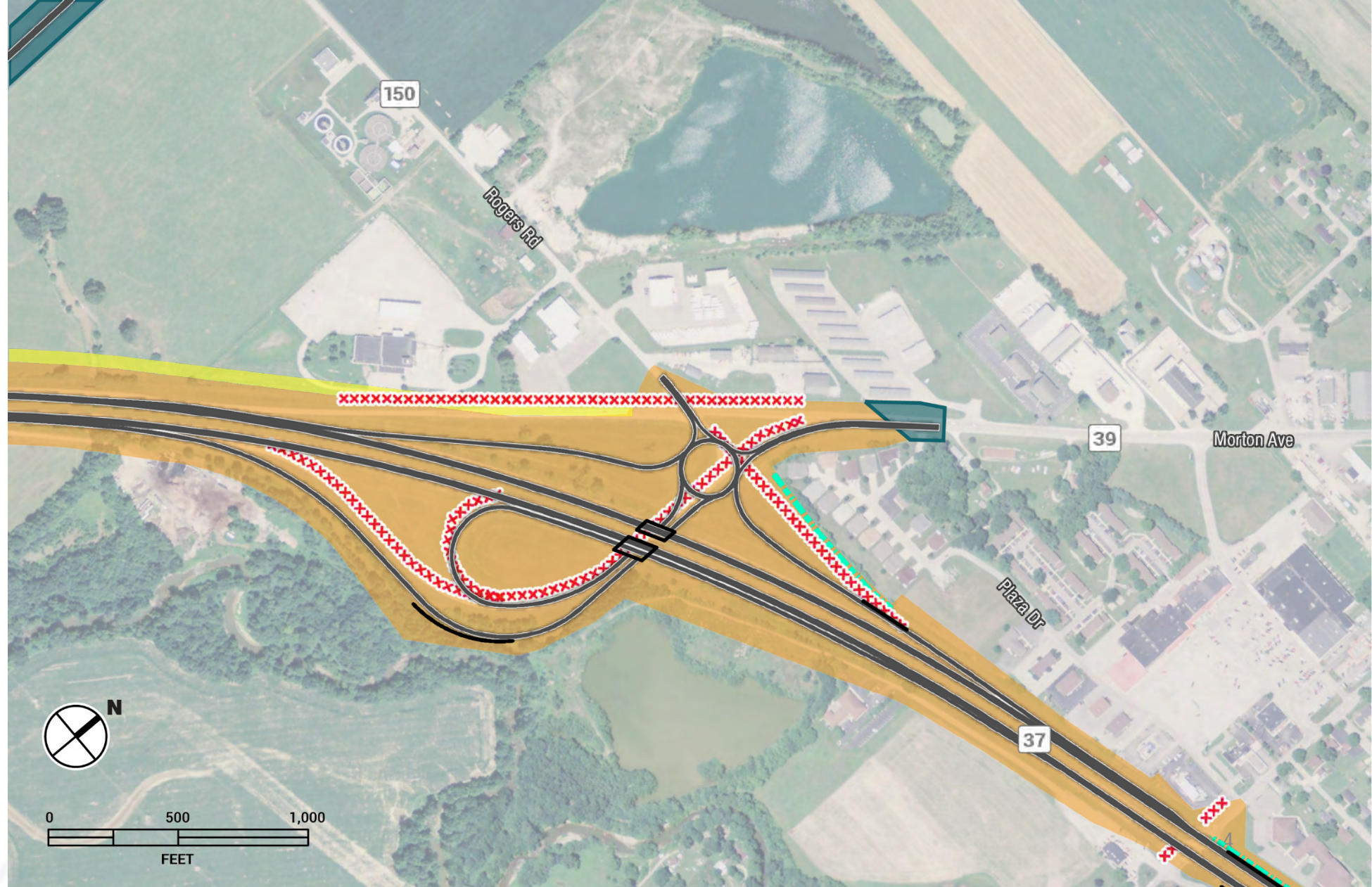
Real estate acquisition

Updated design



# DESIGN UPDATES: How to Read the Maps

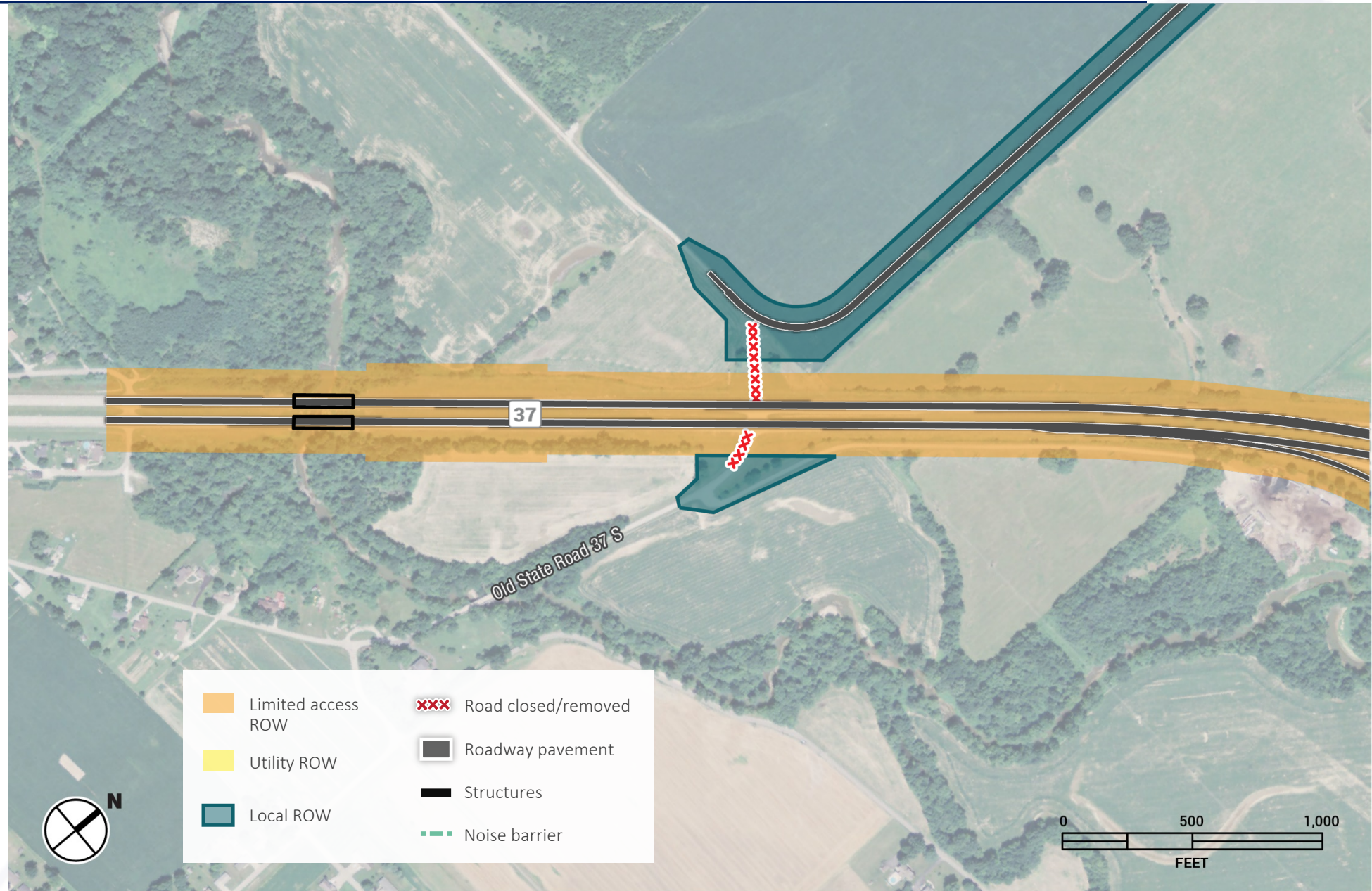
-  Limited ROW
-  Utility ROW
-  Local ROW
-  Noise barrier
-  Road closed/  
removed
-  Roadway  
pavement
-  Structures





# Morgan County: **SOUTHERN PROJECT LIMITS**

- Utility corridor
- Rogers Road
- Overflow channel and Old State Rd 37





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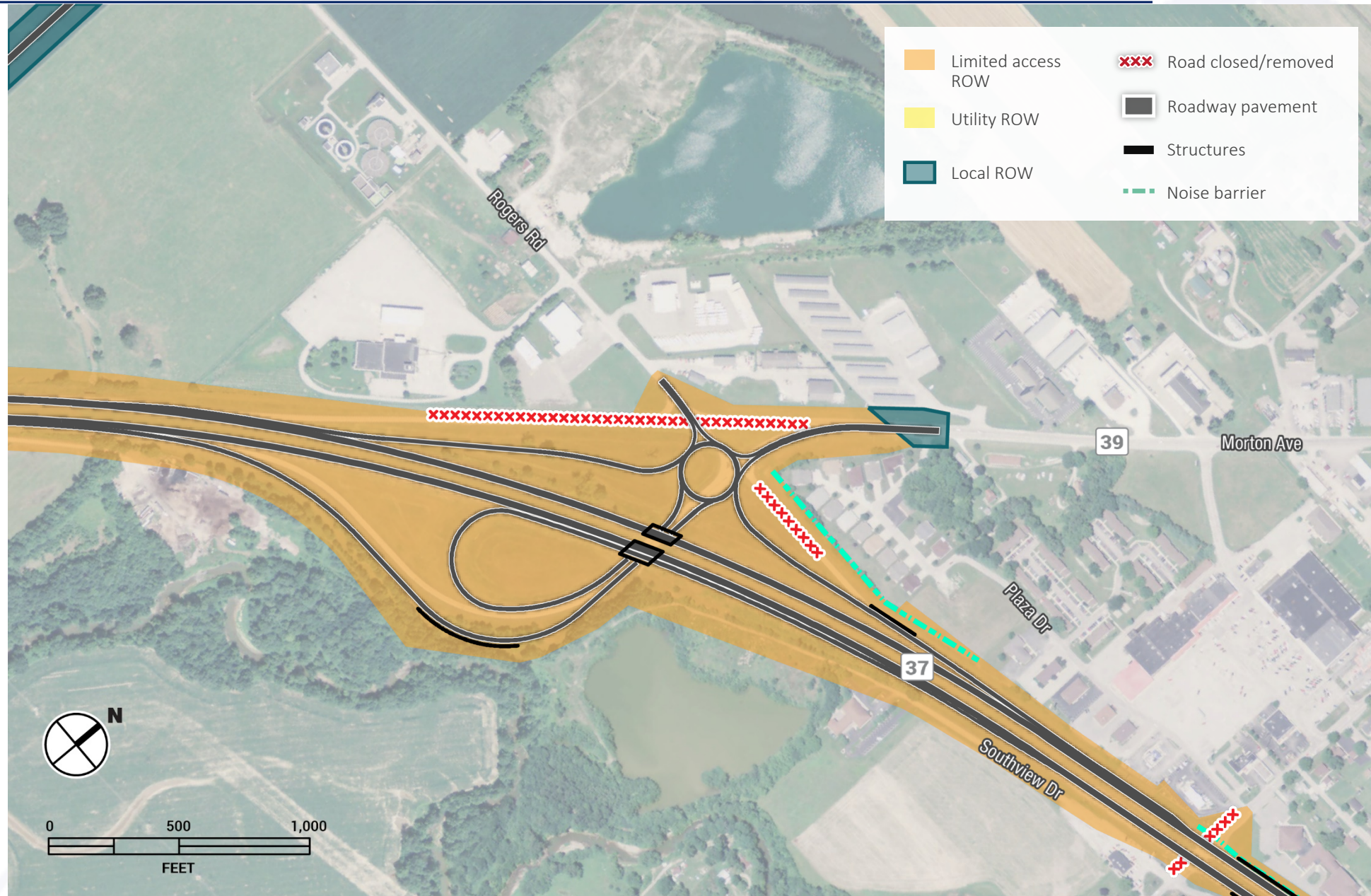
- Utility corridor
- Rogers Road
- Overflow channel and Old State Rd 37





# Morgan County: **SR 39 INTERCHANGE**

- SR 39 interchange
- Southview Drive





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