

**Categorical Exclusion**  
**Appendix D**  
**Cultural Resources**

# SR 59 Pavement and Bridge Replacement Project from CR 1150 to SR 47

Waveland, Montgomery County, Indiana  
INDOT Des. Nos.: 1593272 and 1701591

DHPA No.: 24251



03/27/2020

## Section 106, 800.11 Documentation

Prepared for:

The Federal Highway Administration  
and Crawfordsville District, Indiana  
Department of Transportation

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**FEDERAL HIGHWAY ADMINISTRATION'S  
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND  
SECTION 106 FINDINGS AND DETERMINATIONS  
AREA OF POTENTIAL EFFECT  
ELIGIBILITY DETERMINATIONS  
EFFECT FINDING  
SR 59 Pavement and Bridge Replacement Project  
DES. NO.: 1593272 and 1701591  
DHPA. NO.: 24251**

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

The Area of Potential Effects (APE) for this project is an irregular polygon. Most of the APE extends one property deep along the project area (approximately 120 feet from either side of the roadway). It is wider (approximately 200 feet from the roadway) where more open views to the project are available at the intersection of SR 47 and SR 59. Please see Appendix A for maps of the APE.

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

As a result of the identification and evaluation efforts for this project, four properties are identified as listed in, eligible for, or potentially eligible for the National Register of Historic Places (NRHP) within the APE for this undertaking.

**George Seybold House (NR-1682)**

The George Seybold House is located at 111 East Main Street in the Town of Waveland, Indiana, and is three-story late-nineteenth century stick-style house. The George Seybold House was listed in the NRHP in 2002 for significance under Criterion C in the area of architecture.

**Waveland Christian Church (IHSSI # 107-025-47016)**

The Waveland Christian Church is located at 212 W. Main Street in the Town of Waveland, Indiana, and is a Late Gothic Revival church. The Waveland Christian Church is eligible for the NRHP under Criterion C, because although altered, the church is the only example of local architect, W. F. Sharpe's implementation of the Polychrome subtype in a small church building in Montgomery County.

### **Waveland Post Office (RQAW # 6)**

The Waveland Post Office is located at 103 W. Main Street in the Town of Waveland, Indiana, and is a single-story Federal Modernist style commercial building. The Waveland Post Office is eligible for the NRHP under Criterion A for conveying significance to the federal government's presence in Waveland and southwest Montgomery County through the United States Postal Service's operations. It is also recommended eligible under Criterion C because it embodies distinctive characteristics of Federal Modernism and is a good example of a Thousand Series post office.

### **Waveland Commercial Historic District (Indiana Historic Sites and Structures Inventory (IHSSI) # 107-025-46001 – 46020)**

The Waveland Commercial Historic District is located along both sides of Cross Street between Howard Street and Green Street in the Town of Waveland, Indiana. The Waveland Commercial Historic District is eligible for the NRHP under Criterion A for association with commerce and commercial development in Waveland. It is also recommended eligible under Criterion C for its significance in architecture.

## **EFFECT FINDING**

George Seybold House – No Adverse Effect

Waveland Christian Church – No Adverse Effect

Waveland Post Office – No Adverse Effect

Waveland Commercial Historic District – No Adverse Effect

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

INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

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

**George Seybold House (NR-1682)** - This undertaking will not convert property from George Seybold House, a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore no Section 4(f) evaluation is required for George Seybold House.

**Waveland Christian Church (IHSSI # 107-025-47016)** - This undertaking will temporarily occupy land from the Waveland Christian Church, a Section 4(f) historic property. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect". FHWA believes that the temporary occupancy will not constitute a Section 4(f) use because all of the conditions listed in 23 CFR 774.13(d) are satisfied:

1. Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
2. Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
4. The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and
5. There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

The fulfillment of conditions 1-4 are detailed in Section 4 of the attached documentation, "Describe the Undertaking's Effects on Historic Properties." With regard to condition 5, FHWA respectfully requests the Indiana State Historic Preservation Officer provide written concurrence that they are in agreement that the above criteria have been met and that the impacts to the Waveland Christian Church constitute a temporary occupancy.

**Waveland Post Office (RQAW # 6)** - This undertaking will not convert property from Waveland Post Office, a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore no Section 4(f) evaluation is required for Waveland Post Office.

**Waveland Commercial Historic District (Indiana Historic Sites and Structures Inventory (IHSSI) # 107-025-46001 – 46020)** - This undertaking will not convert property from Waveland Commercial Historic District, a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore no Section 4(f) evaluation is required for Waveland Commercial Historic District.

*Anuradha Kumar V.*

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Anuradha V. Kumar, for FHWA  
Manager  
INDOT Cultural Resources

03/30/2020

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Approved Date

**FEDERAL HIGHWAY ADMINISTRATION  
DOCUMENTATION OF SECTION 106 FINDING OF  
NO ADVERSE EFFECT  
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER  
PURSUANT TO 36 CFR Section 800.5(c)  
SR 59 Pavement and Bridge Replacement Project  
DES. NO.: 1593272 and 1701591  
DHPA. NO.: 24251**

## **1. DESCRIPTION OF THE UNDERTAKING**

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with the SR 59 pavement and bridge replacement project in Waveland, Montgomery County, Indiana. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The federal involvement in the project is funding received from the FHWA.

The project is on SR 59 (locally known as Main Street and Cross Street through Waveland) and is approximately 1.0-mile-long, beginning at CR 1150 South and continuing north to SR 47. The project is in within Town of Waveland, Brown Township, Montgomery County. It is within the Alamo and Bellmore United States Geological Survey (USGS) Topographic Quadrangles, Section 35 and 36, Township 17 North, Range 6 West. The setting is overall urban and land use adjacent to the project is commercial and residential. Please see project graphics in Appendices A, B, and F.

The need for this project is due to the deteriorated condition of the existing roadway pavement. The asphalt is severely age hardened with extensive wheel path cracking. The curbing conditions are poor with some of the curbs cracking and falling apart to the point they are no longer visible. The sidewalks are in moderate condition with some minor cracking. The drainage system's performance is substandard as sediment has built up throughout the roadway and onto the sidewalks. The primary purpose of this project is to address the pavement deterioration with a long-term solution and to address the substandard drainage and pedestrian facilities.

The preferred alternative can be divided into approximately five sections: **1.)** CR 1150 S north to the west corner at SR 59 and Main Street; **2.)** Main Street east to Cross Street; **3.)** Cross Street north to Green Street; **4.)** Green Street north to SR 47 (includes bridge over Little Raccoon Creek, Des. 1701591); and **5.)** Old SR (southwest of the SR 59 and SR 47 Intersection). The recommended alternative involves mill/resurface/widening from the beginning of the project through the first two sections (SR 59/Main Street to Cross Street) and from north of the bridge over Little Raccoon Creek to SR 47. The recommended alternative involves pavement replacement through the third and fourth sections (from Cross Street on Main Street to the bridge over Little Raccoon Creek). Please see maps of the project area in Appendix A and preliminary plans in Appendix F.

**Section 1** includes widening for the first 600 feet of the project which consists of adding two (2) ft. paved (three (3) ft. usable) shoulders to the 11-foot wide travel lanes to provide for lateral stability of the pavement. Drainage through this section of the project will be conveyed by open ditches and drive culverts. This section does not have existing sidewalks and no sidewalks are proposed. Approximately 300 feet along the west side of this section will receive a curb and gutter instead of open ditches.

**Section 2** (along SR 59/Main Street) includes mill/resurface of the existing 11-foot wide travel lanes, adding a curb and gutter with storm sewer drain inlets, and installing a new storm sewer trunk line. The existing crushed stone shoulder parking will be paved in three areas: from approximately 800 feet west of Wood Street to approximately 90 feet of Wood Street, between Jackson and High Street and Cross Street (in front of the Waveland Post Office). The sidewalks will be replaced through this section of the project (behind a grass buffer where on-street parking is located).

**Section 3** (Main Street/Cross Street intersection to Green Street) includes replacing the existing 11-foot wide travel lanes, on-street parking, curb and gutter, and adjacent sidewalk through downtown Waveland. Due to the thinner existing pavement depth within the downtown area of Waveland the pavement will be fully replaced. Bump outs will be installed along Green Street in the south quadrants of the Cross/Green Street intersection to accommodate Americans with Disabilities Act (ADA) complaint curb ramps.

**Section 4** (Green Street to SR 47) includes replacing the existing 11-foot wide travel lanes. Between Green Street and Old Ford Road, this section also includes adding a curb and gutter and replacing the existing sidewalk. This section incorporates the bridge project (Des No. 1701591) over Little Raccoon Creek (Structure No. 059-54-05061 A/ National Bridge Inventory (NBI) No. 021440). The project is anticipated to replace the existing three -span continuous reinforced concrete slab bridge. The new bridge will have a length of 103 feet six (6) inches and width of 36 feet four (4) inches (approximately four (4)-feet wider than the existing). The approach pavement will be widened slightly to ensure adequate guardrail offset. The SR 47 approach will only involve milling and overlay.

**Section 5** (Old SR 59) includes mill and resurface within the existing pavement. Construction will not occur beyond the existing pavement limits in the section. Please see maps of the project area in Appendix A and preliminary plans in Appendix F.

Approximately 1.10 acres of permanent and 0.35 acre of temporary right-of-way is anticipated. The project is anticipated to be let in 2022. Traffic is anticipated to be maintained with a detour and flaggers for one-way operation. Access to residence and businesses along SR 59 will be continuously maintained during construction.

Per 36 CFR 800.9(a), the Area of Potential Effects (APE) is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties. The APE is influenced by the scale and nature of an undertaking...” The APE encompasses the entire project site, including all locations where the project may result in disturbance of the ground; all locations from which ground-disturbing elements of the project may

be visible or audible; all locations where ground-disturbing activity may result in changes in traffic patterns, land use, or public access; and all areas where there may be direct or indirect effects due to the ground-disturbing elements of the project. The APE for this project is an irregular polygon. The APE boundaries were established using guidance in the INDOT Cultural Resources Manual. Most of the APE extends one property deep along the project area (approximately 120 feet from either side of the roadway). It is wider (approximately 200 feet from the roadway) where more open views to the project are available at the intersection of SR 47 and SR 59. Please see Appendices A and B for additional maps of the APE.

## 2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

The National Register of Historic Places (NRHP) and the Indiana Register of Historic Sites and Structures (State Register) were checked using the State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBM). One resource is listed in the NRHP within the APE: George Seybold House (NR-1682). The Indiana Historic Sites and Structures Inventory (IHSSI) *Montgomery County Interim Report* (1986) data was examined and identified six previously surveyed properties within the APE. The *Indiana Historic Bridge Inventory Volume 2: Listing of Historic and Non-Historic Bridges* (February 2009) by Mead and Hunt was also reviewed. No bridges eligible for listing in the NRHP were identified within the APE.

Early coordination for this project was initiated on August 13, 2019. The agencies/individuals/Tribes listed below were sent an email with an early coordination letter inviting them to become Section 106 consulting parties. All consulting parties were invited to view the early coordination letter on IN SCOPE (INDOT's online portal for public viewing Section 106 documents at [http://erms.indot.in.gov/Section\\_106Documents/](http://erms.indot.in.gov/Section_106Documents/)). In addition, a hard copy of the early coordination letter was mailed to the Indiana State Historic Preservation Office (SHPO). The organizations identified in bold responded and agreed to be consulting parties. Please see Appendix C for a table of consulting parties and D for correspondence.

- 1. Indiana State Historic Preservation Officer (SHPO)**
- 2. Indiana Landmarks, West Regional Office**
3. Montgomery County Cultural Foundation
4. Montgomery County Historical Society
5. Montgomery County Historian
6. Montgomery County Commissioners
7. Montgomery County Highway Director
8. Dawn Crown, Property Owner of George Seybold House at 111 E. Main Street
9. Waveland Council President
10. Waveland Post Office
11. Eastern Shawnee Tribe of Oklahoma
- 12. Miami Tribe of Oklahoma**
13. Peoria Tribe of Indians of Oklahoma
14. Pokagon Band of Potawatomi Indians
- 15. Forest County Potawatomi Community**
- 16. Little Raccoon Regional Waste District (\* see below)**



## 17. Waveland Christian Church (\*\* see below)

In a letter dated September 9, 2019, the Miami Tribe of Oklahoma agreed to be a consulting party. Specifically, Diane Hunter, who is the Tribal Historic Preservation Officer for the Federally Recognized Miami Tribe of Oklahoma stated, “The Miami Tribe objects to projects that will disturb or destroy archaeological sites that are eligible for the National Register of Historic Places. Due to the project’s location near . . . [site] (12My111), it is possible that human remains and/or cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) could be discovered during this project. As the project is within the aboriginal homelands of the Miami Tribe, if such items are discovered during any phase of this project, we request immediate notification and consultation with the entity of jurisdiction for the location of discovery.”

In an email dated September 11, 2019, Emily Eckardt of the Indiana Landmarks Western Field Office agreed to be a consulting party and offered no objection to the project. She wishes only to be notified if changes are made to the project.

In a letter dated September 12, 2019, the Indiana SHPO staff recommended no other consulting parties be invited. However, they did advise inviting owners of potentially historic property if right-of-way is likely taken from that property. The Waveland Christian Church was subsequently invited to participate as a consulting party. Please see \*\* below.

In an email dated September 12, 2019, the Forest County Potawatomi Community agreed to be a consulting party. Specifically, Michael LaRonge, who is the Tribal Historic Preservation Officer for the Federally Recognized Forest County Potawatomi Community stated, “based on information you provided it does not appear that the proposed work will impact any historic properties of concern to the Tribe” and they are “pleased to offer a finding of no historic properties affected, with two conditions. First should the [Indiana] SHPO finding differ the Tribe reserves the right to reconsider based on new evidence. Second, in the event that human remains or archaeological materials are exposed as a result of project activities then work must halt and the Tribe must be included in any further discussion regarding treatment and disposition of the find prior to its removal.”

\*A phone call on October 8, 2019, Mr. Ivan Brown, Little Raccoon Regional Waste District (LRRWD) Board President, stated that he received a copy of the Section 106 Consulting Party letter dated August 13, 2019, from the town of Waveland. Mr. Boot of RQAW Corporation informed Mr. Brown that the purpose of the consulting party letter is to initiate consultation with groups having an interest in historic resources near the project. Mr. Brown agreed to be a consulting party for Section 106. Please see all correspondence in Appendix D.

A Historic Property Report (HPR) (Boot, October 24, 2019) was completed for this project. Please see Appendix E for an excerpt from the HPR. On August 9, 2019, the Qualified Professional (QP) staff at RQAW Corporation performed a site inspection of the APE. The QP architectural historian walked and drove through the project area within the APE and photographed all resources that will be 50 years of age or older at the anticipated letting date (2022). As a result of this field survey and associated documentary research, RQAW’s historian recommended three properties as eligible

for listing in the NRHP: the Waveland Commercial Historic District (IHSSI Nos. 107-025-46001 to 46020), the Waveland Post Office (RQAW No. 6), and the Waveland Christian Church (IHSSI No. 107-025-47016). On October 25, 2019, a hard copy of a coordination letter and the HPR were mailed to the Indiana SHPO while other consulting parties were informed via email that the coordination letter and HPR could be viewed electronically by accessing IN SCOPE.

\*\*INDOT's Section 106 guidance recommends that owners of recommended historic resources be invited to become consulting parties. Therefore, the Waveland Christian Church was mailed the coordination letter and the HPR on October 25, 2019, asked to review the early coordination letter on IN SCOPE, and invited to become a consulting party. No response was received from the Waveland Christian Church. Please see Appendix D for all correspondence.

In an email dated November 19, 2019, Emily Eckardt of the Indiana Landmarks Western Field Office agreed with "RQAW's assessment of properties eligible for listing in the National Register within the APE: Waveland Christian Church, Waveland Post Office, and the Waveland Commercial District as described."

In a letter dated November 25, 2019, the Indiana SHPO staff concurred with the APE and recommendations in the HPR stating, "We agree that it [George Seybold House (NR-1682)] retains its Criterion C significance and its integrity. . . For the purposes of the Section 106 review of this project, that the Waveland Commercial Historic District [(IHSSI Nos. 107-025-46001)] is eligible for inclusion in the NRHP under criteria A and C, but with the district boundaries proposed in the HPR. . . [Furthermore,] we agree that the 1959 Waveland Post Office [(RQAW #6)] at 103 West Main Street is eligible under criteria A and C. For the most part, we accept the [Waveland Post Office] historic property boundaries proposed in the HPR. However, the three concrete steps from the public sidewalk to SR 59/Main Street appear as though they could date from 1959 and could have been built specifically for this post office building, even though they may be within the SR 59 right-of-way. . . [Additionally,] for purposes of this Section 106 review, we agree, with some reservations that the 1890 Waveland Christian Church at 212 West Main Street (IHSSI No. 107-025-47016) is NRHP-eligible under Criterion C, with the historic property boundaries proposed in the HPR. The alteration of the top of the steeple since 1986 has diminished the building's architectural significance somewhat, the roof appears to be metal (which is unusual, even today, for 19<sup>th</sup> century church buildings), and we have been unable to learn much about the building's interior integrity. On the other hand, the polychromed brick facing and what appear to be original-or-at least early-stained glass windows are intact, character-defining features." Please see Appendix D for all correspondence.

An archaeology report (Phase Ia Archaeological Reconnaissance) was completed by Cultural Resource Analysts, INC. (CRA) on July 16, 2019 (Curran, July 16, 2019). The tribes (listed above) were invited to review the report via IN SCOPE while a hard copy was sent to the Indiana SHPO on October 25, 2019. Please see Appendix E for an excerpt from the archaeology report. The archaeological reconnaissance identified one previously unrecorded archaeological site (12My722). The archaeologist noted that the site extends outside of the survey area and its NRHP eligibility could not be fully assessed. Additionally, the site demonstrates poor integrity and has little potential to yield significant data about the history of the region. Further work was not recommended.

In a letter dated November 25, 2019, the Indiana SHPO concurred with the archaeology review stating “we agree with the opinion of the archaeologist, as expressed in the Phase Ia archaeological survey report (Curran, 7/16/2019) that the portion of site 12My722 that lies within the proposed project area is not eligible for inclusion in the NRHP and that no further archaeological investigations are necessary at this location.”

No other consulting parties provided comments/questions with regard to the identification of historic properties.

### **3. DESCRIBE AFFECTED HISTORIC PROPERTIES**

#### **A. Waveland Christian Church (IHSSI # 107-025-47016) 212 W. Main Street**

For the Section 106 purposes of this project the Waveland Christian Church is recommended eligible for the NRHP under Criterion C. The Late Gothic Revival church, although altered, is the only example of local architect, W. F. Sharpe’s implementation of the Polychrome subtype in a small church building in Montgomery County. The church is located at 212 W. Main Street in the Town of Waveland, Indiana.

#### **B. Waveland Post Office (RQAW # 6) 103 W. Main Street**

For the Section 106 purposes of this project the 1959 Waveland Post Office, located at 103 W. Main Street, is recommended eligible for the NRHP under Criterion A for conveying significance to the federal government’s presence in Waveland and southwest Montgomery County through the United States Postal Service’s operations. It is also recommended eligible under Criterion C because it embodies distinctive characteristics of Federal Modernism and is a good example of a Thousand Series post office. The Waveland Post Office is an almost original (and continues to serve its original role) example of a “Thousand Series” modern post office. It represents the increase in the United States Post Office Department’s construction of post office buildings during the national trend of suburbanization after World War II and mail delivery reform. The Waveland Post Office contributes to the historic character of the community as not many mid-twentieth-century structures are constructed in Waveland.

#### **C. George Seybold House (NR-1682) 111 E. Main St.**

The George Seybold House was listed in the NRHP in 2002 for significance under Criterion C in the area of architecture. The George Seybold House is located at 111 East Main Street in Waveland, Montgomery County, Indiana. The house is an outstanding example of late-nineteenth century Stick style architecture although with alterations such as replacement windows and a contemporary metal roof. The George Seybold House retains the characteristics that made it eligible for listing in the NRHP.

#### **D. Waveland Commercial Historic District (Indiana Historic Sites and Structures Inventory (IHSSI) # 107-025-46001 – 46020) Cross Street between Howard and Green Streets**

The Waveland Commercial Historic District is recommended eligible for the NRHP under Criteria A and C. As the only commercial district in town, the Waveland Commercial Historic District is significant in the areas of commerce and commercial development in

Waveland. Although a handful of buildings have been demolished and the extant buildings altered, it retains sufficient integrity to portray significance in late nineteenth century Italianate architecture. The Waveland Commercial Historic District is located along both sides of Cross between Howard and Green Streets and includes the Waveland (Carnegie) Library. The district is approximately two acres and includes lots 14-17 and 50-53 of the original town plat, as well as lots 1 and 2 of the second addition.

#### 4. DESCRIBE THE UNDERTAKING'S EFFECTS ON HISTORIC PROPERTIES

The four above-mentioned properties listed or eligible for listing in the NRHP within the APE are located along SR 59. Within the viewshed of these properties, the project is anticipated to include:

- Pavement and curb replacement on the current alignment and maintaining the current widths with 11-foot travel lanes and 8-foot parking areas along SR 59. The pavement may be replaced at full-depth or may simply be milled and overlaid, depending on existing conditions or associated excavation needs. A saw cut of the existing pavement will retain as much pavement as possible.
- Sidewalk reconstruction to include replacing most of the 5-foot wide sidewalks in-kind. ADA curb ramps will also be installed at the intersection of alleys and streets. A few trees within the lawn buffer may be replaced.
- Below-grade storm sewer replacement. The storm sewer will be replaced with new inlets and drain pipe.

Please see Appendix F for relevant sheets from the current plan set with the NRHP-eligible resources highlighted.

##### A. Waveland Christian Church (IHSSI # 107-025-47016)

Project impacts are limited to a very small portion of driveway reconstruction within the historic resource boundary of the Waveland Christian Church at 212 W. Main Street. Permanent right-of-way is not anticipated from the property. However, approximately 0.002 acre of temporary right-of-way is anticipated for maneuvering and other related activities during construction only. The reconstructed driveway will remain within the existing right-of-way area.

Project impacts adjacent to the church are essentially limited to the area south of the existing concrete sidewalk. A new proposed 5-foot wide sidewalk will be added to the south edge of the existing



**Figure 1: Looking east along Main Street where additional sidewalk and paved parking is proposed adjacent to the Waveland Christian Church.**

sidewalk, resulting in an approximately 10-foot wide sidewalk. The new proposed sidewalk will be located between the existing sidewalk and the north edge of a new curb and gutter. Additionally, the existing crushed stone parking area will be paved. No unusual or historic features, such as brick or stone sidewalks or curbing, that might be impacted by the project were observed adjacent to or within this historic property.

The alterations adjacent to the historic resource boundary and neighboring visible changes (as described above) are not anticipated to reduce the significance or impact any of the characteristics that qualify the Waveland Christian Church at 212 W. Main Street for the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. The existing sidewalk will be retained, the roadway lane widths will be perpetuated, and the existing crushed stone area will be paved for parking and additional sidewalk. Therefore, the project is anticipated to have "No Adverse Effect" to the Waveland Christian Church at 212 W. Main Street.

## **B. Waveland Post Office (RQAW # 6)**

Project impacts within the historic resource boundary of the Waveland Post Office at 103 W. Main Street will be limited to the existing right-of-way. Neither temporary nor permanent right-of-way is anticipated from the Waveland Post Office at 103 W. Main Street. The project proposes to replace the curb (outside the historic resource boundary) and some of the sidewalk (within the historic property boundary). The existing sidewalk and concrete steps between the sidewalk and the curb will not be altered except for the bottom step. The depth (run) of the bottom step will be lengthened approximately 1.5 feet to tie into the proposed back of curb. This will perpetuate the stairs leading from the on-street parking area along Main Street to the post office front entrance. The concrete and railings from the period of significance (circa 1960) and the circa 2012 concrete ramp and railing in front of the post office will remain unaltered as well. Therefore, the integrity of concrete steps and sidewalk from the period of construction will continue to portray historic significance.



**Figure 2: Looking southwest at the Waveland Post Office steps that are proposed to be retained.**

The alterations to the historic resource boundary and neighboring visible changes (as described above) are not anticipated to reduce the significance or impact any of the characteristics that qualify the Waveland Post Office at 103 W. Main Street for the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Therefore, the project is anticipated to have "No Adverse Effect" to the Waveland Post Office at 103 W. Main Street.

**C. George Seybold House (NR-1682/IHSSI # 107-025-47020), 111 E. Main St.**

Project impacts adjacent to the historic resource boundary of the George Seybold House will be limited to the existing right-of-way. Neither temporary nor permanent right-of-way is anticipated from the property at 111 E. Main Street. The project is anticipated to replace the curb, portions of the existing sidewalk, and install an ADA curb ramp adjacent to the historic property boundary. The work will not disturb any other landscape, trees, structures, and any other defining features on the property. No other unusual or historic features, such as brick or stone sidewalks or curbing, that might be impacted by the project were observed adjacent to or within this project.



**Figure 3: Looking south at the sidewalk and area of the proposed curbs and buffer lawns near the George Seybold House.**

Main and Cross Streets do not currently contain curbs near the George Seybold House. The proposed improvements include curbs at this intersection and the approaches leading up to it. The proposed curb along Cross Street will be located approximately seven feet west of the existing (and proposed) front edge of sidewalk. Thus, the roadway pavement will tie into the existing road pavement and the buffer lawn will be perpetuated along Cross Street. The proposed curb along Main Street will be located approximately 11 feet north of the existing (and proposed) front edge of sidewalk. Along the south side of Main Street, the existing crushed stone area between the proposed curb and existing sidewalk will be converted to a buffer lawn adjacent to the approach.

The alterations adjacent to the historic resource boundary and neighboring visible changes (as described above) are not anticipated to reduce the significance or impact any of the characteristics that qualify the George Seybold House for the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Therefore, the project is anticipated to have "No Adverse Effect" to the George Seybold House.

**D. Waveland Commercial Historic District (Indiana Historic Sites and Structures Inventory (IHSSI) # 107-025-46001 – 46020)**

Project impacts within the historic resource boundary of the Waveland Commercial Historic District will be limited to the existing right-of-way. Neither temporary nor permanent right-of-way is anticipated from the Waveland Commercial Historic District.

The project is proposed to replace the curb and gutters, sidewalks, and ADA curb ramps along SR 59/Cross Street between Howard and Green streets.

As indicated in the historic property report, the Waveland Commercial Historic District retains some unusual contributing and non-contributing features. The contributing features include the limestone steps in front of the Masonic Hall (IHSSI # 107-025-46014). The limestone steps will be retained in place and the concrete sidewalk poured around them, just as the existing sidewalk does. The non-contributing features include: the replacement awning with steel posts in front of the commercial building at 224 Cross Street (IHSSI # 107-025-046013), a concrete sidewalk step along the west side of Cross Street and adjacent to the awning in front of the building at 224 Cross Street, a large concrete sidewalk ramp at the southeast corner of Cross and Green Street, and a cistern located below the Cross Street and alley intersection. These non-contributing features will be removed, replaced, or modified as part of the curb ramps, sidewalks, and pavement replacement. No other unusual or historic features, such as brick or stone sidewalks or curbing, that might be impacted by the project were observed adjacent to or within this property.



**Figure 4: Looking southeast at the non-contributing (post 1985) concrete sidewalk ramp in front of the Union Block.**

Due to the significant grade change at the northwest corner of the Union Block (IHSSI # 107-025-46020), curb bump outs are proposed along Green Street in the south quadrants of the Cross Street and Green Street intersection to achieve ADA standards for the curb ramps and sidewalks while maintaining a consistent curb line along Cross Street within the Waveland Commercial Historic District.

The alterations within the historic resource boundary and nearby visible changes (as described above) are not anticipated to reduce the significance or impact any of the characteristics that qualify the Waveland Commercial Historic District for the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. The contributing historic features including the buildings and limestone steps and the overall appearance and feeling of the Waveland Commercial Historic District will be retained. Therefore, the project is anticipated to have "No Adverse Effect" to the Waveland Commercial Historic District.

## **5. EXPLAIN APPLICATION OF CRITERIA OF ADVERSE EFFECT -- INCLUDE CONDITIONS OR FUTURE ACTIONS TO AVOID, MINIMIZE OR MITIGATE ADVERSE EFFECTS**

According to 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 of the property’s location, design, setting, materials, workmanship, feeling or association.”

### **A. Waveland Christian Church (IHSSI # 107-025-47016)**

According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply.

Per 36 CFR 800.5(a)(2)(i), there will not be physical damage to part of the property that contributes to its historic integrity. Physical impacts will be limited to the proposed new 5-foot wide sidewalk south of the existing sidewalk and the approximate 0.002 acre of temporary right-of-way anticipated for the driveway reconstruction. The building will not be altered. The temporary right-of-way is anticipated for maneuvering and other related activities during construction only. The proposed new 5-foot wide sidewalk and temporary right-of-way will not alter the characteristics of the property that qualify it for inclusion in the NRHP in a manner that diminishes the property’s integrity.

Per 36 CFR 800.5(a)(2)(ii), the “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties and/or other applicable guidelines” will not occur. The project will have no direct impact on the Waveland Christian Church building.

Per 36 CFR 800.5(a)(2)(iii), the “Removal of the property from its historic location” will not occur. The project will not remove any portion of the Waveland Christian Church.

Per 36 CFR 800.5(a)(2)(iv), a “Change of character of the property’s use or of physical features within the property’s setting that contribute to its historic significance” will not occur. The project will not cause a change of character to any of the Waveland Christian Church’s physical features. Although a proposed new 5-foot wide sidewalk will be added to the south side of the existing sidewalk, adjacent to the historic property boundary, and the crushed stone parking area will be paved; no historic features of the property will be disturbed. Therefore, the project will have no significant impact on the physical features of this property’s setting. Overall, the minor alterations as part of the added sidewalk and paved parking area will not have a significant negative impact on the Waveland Christian Church’s setting and will not affect the property’s ability to convey historic significance. Thus, the impacts do not rise to the level of being adverse.

Per 36 CFR 800.5(a)(2)(v), the “Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features” will not occur. Although a proposed new 5-foot wide sidewalk added to the south side of the existing



sidewalk adjacent to the historic property boundary will introduce visual elements, the addition will not diminish the integrity of the property's significant historic features because there is already a paved road and sidewalk in front of the church. The resulting work will not encroach closer to the church building than the existing sidewalk. The work will not disturb any other landscape, trees, structures, and any other defining features of the property. Therefore, in the area of the Waveland Christian Church, the marginal visual setting, atmospheric and audible changes will not rise to the level of being an adverse effect because they will not diminish the resource's integrity or ability to portray historic significance.

Per 36 CFR 800.5(a)(2)(vi), the "Neglect of a property which causes its deterioration..." will not occur as a result of the project. The undertaking will not cause the deterioration of any aspect of the Waveland Christian Church.

Per 36 CFR 800.5(a)(2)(vii), the "Transfer, lease, or sale of property out of Federal ownership or control..." will not occur. Ownership of the resource will not change as a result of this project.

#### **B. Waveland Post Office (RQAW # 6)**

According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply.

Per 36 CFR 800.5(a)(2)(i), there will not be physical damage to part of the property that contributes to its historic integrity. Physical impacts will be limited to replacing the curb outside of the historic resource boundary, replacing some of the sidewalk within the historic resource boundary, and lengthening the bottom step of the existing concrete steps between the sidewalk and the curb. The depth (run) bottom step will simply be lengthened approximately 1.5 feet to tie into the proposed back of curb. The building will not be altered. The curb and sidewalk replacement will not alter the characteristics of the property that qualify it for inclusion in the NRHP in a manner that diminishes the property's integrity.

Per 36 CFR 800.5(a)(2)(ii), the "Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties and/or other applicable guidelines" will not occur. The project will have no direct impact on the Waveland Post Office building. The concrete steps from the street will be retained as the circa 2012 concrete ramp providing handicapped access from the parking lot will also be retained.

Per 36 CFR 800.5(a)(2)(iii), the "Removal of the property from its historic location" will not occur. The project will not remove any portion of the Waveland Post Office.

Per 36 CFR 800.5(a)(2)(iv), a "Change of character of the property's use or of physical features within the property's setting that contribute to its historic significance" will not occur. The project will not cause a change of character to any of the Waveland Post Office's physical features. Although the project is anticipated to replace the curb adjacent to the historic property boundary, lengthen the bottom concrete step, and replace some of the

concrete sidewalk; no historic features of the property will be significantly disturbed. Therefore, the project will have no significant impact on the physical features of this property's setting. Overall, the minor alterations as part of the SR 59 pavement improvements will not have a significant negative impact on the Waveland Post Office's setting and will not affect the property's ability to convey historic significance. Thus, the impacts do not rise to the level of being adverse.

Per 36 CFR 800.5(a)(2)(v), the "Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features" will not occur. Although replacing the curb adjacent to the historic property boundary will alter visual elements, the alterations will not diminish the integrity of the property's significant historic features. The work will not disturb any other landscape, trees, structures, and any other defining features on the property. Therefore, in the area of the Waveland Post Office, the marginal visual setting, atmospheric and audible changes will not rise to the level of being an adverse effect because they will not diminish the resource's integrity or ability to portray historic significance.

Per 36 CFR 800.5(a)(2)(vi), the "Neglect of a property which causes its deterioration..." will not occur as a result of the project. The undertaking will not cause the deterioration of any aspect of the Waveland Post Office.

Per 36 CFR 800.5(a)(2)(vii), the "Transfer, lease, or sale of property out of Federal ownership or control..." will not occur. Ownership of the resource will not change as a result of this project.

### **C. George Seybold House (NR-1682) 111 E. Main St.**

According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply.

Per 36 CFR 800.5(a)(2)(i), the "Physical destruction of or damage to all or part of the property" will not occur. The undertaking will not directly impact the George Seybold House. No right-of-way will be required from the property and no portion of the historic resource boundary is within the construction limits.

Per 36 CFR 800.5(a)(2)(ii), the "Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties and/or other applicable guidelines" will not occur. The project will have no direct impact on the George Seybold House.

Per 36 CFR 800.5(a)(2)(iii), the "Removal of the property from its historic location" will not occur. The project will not remove any portion of the George Seybold House.

Per 36 CFR 800.5(a)(2)(iv), a "Change of character of the property's use or of physical features within the property's setting that contribute to its historic significance" will not occur. Although the project is anticipated to replace the curb, portions of the existing

sidewalk, and install an ADA curb ramp adjacent to the historic property boundary; no historic features of the property will be disturbed. Therefore, the project will have no significant impact on the physical features of this property's setting. Overall, the minor alterations as part of the SR 59 pavement improvements will not have a significant negative impact on the George Seybold House's setting and will not affect the property's ability to convey historic significance. Thus, the impacts do not rise to the level of being adverse.

Per 36 CFR 800.5(a)(2)(v), the "Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features" will not occur. Although replacing the curb, portions of the existing sidewalk and installing an ADA curb ramp adjacent to the historic property boundary will alter/introduce visual elements, the alterations/additions will not diminish the integrity of the property's significant historic features. The work will not disturb any other landscape, trees, structures, and any other defining features on the property. Therefore, in the area of the George Seybold House, the marginal visual setting, atmospheric and audible changes will not rise to the level of being an adverse effect because they will not diminish the resource's integrity or ability to portray historic significance.

Per 36 CFR 800.5(a)(2)(vi), the "Neglect of a property which causes its deterioration..." will not occur as a result of the project. The undertaking will not cause the deterioration of any aspect of the George Seybold House.

Per 36 CFR 800.5(a)(2)(vii), the "Transfer, lease, or sale of property out of Federal ownership or control..." will not occur. Ownership of the resource will not change as a result of this project.

#### **D. Waveland Commercial Historic District (Indiana Historic Sites and Structures Inventory (IHSSI) # 107-025-46001 – 46020)**

According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply.

Per 36 CFR 800.5(a)(2)(i), there will not be physical damage to part of the property that contributes to its historic integrity. Physical impacts will be limited to the transportation features (roadway and sidewalk) between the contributing buildings. The buildings will not be altered. The limestone steps, in front of the Masonic Hall (IHSSI # 107-025-46014), will be retained in place and the concrete sidewalk poured around them. The non-contributing features (as described in Section 4.D., page 10) will be removed, replaced, or modified as part of the curb ramps, sidewalks, and pavement replacement will not alter the characteristics of the historic district that qualify it for inclusion in the NRHP in a manner that diminishes the district's integrity.

Per 36 CFR 800.5(a)(2)(ii), the "Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties and/or other applicable guidelines" will not occur. The concrete roadway, curbs, and sidewalk will be replaced in-kind and only the non-

contributing features within the district will be removed or modified. Although curb bump outs and handicapped sidewalk ramps will be installed on Green Street, along the north edge of the district boundary, they are consistent with the Secretary's Standards and maintain a consistent curb line along Cross Street. Therefore, the alterations will not have a significant negative impact on the Waveland Commercial Historic District and will not affect the district's ability to convey historic significance. Thus the alterations' impacts do not rise to the level of being adverse.

Per 36 CFR 800.5(a)(2)(iii), the "Removal of the property from its historic location" will not occur. The project will not remove any portion of the Waveland Commercial Historic District from its historical location.

Per 36 CFR 800.5(a)(2)(iv), due to roadway reconstruction, curb replacement, sidewalk replacement, and ADA curb ramp installation along SR 59, a change of character of the property's use or of physical features within the property's setting will occur; however, the changes will not alter the property's setting in a way that diminishes the historic features that contribute to its historic significance. The property's setting in this area along SR 59 will remain largely the same with a lower roadway grade, with new curb ramps, sidewalks, and curb bump outs (on Green Street). Overall, the minor alterations as part of the SR 59 undertaking will not have a significant negative impact on the Waveland Commercial Historic District's setting and will not affect the property's ability to convey historic significance. Thus, the impacts do not rise to the level of being adverse.

Per 36 CFR 800.5(a)(2)(v), the "Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features" will not occur. Although reconstructing the roadway, replacing the curb, replacing the sidewalk, installing an ADA curb ramps, and installing a curb bump outs on Green Street within and adjacent to the historic district will introduce visual elements, the additions will not diminish the integrity of the properties' significant historic features because these elements already exist with the paved roads and concrete sidewalks. The work will not disturb the contributing features, such as the limestone steps in front of the Masonic Hall (IHSSI # 107-025-46014), nor any of the buildings within the district. There are no trees or other unique landscape features that contribute to the district that will be disturbed. Therefore, in the area of the Waveland Commercial Historic District, the marginal visual setting, atmospheric and audible changes will not rise to the level of being an adverse effect because they will not diminish the resource's integrity or ability to portray historic significance.

Per 36 CFR 800.5(a)(2)(vi), the "Neglect of a property which causes its deterioration..." will not occur as a result of the project. The undertaking will not cause the deterioration of any aspect of the Waveland Commercial Historic District.

Per 36 CFR 800.5(a)(2)(vii), the "Transfer, lease, or sale of property out of Federal ownership or control..." will not occur. Ownership of the resource will not change as a result of this project.

## 6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

In response to the Indiana SHPO staff letter, dated November 25, 2019, requesting professional evaluation of the project's anticipated effect on the historic resources, an effects letter was completed by the QP staff at RQAW Corporation. Note that the effects letter expanded the boundaries of the Waveland Post Office historic boundary to include the three concrete steps from the public sidewalk to SR 59/Main Street per the Indiana SHPO staff's request. On January 28, 2020, a hard copy of the effects letter was mailed to the Indiana SHPO while other consulting parties were informed via email that the letter could be viewed electronically by accessing IN SCOPE. The letter identified potential effects to the historic resources and requested comments from consulting parties in response. Please see Appendix D for the effects letter.

In a letter dated March 2, 2020, the Indiana SHPO staff provided thanks for expanding the historic property boundary of the Waveland Post Office and commented on the effects letter. Additionally, the Indiana SHPO staff stated, "we do not think that the integrity of any of the characteristics that qualify any of the historic properties for inclusion in the National Register of Historic Places will be diminished by this project."

No additional comments/questions were received during Section 106 consultation. Please see Appendix D for all Section 106 correspondence.

A public notice of the FHWA finding of "No Adverse Effect" will be published in *The Paper of Montgomery County*. Additionally, the finding and supporting documentation will be posted on IN SCOPE. A 30-day comment period will be given, and this document will be updated to reflect any comments received.

## APPENDICES

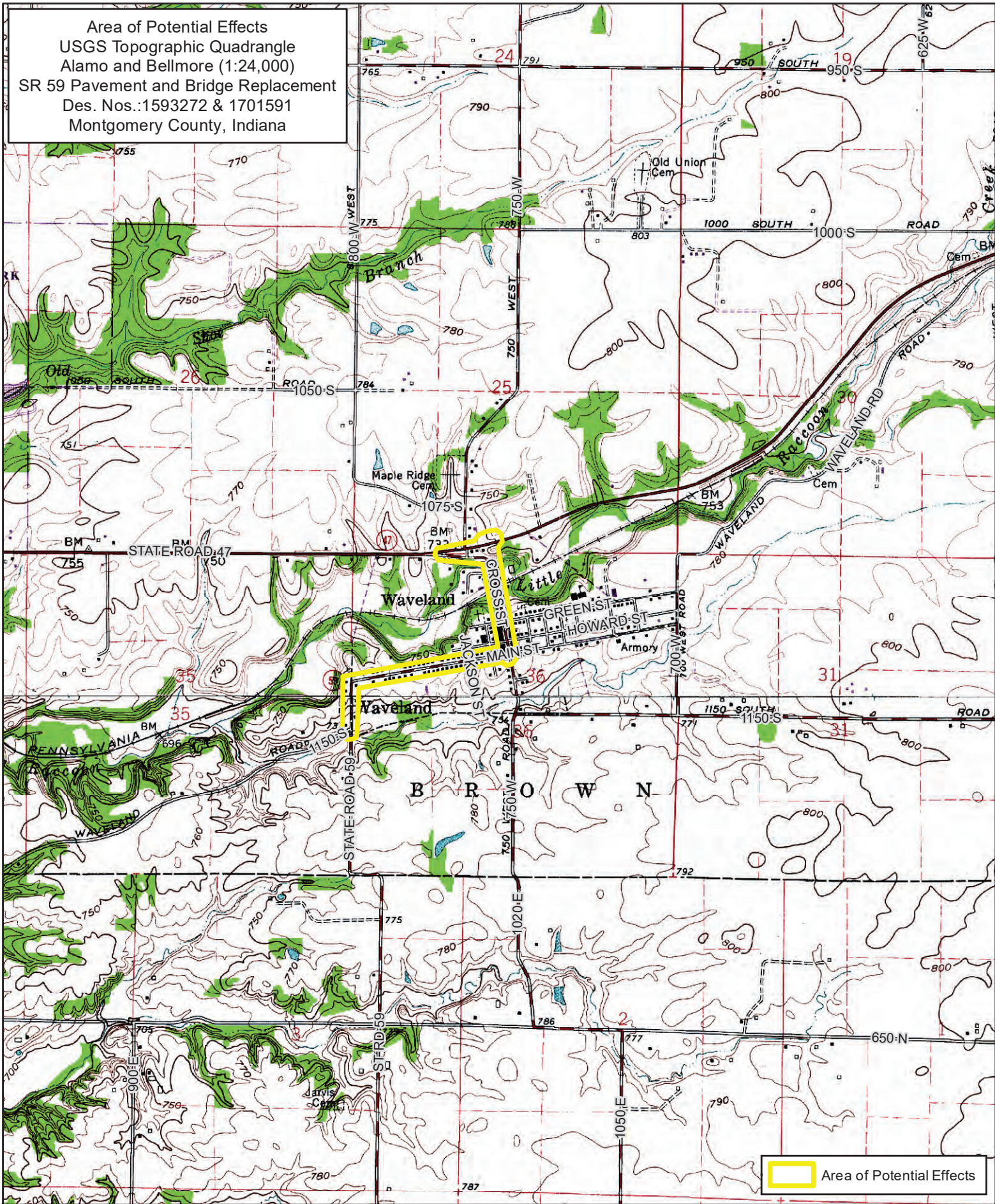
- APPENDIX A: Project Area Maps
- APPENDIX B: General Photographs
- APPENDIX C: Consulting Parties List
- APPENDIX D: Consulting Parties Correspondence
- APPENDIX E: Historic Property Report and Archeology Summaries
- APPENDIX F: Preliminary Plans

## Appendix A:

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# Project Area Maps

Area of Potential Effects  
 USGS Topographic Quadrangle  
 Alamo and Bellmore (1:24,000)  
 SR 59 Pavement and Bridge Replacement  
 Des. Nos.:1593272 & 1701591  
 Montgomery County, Indiana



 Area of Potential Effects

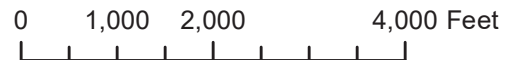
**RQAW**

ENVIRONMENTAL

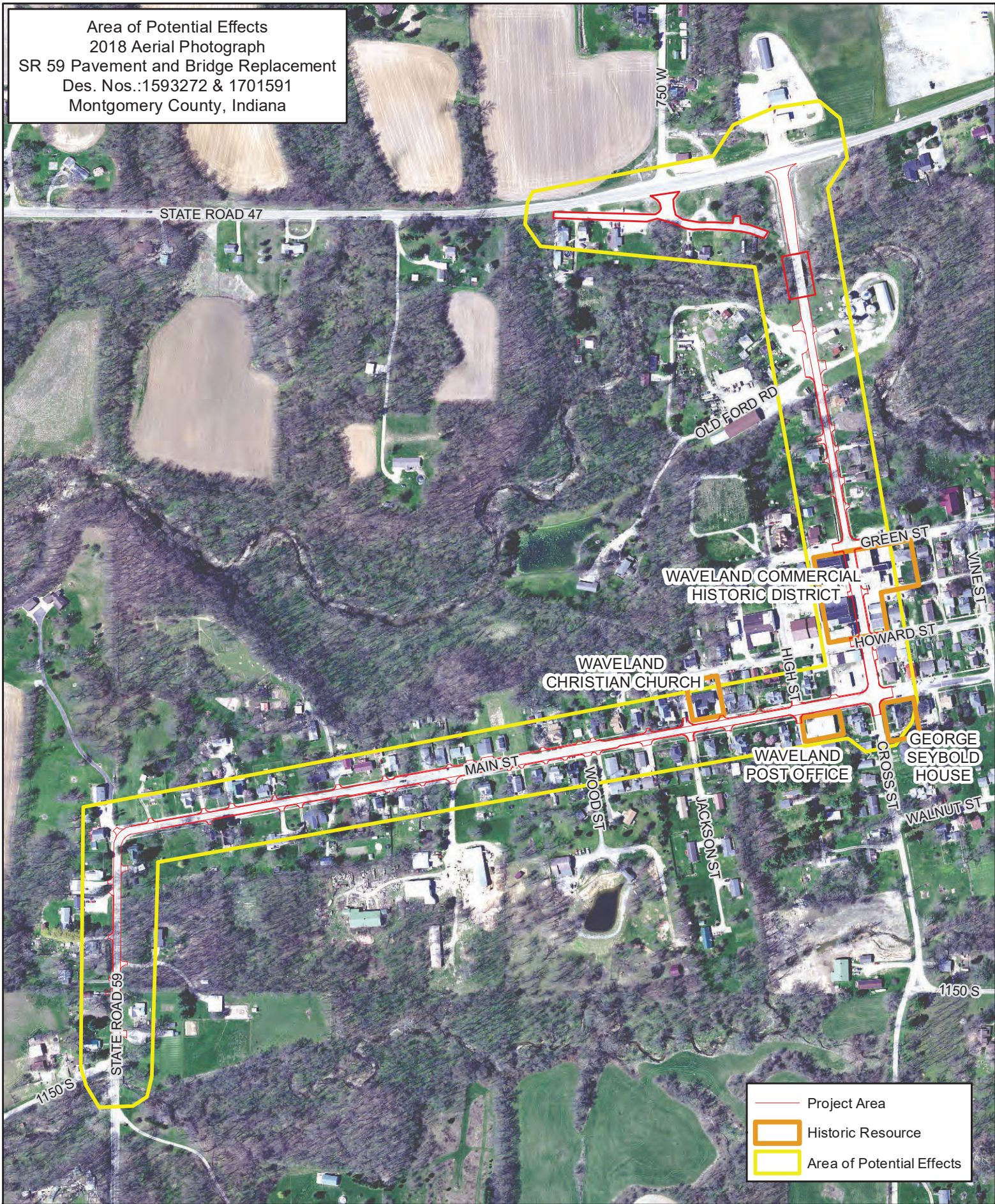
8770 North Street, Suite 110  
 Fishers, IN 46038

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

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North



Area of Potential Effects  
 2018 Aerial Photograph  
 SR 59 Pavement and Bridge Replacement  
 Des. Nos.:1593272 & 1701591  
 Montgomery County, Indiana



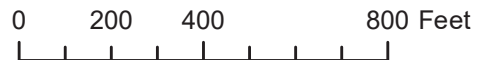
- Project Area
- Historic Resource
- Area of Potential Effects



8770 North Street, Suite 110  
 Fishers, IN 46038

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

Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North





## Appendix B:

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# General Photographs

Photographs omitted to avoid duplication: See photographs in Appendix B of this CE Document

## Appendix C:

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# Consulting Parties List

LIST OF INDIVIDUALS/AGENCIES/ORGANIZATIONS  
INVITED TO BE SECTION 106 CONSULTING PARTIES

Position	Agency 1	Agency 2	Address 1	Address 2	City	State	Zip	Email	Notes
<b>State Historic Preservation Officer</b>	<b>Division of Historic Preservation &amp; Archaeology</b>	<b>Indiana Department of Natural Resources</b>	<b>402 W. Washington St.</b>	<b>Room W274</b>	<b>Indianapolis</b>	<b>IN</b>	<b>46204</b>		
<b>Emily Eckardt</b>	<b>Indiana Landmarks</b>	<b>West Regional Office</b>	<b>669 Ohio Street</b>		<b>Terre Haute</b>	<b>IN</b>	<b>47807</b>	<a href="mailto:eckardt@indianalandmarks.org">eckardt@indianalandmarks.org</a>	<a href="tel:812-232-4534">812-232-4534</a>
Brian Pyle or Tamara Hemmerlein	Montgomery County Cultural Foundation		PO Box 7711		Crawfordsville	IN	47933	<a href="mailto:contactus@rotaryjailmuseum.org">contactus@rotaryjailmuseum.org</a>	765-362-5222
Steve Frees	Montgomery County Historical Society		P.O. Box 127		Crawfordsville	IN	47933	<a href="mailto:sfrees@lane-mchs.org">sfrees@lane-mchs.org</a>	765-362-3416
Dian Moore	Montgomery County Historian		963 E. CR 200 N		Crawfordsville	IN	47933	<a href="mailto:dianmoore@wildblue.net">dianmoore@wildblue.net</a>	765-362-1876
Jim Fulwider	Montgomery County Commissioner		110 W. South Blvd.	Suite A	Crawfordsville	IN	47933	<a href="mailto:jim.fulwider@montgomeryco.net">jim.fulwider@montgomeryco.net</a>	765-361-2623
Dan Guard	Montgomery County Commissioner		110 W. South Blvd.	Suite A	Crawfordsville	IN	47933	<a href="mailto:Dan.Guard@montgomerycounty.in.gov">Dan.Guard@montgomerycounty.in.gov</a>	765-361-2623
John Frey	Montgomery County Commissioner		110 W. South Blvd.	Suite A	Crawfordsville	IN	47933	<a href="mailto:john.frey@montgomerycounty.in.gov">john.frey@montgomerycounty.in.gov</a>	765-361-2623
Jeremy Phillips	Montgomery County Highway Director		818 N. Whitlock Ave.		Crawfordsville	IN	17933	<a href="mailto:jeremy.phillips@montgomerycounty.in.gov">jeremy.phillips@montgomerycounty.in.gov</a>	765-262-2304
Dawn Corwin	Property Owner 111 E. Main St.		111 E. Main St.		Waveland	IN	47989		
Kelley Hopkins	Waveland Council President		P.O. Box 162		Waveland	IN	47989	<a href="mailto:kelly.hopkins@southmont.k12.in.us">kelly.hopkins@southmont.k12.in.us</a>	765-435-3574
Postmaster	Waveland Post Office		103 W. Main Street		Waveland	IN	47989		765-435-2090
	Waveland Christian Church		212 W. Main Street		Waveland	IN	47989		765-435-2300
<b>Ivan Brown</b>	<b>Little Raccoon Regional Waste District</b>		<b>PO Box 14</b>		<b>Waveland</b>	<b>IN</b>	<b>47989</b>	<a href="mailto:little.raccoon@att.net">little.raccoon@att.net</a>	<b>765-435-3574</b>
	Eastern Shawnee Tribe of Oklahoma								
<b>Diane Hunter</b>	<b>Miami Tribe of Oklahoma</b>		<b>3410 P St. NW</b>		<b>Miami</b>	<b>OK</b>	<b>74354</b>	<a href="mailto:dhunter@miamination.com">dhunter@miamination.com</a>	<a href="tel:918-541-8966">918-541-8966</a>
	Peoria Tribe of Indians of Oklahoma								
	Pokagon Band of Potawatomi Indians								
<b>Michael LaRonge</b>	<b>Forest County Potawatomi Community</b>		<b>5320 Wensaut Lane</b>	<b>P.O. Box 340</b>	<b>Cradon</b>	<b>WI</b>	<b>54520</b>	<a href="mailto:michael.laronge@fcpotawatomi-nsn.gov">michael.laronge@fcpotawatomi-nsn.gov</a>	715-478-7354

Note: Federal Highway Administration (FHWA), INDOT Cultural Resources Office (INDOT-CRO), and the State Historic Preservation Officer (SHPO) are automatically consulting parties. Consulting parties that responded are in **bold** and highlighted.

## Appendix D:

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# Consulting Parties Correspondence



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

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

August 13, 2019

This letter was sent to the listed parties.

RE: SR 59 Pavement Rehabilitation and Bridge Project  
DES Nos. 1593272 and 1701591  
Waveland, Montgomery County, Indiana

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with a pavement rehabilitation and bridge project, Des. Nos. 1593272 and 1701591. RQAW is under contract with INDOT to advance the environmental documentation for the referenced project.

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

The proposed undertaking is on SR 59 from CR 1150 S to SR 47 in Montgomery County, Indiana. It is within Brown Township, Alamo and Bellmore USGS Topographic Quadrangles, in Sections 25, 35 and 36, Township 17N, Range 6W.

The need for this project is due to the deteriorated condition of the existing roadway pavement. The asphalt is severely age hardened with extensive wheel path cracking. The curbing conditions are poor with some of the curbs cracking and falling apart to the point they are no longer visible. The sidewalks are in moderate condition with some minor cracking. The drainage system's performance is substandard as sediment has built up throughout the roadway and onto the sidewalks. The primary purpose of this project is to address the pavement deterioration with a long-term solution and to address the substandard drainage and pedestrian facilities. Approximately 0.75 acre of permanent and 0.25 acre of temporary right-of-way is anticipated at this time. The project is anticipated to be let in 2022.

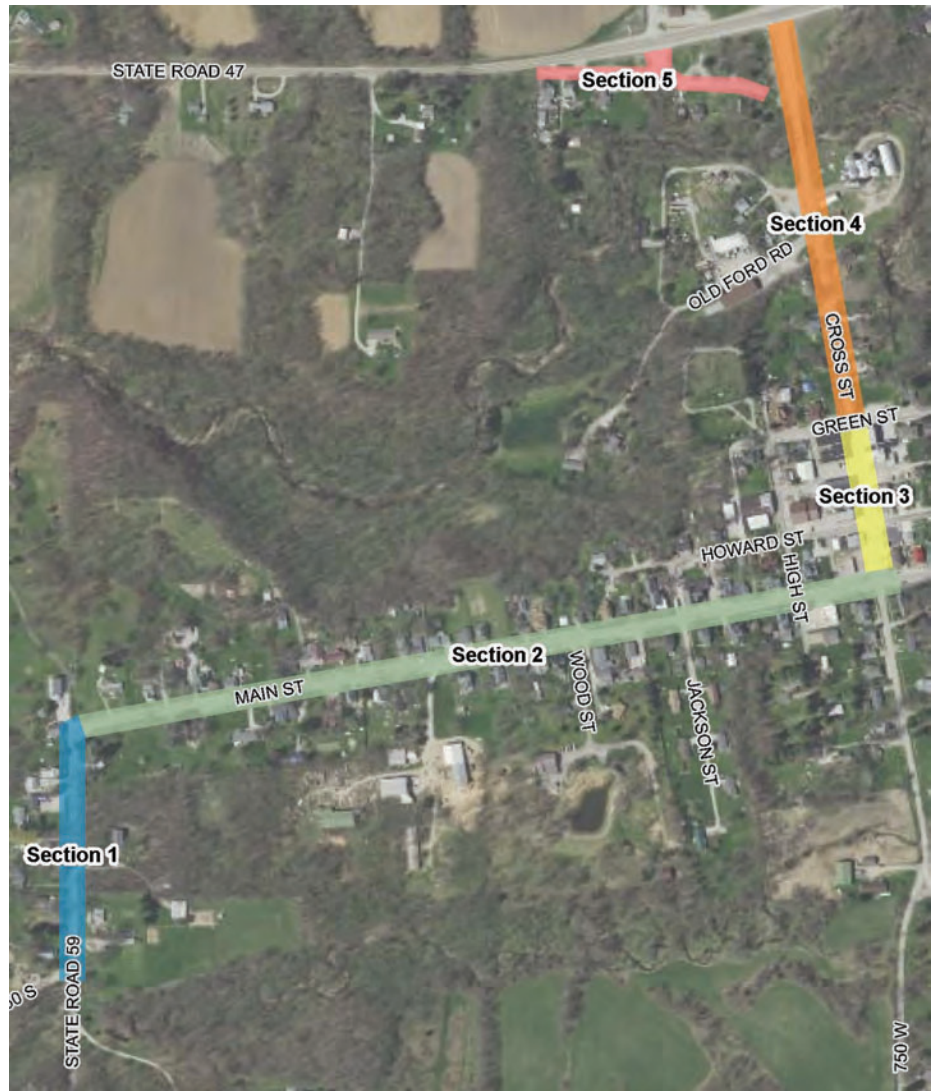
This project can be divided into approximately five sections: 1.) CR 1150 S north to the west corner at SR 59 and Main Street, 2.) Main Street east to Cross Street, 3.) Cross Street north to Green Street, 4.) Green Street north to SR 47 (includes bridge over Little Raccoon Creek, Des. 1701591), and 5.) Old SR 59 (southwest of the SR 59 and SR 47 Intersection). The recommended alternative involves mill/resurface/widening from the beginning of the project through the first two sections (SR 59/Main Street to Cross Street) and from north of the bridge over Little Raccoon Creek to SR 47. The recommended alternative involves pavement replacement through the third and fourth sections (from Cross Street from Main Street to the bridge over Little Raccoon Creek).

[www.in.gov/dot/](http://www.in.gov/dot/)  
**An Equal Opportunity Employer**



**Section 1** Includes widening for the first 600 feet of the project which consists of adding 2 ft. paved (3 ft. usable) shoulders to the 11-foot wide travel lanes to provide for lateral stability of the pavement. Drainage through this section of the project will be conveyed by open ditches and drive culverts. This section does not have existing sidewalks and no sidewalks are proposed. Approximately 300 feet along the west side of this section will receive a curb and gutter instead.

**Section 2** (Along SR 59/Main Street) includes mill/resurface the existing 11-foot wide travel lanes, adding a curb and gutter with storm sewer drain inlets, and installing a new storm sewer trunk line. The existing gravel on-street parking will be paved in two areas: from approximately 750 feet west of Wood Street to approximately 90 feet east of Wood Street, and between High Street and Cross Street. The sidewalks will be replaced through this section of the project (behind a grass buffer where no on-street parking is located, and without a grass buffer where on-street parking is located).



**Section 3** (Main Street/Cross Street intersection to Green Street) includes replacing the existing 11-foot wide travel lanes, on-street parking, curb and gutter, and adjacent sidewalk through downtown Waveland. Due to the thinner existing pavement depth within the downtown area of Waveland the pavement will be fully replaced.

**Section 4** (Green Street to SR 47) includes replacing the existing 11-foot wide travel lanes. Between Green Street and Old Ford Road, this section also includes adding a curb and gutter and replacing the existing sidewalk. This section incorporates the bridge project (Des. No. 1701591) over Little Raccoon Creek (Structure No. 059-54-05061 A, National Bridge Inventory No. 021440). The project is anticipated to replace the existing three-span prestressed concrete bridge with a three-span continuous reinforced concrete slab bridge. The new bridge will have a length of 103 feet 6 inches and width of 36 feet 4 inches (approximately 4-feet wider than the existing). The approach pavement will be widened slightly to ensure adequate guardrail offset. The SR 47 approach will only involve milling and overlay.

**Section 5** (Old SR 59) includes mill and resurface within the existing pavement. Construction will not occur beyond the existing pavement limits in this section.

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

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

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. At this time, no cultural resource investigations have occurred; however, the results of cultural resource identification and evaluation efforts, both above-ground and archaeological, will be forthcoming. Consulting parties will receive notification when these reports are completed.

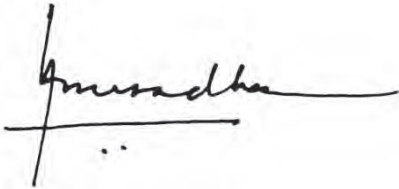
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time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

For questions concerning specific project details, you may contact Kyle Boot of RQAW at 317-588-1762 or [kboot@rqaw.com](mailto:kboot@rqaw.com). All future responses regarding the proposed project should be forwarded to RQAW at the following address:

Kyle Boot  
Architectural Historian  
RQAW  
8770 North Street, Suite 110  
Fishers, IN 46038  
[kboot@rqaw.com](mailto:kboot@rqaw.com).

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317- 233-6795 or Michelle Allen at FHWA at [michelle.allen@dot.gov](mailto:michelle.allen@dot.gov) or 317-226-7344.

Sincerely,



Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Enclosures: General Location Map  
USGS Topographic Map

Distribution List: Indiana State Historic Preservation Officer (SHPO)  
Indiana Landmarks, West Regional Office  
Montgomery County Cultural Foundation  
Montgomery County Historical Society  
Montgomery County Historian  
Montgomery County Commissioner  
Montgomery County Commissioner  
Montgomery County Commissioner  
Montgomery County Highway Director  
Dawn Crowin, Property Owner 111 E. Main Street  
Waveland Council President  
Waveland Post Office  
Eastern Shawnee Tribe of Oklahoma  
Miami Tribe of Oklahoma  
Peoria Tribe of Indians of Oklahoma  
Pokagon Band of Potawatomi Indians  
Forest County Potawatomi Community



## Kyle J. Boot

---

**From:** Kyle J. Boot  
**Sent:** Tuesday, August 13, 2019 9:53 AM  
**To:** 'Slider, Chad (DNR (CSlider@dnr.IN.gov))'; Emily Royer; oldjail@tctc.com; sfrees@lane-mchs.org; dianmoore@wildblue.net; jim.fulwider@montgomeryco.net; Dan.Guard@montgomerycounty.in.gov; john.frey@montgomerycounty.in.gov; jeremy.phillips@montgomerycounty.in.gov  
**Cc:** Kelly, Clint; 'Kumar, Anuradha (akumar@indot.IN.gov)'; Branigin, Susan; Shaun Miller (smiller@indot.IN.gov); 'Brett Crutchfield'; McMullen, Kenneth B; Jack Stocks; 'Joseph Dabkowski'; Aaron Lawson  
**Subject:** FHWA Project: Des. Nos. 1593272 and 1701591; SR 59 Pavement Rehabilitation and Bridge Project, Montgomery County, Indiana  
**Attachments:** SR59WavelandPavementRhb\_Des1593272\_ECL\_2019-08-13.pdf

### **Des. Nos.: 1593272 and 1701591**

#### **Project Description: SR 59 Pavement Rehabilitation and Bridge Project**

#### **Location: Waveland, Montgomery County, Indiana**

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a pavement rehabilitation and bridge project, Des. Nos. 1593272 and 1701591.

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

Indiana State Historic Preservation Officer (SHPO)  
Indiana Landmarks, West Regional Office  
Montgomery County Cultural Foundation  
Montgomery County Historical Society  
Montgomery County Historian  
Montgomery County Commissioner  
Montgomery County Commissioner  
Montgomery County Commissioner  
Montgomery County Highway Director  
Dawn Crowin, Property Owner 111 E. Main Street  
Waveland Council President  
Waveland Post Office  
Eastern Shawnee Tribe of Oklahoma  
Miami Tribe of Oklahoma  
Peoria Tribe of Indians of Oklahoma  
Pokagon Band of Potawatomi Indians  
Forest County Potawatomi Community

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

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also

welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

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

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-233-6795 or Michelle Allen at FHWA at [michelle.allen@dot.gov](mailto:michelle.allen@dot.gov) or 317-226-7344.

Thank you in advance for your input,  
Kyle



**Kyle Boot**  
Architectural Historian  
8770 North St., Ste. 110  
Fishers, IN 46038  
O: 317.588.1762  
[www.rqaw.com](http://www.rqaw.com)

*Best Places to Work in Indiana, 2018 & 2019*  
*Indy Star's Top Workplaces, 2019*



## Kyle J. Boot

---

**From:** Kelly, Clint <CKelly1@indot.IN.gov>  
**Sent:** Tuesday, August 13, 2019 10:06 AM  
**To:** thpo@estoo.net; dhunter@miamination.com; lpappenfort@peoriatribes.com;  
Matthew.Bussler@pokagonband-nsn.gov; michael.laronge@fcpotawatomi-nsn.gov  
**Cc:** Kumar, Anuradha; Branigin, Susan; Miller, Shaun (INDOT); Crutchfield, Brett; Kyle J. Boot; McMullen, Kenneth B; michelle.allen@dot.gov  
**Subject:** FHWA Project: Des. Nos. 1593272 and 1701591; SR 59 Pavement Rehabilitation and Bridge Project, Montgomery County, Indiana  
**Attachments:** SR59WavelandPavementRhb\_Des1593272\_ECL\_2019-08-13.pdf

### **Des. Nos.: 1593272 and 1701591**

**Project Description: SR 59 Pavement Rehabilitation and Bridge Project**

**Location: Waveland, Montgomery County, Indiana**

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a pavement rehabilitation and bridge project, Des. Nos. 1593272 and 1701591.

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

Indiana State Historic Preservation Officer (SHPO)  
Indiana Landmarks, West Regional Office  
Montgomery County Cultural Foundation  
Montgomery County Historical Society  
Montgomery County Historian  
Montgomery County Commissioner  
Montgomery County Commissioner  
Montgomery County Commissioner  
Montgomery County Highway Director  
Dawn Crowin, Property Owner 111 E. Main Street  
Waveland Council President  
Waveland Post Office  
Eastern Shawnee Tribe of Oklahoma  
Miami Tribe of Oklahoma  
Peoria Tribe of Indians of Oklahoma  
Pokagon Band of Potawatomi Indians  
Forest County Potawatomi Community

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

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

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Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-233-6795 or Michelle Allen at FHWA at [michelle.allen@dot.gov](mailto:michelle.allen@dot.gov) or 317-226-7344.

Thank you in advance for your input,

**Clint Kelly**

*Historian*

*Cultural Resources Office*

*Environmental Services*

100 N. Senate Ave., Rm. 642

Indianapolis, IN 46204

**Office:** (317) 232-1349

**Email:** [ckelly1@indot.in.gov](mailto:ckelly1@indot.in.gov)





# Miami Tribe of Oklahoma

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



Via email: [smiller@indot.IN.gov](mailto:smiller@indot.IN.gov)

September 9, 2019

Shaun Miller  
Archaeological Team Lead  
Cultural Resources Office, Indiana DOT  
575 North Pennsylvania Street  
Indianapolis, IN 46204

Re: Des. Nos. 1593272 and 1701591; SR 59 Pavement Rehabilitation and Bridge Project,  
Montgomery County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Miller:

Aya, kikwehsitoole – I show you respect. My name is Diane Hunter, and I am the Tribal Historic Preservation Officer for the Federally Recognized Miami Tribe of Oklahoma. In this capacity, I am the Miami Tribe's point of contact for all Section 106 issues.

The Miami Tribe objects to projects that will disturb or destroy archaeological sites that are eligible for the National Register of Historic Places. Due to the project's location near a GLO-identified earthwork (12My111), it is possible that human remains and/or cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) could be discovered during this project. As the project is within the aboriginal homelands of the Miami Tribe, if such items are discovered during any phase of this project, we request immediate notification and consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me by phone at 918-541-8966 or by email at [dhunter@miamination.com](mailto:dhunter@miamination.com).

The Miami Tribe requests to serve as a consulting party to this project.

Respectfully,

Diane Hunter  
Tribal Historic Preservation Officer

## Kyle J. Boot

---

**From:** Emily Eckardt <eeckardt@indianalandmarks.org>  
**Sent:** Wednesday, September 11, 2019 4:54 PM  
**To:** Kyle J. Boot  
**Subject:** RE: FHWA Project: Des. Nos. 1593272 and 1701591; SR 59 Pavement Rehabilitation and Bridge Project, Montgomery County, Indiana  
**Attachments:** image010.wmz  
**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Kyle,

Thank you for providing me with information regarding the proposed pavement and bridge project in Montgomery County. I appreciate your consideration in involving our organization in the review of this project. I have surveyed the project area and have found no historic properties negatively affected.

So long as the scope of the project remains as outlined in the August 13 information, I have no objections to the project. If you have any questions regarding my findings or if you make changes to the current project, please let me know.

Best,  
Emily Eckardt

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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 · www.IN.gov/dnr/historic



September 12, 2019

Kyle Boot  
RQAW  
8770 North Street, Suite 110  
Fishers, Indiana 46038

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

Re: Early coordination letter for the SR 59 Pavement Rehabilitation and Bridge Project, within and near  
the Town of Waveland, Montgomery County, Indiana (Des. Nos. 1593272 and 1701591; DHPA No. 24251)

Dear Mr. Boot:

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 “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO” or “INDNR-DHPA”) has reviewed INDOT’s August 13, 2019, early coordination letter, which we received on August 16, 2019.

We are not aware of any parties who should be invited to participate in the Section 106 consultation on this federal undertaking, beyond those whom INDOT already has invited. However, if right-of-way is likely to be taken from a potentially historic property, it might be advisable to invite the owner of that property as soon as possible, if you have not already done so.

Once all invited parties have had an opportunity to respond to INDOT’s consulting parties invitation, please advise John Carr as to which parties have accepted and their contact information (preferably e-mail addresses, if known).

We look forward to reviewing the proposed area of potential effects and the reports on investigations of above-ground cultural resources and of archaeological resources that INDOT indicated will be forthcoming.

The Indiana SHPO staff’s archaeological reviewer for this project is Beth K. McCord, and the structures reviewer is John Carr. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the SR 59 Pavement Rehabilitation and Bridge Project within and near Waveland (Des. Nos. 1593272 and 1701591), please refer to DHPA No. 24251.

Very truly yours,

Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:JLC:jlc

emc: Robert Dirks, P.E., FHWA

Anuradha Kumar, INDOT  
Shaun Miller, INDOT  
Susan Branigin, INDOT  
Shirley Clark, INDOT  
Kyle Boot, RQAW  
Beth McCord, INDNR-DHPA  
John Carr, INDNR-DHPA



## Kyle J. Boot

---

**From:** Kelly, Clint <CKelly1@indot.IN.gov>  
**Sent:** Thursday, September 12, 2019 10:43 AM  
**To:** Kyle J. Boot  
**Cc:** Miller, Shaun (INDOT); Branigin, Susan  
**Subject:** FW: FHWA Project: Des. Nos. 1593272 and 1701591; SR 59 Pavement Rehabilitation and Bridge Project, Montgomery County, Indiana

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Kyle,  
Please find the response from the Forest County Potawatomi Community below.  
Thanks,  
Clint

### Clint Kelly

*Historian*

*Cultural Resources Office*

*Environmental Services*

100 N. Senate Ave., Rm. 642

Indianapolis, IN 46204

**Office:** (317) 232-1349

**Email:** [ckelly1@indot.in.gov](mailto:ckelly1@indot.in.gov)



---

**From:** Michael LaRonge [mailto:Michael.LaRonge@fcpotawatomi-nsn.gov]  
**Sent:** Thursday, September 12, 2019 10:39 AM  
**To:** Kelly, Clint <CKelly1@indot.IN.gov>  
**Subject:** RE: FHWA Project: Des. Nos. 1593272 and 1701591; SR 59 Pavement Rehabilitation and Bridge Project, Montgomery County, Indiana

**\*\*\*\* This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\*\***

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RE: FHWA Project: Des. No. 1593272 & 1701591, SR 59 Pavement replacement and bridge project, Montgomery County, Indiana.

Dear Mr. Kelly,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi Community, a Federally Recognized Native American Tribe, reserves the right to comment on Federal undertakings, as defined under the act.

Thank you for providing additional information regarding this project. Based on information you provided it does not appear that the proposed work will impact any historic properties of concern to the Tribe. Therefore, the Tribal Historic Preservation office, on behalf of the Tribe, is pleased to offer a finding of no historic properties affected, with two

conditions. First should the SHPO finding differ the Tribe reserves the right to reconsider based on new evidence. Second, In the event that human remains or archaeological materials are exposed as a result of project activities then work must halt and the Tribe must be included in any further discussion regarding treatment and disposition of the find prior to its removal.

Your interest in protecting cultural and historic properties is appreciated. If you have any questions or concerns, please contact me at the email address or phone number listed below.

Respectfully,

Michael LaRonge  
Tribal Historic Preservation Officer  
Natural Resources Department  
Forest County Potawatomi Community  
5320 Wensaut Lane  
P.O. Box 340  
Crandon, Wisconsin 54520  
Phone: 715-478-7354  
Fax: 715-478-7225  
Email: [Michael.LaRonge@FCPotawatomi-nsn.gov](mailto:Michael.LaRonge@FCPotawatomi-nsn.gov)

## P H O N E L O G

October 8, 2019  
10:40 AM

Project: Des. Numbers 1593272 and 701591  
SR 59 Pavement Rehabilitation and Bridge Project  
Waveland, Montgomery County, Indiana

Participants: Mr. Ivan Brown, Little Raccoon Regional Waste District (LRRWD), Board President  
[little.raccoon@att.net](mailto:little.raccoon@att.net)  
765-435-3574  
PO Box 14  
Waveland, IN 47989  
Kyle Boot, Architectural Historian, RQAW

Mr. Brown said that he received a copy of the Section 106 Consulting Party letter dated 8/13/219 from the Town of Waveland and questioned why he was not included in the original mailing. Mr. Boot informed Mr. Brown that the purpose of the consulting party letter is to initiate consultation with groups having an interest in historic resources near the project. Mr. Brown asked to be added to the list of Section 106 consulting parties and would like to receive coordination and project updates. Mr. Boot informed Mr. Brown that he would add Mr. Brown to the list of consulting parties to receive future Section 106 coordination. Furthermore, Mr. Boot would inform the project manager of Mr. Brown's desire to be included on any list of contacts receiving coordination or project updates.

Kyle Boot  
RQAW Corporation



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

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

October 25, 2019

This letter was sent to the listed parties.

RE: SR 59 Pavement Rehabilitation and Bridge Project  
DES Nos. 1593272 and 1701591  
Waveland, Montgomery County, Indiana

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with a pavement rehabilitation and bridge project, Des. Nos. 1593272 and 1701591. RQAW is under contract with INDOT to advance the environmental documentation for the referenced project.

This letter is part of the Section 106 review process for this project. A Section 106 early coordination letter was distributed on August 13, 2019.

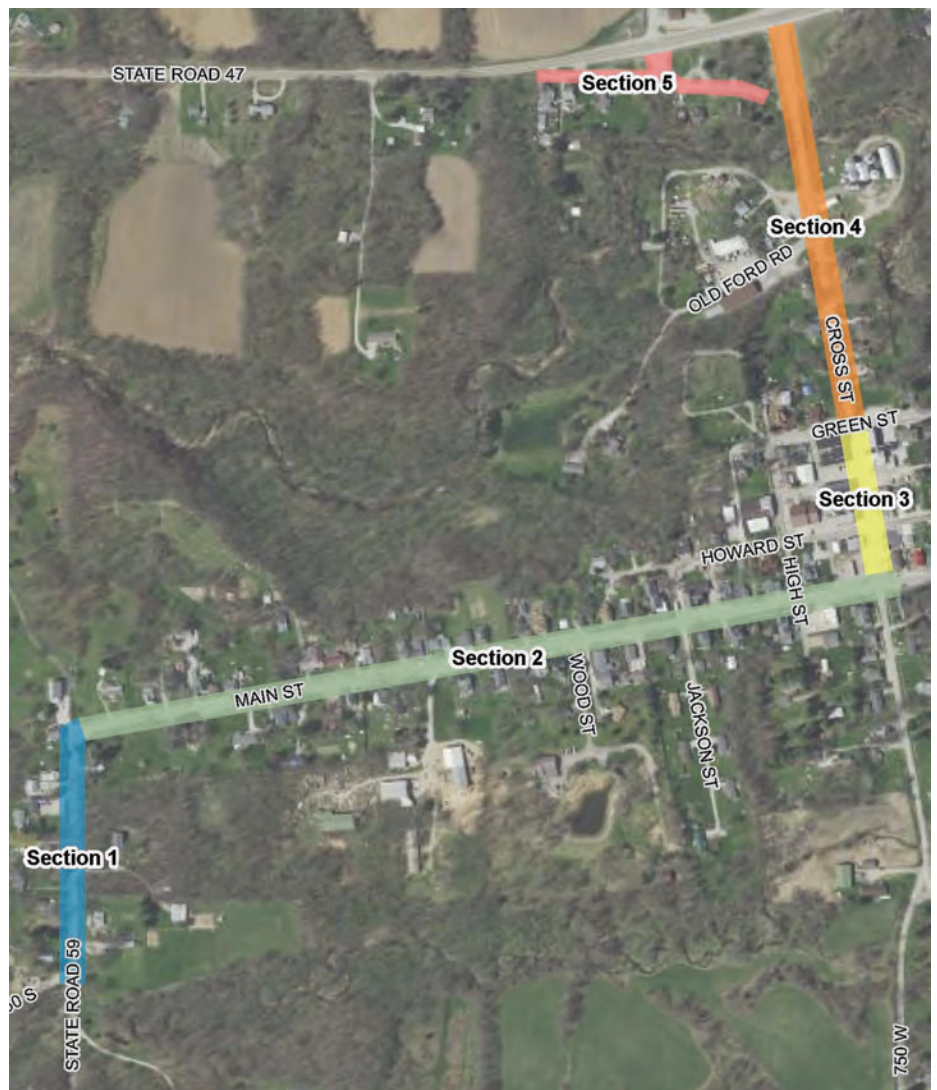
The proposed undertaking is on SR 59 from CR 1150 S to SR 47 in Montgomery County, Indiana. It is within Brown Township, Alamo and Bellmore USGS Topographic Quadrangles, in Sections 25, 35 and 36, Township 17N, Range 6W.

The need for this project is due to the deteriorated condition of the existing roadway pavement. The asphalt is severely age hardened with extensive wheel path cracking. The curbing conditions are poor with some of the curbs cracking and falling apart to the point they are no longer visible. The sidewalks are in moderate condition with some minor cracking. The drainage system's performance is substandard as sediment has built up throughout the roadway and onto the sidewalks. The primary purpose of this project is to address the pavement deterioration with a long-term solution and to address the substandard drainage and pedestrian facilities. Approximately 0.75 acre of permanent and 0.25 acre of temporary right-of-way is anticipated at this time. The project is anticipated to be let in 2022.

This project can be divided into approximately five sections: **1.)** CR 1150 S north to the west corner at SR 59 and Main Street, **2.)** Main Street east to Cross Street, **3.)** Cross Street north to Green Street, **4.)** Green Street north to SR 47 (includes bridge over Little Raccoon Creek, Des. 1701591), and **5.)** Old SR 59 (southwest of the SR 59 and SR 47 Intersection). The recommended alternative involves mill/resurface/widening from the beginning of the project through the first two sections (SR 59/Main Street to Cross Street) and from north of the bridge over Little Raccoon Creek to SR 47. The recommended alternative involves pavement replacement through the third and fourth sections (from Cross Street from Main Street to the bridge over Little Raccoon Creek).

**Section 1** Includes widening for the first 600 feet of the project which consists of adding two (2) ft. paved (three (3) ft. usable) shoulders to the 11-foot wide travel lanes to provide for lateral stability of the pavement. Drainage through this section of the project will be conveyed by open ditches and drive culverts. This section does not have existing sidewalks and no sidewalks are proposed. Approximately 300 feet along the west side of this section will receive a curb and gutter instead.

**Section 2** (Along SR 59/Main Street) includes mill/resurface the existing 11-foot wide travel lanes, adding a curb and gutter with storm sewer drain inlets, and installing a new storm sewer trunk line. The existing gravel on-street parking will be paved in two areas: from approximately 750 feet west of Wood Street to approximately 90 feet east of Wood Street, and between High Street and Cross Street. The sidewalks will be replaced through this section of the project (behind a grass buffer where no on-street parking is located, and without a grass buffer where on-street parking is located).



**Section 3** (Main Street/Cross Street intersection to Green Street) includes replacing the existing 11-foot wide travel lanes, on-street parking, curb and gutter, and adjacent sidewalk through downtown Waveland. Due to the thinner existing pavement depth within the downtown area of Waveland the pavement will be fully replaced.

**Section 4** (Green Street to SR 47) includes replacing the existing 11-foot wide travel lanes. Between Green Street and Old Ford Road, this section also includes adding a curb and gutter and replacing the existing sidewalk. This section incorporates the bridge project (Des. No. 1701591) over Little Raccoon Creek (Structure No. 059-54-05061 A/National Bridge Inventory (NBI) No. 021440). The project is anticipated to replace the existing three-span prestressed concrete bridge with a three-span continuous reinforced concrete slab bridge. The new bridge will have a length of 103 feet six (6) inches and width of 36 feet four (4) inches (approximately four (4)-feet wider than the existing). The approach pavement will be widened slightly to ensure adequate guardrail offset. The SR 47 approach will only involve milling and overlay.

**Section 5** (Old SR 59) includes mill and resurface within the existing pavement. Construction will not occur beyond the existing pavement limits in this section.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process. Entities that have accepted consulting party status are identified in the attached list. Please note that the Waveland Christian Church was not included in the early coordination letter dated August 13, 2019. As such they are being sent this correspondence, asked to review the early coordination letter dated on IN SCOPE (see below), and invited to become a consulting party.

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

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains one resource (George Seybold House, NR-1682, 111 East Main Street) listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, three resources (Waveland Commercial Historic District IHSSI #s 107-025-46001 – 46020, Waveland Christian Church IHSSI # 107-025-47016, and Waveland Post Office RQAW # 6) are recommended as eligible for listing in the NRHP.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified one site within the project area. As a result of these efforts, site 12My722 is recommended not eligible for listing in the NRHP and no further work is recommended.

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

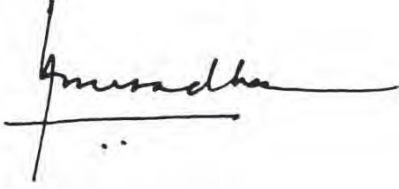
Please review the information and comment within thirty (30) calendar days of receipt.

For questions concerning specific project details, you may contact Kyle Boot of RQAW at 317-588-1762 or [kboot@rqaw.com](mailto:kboot@rqaw.com). All future responses regarding the proposed project should be forwarded to RQAW at the following address:

Kyle Boot  
Architectural Historian  
RQAW  
8770 North Street, Suite 110  
Fishers, IN 46038  
[kboot@rqaw.com](mailto:kboot@rqaw.com).

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-233-6795 or Michelle Allen at FHWA at [michelle.allen@dot.gov](mailto:michelle.allen@dot.gov) or 317-226-7344.

Sincerely,



Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Enclosures:

Historic Property Report

USGS Topographic Map (with Area of Potential Effects)  
Historic Resources Map (with Area of Potential Effects)

Omitted to avoid duplication

Distribution List:

Indiana State Historic Preservation Officer (SHPO)  
Indiana Landmarks, West Regional Office  
Waveland Christian Church  
Little Raccoon Regional Waste District  
Miami Tribe of Oklahoma  
Forest County Potawatomi Community

## Kyle J. Boot

---

**From:** Kyle J. Boot  
**Sent:** Friday, October 25, 2019 11:34 AM  
**To:** McCord, Beth K; Carr, John (JCarr@dnr.IN.gov); Emily Eckardt; littleraccoon@att.net; little.raccoon@att.net  
**Cc:** Kelly, Clint; Kumar, Anuradha; Branigin, Susan; Miller, Shaun (INDOT); McMullen, Kenneth B; Crutchfield, Brett; Joseph Dabkowski; Aaron Lawson; Coon, Matthew; Haylee Moscato  
**Subject:** FHWA Project: Des. Nos. 1593272 and 1701591; SR 59 Pavement Rehabilitation and Bridge Project, Montgomery County, Indiana  
**Attachments:** SR59WavelandPavementRhb\_Des1593272\_HPRLetter\_2019-10-25.pdf

**Des. Nos.: 1593272 and 1701591**

**Project Description: SR 59 Pavement Rehabilitation and Bridge Project**

**Location: Waveland, Montgomery County, Indiana**

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a pavement rehabilitation and bridge project, Des. Nos. 1593272 and 1701591. The Section 106 Early Coordination Letter for this project was originally distributed on August 13, 2019.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report and, Archaeology Report have been prepared and are ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-233-6795 or Michelle Allen at FHWA at [michelle.allen@dot.gov](mailto:michelle.allen@dot.gov) or 317-226-7344.

Thank you in advance for your input,



## Kyle J. Boot

---

**From:** Kelly, Clint <CKelly1@indot.IN.gov>  
**Sent:** Friday, October 25, 2019 12:11 PM  
**To:** dhunter@miamination.com; michael.laronge@fcpotawatomi-nsn.gov  
**Cc:** Kumar, Anuradha; Branigin, Susan; Miller, Shaun (INDOT); Crutchfield, Brett; Kyle J. Boot; McMullen, Kenneth B; michelle.allen@dot.gov; Carr, John  
**Subject:** FHWA Project: Des. Nos. 1593272 and 1701591; SR 59 Pavement Rehabilitation and Bridge Project, Montgomery County, Indiana  
**Attachments:** SR59WavelandPavementRhb\_Des1593272\_HPRLetter\_2019-10-25.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

### Des. Nos.: 1593272 and 1701591

**Project Description:** SR 59 Pavement Rehabilitation and Bridge Project

**Location:** Waveland, Montgomery County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a pavement rehabilitation and bridge project, Des. Nos. 1593272 and 1701591. The Section 106 Early Coordination Letter for this project was originally distributed on August 13, 2019.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report and, Archaeology Report have been prepared and are ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-233-6795 or Michelle Allen at FHWA at [michelle.allen@dot.gov](mailto:michelle.allen@dot.gov) or 317-226-7344.

Thank you in advance for your input,

### Clint Kelly

*Historian*

*Cultural Resources Office*

*Environmental Services*

100 N. Senate Ave., Rm. 642

Indianapolis, IN 46204

**Office:** (317) 232-1349

**Email:** [ckelly1@indot.in.gov](mailto:ckelly1@indot.in.gov)



## Kyle J. Boot

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**From:** Emily Eckardt <eeckardt@indianalandmarks.org>  
**Sent:** Tuesday, November 19, 2019 10:22 AM  
**To:** Kyle J. Boot  
**Subject:** RE: FHWA Project: Des. Nos. 1593272 and 1701591; SR 59 Pavement Rehabilitation and Bridge Project, Montgomery County, Indiana

Kyle,

Thank you for sharing the Historic Property Report with my office. After reviewing the report, I agree with RQAW's assessment of properties eligible for listing in the National Register within the APE: Waveland Christian Church, Waveland Post Office, and the Waveland Commercial District as described.

Best,  
Emily

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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 · www.IN.gov/dnr/historic



November 25, 2019

Kyle Boot  
Architectural Historian  
RQAW  
8770 North Street, Suite 110  
Fishers, Indiana 46038

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

Re: Phase Ia archaeological reconnaissance report (Curran, 7/16/2019) and historic property report (Boot, 10/24/2019) for the SR 59 Pavement Rehabilitation and Bridge Project, within and near the Town of Waveland, Montgomery County, Indiana (Des. Nos. 1593272 and 1701591; DHPA No. 24251)

Dear Mr. Boot:

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 “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO” or “INDNR-DHPA”) has reviewed INDOT’s October 25, 2019 letter and enclosed reports which we received on October 28.

The area of potential effects (“APE”) proposed in the historic property report (“HPSR”; Boot, 10/24/2019) appears to be of adequate size to encompass the geographic area in which the project could cause effects.

The APE contains one resource listed in the National Register of Historic Places (“NRHP”), the 1886 George Seybold House (NR-1682) at 111 East Main Street. We agree that it retains its Criterion C significance and its integrity.

We also agree, for the purposes of the Section 106 review of this project, that the Waveland Commercial Historic District (Indiana Historic Sites and Structures Inventory [“IHSSI”]; 107-025-46001 to 46020) is eligible for inclusion in the NRHP under criteria A and C, but with the district boundaries proposed in the HPR (along or near Cross Street, between Howard Street and Green Street), rather than the larger boundaries identified in the 1986 *Montgomery County Interim Report*, in light of demolitions that have occurred in the last 33 years.

The HPR indicates that the United States Postal Service considers post offices still within its control that were built up to 1970 to be NRHP-eligible. Consequently, we agree that the 1959 Waveland Post Office at 103 West Main Street is eligible under criteria A and C. For the most part, we accept the with the historic property boundaries proposed in the HPR. However, the three concrete steps from the public sidewalk to SR 59/Main Street appear as though they could date from 1959 and could have been built specifically for this post office building, even though they may be within the SR 59 right-of-way.

For the purposes of this Section 106 review, we agree, with some reservations, that the 1890 Waveland Christian Church at 212 West Main Street (IHSSI No. 107-025-47016) is NRHP-eligible under Criterion C, with the historic property boundaries proposed in the HPR. The alteration of the top of the steeple since 1986 has diminished the building’s architectural significance somewhat, the roof appears to be metal (which is unusual, even today, for 19<sup>th</sup> century church buildings), and we have been unable to learn much about the building’s interior integrity. On the

other hand, the polychromed brick facing and what appear to be original—or at least early—stained glass windows are intact, character-defining features.

In terms of archaeological resources, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we agree with the opinion of the archaeologist, as expressed in the Phase Ia archaeological survey report (Curran, 7/16/2019) that the portion of site 12My772 that lies within the proposed project area is not eligible for inclusion in the NRHP and that no further archaeological investigations are necessary at this location. We note that the site form for site 12My772 has been submitted to the Indiana DHPA SHAARD system database. This has been approved.

If any other consulting party disagrees with the identification and evaluation conclusions of either report, however, further consultation on the issue would be necessary.

To facilitate the assess the project's effects on the identified historic properties, please provide all consulting parties with plans showing proposed work in those locations where the project area would pass through or by the historic properties. The paper plan sheets provided to the Indiana SHPO staff should be no larger than 11" by 17".

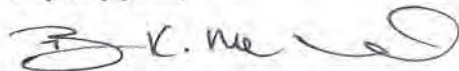
For the readers of this letter who are not receiving project information as participating, Section 106 consulting parties, INDOT's letters and the HPR are available through the IN SCOPE webpage at <http://erms.indot.in.gov/Section106Documents/> by searching under DES Number 1593272.

If anyone receiving a paper copy of this letter would be willing to receive, instead, an e-mailed copy in the future, please advise John Carr at [jcarr@dnr.in.gov](mailto:jcarr@dnr.in.gov) and provide the appropriate e-mail address.

The Indiana SHPO staff's archaeological reviewer for this project is Beth K. McCord, and the structures reviewer is John Carr. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the SR 59 Pavement Rehabilitation and Bridge Project within and near Waveland (Des. Nos. 1593272 and 1701591), please continue to refer to DHPA No. 24251.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM: JLC: jlc

cc: Waveland Town Council  
Postmaster, Waveland Post Office  
Waveland Christian Church  
Dawn Crowin, Property Owner, George Seybold House

emc: Robert Dirks, P.E., FHWA  
Anuradha Kumar, INDOT  
Shaun Miller, INDOT  
Clint Kelly, INDOT  
Susan Branigin, INDOT  
Shirley Clark, INDOT  
Kyle Boot, RQAW  
Andrew Martin, RPA, Cultural Resource Analysts, Inc.  
Ivan Brown, Little Raccoon Regional Waste District  
Miami Tribe of Oklahoma  
Forest County Potawatomi Community  
Indiana Landmarks, Western Regional Office  
Beth McCord, INDNR-DHPA  
John Carr, INDNR-DHPA



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

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

January 28, 2020

This letter was sent to the listed parties.

RE: State Route 59 Pavement and Bridge Replacement Project from CR 1150 to SR 47  
DES Numbers: 1593272 & 1701591  
DHPA Number: 24251  
Waveland, Montgomery County, Indiana

Dear Consulting Party,

The Indiana Department of Transportation (INDOT) with funding from the Federal Highway Administration (FHWA) proposes to proceed with SR 59 Pavement and Bridge Replacement project, Des. Nos.: 1593272 and 1701591.

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

A Section 106 early coordination letter was distributed on August 13, 2109. In addition, a letter distributed on October 25, 2019, notified consulting parties that a historic property report and archaeology report were available for review and comment.

The proposed undertaking is on SR 59 from CR 1150 S to SR 47 in Montgomery County, Indiana. It is within Brown Township, Alamo and Bellmore USGS Topographic Quadrangles, in Sections 25, 35 and 36, Township 17N, Range 6W.

The need for this project is due to the deteriorated condition of the existing roadway pavement. The asphalt is severely age hardened with extensive wheel path cracking. The curbing conditions are poor with some of the curbs cracking and falling apart to the point they are no longer visible. The sidewalks are in moderate condition with some minor cracking. The drainage system's performance is substandard as sediment has built up throughout the roadway and onto the sidewalks. The primary purpose of this project is to address the pavement deterioration with a long-term solution and to address the substandard drainage and pedestrian facilities. Approximately 1.10 acres of permanent and 0.35 acre of temporary right-of-way is anticipated at this time. The project is anticipated to be let in 2022. Traffic is anticipated to be maintained with a detour and flaggers for one-way operation. Access to residences and businesses along SR 59 will be continuously maintained during construction.

The preferred alternative can be divided into approximately five sections: **1.)** CR 1150 S north to the west corner at SR 59 and Main Street; **2.)** Main Street east to Cross Street; **3.)** Cross Street north to Green Street; **4.)** Green Street north to SR 47 (includes bridge over Little Raccoon Creek, Des. 1701591); and **5.)** Old SR 59 (southwest of the SR 59 and SR 47 Intersection). The recommended alternative involves mill/resurface/widening from the beginning of the project through the first two sections (SR 59/Main Street to Cross Street) and from north of the bridge over Little Raccoon Creek to SR 47. The recommended alternative involves pavement replacement through the third and fourth sections (from Cross Street on Main Street to the bridge over Little Raccoon Creek).



**Figure 1: Looking northwest along SR 59/CR 1150 S in Section 1.**

**Section 1** (Figure 1) Includes widening for the first 600 feet of the project which consists of adding two (2) ft. paved (three (3) ft. usable) shoulders to the 11-foot wide travel lanes to provide for lateral stability of the pavement. Drainage through this section of the project will be conveyed by open ditches and drive culverts. This section does not have existing sidewalks and no sidewalks are proposed. Approximately 300 feet along the west side of this section will receive a curb and gutter instead of open ditches.



**Figure 2: Looking east along SR 59/Main Street in Section 2.**

**Section 2** (Along SR 59/Main Street) (Figure 2) includes mill/resurface the existing 11-foot wide travel lanes, adding a curb and gutter with storm sewer drain inlets, and installing a new storm sewer trunk line. The existing crushed stone shoulder parking will be paved in three areas: from approximately 800 feet west of Wood Street to approximately 90 feet east of Wood Street, between Jackson and High (in front of the Waveland Christian Church), and between High Street and Cross Street (in front of the Waveland Post Office). The sidewalks will be replaced through this section of the project (behind a grass buffer where no on-street parking is located, and without a grass buffer where on-street parking is located). See more detailed project description below where adjacent to historic resources.



**Figure 3: Looking south along SR 59/Cross Street in Section 3.**

**Section 3** (Main Street/Cross Street intersection to Green Street) (Figure 3) includes replacing the existing 11-foot wide travel lanes, on-street parking, curb and gutter, and adjacent sidewalk through downtown Waveland. Due to the thinner existing pavement depth within the downtown area of Waveland the pavement will be fully replaced. Bump outs will be installed along Green Street in the south quadrants of the Cross/Green Street intersection to accommodate Americans with Disabilities Act (ADA) compliant curb ramps. See more detailed project description below where adjacent to and within the Waveland Commercial Historic District.

**Section 4** (Green Street to SR 47) (Figure 4) includes replacing the existing 11-foot wide travel lanes. Between Green Street and Old Ford Road, this section also includes adding a curb and gutter and replacing the existing sidewalk. This section incorporates the bridge project (Des. No. 1701591) over Little Raccoon Creek (Structure No. 059-54-05061 A/National Bridge Inventory (NBI) No. 021440). The project is anticipated to replace the existing three-span prestressed concrete bridge with a three-span continuous reinforced concrete slab bridge. The new bridge will have a length of 103 feet six (6) inches and width of 36 feet four (4) inches (approximately four (4)-feet wider than the existing). The approach pavement will be widened slightly to ensure adequate guardrail offset. The SR 47 approach will only involve milling and overlay.



**Figure 4: Looking north along SR 59/Cross Street in Section 4.**

**Section 5** (Old SR 59) (Figure 5) includes mill and resurface within the existing pavement. Construction will not occur beyond the existing pavement limits in this section.

RQAW is under contract with INDOT to advance the environmental documentation for the referenced project. CRA has been subcontracted to complete the archaeology portion of the Section 106 documentation for the project.

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



**Figure 5: Looking southeast along Old SR 59 in Section 5.**

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

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains one resource (George Seybold House, NR-1682, 111 East Main Street) listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, three resources (Waveland Commercial Historic District IHSSI #s 107-025-46001 – 46020, Waveland Christian Church IHSSI # 107-025-47016, and Waveland Post Office RQAW # 6) are recommended as eligible for listing in the NRHP.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards identified one site within the project area. As a result of these efforts, site 12My722 is recommended not eligible for listing in the NRHP and no further work is recommended.

Responses from the early coordination letters were only received from the Indiana SHPO, Indiana Landmarks, Miami Tribe of Oklahoma, and Forest County Potawatomi Community. The Indiana SHPO did not recommend any further potential consulting parties be invited to participate in the Section 106 coordination. Ivan Brown of the Little Raccoon Regional Waste District received a copy of the early coordination letter from the Town of Waveland. Mr. Brown requested to be a consulting party during a phone conversation with RQAW on October 8, 2019. Please find consulting party correspondence enclosed at the end of this letter.

In a letter dated November 25, 2019, the Indiana SHPO staff concurred with the Historic Property Report stating, “We agree the [the 1886 George Seybold House (NR-1682) at 111 East Main Street] retains its Criterion C significance and its integrity. . . . the Waveland Commercial Historic District (Indiana Historic Sites and Structures Inventory [“IHSSI”] # 107-025-46001 to 46020) is eligible, . . . the 1959 Waveland Post Office at 103 West Main Street is eligible, . . . and the 1890 Waveland Christian Church at 212 West Main Street (IHSSI No. 107-025-47016) is NRHP-eligible.” Furthermore, the Indiana SHPO staff disagrees with the 1959 Waveland Post Office historic boundary stating, “the three concrete steps from the public sidewalk to SR 59/Main Street appear as though they could date from 1959 and could have been built specifically for this post office building.” For this Section 106 consultation, INDOT concurs with the Indiana SHPO’s that the steps along SR 59/Main Street be included within the Waveland Post Office historic boundary which should extend to the back of existing curb (Figure 6). Please find the November 25, 2019 Indiana SHPO staff letter enclosed at the end of this letter.

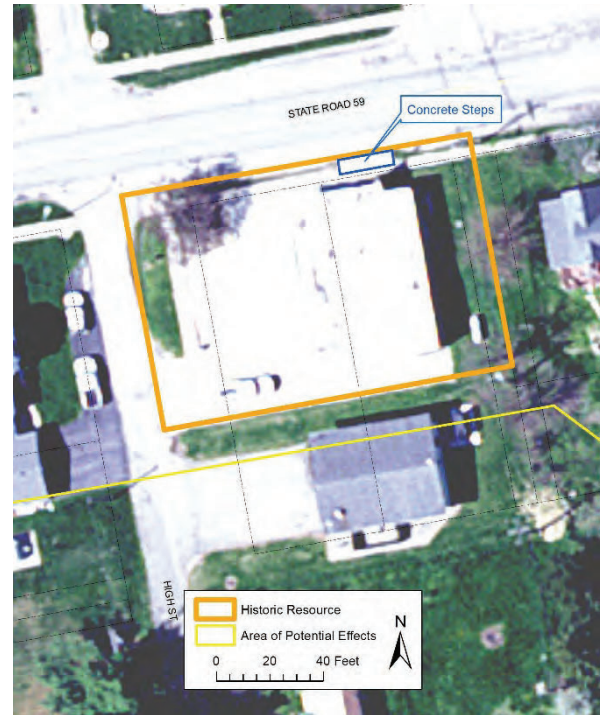


Figure 6: Waveland Post Office Historic Boundary

In the same letter, the Indiana SHPO staff concurred with the archaeology report stating, “we agree with the opinion of the archaeologist, . . . that no further archaeological investigations appear necessary at this location.”

The historic properties are located along SR 59 (Cross Street and Main Street), roughly between Jackson Street to the southwest and Green Street to the northeast. Within the viewshed of these properties, the project is anticipated to include:

- Pavement and curb replacement on the current alignment and maintaining the current widths with 11-foot travel lanes and 8-foot parking areas along SR 59. The pavement may be replaced at full-depth or may simply be milled and overlaid, depending on existing conditions or associated excavation needs. A saw cut of the existing pavement will retain as much pavement as possible.
- Sidewalk reconstruction to include replacing most of the 5-foot wide sidewalks in-kind. ADA curb ramps will also be installed at the intersection of alleys and streets. A few trees within the lawn buffer may be replaced.
- Below-grade storm sewer replacement. The storm sewer will be replaced with new inlets and drain pipe.



The widening and other improvements such as tree removal for the project will not occur adjacent to the historic properties. Please find the currently proposed preliminary plans (with historic resources noted) and mapping enclosed at the end of this letter. Additionally, please see the previously distributed Historic Property Report for additional photos of the project area.

The following is an explanation of potential impacts within and adjacent to the historic resource boundaries and extent of potential effects to each resource. According to 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 of the property’s location, design, setting, materials, workmanship, feeling or association.”

**Waveland Christian Church (IHSSI # 107-025-47016), 212 W. Main St.**

Project impacts are limited to a very small portion of driveway reconstruction within the historic resource boundary of the Waveland Christian Church at 212 W. Main Street. Permanent right-of-way is not anticipated from the property at 212 W. Main Street. However, approximately 0.002 acre of temporary right-of-way is anticipated for the driveway reconstruction in the southeast corner of the church property. The temporary right-of-way is anticipated for maneuvering and other related activities during construction only. The reconstructed driveway will remain within the existing right-of-way area.

Project impacts adjacent to the church are essentially limited to the area south of the existing concrete sidewalk (Figure 8). A new proposed 5-foot wide sidewalk will be added to the south edge of the existing sidewalk, resulting in an approximately 10-foot wide sidewalk. The new proposed sidewalk will be located between the existing sidewalk and the north edge of a new curb and gutter. Additionally, the existing crushed stone parking area will be paved. No other unusual or historic features, such as brick or stone sidewalks or curbing, that might be impacted by the project were observed adjacent to or within this historic property.

The alterations adjacent to the historic resource boundary and neighboring visible changes (as described above) are not anticipated to reduce the significance or impact any of the characteristics that qualify the Waveland Christian Church at 212 W. Main Street for the NRHP in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. The existing sidewalk will be retained, the roadway lane widths will be perpetuated, and the existing crushed stone area will be paved for parking and additional sidewalk. Therefore, the project is anticipated to have “No Adverse Effect” to the Waveland Christian Church at 212 W. Main Street.



**Figure 7: Looking northwest at the Waveland Christian Church.**



**Figure 8: Looking east along Main Street where additional sidewalk and paved parking is proposed adjacent to the Waveland Christian Church.**

## Waveland Post Office (RQAW # 6), 103 W. Main St.

Project impacts within the historic resource boundary of the Waveland Post Office at 103 W. Main Street will be limited to the existing right-of-way. Neither temporary nor permanent right-of-way is anticipated from the Waveland Post Office at 103 W. Main Street. The project proposes to replace the curb (outside the historic resource boundary) and some of the sidewalk (within the historic property boundary). The existing sidewalk and concrete steps between the sidewalk and the curb will not be altered except for the bottom step (Figure 10). The depth (run) of the bottom step will be lengthened approximately 1.5 feet to tie into the proposed back of curb. This will perpetuate the stairs leading from the on-street parking area along Main Street to the post office front entrance. The concrete and railings from the period of significance (circa 1960) and the circa 2012 concrete ramp and railing in front of the post office will remain unaltered as well. Therefore, the integrity of the concrete steps and sidewalk will continue to portray historic significance.

The alterations are not anticipated to reduce the significance or impact any of the characteristics that qualify the Waveland Post Office at 103 W. Main Street for the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Therefore, the project is anticipated to have "No Adverse Effect" to the Waveland Post Office at 103 W. Main Street.

## George Seybold House (NR-1682/ IHSSI # 107-025-47020), 111 E. Main St.

Project impacts adjacent to the historic resource boundary of the George Seybold House will be limited to the existing right-of-way. Neither temporary nor permanent right-of-way is anticipated from the property at 111 E. Main Street. The project is anticipated to replace the curb, portions of the existing sidewalk, and install an ADA curb ramp adjacent to the historic property boundary. The work will not disturb any other landscape, trees, structures, and any other defining features on the property. No other unusual or historic features, such as brick or stone sidewalks or curbing, that might be impacted by the project were observed adjacent to or within this property.

Main and Cross streets do not currently contain curbs near the George Seybold House (Figures Figure 11 and Figure 12). The proposed improvements include curbs at this intersection and the approaches leading up to it. The curb along Cross Street will be located approximately seven feet west of the existing (and proposed) front edge of sidewalk. Thus, the roadway pavement will tie into the existing road pavement and the buffer lawn will be perpetuated along Cross Street. The proposed curb along



Figure 9: Looking east at the sidewalk, ramp, and steps in front of the Waveland Post Office.



Figure 10: Looking southwest at the Waveland Post Office steps that are proposed to be retained.



Figure 11: Looking east at the sidewalk and area of the proposed curbs and buffer lawns near the George Seybold House.

Main Street will be located approximately 11 feet north of the existing (and proposed) front edge of sidewalk. Along the south side of Main Street, the existing crushed stone area between the proposed curb and existing sidewalk will be converted to a buffer lawn adjacent to the approach.

The alterations adjacent to the historic resource boundary and neighboring visible changes (as described above) are not anticipated to reduce the significance or impact any of the characteristics that qualify the George Seybold House for the NRHP in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. Therefore, the project is anticipated to have “No Adverse Effect” to the George Seybold House.

**Waveland Commercial Historic District (IHSSI # 107-025-46001 through 46020),  
Cross St. between Green & Howard Streets.**

Project impacts within the historic resource boundary of the Waveland Commercial Historic District will be limited to the existing right-of-way. Neither temporary nor permanent right-of-way is anticipated from the Waveland Commercial Historic District. The project is proposed to replace the curb and gutters, sidewalks, and ADA curb ramps along SR 59/Cross Street between Howard and Green streets.

As indicated in the historic property report, the Waveland Commercial Historic District retains some unusual contributing and non-contributing features. The contributing features include the limestone steps in front of the Masonic Hall (IHSSI # 10-025-46014) (Figure 13). The limestone steps will be retained in place and the proposed concrete sidewalk poured around them, just as the existing sidewalk does. The non-contributing features include: the replacement awning with steel posts (Figure 14) in front of the commercial building at 224 Cross Street (IHSSI # 107-025-046013), a concrete sidewalk step along the west side of Cross Street and adjacent to the awning in front of the building at 224 Cross Street (Figure 15), a large concrete sidewalk ramp at the southeast corner of Cross and Green Streets (Figure 16), and a cistern located below the Cross Street and alley intersection (Figure 17). These non-contributing features will be removed, replaced, or modified as part of the curb ramps, sidewalks, and pavement replacement. No other unusual or historic features, such as brick or stone sidewalks or curbing, that might be impacted by the project were observed adjacent to or within this property.



**Figure 12: Looking south at the sidewalk and area of the proposed curbs and buffer lawns near the George Seybold House.**



**Figure 13: Looking northeast at the contributing limestone steps in front of the Masonic Lodge.**



**Figure 14: Looking southwest at the non-contributing awning in front of the commercial building at 224 Cross Street.**



**Figure 15: Looking south at the non-contributing (post 1985) sidewalk step along the west side of Cross Street.**



**Figure 16: Looking southeast at the non-contributing (post 1985) concrete sidewalk ramp in front of the Union Block.**

Due to the significant grade change between the north and west sides of the Union Block (IHSSI # 107-025-46020) (Figure 16), curb bump outs are proposed along Green Street in the south quadrants of the Cross Street and Green Street intersection to achieve ADA standards for curb ramp slopes. This will perpetuate a consistent curb line along Cross Street within the Waveland Commercial Historic District.

The alterations within the historic resource boundary and nearby visible changes (as described above) are not anticipated to reduce the significance or impact any of the characteristics that qualify the Waveland Commercial Historic District for the NRHP in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. The contributing historic features including the buildings and limestone steps and the overall appearance and feeling of the Waveland Commercial Historic District will be retained. Therefore, the project is anticipated to have “No Adverse Effect” to the Waveland Commercial Historic District.



**Figure 17: Looking northeast across the Cross Street and alley intersection where surface evidence is visible of a possible cistern below.**

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

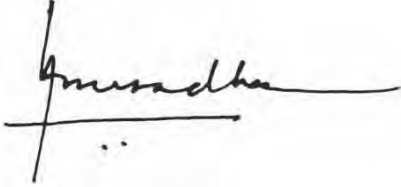
Please review the information and comment within thirty (30) calendar days of receipt.

For questions concerning specific project details, you may contact Kyle Boot of RQAW at 317-588-1762 or [kboot@rqaw.com](mailto:kboot@rqaw.com). All future responses regarding the proposed project should be forwarded to RQAW at the following address:

Kyle Boot  
Architectural Historian  
RQAW  
8770 North Street, Suite 110  
Fishers, IN 46038  
kboot@rqaw.com.

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-233-6795 or Michelle Allen at FHWA at [michelle.allen@dot.gov](mailto:michelle.allen@dot.gov) or 317-226-7344.

Sincerely,



Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Enclosures:

Project Graphics

Consulting Party Correspondence

Enclosures removed  
to avoid duplication.

Distribution List:

Indiana State Historic Preservation Officer (SHPO), [jcarr@dnr.in.gov](mailto:jcarr@dnr.in.gov), and [bmccord@dnr.in.gov](mailto:bmccord@dnr.in.gov)

Robert Dirks, FHWA, [Robert.Dirks@dot.gov](mailto:Robert.Dirks@dot.gov)

Indiana Landmarks, Western Regional Office, [eckardt@indianalandmarks.org](mailto:eckardt@indianalandmarks.org)

Ms. Diane Hunter, Miami Tribe of Oklahoma, [dhunter@miamination.com](mailto:dhunter@miamination.com)

Michael LaRonge, Forest County Potawatomi Community, [michael.laronge@fcpotawatomi-nsn.gov](mailto:michael.laronge@fcpotawatomi-nsn.gov)

Ivan Brown, Little Raccoon Regional Waste District, [little.raccoon@att.net](mailto:little.raccoon@att.net)

## Haylee Moscato

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**From:** Kyle J. Boot  
**Sent:** Tuesday, January 28, 2020 8:55 AM  
**To:** 'Carr, John (JCarr@dnr.IN.gov)'; McCord, Beth K; 'Robert.Dirks@dot.gov'; Emily Eckardt; little.raccoon@att.net  
**Cc:** Kelly, Clint; Branigin, Susan; Miller, Shaun (INDOT); 'Kumar, Anuradha (akumar@indot.IN.gov)'; Jack Stocks; Joseph Dabkowski; Aaron Lawson; Haylee Moscato; Crutchfield, Brett; Mcmullen, Kenneth B; Cameron Fraser; Heck, Sara R  
**Subject:** FHWA Project: Des. Nos. 1593272 and 1701591; SR 59 Pavement Rehabilitation and Bridge Project, Montgomery County, Indiana  
**Attachments:** SR59PavementAndBridgeReplacement\_Des1593272and1701591\_EffectsLtr\_2020-01-28.pdf

### **Des. Nos.: 1593272 and 1701591**

**Project Description: SR 59 Pavement Rehabilitation and Bridge Project**

**Location: Waveland, Montgomery County, Indiana**

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a pavement rehabilitation and bridge project, Des. Nos. 1593272 and 1701591. The Section 106 Early Coordination Letter for this project was originally distributed on August 13, 2019. In addition, a letter distributed on October 25, 2019, notified consulting parties that a historic property report and archaeology report were available for review and comment.

As part of Section 106 of the National Historic Preservation Act, an Effects Letter has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-233-6795 or Michelle Allen at FHWA at [michelle.allen@dot.gov](mailto:michelle.allen@dot.gov) or 317-226-7344.

Thank you in advance for your input,  
Kyle Boot

**RQAW** | **Kyle Boot**  
Architectural Historian  
8770 North St., Ste. 110  
Fishers, IN 46038  
O: 317.588.1762  
[www.rqaw.com](http://www.rqaw.com)  
ENVIRONMENTAL



*Best Places to Work in Indiana, 2018 & 2019*  
*Indy Star's Top Workplaces, 2019*

## Haylee Moscato

---

**From:** Kyle J. Boot  
**Sent:** Tuesday, January 28, 2020 9:39 AM  
**To:** Haylee Moscato  
**Subject:** FW: FHWA Project: Des. Nos. 1593272 and 1701591; SR 59 Pavement Rehabilitation and Bridge Project, Montgomery County, Indiana  
**Attachments:** SR59PavementAndBridgeReplacement\_Des1593272and1701591\_EffectsLtr\_2020-01-28.pdf

**From:** Kelly, Clint <CKelly1@indot.IN.gov>  
**Sent:** Tuesday, January 28, 2020 9:33 AM  
**To:** dhunter@miamination.com; michael.laronge@fcpotawatomi-nsn.gov  
**Cc:** Kumar, Anuradha <akumar@indot.IN.gov>; Branigin, Susan <SBranigin@indot.IN.gov>; Miller, Shaun (INDOT) <smiller@indot.in.gov>; Heck, Sara R <SHeck@indot.IN.gov>; McMullen, Kenneth B <KMcmullen@indot.IN.gov>; michelle.allen@dot.gov; Kyle J. Boot <KBoot@RQAW.com>  
**Subject:** FHWA Project: Des. Nos. 1593272 and 1701591; SR 59 Pavement Rehabilitation and Bridge Project, Montgomery County, Indiana

**Des. Nos.: 1593272 and 1701591**

**Project Description: SR 59 Pavement Rehabilitation and Bridge Project**

**Location: Waveland, Montgomery County, Indiana**

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a pavement rehabilitation and bridge project, Des. Nos. 1593272 and 1701591. The Section 106 Early Coordination Letter for this project was originally distributed on August 13, 2019. In addition, a letter distributed on October 25, 2019, notified consulting parties that a historic property report and archaeology report were available for review and comment.

As part of Section 106 of the National Historic Preservation Act, an Effects Letter has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-233-6795 or Michelle Allen at FHWA at [michelle.allen@dot.gov](mailto:michelle.allen@dot.gov) or 317-226-7344.

Thank you in advance for your input,

**Clint Kelly**

*Historian*

*Cultural Resources Office*

*Environmental Services*

100 N. Senate Ave., Rm. 642

Indianapolis, IN 46204

**Office:** (317) 232-1349

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)



March 2, 2020

Kyle Boot  
Architectural Historian  
RQAW  
8770 North Street, Suite 110  
Fishers, Indiana 46038

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

Re: Effects letter for the State Route 59 Pavement and Bridge Replacement Project, from CR 1150 S to SR 47, within and near the Town of Waveland in Brown Township, Montgomery County, Indiana (Des. Nos. 1593272 and 1701591; DHPA No. 24251)

Dear Mr. Boot:

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 "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO" or "INDNR-DHPA") has reviewed INDOT's January 28, 2020 letter, which we received on February 3<sup>rd</sup> for the above referenced project.

For the benefit of readers of this letter who are not receiving project information as participating, Section 106 consulting parties, INDOT's letters and related documents are available through the IN SCOPE webpage at <http://erms.indot.in.gov/Section106Documents/> by searching under DES Number 1593272.

Thank you for expanding the historic property boundary of the Waveland Post Office to include the steps leading from the public sidewalk down to SR 59.

Based on the verbal description of project elements, illustrations, plans, and discussion of effects of the project provided in and with INDOT's January 28 letter, we do not think that the integrity of any of the characteristics that qualify any of the historic properties for inclusion in the National Register of Historic Places will be diminished by this project.

Unless another party expresses a different opinion about the project's effects, it might now be appropriate to ask INDOT for a finding.

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 must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. 800.

The Indiana SHPO staff's archaeological reviewer for this project is Beth K. McCord, and the structures reviewer is John Carr. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

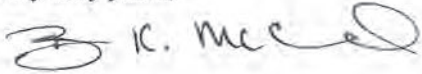
*The DNR mission: Protect, enhance, preserve and wisely use natural, cultural and recreational resources for the benefit of Indiana's citizens through professional leadership, management and education.*

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In all future correspondence about the State Route 59 Pavement and Bridge Replacement Project within and near Waveland, Montgomery County (Des. Nos. 1593272 and 1701591), please continue to refer to DHPA No. 24251.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:JLC;jlc

cc: Waveland Town Council  
Postmaster, Waveland Post Office  
Waveland Christian Church  
Dawn Crowin, Property Owner, George Seybold House

emc: Kari Carmany-George, FHWA  
Anuradha Kumar, INDOT  
Shaun Miller, INDOT  
Clint Kelly, INDOT  
Susan Branigin, INDOT  
Shirley Clark, INDOT  
Kyle Boot, RQAW  
Ivan Brown, Little Raccoon Regional Waste District  
Miami Tribe of Oklahoma  
Forest County Potawatomi Community  
Indiana Landmarks, Western Regional Office  
Beth McCord, INDNR-DHPA  
John Carr, INDNR-DHPA

## Appendix E:

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# Historic Property Report & Archaeology Report Summaries

# SR 59 Pavement and Bridge Replacement

Waveland, Montgomery County, Indiana  
INDOT Des. Nos.: 1593272 and 1701591

Indiana DHPA No.: 24251



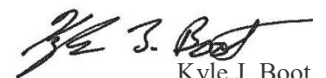
10/24/2019

## Historic Property Report

Prepared for:

The Federal Highway Administration  
and Crawfordsville District, Indiana  
Department of Transportation

Prepared by:

  
Kyle J. Boot  
KBoot@RQAW.com



8770 North Street, Suite 110  
Fishers, IN 46038  
Phone: (317) 588-1762  
www.rqaw.com

# SR 59 Pavement and Bridge Replacement Waveland, Montgomery County, Indiana INDOT Des. Nos.: 1593272 and 1701591 Indiana DHPA No.: 24251

## HISTORIC PROPERTY REPORT

### I. MANAGEMENT SUMMARY

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the SR 59 Pavement and Bridge Replacement Project in Waveland, Montgomery County, Indiana. Above-ground resources located within the project APE were identified and evaluated in accordance with Section 106, National Historic Preservation Act (NHPA) of 1966, as amended and the regulations implementing Section 106 (36 CFR Part 800).

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

Highway Administration (FHWA), it is subject to a Section 106 review.

The APE contains one property listed in the NRHP:

- George Seybold House (NR-1682/ IHSSI # 107-025-47020), 111 East Main Street.

The APE contains three properties that are recommended eligible for listing in the NRHP:

- Waveland Commercial Historic District (IHSSI # 107-025-46001 through 46020), Cross Street between Green and Howard Streets,
- Waveland Christian Church (IHSSI # 107-025-47016), 212 West Main Street, and
- Waveland Post Office (RQAW # 6), 103 West Main Street.

A PHASE IA ARCHAEOLOGICAL RECONNAISSANCE FOR  
THE PROPOSED SR 59 ROAD REHABILITATION AND  
BRIDGE REPLACEMENT OVER LITTLE RACCOON CREEK  
IN MONTGOMERY COUNTY, INDIANA  
(INDOT DES. NOS. 1593272 AND 1701591)



by  
Michael J. Curran

---

Prepared for

# RQAW Corporation

July 16, 2019

---

Prepared by



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

The current reconnaissance resulted in the documentation of one previously unrecorded archaeological site (12My722). Site 12My722 is commercial business with a mid-nineteenth-through mid-twentieth-century component. The site extends beyond the boundaries of the survey area and its NRHP eligibility could not be fully assessed by the current investigation. Nevertheless, the portion of the site documented within the survey area demonstrated poor integrity and has little potential to yield significant data about the history of the region. Therefore, no further work is recommended for the portion of 12My722 located within the survey area.

Note that a principal investigator or field archaeologist cannot grant or withhold clearance to a project. Although the decision to grant or withhold clearance is reached, at least in part, on the recommendations made by the field investigator, clearance may be obtained only through an administrative decision made by a lead federal agency in consultation with INDOT and the State Historic Preservation Officer (Indiana DHPA).

If any previously unrecorded archaeological materials are encountered during construction activities, the DHPA should be notified immediately at (317) 232-1646, as well as the INDOT Cultural Resources Office (CRO) at (317) 233-6795. If human remains are discovered, construction activities should cease immediately, and the DHPA, the INDOT CRO, the local coroner, and the local law enforcement agency must be notified.

## **VI. CONCLUSIONS AND RECOMMENDATIONS**

On June 10 and 11, 2019, CRA, Inc., personnel conducted a phase Ia archaeological reconnaissance for the proposed SR 59 road rehabilitation and bridge replacement over Little Raccoon Creek in Montgomery County, Indiana (INDOT Des. Nos. 1593272 and 1701591). Prior to initiating the fieldwork, a records review was conducted utilizing data from the Indiana DHPA's SHAARD records. The records review indicated that a portion of the current survey area had been previously surveyed (Beard 1988; Stillwell 2005). The project covers approximately 4.0 ha, and was investigated by shovel testing and visual inspection.

## Appendix F:

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# Preliminary Plans

Preliminary Plans omitted to avoid duplication: See Preliminary Plans in Appendix B of this CE Document

PUBLISHER'S AFFIDAVIT

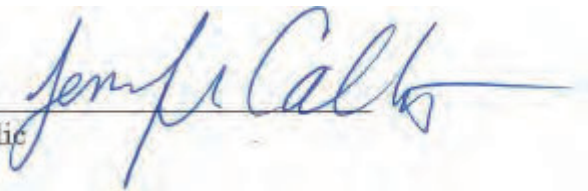
State of Indiana )  
 ) ss:  
Montgomery County )

Personally appeared before me, a notary public in and for said county and state, the undersigned Tim Timmons who, being duly sworn, says that he is Publisher of **The Paper** newspaper of general circulation printed and published in the English language in the city of **Crawfordsville** in state and county afore-said, and that the printed matter attached hereto is a true copy, which was duly published in said paper for **1** time(s), the date(s) of publication being as follows:

**4/1/2020**

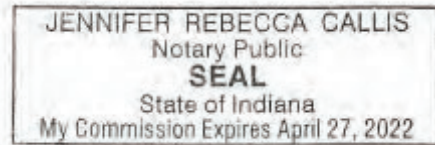


Subscribed and sworn to before me this **1** day of **April, 2020**.

  
Notary Public

My commission expires: **04/27/2022**  
**Jennifer Rebecca Callis**  
**Resident of Montgomery County**

Publisher's Fee: **\$37.77**



**Cause No: Des. Nos. 1593272 and 1701591**  
**PL3771**

**TICKET:**



Paper was proud to say thank you to any and all Montgomery County Veterans, and especially those who served in Vietnam violence, addiction at the Sundance F

**PUBLIC NOTICES**

Public Notice  
Des. Nos. 1593272 and 1701591

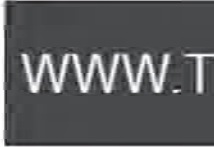
The Indiana Department of Transportation (INDOT) is planning to undertake a Pavement and Bridge Replacement Project, funded in part by the Federal Highway Administration (FHWA). The project is located on SR 59 (Main Street Street/ Cross Street) from CR 1150 S to SR 47 in the Town of Waveland, Montgomery County, Indiana.

Under the preferred alternative, the proposed project would involve mill/ resurface/widening from the beginning of the project from SR 59/Main Street to SR 59/Cross Street and from north of the bridge over Little Raccoon Creek to SR 47. The recommended alternative also involves pavement replacement from SR 59/Cross Street on Main Street to the bridge over Little Raccoon Creek and replacing the bridge over Little Raccoon Creek. Please see attached 800.11 Documentation for more information. At the current design phase, approximately 1.10 acres of permanent and 0.35 acre of temporary right-of-way is anticipated. The project is anticipated to be let in 2022. Traffic is anticipated to be maintained with a detour and flaggers for one-way operation. Access to residence and businesses along SR 59 will be continuously maintained during construction.

Properties listed in or eligible for the National Register of Historic Places (NRHP) located within the Area of Potential Effects (APE) include: the Waveland Christian Church, the Waveland Post Office, the George Seybold House, and the Waveland Commercial Historic District. The proposed action impacts properties listed in or eligible for the NRHP. INDOT, on behalf of the FHWA, has issued a "No Adverse Effect" finding for the project because the project will not diminish the integrity of the characteristics that qualify the historic properties within the APE for inclusion in the NRHP. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(2), the documentation specified in 36 CFR 800.11(e) is available for inspection in RQAW's office. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://srms.indot.in.gov/Section106Documents>. This documentation serves as the basis for the "No Adverse Effect" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Kyle Boot of RQAW, 8770 North St., Ste. 110, Fishers, IN 46038, 317-588-1762 or [kboot@rqaw.com](mailto:kboot@rqaw.com) no later than May 1, 2020.

In accordance with the "Americans with Disabilities Act", if you have a disability for which INDOT needs to provide accessibility to the document(s) such as interpreters or readers, please contact Rickie Clark at 317-232-6601 or [rc1ak@indot.in.gov](mailto:rc1ak@indot.in.gov).

*PL3771 4/1 It hupaxip*



To the taxpayers:  
You are hereby notified that the County of Montgomery County, Indiana, is hereby notified by virtue of IC 36-9-15, Development Fund was

Statute  
IC 36-8-14  
IC 36-9-16-2  
IC 36-9-16-3

IC 36-9-16-5-3  
IC 36-9-16-5

IC 36-9-17

IC 36-9-27-100  
IC 36-10-3-21

The fund will be one hundred dollars (\$100.00) unit beginning in 2021 and is rescinded.

Fifty (50) or more tax rate and correspondingly Auditor not later than ten (10) days after the date of their objections to petition, the County Auditor of Local Government Finance and conduct a public hearing and approval, disapproval, or rescission.  
Dated this 31st day of April, 2020.

**NOTICE TO THE TAXPAYERS**

Notice is hereby given that tax duplicates for State, County, Townships, Schools and Corporations receive the Taxes charged thereon. The following table shows the rate of taxation on each \$100 worth of taxable property.



April 27, 2020

Kyle Boot  
Architectural Historian  
RQAW  
8770 North Street, Suite 110  
Fishers, Indiana 46038

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

Re: INDOT’s finding of “No Adverse Effect,” with supporting documentation, on behalf of FRA,  
for the SR 59 Pavement and Bridge Replacement Project, from CR 1150 S to SR 47, within  
and near the Town of Waveland in Brown Township, Montgomery County, Indiana (Des.  
Nos. 1593272 and 1701591; DHPA No. 24251)

Dear Mr. Boot:

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 “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO” or “INDNR-DHPA”) has reviewed INDOT’s March 31, 2020, letter, with enclosed finding and 36 C.F.R. § 800.11(e) documentation, which we received on April 1 for the above-indicated project.

For the benefit of readers of this letter who are not receiving project information as participating, Section 106 consulting parties, INDOT’s letters and related documents are available through the IN SCOPE webpage at <http://erms.indot.in.gov/Section106Documents/> by searching under DES Number 1593272.

We concur with INDOT’s March 30, 2020, finding that the 1886 George Seybold House at 111 East Main Street (NR-1682), the Waveland Commercial Historic District (IHSSI 107-025-46001 to 46020), the 1890 Waveland Christian Church at 212 West Main Street (IHSSI No. 107-025-47016), and the 1959 Waveland Post Office at 103 West Main Street are the only historic properties within the project’s area of potential effects.

We also concur with INDOT’s March 30, Section 106 finding, on behalf of FHWA, of “No Adverse Effect” for SR 59 Pavement and Bridge Replacement Project in Waveland, Montgomery County, Indiana.

Furthermore, for the purposes of Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, we agree that the conditions listed in 23 C.F.R. § 774.13(d) are satisfied and that the effects of the project on the Waveland Christian Church will constitute a temporary occupancy.

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 must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The Indiana SHPO staff's archaeological reviewer for this project is Beth K. McCord, and the structures reviewer is John Carr. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

If there is any future correspondence about the SR 59 Pavement and Bridge Replacement Project within and near Waveland, Montgomery County (Des. Nos. 1593272 and 1701591), please continue to refer to DHPA No. 24251.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:JLC;jlc

cc: Waveland Town Council  
Postmaster, Waveland Post Office  
Waveland Christian Church  
Property owner, George Seybold House

emc: Karstin Carmany-George, FHWA  
Anuradha Kumar, INDOT  
Shaun Miller, INDOT  
Clint Kelly, INDOT  
Susan Branigin, INDOT  
Shirley Clark, INDOT  
Kyle Boot, RQAW  
Ivan Brown, Little Raccoon Regional Waste District  
Miami Tribe of Oklahoma  
Forest County Potawatomi Community  
Indiana Landmarks, Western Regional Office  
Beth McCord, INDNR-DHPA  
John Carr, INDNR-DHPA

**Categorical Exclusion**

# **Appendix E**

**Red Flag and Hazardous Materials**



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-5113  
FAX: (317) 233-4929

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

Date: November 13, 2019

To: Site Assessment & Management (SAM)  
Environmental Policy Office - Environmental Services Division  
Indiana Department of Transportation  
100 N Senate Avenue, Room N642  
Indianapolis, IN 46204

From: Aaron Lawson  
RQAW Corporation  
8770 North Street, Suite 110  
Fishers, IN 46038  
[alawson@rqaw.com](mailto:alawson@rqaw.com)

Re: RED FLAG INVESTIGATION  
Des. Nos. 1593272 and 1701591, State Project  
Road Rehabilitation and Bridge Replacement Project  
SR 59, from CR 1150 South to SR 47  
Montgomery County, Indiana

## PROJECT DESCRIPTION

The Federal Highway Administration and the INDOT, Crawfordsville District propose to proceed with a road rehabilitation and bridge replacement project located on SR 59 in the Town of Waveland, Montgomery County, Indiana. The project limits on SR 59 begin approximately 1.0 mile south of the intersection with SR 47, at CR 1150 South, and extend north to SR 47. Specifically, the project is located in Brown Township, Bellmore and Alamo U.S. Geological Survey (USGS) Quadrangles, Township 17 North, Range 6 West, Sections 25, 35, and 36.

The proposed road rehabilitation project (Des. No. 1593272) will involve milling and resurfacing the existing pavement, replacing curbs and storm sewer drain inlets, installing new storm sewer trunk lines along SR 59 (Main St.), regrading existing drainage ditches, and replacing existing sidewalks and curb ramps, as needed, to comply with Americans with Disabilities Act (ADA) standards. The existing roadway will be widened from the beginning of the project to the SR 59 (Main St) and SR 59 (Cross St) intersection (0.64 mile), and from north of the bridge over Little Raccoon Creek to SR 47 (0.05 mile); however, the approach to the SR 59 and SR 47 intersection will only require milling and overlay. Drainage through the first 600 feet of the project will be conveyed by open ditches and drive culverts. The proposed bridge replacement project (Des. No. 1701591) includes replacement of the existing bridge over Little Raccoon Creek (Structure No. 059-54-05061 A), which is located near the northern limits of the project. The new bridge will be a three (3) span continuous reinforced concrete slab bridge with a length of 103 feet 6 inches and width of 36 feet 4 inches.

Bridge and/or Culvert Project: Yes  No  Structure # 059-54-05061 A

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

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

Proposed right of way: Temporary  # Acres 0.1 Permanent  # Acres 0.9

Type of excavation: Excavation associated with pavement widening, curbs, sidewalks, curb ramps, drain inlets installation will be up to approximately 2-feet below ground surface (bgs) and excavation associated with storm sewer trunk line installation activities may reach up to approximately 6 feet bgs. The replacement of the existing bridge will require excavation up to approximately 12 feet bgs.

Maintenance of traffic: A detour over state highways will be utilized for this project.

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

State Project:  LPA:

Any other factors influencing recommendations: N/A

**INFRASTRUCTURE TABLE AND SUMMARY**

<b>Infrastructure</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	<b>1*</b>	Recreational Facilities	<b>3*</b>
Airports <sup>1</sup>	<b>1</b>	Pipelines	<b>N/A</b>
Cemeteries	<b>4</b>	Railroads	<b>N/A</b>
Hospitals	<b>N/A</b>	Trails	<b>N/A</b>
Schools	<b>N/A*</b>	Managed Lands	<b>N/A</b>

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

**Explanation:**

Religious Facilities: \*One (1) unmapped religious facility is located within the 0.5 mile search radius. Waveland Christian Church is located adjacent to the Main St. section of the project area. Coordination with Waveland Christian Church will occur.

Airports: Although not located within the 0.5 mile search radius, one (1) public airport, Shades State Park, is located within 3.8 miles (20,000 feet) of the project area. The public airport is located approximately 3.4 mile northwest of the project area; therefore, early coordination with INDOT Aviation will occur.

Cemeteries: Four (4) cemeteries are located within the 0.5 mile search radius. Two (2) of the cemeteries, Methodist Cemetery (CR-54-14) and Waveland Presbyterian Cemetery (CR-54-22), are located approximately 0.05 mile east and west of the Cross St. section of the project area. No impact is expected.

Schools: One (1) school is located within the 0.5 mile search radius. Waveland Elementary School is located approximately 0.28 mile east of the Cross St. section of the project area; however, the school has been permanently closed, according to a google map review. No impact is expected.

Recreational Facilities: \*Three (3) recreational facilities, one (1) mapped and two (2) unmapped, are located within the 0.5 mile search radius. The nearest recreational facility, Waveland Town Park (unmapped), is mapped approximately 0.07 mile east of the Cross St. section of the project area. No impact is expected.

## **WATER RESOURCES TABLE AND SUMMARY**

<b>Water Resources</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	<b>N/A</b>	Canal Routes - Historic	<b>N/A</b>
Karst Springs	<b>N/A</b>	NWI - Wetlands	<b>9</b>
Canal Structures – Historic	<b>N/A</b>	Lakes	<b>5*</b>
NPS NRI Listed	<b>N/A</b>	Floodplain - DFIRM	<b>N/A</b>
NWI-Lines	<b>2</b>	Cave Entrance Density	<b>N/A</b>
IDEM 303d Listed Streams and Lakes (Impaired)	<b>1</b>	Sinkhole Areas	<b>N/A</b>
Rivers and Streams	<b>5</b>	Sinking-Stream Basins	<b>N/A</b>

### Explanation:

National Wetlands Inventory (NWI) – Lines: Two (2) NWI-Line segments are located within the 0.5 mile search radius. The nearest mapped NWI-Line segment, representing Little Raccoon Creek, is located within the Cross St. section of the project area. A Waters of the US Report will be prepared and coordination with INDOT Ecology and Waterway Permitting will occur.

Indiana Department of Environmental Management (IDEM) 303d Listed Streams and Lakes (Impaired): One (1) impaired stream segment is located within the 0.5 mile search radius. The impaired stream segment, an unnamed tributary (UNT) to Little Raccoon Creek, is located approximately 0.45 mile south of the project area. No impact is expected.

Rivers and Streams: Five (5) river and stream segments are located within the 0.5 mile search radius. Two (2) of the stream segments, Little Raccoon Creek and a UNT to Little Raccoon Creek, are located within and immediately adjacent to the project area. Little Raccoon Creek is located within the Cross St. section of the project area. The UNT to Little Raccoon Creek is located immediately adjacent to the southern limits of the project. A Waters of the US Report will be prepared and coordination with INDOT Ecology and Waterway Permitting will occur.

NWI – Wetlands: Nine (9) NWI-Wetland polygons are located within the 0.5 mile search radius. The nearest NWI-Wetland polygon is mapped approximately 0.01 mile east of the Cross St. section of the project area. A Waters of the US Determination Report will be prepared and coordination with INDOT Ecology and Waterway Permitting will occur.

Lakes: \*Five (5) lakes, one (1) unmapped and four (4) mapped, are located within the 0.5 mile search radius. The nearest lake, unmapped, is located approximately 0.11 mile north of the Cross St. section of the project area. No impact is expected.

## **URBANIZED AREA BOUNDARY SUMMARY**

### Explanation:

No urbanized area boundary (UAB) is located within the 0.5 mile search radius.

## MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

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

### Explanation:

No mining/mineral exploration resources were identified within the 0.5 mile search radius.

## HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

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

### Explanation:

Underground Storage Tank (UST) Sites: \*Three (3) UST sites, one (1) unmapped and two (2) mapped, are located within the 0.5 mile search radius. The nearest mapped UST site, Double F & F Mart (10963 South SR 47, AI# 41714), is located approximately 0.03 mile north of the northern limits of the project area. According to the files available in the IDEM Virtual File Cabinet (VFC), IDEM conducted an Underground Storage Tank Inspection on September 20, 2017, and the facility was found to be in compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9. No impact is expected.

One (1) unmapped UST site, a former gas station (Main Street and Howard Street (SR 59), incorrectly stored in the IDEM VFC under the AI # 44396), appears to be located adjacent to the project area in the southeast quadrant of Howard Street and Cross Street (SR 59). The site appears to currently be the location of a parking lot for a commercial business, according to Google Earth. The site was formally a gas station and has not been in service since approximately 1988. The document, found in the IDEM VFC, states that during an inspection on June 8, 1998, tanks were seen sitting above ground and on site with the excavation pit filled. The report also states that it appeared the waste oil tanks are still in place and that Resource Recovery pumped the tanks out in 1995. No other investigation has ever been conducted on this property. A Phase II Environmental Site Assessment is recommended.

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Leaking Underground Storage Tank (LUST) Sites: One (1) LUST site is located within the 0.5 mile search radius. The LUST site, Waveland Station (SR 47/SR 59 intersection, AI# 44557), is incorrectly mapped north of SR 47, approximately 0.04 mile northwest of the project area; however, the site is actually located in the southwest quadrant of the SR 47/SR 59 intersection, approximately 0.05 mile west of the northern portion of the project area. According to the files in VFC, the site was formerly a gas station. According to the No Further Action (NFA) Determination Pursuant to 1994 UST Branch Guidance issued by IDEM on November 15, 2007, low levels of petroleum related contaminants remain on-site in the soil. No excavation will occur on or adjacent to this site. No impact is expected.

National Pollutant Discharge Elimination System (NPDES) Facilities: One (1) NPDES facility is located within the 0.5 mile search radius. The NPDES facility, Crawfordsville Operations, Waveland Elevated Water Storage Tank Site, is mapped approximately 0.43 mile east of the northern half of the project area. No impact is expected.

### **ECOLOGICAL INFORMATION SUMMARY**

The Montgomery County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is attached with ETR species highlighted. A preliminary review of the Indiana Natural Heritage Database by INDOT Environmental Services did not indicate the presence of ETR species within the 0.5 mile search radius. Coordination with the U.S. Fish and Wildlife Service (USFWS) and the Indiana Department of Natural Resources (IDNR) will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project area is located in a developed area surrounded by residential and commercial properties. The November 6, 2017, Bridge Inspection Report for Structure No. 059-54-05061 A, states that no evidence of bats was seen or heard under the bridge. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

An inquiry using the USFWS Information for Planning and Consultation (IPaC) website indicated the site is not mapped within the high impact zone. No impact is expected.

### **RECOMMENDATIONS SECTION**

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

#### **INFRASTRUCTURE:**

One (1) unmapped religious facility, Waveland Christian Church, is located adjacent to the Main St. section of the project area. Coordination with Waveland Christian Church will occur.

One (1) public airport, Shades State Park, is located within 3.8 miles (20,000 feet) of the project area; therefore, early coordination with INDOT Aviation will occur.

#### **WATER RESOURCES:**

The presence of the following water resources will require the preparation of a Waters of the US Report and coordination with INDOT ES Ecology and Waterway Permitting:

- One (1) NWI-Line segment, associated with Little Raccoon Creek, is located within the Cross St. section of the project area.
- Two (2) stream segments, Little Raccoon Creek and unnamed tributary to Little Raccoon Creek, are located within and adjacent to the Cross St. section and southern limits of the project area, respectively.
- One (1) NWI-Wetland is located approximately 0.01 mile east of the Cross St. section of the project area.

URBANIZED AREA BOUNDARY: N/A

MINING/MINERAL EXPLORATION: N/A

**HAZMAT CONCERNS:**

One (1) unmapped UST site, a former gas station (Main Street and Howard Street (SR 59), incorrectly stored in the IDEM VFC under the AI # 44396), appears to be located adjacent to the project area in the southeast quadrant of Howard Street and Cross Street (SR 59). The site appears to be the location of a parking lot for a commercial business, according to Google Earth. The site was formally a gas station and has not been in service since approximately 1988. The document, found in the IDEM VFC, states that during an inspection on June 8, 1998, tanks were seen sitting above ground and on site with the excavation pit filled. The report also states that it appeared the waste oil tanks are still in place and that Resource Recovery pumped the tanks out in 1995. No other investigation has ever been conducted on this property. A Phase II Environmental Site Assessment is recommended.

**ECOLOGICAL INFORMATION:**

Coordination with the IDNR and USFWS will occur. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

Nicole Fohey Breting  
Digitally signed by  
Nicole Fohey-Breting  
Date: 2019.11.27  
15:56:02 -05'00' (Signature)

INDOT Environmental Services concurrence:

Prepared by:



Aaron Lawson  
Environmental Manager  
RQAW Corporation

**Graphics:**

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

SITE LOCATION: YES

INFRASTRUCTURE: YES

WATER RESOURCES: YES

URBANIZED AREA BOUNDARY: N/A

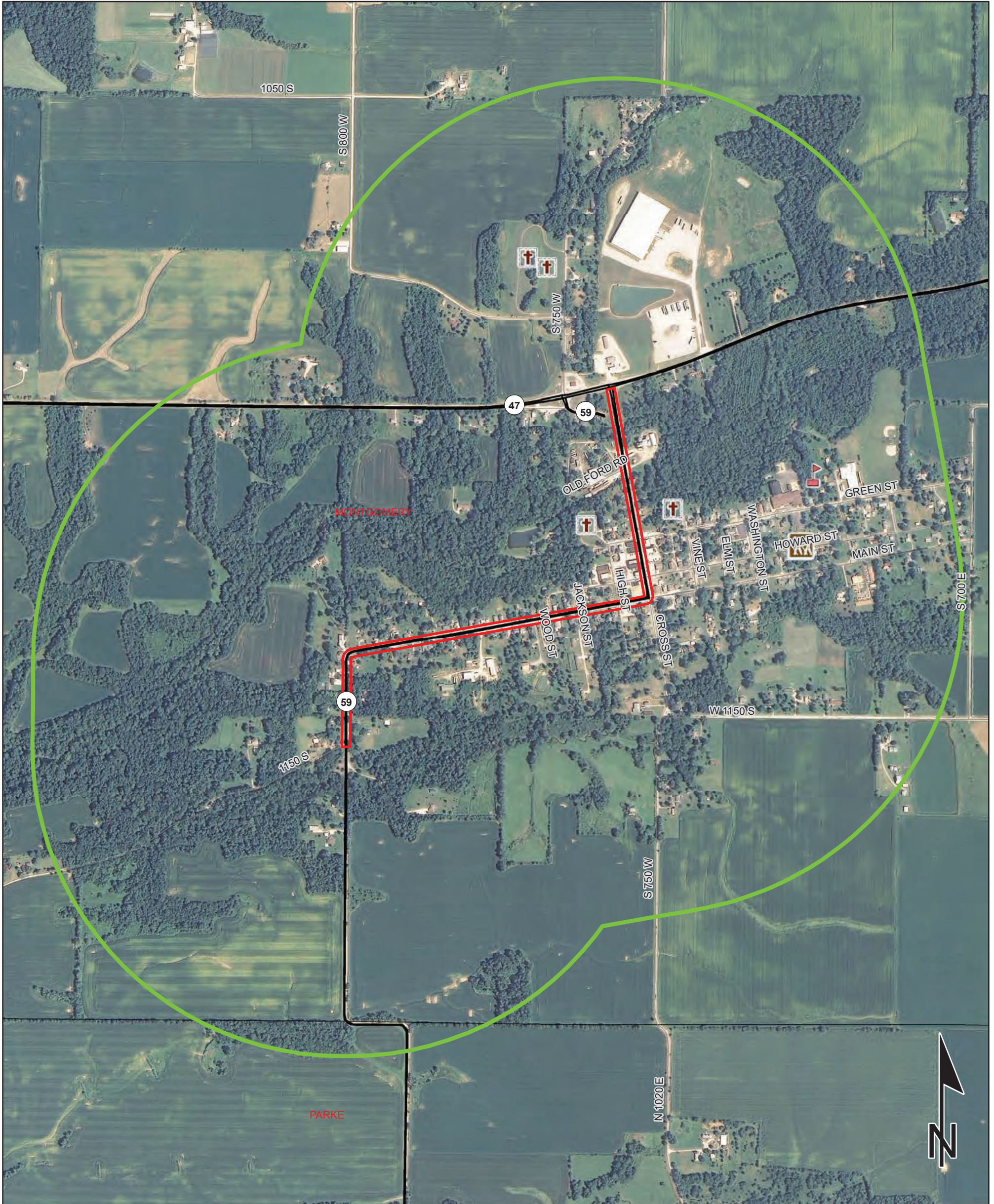
MINING/MINERAL EXPLORATION: N/A

HAZMAT CONCERNS: YES

# Red Flag Investigation - Infrastructure

## SR 59, from CR 1150 South to SR 47

Des. Nos. 1593272 & 1701591, Road Rehabilitation & Bridge Replacement  
Waveland, Montgomery County, Indiana



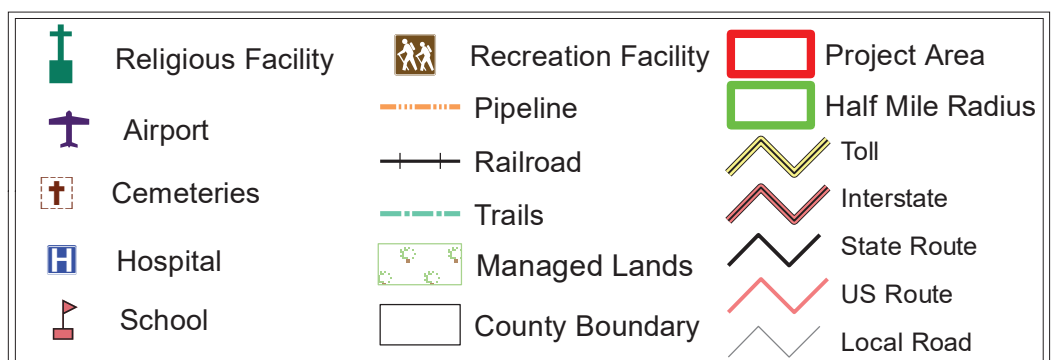
Sources: 0.2 0.1 0 0.2 Miles  
**Non Orthophotography**

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

**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

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

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

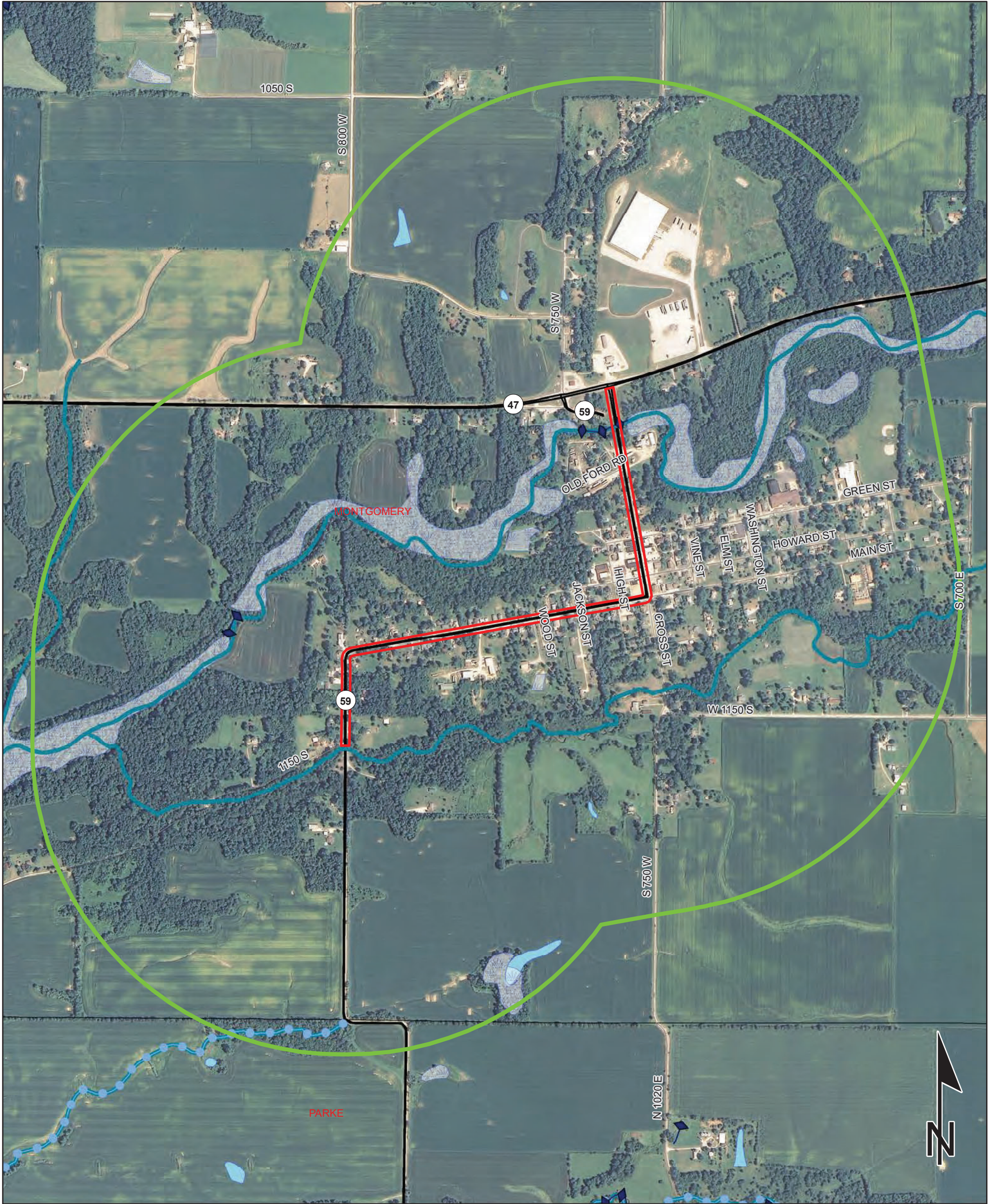


# Red Flag Investigation - Water Resources

## SR 59, from CR 1150 South to SR 47

### Des. Nos. 1593272 & 1701591, Road Rehabilitation & Bridge Replacement

#### Waveland, Montgomery County, Indiana



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

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



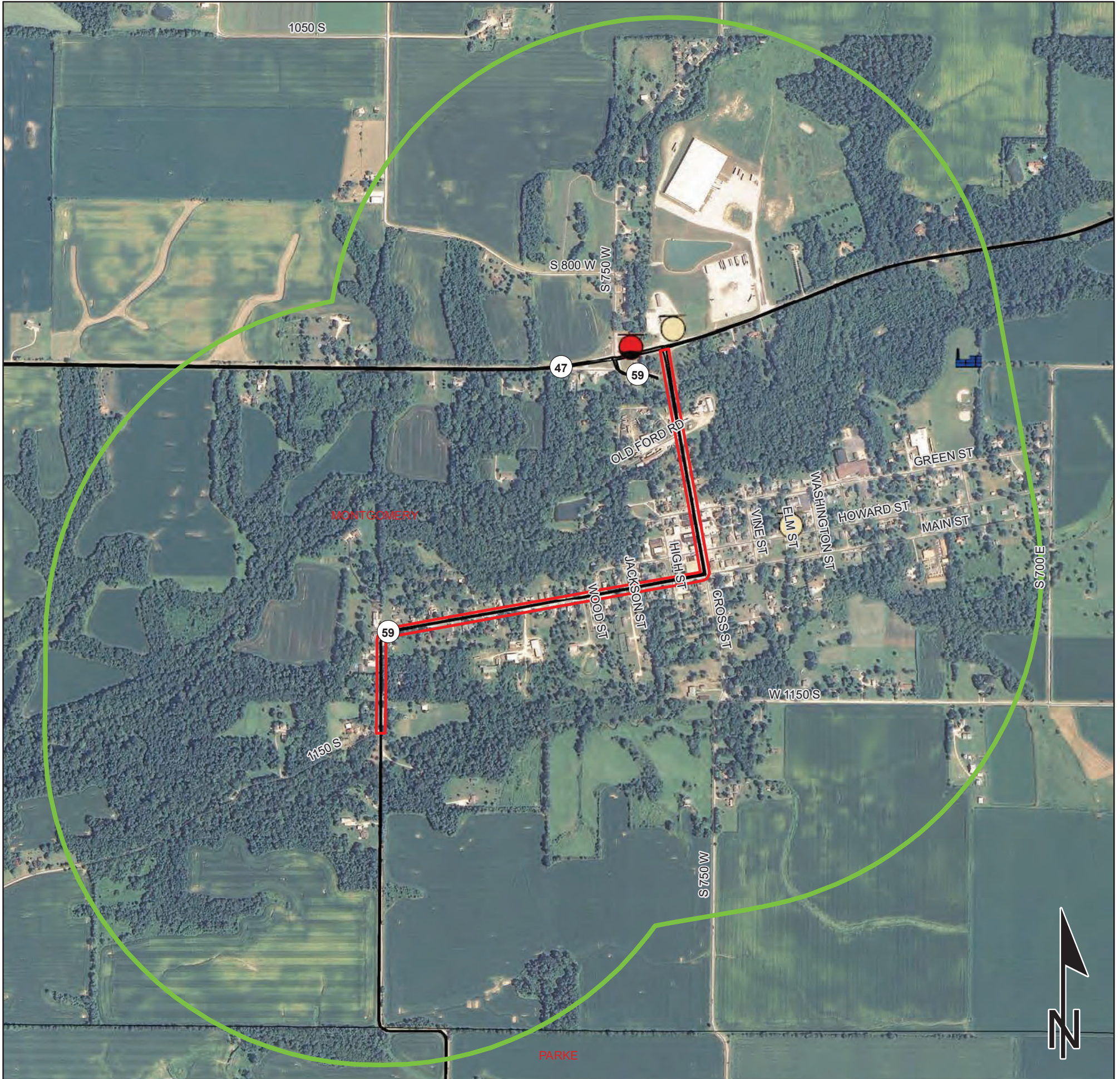
NWI - Point	Wetlands	Project Area
Karst Spring	Lake	Half Mile Radius
NWI - Line	Floodplain - DFIRM	Toll
Impaired_Stream_Lake	Cave Entrance Density	Interstate
NPS NRI listed	Sinkhole Area	State Route
River	Sinking-Stream Basin	US Route
Canal Structure - Historic	County Boundary	Local Road
Canal Route - Historic		

# Red Flag Investigation - Hazardous Material Concerns

## SR 59, from CR 1150 South to SR 47

### Des. Nos. 1593272 & 1701591, Road Rehabilitation & Bridge Replacement

#### Waveland, Montgomery County, Indiana



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



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

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

Indiana County Endangered, Threatened and Rare Species List

County: Montgomery

Species Name	Common Name	FED	STATE	GRANK	SRANK
<b>Mollusk: Bivalvia (Mussels)</b>					
Lampsilis fasciola	Wavyrayed Lampmussel		SSC	G5	S3
Pleurobema clava	Clubshell	LE	SE	G1G2	S1
Ptychobranthus fasciolaris	Kidneyshell		SSC	G4G5	S2
Toxolasma lividus	Purple Lilliput	C	SSC	G3Q	S2
Villosa lienosa	Little Spectaclecase		SSC	G5	S3
<b>Insect: Coleoptera (Beetles)</b>					
Dryobius sexnotatus	Six-banded Longhorn Beetle		ST	GNR	S2
<b>Insect: Hymenoptera</b>					
Bombus affinis	Rusty-patched Bumble Bee	LE	SE	G1	S1
<b>Insect: Odonata (Dragonflies &amp; Damselflies)</b>					
Cordulegaster erronea	Tiger Spiketail		SE	G4	S2
Enallagma divagans	Turquoise Bluet		SR	G5	S3
Somatochlora tenebrosa	Clamp-tipped Emerald		SR	G5	S2S3
Tachopteryx thoreyi	Gray Petaltail		WL	G4	S3
<b>Reptile</b>					
Clonophis kirtlandii	Kirtland's Snake		SE	G2	S2
Sistrurus catenatus	Eastern Massasauga	LT	SE	G3	S2
Terrapene carolina carolina	Eastern Box Turtle		SSC	G5T5	S3
<b>Bird</b>					
Accipiter striatus	Sharp-shinned Hawk		SSC	G5	S2B
Botaurus lentiginosus	American Bittern		SE	G5	S2B
Buteo platypterus	Broad-winged Hawk		SSC	G5	S3B
Dendroica virens	Black-throated Green Warbler			G5	S2B
Haliaeetus leucocephalus	Bald Eagle		SSC	G5	S2
Helmitheros vermivorus	Worm-eating Warbler		SSC	G5	S3B
Ixobrychus exilis	Least Bittern		SE	G5	S3B
Lanius ludovicianus	Loggerhead Shrike		SE	G4	S3B
Mniotilta varia	Black-and-white Warbler		SSC	G5	S1S2B
Nycticorax nycticorax	Black-crowned Night-heron		SE	G5	S1B
Rallus elegans	King Rail		SE	G4	S1B
Setophaga cerulea	Cerulean Warbler		SE	G4	S3B
Setophaga citrina	Hooded Warbler		SSC	G5	S3B
Setophaga magnolia	Magnolia Warbler			G5	SNA
Wilsonia canadensis	Canada Warbler			G5	S2B
<b>Mammal</b>					
Myotis sodalis	Indiana Bat	LE	SE	G2	S1
Nycticeius humeralis	Evening Bat		SE	G5	S1
Taxidea taxus	American Badger		SSC	G5	S2

Indiana Natural Heritage Data Center  
Division of Nature Preserves  
Indiana Department of Natural Resources  
This data is not the result of comprehensive county surveys.

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting  
State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list  
GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank  
SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked

Indiana County Endangered, Threatened and Rare Species List

County: Montgomery

Species Name	Common Name	FED	STATE	GRANK	SRANK
<b>Vascular Plant</b>					
Carex pedunculata	Longstalk Sedge		WL	G5	S3
Chelone obliqua var. speciosa	Rose Turtlehead		WL	G4T3	S3
Circaea alpina	Small Enchanter's Nightshade		SX	G5	SX
Cornus rugosa	Roundleaf Dogwood		SR	G5	S3
Cypripedium parviflorum var. makasin	Small Yellow Lady's-slipper		SR	G5T4T5	S3
Diervilla lonicera	Northern Bush-honeysuckle		WL	G5	S3
Fragaria vesca var. americana	Woodland Strawberry		SE	G5T5	S1
Hypericum pyramidatum	Great St. John's-wort		ST	G4	S2
Juglans cinerea	Butternut		ST	G4	S2
Matteuccia struthiopteris	Ostrich Fern		SR	G5	S3
Panax quinquefolius	American Ginseng		WL	G3G4	S3
Pinus strobus	Eastern White Pine		SR	G5	S3
Poa paludigena	Bog Bluegrass		SR	G3	S3
Poa wolfii	Wolf Bluegrass		SR	G4	S3
Taxus canadensis	American Yew		SE	G5	S1
Viburnum molle	Softleaf Arrow-wood		SR	G5	S3
<b>High Quality Natural Community</b>					
Forest - flatwoods central till plain	Central Till Plain Flatwoods		SG	G3	S2
Forest - floodplain mesic	Mesic Floodplain Forest		SG	G3?	S1
Forest - floodplain wet	Wet Floodplain Forest		SG	G3?	S3
Forest - upland dry-mesic Central Till Plain	Central Till Plain Dry-mesic Upland Forest		SG	GNR	S2
Forest - upland mesic Central Till Plain	Central Till Plain Mesic Upland Forest		SG	GNR	S3
Primary - cliff eroding	Eroding Cliff		SG	G4	S1
Primary - cliff sandstone	Sandstone Cliff		SG	GU	S3
Wetland - seep circumneutral	Circumneutral Seep		SG	GU	S1
<b>Other Significant Feature</b>					
Geomorphic - Nonglacial Erosional Feature - Water Fall and Cascade	Water Fall and Cascade			GNR	SNR

Indiana Natural Heritage Data Center  
Division of Nature Preserves  
Indiana Department of Natural Resources  
This data is not the result of comprehensive county surveys.

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting  
State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list  
GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank  
SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked

**Categorical Exclusion**  
**Appendix F**  
**Water Resources**



**Waters of the U.S. Determination**  
**SR 59 Waveland Road Rehabilitation and Bridge Replacement**  
**Asset ID#: (059-54-05061 A)**  
**Montgomery County, IN**  
**Des. Nos. 1593272 & 1701591**

Prepared by: Ben DeMaria, RQAW Corporation  
 Completed Date: November 15, 2019

**Dates of Waters Field Investigation:**

A field investigation was conducted on June 26, 2019 by RQAW Corporation to evaluate the presence of *Waters of the United States* for the SR 59 Bridge Project in Montgomery County, Indiana.

**Location:**

SR 59 Road Rehabilitation and Bridge Replacement Project  
 Sections 25, 35 and 36, Township 17 North, Range 6 West  
 Bellmore and Alamo U.S. Geological Survey (USGS) Quadrangles  
 Montgomery County, Indiana  
 Latitude: 39.87761° N  
 Longitude: -87.04475° W

**National Wetlands Inventory (NWI) Wetlands:**

According to the U.S. Fish and Wildlife (USFWS) National Wetlands Inventory (NWI) data available through IndianaMap (<http://www.indianamap.org/>), there are several NWI wetlands located with a 0.5 mile search radius of the survey area. The closest NWI polygon is located 0.01 mile east and is classified as PFO1A (Palustrine Forested Broad-Leaved Deciduous Temporary Flooded). An NWI map is included in the attachments which shows all NWI wetlands located within a 0.5 mile radius of the survey area. The NWI Map is on page A6 in the attachments.

**Soils:**

According to the Soil Survey Geographic (SSURGO) Database for Montgomery County, Indiana, the survey area contains soil areas with nationally listed hydric soils.

<u>Map Abbreviation</u>	<u>Soil Name</u>	<u>Hydric Component Range</u>	<u>Classification</u>
Bc	Beckville loam	1-32%	Mostly Non-Hydric with Hydric Components of Cohoctah
CbA	Camden silt loam (0 to 2% slopes)	0%	Not Hydric
Cg	Chagrin silt loam	0%	Not Hydric
HeF	Hennepin complex (18 to 50% slopes)	0%	Not Hydric
MoE2	Miami silt loam (15 to 25% slopes)	0%	Not Hydric
MrC2	Miami-Xenia silt loams (4 to 10% slopes)	0%	Not Hydric
Su	Stonelick silt loam	0%	Not Hydric
XgB2	Xenia-Birkbeck silt loams, (2 to 6% slopes)	1-32%	Mostly Non-Hydric with Hydric Components of Ragsdale

**8 Digit HUC:**

Wabash River basin hydrologic unit code (HUC) 05120108

EWPO Approved 11/18/19

*Kristi Joss*

## 12 Digit HUC:

Demeree Creek-Little Raccoon Creek (HUC) 051201081302

**Attachments:** Omitted to avoid duplication: See Appendix B of this CE Document

Project Location Maps.....	A1 – A3
Natural Resources Conservation Service (NRCS) Soil Survey Map & Soils Report.....	A4 – A5
Floodplain Maps, NWI Map and Water Resources Maps.....	A6 – A11
Photograph Location Map and Photographs.....	A12 – A35
Pre-Jurisdictional Determination Form.....	A36 – A39

### Project Description:

The proposed road rehabilitation project (Des. No. 1593272) will involve milling and resurfacing the existing pavement, replacing curbs and storm sewer drain inlets, installing new storm sewer trunk lines along SR 59 (Main Street), regrading of existing drainage ditches, and replacing existing sidewalks and curb ramps, as needed, to comply with Americans with Disabilities Act (ADA) standards. The existing roadway will be widened from the beginning of the project to the SR 59 (Main Street) and SR 59 (Cross Street) intersection (0.64 mile), and from north of the bridge over Little Raccoon Creek to SR 47 (0.05 mile); however, the approach to the SR 59 and SR 47 intersection will only require milling and overlay. Drainage through the first 600 feet of the project will be conveyed by open ditches and drive culverts. The proposed bridge replacement project (Des. No. 1701591) includes replacement of the existing bridge over Little Raccoon Creek (059-54-05061 A), which is located near the northern limits of the project. The new bridge will be a three (3) span continuous reinforced concrete slab bridge with a length of 103.5 feet and a width of 36.25 feet.

### Streams:

According to the hydrology data available through IndianaMap (<http://www.indianamap.org/>) and the Bellmore and Alamo USGS topographic map (1:24,000 scale), one perennial blue line stream, identified as Little Raccoon Creek is located within the survey area. Upon the field investigation, the presence of the Little Raccoon Creek was verified. A discussion of the stream is provided below. Additionally, one stream, identified as Branch of Little Raccoon Creek is just south of the survey area. This stream will not be impacted.

Little Raccoon Creek is a perennial stream that flows in an east to west direction under SR 59. This stream exhibited average quality due to the presence of riffles and pools, and presence of overhanging vegetation. Approximately 110 linear feet (0.069 acre) of Little Raccoon Creek is within Little Raccoon Creek has a drainage area of 7.161 square miles and a gradient of 13.6 feet per mile. This stream has ordinary high water mark (OHWM) characteristics of 27.5 feet in width and 10 inches in depth. This streams substrate was predominately cobble and sand. Little Raccoon Creek drains into Big Raccoon Creek, which flows into Raccoon Lake. Raccoon Lake then drains into the Wabash River, a Traditionally Navigable Waterway (TNW). Based on Little Raccoon Creek’s connectivity to the Wabash River, a TNW, Little Raccoon Creek is likely to be considered a *Waters of the United States*.

### Wetlands:

The survey area was investigated for wetlands, however no wetlands were identified. Hydrophytic vegetation and wetland hydrology were not observed within the survey area.

### Roadside Ditches:

Two roadside ditches (RSD 1- RSD 2) were identified within the survey area. These RSDs conveys storm water drainage from the roadway and surrounding landscape to Little Raccoon Creek. These roadside ditches did not exhibit OHWM characteristics and are not captured streams. Therefore, these roadside ditches are not likely to be considered *Waters of the United States*.

RSD 1 is located directly east of SR 59, beginning on the southwest quadrant of the survey area. RSD 1 flows south and conveys roadside drainage and sheet flow from the adjacent residential land to Branch of Little Raccoon Creek, which is located to the south. This RSD did not exhibit OHWM characteristics and is not a captured or relocated stream.

RSD 2 is located south of SR 47, directly west of SR 59, in the northeast quadrant of the survey area. RSD 2 flows south and conveys roadside drainage and sheet flow from the adjacent residential land to Little Raccoon Creek. This RSD did not exhibit OHWM characteristics and is not a captured or relocated stream.

**Table 1: Stream Summary**  
**SR 59 Road Rehabilitation and Bridge Replacement Project**  
**Des. Nos. 1593272 & 1701591**  
**Montgomery County, Indiana**

Stream Name	Photos	Lat/Long	OHWL Width (feet)	OHWL Depth (inches)	USGS Blue-line?	Riffles/ Pools?	Substrate	Stream Quality	Likely Water of U.S.?
Little Raccoon Creek	20, 21, 23-28	39.88094° N -87.04546° W	27.5	10	Yes	Yes	Cobble & Sand	Average	Yes

**Conclusions:**

A field investigation was conducted on June 26, 2019 by RQAW Corporation to evaluate the presence of *Waters of the United States* for the proposed SR 59 Road Rehabilitation and Bridge Replacement Project in Montgomery County, Indiana. Field observations identified one stream, Little Raccoon Creek, within the survey area. Based on connectivity to Wabash River, a TNW, Little Raccoon Creek is likely to be considered a *Waters of the United States*.

Every effort should be taken to avoid and minimize impacts to these waterways. If impacts are necessary, then mitigation may be required. The INDOT Ecology and Waterway Permitting Section should be contacted immediately if impacts will occur. The final determination of jurisdictional waters is ultimately made by the U.S. Army Corps of Engineers. This report is our best judgement based on the guidelines set forth by the Corps.

**Acknowledgement:**

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

**Prepared by:**



Ben DeMaria  
 Environmental Scientist  
 RQAW | Environmental Department  
[bdemaria@rqaw.com](mailto:bdemaria@rqaw.com)

Natural Resources Conservation Service (NRCS) Soils  
 SR 59 Waveland Road Rehabilitation and Bridge Replacement Project  
 Des. Nos. 1593272 & 1701591  
 Montgomery County, Indiana



Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

**Legend**

- NRCS Soils: Montgomery County
- Survey Area



**NRCS Soils Map**



Location: Waveland  
 Township: Brown  
 County: Montgomery  
 Date: 10/31/2019

## Report—Hydric Soil List - All Components

Hydric Soil List - All Components--IN107-Montgomery County, Indiana					
Map symbol and map unit name	Component/Local Phase	Comp. pct.	Landform	Hydric status	Hydric criteria met (code)
Bc: Beckville loam, occasionally flooded	Beckville	90	Flood plains	No	—
	Cohoctah	3	Drainageways	Yes	2,3
CbA: Camden silt loam, 0 to 2 percent slopes	Camden	80-95	Outwash plains	No	—
	Starks	5-15	Outwash plains	No	—
	Rockfield	0-5	Outwash plains,till plains	No	—
Cg: Chagrin silt loam, rarely flooded	Chagrin	100	Flood plains	No	—
HeF: Hennepin complex, 18 to 50 percent slopes	Hennepin	100	Till plains	No	—
MoE2: Miami silt loam, 15 to 25 percent slopes, eroded	Miami	100	Till plains	No	—
MrC2: Miami-Xenia silt loams, 4 to 10 percent slopes, eroded	Miami	55	Till plains	No	—
	Xenia	45	Till plains	No	—
Su: Stonelick silt loam, occasionally flooded	Stonelick	100	Flood plains	No	—
XgB2: Xenia-Birkbeck silt loams, 2 to 6 percent slopes, eroded	Xenia	55	Till plains	No	—
	Birkbeck	35	Till plains	No	—
	Ragsdale	3	Depressions	Yes	2,3

### Data Source Information

Soil Survey Area: Montgomery County, Indiana

Survey Area Data: Version 23, Sep 7, 2018

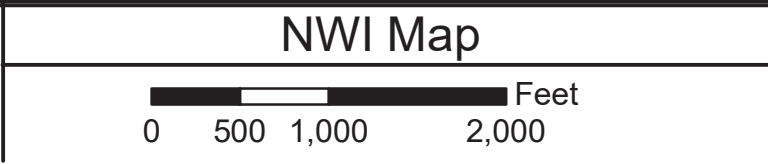
National Wetland Inventory (NWI) Map  
 SR 59 Waveland Road Rehabilitation and Bidge Replacement Project  
 Des. Nos. 1593272 & 1701591  
 Montgomery County, Indiana



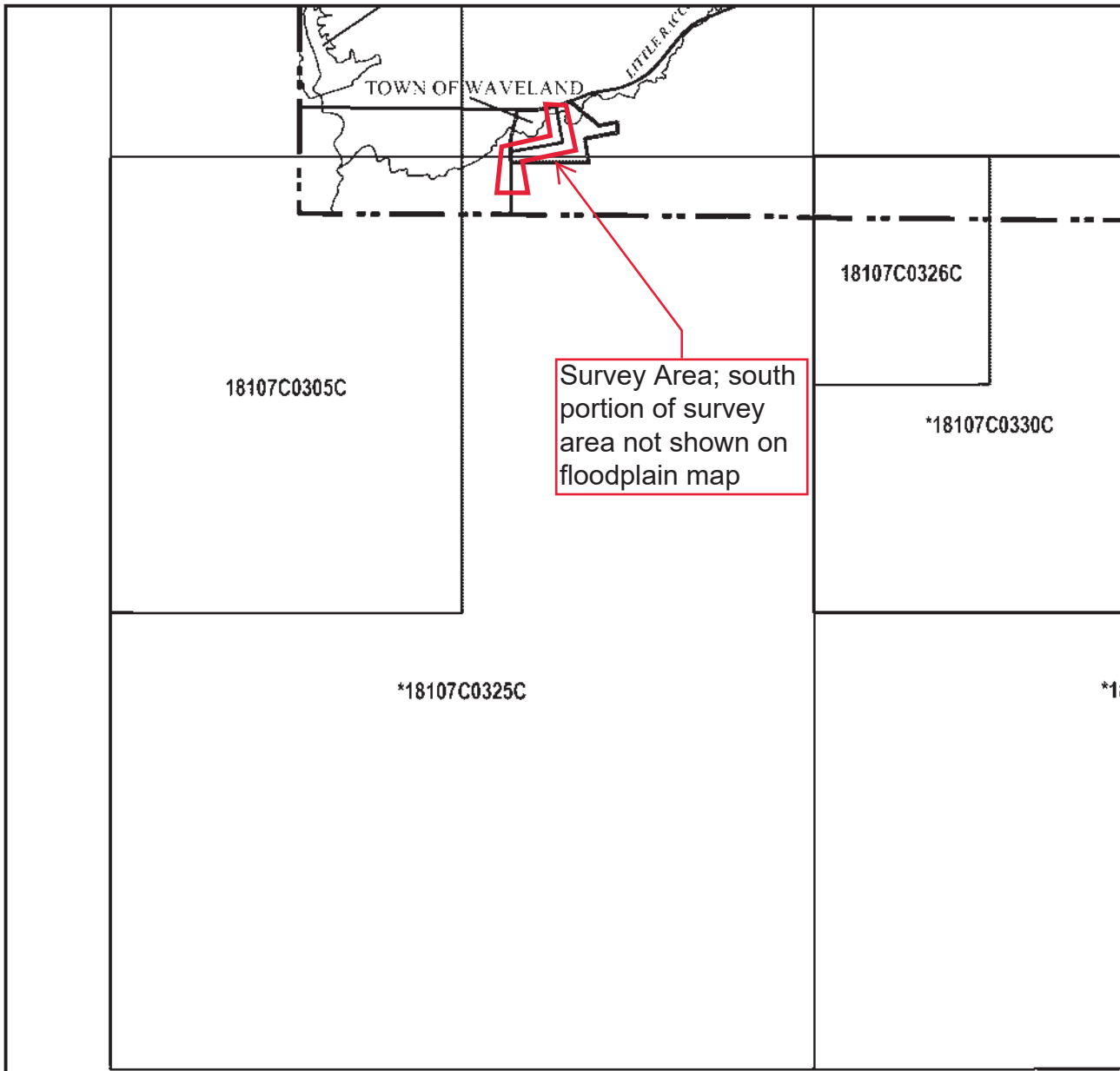
Map Datum: NAD 83  
 Map Projection: UTM Zone 16 North  
 This map is intended to serve as an aid in graphic representation only.  
 This information is not warranted for accuracy or other purposes.  
 Data obtained from the State of Indiana GIO Library.  
 Orthophotography obtained from Indiana Map Framework Data.

**Legend**

- Half Mile Buffer
- Survey Area
- National Wetland Inventory (NWI) Wetlands



Location: Waveland  
 Township: Brown  
 County: Montgomery  
 Date: 10/31/2019



SR 59 Waveland Road  
 Rehabilitation and Bridge  
 Rehabilitation Project  
 Des. Nos. 1593272 & 1701591  
 Montgomery County, IN



MAP INDEX

**FIRM**  
**FLOOD INSURANCE RATE MAP**  
**MONTGOMERY COUNTY,**  
**INDIANA**  
**AND INCORPORATED AREAS**  
 (SEE LISTING OF COMMUNITIES TABLE)

**MAP INDEX**

**PANELS PRINTED:** 45, 65, 70,  
 90, 102, 104, 108, 110, 115, 120,  
 130, 133, 134, 135, 140, 141, 142,  
 143, 144, 155, 156, 157, 160, 161,  
 162, 163, 164, 170, 178, 190, 205,  
 210, 215, 220, 230, 235, 240, 255,  
 260, 265, 270, 280, 290, 305, 326,  
 355, 360, 380



**MAP NUMBER**  
**18107CIND0A**  
**EFFECTIVE DATE**  
**FEBRUARY 2, 2012**

Federal Emergency Management Agency

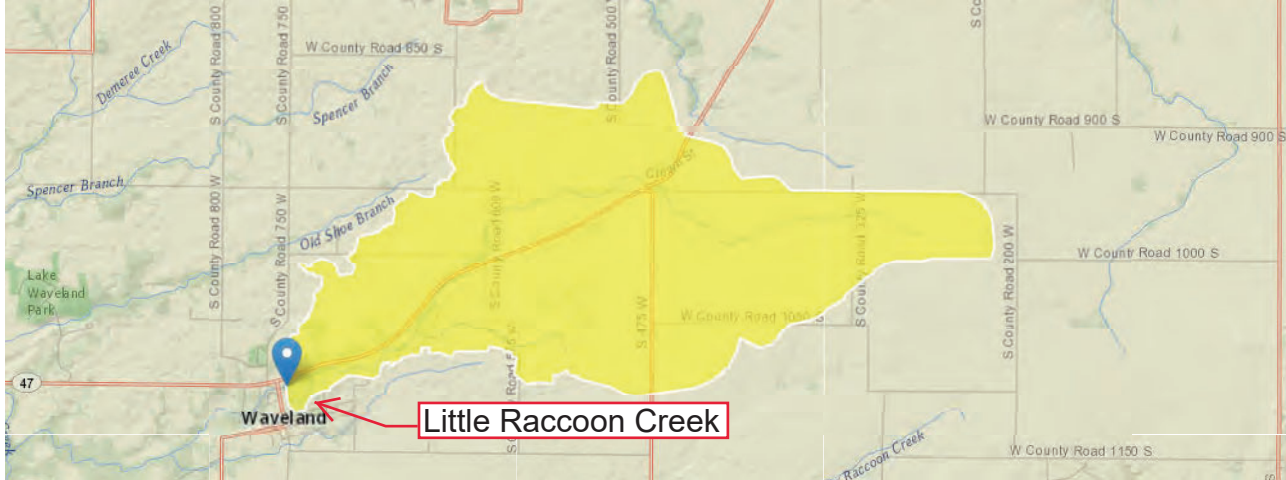
\*PANEL NOT PRINTED - NO SPECIAL FLOOD HAZARD AREAS

\*\*PANEL NOT PRINTED - AREA OUTSIDE COUNTY BOUNDARY

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at [www.msc.fema.gov](http://www.msc.fema.gov)

# StreamStats Report

**Region ID:** IN  
**Workspace ID:** IN20190711192452578000  
**Clicked Point (Latitude, Longitude):** 39.88129, -87.04455  
**Time:** 2019-07-11 15:25:16 -0400



Basin Characteristics			
Parameter Code	Parameter Description	Value	Unit
DRNAREA	Area that drains to a point on a stream	7.161	square miles
T2INDNR	Average transmissivity (ft <sup>2</sup> /d) for the full depth of unconsolidated deposits from InDNR well database.	1135	square feet per day
LOWREG	Low Flow Region Number	1729	dimensionless
K2INDNR	Average hydraulic conductivity (ft/d) for the full depth of unconsolidated deposits from InDNR well database.	10	ft per day
QSSPERMTHK	Index of the permeability of surficial Quaternary sediments computed as in SIR 2014-5177	78.69	dimensionless
LC01FOREST	Percentage of forest from NLCD 2001 classes 41-43	3.9	percent
CSL10_85	Change in elevation divided by length between points 10 and 85 percent of distance along main channel to basin divide - main channel method not known	13.6	feet per mi

General Flow Statistics Parameters [Harmonic Mean Central Region 2016 5102]					
Parameter Code	Parameter Name	Value	Units	Min Limit	Max Limit
DRNAREA	Drainage Area	7.161	square miles	2.99	828
K2INDNR	Avg_Hydraulic_Conductivity_Full_Depth	10	ft per day	6.36	45.9
QSSPERMTHK	Permeability_Index	78.69	dimensionless	43.8	5400
LOWREG	Low Flow Region Number	1729	dimensionless		

General Flow Statistics Flow Report [Harmonic Mean Central Region 2016 5102]					
PII: Prediction Interval-Lower, PIU: Prediction Interval-Upper, SEp: Standard Error of Prediction, SE: Standard Error (other -- see report)					
Statistic	Value	Unit	PII	PIU	SEp
Harmonic Mean Streamflow	0.269	ft <sup>3</sup> /s	0.143	0.506	39.3



**Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM**

**BACKGROUND INFORMATION**

**A. REPORT COMPLETION DATE FOR PJD:** November 15, 2019

**B. NAME AND ADDRESS OF PERSON REQUESTING PJD:** Ben DeMaria, RQAW Corporation,  
8770 North Street, Suite 110, Fishers, IN. 46038

**C. DISTRICT OFFICE, FILE NAME, AND NUMBER:**

**D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:** The proposed road rehabilitation project (Des. No. 1593272) will involve milling and resurfacing the existing pavement, replacing curbs and storm sewer drain inlets, installing new storm sewer trunk lines along SR 59 (Main Street), regrading of existing drainage ditches, and replacing existing sidewalks and curb ramps, as needed, to comply with Americans with Disabilities Act (ADA) standards. The existing roadway will be widened from the beginning of the project to the SR 59 (Main Street) and SR 59 (Cross Street) intersection (0.64 mile), and from north of the bridge over Little Raccoon Creek to SR 47 (0.05 mile); however, the approach to the SR 59 and SR 47 intersection will only require milling and overlay. Drainage through the first 600 feet of the project will be conveyed by open ditches and drive culverts. The proposed bridge replacement project (Des. No. 1701591) includes replacement of the existing bridge over Little Raccoon Creek (059-54-05061 A), which is located near the northern limits of the project. The new bridge will be a three (3) span continuous reinforced concrete slab bridge with a length of 103.5 feet and a width of 36.25 feet.

**E.**

**(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)**

State: Indiana County/parish/borough: Montgomery City: Waveland

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

Lat.: 39.87761° N Long.: -87.04475° W

Universal Transverse Mercator: 16S 495946 4414072 UTM

Name of nearest waterbody: Little Raccoon Creek

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

Office (Desk) Determination. Date:

Field Determination. Date(s):

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

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource “may be” subject (i.e., Section 404 or Section 10/404)
Little Raccoon Creek	39.88094° N	-87.04546° W	0.069 acre 110 linear feet	Non-wetland	Non-Section 10/ Section 404

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

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

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

- Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:  
Maps: Indiana GIO Library, USGS, IndianaMap
- Data sheets prepared/submitted by or on behalf of the PJD requestor.
  - Office concurs with data sheets/delineation report.
  - Office does not concur with data sheets/delineation report. Rationale: \_\_\_\_\_
- Data sheets prepared by the Corps: \_\_\_\_\_
- Corps navigable waters' study: \_\_\_\_\_
- U.S. Geological Survey Hydrologic Atlas: \_\_\_\_\_
  - USGS NHD data.
  - USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: Bellmore and Alamo / 1:24,000
- Natural Resources Conservation Service Soil Survey. Citation: NRCS Web Soil Survey: Montgomery County
- National wetlands inventory map(s). Cite name: USFWS NWI data: Montgomery County
- State/local wetland inventory map(s): \_\_\_\_\_
- FEMA/FIRM maps: FEMA/FIRM Montgomery County, Indiana
- 100-year Floodplain Elevation is: \_\_\_\_\_ (National Geodetic Vertical Datum of 1929)
- Photographs:  Aerial (Name & Date): Montgomery County / 2016  
or  Other (Name & Date): Photographs taken on June 26, 2019
- Previous determination(s). File no. and date of response letter: \_\_\_\_\_
- Other information (please specify): \_\_\_\_\_

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

\_\_\_\_\_  
Signature and date of  
Regulatory staff member  
completing PJD

Ben DeLoe 11/15/2019  
Signature and date of  
person requesting PJD  
(REQUIRED, unless obtaining  
the signature is impracticable)<sup>1</sup>

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

**From:** [Todd, Kristi \(INDOT\)](#)  
**To:** [Benjamin DeMaria](#); [Crutchfield, Brett](#)  
**Cc:** [Mcgill, Justus](#)  
**Subject:** RE: Waters Report 1593272 and 1701591  
**Date:** Monday, November 18, 2019 12:20:15 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[Approved Waters Report DES 1593272 1701591.pdf](#)

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Ben,

Thank you for submitting the waters report for **SR 58 Road Rehab and Bridge Replacement, Des. No. 1593272 and 1701591**. Your most recent submission has been reviewed and approved. For the INDOT PM, the approved report can be found on Projectwise through this [link](#). It is the responsibility of the Project Manager to forward a copy of this report to the Project Designer.

The information in this report should be used by the Project Designer to determine if waters of the U.S. will be impacted by the project. Avoidance and minimization of impacts must occur before mitigation will be considered. If mitigation is required, the Project Manager or Project Designer must coordinate with the Ecology and Waterway Permitting Office to discuss how adequate compensatory mitigation will be provided.

The Project Manager should notify the Ecology and Waterway Permitting Office if there is any change to the project footprint presented in this report. Such changes may require additional fieldwork and submittal of an updated waters report covering areas not previously investigated. This report is only valid for a period of five years from the date of earliest fieldwork. If the report expires prior to waterway permit application submittal, additional fieldwork and a revised waters report will be required.

It will not be sent to the United States Army Corps of Engineers (USACE) or the Indiana Department of Environmental Management (IDEM) until the waterways permit applications are submitted to these agencies.

**Kristi Todd**

***Team Lead, Ecology and Waterway Permitting Office***

***INDOT Environmental Services***

100 N Senate Ave, Room 642-ES

Indianapolis, IN 46204

**Phone:** (317) 234-8220

---

**From:** Benjamin DeMaria [mailto:[bdemaria@rqaw.com](mailto:bdemaria@rqaw.com)]

**Sent:** Friday, November 15, 2019 11:30 AM

**To:** Todd, Kristi (INDOT) <[KTodd1@indot.IN.gov](mailto:KTodd1@indot.IN.gov)>

**Subject:** RE: Waters Report 1593272 and 1701591

**Categorical Exclusion**  
**Appendix G**  
**Public Involvement**



August 13, 2018

## Notice of Survey

RE: S.R. 59 from 300 ft. south of County Rd. 1150 S to S.R. 47

Dear Property Owner,

Certified Engineering, Inc., SJCA, and RQAW Corporation have been selected by INDOT for field and environmental survey of the above referenced project. Our information indicates that you own property near the above proposed roadway project. Certified Engineering, Inc., SJCA, and RQAW Corporation will be performing a survey of the project area in the near future. **The survey work may include the identification and mapping of wetlands and historic resources, archaeological investigations (which may involve the survey, testing, or excavation of identified archaeological sites) and various other environmental studies.** The information we obtain from these studies is necessary for the proper planning and design of this transportation project. It may be necessary for representatives from Certified Engineering, Inc., SJCA, or RQAW Corporation to enter your property to complete this work. This is permitted by law per Indiana Code (IC) 8-23-7-26. Anyone performing this type of work has been instructed to identify him or herself, if you are available, before they enter your property. If you no longer own this property or it is currently occupied by someone else, please let us know the name of the new owner or occupant so that we can contact them about the survey.


At this stage, we generally do not know what effect, if any, the project may eventually have on your property. If we later determine that your property is involved, you will be contacted with additional information.

The survey is needed for this roadway project. Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey.

If any problems do occur, please contact Jason Hesler of Certified Engineering, Inc. at (317) 546-1599 or at 3939 Millersville Road, Indianapolis, Indiana 46205. Thank you in advance for your cooperation.

Sincerely,

Certified Engineering, Inc.



Jason R. Hesler, PE, PLS

**Categorical Exclusion**  
**Appendix H**  
**Air Quality**

Indiana Department of Transportation (INDOT)  
 State Preservation and Local Initiated Projects FY 2020 - 2024

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
Montgomery County	38264 / 1500242	Init.	VA VARI	Bridge Inspections	Countywide Bridge Inspection and Inventory Program for Cycle Years 2018-2021	Crawfordsville	0	Multiple		Local Bridge Program	PE	\$76,245.28	\$0.00	\$72,975.30	\$3,269.98			
Indiana Department of Transportation	38769 / 1500149	Init.	SR 234	Bridge Deck Replacement	Bridge over Sugar Creek, 6.26 mi E of SR 341	Crawfordsville	0	STPBG		Bridge Construction	CN	\$2,555,739.20	\$638,934.80			\$3,194,674.00		
Indiana Department of Transportation	38776 / 1500147	Init.	SR 47	Arch Reconstruction Or Repair	Bridge over Conner Creek, 2.98 mi N of SR 234	Crawfordsville	0	STPBG		Bridge Construction	CN	\$438,262.40	\$109,565.60	\$547,828.00				
Indiana Department of Transportation	38776 / 1500147	A 04	SR 47	Arch Reconstruction Or Repair	Bridge over Conner Creek, 2.98 mi N of SR 234	Crawfordsville	0	STBG	\$603,028.00	Bridge ROW	RW	\$68,000.00	\$17,000.00	\$85,000.00				
Comments:RW phase for \$85,000 FY20, No MPO																		
Indiana Department of Transportation	38779 / 1500117	Init.	SR 47	Small Structure Pipe Lining	3.24 mi N of I-74	Crawfordsville	0	STPBG		Bridge Construction	CN	\$470,088.80	\$117,522.20	\$587,611.00				
Indiana Department of Transportation	39328 / 1500156	Init.	SR 234	HMA Overlay Minor Structural	From SR 47 to 7.3 mi E of US 231 (1 mi E of Ladoga)	Crawfordsville	11.162	STPBG		Bridge Construction	CN	\$394,833.60	\$98,708.40	\$493,542.00				
										Road Construction	CN	\$10,773,385.60	\$2,693,346.40	\$13,466,732.00				
Indiana Department of Transportation	39363 / 1593272	Init.	SR 59	HMA Overlay Minor Structural	2.13 mi N of SR 236 to SR 47 (Town of Waveland)	Crawfordsville	.986	STPBG		Bridge Construction	CN	\$1,586,136.00	\$396,534.00			\$1,982,670.00		
										Road Construction	CN	\$4,400,764.80	\$1,100,191.20			\$5,500,956.00		
										Road ROW	RW	\$82,400.00	\$20,600.00	\$103,000.00				
Indiana Department of Transportation	39958 / 1601080	Init.	SR 59	Br Repl, Pipe Arch	Bridge over Little Raccoon Creek, 1.02 mi S of SR 47	Crawfordsville	0	STPBG		Bridge Construction	CN	\$1,504,243.20	\$376,060.80		\$1,880,304.00			
Indiana Department of Transportation	39958 / 1601080	A 01	SR 59	Br Repl, Pipe Arch	Bridge over Little Raccoon Creek, 1.02 mi S of SR 47	Crawfordsville	0	STPBG	\$1,965,304.00	Bridge ROW	RW	\$40,000.00	\$10,000.00	\$50,000.00				
Comments:RW phase for \$50,000 FY20, No MPO																		
Indiana Department of Transportation	40575 / 1701582	Init.	US 136	Small Structure Replacement	Over Unnamed Ditch/Creek	Crawfordsville	0	STPBG		Bridge Construction	CN	\$1,740,436.00	\$435,109.00	\$10,000.00		\$2,165,545.00		
										Bridge ROW	RW	\$20,000.00	\$5,000.00	\$25,000.00				
Indiana Department of Transportation	40962 / 1800444	Init.	US 231	Bridge Thin Deck Overlay	@ Branch of Offield Creek; 01.05 mi S of SR 32	Crawfordsville	0	NHPP		Bridge Construction	CN	\$544,185.60	\$136,046.40		\$680,232.00			
Indiana Department of Transportation	40965 / 1800411	Init.	I 74	Small Structure Pipe Lining	1.81 mi E of SR 32	Crawfordsville	0	NHPP		Bridge Construction	CN	\$2,202,120.00	\$244,680.00		\$2,446,800.00			
										Bridge ROW	RW	\$40,500.00	\$4,500.00	\$45,000.00				
Indiana Department of Transportation	41590 / 1800075	Init.	SR 32	Bridge Replacement, Other Construction	over Mill Creek; 3.70 mi W of SR 47	Crawfordsville	0	STPBG		Bridge Construction	CN	\$4,688,238.40	\$1,172,059.60				\$5,860,298.00	

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



**Categorical Exclusion**  
**Appendix I**  
**Additional Studies**

# Bridge Inspection Report

059-54-05061 A  
SR 59  
over  
LITTLE RACCOON CREEK



Inspection Date: 11/14/2019

Inspected By: Matthew Ference

Inspection Type(s): Routine

## TABLE OF CONTENTS

Omitted to avoid duplication: See Appendix B of this CE Document

	PAGE NUMBER
LOCATION MAP	3
EXECUTIVE SUMMARY	4
NATIONAL BRIDGE INVENTORY	5
PICTURES	9
MISCELLANEOUS ASSET DATA	22
LOAD RATING - BRADIN	24

Bridge Inspection Report

**IDENTIFICATION**

(1) STATE CODE:	<b>185 - Indiana</b>	(12) BASE HIGHWAY NETWORK:	<b>0</b>
(8) STRUCTURE:	<b>021440</b>	(13A) INVENTORY ROUTE:	
(5 A-B-C-D-E) INV. ROUTE:	<b>1 - 3 - 1 - 00059 - 0</b>	(13B) SUBROUTE NUMBER:	
(2) HIGHWAY AGENCY DISTRICT:	<b>01 - Crawfordsville</b>	(16) LATITUDE:	<b>39.88090</b>
(3) COUNTY CODE:	<b>054 - MONTGOMERY</b>	(17) LONGITUDE:	<b>-87.04559</b>
(4) PLACE CODE:	<b>81458 - WAVELAND</b>	(98) BORDER	
(6) FEATURES INTERSECTED:	<b>LITTLE RACCOON CREEK</b>	A) STATE NAME:	
(7) FACILITY CARRIED:	<b>SR 59</b>	B) PERCENT	<b>%</b>
(9) LOCATION:	<b>00.07 S SR 47</b>	(99) BORDER BRIDGE STRUCT. NO:	
(11) MILEPOINT:	<b>0001.350</b>		

**STRUCTURE TYPE AND MATERIAL**

(43) STRUCTURE TYPE, MAIN:		(45) NUMBER OF SPANS IN MAIN UNIT:	<b>003</b>
A) KIND OF MATERIAL/DESIGN:	<b>5 - Prestressed concrete</b>	(46) NUMBER OF APPROACH SPANS:	<b>0000</b>
B) TYPE OF DESIGN/CONSTR:	<b>05 - Box Beam or Girders - Multiple</b>	(107) DECK STRUCTURE TYPE:	<b>1 - Concrete Cast-in-Place</b>
(44) STRUCTURE TYPE, APPROACH SPANS:		(108) WEARING SURFACE/PROT SYS:	
A) KIND OF MATERIAL/DESIGN:	<b>0 - Other</b>	A) WEARING SURFACE:	<b>1 - Monolithic Concrete (concurrently placed with structural deck)</b>
B) TYPE OF DESIGN/CONSTR:	<b>00 - Other</b>	B) DECK MEMBRANE:	<b>0 - None</b>
		C) DECK PROTECTION:	<b>0 - None</b>

**AGE OF SERVICE**

(27) YEAR BUILT:	<b>1961</b>	(28) LANES:	
(106) YEAR RECONSTRUCTED:	<b>1984</b>	A) ON BRIDGE:	<b>02</b>
(42) TYPE OF SERVICE:		B) UNDER BRIDGE:	<b>00</b>
A) ON BRIDGE:	<b>5 - Highway-pedestrian</b>	(29) AVERAGE DAILY TRAFFIC:	<b>001700</b>
B) UNDER BRIDGE:	<b>5 - Waterway</b>	(30) YEAR OF AVERAGE DAILY TRAFFIC:	<b>2006</b>
		(109) AVERAGE DAILY TRUCK TRAFFIC:	<b>10 %</b>
		(19) BYPASS DETOUR LENGTH:	<b>026 MI</b>

Bridge Inspection Report

**GEOMETRIC DATA**

(48) LENGTH OF MAX SPAN: <b>0032.2 FT</b>	(35) STRUCTURE FLARED: <b>0 - No flare</b>
(49) STRUCTURE LENGTH: <b>00097.0 FT</b>	(10) INV RTE, MIN VERT CLEARANCE: <b>99.99 FT</b>
(50) CURB/SIDEWALK WIDTHS:	(47) TOT HORIZ CLEARANCE: <b>026.2 FT</b>
A) LEFT <b>03.0 FT</b>	(53) VERT CLEAR OVER BR RDWY: <b>99.99 FT</b>
B) RIGHT: <b>03.0 FT</b>	(54) MIN VERTICAL UNDERCLEARANCE:
(51) BRDG RDWY WIDTH CURB-TO-CURB: <b>026.2 FT</b>	A) REFERENCE FEATURE: <b>N</b>
(52) DECK WIDTH, OUT-TO-OUT: <b>032.2 FT</b>	B) MIN VERT UNDERCLEAR: <b>0 FT</b>
(32) APPROACH ROADWAY <b>023.0 FT</b>	(55) LATERAL UNDERCLEARANCE RIGHT:
(33) BRIDGE MEDIAN: <b>0 - No median</b>	A) REFERENCE FEATURE: <b>N</b>
(34) SKEW: <b>00 DEG</b>	B) MIN LATERAL UNDERCLEAR: <b>000.0 FT</b>
	(56) MIN LATERAL UNDERCLEAR ON LEFT: <b>00.0 FT</b>

**INSPECTIONS**

(90) INSPECTION DATE: <b>11/14/2019</b>	(91) DESIGNATED INSPECTION FREQUENCY: <b>24 MONTHS</b>
(92) CRITICAL FEATURE INSPECTION:	(93) CRITICAL FEATURE INSPECTION DATE:
A) FRACTURE CRITICAL REQUIRED/FREQUENCY: <b>N</b>	A) FRACTURE CRITICAL DATE:
B) UNDERWATER INSPECTION REQUIRED/FREQUENCY: <b>N</b>	B) UNDERWATER INSP DATE:
C) OTHER SPECIAL INSPECTION REQUIRED/FREQUENCY: <b>N</b>	C) OTHER SPECIAL INSP DATE:

**CONDITION**

(58) DECK: <b>7 - Good Condition (some minor problems)</b>	(60) SUBSTRUCTURE: <b>5 - Fair Condition (minor section loss)</b>
(58.01) WEARING SURFACE: <b>7 - Good Condition</b>	(61) CHANNEL/CHANNEL PROTECTION: <b>7 - Bank protection needs minor repairs</b>
(59) SUPERSTRUCTURE: <b>5 - Fair Condition (minor section loss)</b>	(62) CULVERTS: <b>N - Not Applicable</b>

**CONDITION COMMENTS**

**(58) DECK: 7 - Good Condition (some minor problems)**  
 Comments:  
 The deck is not visible due to the concrete box beam superstructure. See the wearing surface comments below.

**(58.01) WEARING SURFACE: 7 - Good Condition**  
 Comments:  
 There is a wide transverse crack in the wearing surface above both interior piers. There are longitudinal cracks in the wearing surface between the PCBB's.

Bridge Inspection Report

**(59) SUPERSTRUCTURE: 5 - Fair Condition (minor section loss)**

Comments:  
 In Span A, PCCB's 3 & 5 have spalled areas with exposed rebar.  
 In Span B, PCCB 1 has about 8" of the PCCB spalled over pier 3.  
 In Span C, PCCB's 3, 4, and 6 have deep spalls with exposed rebar strands.

**(60) SUBSTRUCTURE: 5 - Fair Condition (minor section loss)**

Comments:  
 There are deep spalls with exposed rebar, shallow spalls with exposed rebar, wide cracks, white efflorescence, and a few pop outs on both interior piers.

**(61) CHANNEL/CHANNEL PROTECTION 7 - Bank protection needs minor repairs**

Comments:  
 There is widespread bank erosion upstream and downstream from the bridge.

**(62) CULVERTS: N - Not Applicable**

Comments:

**LOAD RATING AND POSTING**

(31) DESIGN LOAD:	<b>5 - HS 20</b>	(66) INVENTORY RATING:	<b>29</b>
(70) BRIDGE POSTING	<b>5 - Equal to or above legal loads</b>	(65) INVENTORY RATING METHOD:	<b>1 - Load Factor (LF)</b>
(41) STRUCTURE OPEN/POSTED/CLOSED:	<b>A - Open</b>	(66B) INVENTORY RATING (H):	<b>18</b>
(64) OPERATING RATING:	<b>56</b>	(66C) TONS POSTED :	
(63) OPERATING RATING METHOD:	<b>1 - Load Factor (LF)</b>	(66D) DATE POSTED/CLOSED:	

**APPRAISAL**

SUFFICIENCY RATING:	<b>62.7</b>	(36) TRAFFIC SAFETY FEATURE:	
STATUS:	<b>0</b>	36A) BRIDGE RAILINGS:	<b>0</b>
(67) STRUCTURAL EVALUATION:	<b>5</b>	36B) TRANSITIONS:	<b>0</b>
(68) DECK GEOMETRY:	<b>4</b>	36C) APPROACH GUARDRAIL:	<b>0</b>
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL:	<b>N</b>	36D) APPROACH GUARDRAIL ENDS:	<b>0</b>

**(71) WATERWAY ADEQUACY: 6 - Occasional Overtopping of Approaches - Insignificant Delays**

Comments:  
 High Water Elev. = 734.05 ft (Above the deck)  
 Low Concrete Elev. = 732.01'

**(72) APPROACH ROADWAY ALIGNMENT: 8 - Equal to present desirable criteria**

Comments:  
 Approach roadway is straight & in a 30 mph zone.

Inspector: Matthew Ference  
 Inspection Date: 11/14/2019

Asset Name: 059-54-05061 A  
 Facility Carried: SR 59

Bridge Inspection Report

(113) SCOUR CRITICAL BRIDGES: **8 - Stable for scour conditions**

Comments:

The piles were repaired at the waterline in 1997.

Original Low Water Elev. = 721.3'

Bent 2 & 3 Lower Limit Steel Pile Concrete Encasement Elev. = 717.5'

Bent 2 & 3 Pile Tip Elev. = 701.0'

**CLASSIFICATION**

(20) TOLL:	<b>3 - On Free Road</b>	(21) MAINT. RESPONSIBILITY:	<b>01 - State Highway Agency</b>
(22) OWNER:	<b>01 - State Highway Agency</b>	(26) FUNCTIONAL CLASS OF INVENTORY RTE:	<b>07 - Rural - Major Collector</b>
(37) HISTORICAL SIGNIFICANCE:	<b>5 - Not eligible</b>	(100) STRAHNET HIGHWAY:	<b>Not a STRAHNET route</b>
(101) PARALLEL STRUCTURE:	<b>N - No parallel structure</b>	(102) DIRECTION OF TRAFFIC:	<b>2-way traffic</b>
(103) TEMPORARY STRUCTURE:		(104) HIGHWAY SYSTEM OF INVENTORY ROUTE:	<b>0 - Structure/Route is NOT on NHS</b>
(105) FEDERAL LANDS HIGHWAYS:	<b>0-Not Applicable</b>	(110) DESIGNATED NATIONAL NETWORK:	<b>Inventory route not on network</b>
(112) NBIS BRIDGE LENGTH:	<b>Yes</b>		

**NAVIGATION DATA**

(38) NAVIGATION CONTROL:	<b>0 - No navigation control on waterway (bridge permit not required)</b>	(39) NAVIGATION VERTICAL CLEAR:	<b>000.0 FT</b>
(111) PIER OR ABUTMENT PROTECTION:		(116) MINIMUM NAVIGATION VERT. CLEARANCE, VERT. LIFT BRIDGE:	<b>FT</b>
		(40) NAV HORIZONTAL CLEARANCE:	<b>0000.0 FT</b>

**PROPOSED IMPROVEMENTS**

(75A) TYPE OF WORK:	<b>31 - Replacement - Load/Geometry</b>	(95) ROADWAY IMPROVEMENT COST:	<b>\$ 000000</b>
(75B) WORK DONE BY:	<b>1 - Work to be done by contract</b>	(96) TOTAL PROJECT COST:	<b>\$ 001480</b>
(76) LENGTH OF IMPROVEMENT:	<b>000124 FT</b>	(97) YR OF IMPROVEMENT COST EST:	<b>2006</b>
(94) BRIDGE IMPROVEMENT COST:	<b>\$ 001480</b>	(114) FUTURE AVG DAILY TRAFFIC:	<b>002823</b>
		(115) YR OF FUTURE ADT:	<b>2032</b>

**Miscellaneous Asset Data**  
**Asset Management**

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021440

**Load Rating 2:**

Has the dead load or the structural condition of the primary load carrying members changed since the last inspection?

No - Load Rating Update Not Required

---

**Extended Frequency:**

Submittal Date:

Inspector:

INDOT Reviewer:

This bridge has been accepted into the Extended Frequency Program.

Approval Date:

---

**Joints:**      *\* Indicate location, type, and rating of lowest rated joint.*

No Joints Present

N

N

Comments:

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**Terminal Joints:**      *\*Rating of lowest rated terminal joint.*

N

Comments:

---

**Concrete Slopewall:**      *\*Rating of lowest rated slopewall.*

N

Comments:

---

**Bearings:**      *\* Indicate type, and rating of lowest rated bearing.*

N - No Bearing(s)

Comments:

---

**Approach Slabs:**      *\* Indicate if present & condition rating.*

N - No Approach Slabs

Comments:



---

**Paint:** \* Indicate if paint present , year painted & condition rating.

N - No Paint

Not Rated

Comments:

---

**Scour Analysis:** 5      **Scour Critical:**      **Scour POA?** No  
NBI 113 Scour Comment:

The piles were repaired at the waterline in 1997.

Original Low Water Elev. = 721.3'

Bent 2 & 3 Lower Limit Steel Pile Concrete Encasement Elev. = 717.5'

Bent 2 & 3 Pile Tip Elev. = 701.0'

---

**Endangered Species:** \* If yes, add one photo to the dropdown field

Bats: seen or heard under structure? \* N

Birds/swallows/nests seen? Empty nests present? \* N

---

**BRIDGE Culvert Geometry:**

Barrel Length:

Height:

Width:

# LOAD RATING - BRADIN

Load Rating Date: 28-MAR-16

## National Bridge Inventory (NBI):

(66B) INVENTORY RATING (H):	18	(31) DESIGN LOAD:	5
(65) INVENTORY RATING METHOD:	1	(70) BRIDGE POSTING:	5
(66) INVENTORY RATING:	29	(41) STRUCTURE OPEN/POSTED/CLOSED:	A
(63) OPERATING RATING METHOD:	1	(66C) TONS POSTED:	
(64) OPERATING RATING:	56	(66D) DATE POSTED/CLOSED:	

## Posting Configurations:

### Emergency Vehicles:

EV2: LEGAL RF:	1.639
EV3: LEGAL RF:	1.103

### 5-Axles:

AASHTO TYPE 3S2: LEGAL RF:			2.038
SU5: LEGAL RF:			1.545
TOLL ROAD LOADING NO. 1: ROUTINE PERMIT RF:			

### 2-Axles:

H20-44: LEGAL RF:	1.834
ALTERNATE MILITARY: LEGAL RF:	1.454

### 6+-Axles:

AASHTO TYPE 3-3: LEGAL RF:			2.434
LANE TYPE: LEGAL RF:			
SU6: LEGAL RF:			1.407
SPECIAL TOLL ROAD TRUCK: ROUTINE PERMIT RF:			
SU7: LEGAL RF:			1.352
MICHIGAN TRAIN TRUCK NO. 5: ROUTINE PERMIT RF:			

### 3-Axles:

HS20: LEGAL RF:	1.567
AASHTO TYPE 3: LEGAL RF:	1.978

### 4-Axles:

SU4: LEGAL RF:	1.654
TOLL ROAD LOADING NO. 2: ROUTINE PERMIT RF:	

MICHIGAN TRAIN TRUCK NO. 8: ROUTINE PERMIT RF:

### Other Configurations:

H20-44: DESIGN RF:	.905
NRL: LEGAL RF:	1.302

SUPERLOAD-11 AXLES: SPECIAL PERMIT RF:			1.023
SUPERLOAD-13 AXLES: SPECIAL PERMIT RF:			1.198
SUPERLOAD-14 AXLES: SPECIAL PERMIT RF:			.785
SUPERLOAD-19 AXLES (152.5T): SPECIAL PERMIT RF:			1.146
SUPERLOAD-19 AXLES (240.045T): SPECIAL PERMIT RF:			.863

## Call Application Report Project ( Mini Scope)

FORM VERSION:

11/7/2014

FORM VERSION BY: Andrew Fitzgerald, PTOE, PE

Date:	1/3/2017	District:	Crawfordsville	<b>SCORE:</b>	<b>Unknown</b>
DES:	Unknown	Sub-District:	Crawfordsville		
Proposed FY:	2022	Asset Group:	ROAD		
Work Type:	Pavement Replacement, Small Town	Work Category:	District Pavement Project (Non-I)		

### Project Location

Route:	SR 59	City/Town:	Waveland	County 1	Montgomery	County 2		
RP Start:	78.69	Latitude Start:	39.873536	Longitude Start:	-92.846175			
RP End:	79+v1	Latitude End:	39.881938	Longitude End:	-92.846596			
AADT FY:	2016	AADT:	2066	% Trucks:	10.0%			
Length:	0.99	# Lanes:	2	Lane Mi:	1.98			
Func. Class:	Major Collector			Area:	13939	NHS:	No	
Str. #	N/A	NBI #:	N/A	Bridge / Culvert: Length (FT) / Width (FT):	N/A	Bridge Area (SFT):	N/A	
Year Built:								N/A
Location Description:	From 0.99 mi S of SR 47 to SR 47							

SEE IT: WHAT IS THE CURRENT AND PROJECTED CONDITION AND WHY IS THIS A PROBLEM (FOCUS ON THE PROBLEM):

The need for this project is the deteriorated condition of the existing roadway pavement. The asphalt is severely age hardened with extensive wheel path cracking. Curbing conditions are poor with some of the curbs cracking and falling apart to the point you can no longer see them. The sidewalks are in moderate condition with some minor cracking. The drainage system on this road isn't performing correctly as sediment builds up throughout the roadway and onto the sidewalks.

INSERT ONE OR TWO PICTURES OF PRIMARY PROBLEM:



DATE AND TYPE OF LAST MAJOR TREATMENT:				Partial 3-R				DATE:	1990		
PROJECT CONDITION RATINGS:	NA	LOS:	NA	Crash Rate:	NA	Icc:	NA				
Wearing Surface:	NA	Deck:	NA	Bridge/Culvert Super:	NA	Substructure (Bridge/ Culvert):	NA				
Type I Culverts/ pipes:	NA	Bridge Scour:	NA	Bridge Paint:	NA	Bridge/ Culvert Sub	NA				
IRI:	210	NCR:	85.84	RUT:	0.2	Friction #:	NA	Strl Crks %	12%	Fncnl Crks %	71%

INTENT/ PURPOSE OF PROJECT (INITIAL STATEMENT OF ESSENTIAL PROJECT PURPOSE):

Restore structural capacity of pavement, improve drainage and pedestrian facilities through the project corridor, seal the pavement structure from water infiltration and provide a smooth riding surface to motorists.

Completed FULL SCOPE:	NO	KPI Delta:		KPI UNIT:		Ln-m ys of accept. Serv.	
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OWN IT: Alternatives

PRELIMINARY ALTERNATIVES THAT ARE CONTEMPLATED (ANALYSED) WITH COSTS:

This project was identified as a good candidate for a small town project to address pavement structural and drainage issues, pedestrian connectivity and ADA features. Estimated cost = \$4.5 million; \$92,000/ln mile/year. [Preservation Treatment - HMA Overlay, PM / Chip Seal / Pavement Patching - the town needs are beyond the effectiveness of these treatments. An HMA Overlay, PM or a Chip Seal will seal the pavement from water infiltration but does not address enough the pavement fatigue and deeper distresses in the asphalt. Existing failures will reflect through the proposed treatment prematurely. Design life is anticipated to be half of the typical span (HMA Overlay, PM 4 to 5 years @ \$47k/ln mile/year; Chip seal 2 years). Also, these treatments do not address drainage concerns or pedestrian facilities.]

**CONSEQUENCES IF NO ACTION IS TAKEN (DO NOTHING ALTERNATIVE IS SELECTED):**

If no action is taken, this portion of SR 59 will become unmanageable to our in-house maintenance forces. As a result, it will become unseivable to the local residents and travelling public. Also, ADA features and pedestrian connectivity through the town of Waveland is in poor condition and will not improve without this project. Drainage is poor and will not improve.

**SECONDARY CONSIDERATIONS OR GOALS WITH COSTS:**

Reconstruction of ADA facilities, concrete curbing and sidewalk through the project corridor. Utility relocations and the purchase of right-of-way is anticipated with this project.

Attach extra sheets as necessary to fully describe the alternatives.

Will Further Analysis/Assessment be required beyond this form?	YES	FWD/Pavement Coring/Engineering Scope
--	-----	---------------------------------------

**SOLVE IT: Project Recommendations and Costs**

**QUANTIFIABLE PRIMARY GOAL(S) OF PROJECT (WHAT ARE WE PURCHASING SUCH AS CONDITION, SERVICE LIFE, LOS, OR CRF):**

Like new condition (IRI = 70, NCR = 100, % Cracking = 0); 30 plus years structural service life; improved drainage; improved ADA and pedestrian facilities

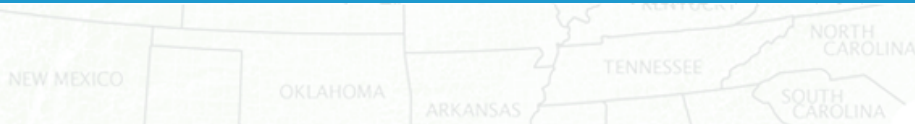
Estimated Total Project Costs:	\$4,960,800.00	COMMENTS	
Right of Way Purchase (RW1):	COST: \$55,000.00		
Right of Way Services (RW2):	COST: \$0.00	Unknown	

(PE1):		COST:	\$365,000.00	
(PE2):		COST:	\$0.00	Unknown
Maintenance of Traffic:		COST:	\$0.00	Part of CN Cost
Railroad PE (RR1):		COST:	\$0.00	Unknown
Railroad PE (RR2):		COST:	\$0.00	Unknown
Environmental Study:		COST:	\$0.00	Unknown
Utilities PE (UT1):		COST:	\$0.00	Unknown
Utilities CN (UT2):		COST:	\$0.00	Part of CN Cost
Construction (CN):		COST:	\$4,540,800.00	includes drainage improvements and utility work
Construction Engineering (CE):		COST:	\$0.00	Unknown
(RQP):		COST:	\$0.00	Unknown
Other Considerations:		COST:	\$0.00	Unknown
Other Projects within Limits				
DES:	FY:	Work Type:	Location:	
DES:	FY:	Work Type:	Location:	
DES:	FY:	Work Type:	Location:	
Miscellaneous Notes				
ANTICIPATED NUMBER OF CONSTRUCTION SEASONS TO COMPLETE(1, 2 or 3 seasons):			1	
ANTICIPATED NUMBER OF YEARS TO COMPLETE DESIGN (1, 2 or 3 fiscal years):			3	
CALL HISTORY: 21st Century candidate project for FY 2021 - Shelf Ready				
Attachments				
Pictures	YES	Asset Team Scoring Sheet:	NO	Mobility History: NO
Spreadsheets (calcs):	NO	Engineer Assessment:	NO	Pavement Evaluation: NO
Solution Schematic:	NO	Bridge/Culvert Inspection Report:	NO	
Cost Calculations:	YES	Accident History:	NO	
Location Map:	NO	Pathway Data:	NO	
Additional Comments				
Other items relevant to the project not specifically listed elsewhere.				
NOTE: Appropriate environmental and assessment process need to be followed.				
Report Prepared By and Approved By				
Report Prepared By and Approved By		Title:	Signature	
Prepared by:	Scott J. Chandler	District Asset Engineer		
Prepared by:		District Scoping Engineer		
Reviewed by:	Bill Smith	Systems Assessment		
Approval by:	Robert E. Montgomery	Technical Services Director	Approved On:	
NOTE: Any changes require a re-submittal of Call Application Report.				
FORM VERSION: 11/7/2014		FORM VERSION BY: Andrew Fitzgerald, PTOE, PE		

Environmental Justice

Analysis of One Township in Montgomery County, Indiana

		COC	AC 1
		Montgomery County, Indiana	Brown Township, Montgomery County, Indiana
<b>LOW-INCOME</b>			
B17001001	Population for whom poverty status is determined: Total	36,733	1,781
B17001002	Population for whom poverty status is determined: Income in past 12 months below poverty level	3,734	102
		35,308	
	<b>Percent Low-income</b>	<b>10.2%</b>	<b>5.7%</b>
	<b>125 Percent of COC</b>	<b>12.7%</b>	<b>AC &lt; 125% COC</b>
	<b>Potential Low-income EJ Impact?</b>		<b>No</b>
<b>MINORITY</b>			
B03002001	Total population: Total	38288	1782
B03002002	Total population: Not Hispanic or Latino	36481	1746
B03002003	Total population: Not Hispanic or Latino; White alone	35308	1720
B03002004	Total population: Not Hispanic or Latino; Black or African American alone	308	0
B03002005	Total population: Not Hispanic or Latino; American Indian and Alaska Native alone	71	0
B03002006	Total population: Not Hispanic or Latino; Asian alone	295	0
B03002007	Total population: Not Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	7	0
B03002008	Total population: Not Hispanic or Latino; Some other race alone	3	0
B03002009	Total population: Not Hispanic or Latino; Two or more races	489	26
B03002010	Total population: Hispanic or Latino	1807	36
B03002011	Total population: Hispanic or Latino; White alone	1434	34
B03002012	Total population: Hispanic or Latino; Black or African American alone	0	0
B03002013	Total population: Hispanic or Latino; American Indian and Alaska Native alone	1	1
B03002014	Total population: Hispanic or Latino; Asian alone	0	0
B03002015	Total population: Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	0	0
B03002016	Total population: Hispanic or Latino; Some other race alone	93	1
B03002017	Total population: Hispanic or Latino; Two or more races	279	0
	<b>Number Non-white/minority (B03002001-B03002003)</b>	<b>2,980</b>	<b>62</b>
	<b>Percent Non-white/Minority</b>	<b>7.8%</b>	<b>3.5%</b>
	<b>125 Percent of COC</b>	<b>9.7%</b>	<b>AC &lt; 125% COC</b>
	<b>Potential Minority EJ Impact?</b>		<b>No</b>



B17001

**POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE**

Universe: Population for whom poverty status is determined  
2013-2017 American Community Survey 5-Year Estimates

**Note:** This is a modified view of the original table.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

	Montgomery County, Indiana		Brown township, Montgomery County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	36,733	+/-238	1,781	+/-365
Income in the past 12 months below poverty level:	3,734	+/-583	102	+/-83
Income in the past 12 months at or above poverty level:	32,999	+/-579	1,679	+/-371

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '\*\*\*' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '\*\*\*' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '\*\*\*\*\*' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.



B03002

HISPANIC OR LATINO ORIGIN BY RACE  
Universe: Total population  
2013-2017 American Community Survey 5-Year Estimates

**Note:** This is a modified view of the original table.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

	Montgomery County, Indiana		Brown township, Montgomery County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	38,288	*****	1,782	+/-365
Not Hispanic or Latino:	36,481	*****	1,746	+/-362
White alone	35,308	+/-4	1,720	+/-359
Black or African American alone	308	+/-84	0	+/-11
American Indian and Alaska Native alone	71	+/-49	0	+/-11
Asian alone	295	+/-65	0	+/-11
Native Hawaiian and Other Pacific Islander alone	7	+/-12	0	+/-11
Some other race alone	3	+/-4	0	+/-11
Two or more races:	489	+/-104	26	+/-40
Hispanic or Latino:	1,807	*****	36	+/-49
White alone	1,434	+/-202	34	+/-48
Black or African American alone	0	+/-24	0	+/-11
American Indian and Alaska Native alone	1	+/-2	1	+/-2
Asian alone	0	+/-24	0	+/-11
Native Hawaiian and Other Pacific Islander alone	0	+/-24	0	+/-11
Some other race alone	93	+/-113	1	+/-2
Two or more races:	279	+/-212	0	+/-11



Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

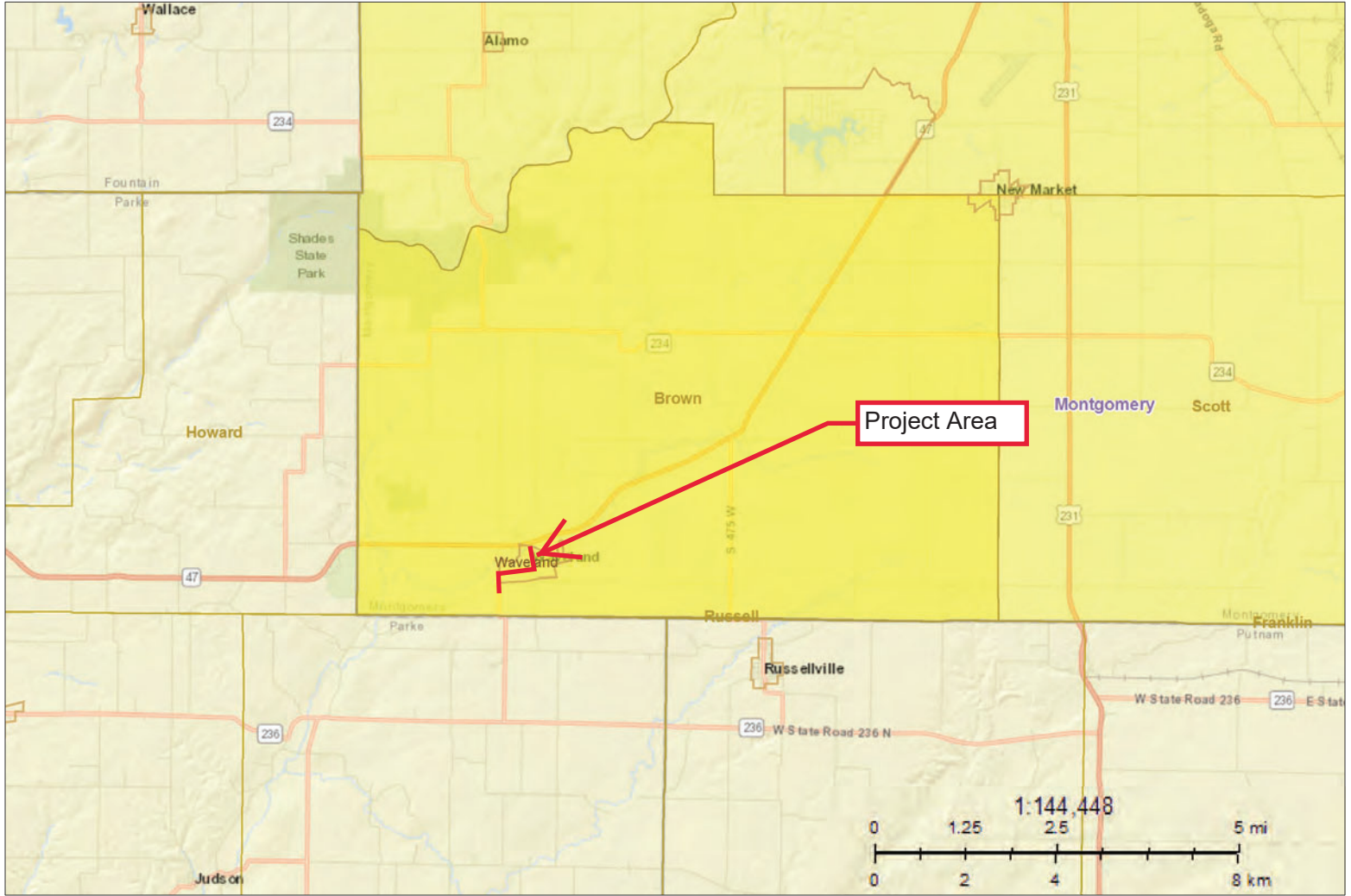
Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

#### Explanation of Symbols:

1. An '\*\*\*' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '\*\*\*\*' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '\*\*\*\*\*' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Environmental Justice



**Legend**

**Your Selections**

2017 boundaries were used to map 'Your Selections'

**Selection Results**

No Legend

**2017 Boundaries**

- County
- County Subdivision
- Place

Land Water Conservation Fund LWCF Property List for Montgomery County

1800133	1800133	Montgomery	Lincoln Activity Area (Lincoln Recreation Center)
1800161	1800161E	Montgomery	Shades State Park
1800171	1800171L	Montgomery	Shades State Park
1800211	1800211	Montgomery	Lake Waveland Park
1800308	1800308	Montgomery	Shades State Park
1800312	1800312N	Montgomery	Shades State Park
1800327	1800327I	Montgomery	Shades State Park
1800363	1800363BB	Montgomery	Shades State Park
1800405	1800405A	Montgomery	Calvert and Porter Woods
1800413	1800413R	Montgomery	Shades State Park
1800456	1800456	Montgomery	Shades State Park
1800480	1800480	Montgomery	Darlington Old School Park