

# I-65/I-70 North Split Interchange Reconstruction

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## Section 106 Consulting Parties Meeting Agenda

Indiana Historical Society – 9:30 a.m. – 11:30 a.m. – October 6, 2017

1. Welcome & Introductions (FHWA & INDOT) (10 minutes)
2. Purpose of Meeting (HNTB) (5 minutes)
3. Section 106 Consultation Process (HNTB) (10 minutes)
  - a. What is Section 106?
  - b. Role of Consulting Party
  - c. Section 106 Steps for North Split Project
4. Project Overview (HNTB) (20 minutes)
5. Area of Potential Effects (ASC Group) (10 minutes)
6. Archaeology Update (ASC Group) (10 minutes)
7. Next Steps (HNTB) (10 minutes)
8. Consulting Party Feedback (HNTB) (15 minutes)
  - a. Other Consulting Parties
  - b. Meeting Location
  - c. Area of Potential Effects
  - d. Other
9. Questions? (20 minutes)



## INDIANA DEPARTMENT OF TRANSPORTATION

### MEETING SUMMARY

**Date:** October 6, 2017

**Time:** 9:30 – 11:30 a.m.

**Meeting:** Section 106 Consulting Parties I-65/I-70 North Split Interchange Reconstruction Project

**Location:** Indiana Historical Society, Indianapolis, IN

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#### Attendees:

Name	Organization	Email
Charles Hyde	Benjamin Harrison Presidential Site	cyhde@bhpsite.org
Jim Jessee	Cottage Home Board of Directors	Jamesjessee102@gmail.com
Meredith Klekotka	Indianapolis Department of Metropolitan Development (DMD)	Meredith.klekotka@indy.gov
Chris Myers	Indianapolis Historic Preservation Commission (IHPC)	Chris.myers@indy.gov
Jason Rowley	Holy Cross Neighborhood Association	jrowley@hanson.inc.com
Kelly Wensing	Holy Cross Neighborhood Association	kellywensing@gmail.com
Mitch Zoll	Indiana Department of Natural Resources (IDNR) – Division of Historic Preservation and Archaeology	mzoll@dnr.in.gov
Chad Slider	IDNR – Division of Historic Preservation and Archaeology	cslider@dnr.in.gov
Michelle Allen	Federal Highway Administration (FHWA)	Michelle.allen@dot.gov
Laura Hilden	Indiana Department of Transportation (INDOT)	lhilden@indot.in.gov
Anuradha Kumar	INDOT	akumar@indot.in.gov
Shaun Miller	INDOT	smiller@indot.in.gov
Anthony Ross	INDOT	Aross3@indot.in.gov
Runfa Shi	INDOT	rshi@indot.in.gov
David Cleveland	Corradino Group	dcleveland@corradino.com
Sean Coughlin	ASC Group	scoughlin@ascgroup.net
Kia Gillette	HNTB	kgillette@hntb.com
Ali Hernandez	Borshoff	Ali.hernandez@borshoff.biz
Emily Kibling	Borshoff	Emily.kibling@borshoff.biz
Harry Nikides	ASC Group	hnikides@ascgroup.net
Doug Terpstra	ASC Group	dterpstra@ascgroup.net

Name	Organization	Email
Seth Schickel	HNTB	sschickel@hntb.com
Eryn Fletcher (via phone)	FHWA	Eryn.Fletcher@dot.gov
Diane Hunter (via phone)	Miami Tribe of Oklahoma	dhunter@miamination.com
David Pflugh (via phone)	Chatham Arch Neighborhood Association	canaindy@gmail.com

### 1. Welcome

FHWA opened the meeting by thanking consulting party representatives in attendance. FHWA explained that because federal funds were being used for the project, it must follow the Section 106 consultation process.

### 2. Introduction of Project Team

Project Team – Several representatives from the Project Team and INDOT were present (see attached attendee list)

Guests – Six consulting party representatives were present, while three were on the phone (see attendee list above)

### 3. Section 106 Consultation Process (see attached presentation)

Section 106 is part of the National Historic Preservation Act (NHPA) of 1966 and considers effects of actions on properties listed in or eligible for National Register of Historic Places (NRHP). Section 110 requires federal agencies to minimize harm to National Historic Landmarks, consider all prudent and feasible alternatives to avoid an adverse effect to them, and give the Advisory Council on Historic Preservation (ACHP) an opportunity to consult on projects.

As part of the Section 106 process, consulting parties are invited to consult on the project. Consulting parties are individuals and organizations with demonstrated legal, economic or historic preservation interest in an undertaking are formed. The consulting party reviews information about the project, provides input at different steps of the process, shares views, offers ideas and solutions, and considers possible ways to avoid, minimize, and/or mitigate effects on historic properties.

The Section 106 timeline for the I-65/I-70 North Split Reconstruction project is as follows:

- Initiate consultation – Sept/Oct 2017
- Identify historic properties – winter 2017/2018 through spring 2018
- Assess effects on historic properties – summer and fall 2018
- Resolve any adverse effects – winter 2018 through spring 2019

### 4. Project Overview (see attached presentation)

INDOT is proposing to reconstruct the I-65/I-70 North Split, as part of our Next Level initiative.

The I-65/I-70 North Split is one of the most heavily-traveled interchanges in the state of Indiana, accommodating about 170,000 vehicles per day and requires a complete reconstruction. Portions of the current interchange were built 50 years ago, and it is nearing the end of its useful life and operating at full capacity.

As a result, INDOT's Project Team for the I-65/I-70 North Split Reconstruction Project recently began work on the Environmental Assessment (EA), as required by the National Environmental Policy Act (NEPA). INDOT is planning a robust public involvement campaign that will include a wide variety of stakeholders, including employers, local/state officials, civic organizations and neighborhoods.

Over the next year and a half, the Project Team will develop the procurement documents that will allow INDOT to select a contractor in 2019. Construction costs and dates will be determined when we have the bids from potential contractors, and construction may not begin until late 2019 at the earliest.

Q: Will there be any right-of way acquisition? (*DMD*)

A: I don't have an answer now. However, our designers are looking to minimize right-of-way needs, and because we're not moving the interstates, we expect it to be minimal.

#### **5. Area of Potential Effects (see attached presentation)**

The Area of Potential Effects (APE) is the geographic area within which an undertaking may directly or indirectly change the character or use of historic properties, if any such properties exist. Both direct effects – ground disturbance, right-of-way acquisition, demolition and alteration – and indirect effects – visual and noise – are considered when developing the APE.

The I-65/I-70 North Split Reconstruction Project proposed APE includes:

- ½-mile buffer of North Split interchange
- ¼-mile buffer of proposed work on interstates and local roads
- Accounts for possible 48-foot increase in bridge height (conservative estimate)

National Historic Landmarks in the APE are the Benjamin Harrison Home and James Whitcomb Riley House.

There are 39 NRHP-listed resources in the APE (complete list in attached presentation).

#### **6. Archaeology Update (see attached presentation)**

Evidence for archaeological deposits will be attained through two phases. Phase 1a will include shovel testing for previously undisturbed areas (if needed) and Phase 1b will include backhoe trenching.

The Phase 1b work was done in September 2017 in the interchange infield. Areas chosen for backhoe trenching were done to not impact existing infrastructure. Sanborn Fire Insurance maps (ca. 1914) were used to guide trench placement.

10 trenches of various size were excavated. Trenches 1-9 showed evidence of disturbance. A brick-lined cistern was identified in trench 10. The bottles recovered from the cistern indicate a portion was filled circa the 1950s.

Q: Are you looking further south in the impact area?

A: We're looking everywhere in the impact area we can, but there are a lot of areas that have been paved or previously disturbed. We have to work around utilities, for example. We are evaluating any areas that have not been previously disturbed.

**7. Next Steps (see attached presentation)**

In the coming months, we will complete the Historic Property Report for aboveground resources, analyze traffic pattern data once available from traffic model, evaluate the project area for the need to do Phase 1a archaeological testing, complete Phase 1b archaeological investigation report, and hold the next Consulting Party meeting in two to three months.

**8. Consulting Party Feedback**

Comments are due by October 20, 2017. The Project Team is looking for feedback on any additional consulting parties, the meeting location (needs conference phone, internet, U-shaped tables), the proposed APE, and any other concerns consulting parties may have at this time.

**9. Questions and Answers**

Q: The Cottage Home neighborhood backs up to the interstate. If the road is widened, is this going to impact the railroad in that area? (*Cottage Home NA*)

A: Right now, the design intention is not to impact the railroad at all. In fact, it's very challenging to do so and we would like to stay away from it. We do cross a little south of where the railroad goes under the interstate, so we will have impacts to the area during construction while we work on the areas over it, but we have no intention of permanently impacting the railroad.

Q: Does this map reflect the current right of way? (*IHPC*)

A: For the most part it does show existing right-of-way but there are some areas where it extends outside of it. We've asked designers to give us the worst-case footprint and that is what they provided. We wanted to make sure our APE was as big as needed.

Q: Many urban cities are doing away with interstates. Have there been any thoughts of burying the interstate instead? We all know that CSX is untouchable and will never stop going through our neighborhood, so if we could somehow bury Michigan and New York it would keep traffic moving for us, make the highway not as high, and not block our views of downtown. (*Holy Cross NA*)

A: The current scope does not include any lowering or burying of the interstate. I would encourage you to write this down into your comments, though. In terms of the 48-foot high bridges, I want to stress that we were being conservative with that. We just drew a buffer around the interchange and said the entire area will be raised 48 feet. In reality, that's not the case. If it is raised that high, it may only be one bridge while the rest are lower.

- Q: I've done a lot of work in Texas, and they don't have the ice we do here. Is it smart to be doing flyovers and are you taking into account the maintenance of that in general? (*Holy Cross NA*)
- A: We are trying to provide the best design we can in the current footprint. We could design flat, but then our footprint gets even wider and the impacts are greater.
- Q: I see this as a real opportunity to make aesthetic improvements. There is no reason the bridges can't enhance the neighborhoods. How do you incorporate aesthetic considerations as an opportunity to elevate the city through the bridge? I think often the bridges are a mental barrier for people because they look dark and scary. Is there a possibility to add lighting? (*Benjamin Harrison Presidential Site*)
- A: I think this is something that INDOT can consider in the minimization and mitigation measures. INDOT will have to determine what we are mitigating for, and that's an ongoing process as we move along, but hearing your thoughts and concerns at this stage in the process is very helpful.
- Q: Will the current parking under some bridges remain? (*Charles Hyde, Benjamin Harrison Presidential Site*)
- A: We don't anticipate impacts to parking under the mainline interstate; however, there could be impacts to parking under the exit/entrance ramps [note, this was clarified after the meeting].
- Q: Should the neighborhoods be reaching out to the historic properties to make sure they are aware of this project, or will INDOT? (*Cottage Home NA*)
- A: Oftentimes, we invite the owners to be a part of the process, but since there are so many we thought we would wait and see what type of effects the project may have. You're welcome to mention it and if they are interested in being part of Section 106, we're happy to add them. One of the reasons we invited representatives from the neighborhoods first was to keep the size of the group smaller. We weren't sure if we'd be able to have an effective consulting parties meeting if we invited everyone. That would be great for a public meeting. We're also willing to come out to neighborhood meetings in the future.
- Q: How would we go about setting that up? (*Cottage Home NA*)
- A: Go ahead and contact me, Kia.
- Q: Will we have an opportunity to comment on the APE after we've seen the noise study or other impacts? (*IHPC*)

- A: The APE could evolve over time as more design information becomes available. I wouldn't say the APE is static. If something happens in design that changes things, we understand that the APE may also need to be adjusted. I don't know that we're going to ask for comment on it each time, but if you see something stand out as we provide additional information and alternatives, please let us know.
- Q: When do you anticipate sharing the design with consulting parties? *(DMD)*
- A: We hope to be able to share some preliminary design information at either the next meeting or the one after.
- Q: I would like to request that we can more formally comment on the APE once we've had a chance to look at the designs. *(IHPC)*
- A: Ok, we will include a formal request for comments on the APE.
- Q: Have you done studies on properties that are eligible for the Historic List? *(DMD)*
- A: We are doing a study but it is not yet completed.
- Q: We are seen as the crossroads of America. Semi traffic is really high and our neighbors at Windsor Park have issues too. We lose traffic signs, mirrors on cars, etc. The streets aren't wide enough for parking and two-way traffic. What is the plan for detouring that kind of commercial traffic around? *(Holy Cross NA)*
- A: We don't have maintenance of traffic figured out yet. However, we will encourage through trucks to go on I-465. Some trucks will have to detour downtown for deliveries. We will be looking at maintenance of traffic in the next few months to come up with solutions that keep trucks out of the neighborhoods they shouldn't be in.
- Q: The access roads on Pine and Davidson, and the connecting roads of Meridian and Pennsylvania, are those INDOT jurisdiction and will they be touched as part of this project? Now is the ideal time to rebuild those. *(Holy Cross NA)*
- A: We don't know the total impacts at this time, so I can't tell you for sure yes or no. In terms of jurisdiction, the city owns the streets as far as I understand. We've completed our field study and part of the other work is to determine existing property lines. We are still working on that this week, so I can't tell you an answer. Currently, there is no plan to reconstruct Pine and Davidson. There will be some impacts along 11<sup>th</sup> and 12<sup>th</sup> streets that border I-65. Ramps there have conditional and operational issues so there will be changes in that area. The plan is to squeeze the project into property that INDOT owns if possible.
- Q: Do you anticipate having the same entrance and exit points, or are you going to expand/limit any points of accessibility? *(Benjamin Harrison Presidential Site)*

A: Yes, where we have entrances, exits and access points today will remain. We're not taking away or adding new access. However, the existing may be slightly tweaked.

Q: Going back to the APE, the left side splits around I-65 and extends to Meridian. The ramp there currently stops at Pennsylvania. Can you help me understand this? (*IHPC*)

A: There are utilities in that area that might be moved, traffic signal work or even turn lane work. We are not anticipating work on the highway in the area, but could have work on the local roads and signals.

Q: Are you considering rapid transit on Meridian? (*DMD*)

A: Yes.

Q: The MPO did a freight study and determined on I-70 that dedicated truck lanes were the most effective use of interstate. It would mean a dedicated truck lane along I-70. HNTB did the analysis I believe. Is this being considered? (*DMD*)

A: We will look into this.

Q: What questions should we be asking? (*Benjamin Harrison Presidential Site*)

A: We don't want to put words in your mouth. If there is something you feel strongly about, we want you to voice it.

Q: Are there any state requirements for greenspace or art? (*Holy Cross NA*)

A: We are not aware of any requirements in Indiana.

Q: What about the paving surface? We already know the roads are paved so high that trucks hit the bridges. Will you use something that doesn't have to be redone so often? (*Holy Cross NA*)

A: One of the things we're considering is pavement that lasts longer. Reinforced concrete pavement is used to the south and it extends the life. It costs more to construct, but lasts longer. INDOT is considering the value, including not having to come out as often for repairs, when examining options.

Q: Is it true that FHWA interstates are exempt from being listed on the register? Are there certain roadways that are exempt from being national register eligible? (*Chris Myers, IHPC*)

A: Interstates do have that exception, but not all federally-funded roads do.

Q: Hearing that the bridges are huge barriers in highly dense areas, how do we mitigate the impact of this, the bridges not the barriers? Whether it's park space, beautification – what does this look like to make it more of an amenity than a barrier? (*DMD*)



- A: One of the unique features planned that the City and INDOT agreed to years ago is to eliminate traffic on Vermont under the bridge so it can be a pedestrian area. That's currently planned as one of the connection opportunities.
- Q: Are sound barriers being considered? (*IDNR DHPA*)
- A: We are doing a noise study to see if they are feasible and reasonable. Part of the INDOT and FHWA policy is to allow property owners of benefitted receptors to have input as to whether they would like them or not. There are two sides to noise barriers, they will block the noise but they will also block the view.
- Q: Where in your considerations do beautification of the space (sound barriers included) fall? What consideration is given to the people driving through our city? (*Benjamin Harrison Presidential Site*)
- A: We are looking at all of that. We haven't made determinations at this point, but in terms of community impacts, there are people who live and drive through so we'll be looking at both.

## **10. Adjourn**

# I-65/I-70 North Split Interchange Reconstruction Project

## Section 106 Consulting Parties Meeting

October 6, 2017

### Agenda

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- Welcome/Introductions
- Purpose of Meeting
- Section 106 Consultation Process
- Project Overview
- Area of Potential Effects (APE)
- Archaeology Update
- Next Steps
- Consulting Party Feedback
- Questions

# Section 106 Consultation Process

## What is Section 106?

- Part of National Historic Preservation Act (NHPA) (1966)
- Considers effects of actions on properties listed in or eligible for National Register of Historic Places (NRHP)
- Gives Advisory Council on Historic Preservation (ACHP) opportunity to consult

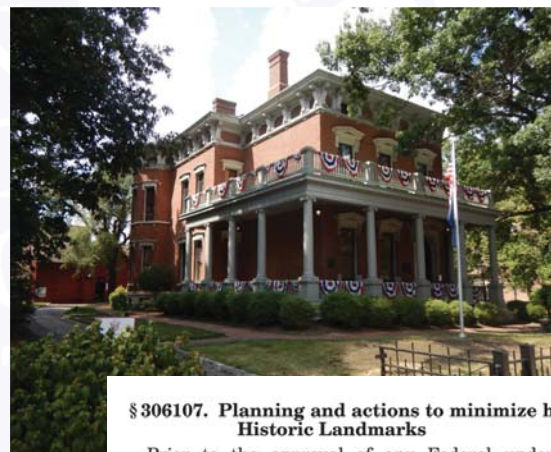


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# Section 106 Consultation Process

## Section 110(f) of the NHPA

- Minimizes harm to National Historic Landmarks
- Considers all prudent and feasible alternatives to avoid an adverse effect
- Gives ACHP opportunity to consult



### **§ 306107. Planning and actions to minimize harm to National Historic Landmarks**

Prior to the approval of any Federal undertaking that may directly and adversely affect any National Historic Landmark, the head of the responsible Federal agency shall to the maximum extent possible undertake such planning and actions as may be necessary to minimize harm to the landmark. The head of the Federal agency shall afford the Council a reasonable opportunity to comment with regard to the undertaking.

# Section 106 Consultation Process



**Consulting party:** Individuals and organizations with demonstrated legal, economic, or historic preservation interest in an undertaking

## Roles of consulting party

- Review information about the project
- Provide input at different steps of the process
- Share views, offer ideas and solutions
- Consider possible ways to avoid, minimize, and/or mitigate effects on historic properties

# Section 106 Steps for North Split Project

## 1. Initiate Consultation

- ~~Early Coordination/APE Letter (Sept. 19, 2017)~~
- Consulting Parties Meeting (Oct. 6, 2017)



We are here

## 2. Identify Historic Properties

- Historic Property Report/Consulting Parties Meeting (winter 2017/2018)
- Historic Property Report Additional Information for Traffic/Consulting Parties Meeting (spring 2018)

## 3. Assess Effects of Undertaking on Historic Properties

- Effects Report/Consulting Parties Meeting (summer 2018)
- 800.11(e) Document/Finding/Mitigation/Consulting Parties Meeting (fall 2018)

## 4. Resolve any Adverse Effects

- Draft Memorandum of Agreement (MOA) for Review (winter 2018)
- Final MOA for Signatures (spring 2019)



# Project Overview

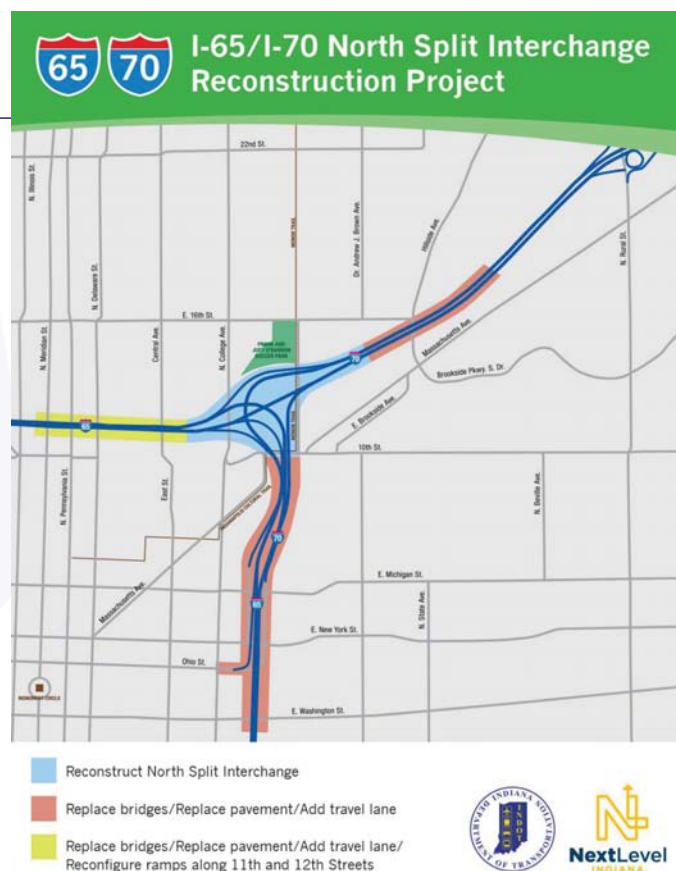
# I-65/I-70 North Split Interchange Reconstruction Project



- Reconstruct the North Split Interchange
- Rehabilitate, replace and/or widen 32 bridges
- Reconstruct pavement
- Reconfigure I-65 exit/entrance ramps along 11th and 12th streets
- Additional through lanes on I-65 and I-70

## Project Limits

- One mile of I-65/I-70, from the North Split to the Washington Street interchange (northern and southern limits)
- Along I-65 from Meridian Street to the North Split (western limit)
- On I-70 from the North Split to just west of the Keystone/Rural interchange (eastern limit)



## Need for Project

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### North Split Interchange

- One of the most heavily traveled interchanges in the state
- Accommodates 170,000 vehicles per day
- Operating at full capacity
- Portions constructed almost 50 years ago

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## Need for Project

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- Many of the existing **32 bridges** need rehabilitation or replacement due to structural conditions
- Deteriorating **pavement conditions** require constant repair and patching for roadway and shoulders
- Current I-65/I-70 North Split interchange has many **complex lane change configurations**
- Reconstructed interchange will minimize the number of lane changes drivers must maneuver to get to their destination

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# Environmental Assessment



Environmental Assessment (EA) will study:

- **Impacts** on homes, businesses and the natural environment
- **Cultural resources** – Historic sites and districts (Section 106)
- **Environmental justice** – Minority and low-income populations
  - Additional public outreach conducted in low-income and minority communities

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# Environmental Assessment

- Projected changes of noise levels and their effects on local neighborhoods
- How to maintain connectivity to local roads, trails, and pedestrian and bicycle facilities
- Input from state, local and federal resource and permitting agencies, e.g. IDNR, IDEM, et al.



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# Traffic Maintenance and Impacts



## Factors to consider:

- Travel demands of regional commuters and through traffic
- State and local construction project schedules
- Safety of motorists and workers during construction

## Possible impacts:

- Temporary closure
- Re-routed traffic
- Cross streets

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# Finances / Delivery

- Part of Indiana's Next Level Roads initiative
- Project fully funded
- Design-Build Best Value design procurement
  - Accelerates project schedule by allowing successful contractor team to finalize design plans and construct simultaneously
  - Encourages contractors to propose value-added construction solutions that may accelerate construction and reduce costs and impacts



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# Project Schedule – Next Steps

## 2018

- **Early 2018** – First public open houses held
- **Mid-2018**
  - Preliminary design completed
  - Draft project information published for contractor team review
- **Late 2018** – Final project information advertised

## 2019

- Public hearing held
- EA completed
- Final contractor proposals submitted
- INDOT selects winning contractor team
- **Late 2019** – Earliest construction begins

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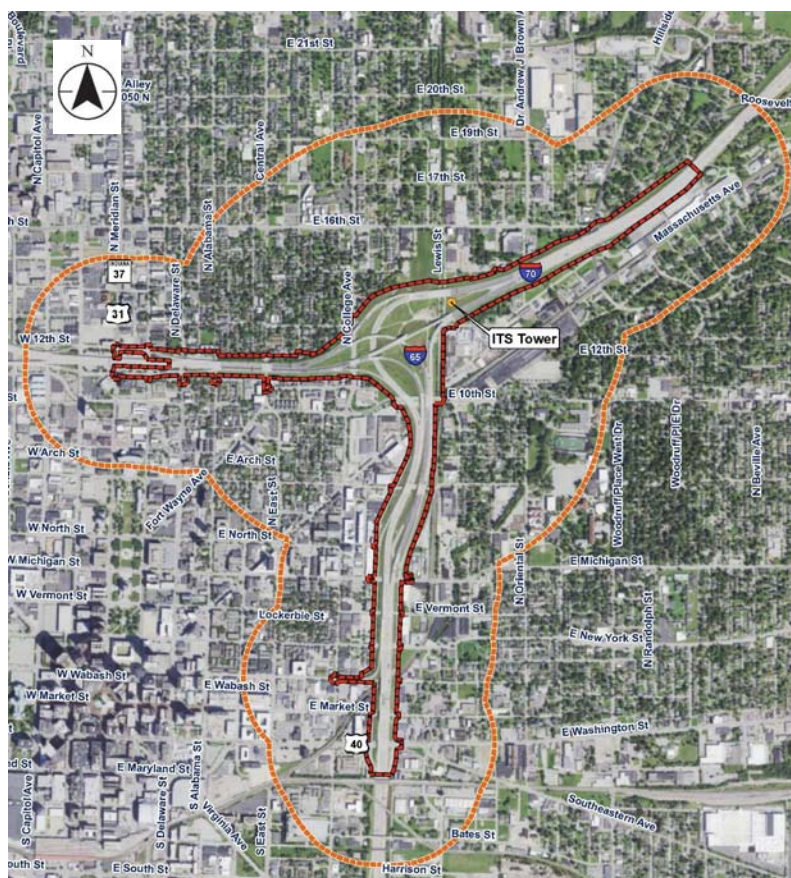
# Public Involvement

**Robust public involvement plan includes numerous stakeholders, including employers, local/state officials and neighborhoods**

- Project website, social media, texts and e-newsletters
- Media relations
- Public meetings
- Advisory committees
- Presentations to local groups




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## Area of Potential Effects

- Geographic area within which an undertaking may directly or indirectly change the character or use of historic properties, if any such properties exist
- APE is influenced by scale and nature of undertaking
- Can be different for different kinds of effects caused by undertaking



I-65/I-70 North Split Interchange  
Reconstruction Project APE



 I-65/I-70 North Split Interchange  
Reconstruction Project boundary

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## Potential Effects

## Direct effects

- Ground disturbance
- Right-of-way acquisition
- Demolition
- Alteration

## Indirect effects

- Visual
- Noise

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# Proposed Area of Potential Effects

- ½-mile buffer of North Split Interchange
- ¼-mile buffer of proposed work on Interstates and local roads
- Possible 48-foot increase in bridge height (conservative estimate)
- Reviewed I-74/I-465 interchange (east side) in the field
- Reviewed North Split interchange in the field
  - Intelligent Transportation Systems tower is about 15 feet higher than the top of a 13.5-foot-tall truck on tallest proposed bridge (used as a visual guide)
  - Due to development density, interchange would not be or only minimally visible at ½ mile
- Qualified professional drove APE to make sure it's appropriate
- Does NOT include traffic pattern changes

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## Known Historic Resources in APE

### National Historic Landmarks:

Nationally significant historic places designated by the Secretary of the Interior because of exceptional value or quality in illustrating or interpreting U.S. heritage

- Benjamin Harrison Home
- James Whitcomb Riley House



# Known Historic Resources in APE

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**National Register of Historic Places (NRHP):** Official federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture



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# Known Historic Resources in APE

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## NRHP-Listed Resources

- |  |                                     |
|--|-------------------------------------|
| 1. Old Northside H.D.                    | 11. Central Library of Indianapolis |
| 2. St. Joseph Neighborhood H.D.          | 12. Prosser House                   |
| 3. Chatham Arch H.D.                     | 13. Bals-Wocher House               |
| 4. Massachusetts Ave. H.D.               | 14. Pierson-Griffiths House         |
| 5. Herron-Morton Place H.D.              | 15. Cole Motor Car Company          |
| 6. Lockerbie Square H.D.                 | 16. The Ambassador                  |
| 7. Cottage Home H.D.                     | 17. The Harriet                     |
| 8. Arsenal Tech High School              | 18. The Burton                      |
| 9. Fletcher Place H.D.                   | 19. The Cathcart Apartments         |
| 10. Indianapolis Parks and Blvds. System | 20. Delaware Court                  |

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# Known Historic Resources in APE

## NRHP-Listed Resources

- |                              |  |
|------------------------------|--|
| 21. Lodge Apartments         | 31. Pearson Terrace                    |
| 22. The Shelton              | 32. The Vera and The Olga              |
| 23. The Myrtle Fern          | 33. William Buschman Block             |
| 24. Pennsylvania Apartments  | 34. Sheffield Inn                      |
| 25. Plaza Apartments         | 35. Manchester Apartments              |
| 26. The Spink                | 36. Morris-Butler House                |
| 27. Wyndham                  | 37. The Propylaeum                     |
| 28. The Chadwick             | 38. Gaseteria, Inc.                    |
| 29. Independent Turnverein   | 39. Indianapolis Public Library Branch |
| 30. Calvin I. Fletcher House |  |

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## Archaeology

Evidence for archaeological deposits will be attained through two phases

- Phase 1a
  - Shovel testing for previously undisturbed areas (if needed)
- Phase 1b
  - Backhoe trenching



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## Archaeology Phase 1b Investigation



- Phase 1b work done in September 2017 in interchange infield
- Areas chosen for backhoe trenching would not impact existing infrastructure

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## Archaeology Phase 1b Investigation



- Sanborn Fire Insurance Maps (ca. 1914) were used to guide trench placement

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This aerial photograph shows an archaeological site with various features and trenches labeled. The image is divided into three green-outlined regions. The top-left region shows a road and a ditch. The top-right region shows a ditch and a cistern. The bottom region shows a cistern and a ditch. Labels include: 'ditch and cistern', 'ditch limit', 'trench location', 'Trench 1', 'Trench 2', 'Trench 3', 'Trench 4', 'Trench 5', 'Trench 6', 'Trench 7', 'Trench 8', 'Trench 9', 'Trench 10', 'cistern', 'ditch', 'ditch limit', 'trench location', 'west end of feature 8', '3 m profile', 'east end of feature 3', 'ditch', 'cistern'.

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# Archaeology Phase 1b Investigation



- Brick-lined cistern identified in Trench 10
- The bottles recovered from cistern indicate portion was filled in mid-1900s

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## Section 106 Next Steps

- Complete Historic Property Report for aboveground resources
- Analyze traffic pattern data once available from traffic model
- Evaluate project area for need for Phase 1a archaeological shovel testing investigation
- Complete Phase 1b archaeological investigation report
- Next Consulting Party Meeting in 2-3 months

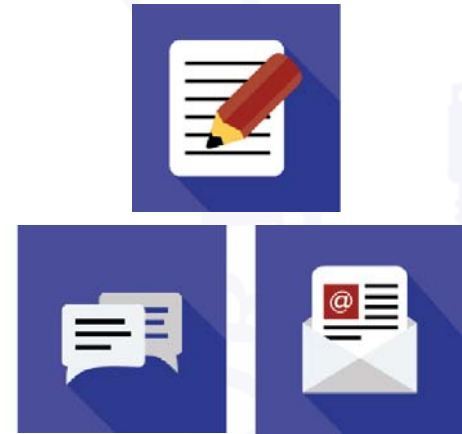
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# Consulting Party Feedback

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- Please provide comments by **Oct. 20, 2017**
- Please provide feedback about:
  - Other consulting parties?
  - Meeting location  
(speaker phone, wifi, U-shaped tables)
  - Area of Potential Effects
  - Other?



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# Questions/Comments

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## Project Contact

Kia Gillette

HNTB Indiana

Environmental Project Manager

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[kgillette@hntb.com](mailto:kgillette@hntb.com)

[www.in.gov/indot/3663.htm](http://www.in.gov/indot/3663.htm)

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