

SECTION 1

Submittal of this form is only required for projects where Category B applies. Projects qualifying under Category A do not require submittal of this form. SECTION 2 (for Conditions of Category B.1 for curb/sidewalk) or SECTION 3 (for Conditions of Category B.9 for drainage structures) may be required as determined by INDOT-Cultural Resources Office (INDOT-CRO) review. INDOT-CRO will notify applicant if the Minor Projects PA does not apply.

Part 1: Project Information-Completed by Applicant (Consultant/PM/Project Sponsor/INDOT District Staff)*

**A qualified professional historian (QP) is not required to complete Part I INDOT-Cultural Resources Office (INDOT-CRO) staff will be responsible for completion of Part II.*

Original Submission Date: August 9, 2022**Amended Submission Date*:**

**Consult with INDOT-CRO to determine whether an amendment is required. For revisions/updates to original form, please detail in applicable sections below. Please use red font to distinguish the revisions/updates.*

Submitted By (Provide Name and Firm/Organization):

Jeff Laswell

Gray & Pape, Inc., under contract with Parsons, Inc.

Project Designation Number: 2002424**Route Number:** I-70**Feature crossed (if applicable):** Whitewater River, Martindale Creek, Dry Branch, Greens Fork, College Corner Branch, Black Water Branch, Far Run, Nolands Fork, Plum, Creek, and Clear Creek**City/Township:** Center, Harrison, Jackson, and Wayne townships Indiana/ the City of Richmond, Indiana**County:** Wayne County, Indiana**Project Description:** I-70 Major Pavement Project, 1.12 miles west of SR 1 to 7.65 miles east of SR 1

The project area, I-70 is a divided highway classified as principal arterial freeway. The typical cross section has two 12-foot (ft)-wide travel lanes in each direction with auxiliary lanes at the interchanges, weigh station, and rest area, and an existing 60-ft wide median. Guardrail, bridge rails, median barriers, and interchange lighting are present throughout most of the corridor. Existing inside and outside shoulders range from 4 to 12-ft wide. There are 42 bridges and multiple culverts included in the project area, as well as multiple streams and rivers that intersect the corridor. The project setting is primarily rural, with a suburban area near the City of Richmond that has a mixture of residential and commercial uses. There are six interchanges within the project area:

- I-70 and SR 1;
- I-70 and Centerville Road;
- I-70 and US 35/Williamsburg Pike;
- I-70 and US 27 (locally known as Chester Boulevard);
- I-70 and SR 227; and
- I-70 and US 40 (also known as National Road).

Additionally, along westbound I-70, there is a rest area between SR 1 and Centerville Road, and a weigh station between Centerville Road and US 35.

The purpose of the project is to correct the existing geometric deficiencies to meet current IDM standards, and to fulfill a portion of INDOT's long-range plan that calls for the efficient movement of people and goods, and regional connectivity, by providing at least three travel lanes along I-70 in each direction.

Minor Projects PA Project Submittal and Assessment Form

The proposed recommended alternative includes: adding two travel lanes (one eastbound and one westbound) in the grass median along I-70; reconfiguring the I-70 and US 35/Williamsburg Pike and I-70 and US 40 interchanges; modifying acceleration/deceleration lengths of the ramps at the other four interchanges, weigh station, and rest area; replacing existing pavement with continuously reinforced concrete (CRC) pavement; placing continuous concrete barrier at the centerline of the median; replacing the I-70 bridges over East Fork Whitewater River; widening and improving 46 bridges (see attached table) to accommodate the added travel lanes; rehabilitating and replacing culverts; and improving the stormwater drainage system. Please note that the number 26 was omitted from the table and erroneously listing 43 bridges. +Several alternatives are currently being designed and evaluated for the US 35 and US 40 interchanges. At this time, a preferred alternative has not been identified for either interchange.

Additionally, existing lighting, signage, and guardrail/barrier systems would be upgraded. Most of the work would occur within existing, previously disturbed right-of-way (ROW). Permanent and/or temporary ROW may be needed pending final design, the worst-case-scenario of 1.7 ac was investigated.

| Bridge No. | Structure No. | Location/Crossing | Scope of Work |
|-------------------|-----------------------|------------------------------------------|-------------------------------|
| 1 | I70-136-05159 DEBL | I70 EB over Whitewater River | Deck Replacement & Widening |
| 2 | I70-136-05159 DWBL | I70 WB over Whitewater River | Deck Replacement & Widening |
| 3 | I70-136-05252 CWBL | I70 WB over Whitewater River Overflow | SS Replacement & Widening |
| 4 | I70-136-05252 CEBL | I70 EB over Whitewater River Overflow | SS Replacement & Widening |
| 5 | 001-89-04968C | SR1 over I70 | Thin Deck Overlay |
| 6 | I70-137-04969 DWBL | I70 WB over Martindale Creek | Thin Deck Overlay & Widening |
| 7 | I70-137-04969 DEBL | I70 EB over Martindale Creek | Thin Deck Overlay & Widening |
| 8 | I70-139-04970 CEBL | I70 EB over Jacksonburg Rd. | Rigid Deck Overlay & Widening |
| 9 | I70-139-04970 CWBL | I70 WB over Jacksonburg Rd. | Rigid Deck Overlay & Widening |
| 10 | I70-139-04971 CEBL | I70 EB over Plum Creek | SS Replacement & Widening |
| 11 | I70-139-04971 CWBL | I70 WB over Plum Creek | SS Replacement & Widening |
| 12 | I70-141-04972 DEBL | I70 EB over Greens Fork | Rigid Deck Overlay & Widening |
| 13 | I70-141-04972 DWBL | I70 WB over Greens Fork | Rigid Deck Overlay & Widening |

Minor Projects PA Project Submittal and Assessment Form

| | | | |
|----|-----------------------|-------------------------------------------------|-------------------------------|
| 14 | I70-141-04973 A | Washington Rd. over I70 | SS Replacement |
| 15 | I70-145-04521 CEBL | I70 EB over Nolands Fork | Thin Deck Overlay & Widening |
| 16 | I70-145-04521 CWBL | I70 WB over Nolands Fork | Thin Deck Overlay & Widening |
| 17 | I70-145-04522 C | CR40 over I70 | Beam Painting |
| 18 | I70-147-02259 CEBL | I70 EB over NSRR | Rigid Deck Overlay & Widening |
| 19 | I70-147-02259 CWBL | I70 WB over NSRR | Rigid Deck Overlay & Widening |
| 20 | I70-147-04523 BEBL | I70 EB over Round Barn Rd. | SS Replacement & Widening |
| 21 | I70-147-04523 CWBL | I70 WB over Round Barn Rd. | SS Replacement & Widening |
| 22 | I70-148-04525 CEBL | I70 EB over Clear Creek | SS Replacement & Widening |
| 23 | I70-148-04525 JCWB | I70 WB over Clear Creek | SS Replacement & Widening |
| 24 | 35-89-04526 JB NB | US35 NB over I70 | Beam Painting |
| 25 | 35-89-04526 BS BL | US35 SB over I70 | Beam Painting |
| 27 | I70-149-02260 CEBL | I70 EB over Cardinal Greenway | Thin Deck Overlay & Widening |
| 28 | I70-149-02260 CWBL | I70 WB over Cardinal Greenway | Thin Deck Overlay & Widening |
| 29 | I70-150-04527 BEBL | I70 EB over CR 500 E Old SR 627 (Union Pike) | SS Replacement & Widening |
| 30 | I70-150-04527 BWBL | I70 WB over CR 500 E Old SR 627 (Union Pike) | SS Replacement & Widening |
| 31 | I70-150-04528 CEBL | I70 EB over W FK/E Fk Whitewater River | SS Replacement & Widening |
| 32 | I70-150-04528 CWBL | I70 WB over W FK/E Fk Whitewater River | SS Replacement & Widening |
| 33 | I70-152-04531 BEBL | I70 EB over M FK/E Fk Whitewater River | Rigid Deck Overlay & Widening |
| 34 | I70-152-04531 JBWB | I70 WB over M FK/E Fk Whitewater River | Rigid Deck Overlay & Widening |
| 35 | I70-153-04675 A | CR38 (Smyrna Rd.) over I70 | Beam Painting |

Minor Projects PA Project Submittal and Assessment Form

| | | | |
|----|-----------------------|----------------------------------------|-------------------------------|
| 36 | I70-154-10118 EBL | I70 EB over SR121 | Widening Only |
| 37 | I70-154-10119 WBL | I70 WB over SR121 | Widening Only |
| 38 | I70-154-04534 BEBL | I70 EB over E FK/E FK Whitewater River | Full Replacement |
| 39 | I70-154-04534 BWBL | I70 WB over E FK/E FK Whitewater River | Full Replacement |
| 40 | I70-154-02262 CEBL | I70 EB over Access Road | Rigid Deck Overlay & Widening |
| 41 | I70-154-02262 CWBL | I70 WB over Access Road | Rigid Deck Overlay & Widening |
| 42 | I70-156-04536 EWBL | I70 WB over US40 | Widening Only |
| 43 | I70-156-04536 EEBL | I70 EB over US40 | Widening Only |
| 44 | I70-142-04974 A | Mineral Springs over I70 | No work but survey required |
| 45 | I70-148-08070 A | Salisbury Rd over I70 | No work but survey required |
| 46 | 027-89-08174 A | US27 over I70 | No work but survey required |
| 47 | 227-89-04530 C | SR227 over I70 | No work but survey required |
| 48 | I70-153-04532 A | Reservoir Rd over I70 | No work but survey required |

If the project includes any curb, curb ramp, or sidewalk work, please specify the location(s) of such work:
Not Applicable

For bridge or small structure projects, please list feature crossed, structure number, NBI number, and structure type: The project includes replacement of the I-70 bridges over East Fork Whitewater River. See Table 1 above for bridge numbers.

For bridge projects, is the bridge included in INDOT's Historic Bridge Inventory (<https://www.in.gov/indot/2531.htm>)?

Yes No

If yes, did the inventory determine the bridge eligible for or listed in the National Register of Historic Places? Please provide page # of entry in Historic Bridge Inventory.

Yes No
Inventory Page # 1070, 1072, 1075, and 1076

Will there be right-of-way acquisition as part of this project?

Yes No

Minor Projects PA Project Submittal and Assessment Form

If yes was checked above, please check all that apply:

Permanent Temporary Reacquisition

If applicable, identify right-of-way acquisition locations in text below and in attached mapping. Please specify how much (both temporary and permanent) and indicate what activities are included in the proposed right-of-way:

Two locations where right-of-way may need to be acquired were identified at I-70 overpasses: I-70 and Union Pike and I-70 and North Round Barn Road; 1.7 ac of potential new right-of-way was examined in these two locations (see attachments).

Is there any potential for additional temporary right-of-way to be needed later for purposes such as access, staging, etc.?

Yes No

Archaeology (check one):

- All proposed activities are presumed to occur in previously disturbed soils*
**INDOT-CRO will notify you if project area includes undisturbed soils and requires an archaeological reconnaissance.*
- Project takes place in undisturbed soils and the archaeology report is included in submission or will be forthcoming*
** If an archaeology report is required, the Minor Projects PA Form will not be finalized until the report is reviewed and approved by INDOT-CRO. For INDOT-sponsored projects, INDOT-CRO may be able to complete the archaeological investigation. If you would like to request that INDOT-CRO complete an archaeological investigation, please contact the INDOT-CRO archaeology team lead. See CRM Pt. 1 Ch. 3 for current contact information.*

Please specify all applicable categories and condition(s) (highlight applicable conditions in yellow)*:

**Include full category text, including any conditions. INDOT-CRO will finalize categories upon their review.*

A-2. All work within interchanges and within medians of divided highways in previously disturbed soils.

A-3. Replacement, repair, lining, or extension of culverts and other drainage structures that do not exhibit wood, stone or brick structures or parts therein and are in previously disturbed soils.

A-4. - Roadway work associated with surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking within previously disturbed soils where replacement, repair, or installation of curbs, curb ramps or sidewalks will not be required.

A-5. Repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils.

A-6. Repair, replacement, or upgrade of existing safety appurtenances such as guardrails, barriers, glare screens, and crash attenuators in previously disturbed soils.

B-12. - Replacement, widening, or raising the elevation of the superstructure on existing bridges, and bridge replacement projects (when both the superstructure and substructure are removed), under the following conditions [BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]:

Minor Projects PA Project Submittal and Assessment Form

Condition A (Archaeological Resources)

One of the two conditions listed below must be met (EITHER Condition i or Condition ii must be satisfied):

- i. Work occurs in previously disturbed soils; OR
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

The conditions listed below must be met (BOTH Condition i and Condition ii must be satisfied)

- i. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; AND
- ii. With regard to the subject bridge, at least one of the conditions listed below is satisfied (AT LEAST one of the conditions a, b, or c, must be fulfilled):
 - a. The latest Historic Bridge Inventory identified the bridge as non-historic (see <http://www.in.gov/indot/2531.htm>);
 - b. The bridge was built after 1945, and is a common type as defined in Section V. of the Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges issued by the Advisory Council on Historic Preservation on November 2, 2012 for so long as that Program Comment remains in effect AND the considerations listed in Section IV of the Program Comment do not apply;
 - c. The bridge is part of the Interstate system and was determined not eligible for the National Register under the Section 106 Exemption Regarding Effects to the Interstate Highway System adopted by the Advisory Council on Historic Preservation on March 10, 2005, for so long as that Exemption remains in effect.

Check if SECTION 2: Minor Projects PA Category B-1, Condition B-ii Submission is included

Check if SECTION 3: Minor Projects PA Category B-9, Condition B-i-c-2 or B-ii-b-3 Submission is included

Minor Projects PA Project Submittal and Assessment Form

Part II: Completed by INDOT-CRO

Amendments will be shown in red font.

Information reviewed (please check all that apply):

General project location map USGS map Aerial photograph Soil survey data
General project area photos Archaeology Reports Historic Property Reports
Indiana Historic Buildings, Bridges, and Cemeteries Map/Interim Report
Bridge inspection information/BIAS Historic Bridge Inventory Database
SHAARD SHAARD GIS Street-view Imagery County GIS Data/Property Cards

Other (please specify):

Moffatt, David, Jeffrey Laswell, and Jocelyn Connolly
2022 Phase Ia Archaeological Survey for the Proposed Revive I-70 Project, Wayne County, Indiana and Preble County, Ohio (Des. No. 2002424). Report on file, Indiana Department of Transportation, Cultural Resources Office, Indianapolis, IN.

Are there any commitments associated with this project? If yes, please explain and include in the Additional Comments Section below. yes no

Does the project result in a de minimis impact to a Section 4(f) protected historic resource? If yes, please explain in the Additional Comments Section below. yes no

Additional Comments:

Above-ground Resources

An INDOT Cultural Resources historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Wayne County. No listed resources are immediately adjacent to the project area, a distance that serves as an adequate area of potential effects given the project scope and setting.

The Indiana Historic Sites and Structures Inventory (IHSSI) and National Register information for Wayne County is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBM). The *Wayne County Interim Report* (2001; Jackson, Harrison, Center, Clay, Wayne, Township) of the Indiana Historic Sites and Structures Inventory (IHSSI) was also consulted. All sites were reviewed through the IHBBM, which contains the most recently updated SHAARD information. The following IHSSI documented resource rated higher than "Contributing" is located on a parcel adjacent to the project area:

- IHSSI# 177-301-65020, Kepler Farm, 2131 Washington Rd., c. 1856, Federal, rated "Notable"

Minor Projects PA Project Submittal and Assessment Form

According to the IHSSI rating system, generally properties rated "Contributing" do not possess the level of historical or architectural significance necessary to be considered individually National Register-eligible, although they would contribute to a historic district. If they retain material integrity, properties rated "Notable" might possess the necessary level of significance after further research. Properties rated "Outstanding" usually possess the necessary level of significance to be considered National Register eligible if they retain material integrity.

The INDOT-CRO historian reviewed structures adjacent to the project area utilizing online aerial, street-view photography, district-provided photographs, and the Wayne County GIS website. The project area is located on I-70 through Wayne County; the adjacent building stock ranges widely from mid-nineteenth to early twenty-first century farmsteads, residential, and commercial buildings. With the exception noted below, none of the structures appear to possess the historic significance or material integrity required to potentially be considered NRHP-eligible.

The Washington Road over I-70 (Bridge No. 14) bridge replacement is next to a parcel that contains an IHSSI documented resource (IHSSI# 177-301-65020, Kepler Farm) with a "Notable" rating that is located at 2131 Washington Rd. The closest building on the property is located approximately 0.2 mile away from the proposed work. In addition, the project area is screened from the property by a tree line as well as a farm field. Due to the distance, as well as the tree line and farm field, IHSSI# 177-301-65020 is not considered adjacent to the project area.

The most recent inspection reports from the Bridge Inspection Application System (BIAS) were referenced to review the structures. All structures apply under the Minor Projects Programmatic Agreement under the following conditions. Bridge numbers listed below correlate to Table 1 in the project description section above and are not INDOT Bridge Nos.

Bridges #1-4, 6-13, 15-16, 18-23, 27-34, and 38-43 carry I-70 and are part of the interstate highway system. As part of the interstate system, the bridges are not eligible for the National Register per the Section 106 Exemption Regarding Effects to the Interstate Highway System adopted by the Advisory Council on Historic Preservation on March 10, 2005.

The 2009 INDOT-sponsored Indiana Historic Bridge Inventory (HBI) (M & H Architecture, Inc., 2009) lists bridges# 5, 14, 17, 24, 25, and 35 as "Non-Historic" (Vol. 2; Section 2, pg. 1070, 1072, 1075, and 1076); therefore, the bridges are not eligible for inclusion in the National Register of Historic Places.

On November 12, 2012, the Advisory Council on Historic Preservation (ACHP) issued the Program Comment for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges (Program Comment). The Program Comment relieves federal agencies from the Section 106 requirement to consider the effects of undertakings on most concrete and steel bridges built after 1945. On March 19, 2013, federal agencies were approved to use the Program Comment for Indiana projects.

The Program Comment applies for bridges# 36 and 37 because they have not been previously listed in or determined eligible for listing in the National Register of Historic Places and are not located in or adjacent to a historic district (Section IV.A of the Program Comment). As an example of a Single Span Steel Multi-beam bridge structure, the bridges are also not one of the types exempted from the Program Comment (arch bridges, truss bridges, bridges with movable spans, suspension bridges, cable-stayed bridges, or covered bridges [Section IV.B]). Additionally, the bridges have not been identified as having exceptional significance for association with a person or event, being a very early or particularly important example of its type in the state or the nation, having distinctive engineering or architectural features that depart from standard designs, or displaying other elements that were engineered to respond to a unique environmental context (Section IV.C). This bridge also has not been identified as having some exceptional quality. Based on consultation between FHWA, INDOT, SHPO and interested parties, no bridges with exceptional significance were identified in Indiana (Section IV.C). Because the

Minor Projects PA Project Submittal and Assessment Form

above criteria from the Program Comment have been met, no individual consideration under Section 106 is required for Bridge# 36 and 37.

Based on the available information, as summarized above, no above-ground concerns exist.

Archaeological Resources

INDOT-CRO archaeologists, Matthew Coon and KayLee Blum, who meet the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61, reviewed the Phase Ia archaeological reconnaissance submitted by Gray & Pape, Inc. on behalf of Parsons, Inc. on August 9, 2022.

Gray & Pape, Inc., under contract with Parsons, Inc., conducted a Phase Ia archaeological survey, which documented the presence of one new archaeological site in Indiana, 12WY550. The survey was conducted via systematic shovel testing in 15 m intervals, visual inspection of disturbed areas, and limited pedestrian survey. Much of the 22-mile stretch of I-70 that was investigated during the reconnaissance has already been previously disturbed due to the construction of the interstate, road grade and fill, utilities, and cell towers in the area.

Eight archaeological sites were also previously recorded within or adjacent to the survey area but were not reidentified. Site 12WY550 is a precontact lithic flake isolate, which does not appear eligible for inclusion for the National Register of Historic Places under Criteria A, B, C, or D. No archaeological deposits were identified in the Ohio portion of the survey area. No further archaeological investigation is recommended.

Therefore, there are no archaeological concerns as long as the project scope does not change.

Accidental Discovery: If any archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, construction within 100 feet of the discovery will be stopped, and INDOT-CRO and the Division of Natural Resources-Division of Historic Preservation and Archaeology (DNR-DHPA) will be notified immediately.

INDOT-CRO staff reviewer(s): Clint Kelly, Matthew Coon, and KayLee Blum

INDOT Approval Date: 10/31/2022

Amendment Approval Date (if applicable):

****Be sure to attach this form to the National Environmental Policy Act documentation for this project. Also, the NEPA documentation shall reference and include the description of the specific stipulation in the PA that qualifies the project as exempt from further Section 106 review.*

Subject: FW: I-70 Added Travel Lanes Indiana & Ohio

From: Erica.Schneider@dot.ohio.gov <Erica.Schneider@dot.ohio.gov>

Sent: Tuesday, June 28, 2022 2:15 PM

To: Jeff Laswell <jlswell@graypape.com>

Cc: Stanley.Baker@dot.ohio.gov; Susan.Gasbarro@dot.ohio.gov

Subject: RE: I-70 Added Travel Lanes Indiana & Ohio

Jeff,
Thanks for reaching out to us. Since INDOT is the lead, we would typically be provided copies of CR reports and correspondence. We wouldn't coordinate anything since it's INDOT's undertaking but it's helpful to be familiar with the project and impacts. The footprint of this project in Ohio sounds extremely limited so a copy of the report would be all we would ask for.

Thanks!

~*Erica*

[Erica L. Schneider](#)

Assistant Environmental Administrator

ODOT Office of Environmental Services

1980 West Broad Street, Mail Stop 4170

Columbus, Ohio 43223

(614) 387-0134

transportation.ohio.gov



From: Jeff Laswell <jlswell@graypape.com>

Sent: Monday, June 27, 2022 4:14 PM

To: Schneider, Erica <Erica.Schneider@dot.ohio.gov>

Subject: FW: I-70 Added Travel Lanes Indiana & Ohio

Hi Erica,

My name is Jeff Laswell with Gray & Pape Indiana.

INDOT project that just creeps into OH by a few feet within the I-70 r/w (please see page 8 of the attached LOI). It is extremely minor, but I did not want assume that INDOT report would suffice for your needs, since we will be including the OH portion within that report. Most of this is a desktop review; however, there are about 3 acres of potential intact soils within IN (none in OH), so fieldwork will be completed in those areas.

I checked with the OH SHPO and this was their response below.

Please feel free to give me a call if you would like to discuss or need any additional information.

Thanks!

Jeff

Jeff Laswell

Gray & Pape, Inc.

Indianapolis Branch Manager

Principal Investigator Archaeology

Office 317.541.8200 ext.201
Cell 317.442.9582
jlswell@graypape.com

From: Thomas Grooms <tgrooms@ohiohistory.org>
Sent: Monday, June 27, 2022 2:52 PM
To: Jeff Laswell <jlswell@graypape.com>
Subject: RE: I-70 Added Travel Lanes Indiana & Ohio

In truth Ohio SHPO will only need to be coordinated with if the project goes beyond existing right-of-way.

**Thomas Grooms | Archaeology Transportation Reviews Manager,
State Historic Preservation Office**
Ohio History Connection | 800 E. 17th Ave., Columbus, OH 43211
p. 614.298.2017 | f. 614.298.2037 | tgrooms@ohiohistory.org

From: [Jeff Laswell](mailto:jlswell@graypape.com)
Sent: Monday, June 27, 2022 2:49 PM
To: [Thomas Grooms](mailto:tgrooms@ohiohistory.org); [Krista Horrocks](mailto:khorricks@ohiohistory.org); [Mary Rody](mailto:MRody@ohiohistory.org)
Subject: RE: I-70 Added Travel Lanes Indiana & Ohio

Thanks Thomas – Absolutely, I will keep you both updated and include you as part of the document submissions.

FYI, this will be an INDOT Minor Projects Programmatic Agreement (MPPA) submission, so full Section 106 is not planned, nor IN SHPO review. We will be submitting the archaeological report along with the MPPA documentation to INDOT, to make sure they concur with this assessment.

Jeff

Jeff Laswell
Gray & Pape, Inc.
Indianapolis Branch Manager
Principal Investigator Archaeology
Office 317.541.8200 ext.201
Cell 317.442.9582
jlswell@graypape.com

From: Thomas Grooms <tgrooms@ohiohistory.org>
Sent: Monday, June 27, 2022 2:42 PM
To: Jeff Laswell <jlswell@graypape.com>; Krista Horrocks <khorricks@ohiohistory.org>; Mary Rody <MRody@ohiohistory.org>
Subject: RE: I-70 Added Travel Lanes Indiana & Ohio

Jeff

Thanks for the information but it doesn't sound like Ohio will need much more information. This is probably going to be routed through ODOT to our office but if it isn't please keep Mary and myself updated.

Thanks
Thomas

**Thomas Grooms | Archaeology Transportation Reviews Manager,
State Historic Preservation Office**
Ohio History Connection | 800 E. 17th Ave., Columbus, OH 43211
p. 614.298.2017 | f. 614.298.2037 | tgrooms@ohiohistory.org

From: [Krista Horrocks](#)
Sent: Monday, June 27, 2022 1:17 PM
To: [Mary Rody](#); [Thomas Grooms](#)
Cc: [Diana Welling](#)
Subject: FW: I-70 Added Travel Lanes Indiana & Ohio

I asked him if this was ODOT and he said it is INDOT. Which I assume by default means our portion of it would be ODOT?

Krista Horrocks | Project Reviews Manager, State Historic Preservation Office
Ohio History Connection | 800 E. 17th Ave. Columbus, OH 43211-2474
p. 614.298.2022 | f. 614.298.2037 | khorricks@ohiohistory.org

From: Jeff Laswell <jlaswell@graypape.com>
Sent: Monday, June 27, 2022 1:12 PM
To: Krista Horrocks <khorricks@ohiohistory.org>
Subject: RE: I-70 Added Travel Lanes Indiana & Ohio

Hey Krista – thanks for the quick response.

It is an INDOT project that just creeps into OH by a few feet within the I-70 r/w (please see page 8 of the attached LOI). It is extremely minor, but I did not want assume that INDOT report would suffice for your needs, since we will be including the OH portion within that report. Most of this is a desktop review; however, there are about 3 acres of potential intact soils within IN (none in OH), so fieldwork will be completed in those areas.

Does this help?

Jeff Laswell
Gray & Pape, Inc.
Indianapolis Branch Manager
Principal Investigator Archaeology
Office 317.541.8200 ext.201
Cell 317.442.9582
jlaswell@graypape.com

From: Krista Horrocks <khorricks@ohiohistory.org>
Sent: Monday, June 27, 2022 12:57 PM
To: Jeff Laswell <jlaswell@graypape.com>
Subject: RE: I-70 Added Travel Lanes Indiana & Ohio

Hi Jeff – I'm working from home today, I won't get the voicemail until tomorrow. Is this an ODOT project? If so, I'll need to forward you to our ODOT-designated reviewers.

Thanks,
Krista

Krista Horrocks | Project Reviews Manager, State Historic Preservation Office
Ohio History Connection | 800 E. 17th Ave. Columbus, OH 43211-2474
p. 614.298.2022 | f. 614.298.2037 | khorricks@ohiohistory.org

From: Jeff Laswell <jlaswell@graypape.com>
Sent: Monday, June 27, 2022 12:20 PM
To: Krista Horrocks <khorricks@ohiohistory.org>
Subject: I-70 Added Travel Lanes Indiana & Ohio

Hi Krista,

I just left you a voicemail concerning this project. Please feel free to respond via email or my cell phone number below.

Thanks!

Jeff Laswell
Indianapolis Branch Manager
Principal Investigator Archaeology, RPA#18076



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