

Monroe County Historic Preservation Board of Review



June 29, 2020

5:30 p.m.

Special Meeting

Held Via Teleconference

[https://monroecounty-
in.zoom.us/j/88416858040?pwd=MlVqMjlOU09uN2Rldk1MRG4vUlQzUT09](https://monroecounty-in.zoom.us/j/88416858040?pwd=MlVqMjlOU09uN2Rldk1MRG4vUlQzUT09)

Monroe County Historic Preservation Board of Review Agenda

Teleconference Link:

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in.zoom.us/j/88416858040?pwd=MlVqMjOU09uN2Rldk1MRG4vUHQzUT09](https://monroecounty-in.zoom.us/j/88416858040?pwd=MlVqMjOU09uN2Rldk1MRG4vUHQzUT09)

SPECIAL MEETING

Monday, June 29, 2020

5:30 PM

1) Call to Order

a) Approval of Meeting Minutes May 18, 2020 **PAGE 3**

2) Old Business – none.

3) New Business:

A. 2006-COA-01 Stipp-Bender Farm Certificate of Appropriateness. PAGE 5

One (1) 5.47 +/- acre parcel in Perry Township, Section 29 at 5075 S Victor
PIKE.

Zoned PB; HP Overlay.

B. IN-SCOPE: I-69 Tier 2 Studies, Section 4 Mitigation – Audio Tour PAGE 12

C. IN-SCOPE: New Terrain Roadway, SR 66 to I-69 PAGE 48

4) Other Member Updates or Items

A) Work Plan items or other business **PAGE 75**

5) Adjournment

NEXT MEETING: To Be Determined

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of Monroe County, should contact Monroe County Title VI Coordinator Angie Purdie, (812)-349-2553, apurdie@co.monroe.in.us, as soon as possible but no later than forty-eight (48) hours before the scheduled event.

Individuals requiring special language services should, if possible, contact the Monroe County Government Title VI Coordinator at least seventy-two (72) hours prior to the date on which the services will be needed.

The meeting will be open to the public.

**Monroe County Historic Preservation
Board of Review
Minutes –draft
REGULAR MEETING**

Teleconference Link:

<https://us02web.zoom.us/j/733897704?pwd=V0tVWG5CZVd3WnRHbjk2VXJQRmREdz09>

Bloomington, IN 47404

Monday, May 18, 2020

Attendees: Danielle Bachant-Bell, Debby Reed, Don Maxwell, Donn Hall, Devin Blankenship, Amanda Richardson
Absent: Polly Root Sturgeon, Doug Wilson, Duncan Campbell
Staff: Tammy Behrman, Michelle Dayton from Tech Services to assist with Zoom meeting
Public: Phil Stafford

1) Call to Order 5:32pm *The meeting was recorded.

2) Approval of Meeting Minutes

a) April 20, 2020

Bachant-Bell: Comments or changes? Two items edited.

Maxwell: move to approve

Reed: second

Approved unanimously 6-0

3) Old Business: -

A. 2002-REZ-05 Stafford Historic Preservation (HP) Overlay Rezone

One (1) approximately 1.66+/- acre parcel in Section 24 of Bloomington Township at 5598 E Ward LN.

Zoned SR/ECO3.

Behrman: Presented the changes and updates to the staff report.

Bachant-Bell: One edit still not completed remove the word ‘Commercial’ page 7.

Behrman: Staff to amended and will update this prior to forwarding to the County Commissioners.

Blankenship: Motion to forward a positive recommendation for the Stafford Rezone petition to add the Historic Preservation Overlay to the petition site.

Hall: Second.

Approved 6-0.

B. CLG Annual Report – Extension was approved by DNR: Due May 30, 2020;

[Worked on the report with staff and the six members. The report was completed except for the continuing education.]

Behrman: The letter for Item 12 has both required signatures now and should not hold up the process.

Behrman: Staff will send the Excel Spreadsheet out and to gather the members' continuing education. The deadline will be Friday, May 22nd to allow staff time to format the report and ready it for submission to DNR.

4) New Business: - Work Plan

Bachant-Bell: Drystone Workshop Postponed but no date set yet. There has to be both the lecture and the workshop to get the finding. October State Conference has been cancelled so there should be some serious thoughts as to if ours should be cancelled as well.

Reed: Alexander Memorial update: the County is in agreement with a 3-D sculptor in Florida. There are two companies donating stone, first is the slabbing (like a loaf of bread) for the stone. The panels don't have exact measurements yet but the stone has been picked out and set aside. Both companies are ready. The funding has not been released.

[Discussion on website promotion: delays due to the schools not being in session.]

[Discussion on community signage: wondering if the City's Former Fringe zoning that is currently in the Monroe County jurisdiction might be a place to research additional signage for former towns. Perhaps Arlington?]

Blankenship: Mid-States Corridor for Hwy 231 Section 106: we did not see this information but the BRI was asked to be a consultant so why weren't we?

Behrman: Staff will investigate. The government shut down has complicated mail and communications.

Blankenship: I had mentioned to Lisa Ridge in the Highway Department the possibility of a Covered Bridge Festival but there has been no follow up due to the pandemic.

Bachant-Bell: Will there be a meeting in June?

Behrman: The Plan Commission has only granted this meeting to occur if there are significant agenda items that require a recommendation to the Plan Commission or BZA. No agenda items have been submitted to Planning. It does not look as if the HP Board will meet in June due to the government policies for Covid-19. Staff will alert the Board if anything is filed by the deadline.

5) Adjournment: 6:51pm

NEXT MEETING: TBD

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of Monroe County, should contact Monroe County Title VI Coordinator Angie Purdie, (812)-349-2553, apurdie@co.monroe.in.us, as soon as possible but no later than forty-eight (48) hours before the scheduled event.

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The meeting will be open to the public.



MONROE COUNTY PLANNING DEPARTMENT
Monroe County Government Center, 501 N. Morton St., Suite 224
Bloomington, IN 47404
Telephone: (812) 349-2560 / Fax: (812) 349-2967

Certificate of Appropriateness

Application for a certificate of appropriateness may be made to the Historic Preservation Board of Review for local designated historic properties only. Detailed drawings, plans, or specifications are not required. However, to the extent reasonably required for the Board of Review to make a decision, each application must be accompanied by sketches, drawings, photographs, descriptions, or other information showing the proposed exterior alterations, additions, changes, or new construction.

PROPERTY OWNER CONTACT INFORMATION

Name: <u>Geoff & Erika Morris</u>	Phone: <u>317-828-3934</u>
Address: <u>5075 S. Victor Pike</u>	
City: <u>Bloomington</u> ZIP Code: <u>47403</u>	Email: <u>erikamorris16@gmail.com</u>

Date of Application: _____

PROPERTY INFORMATION

Date of Historic Designation: <u>A Fall 2017</u>	Address(es): _____
Name of Historic Property: <u>Stipp-Bender Farm</u>	<u>5075 S Victor Pike</u> <u>Bloomington, IN 47403</u>

Parcel #(s): _____

Materials Required of Petitioner:

- ☒ Site Plan – Submit a scaled drawing showing the location of the proposed construction as well as building plans to show the extent of the construction (i.e. blue print, architects drawing, diagram to scale).
- ☒ Photographs of the existing structure to be changed
- ☒ Photographs of the proposal – These can be from the manufacturers' website or from the internet. Pictures should illustrate the planned proposal to the best of the petitioner's ability.
- ☒ Materials – Write down the existing materials (i.e. wood windows, vinyl siding, etc.) that will be removed from the site, as well as the proposed materials (i.e. manufacturers specifications).

Description of Proposed Changes: _____

(Attach additional pages if needed)

See attached

(Continued on other side)

Additional Information

- Planning Ordinance Chapter 810

810-7: Construction Projects within Historic Districts: Certificates of Appropriateness Required; Exemption

Except as provided in Section 15 of this Chapter, a certificate of appropriateness must be issued by the Board of Review before a permit is issued for or work is begun on any of the following:

- (A) Within all areas of the Historic District:
 - (1) the demolition of any building;
 - (2) the moving of any building;
 - (3) a conspicuous change in the exterior appearance of historic buildings by additions, reconstruction, alteration, or maintenance involving exterior color change; or
 - (4) any new construction of a principal building or accessory building or structure subject to view from a public way.
- (B) Within a primary area of the Historic District:
 - (1) a change in walls and fences or the construction of walls and fences along public ways; or
 - (2) a conspicuous change in the exterior appearance of nonhistoric buildings subject to view from a public way by additions, reconstruction, alteration, or maintenance involving exterior color change.

810-8: Applications for Certificates of Appropriateness

Application for a certificate of appropriateness may be made in the office of the Board of Review on forms provided by that office. Detailed drawings, plans, or specifications are not required. However, to the extent reasonably required for the Board of Review to make a decision, each application must be accompanied by sketches, drawings, photographs, descriptions, or other information showing the proposed exterior alterations, additions, changes, or new construction. The Board of Review shall prepare an application form, with instructions, for use by persons seeking a certificate of appropriateness from the Board of Review.

- You may be required to consult the following County departments and resources:

Building Department	(812) 349-2580
Highway Department	(812) 349-2555
Health Department	(812) 349-2543
Recorder's Office	(812) 349-2520
Monroe County Website	www.co.monroe.la.us
Monroe County Zoning Ordinance	http://www.co.monroe.la.us/tcd/Government/Infrastructure/Planning/Department/DocumentManagerPlanning.aspx?EntryId=34711
Monroe County Planning Department	http://www.co.monroe.la.us/tcd/Government/Infrastructure/Planning/Department.aspx

For Office Use Only

Date of Historic Preservation Board of Review Hearing:	/ /	<input type="checkbox"/> Approved <input type="checkbox"/> Denied
Conditions for Approval:		

Signatures

Historic Preservation Board Representative:

Owner(s):

Date: _____

Date: _____

Date: _____

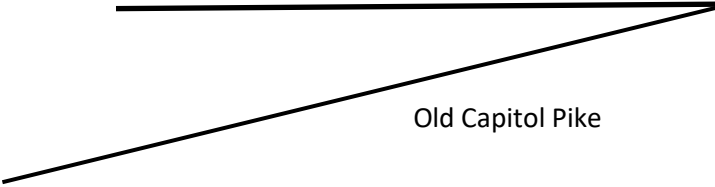
Stipp Bender Farm Certificate of Appropriateness - Attachment

Site plan:

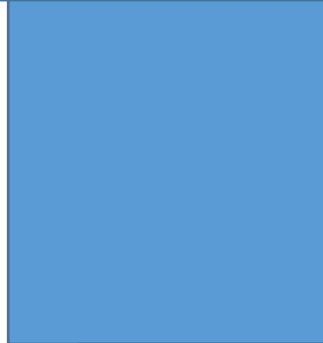
Victor Pike



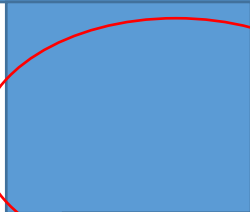
Old Capitol Pike



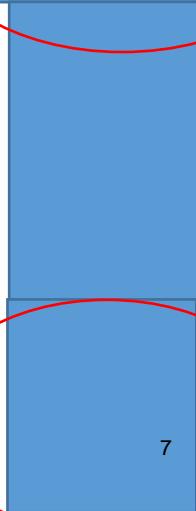
Front of house



Window replacement



Roof addition



All work will be completed by us.

Roof addition:

1. Roof and siding material will match existing.
2. Overhang will match adjacent room.
3. We'll be adding shutters to the window to match the rest of the house.
4. Satellite dishes will be removed.
5. New roof will be the same height as the adjacent roof.
6. The roof addition is required to add HVAC to the room. Currently the room has no HVAC and makes this room unusable most of the year.

Sunporch window replacement:

1. Windows will be the same style as the rest of the house.
2. Metal walls be replaced with vinyl siding to match the house.
3. Door will be replaced with the same full length glass, but adding grid pattern to match the windows.
4. The work is being done to bring this section of the house in line with the rest of the house.

Before picture of sun porch and back roof.



Before picture of the sun porch



Mock up of sun porch with new windows



Before picture of proposed roof addition



Mock up of pitched roof addition

Current roof is flat and there are no shutters. The flat roof does not allow for HVAC from the existing system.



Current roof line is indicated by red arrow.



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

April 23, 2020

Beth McCord, Division Director
Indiana Department of Natural Resources
Division of Historic Preservation & Archaeology
402 West Washington Street, W274
Indianapolis, Indiana 46204-2739

Re: Audio Tour Mitigation for Section 4, I-69 Evansville to Indianapolis, Tier 2 Studies (Des. No.: 0300380)

Dear Ms. McCord,

The Federal Highway Administration (FHWA), in cooperation with the Indiana Department of Transportation (INDOT), has undertaken I-69 Evansville to Indianapolis Studies.

As described in 36 CFR Section 800.6(c), FHWA entered into a Memorandum of Agreement (MOA) with the Indiana State Historic Preservation Officer (SHPO) on December 3, 2003 for the Tier 1 Study. Stipulation II.C.2 of that MOA provided in part: “. . . FHWA and INDOT will investigate the possibility of preparing a guide that identifies and provides a historical context for structures that are visible from the highway. Moreover, FHWA and INDOT will investigate opportunities to prepare thematic education materials related to prominent historic or archaeological themes throughout Southwest Indiana.” In fulfillment of that stipulation, the MOA for Section 4 of the Tier 2 Studies include a commitment from Stipulation I.A.1.: “Specific to the Section 4 portion of the tour, there is a proposed community history component whereby local members of the community can record memories/stories that relate to selected cultural themes; these memories/stories will incorporated into the audio tour if feasible.”

Weintraut & Associates, Inc. (W&A), in consultation with INDOT, have initiated work on this audio tour by developing narratives for the following historic themes: Community Settlement and Maryland Ridge, Scotland and Crane Community, Limestone Industry, the Virginia Iron Works. These audio tours are a continuation of mitigation efforts for the I-69 project. When complete, these audio tours will join those for Sections 2 and 3, which are currently available online at <https://www.in.gov/indot/projects/i69/audio-tour/>.

Pursuant to Stipulation I.A of the Section 4 MOA, the proposed content of the audio tour is being provided to the Indiana SHPO and consulting parties at fifty (50) percent completion.

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

www.in.gov/dot/

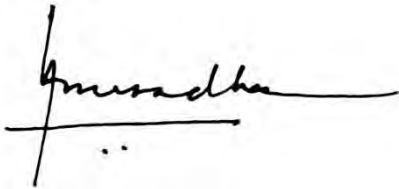
An Equal Opportunity Employer

have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days

You are invited to comment on all material within thirty (30) days of receipt of this message. Please direct any comment(s) to Patrick Carpenter at pacarpenter@indot.in.gov or Linda Weintraut at linda@weintrautinc.com. Paper copies of comments may be sent to: PO Box 5034, Zionsville, Indiana 46077.

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

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Cc:

Michelle Allen, FHWA
Linda Weintraut, Ph.D., Weintraut & Associates
Jason Dupont, Lochmueller Group

Section 4 Consulting Parties:

Delaware Nation
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Prairie Band Potawatomi Nation
Shawnee Tribe of Oklahoma
Indiana Landmarks
Indiana Landmarks – Western Regional Office
Indiana Landmarks—Southwest Field Office
City of Mitchell, Indiana
Monroe County Historic Preservation Board of Review
Owen County Preservations, Inc.
Owen County Citizens for Rural Roads (CARR)
Hoosier Environmental Council
Dr. Pauline Spiegel – I.U. School of Liberal Arts
Patrick and Cheryl Ann Munson
Jan Boyd (Property Owner in Section 4)
The Wabash and Ohio Chapter of the Society of Industrial Archaeology
The City of Bloomington Historic Preservation Commission
Morgan County Historian
Bloomington Restorations, Inc.

CRANE & SCOTLAND

AUDIO TOUR NARRATIVE & IMAGES

Scotland & Crane

As you “Travel I-69” just east of its interchange at US 231, you pass north of the village of Scotland which is situated atop a hill. Beyond, is a wooded landscape reforested during the Great Depression. In the 1940s, this area became one of the largest inland naval bases in the United States. “Scotland & Crane” is one of a series of vignettes that recounts the story of the land between I-64 and Bloomington. Choose one, or all, of the vignettes to learn about the cultural and natural landscape as you Travel I-69.

A map provides locational information and the following narrative discloses the names of towns and interchanges where historic activities have occurred. Observe the following landmarks: Scotland, Crane, Scotland Hotel, Blackmore Store.

By the 1930s, farmland near Scotland, Indiana, in Greene County and in nearby Martin County had been exhausted from decades of overuse. William Barnes who worked as a forester for the Civilian Conservation Corps and Resettlement Administration at the time observed:

Thin topsoils on ridges and slopes ... of southcentral Indiana had lost much of their original fertilities, and valuable tree species had been cut to augment income Woodlands suffered when the average family did not own enough land to allow any of it to remain unused, or did not have other supplementary income. It was difficult for many to continue their land ownership...¹

Such was the land in the 1930s but when Euro-Americans first had arrived in southwestern Indiana, they encountered a vast hardwood forest, a fertile landscape where Native Americans had lived for generations. Euro-American settlers slashed and burned forests to clear land for farming. Within a few generations of repeated planting of corn, the soil had been depleted; the wind had blown away valuable top soil in the absence of trees and other windbreaks. Thus, in the 1930s as the Great Depression struck, small farmers in these hilly uplands were suffering. This was made worse by the fact that some of the unemployed population in the cities had moved back to rural areas and had begun living in previously abandoned buildings and cabins.²

In response to the Depression, President Franklin D. Roosevelt launched a bundle of programs as part of a “New Deal” for the country. The Civilian Conservation Corps (CCC) and the Resettlement Administration (RA) were two creations of the New Deal. The Resettlement Administration purchased non-productive farm land from the poorest farmers in Martin County and resettled them to communal farms near Loogootee and Vincennes, Indiana; local residents dubbed these communal farm areas “Little Russia.” Some of the homes of those resettled farmers are still present along US 41 near Vincennes.³

1. William B. Barnes Sr., *Natural Resources and the Great Depression in Martin County and South-Central Indiana*. Weintraut & Associates, ed. Indianapolis: Indiana Historical Bureau, 2005, 47.

2. Robert L. Reid, *Back Home Again: Indiana in the Farm Security Administration Photographs, 1935-1943* (Bloomington & Indianapolis: Indiana University Press, 1987), 1.

3. Barnes, *Natural Resources*, 21, 55-58.

This eroded farm land became part of the “White River Land Utilization” a 32,000-acre federal land holding managed by the United States Soil Conservation Service.⁴ In addition to Martin County, the government also acquired land from Greene County. While most land was sold voluntarily by local farmers, a publication from around that time notes that “*in Greene County . . . protest meetings were held in country schoolhouses when it was believed that the government planned to buy eroded land there and retire it from production.*”⁵ Displaced farmers faced difficulty in relocation; most lacked the skill for other types of work or the funds to purchase new, more expensive farmland. After the relocation, some “became tenant farmers; others moved to town; few had the means to buy elsewhere.”⁶

After its purchase of the eroded land, the Indiana Department of Conservation, who managed the land for the federal government, mandated the area be both forested and open for public use. To that end, Civilian Conservation Corps (CCC) workers constructed lakes, buildings, roads, picnic areas, and trails for use by the general public. Even though the Indiana Division of Forestry supervised work crews, federal funds supported the effort.⁷ Some CCC workers lodged in the nearby community of Scotland, a small crossroads community established in 1837 and named for the homeland of many of its first residents.⁸ The Scotland Hotel, which had provided a resting place for weary travelers since 1879, housed these workers.⁹

After World War II broke out in Europe in 1939, the effectiveness of German submarine (U-boat) warfare became evident. American policy makers considered establishing naval bases at inland locations—far from the coastline and the reach of German U-boats. The Navy selected the lands acquired during the White River Land Utilization project for the construction of a new naval base. The Naval Ammunition Depot was commissioned in 1941 and named in honor of naval hero Commodore William Montgomery Crane (1784-1846) in 1943.¹⁰ As the depot developed, the federal government sought additional land in Jackson and Taylor Townships in Greene County and other neighboring areas. Rather than pursue voluntary land options, the Department of the Navy filed condemnation suits to compel land owners to vacate selected properties. In many cases, the federal government required homeowners, who received an average \$20.75 per acre for their land, to move within days of learning of the acquisition.¹¹

4. Horace Donald Crawford, “White River land utilization project in Martin County, with 800 acre lake, will be dedicated Friday, September 15,” *Indianapolis Star* September 10, 1939, accessed December 21, 2016 via newspapers.com.

5. Indiana Writers’ Program, *Indiana: A Guide to the Hoosier State* (New York: Oxford University Press, 1941), 372; Dorothy Riker, *The Hoosier Training Ground: A History of Army and Navy Training Centers, Camps, Forts, Depots, and Other Military Installations within the State Boundaries during World War II* (Bloomington: Indiana War History Commission, 1952), 263.

6. Riker, *The Hoosier Training Ground*, 263.

7. Barnes, *Natural Resources*, 26, 71, 76.

8. I-69 Evansville to Indianapolis Tier 2 Studies, Historic Property Report, Section 4, US 231 to SR 37, Prepared for Federal Highway Administration and Indiana Department of Transportation, 35.

9. I-69 Evansville to Indianapolis Tier 2 Studies, Historic Property Report, Section 4, US 231 to SR 37, Prepared for Federal Highway Administration and Indiana Department of Transportation, 110-112.

10. Barnes, *Natural Resources*, 125-126; Riker, *The Hoosier Training Ground*, 264-265, 276.

11. Riker, *The Hoosier Training Ground*, 266-267; Barnes, *Natural Resources*, 126; “Map Plans for Obtaining New Forest Acreage,” *The Bedford Daily-Times Mail* (Bedford, Indiana), July 28, 1943, 1 (discusses the land optioning process, delays, and the final takeover of purchased lands).

As its growth continued, the Naval Depot implemented an unofficial policy to employ local residents to offset the economic impacts caused by the acquisition of farmland.¹² The Naval Surface Warfare Center Crane Division (NSWC Crane), as it is known today, became the largest employer in Greene County shortly after it opened its doors in 1941. The mission of the facility was to prepare, load, renovate, receive, store, and issue all types of ammunition, including pyrotechnics and illuminating projectiles.¹³

Crane had intended and unintended consequences. It boosted Scotland's population in the 1940s.¹⁴ The naval depot also impacted the economy of Greene County by providing county citizens over thirty-five thousand dollars in bi-weekly wages (or nearly 1 million annually) in 1947, which was the third highest of the ten surrounding counties (just behind Martin and Lawrence Counties).¹⁵ Work continued at Crane into the 1950s and 60s as weapons used during the Vietnam War were prepared at the center. Crane remains an important component of the economy of southwestern Indiana, serving as one of Indiana's largest high-tech employers with over 2,000 scientists, engineers, and technicians out of its total workforce of 3,100.¹⁶

In the post-modern era, Crane has embraced a focus on natural resources and conservation within its massive land area: there is a designated forester and a controlled timber harvest every year to maintain the health of the trees. In addition, Crane supplied the White Oak trees used for the recent restoration of the USS Constitution, better known as "Old Ironsides," the world's oldest commissioned warship.¹⁷

12. Riker, *The Hoosier Training Ground*, 276; Anthony Haag, interview with Melissa Burlock of Weintraut & Associates, Inc., March 13, 2016, Section 4, I-69 Evansville to Indianapolis, IN, Tier 2 Study Community History Project.

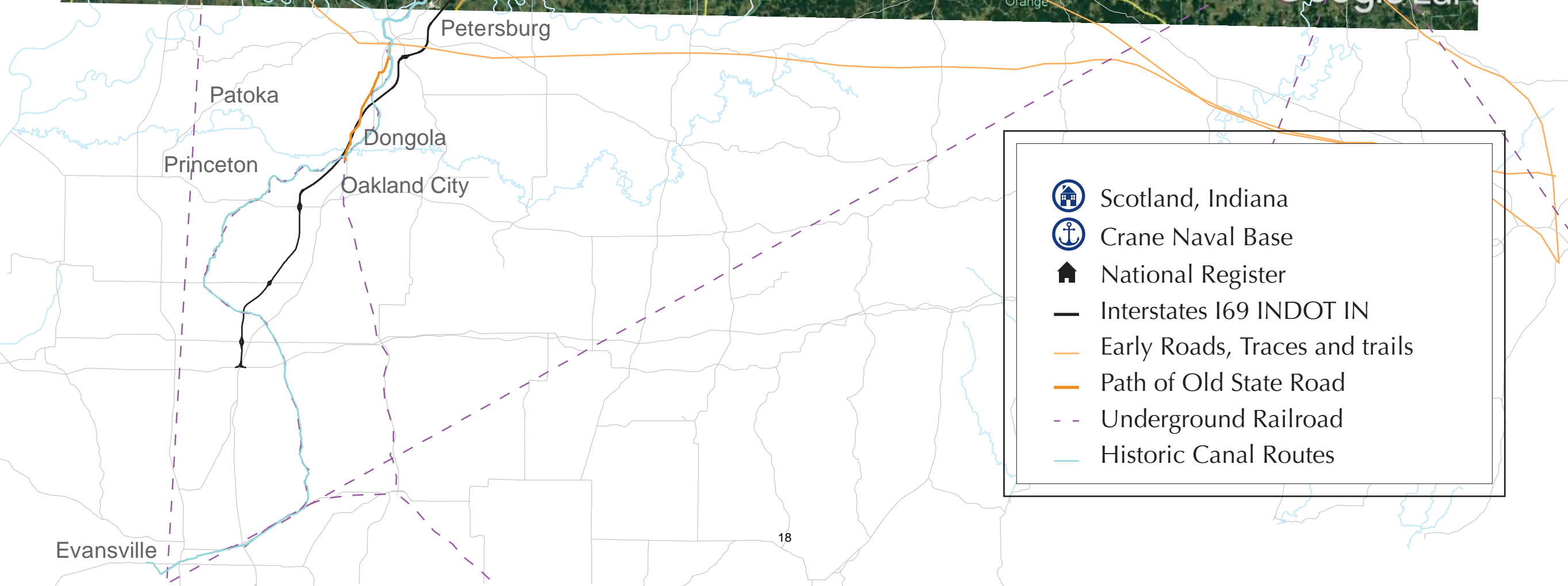
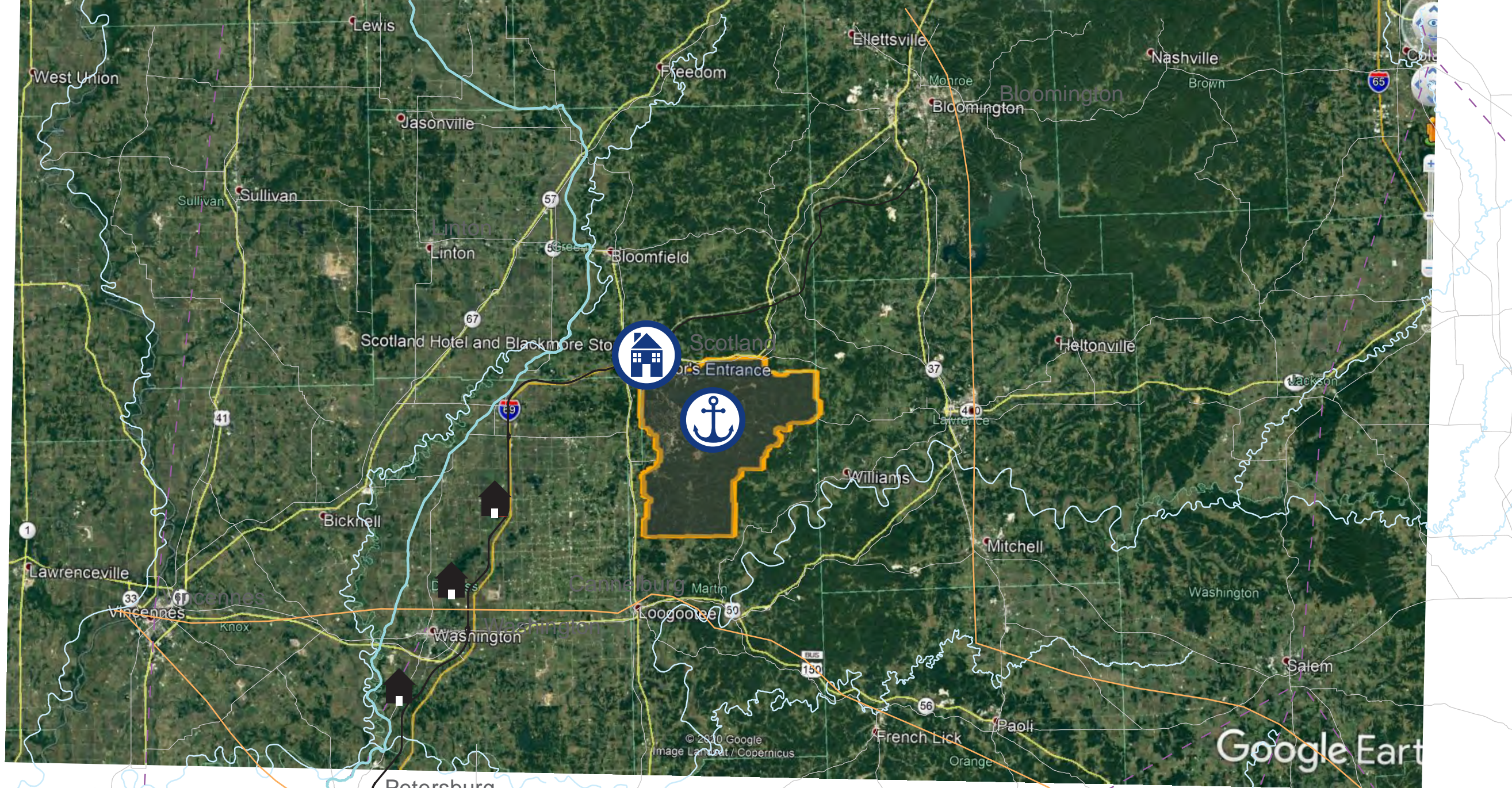
13. Anthony Haag, interview with Weintraut & Associates, March 13, 2016.









14. I-69 Evansville to Indianapolis Tier 2 Studies, Historic Property Report, Section 4, US 231 to SR 37, Prepared for Federal Highway Administration and Indiana Department of Transportation, 102.

15. "Ten Counties Share In Depot's Payroll," *Linton Daily Citizen* (Linton, IN), March 26, 1947, accessed October 15, 2019, available at newspapers.com.

16. "Careers," U.S. Navy—Naval Sea Systems Command, NSWC Crane Division website, accessed October 15, 2019, <https://www.navsea.navy.mil/Home/Warfare-Centers/NSWC-Crane/Careers/>.

17. Anthony Haag, interview with Weintraut & Associates, March 13, 2016, Section 4, I-69 Evansville to Indianapolis, IN, Tier 2 Study Community History Project.



-  Scotland, Indiana
-  Crane Naval Base
-  National Register
-  Interstates I69 INDOT IN
-  Early Roads, Traces and trails
-  Path of Old State Road
-  Underground Railroad
-  Historic Canal Routes

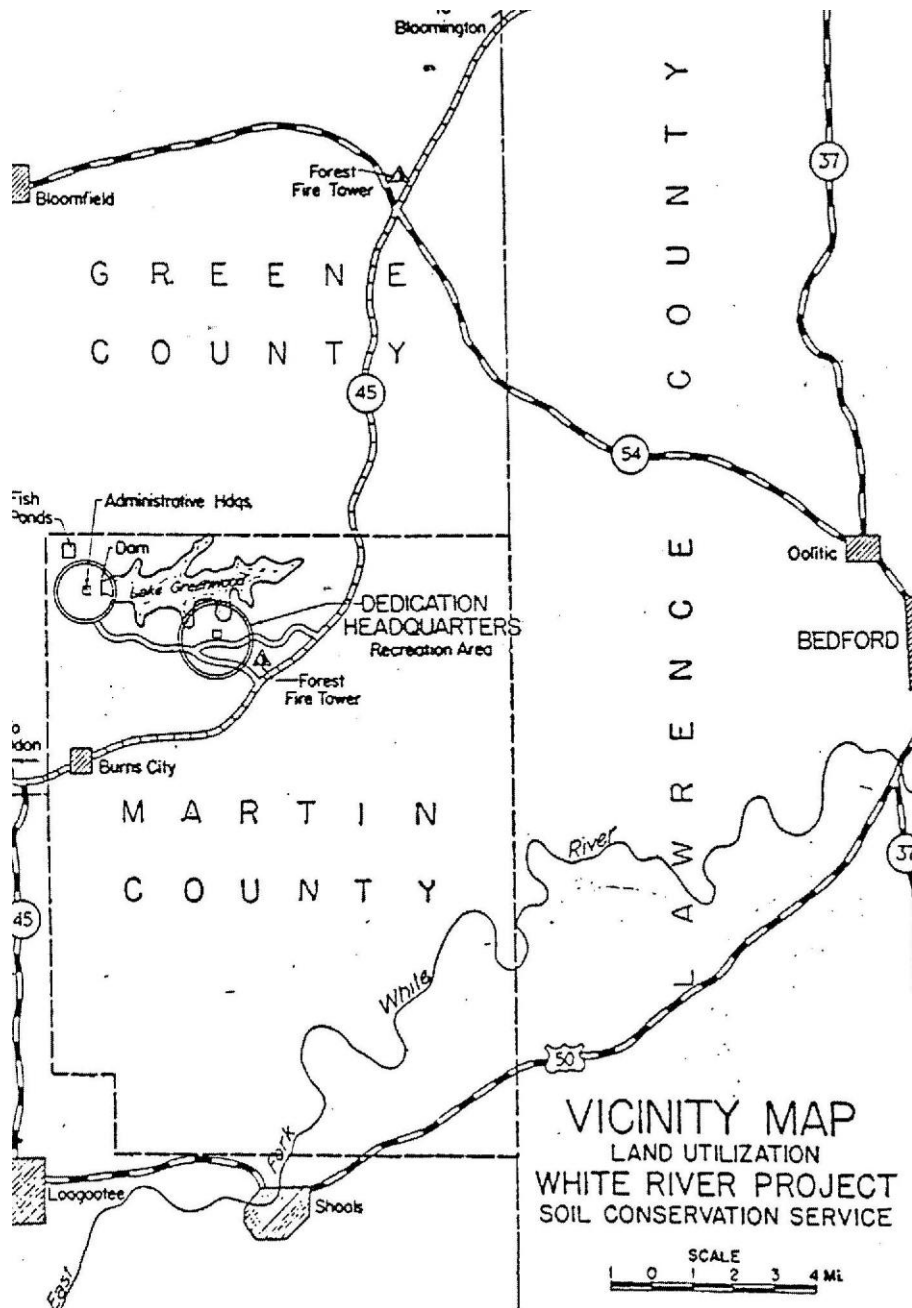
Crane & Scotland Images and Captions



Caption: Pine trees were planted on NSWCR Crane grounds by the Resettlement Administration as part of the New Deal Program. Picture taken in 1955 (William Barnes Sr.).



Caption: Staff members at NSWCR Crane posed for this photograph around 1943 (Bridwell Family Collection, Indiana Album).



Caption: This map (1939) shows the path of State Road 45 before it was rerouted around Crane (William Barnes Sr.).



Caption: The Scotland Hotel, listed in the National Register of Historic Places, provided lodging for traveling salesmen as well as the temporary workers at Crane (Weintraut & Associates).

LIMESTONE

AUDIO TOUR NARRATIVE & IMAGES

Limestone

As you “Travel I-69,” you pass through a portion of Indiana’s “Limestone Country.” “Limestone” is one of a series of vignettes that recounts the story of the land between I-64 and Bloomington, Indiana. Choose one or all of the vignettes to learn about the cultural and natural landscape as you Travel I-69.

A map provides locational information, and the following narrative discloses the names of towns and interchanges where these historic activities have occurred. Observe the following landmarks: Fluck Cut Stone Company, Indian Hill Stone Company, Shawnee Tramway, Railroad Trestle, Star Mill, Wylie Mill, Victor Oolitic, and Clear Creek.

Indiana University geographer Stephen Visser described the limestone industry near Bloomington, Indiana in the year 1931:

*The quarries are conspicuous features of the landscape in the limestone district. The great derricks are often visible for miles. The largest quarries have faces more than a mile long, and as nearly all quarries are on hillsides, and the rock is light colored, the quarry walls are often prominent. Many of the quarries are quite deep, and after abandonment, or in winter, may contain 40 to 60 feet of clear water. Such quarry holes are often used as swimming places, and some are stocked with fish*¹

From the Ohio River in Harrison and Floyd Counties, a belt of limestone extends northwest through Monroe County, as far as Montgomery and Fountain Counties.² The limestone formation was deposited in the Mississippian Period, about 340 million years ago, when a shallow inland sea covered the present-day Indiana.³

Limestone from Monroe, Lawrence, and Owen counties is a sturdy but workable building material. Found relatively close to the surface, extraction is easier here than in other parts of the state and country, where bedrock had been buried beneath thick deposits of glacial till.⁴ The rock was first termed “Oolitic Limestone” during a geological reconnaissance in the 1830s.⁵ Since 1901, the stone has been called “Salem Limestone.”⁶

¹ Steven Visser, “The Indiana Oolitic Limestone Industry,” *Economic Geography* 7:1 (January 1931), 58.

² John B. Patton and Donald D. Carr, *The Salem Limestone in the Indiana Building-Stone District*, Department of Natural Resources Geological Survey Occasional Paper, vol. 38 (Bloomington, IN: Department of Natural Resources, 1982), 4.

³ Weintraut & Associates, Inc., “Dimension Limestone Industry in the Bloomington, Indiana area, circa 1816-1967,” National Register of Historic Places Multiple Property Documentation Form (Washington D.C.: National Park Service, 2019), 3.

⁴ Weintraut & Associates, Inc., “Dimension Limestone Industry,” 3.

⁵ T.C. Hopkins and C.E. Siebenthal, “The Bedford Oolitic Limestone of Indiana,” in *Indiana Department of Geology and Natural Resources Annual Report 21* (Indianapolis: Department of Geology and Natural Resources, 1896), see notes on 298.

⁶ Patton and Carr, *The Salem Limestone in the Indiana Building-Stone District*, 7.

Early settlers gathered local limestone to build the foundations or piers upon which their cabins rested while others constructed entire houses of stone. Hillside limestone outcrops and stream-bed deposits provided good sources for small-scale extraction.⁷ One of the few remaining examples, Daniel Stout's I-house was constructed in 1828 of limestone gathered from the hills near Stout's Creek, a creek that bears his name. Today, the Daniel Stout House located along modern Maple Grove Road, near Bloomington is listed in the National Register of Historic Places.⁸ In nearby Greene County, Alexander Gilmore hired stone mason Nathaniel Lynch to dress and construct a one-and one-half story limestone residence in 1870 near Taylor Ridge.⁹ By the twenty-first century, sadly, the Gilmore House was in ruins, though a scattering of dressed and squared limestone remained.

Locally gathered stone soon gave way to a rapidly expanding limestone industry in the late-nineteenth century, thanks to railroads, new extraction and finishing technologies, and the popularity of the Beaux Arts architectural style, which emphasized light-colored stone facades.¹⁰

William Bybee, president of the Bybee Stone Company, explains how the expansion of railroads created a bigger market for stone mills and operations that cut and finished stone before sending it to a building site:

Rail was being put in all through the late-19th century, and it was a form of transportation that allowed cut stone plants to come into being as opposed to just sending block to the project. Biltmore over in North Carolina—they took the block from the quarries here and did all the processing on-site. I don't know if you have seen the Biltmore mansion but it is a pretty incredible piece of work. It was all done on site, but that was one of the last buildings probably that was approached like that because fabrication plants from around the turn of the 19th century and into the 20th were just flying up, all sorts, and they were getting bigger. Mainly I think it was because of the availability of the trains and the rail.

Hoosiers utilized Indiana limestone in the construction of several noteworthy structures within the state, including the buildings on the Indiana University campus and the Monroe County

⁷ Patton and Carr, *The Salem Limestone in the Indiana Building-Stone District*, 10. Examples of limestone pieces in stream beds occur in several places in southern Indiana, such as Dearborn County, where early English settlement homes, retaining walls, and culverts are all constructed of stone from nearby water sources. See: *Dearborn County Interim Report*, especially York Township, and Weintraut & Associates, "Historic Property Report: Collier Ridge Road over West Fork Tanner's Creek, CSX Railroad to Bonnell Road" (Prepared for FHWA/INDOT, August 2011).

⁸ Mrs. Hubert A. Brown, National Register of Historic Places Inventory—Nomination Form for the Daniel Stout House, Bloomington, Indiana (on file at the Indiana State Historic Preservation Office, Indianapolis, 1973), Sect. 7, accessed via State Historic and Archaeological Research Database (SHAARD), <https://secure.in.gov/apps/dnr/shaard/welcome.html>.

⁹ I-69 Evansville to Indianapolis Tier 2 Studies, Historic Property Report, Section 4, US 231 to SR 37, Prepared for Federal Highway Administration and Indiana Department of Transportation, 179-180.

¹⁰ Patton and Carr, *The Salem Limestone in the Indiana Building-Stone District*, 6.

Courthouse in Bloomington, as well as Indiana's Statehouse and the Indiana Statehouse and the Soldiers and Sailors Monument in Indianapolis.¹¹

In addition to the opulent Biltmore Mansion referenced by Bybee, other noteworthy buildings were constructed or faced with stone extracted from Indiana's quarries or dressed and finished in Indiana's mills. Buildings of renown, such as the Grand Central Station in New York City, the Tribune Tower in Chicago, the Empire State Building, and the Pentagon were all constructed with Salem limestone.¹²

Trains traversing Monroe County carried the massive limestone blocks from the quarries to mills and building sites across the nation. The Illinois Central Railroad constructed a wooden trestle to create a spur to the Victor Oolitic Stone Company sometime around 1910; this trestle is still visible from Victor Pike. Over the next two decades, Victor became a "hive" of activity with an active quarry and mill encompassed by worker and owner homes, a company store, and a school.¹³

The opening of limestone mills and the rapid expansion of quarrying operations in the area, created a high demand for workers. Stone laborers were typically unskilled farmers from the surrounding area who alternated between quarry work and farm labor to make ends meet due to the poor pay and seasonal nature of stone work.¹⁴ One commentator compared a stone worker's pay to a "starvation wage in the city," but noted that workers could "afford a comfortable living" because of the low cost of living around mills and quarries.¹⁵

Several mills and quarries opened in the 1920s and early 1930s, including Indian Hill Stone Mill Company, Fluck Mill Stone Company, Independent Limestone, Maple Hill, Monon Stone Company, and Shawnee Stone Company. As the industry continued to expand, quarry operations needed more laborers. Stone companies began to attract foreign-born workers. Many of these laborers and some stone carvers, including Italians, Greeks, and Hungarians, settled in working class neighborhoods located near quarries and mills. Workers often gathered into temporary

¹¹ "A Walk Through the Monroe County Courthouse," tour brochure (City of Bloomington and Monroe County Convention and Visitors Bureau, 2002), accessed October 16, 2019, https://bloomington.in.gov/sites/default/files/2017-05/courthouse_walking_tour.pdf; Weintraut & Associates, *Indiana's Statehouse*, (Indiana Historical Bureau, 2000), 11; "In Clear Arrangement," State of Indiana website, accessed October 16, 2019, <https://www.in.gov/idoa/2434.htm>; "Soldiers and Sailors Monument," State of Indiana website, accessed October 16, 2019, <https://www.in.gov/iwm/2335.htm>.

¹² "Limestone – Frequently Asked Questions," Visit Bloomington, accessed December 6, 2016, <https://www.visitbloomington.com/limestone/faq/>.

¹³ Indiana Historic Landmarks Foundation, *Monroe County Interim Report* (Indianapolis: Indiana Department of Natural Resources, 1989), 56-57.

¹⁴ Joseph A. Batchelor, *An Economic History of the Indiana Oolitic Limestone Industry* (Bloomington: Indiana University School of Business, 1944), 13, 55-56, accessed October 16, 2019, available through the HathiTrust website at <https://babel.hathitrust.org/cgi/pt?id=mdp.39015030612116&view=1up&seq=29>.

¹⁵ Joseph A. Batchelor, *An Economic History of the Indiana Oolitic Limestone Industry* (Bloomington: Indiana University School of Business, 1944), 60, accessed October 16, 2019, available through the HathiTrust website at <https://babel.hathitrust.org/cgi/pt?id=mdp.39015030612116&view=1up&seq=29>.

“multi-worker households” to reduce living costs.¹⁶ The influence of European carvers remains visible within the city of Bloomington, where homes in the Vinegar Hill Historic District (NRHP, 2005) feature designs by these carvers that “have a distinctly Mediterranean flavor.”¹⁷

Production fell from the 1922 high of 9.6 million cubic feet to 3.5 million cubic feet in 1935.¹⁸ From 1934 to 1941, limestone’s use in public buildings dropped significantly, especially after the federal government’s New Deal Public Works Administration adopted a resolution in 1935 requiring the use of local materials in federal building projects.¹⁹ Mills and other buildings converted to wartime production during World War II or simply closed.²⁰

As limestone buildings fell out of favor, a post-World War II housing boom boosted Indiana’s limestone industry. Dimension stone companies began producing “split-faced” stone—thinly cut limestone used as veneer on ranch houses. Limestone veneer, popular in the 1950s fell out of favor in the late sixties as the popularity of modern architecture created less demand for limestone. Indiana’s limestone industry declined as a result in those years as a result.²¹

The durability and permanence of Salem Limestone’s buildings and monuments has transcended economic fluctuations, changing design, and buildings trends. Pat Fell-Barker, the longtime president of the B.G. Hoadley Quarries in Bloomington, describes the importance of limestone in the built environment:

Think of Sequoia Trees in California, think how long they have been there and what a great respect they have because they haven’t been touched, the Grand Canyon. To me natural building products should have the same respect...

And it was to the Bloomington limestone industry that the Department of Defense turned after a hijacked airplane crashed into the western side of the Pentagon during the September 11, 2001 terrorist attacks. Local limestone companies proudly responded with production that helped to rebuild the Pentagon.

In limestone rich areas, like Lawrence and Monroe Counties, stacked stone blocks and waste piles define local roads and road cuts reveal the layers of limestone beneath the surface. And, quarry derricks break above the tree lines as testament to earlier operations. Stone along local

¹⁶ Weintraut & Associates, Inc., “Dimension Limestone Industry,” 16-17; Joseph A. Batchelor, *An Economic History of the Indiana Oolitic Limestone Industry* (Bloomington: Indiana University School of Business, 1944), 13, 55-56, accessed October 16, 2019, available through the HathiTrust website at <https://babel.hathitrust.org/cgi/pt?id=mdp.39015030612116&view=1up&seq=29>.

¹⁷ *Monroe County Interim Report*, xvi.

¹⁸ Patton and Carr, *Salem Limestone in the Indiana Building-Stone District*, 5.

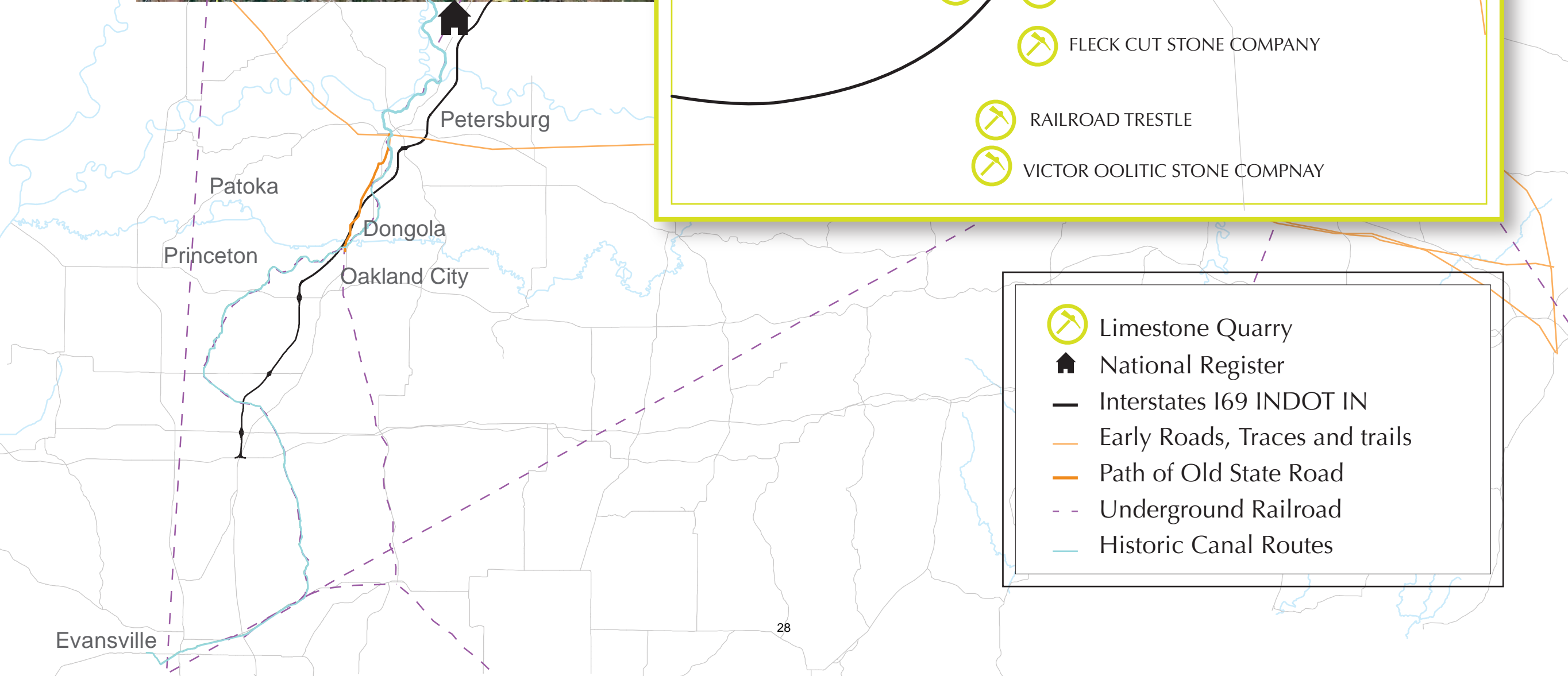
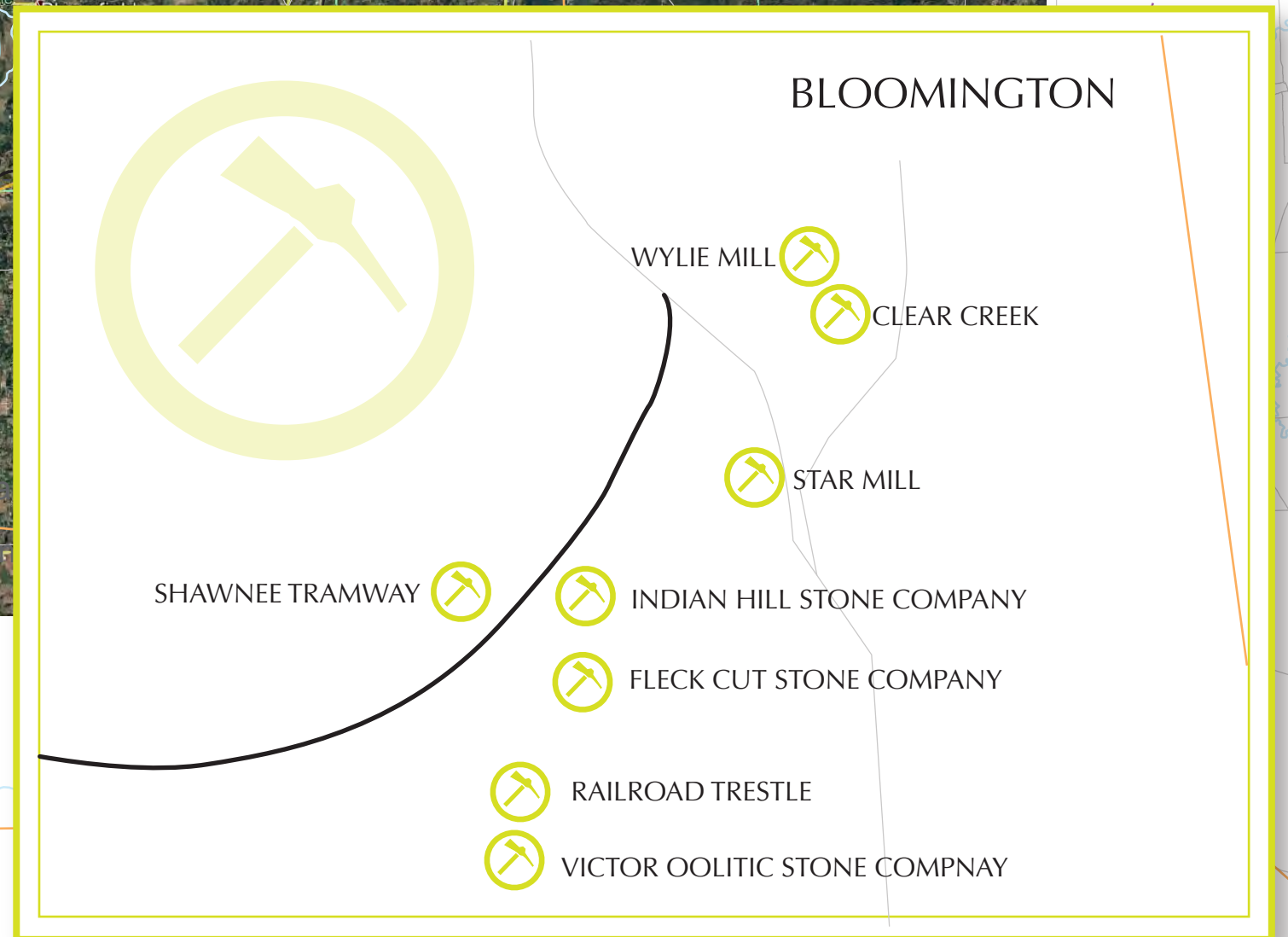
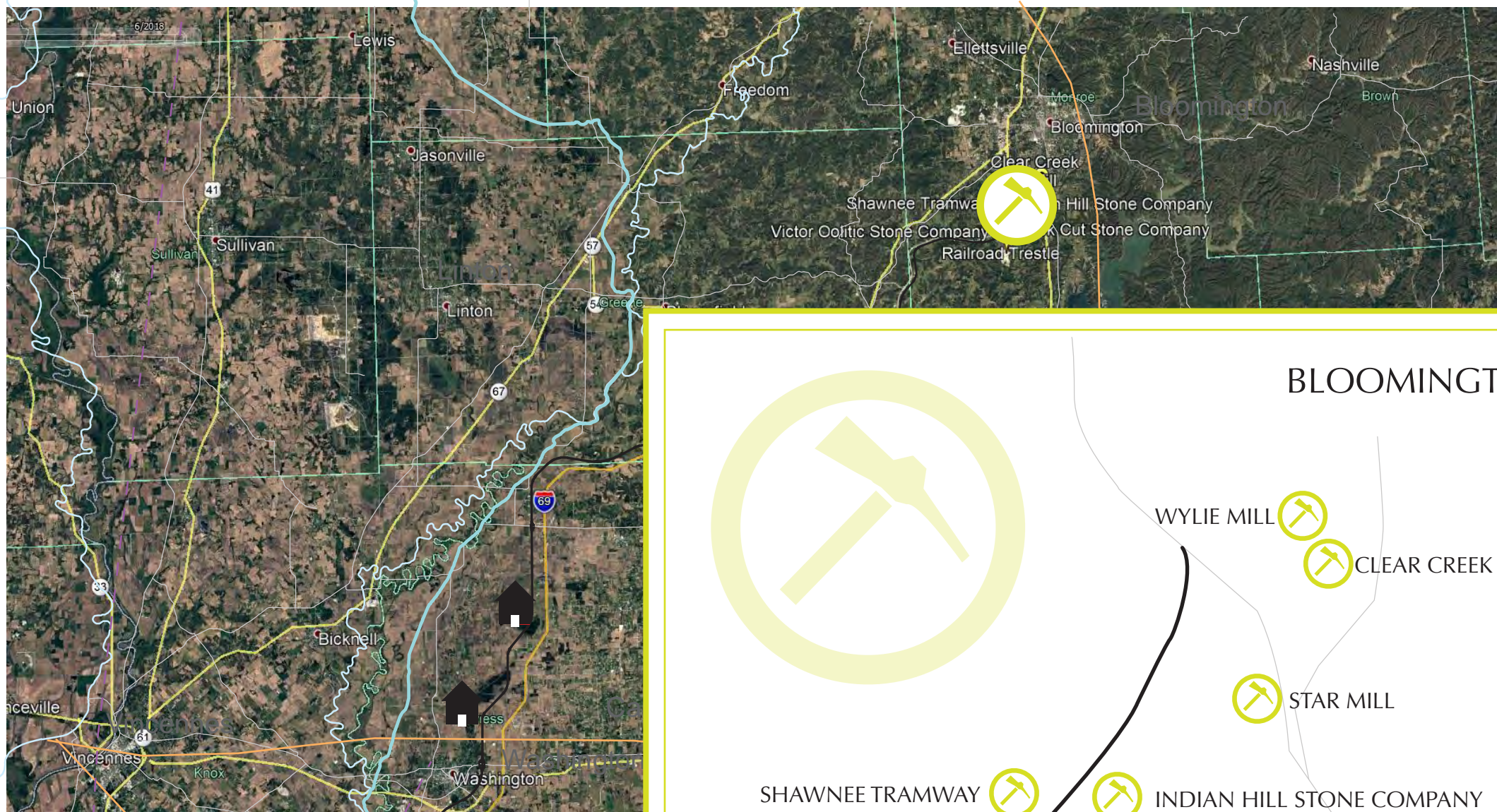
¹⁹ Batchelor, *Economic History of the Indiana Oolitic Limestone Industry*, 308.








²⁰ Batchelor, *Economic History of the Indiana Limestone Industry*, 332.

²¹ Weintraut & Associates, Inc., “Dimension Limestone Industry,” 25-26.

roadways and majestic buildings in prominent cities testify to the presence of Indiana's limestone industry in creating "the building fabric of America."²²

²² Peter Benjamin Steel, *Cutters of Stone* (Fort Collins, CO: Documenta Productions; Indianapolis: Indiana Historical Society documentary, 1997).



-  Limestone Quarry
-  National Register
-  Interstates I69 INDOT IN
-  Early Roads, Traces and trails
-  Path of Old State Road
-  Underground Railroad
-  Historic Canal Routes

Limestone Industry Images and Captions



Image Caption: A saw cuts stone at the C&H Mill in Bloomington (Weintraut & Associates).



Image Caption: Water has filled the bottom of the Star Quarry pit. (Weintraut & Associates).



Image Caption: A derrick pierces the tree line at the old Furst Quarry site in Bloomington (Weintraut & Associates).



Image Caption: Dry-stack stone fences were built by American settlers as an early use of Monroe's County abundant limestone (from I-69 Section 4 Historic Property Report).

COMMUNITY DEVELOPMENT

AUDIO TOUR NARRATIVE & IMAGES

Community Settlement

As you “Travel I-69,” you pass through some of Indiana’s early communities. “Community Settlement” is one of a series of vignettes that recounts the story of the land between I-64 and Bloomington, Indiana. Choose one or all of the vignettes to learn about the cultural and natural landscape. A map shows the Old Clifty Church and the site of the once-present Ashcraft Chapel, now marked only by its cemetery.

For settlers, churches and chapels were gathering places that anchored farming communities, sometimes called “open country” communities. The farmsteads making up an open country community lacked formal towns or villages, but shared bonds based initially on place of origin, kinship, or religion but ultimately on economic interests, usually farming.¹

Vestiges of southern Indiana’s nineteenth-century, open-country settlements lie hidden from view behind the forested hills and valleys not far from the state roads and interstates like the one you are traveling. A winding lane from State Road 45 leads to the Old Clifty Church, one-half mile from I-69 and one and one-quarter mile from the State Road 45 and I-69 interchange. Old Clifty Church, a log church built around the time of the Civil War, is a tangible remnant of those who made homes across a broad expanse of ridge land in Greene and Monroe Counties.

Accounts vary, but tradition holds that settlers to the “ridge” were led by Benjamin and Sarah Freeland, the “Freeland party,” in the early-nineteenth century from Calvert County, Maryland. The settlement became known as “Maryland Ridge.” The community is not well documented in local histories, though one historian in 1940 described the group as “a quiet, God-fearing, home loving people, who tilled their farms, raised their children right, and went to church as a duty and a pleasure too. . .”²

Local tradition holds that the Freeland party included the family and the family’s own freed slaves, other free blacks, as well as a group of white abolitionist families. Judge John Sedwick, who helped scout the Ridge before settlement, has been identified as a member of the Maryland Ridge Community. His writings, however, contradict the notion that this was a strictly abolitionist settlement.³

Sedwick recorded his journey from Maryland to Monroe County, Indiana, in the spring of 1820. By his own account, he traveled with a female slave named “Annica.” On April 3, 1820, as his

¹ John Mack Faragher, “Open-County Community, Sugar Creek, Illinois, 1820-1850,” in *The Countryside in the Age of Capitalist Transformation: Essays in the Social History of Rural America*, Steven Hahn and Jonathan Prude, Eds. (Chapel Hill; 1985), 234; H. N. Morse & Edmund Brunner, *The Town and Country Church in the United States, Second Edition*, (New York: George H. Doran Company, 1925), 75, accessed January 3, 2020, https://books.google.com/books?id=Uvo9AAAAYAAJ&printsec=frontcover&source=gbs_ge_summary_r&cad=0#v=onepage&q&f=false; Conrad M. Arensberg, “American Communities,” *American Anthropologist* (Vol 57, No. 6, Dec. 1955), 1143-1162, accessed January 3, 2020, Available at JSTOR, <https://www.jstor.org/stable/665960>; Malcolm Rohrbough, *Trans-Appalachian Frontier*.

² Quoted in: I-69 Evansville to Indianapolis Tier 2 Studies, Historic Property Report, Section 4, US 231 to SR 37, Prepared for Federal Highway Administration and Indiana Department of Transportation, 33.

³ Maryland Ridge Community, “Letter of Intent to Submit a National Register of Historic Places Application for the Maryland Ridge Community,” correspondence to Frank D. Hurd, Jr., Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology, November 1, 2002, 3.

party passed through Salem, Indiana, Sedwick lay sick in the back of his wagon. Hear as he continues the story:

“... Annica took advantage of me while I was in the wagon, and absconded and I did not miss her until we had traveled four or five miles. I was not able to return back in pursuit of her and thought if I could get any one of the Company to go, probable she might secret herself so that she could not be found for some time, so I concluded to leave her for the present time.”⁴

Sedwick was reunited with Annica a few months later; records show that she indentured herself to John Sedwick for five years. The constitution of Indiana did not allow slavery, but some settlers arriving in the state simply “indentured” their slaves for a period of time upon entering the state.⁵ Life as an indentured servant was far from the life of a free person. Hoosier abolitionist John Badollet called the practice “a Qualified Species of Slavery.”⁶

It is worth noting that some have questioned Sedwick’s connection to Maryland Ridge, as he eventually helped plat and settle the community of Ellettsville to the north.⁷

Another wave of settlers arrived from Maryland in 1834 due to a schism within the Methodist Church between traditional Methodist Episcopal, a largely pro-slavery body that supported centralized control of local churches by the national conference, and the Methodist Protestants, who protested centralized control and were passionately anti-slavery. Upon arrival in Greene and Monroe Counties, the settlers began their own abolitionist religious group called the “Calvert Society” that generally practiced the Methodist faith.⁸ This point of origin migration, in this case from Maryland, with the ties of religion and kinship forged a community that spread across the ridge.

Members of the Maryland Ridge community farmed; some augmented their income and contributed to the economy through cottage industries. Eventually, laborers settled around these cottage industries forming small neighborhoods focused on that craft. Examples of those include Hendricksville (the home of a local potter—Frederick Hendricks) and Stanford (a small community based around a notorious whiskey shop).⁹

At other times, the church remains as the symbol of the dispersed community. Within the Maryland Ridge community, the Old Clifty Church, a log church nestled within a valley, recalls

⁴ “From Maryland to Indiana’s Monroe County in 1820,” excerpts from the travel journals of John Sedwick, in *Year Book of the Society of Indiana Pioneers* (Indianapolis: Society of Indiana Pioneers, 1975), 31.

⁵ Dave Montgomery, email to Liz Knapp (Monroe County History Center), June 4, 2010, on file at the Monroe County History Center, Bloomington, Indiana.

⁶ Gwen Crenshaw, “Laying the Foundation,” part of the online exhibit “Bury Me in Free Land: The Abolitionist Movement in Indiana,” Indiana Historical Bureau, accessed January 25, 2017, <http://www.in.gov/history/3125.htm>.

⁷ Dave Montgomery, email to Liz Knapp (Monroe County History Center), June 4, 2010, on file at the Monroe County History Center, Bloomington, Indiana.

⁸ Maryland Ridge Community, “Letter of Intent, 5; Lee Ehman, “The Virginia Furnace in Indian Creek,” in the *Monroe County Historian* newsletter (Vol. 2014, Issue 2), 6, accessed October 15, 2019, https://monroehistory.org/wp-content/uploads/2015/10/Vol_2014_Issue_2.pdf.

⁹ Maryland Ridge Community, “Letter of Intent,” 7.

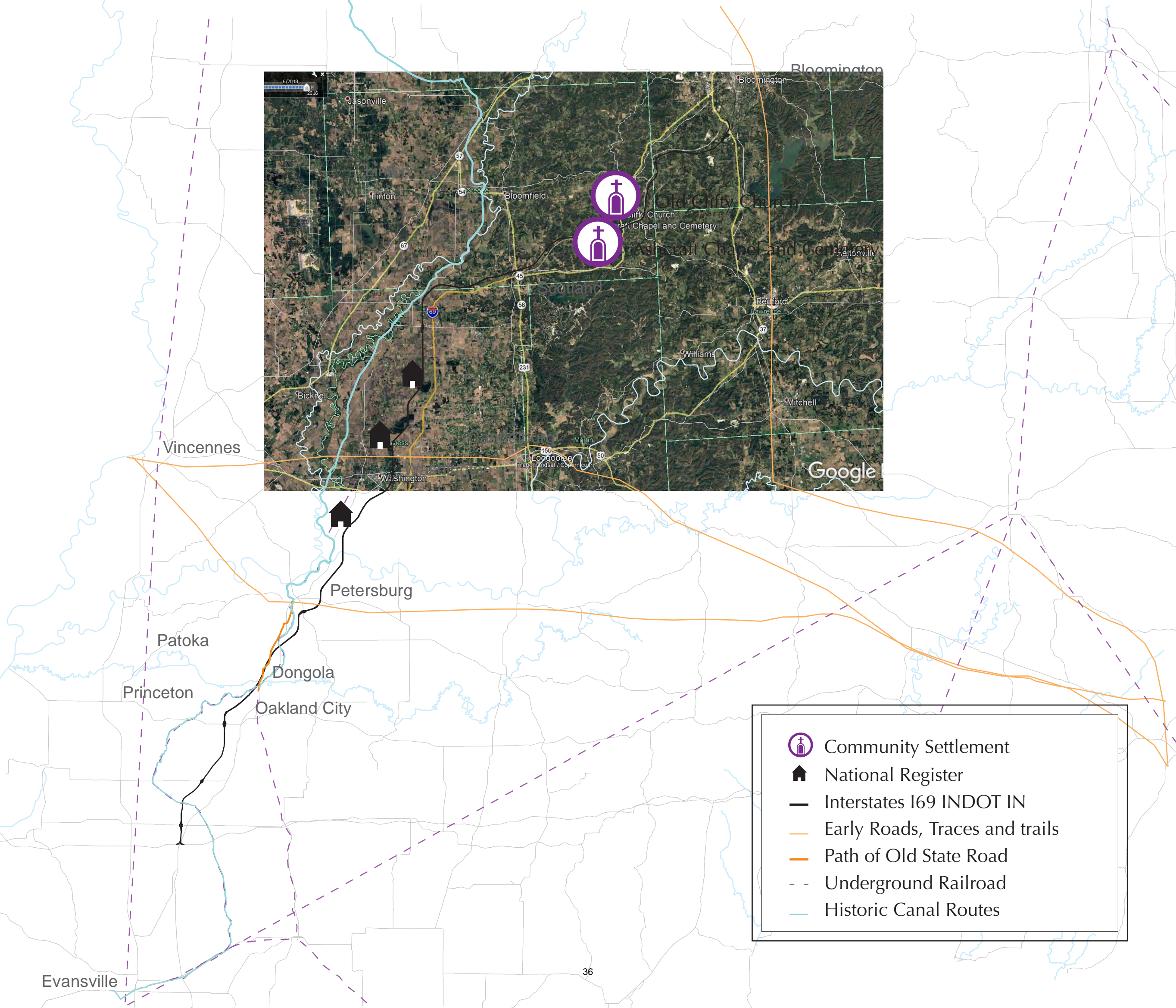
that simpler time. In the twenty-first century, it remains a site of community gathering, no longer a religious structure. Community members come together for socials and have pitched in to raise funds and to repair the roof, floor, and pews, as well as perform general upkeep of the building.








Ronnie Wilcoxon has served on the board of the Old Clifty Church Association since the 1990s and has been the church caretaker since the 1970s. Wilcoxon recognizes the uniqueness of the church:

“Course, when I moved up here, there was one big farm all around me basically. It’s now a development and it just kind of amazes you all of the stuff that’s changed except right there in that little valley. That little church is right there and it hasn’t changed.”¹⁰

Like so many other places—especially rural places—dirt or gravel roads have given way to paved roads, then state highways and interstates. Farm fields have been divided for housing. That development makes places like the “little valley” where Old Clifty Church still sits, in defiance of modernity, as an important reminder of an open-country settlement.

¹⁰ Ronnie Wilcoxon, interview with Melissa Burlock of Weintraut & Associates, Inc., February 19, 2015, Section 4, I-69 Evansville to Indianapolis, IN, Tier 2 Study Community History Project.



-  Community Settlement
-  National Register
-  Interstates I69 INDOT IN
-  Early Roads, Traces and trails
-  Path of Old State Road
-  Underground Railroad
-  Historic Canal Routes

Community Settlement Images and Captions



Caption: Old Clifty Church remains a symbol of the Maryland Ridge community (Weintraut & Associates).



Caption: I-houses, like this one, were named for their simple “I”-shaped form: two rooms side and one room deep (Weintraut & Associates).



Caption: A common house type in this community is the center gable farmhouse; unfortunately barns are disappearing across the landscape (Weintraut & Associates).

VIRGINIA IRON WORKS

AUDIO TOUR NARRATIVE & IMAGES

Virginia Iron Works

As you “Travel I-69,” you are passing one of the state’s earliest industrial operations. “Virginia Iron Works” is one of a series of vignettes that recounts the story of the land between I-64 and Bloomington, Indiana. Choose one or all of the vignettes to learn about the cultural and natural landscape. A map provides locational information showing the locations of industrial minerals near I-69.¹

On the Indiana frontier, small-scale industrial operations, such as grain mills, saw mills, cider mills, or sugar mills utilized agricultural products or natural resources, such as timber, stone, and iron ore.

In Monroe County, entrepreneur Randolph Ross saw potential in the local ore deposits. Originally from Virginia, Ross moved to Tennessee around 1810 and engaged in a number of ventures, including operating a grist mill, overseeing a lucrative saltpeter mining operation that supplied gunpowder material to the federal government, and managing roads and turnpikes.² Ross also had a history of slave holding and of debt issues, having been a subject in 1836 of a Tennessee Supreme Court case involving mortgages on his property, which included both land and slaves.³ However, Ross also had experience working with iron from his days in his native Virginia.⁴

In 1839, Ross, in cooperation with local land owners George Adams and James Crane, borrowed about \$20,000 from investors to purchase—on contract—a large tract of land containing iron reserves located along Indian Creek near the ridge top community known locally as “Maryland Ridge.”⁵ In addition to its iron ore, the land also provided limestone and timber—both resources necessary for the creation of iron. Ross immediately started work on his operation, constructing a full-scale complex that could blast, process, and finish, the local reserves of iron ore. The furnace was up and running within a year, operating with

¹ Unless otherwise noted, information for this vignette comes from oral history interviews with Dr. Patrick J. Munson and Cheryl Munson conducted on March 5, 2016, by staff of Weintraut & Associates.

² Alvin B. Wirt, *The Upper Cumberland of Pioneer Times* (self-published, 1954), 68, accessed November 5, 2019, http://www.ajlambert.com/history/hst_ucpt.pdf; Sarah Anne Blankenship, *Archaeological and Dendrochronological Investigations at Cagle Saltpetre Cave, Van Buren County, Tennessee* (Master’s Thesis, University of Tennessee at Knoxville, 2007), 30-31; “Randolph Ross,” *Acts of Tennessee, 1796-1850*, Tennessee State Library and Archives website, accessed November 6, 2019, <https://sharetn.gov.tnsosfiles.com/tsla/history/misc/actsintro.htm>.

³ *Galt v. Dibrell, et al.* 18 Tenn (Yer.) 146 (1836), accessed November 7, 2019, available at https://books.google.com/books?id=MXo0AQAAAJ&dq=Galt+v+Dibrell&source=gbs_navlinks_s.

⁴ Charles Blanchard, Ed., “History of Monroe County,” in *Morgan, Monroe, & Brown Counties, Indiana Historical and Biographical* (Chicago: F. A. Battey & Co., 1884), 515-516, accessed November 7, 2019, https://books.google.com/books/about/Counties_of_Morgan_Monroe_and_Brown_Indi.html?id=vyqC5iVmYtYC.

⁵ Patrick O’ Bannon, Gray & Pape, Inc., “I-69 Corridor Tier 2 Studies Evansville to Indianapolis, Virginia Iron Works and Limestone Quarry Context Study, Section 4, US 231 to SR 37, Des 0300380” (Prepared for Federal Highway Administration and the Indiana Department of Transportation, 2010), 20-22.

a staff of about forty men.⁶ Some of these workers likely lived on the premises in temporary houses built along the ridge next to the furnace.⁷ Others may have been local farmers who cut and hauled wood for charcoal during the winter for extra income.⁸

Blast furnaces, like the one constructed by Ross, created pig iron by melting unrefined iron ore in a charcoal-fueled furnace fed with hot, pressurized air. Workers would use wheelbarrows to feed the furnace stack with ore, flux (limestone), and charcoal during its operation.⁹ Blast furnaces required about three tons of ore and 400 bushels of charcoal to create one ton of pig iron. It took a cord of wood (or roughly 5 ten-inch diameter trees) to obtain just 25 bushels of charcoal. That meant that it would require 16 cords of wood (or as many as 80 ten-inch diameter trees) to craft a single ton of pig iron.¹⁰ It could take between 100 acres to as much as a square mile of timber to supply a year's charcoal for furnace operation.¹¹

With a functioning furnace and a good supply of iron ore, Ross was well positioned for a profitable business. Listen as Indiana University archaeologist Dr. Patrick Munson explains the value of iron products in the nineteenth century:

Iron was one of the necessities of pioneer life: all kinds of things that you [need] have to be made of iron and the consequence of that was in the early 1830s, cast iron products—kettles and skillets and hand irons and those sorts of things—were nine to ten cents a pound, nine to ten dollars a hundred weight, which is an incredible sum of money so if you could make the stuff, you were going to make money.

In addition to the cooking implements mentioned by Dr. Munson, horse shoes, wagon wheels, and agricultural tools were made of iron. Even with this evident market, however, Ross did not, it seems, make money. Ross initially sold many of his products locally as finished goods. But, for reasons not entirely clear, his blast furnace went dark not long after it started in 1840.¹²

⁶ Cheryl Ann Munson and Patrick J. Munson, "Indiana's Surviving Pioneer-Era Iron Works, The Virginia Furnace in Monroe County" (unpublished draft manuscript, 2019), 1 (used with permission of the authors).

⁷ Chris Tomak, Site Visit Field Notes, October through December 2002 (Indiana Department of Transportation, 2002), 11.

⁸ William J. Wayne, "Native Indiana Iron Ores and 19th Century Ironworks," Geological Survey Bulletin 42-E (Indianapolis: Department of Natural Resources, 1970), 6, accessed October 16, 2019, <https://digitalcommons.unl.edu/cgi/viewcontent.cgi?article=1579&context=geosciencefacpub>.

⁹ Wayne, "Native Indiana Iron Ores and 19th Century Ironworks," 6, 7, and 13.

¹⁰ Wayne, "Native Indiana Iron Ores," 7; Marshall Patmos, "Estimating Firewood From Standing Trees," (Univ. of New Hampshire Cooperative Extension, 2005), accessed December 2, 2019, <https://ucanr.edu/sites/placernevadasmallfarms/files/76320.pdf>

¹¹ Wayne, "Native Indiana Iron Ores," 7.

¹² O' Bannon, Gray & Pape, Inc., "I-69 Corridor Tier 2 Studies Evansville to Indianapolis, Virginia Iron Works and Limestone Quarry Context Study," 20.

Many factors probably led to the collapse of his business. Ross experienced difficulties with his workers, mounting debts, and a worsening iron market as more competitors entered the industry, and prices dropped. By 1840, iron was selling at about half of what it had the previous year.¹³

By 1841, Ross was indebted to several banks and individuals, including George Adams and James Crane. At about that time, Ross filed for bankruptcy to protect his assets. At that time, in addition to the furnace, the property contained a grist mill, a store, a residence, two steam engines, four wagons, one cart, five mules, ten horses, and three oxen.¹⁴ Ross and his son, Randolph Ross Jr. then partnered with brothers John and Thomas Royer, third generation iron-masters from Pennsylvania, to pay their debts and restart the iron works. In 1843, the Royers refurbished the furnace and began producing iron, splitting their profits with Ross and his son. By summer of 1844, Ross sued the Royer Brothers for breach of contract and the furnace was shut down permanently.¹⁵

Some sources report that Ross died in the mid to late-1840s.¹⁶ His son, Randolph Ross Jr., returned to Tennessee, and during the Civil War he would operate a saltpeter mine to supply the Confederate Army with gunpowder material.¹⁷

All that remains today of the company are the ruins of a massive limestone furnace. In 1869, shortly after the Civil War ended and less than thirty years after the abandonment of the furnace, state geologist E.T. Cox described the complex:¹⁸

The old Virginia blast-furnace, on Indian Creek, in the western edge of Monroe County, has been out of blast for many years, but when in blast the ore was obtained close at hand from large deposits, fifteen to twenty feet thick, covering several acres. The . . . blast-furnace cannot be more than five or six feet across the boshes, and twenty to twenty-five feet high. It is poorly constructed, and the only wonder is that it made any iron at all.

¹³ Interview with Patrick Munson

¹⁴ O' Bannon, Gray & Pape, Inc., "I-69 Corridor Tier 2 Studies Evansville to Indianapolis, Virginia Iron Works and Limestone Quarry Context Study," 22-23.

¹⁵ Munson and Munson, "Indiana's Surviving Pioneer-Era Iron Works," 1-2.

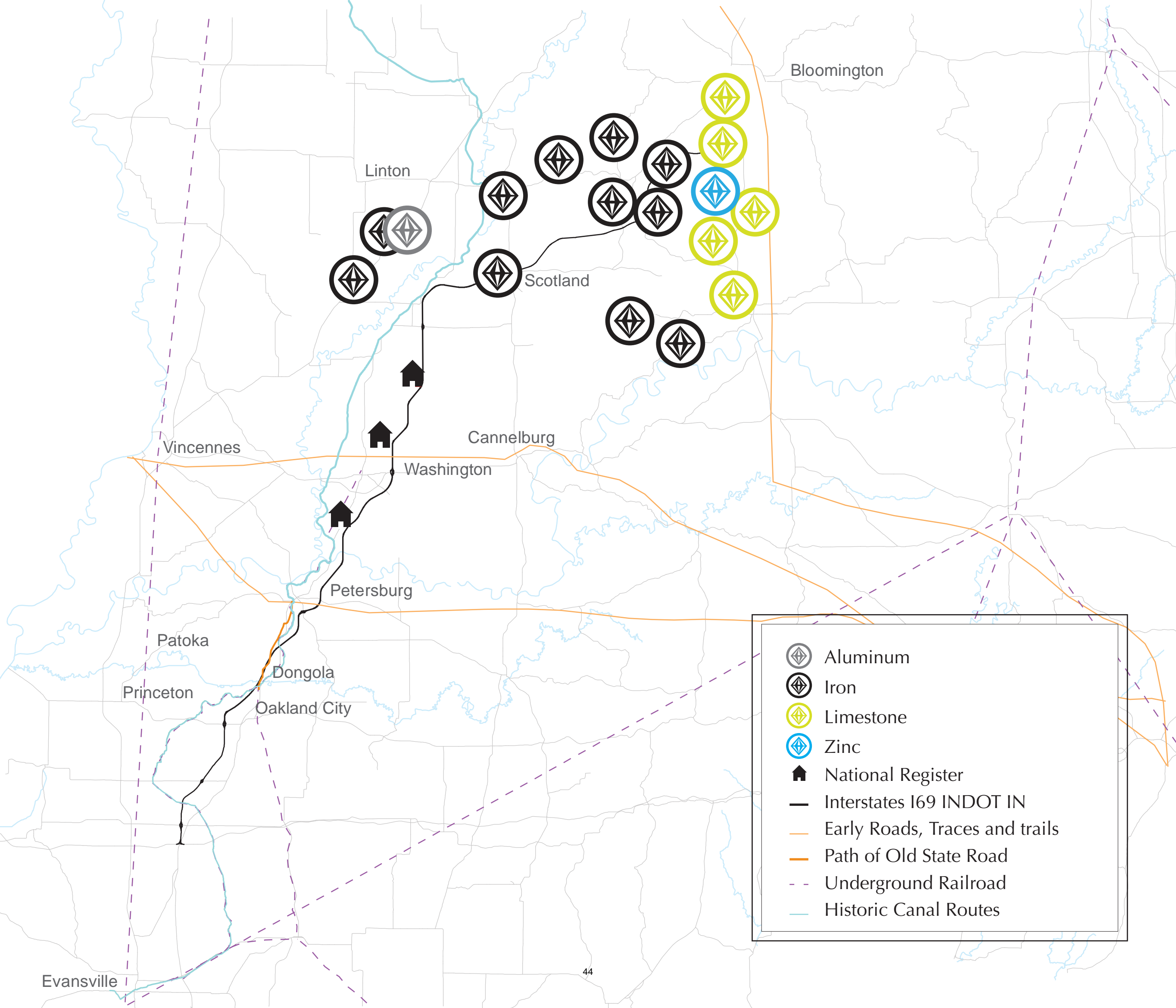
¹⁶ O' Bannon, Gray & Pape, Inc., "I-69 Corridor Tier 2 Studies Evansville to Indianapolis, Virginia Iron Works and Limestone Quarry Context Study," 23.











¹⁷ Seventh Census of the United States, 1850; (National Archives Microfilm Publication M432, 1009 rolls); Records of the Bureau of the Census, Record Group 29 (Washington, D.C.: National Archives), accessed November 12, 2019, available at [ancestry.com](https://www.ancestry.com); (Randolph Ross Jr. was appointed postmaster in the village of Tunnel, Franklin County, Tennessee in 1849) *Record of Appointment of Postmasters, 1832-1971. NARA Microfilm Publication, M841, 145 rolls. Records of the Post Office Department, Record Group Number 28*, (Washington, D.C.: National Archives), accessed November 12, 2019, available at [ancestry.com](https://www.ancestry.com); "The Great Craighead Cave," Tennessee Civil War Trails Program, 19, accessed November 12, 2019, <https://tnmap.tn.gov/civilwar/Civil%20War%20Trails%20Installation%20Sites%20with%20descriptions.pdf>.

¹⁸ E.T. Cox, "First Annual Report of the Geological Survey of Indiana" (Indianapolis: Indiana, Indiana Geological Survey, 1869), 90, accessed November 18, 2019, https://igws.indiana.edu/bookstore/details.cfm?Pub_Num=AR1869.

-E.T. Cox, State Geologist, 1869

The ruins of the furnace at Virginia Iron Works now stands on private land, with access denied to the general public. In all, it probably ran less than twelve months during its five-year operation, but the remains of the Virginia Iron Works furnace have outlasted similar furnaces in Indiana making it a valuable piece of Indiana's early industrial history.





Aluminum
Iron
Limestone
Zinc
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Virginia Iron Works Images and Captions



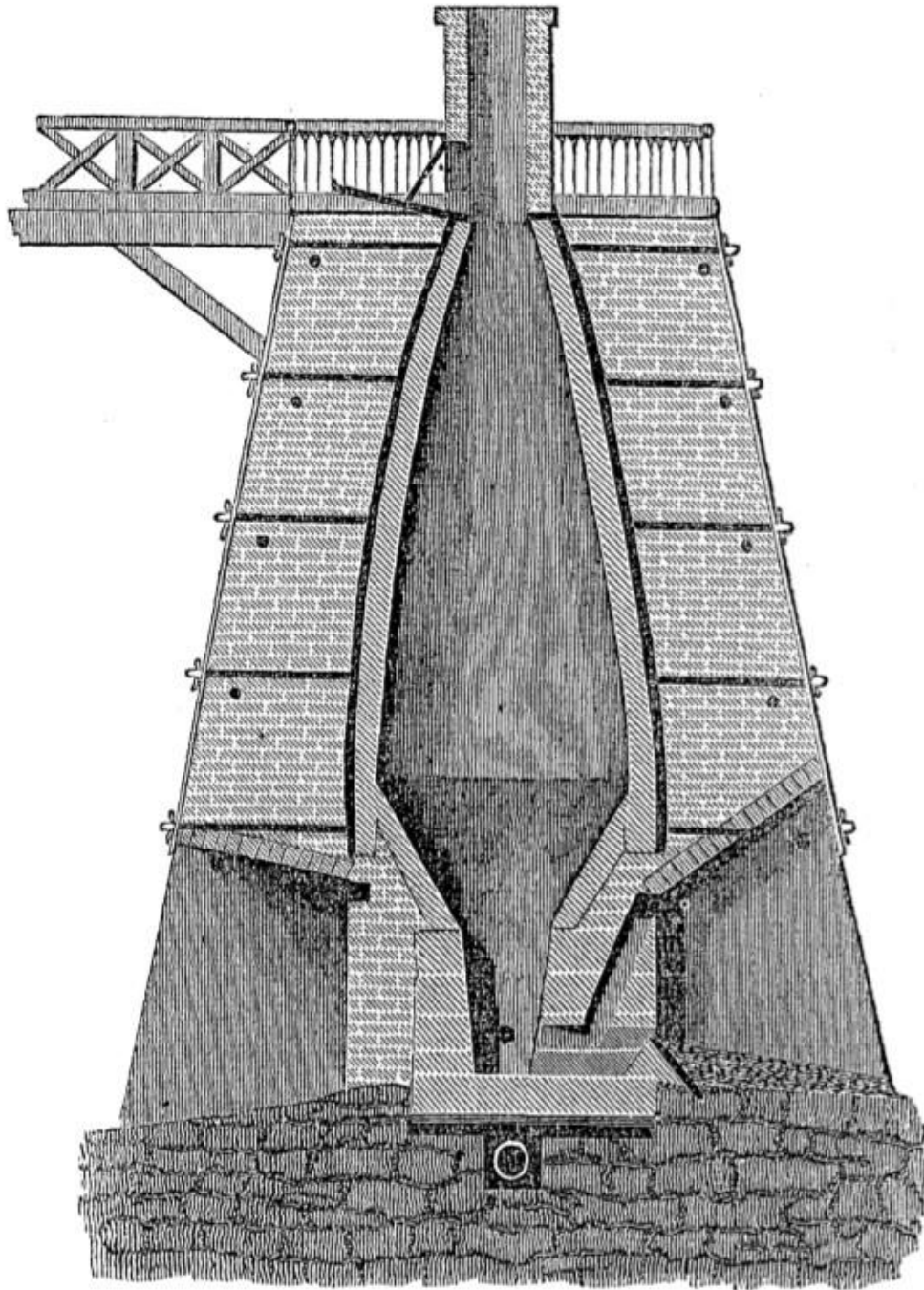
Caption: Ruins remain of the blast-furnace used at Virginia Iron Works. (Weintraut & Associates)



Caption: This piece of iron ore was found at the site. (Weintraut & Associates)



Caption: This kettle, reportedly created in the Virginia Iron Works foundry, has been repurposed as a flower planter. (Weintraut & Associates)



Vertical section of a blast furnace designed for charcoal.

Caption: Vertical section diagram of a typical charcoal blast furnace. (Illustration from Frederick Overman, *The Manufacture of Iron in All its Various Branches*, Philadelphia: Henry C. Baird, 1854)

April 13, 2020

This letter was sent to the listed parties.

RE: Des. No. 1801941
Mid-States Corridor Project
SR66 to I-69
12-County Study Area:
Crawford, Daviess, Dubois, Greene, Lawrence, Martin, Monroe, Orange, Perry, Pike, Spencer,
Warrick

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT) proposes to proceed with a new terrain roadway project (Des. No. 1801941). Lochmueller Group is under contract with INDOT to advance the environmental documentation for the referenced project. This present phase (a Tier 1 Environmental Impact Statement (EIS)) is funded by the Mid-States Corridor Regional Development Authority (RDA), in cooperation with INDOT and the Federal Highway Administration (FHWA). FHWA funding is anticipated for subsequent project activities, including Tier 2 environmental studies.

As you have accepted consulting party status for this project, you are invited to attend our first consulting party meeting as a part of the Section 106 coordination process for this undertaking. 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.

Due to the ongoing health concern, this consulting party meeting will be held using online technology (LoopUp website) and telephone call-in service for those unable to participate online. This remote meeting will be held **Monday, April 27, 2020 at 2:00pm EDT.**

A weblink to access the meeting via LoopUp will be sent to you by an Outlook email meeting invite. The toll free call-in phone number for those not accessing LoopUp to participate is **(855) 633-2040**. When your call is connected you will be asked for your guest dial-in code, which is **2007692#**.

The precise location of the proposed Mid-States Corridor Project has not yet been determined, although a range of potential corridors within the 12-county study area is being considered. The study area is bounded by I-69 on the west and north, SR 37 on the east, and the Ohio River on the south. Please see the enclosed maps.

The need for the project stems from lack of efficient access to regional and national destinations, resulting stagnant economic development in the 12-county study area, and safety concerns. The purpose of the project is to provide a better transportation link between the Ohio River and I-69 to improve connectivity and safety in support of enhanced quality of life and economic growth within the study area.

The proposed project involves the construction of a new roadway. Possible design options for the roadway include a freeway (multi-lane, controlled access), expressway (multi-lane, partial controlled access) or Super 2 (two-lane, partial controlled access with passing lanes) from SR 66 near Rockport to I-69 either directly or via SR 37. Further design efforts have not been undertaken. New right-of-way (ROW) will be required, but the amount is not known. It is anticipated that there will be some relocations.

Individuals/Entities that have accepted consulting party status for 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 Section 106 process will be extended for this project due to the scope and size of the undertaking. Specifically, the Section 106 process will be divided into two phases under a tiered approach as part of the National Environmental Policy Act (NEPA) assessment for the study area. Tier 1 of the Section 106 process will narrow the project area from a range of alternatives consisting of two-mile study bands in order to select a preferred corridor. This corridor generally will be 2,000 feet wide. The Tier 1 draft Environmental Impact Statement (EIS) will include a section titled, "Above-Ground and Archaeological Impacts" to include a discussion of above-ground and archaeological concerns which will summarize the survey of cultural resources within the 12 county study area. A Programmatic Agreement is anticipated to be developed which will define how the Section 106 process will be completed during Tier 2 environmental studies. The Section 106 process for Tier 2 will focus specifically on the 2,000 foot preferred corridor (determined during the Tier 1 phase) and associated Area of Potential Effects, and will conduct a more in-depth analysis in assessing impacts to above-ground and archaeological resources within and near the preferred corridor.

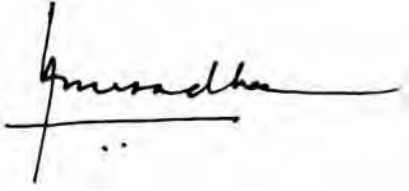
An invitation to the April 27, 2020 consulting party meeting has been sent to you via email. However, if you did not receive this invitation, or have not responded to date, please respond either by email or phone to the contact information provided below to indicate whether or not you will be joining us. A hard copy of the presentation materials to be shared during the LoopUp meeting presentation will be made available upon request. Please respond to this letter with your request for a hard copy of the presentation materials within seven (7) days.

For questions concerning specific project details, you may contact Jason DuPont of Lochmueller Group at 812.759.4129 or JDupont@lochgroup.com. All future responses regarding the proposed project should be forwarded to Lochmueller Group at the following address:

Jason DuPont
Director of Environmental Services
Lochmueller Group
6200 Vogel Road
Evansville, IN 47715
JDupont@lochgroup.com

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

Sincerely,

A handwritten signature in black ink, appearing to read "Anuradha", written over a horizontal line.

Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:

- Maps of Study Area

Distribution List:

- State Historic Preservation Officer
- INDOT Cultural Resource Office
- Advisory Council on Historic Preservation
- Indiana Landmarks, Central Regional Office
- Indiana Landmarks, Southern Regional Office
- Delaware Nation of Oklahoma
- Miami Tribe of Oklahoma
- Pokagon Band of Potawatomi Indians
- Shawnee Tribe of Oklahoma
- Dale Town Council
- Dubois County Commissioners
- Ellettsville Town Council
- Lawrence County Historian
- Lawrence County Museum of History
- Luke Baker
- Mayor of Rockport
- Newburgh Town Council
- Rockport City Council
- Shoals Town Council

Mid-States Corridor Study

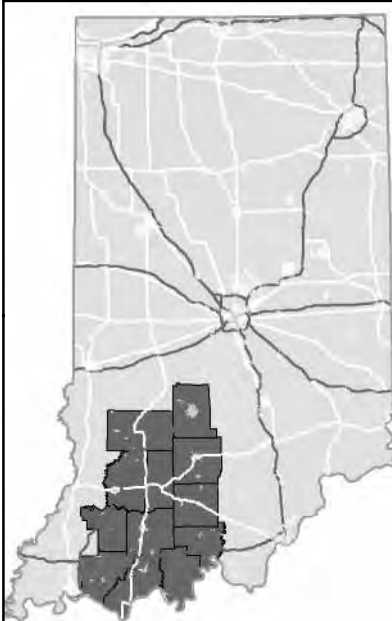
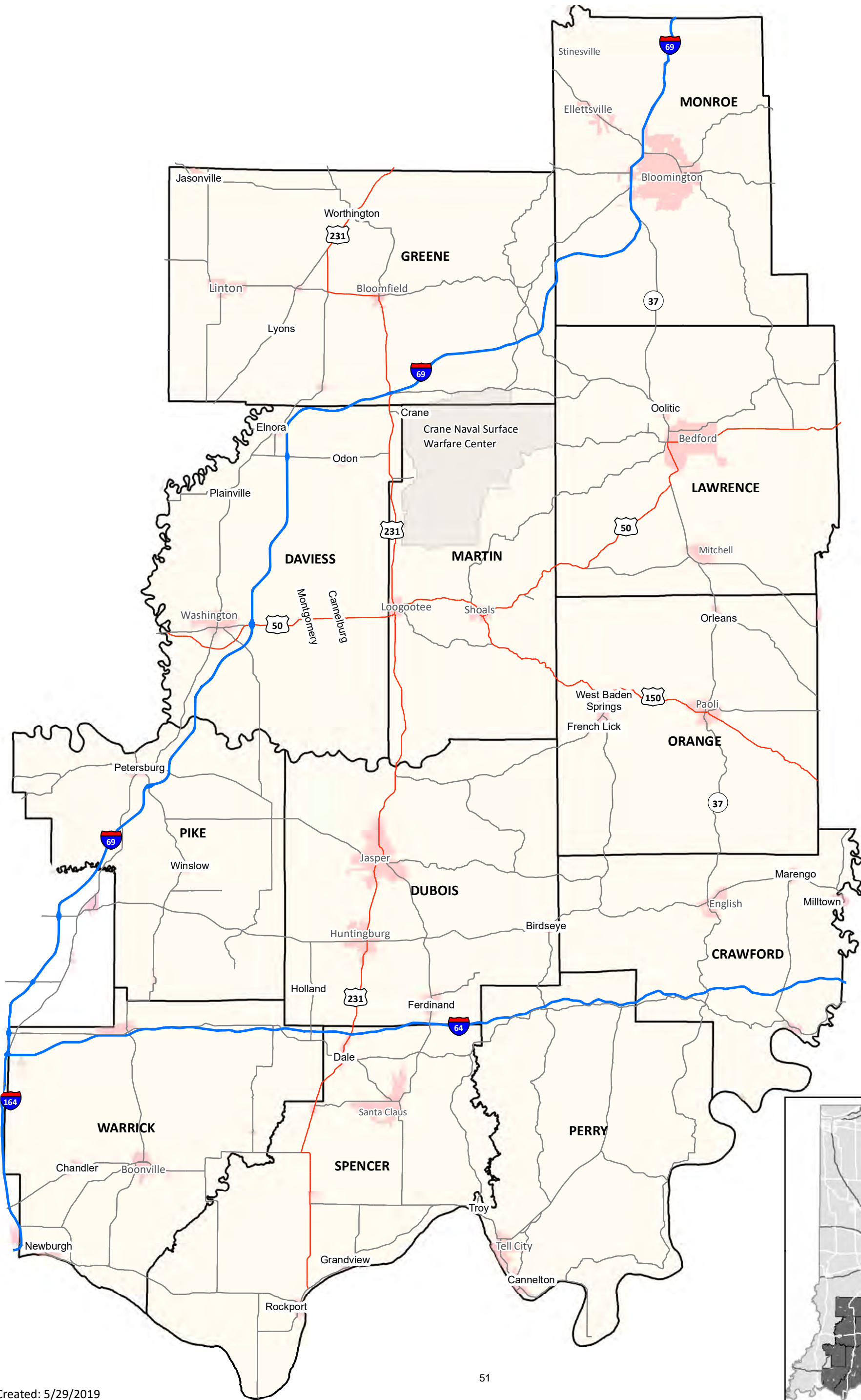


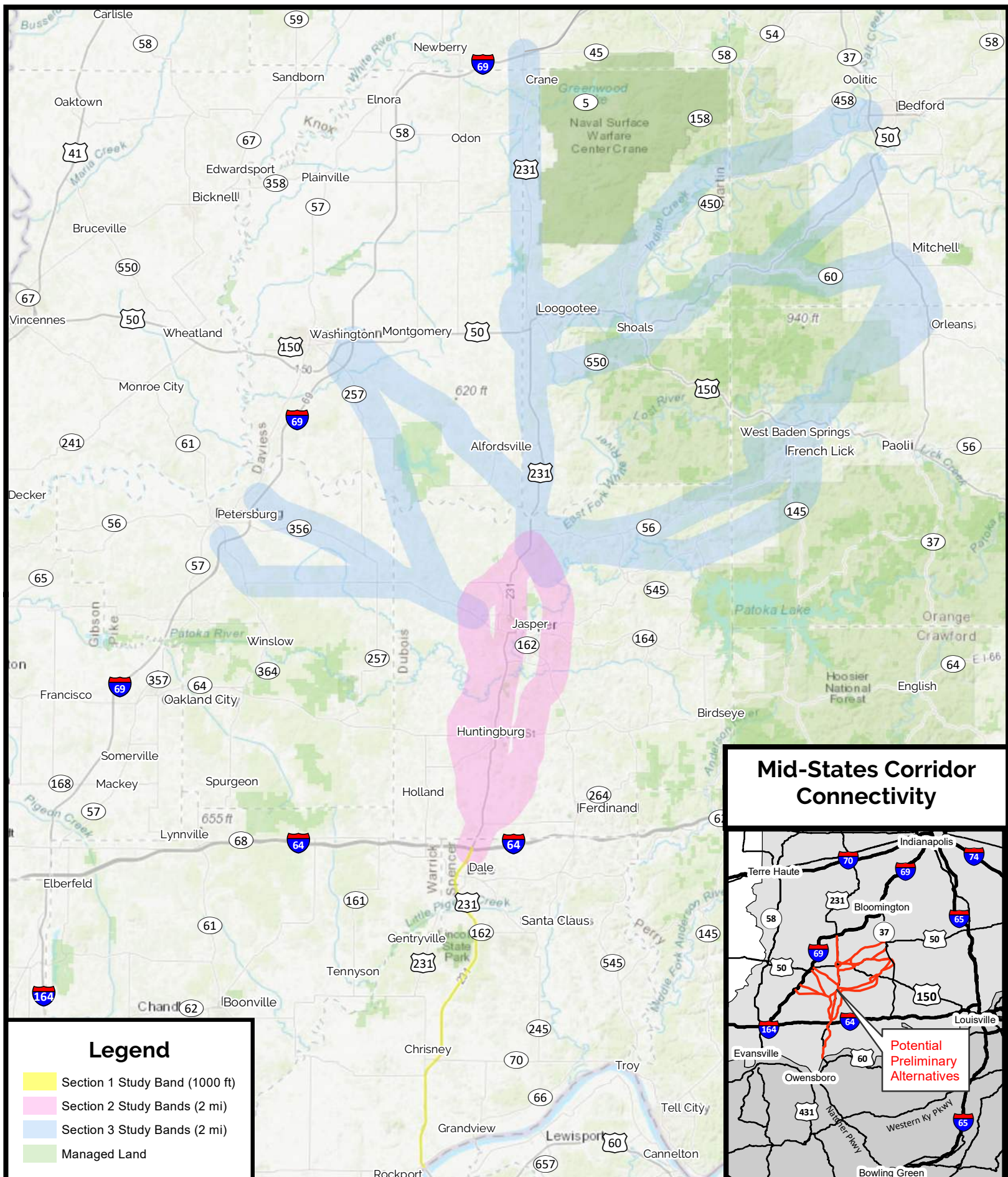
Indiana 12-County Study Area: Greene, Monroe, Daviess, Lawrence, Martin, Pike, Dubois, Orange, Warrick, Spencer, Perry, and Crawford



Legend

- Interstate
- US Highway
- State Roads
- Cities





MID-STATES CORRIDOR CONSULTING PARTIES MEETING



2:00 PM APRIL 27, 2020

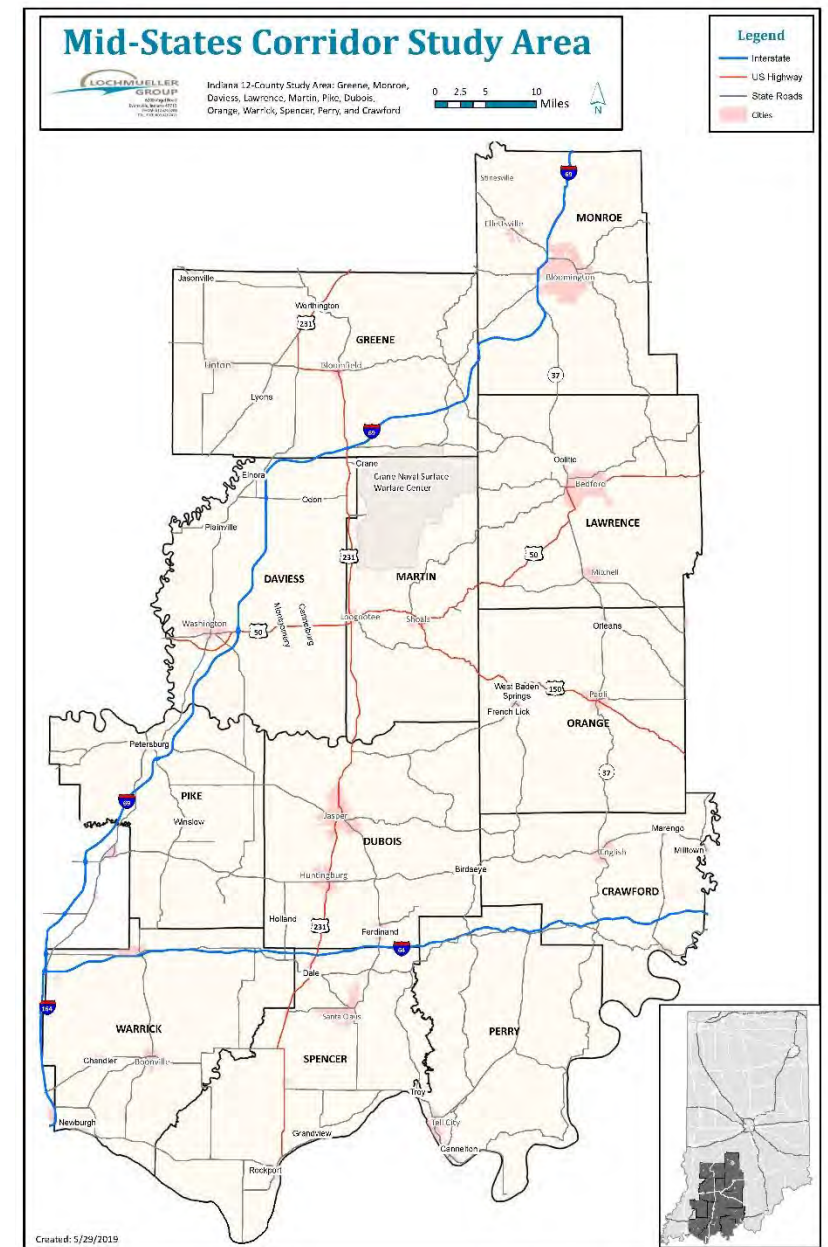
Agenda

- Project Background
- Purpose and Need
- Project Overview and Review of Preliminary Corridors
- Questions and Comments on Preliminary Corridors
- Project Status
- Preliminary Alternative Screening Report
- Cultural Resources Overview
 - Section 106 Overview
 - Consulting Party Involvement
 - Tiered NEPA Approach
 - Cultural Resources Survey and Review Plan
- Questions and Comments on Cultural Resources
- Next Steps for Section 106 and Overall Project Schedule
 - Programmatic Agreement
 - Tier 2 Studies



Project Background

- Tier 1 Environmental Impact Statement
- Evaluate improved north/south highway connection
- Evaluate multiple corridors
 - SR 66 near the Natcher Bridge to I-69 (directly or via SR 37)
- Twelve county study area



Project Purpose & Need

Provide an improved transportation link between the US 231/SR 66 near Natcher Bridge and I-69 which:

- Improves regional connectivity for businesses in Dubois County and southern Indiana;
- Supports economic development in southern Indiana; and
- Improves connections to major multi-modal locations from southern Indiana.

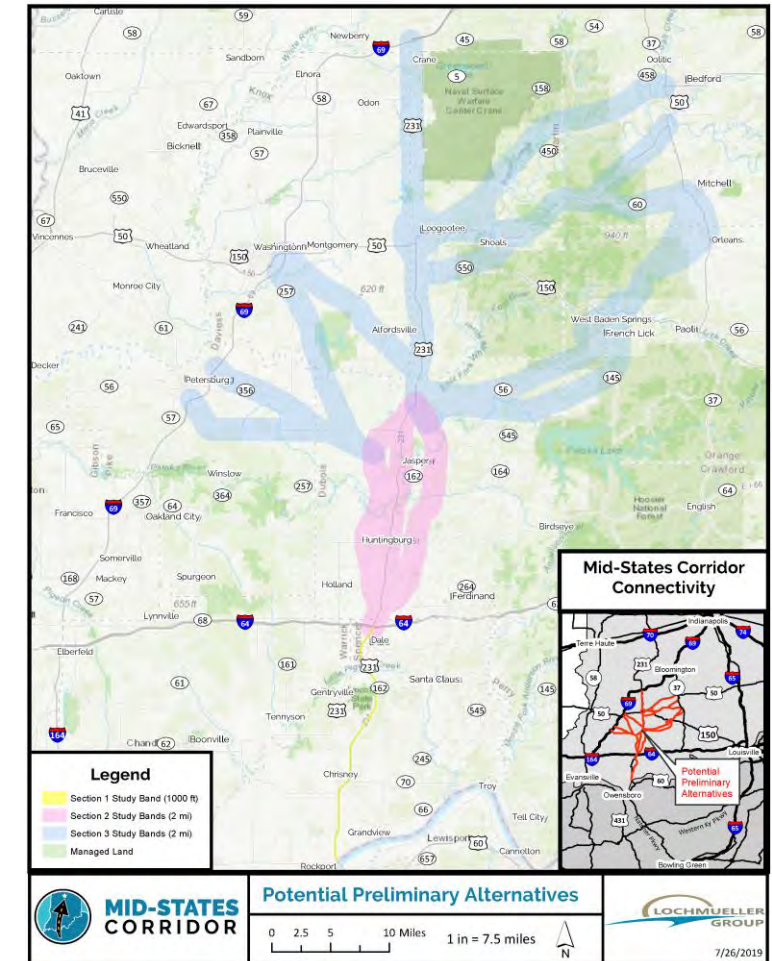


Performance - Project Goals

- Goal 1 – Increase accessibility to major business markets (core goal)
- Goal 2 – Provide more efficient truck/freight travel in Southern Indiana (core goal)
- Goal 3 – Reduction in localized congestion within Dubois County
- Goal 4 – Reduce crashes in Southern Indiana
- Goal 5 – Increase Levels of Business Activity within Southern Indiana
- Goal 6 – Increase Personal Economic Well-Being in Southern Indiana
- Goal 7 – Increase access to major rail and air intermodal centers (core goal)

Potential Preliminary Alternatives

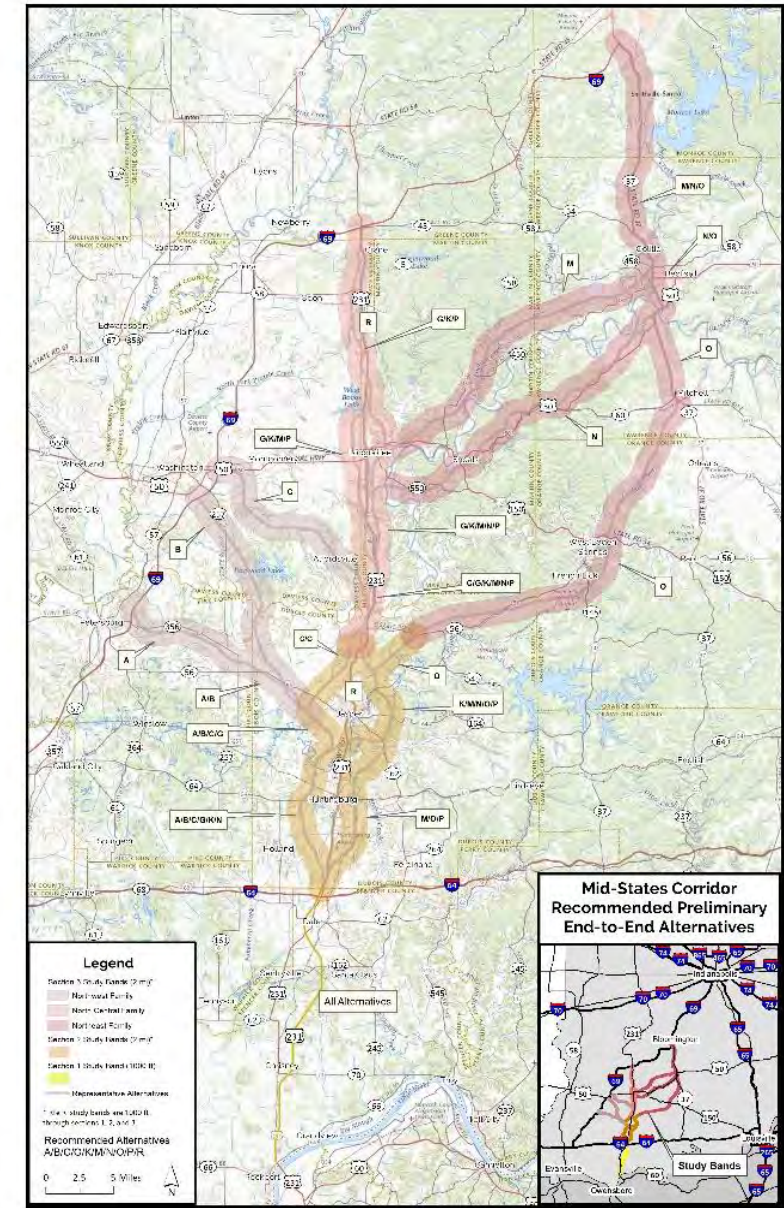
- Narrow band along upgraded US 231 from Natcher Bridge to I-64
- 2-mile wide bands north of I-64
- Generally following existing highway facilities w/ some new terrain options



Narrowed to 28 Preliminary Alternatives

- Dozens of routes considered after input from stakeholders, public and agencies
- Qualitative screening against P&N
- Land on 10 routes representing 28 alternatives (combination of routes and facility types)
- Advance to formal screening process

Questions?



Project Status

Milestone 1: Preliminary Alternatives & Purpose & Need

- Define project goals (purpose and need) and identify potential route concepts (preliminary alternatives) – **September 2019**

Milestone 2: Screening of Alternatives

- High-level analysis of each route concept to determine performance against the purpose and need, costs and impacts to the human and natural environment – **February 2020**

Milestone 3: Draft Environmental Impact Statement

- Detailed analysis of the alternatives carried forward to identify a preferred alternative – **Fall 2020**

Milestone 4: Final EIS & Record of Decision

- Full consideration of comments from agencies and public on the Draft EIS, a refined alternative is identified and selected in the Record of Decision (approximately 2,000' corridor) – **Summer 2021**

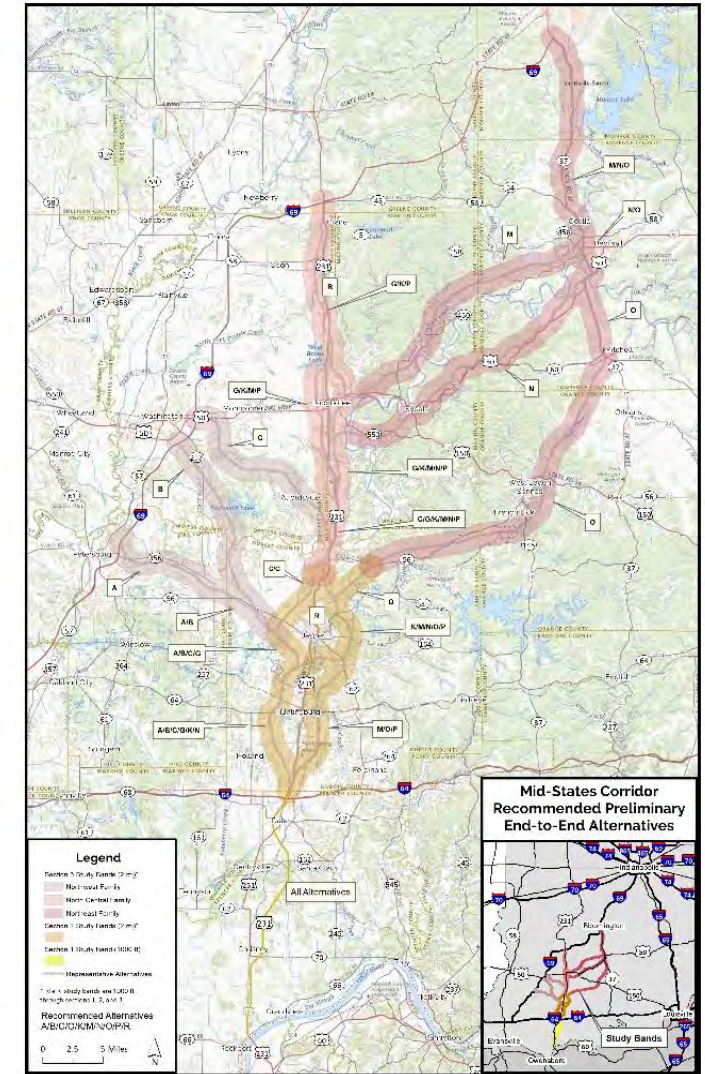
Screening of Alternatives Report

- Quantitative analysis of Preliminary Alternatives
- Alternative Families Approach
- Route and Facility Type
- Performance against P&N
- Impacts – human and natural environment
- Costs – comparative approach



Alternative Families Approach

- Consider “full range” of alternatives
- Three geographic families: Northwest, North Central, & Northeast
- Only compare alternatives within same family against:
 - Benefits (performance), Impacts and Cost
- Review of National Register of Historic Places (NRHP) listed and eligible resources; Notable and Outstanding properties included in survey



Facility Types

Freeway

- At least two lanes in each direction of travel
- Access provided only at interchanges

Expressway

- At least two lanes in each direction of travel
- Access provided by combination of interchanges and at-grade intersections with state and local roads

Super-2

- One travel lane in each direction
- Passing/auxiliary lane and/or wider shoulders where appropriate



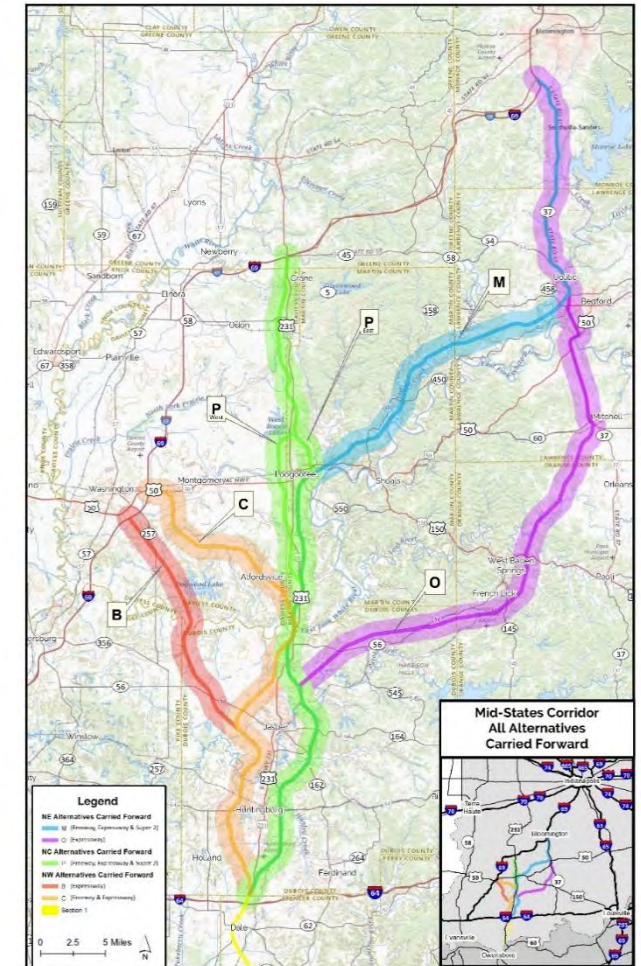
Preliminary Alternatives Carried Forward

Ten Carried Forward

- Alt. B (expressway only)
- Alt. C (freeway and expressway)
- Alt. M (super-2, expressway and freeway)
- Alt. O (expressway only)
- Alt. P (super-2, expressway and freeway)



28 Preliminary Alts



10 Alts Carried Forward

Section 106 Overview

- Section 106 of National Historic Preservation Act
- Federal agencies to take into account the effects of their undertakings
 - Historic and archaeological properties
- Section 106 Process
 - Identify historic and archaeological properties potentially affected by the undertaking
 - Assess the undertakings effects on these
 - Seek ways to avoid, minimize, or mitigate any adverse effects on historic and archaeological properties



Consulting Parties Process

- Invitation letters – Dec through March
- Local governments, Native American tribes, environmental review agencies, historical societies, organizations or individuals with a demonstrated interest in the Mid-States Corridor undertaking
- 19 participants (to date)



Tiered NEPA Approach

- Two-staged “tiered” approach for large, complex projects
- Tier 1
 - “Big picture” evaluation
 - Identify a corridor/facility type
 - Identify Sections of Independent Utility (SIUs) for Tier 2 studies
- Tier 2
 - Separate, detailed evaluation of each SIU
 - Identify specific alignment and right-of-way requirements within corridor for each SIU



Cultural Resources Survey and Review Plan

TIER 1

- Screening Process
 - Limited to SHAARD database research – historic and archaeological resources
- Alternatives carried forward for detailed analysis
 - “Working alignment” defined for impact estimations for all alternatives
 - Potential to adversely impact cultural resources – NRHP-listed and potentially eligible for NRHP
 - SHAARD database – historic and archaeological
 - Identify preliminary Areas of Potential Effect (APE)
 - “Windshield Survey” reconnaissance
 - Establish ratings matrix
- Develop Draft Programmatic Agreement



Cultural Resources Survey and Review Plan

Tier 2

- Sections of Independent Utility (SIUs)
- Single Alternative Corridor
- Implement Programmatic Agreement
- Develop the Area of Potential Effect (APE)
- Identify Eligibility
- Historic Property Reports (HPRs)
- Develop Effects Determinations
- Resolution of Adverse Effects
 - MOAs
 - Mitigation



Tier 1 Process and Impacts Discussion

- Survey and review approach
 - SHAARD database – historic and archaeological
 - Identify preliminary Areas of Potential Effect (APE)
 - “Windshield Survey” reconnaissance
 - Establish ratings matrix
- Cultural resource impact concerns
 - Potential impacts reported for each alternative in DEIS
- Programmatic Agreement to guide Tier 2



Questions?

Cultural Resources - Next Steps

- Circulate Draft Programmatic Agreement - June
- Consulting Parties Meeting #2 – after release of Draft EIS – fall 2020
 - Findings from Draft EIS
 - Finalize Programmatic Agreement (PA)
- Advance to Tier 2 Process



Overall Project - Next Steps

- Ongoing Detailed Analyses
- Draft EIS – Fall 2020
- Regional Issues Involvement Team meetings
- Public Hearings
- Agency Coordination meeting
- FEIS/ROD – Summer 2021



MID-STATES
CORRIDOR



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812-482-3116



Text MidStates to
33222 for project alerts



info@midstatescorridor.com



Mid-States Corridor Project Office

*Vincennes University Jasper Campus
Administration Building, Room 216
850 College Ave. • Jasper, IN 47546*

The project office is open Monday,
Wednesday and Friday from
8:00 a.m. to 5:00 p.m. ET,
and by appointment.



THANK YOU



2020 Work Plan

Monroe County Historic Preservation Board

Project Priorities: Outreach and Preservation

- 1) ~~Complete transfer of Limestone Heritage Project website to County website (Jan.)~~
 - a) Complete promotional launch of the Limestone Heritage Project website (June)
 - c) Follow-up later in the year with second wave of promotion (Fall)
 - d) Continually update website with new information as it is available (Ongoing)
 - e) Connect with Partners on information to link to (Ongoing)
- 2) Initiate survey of drystone walls/fences in Monroe County
 - a) Work on list of action steps needed to prep for launch of survey (Jan. – June)
 - b) Conduct survey (June – Dec.)
 - c) Discuss/pursue local designations of some walls (Ongoing)
- 3) Initiate installation of additional Community and Site Signage
 - a) Pursue Community Signage as long as funding is provided (Ongoing)
 - b) Pursue interpretive signage for the new historic covered bridge (May)
- 4) Additional initiatives: Limestone Festival, June 6
 Dry Stone Wall Lecture and Workshop, June 12-14
 Alexander Memorial, ongoing in 2020

Project Priorities: Procedure

- 1) Develop annual notice procedure to owners of designated properties (Jan. - Mar.)
- 2) Discuss necessary revisions to Planning Department procedures with regard to HP Board (Jan.- Mar.)
- 3) Discuss separation from Planning with dedicated staff (Apr. -Jun.)

Board Education Priorities

- 1) Attend the Preserving Historic Places Conference (April)
- 2) Attend CAMP held just prior to the preservation conference (April)
- 3) Attend lectures on topics of historical and preservation interest in Bloomington or elsewhere
- 4) Read books and other literature approved by DHPA's CLG coordinator
- 5) Hold our own educational sessions/workshops presented by a board member or other qualified individual