

**Avon, Indiana  
Section 14**

**Appendix F:  
Agency, Tribal, and Public Comments**

Federal Recognized Tribal Coordination January 20, 2017:

Delaware Nations of Oklahoma  
Pokagon Band of Potawatomi Indians of Michigan  
Forest County Potawatomi Community  
Absentee-Shawnee Tribe of Indians  
Hannahville Indian Community  
Miami Tribe of Oklahoma  
Gun Lake Tribe  
Delaware Tribe of Indians, Oklahoma  
Citizen Potawatomi Nation  
Prairie Band Potawatomi Nation of Kansas  
Nottawaseppi Huron Band of Potawatomi  
Eastern Shawnee Tribe of Oklahoma  
Shawnee Tribe  
Kickapoo Traditional Tribe of Texas  
Kickapoo Tribe of Kansas  
Kickapoo Tribe of Oklahoma  
Grand Traverse Band of Ottawa and Chippewa  
Little River Band of Ottawa  
Ottawa Tribe of Oklahoma



**DEPARTMENT OF THE ARMY**  
U.S. ARMY ENGINEER DISTRICT, LOUISVILLE  
CORPS OF ENGINEERS  
P.O. BOX 59  
LOUISVILLE, KENTUCKY 40201-0059  
PM-P-E

<http://www.lrl.usace.army.mil/>

January 17, 2018

Civil Works, Planning, Programs and  
Project Management Branch  
Planning Section

Mr. Mitch Zoll  
Indiana Historic Preservation & Archaeology  
402 W. Washington Street Room W274  
Indianapolis, IN 46204

Mr. Zoll,

The U.S. Army Corps of Engineers-Louisville District has conducted a records review for an emergency streambank and shoreline protection project along White Lick Creek in the Town of Avon in Hendricks County, Indiana (Figure 1). This review was initiated under the authority of Section 14 of the 1946 Flood Control Act (Public Law 79-526); and was coordinated with your office 19 January 2017 (DHPA #20499). This project is a cooperative effort among the Louisville District, the Town of Avon and Washington Township. The proposed Area of Potential Effect (APE) is approximately 500 linear feet of the left descending bank of the White Lick Creek adjacent to South County Road 625 (Figures 2-5).

The stabilization alternatives that were chosen for the streambank erosion, are the riprap stone protection and Launched SuperNail (soil nails)(Enclosure 1). The riprap stone protection is a method of armoring the streambank from erosion through the placement of blocky, graduated stone. A toe is excavated to the depth of scour and a revetment top to prevent erosion and wave action. This alternative will include removal of all debris and vegetation from the slope. The Launched SuperNail, known as soil nails, are approximately 20-foot long steel tubes that are projected into earth to stabilize and increase soil density. The soil nails will reduce the amount of water pressure in the soil and improve drainage. A steel mesh mat, similar to a chain-link fencing, will be placed over the soil nails for added stabilization.

The records search on the Indiana State Historic Architectural and Archaeological Research Database (SHAARD), revealed a CSX Railroad Bridge, formally known as the Big Four Bridge located in the immediate project area. The CSX Railroad abutments are located within the APE on the streambank that will be repaired. Based on the Historic Landmarks Foundation of Indiana and Wikipedia, the railroad bridge was constructed in 1907 and was doubled tracked in 1908. The

bridge was primarily constructed with concrete and consists of a series of open-spandrel concrete arches (Figure 3). Albeit the CSX Bridge is 110 years old, it has not yet been evaluated for the National Register of Historic Places (NRHP). However, the bridge and abutments will be avoided during streambank stabilization efforts.

In accordance with 36CFR800.3, the proposed undertaking does not have the potential to affect the CSX Railroad Bridge. Based on the records review, there are no known prehistoric archaeological sites or historic properties within the proposed undertaking. In addition, the CSX railroad is active and has a high level of rail traffic daily. The railroad company has also modified the bridge by adding steel plates to the interior spandrel arches and new concrete supporting the spandrel arches (Figure 6). The project area has been disturbed by previous streambank stabilization efforts, as well as installation of a guardrail that runs along 625 E and White Lick Creek.

If you have any questions and comments regarding this emergency effort, they should be directed to Ms. Jennifer Guffey at (502) 315-7468 or [jennifer.m.guffey@usace.army.mil](mailto:jennifer.m.guffey@usace.army.mil). Please provide a response by 16 February 2018.

Sincerely,



Jennifer Guffey  
Archaeologist  
Planning Section

Enclosure 1  
Engineering Plans

**Figure 1: Project Location in the Town of Avon**

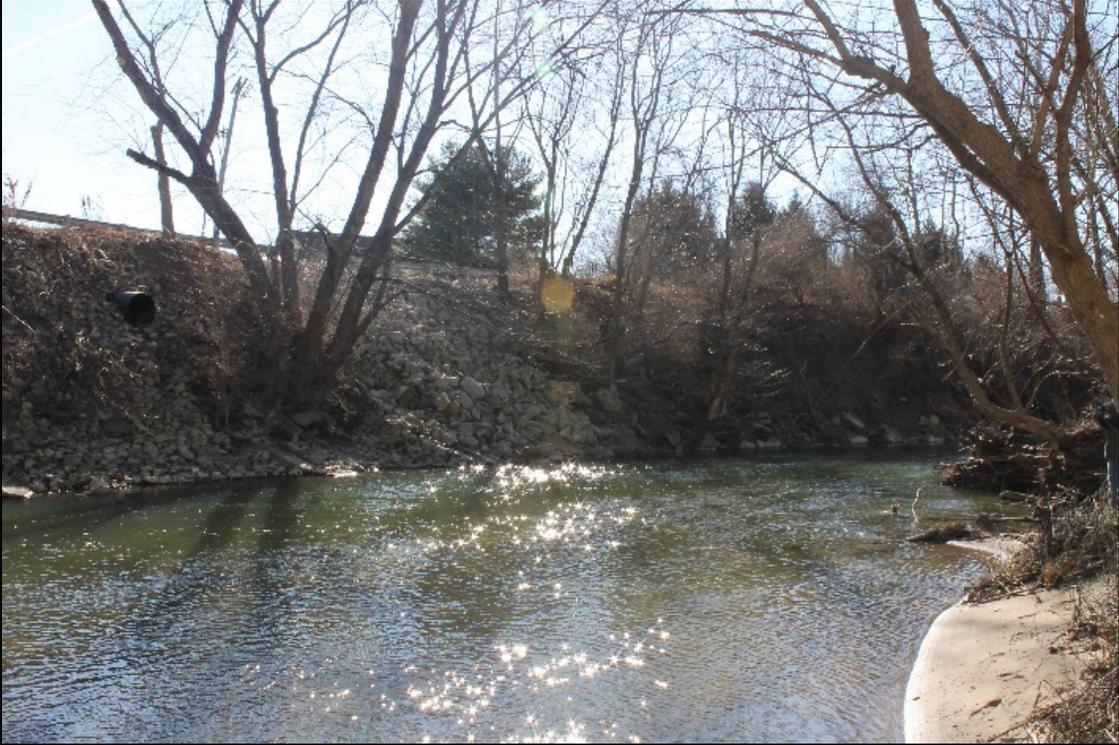
**Figure 2: Project Location on the White Lick Creek**



**Figure 3: Looking northeast at top of bank at the proposed streambank to be protected along White Lick Creek and South County Road 625 E.**



**Figure 4: Looking east, across White Lick Creek at the proposed streambank to be protected**



**Figure 5: Looking east, across White Lick Creek at the proposed streambank to be protected, left side of CSX Railroad Bridge**



**Figure 6: Steel Reinforcements on the internal archways and new concrete**

