

Attachment 2: Cultural Resources – Ogden Dunes Additional Parcels



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

June 2, 2020

Beth McCord
Deputy State Historic Preservation Officer
Division of Historic Preservation & Archaeology
402 W. Washington Street, W274
Indianapolis, IN 46204

Re: Expanded APE, Identification of Historic Properties, and Assessment of Effects for Proposed Design
Changes to the parking lots at the Portage/Ogden Dunes Station, Ogden Dunes and Portage, Porter
County, Double Track NWI Project (DHPA No. 19318)

Dear Ms. McCord,

The Federal Transit Administration (FTA), as part of its responsibilities under the National Historic Preservation Act (NHPA) and its implementing regulations at 36 C.F.R. § 800, is notifying your office of design changes that have been identified since the November 2, 2017 executed memorandum of agreement (MOA) for the above-referenced project. As a result of on-going coordination between the Northern Indiana Commuter Transportation District (NICTD) and local municipalities, the communities of Portage and Ogden Dunes requested to move one of the parking lots at the Portage/Ogden Dunes Station to an area south of U.S.-12. Additionally, a possible 15-foot widening of the east side of Stagecoach Road is proposed. The proposed 1.81-acre parking area and 0.59-acre Stagecoach Road widening are outside of the direct (archaeological) Area of Potential Effects (APE) described in the 2017 *Phase I Archaeological Survey for the NICTD Double Track NWI, Gary, IN to Michigan, IN, Lake, Porter, and LaPorte Counties, Indiana* (HDR 2017) but were within the indirect effects (architectural) APE.

All built resources were previously surveyed and evaluated for listing in the National Register of Historic Places (NRHP) as part of the *Historic Property Report for the NICTD Double Track NWI Project, Michigan City to Gary, Indiana: Segment 2 of 3, Porter County* (HDR 2017). Your office concurred with FTA's determination that these properties were not eligible for listing in the NRHP and FTA's finding that the Project would have no adverse effect on these particular resources on May 16, 2017.

In compliance with Section 106, and in accordance with the procedures related to the identification of historic properties described in the implementing regulations at 36 C.F.R. § 800 and the fully executed MOA, FTA has determined the following for the Project based on the enclosed Addendum archaeological survey report:

1. The expanded direct effects APE for the Project encompasses 2.4 total acres. The archaeological investigation, conducted by a Secretary of Interior (SOI)-qualified archaeologist, identified one archaeological site within the proposed 1.81-acre parking area. The SOI-qualified archaeologist determined the site does not meet the NRHP eligibility criteria. Therefore, there are no historic properties within the expanded APE.
2. All built resources within the expanded direct effects APE were previously evaluated and determined not eligible in the 2017 survey for the Project.
3. The Project will result in **no historic properties affected**.

Thank you for your continued assistance on this Project. We look forward to receiving your concurrence with FTA's determination of eligibility and finding of effect within 30 days of receipt of this letter. Should you have any questions regarding this submittal, please feel free to contact Susan Weber of the FTA Region 5 Office at (312) 353-3888 or susan.weber@dot.gov.

Sincerely,

JASON M

CIAVARELLA

Jay Ciavarella

Director, Office of Planning and Program Development

Digitally signed by JASON M
CIAVARELLA
Date: 2020.06.02 08:14:06 -05'00'

Enclosure:

*Portage/Ogden Dunes Station Design Changes, Ogden Dunes and Portage, Addendum
Archaeological Survey Report (HDR 2020)*

ecc: John Carr, DHPA – Structures
Wade Tharp, DHPA – Archaeology
Susan Weber, FTA
Elizabeth Breiseth, FTA
Nicole Barker, NICTD
Janice Reid, HDR



REVIEW REQUEST SUBMITTAL

State Form 55031 (R / 4-17)

Indiana Department of Natural Resources

Division of Historic Preservation and Archaeology, Indiana State Historic Preservation Office (SHPO)



Please complete this form and attach it to the front of all submittals, along with any reports or supplemental materials you are providing to the Indiana DHPA for review. Please note that archaeological and structural information can be submitted together but should be separate documents since archaeological site locations are confidential and not for public disclosure.

Date (month, day, year): 5/27/2020

- ☐ This is a new submittal.
- ☒ This is revised/additional information relating to DHPA number 19318.
- ☐ This project is being undertaken pursuant to the terms and conditions of a programmatic or other interagency agreement.
Title of Agreement: _____
- ☐ This project will also be applying for Federal Rehabilitation Investment Tax Credit.
- ☐ This project includes work on a property that is under a preservation covenant held by DHPA.

THIS REVIEW REQUEST SUBMITTED BY:

Name: Jay Ciavarella, Director of Planning & Program Development

Company/Organization: Federal Transit Administration, Region V

Address (number and street): 200 W. Adams Street, Suite 320

City: Chicago State: IL ZIP: 60606

Telephone number: 312.353.1653 E-mail address: jason.ciavarella@dot.gov

PROJECT NAME & LOCATION [Please attach a map with location(s) marked]

Project Name/Reference: NICTD Double Track NWI Project, Expanded APE Project/Des Number: _____

Project Address/Location: 5869 and 5871 U.S. Highway 12

City: Ogden Dunes and Portage Township(s): Portage

County/Countries: Porter

Section/Township/Range: Section 35/Township 37N/Range 7W

Latitude/Longitude: 41.615725 / -87.187512

STATE OR FEDERAL AGENCY INVOLVEMENT

Agency: Federal Transit Administration, Region V Program: _____

Type of funds, license, or permit to be obtained (if applicable): _____

Name of Agency Contact: Susan Weber

Address (number and street): 200 W. Adams Street, Suite 320

City: Chicago State: IL ZIP: 60606

Telephone number: 312.353.3888 E-mail address: susan.weber@dot.gov

APPLICANT (if different than Federal Agency) *If available, please attach copy of authorization letter from federal agency.*

Applicant: Northwest Indiana Commuter Transportation District (NICTD)

Name of Contact: Nicole Barker

Address (number and street): 33 E. US Highway 12

City: Chesterton State: IN ZIP: 46304

Telephone number: 212.926.5744 x313 E-mail address: nicole.barker@nictd.com

ADDITIONAL CONTACT (IF APPLICABLE)

Name of Contact: _____

Organization/Agency: _____

Address (number and street): _____

City: _____ State: _____ ZIP: _____

Telephone number: _____ E-mail address: _____

Project Description – This should include a detailed scope of work, including any actions to be taken in relation to the project, such as all aspects of new construction, replacement/repair, demolition, ground disturbance, and all ancillary work (temporary roads, etc.), as applicable. Attach report or additional pages if necessary. If a detailed scope of work is not available yet, please explain and include all preliminary information.

As part of its responsibilities under the National Historic Preservation Act (NHPA) and its implementing regulations at 36 C.F.R. § 800, the Federal Transit Administration (FTA) is continuing Section 106 consultation for the Double Track NWI Project (the Project) as design changes have been identified since the issuance of the Finding of No Significant Impact in 2018. As a result of on-going coordination between the Northern Indiana Commuter Transportation District (NICTD) and local municipalities, the communities of Portage and Ogden Dunes requested to move one of the parking lots at the Portage/Ogden Dunes Station to an area south of U.S.-12. Additionally, a possible 15-foot widening of the east side of Stagecoach Road is proposed. See attached Addendum Phase I archaeological survey report (HDR 2020) for further detail.

Ground Disturbing Activity – This should include a detailed description of all horizontal and vertical ground disturbance in relation to the project as well as any known previous and current land use, condition, and disturbances. Attach report or additional pages if necessary. Indicate if the project does not include any ground disturbing activities. Please note that agricultural tilling generally does not have a serious enough impact on archaeological sites to constitute a disturbance of the ground for this purpose.

The expanded direct effects APE for the Project encompasses 2.4 total acres. The proposed 1.81-acre parking area and 0.59-acre Stagecoach Road widening are outside of the 2017 direct (archaeological) Area of Potential Effects (APE) described in the "Phase I Archaeological Survey for the NICTD Double Track NWI, Gary, IN to Michigan, IN, Lake, Porter, and LaPorte Counties, Indiana" (HDR 2017). See attached Addendum Phase I archaeological survey report (HDR 2020) for further detail.

FINDINGS – Please note that a finding should only be submitted when the agency/delegatee believes it is appropriate or one has been requested by our office. Only those who represent the Federal Agency or an official delegatee of the federal agency are authorized to make findings of effect for an undertaking.

☒ **No Historic Properties Affected** – (i.e., none are present or there are historic properties present but the project will have no effect upon them). Attach necessary documentation, as described at 36 CFR 800.11.

☐ **No Adverse Effect** – The proposed undertaking will have no adverse effect on one or more historic properties located within the project APE under 36 CFR 800.5. Attach necessary documentation, as described at 36 CFR 800.11.

☐ **Adverse Effect** – The proposed undertaking will result in an adverse effect to one or more historic properties and the applicant, or other federally authorized representative, will consult with the SHPO and other consulting parties to resolve the adverse effect per 36 CFR 800.6. Attach necessary documentation, as described at 36 CFR 800.11, with a proposed plan to resolve adverse effect(s).

Please explain the basis for your determination.

An archaeological investigation of the expanded direct effects APE, conducted by a Secretary of Interior (SOI)-qualified archaeologist, identified one archaeological site within the proposed 1.81-acre parking area. The SOI-qualified archaeologist recommended the site not eligible for listing in National Register of Historic Places (NRHP). See attached Addendum Phase I archaeological survey report (HDR 2020) for further detail. Additionally, the proposed Project is within the 2017 indirect effects (architectural) APE described in the "Historic Property Report for the NICTD Double Track NWI Project, Michigan City to Gary, Indiana: Segment 2 of 3, Porter County" (HDR 2017). All built resources within the expanded APE were previously determined not eligible for listing in the NRHP.

Therefore, there are no historic properties within the expanded APE and the project will result in a finding of no historic properties affected.

Authorized Signature: _____



Date (month, day, year): 6/2/20

Type or print name: Jason Ciavarella

Organization/Agency: FTA Region V

Please note that incomplete submissions may result in delays. To ensure an expeditious review, please be sure that the following has been provided:

- ☐ Completed Review Request Submittal Form
- ☐ Letter of authorization from Federal agency/agencies *(if applicable)*
- ☐ Consulting Parties – List of all consulting parties that have been invited to participate and copies of any responses received. Typical consulting parties would include the county historian, local historical society, the appropriate regional office of Indiana Landmarks, other local, state or national preservation organizations, tribes, local government and the general public.
- ☐ Map of project location with project area(s) and Area of Potential Effects (APE) clearly marked, streets labeled and a north arrow, aerial maps are preferable and areas of previous ground disturbance within the project area should be shown. Please indicate if any of the project area is located on state or federal property.
- ☐ Clear, current color photographs of project area and APE, including any buildings or structures fifty (50) years or older within the APE. (No more than two (2) photographs per page, for large project areas/APEs photographs can be provided digitally on a CD but must be clearly labeled.)
- ☐ Architectural/Engineering Drawings *(if applicable)* – Must be labeled with north arrow, clearly indicate proposed changes to existing buildings and locations of any ground disturbance on site plans. When possible include both existing and proposed drawings. Hard copies should be provided at no smaller than 11" x 17" and font must be legible; if the drawings are large scale reduced to 11" x 17", please also provide a CD with a PDF copy of the drawings.
- ☐ Identification of any known historic resources – All projects should consult the SHAARD database (access available on the DHPA home page) to locate known historic resources in the project area and APE. For any identified resources, the submission should include (in summary form) a list of the properties identified, including address, the site/reference number from SHAARD, the rating (IHSSI, Bridge Inventory) or status (National Register) of each property, and a current photograph. Please do not submit print outs of the individual SHAARD records.

Please note that at this time we are unable to accept electronic submissions. The thirty (30) day review period, as specified in 36 CFR part 800.3(c)(4), begins from the date that we receive the hard copy of the submission.

Return this Form and Attachments to:

**Indiana Department of Natural Resources
Division of Historic Preservation and Archaeology
402 W. Washington Street, Room W274
Indianapolis, Indiana 46204**

<http://www.in.gov/dnr/historic>

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov · www.IN.gov/dnr/historic



July 9, 2020

Jason M. Ciavarella
Director, Office of Planning and Program Development
Federal Transit Administration, Region V
200 West Adams Avenue, Suite 320
Chicago, Illinois 60606-5253

Federal Agency: Federal Transit Administration, Region V ("FTA")

State Agency: Northern Indiana Commuter Transportation District ("NICTD")

Re: Expanded area of potential effects ("APE"), identification of historic properties, addendum Phase I archaeological field reconnaissance survey report (Parker et al., 05/2020), assessment of effects, and No Historic Properties Affected finding for proposed design changes to the parking lots at the Portage/Ogden Dunes Station of the South Shore Line, in Ogden Dunes and Portage, Porter County, Indiana (DHPA No. 19318)

Dear Mr. Ciavarella:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO" or "INDNR-DHPA") has reviewed your June 2, 2020, letter and enclosure, which we received on June 9, 2020.

FTA's June 2, 2020, letter states: "All built resources within the expanded direct effects APE were previously evaluated and determined not eligible in the 2017 survey for the Project." We take that statement at face value, for the purposes of this review. Given that this initial submission on the parking and road modifications also contains a finding, we have not taken the time to verify that statement regarding the boundary of the 2017 APE or the 2017 identification and evaluation of above-ground properties. However, we think it is important to point out that, with regard to delineating an APE for above-ground properties, the APE usually extends somewhat beyond—and sometimes well beyond—the project footprint to take into account visual, noise, traffic, or other effects besides physical impacts. Consequently, it should not be assumed that an APE is a kind of "clear zone" in which no subsequent modification of the project anywhere within the original APE could not possibly have any effects that the project would not have had without the modification.

Additionally, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") within the proposed project area. We concur with the opinion of the archaeologist, as expressed in the addendum Phase I archaeological field reconnaissance survey report (Parker et al., 05/2020), that archaeological site 12-Pr-0821 (which was identified during the archaeological investigations) does not appear eligible for inclusion in the NRHP, and that no further archaeological investigations appear necessary at this proposed project area.

As a note, in the copy of the archaeological report that was submitted for our review, *Figure 5-40. 1959 aerial photograph with Site 12-Pr-0821* is not displayed. Please revise the report accordingly and submit both a hard copy and a digital copy of the revised report to our office.

We note that the archaeological site survey record form for archaeological site 12-Pr-0821 has not been submitted to the Indiana DNR/DHPA SHAARD database system. Once it has been submitted to the SHAARD database system, we will review it.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to INDNR-DHPA within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

Accordingly, we concur with FTA's June 2, 2020, Section 106 finding for the design changes to the South Shore Line parking lots at the Portage/Ogden Dunes Station.

If you have questions about above-ground properties related to this project, please contact John Carr at (317) 233-1949 or jcarr@dnr.in.gov. Questions about archaeological matters should be directed to Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.in.gov.

In all future correspondence about the Double Track Northwest Indiana Project, please continue to refer to DHPA No. 19318.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:JLC:WTT:wt

emc: Jay Ciavarella, FTA
Susan Weber, AICP, FTA
Elizabeth Breiseth, FTA
Michael Noland, NICTD
Nicole Barker, NICTD
Janice Reid, HDR
Larry Buckel, INDOT, Transit Office
Town of Ogden Dunes Street Commissioner
City of Portage Street Commissioner
Porter County Engineer
Matt Buffington, INDNR, Division of Fish and Wildlife
Christie Stanifer, INDNR, Division of Fish and Wildlife
Brian Boszor, INDNR, Division of Fish and Wildlife
Erin Basiger, INDNR, Division of Fish and Wildlife
Beth McCord, Deputy SHPO and Director, INDNR-DHPA
Chad Slider, INDNR-DHPA
Wade T. Tharp, INDNR-DHPA
John Carr, INDNR-DHPA



July 16, 2020

Indiana Department of Natural Resources
Division of Historic Preservation & Archaeology
Attn. Wade T. Tharp
402 W. Washington Street, W274
Indianapolis, IN 46204-2739

RE: DHPA No. 19318

Dear Mr. Tharp,

In response to DHPA's letter dated July 9, 2020, please find enclosed, on behalf of FTA, one single bound hard copy and one CD with pdf of the final, updated, version of the addendum Phase I archaeological field reconnaissance survey report for NICTD's Double Track Project.

Additionally, as requested in the above referenced letter, the archaeological site survey record form for archaeological site 12-PR-0821 was submitted to the DNR/DHPA SHAARD database system on July 16, 2020.

Thank you for your time and consideration on this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'JGP'.

James G. Parker, M.A., RPA
Archaeology Project Director



Addendum Report: Supplemental Phase I Archaeological Survey for the NICTD Double Track NWI Project

*Ogden Dunes and Portage, Porter County,
Indiana*

INDOT Des. No.
DHPA No. 19318

May 2020

Addendum Report: Supplemental Phase I Archaeological Survey for the NICTD Double Track NWI Project, Ogden Dunes and Portage, Porter County, Indiana

May 2020

PREPARED FOR



Northern Indiana Commuter
Transportation District
33 E. U.S. Highway 12
Chesterton, IN 46304

PREPARED BY



9450 W. Bryn Mawr Avenue, Suite 400
Rosemont, IL 60018

AUTHORS

James G. Parker, MA, RPA
Michael Connolly,
Diana Garnett
Jeanne Barnes

Abstract

In 2016, the Northern Indiana Commuter Transportation District (NICTD), on behalf of the Federal Transit Administration (FTA), contracted HDR to conduct an archaeological investigation for the proposed Double Track Northwest Indiana (DT-NWI) Project (Project) located along the South Shore Commuter Rail Line (the South Shore Line) for approximately 26.6 miles between Gary, Indiana and Michigan City, Indiana (Parker et al. 2017). In April 2020, HDR conducted an additional archaeological survey of approximately 2.4 acres for a proposed supplemental extension of the Portage/Ogden Dunes Station Parking Lot Extension (a 3.26-acre area surveyed for the Project in 2017) and an approximately 15-foot potential widening of the east side of Stagecoach Road, which is immediately east and south of the proposed 2017 parking lot extension area. These supplemental areas (labeled Supplemental Parking Extension [1.81 acres] and Stagecoach Road Widening [0.59 acres], respectively) were collectively designated the Ogden Dunes Lot Extension Survey Area. The Ogden Dunes Lot Extension Survey Area is located in Township 37N, Range 7W, Section 35.

The supplemental Phase I investigation was completed to assist FTA in meeting its regulatory obligations under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. The additional investigation was conducted in accordance with the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* and guidelines established by the Indiana Department of Transportation Cultural Resources Office (INDOT-CRO) and by the Indiana Department of Natural Resources Division of Historic Preservation and Archaeology (DHPA), which serves as the Indiana State Historic Preservation Office (SHPO).

This report presents the results of the April 2020 archaeological investigation and serves as an addendum to the earlier report prepared for the Project by Parker et al. (2017; DHPA Report Number AR-45-00601), titled *Phase I Archaeological Survey for the NICTD Double Track NWI Project, Lake, Porter, and LaPorte Counties, Indiana*. HDR conducted the background research in April and May 2020, and the field investigation on 27 April 2020. The field survey included photo-documentation, a controlled surface inspection, and mapping, followed by subsurface testing in select portions of the survey area.

Within the 0.59-acre Stagecoach Road Widening area, the survey documented a buried communication line running along the entire length of the east side of Stagecoach Road, as well as an overhead utility line running along the southern half of the area. Due to the presence of buried and overhead utility lines, and previous disturbance along the road right-of way, no subsurface testing was conducted. No prehistoric or historic materials were identified during the controlled surface inspection of the area.

Within the approximately 1.81-acre Supplemental Parking Extension area, the survey included current land owner interviews, photo-documentation, a controlled surface inspection, and mapping, followed by subsurface testing. During the interviews with the current land owners and controlled surface inspection, three surface features were identified, including a concrete pad foundation of a probable cabin dating from the 1940s; and a refuse dump area and a partially filled well (currently a shallow depression approximately 2 meters in diameter), both of which are associated with the existing residential structures (both constructed in 1952) in the area. Following the recordation of the surface features, subsurface testing of the survey area was conducted. A total of 16 shovel tests were excavated in the area; all were negative for prehistoric and historic materials. Shovel test locations were restricted by the presence of the two existing residential structures and multiple

buried utility lines running throughout the area. Subsurface testing revealed disturbed soil profiles (composed of modern structural debris and domestic refuse, disturbed mottled soils, and moderate to heavy slag fill) associated with the development of the area over the last 70 plus years. Based on interviews with the current landowners, the results of subsurface testing, and historic maps and aerial photographs showing the presence of the various structures on the parcels over 70 plus years, the Supplemental Parking Extension area is being designated Site 12-Pr-0821. Based on the lack of intact deposits, HDR recommends this site as not eligible for listing in the National Register of Historic Places (NRHP). No further work is recommended at this site, and no additional archaeological investigation is recommended unless the Project footprint changes.

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1 Introduction

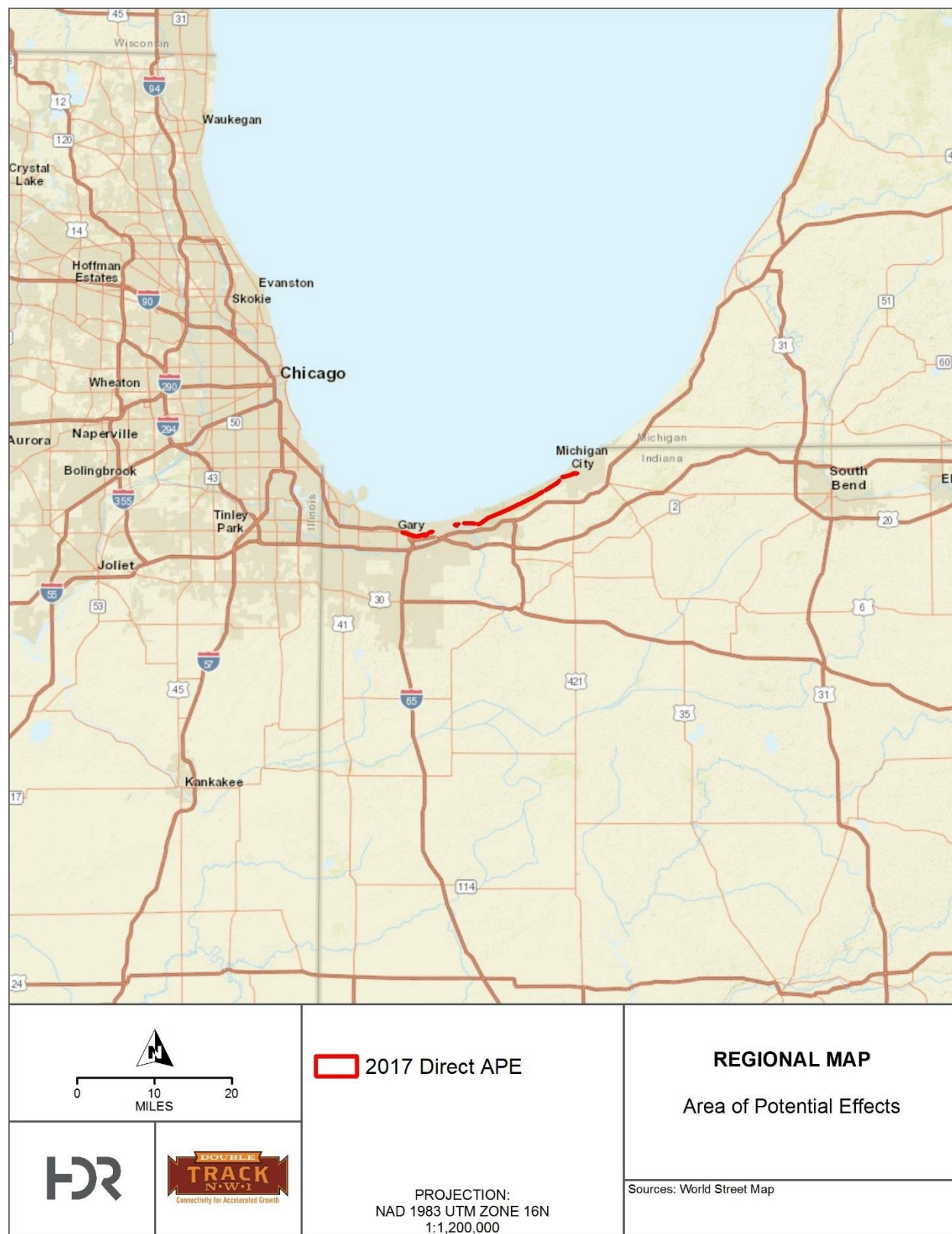
In 2016, the Northern Indiana Commuter Transportation District (NICTD), on behalf of the Federal Transit Administration (FTA), contracted HDR to conduct an archaeological investigation for the proposed Double Track Northwest Indiana (DT-NWI) Project (Project) located along the South Shore Commuter Rail Line (the South Shore Line) for approximately 26.6 miles between Gary, Indiana and Michigan City, Indiana (Parker et al. 2017; Figure 1-1). In April 2020, HDR conducted an additional archaeological survey of approximately 2.4 acres for a proposed supplemental extension of the Portage/Ogden Dunes Station Parking Lot Extension (a 3.26-acre area surveyed for the Project in 2017) and an approximately 15-foot widening of the east side of Stagecoach Road, which is immediately east and south of the proposed 2017 parking lot extension area. These supplemental areas (labeled Supplemental Parking Extension [1.81 acres] and Stagecoach Road Widening [0.59 acres], respectively) were collectively designated the Ogden Dunes Lot Extension Survey Area. The Ogden Dunes Lot Extension Survey Area is located in Township 37N, Range 7W, Section 35.

The supplemental Phase I investigation was completed to assist FTA in meeting its regulatory obligations under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. The additional investigation was conducted in accordance with the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* and guidelines established by the Indiana Department of Transportation Cultural Resources Office (INDOT-CRO) and by the Indiana Department of Natural Resources Division of Historic Preservation and Archaeology (DHPA), which serves as the Indiana State Historic Preservation Office (SHPO).

This report presents the results of the April 2020 archaeological investigation and serves as an addendum to the earlier report prepared for the Project by Parker et al. (2017; DHPA Report Number AR-45-00601), titled *Phase I Archaeological Survey for the NICTD Double Track NWI Project, Lake, Porter, and LaPorte Counties, Indiana*. The following sections provide a discussion of the research design, an environmental and cultural overview of the Ogden Dunes Lot Extension Survey Area, the field methodology utilized for the survey, the results of the field survey, and conclusions and recommendations.

James G. Parker, MA, RPA, served as principal investigator for the Project. Parker meets the Secretary of the Interior's Professional Qualification Standards for Archaeology, as published in 36 Code of Federal Regulations (CFR) 61. Background research was conducted in April and May 2020, and the field investigation was conducted on 27 April 2020.

Figure 1-1. Regional map indicating the Project location.



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Figure 1-2. United States Geological Survey (USGS) topographic map with the Ogden Dunes Lot Extension Survey Area indicated.

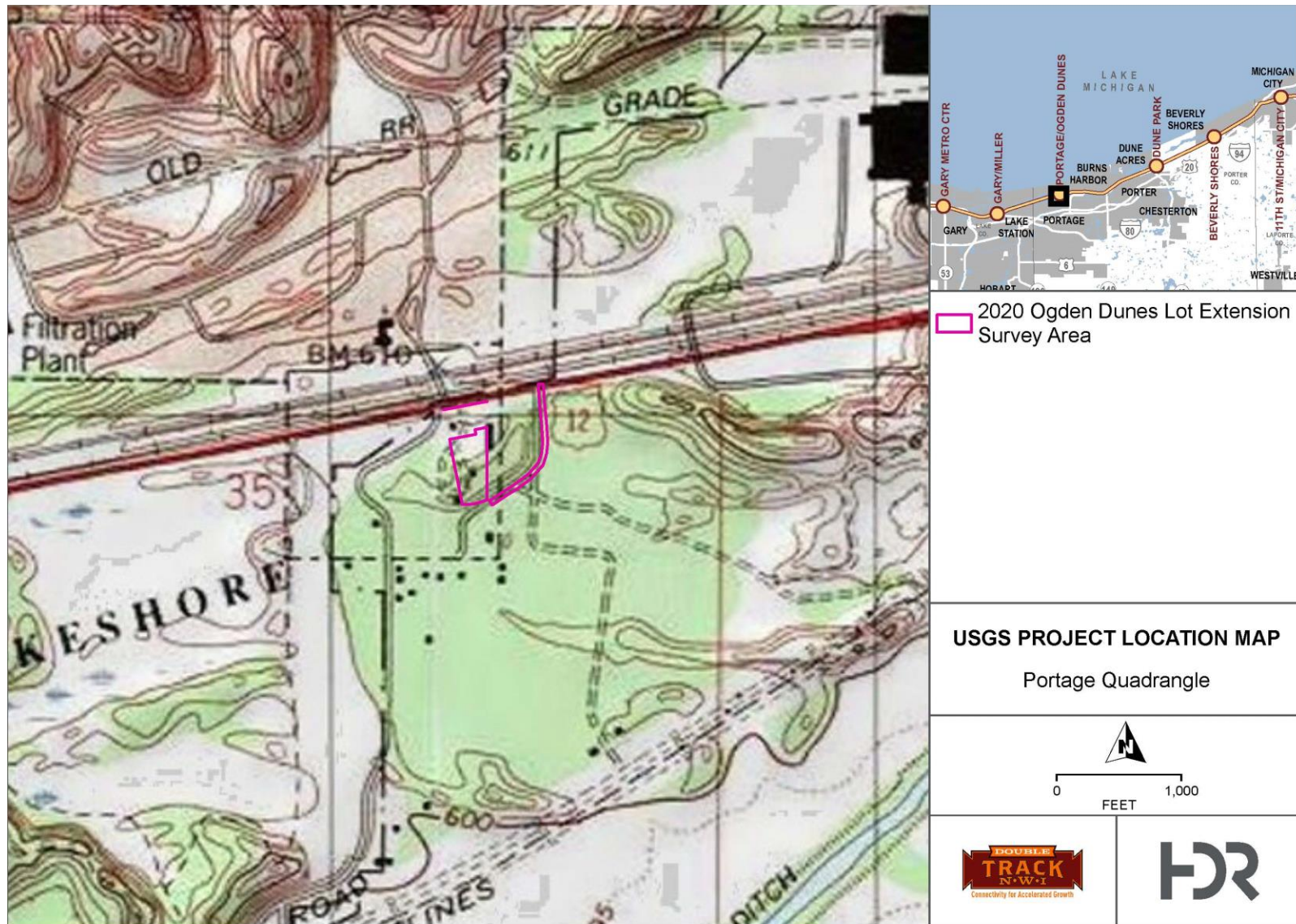


Figure 1-3. Aerial photograph with the Ogden Dunes Lot Extension Survey Area indicated.



2 Research Design

The primary objective of the supplemental Phase I investigation was to identify all archaeological resources within the Ogden Dunes Lot Extension Survey Area and recommend follow-up Phase II evaluation of any resources of undetermined eligibility for listing in the National Register of Historic Places (NRHP). The investigation was conducted in accordance with the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* and guidelines established by the INDOT-CRO and the DHPA.

3 Background Research

In April and May 2020, HDR conducted background research through the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and various online resources. The goals of the background research were to address the environmental and cultural context of the Ogden Dunes Lot Extension Survey Area.

3.1 Environmental Context

Lying along the south shore of Lake Michigan between Gary and Michigan City is a vast, 15,300-acre expanse of beaches, dunes, forests, and wetlands, most of which today constitutes the Indiana Dunes State Park and the Indiana Dunes National Lakeshore. Originally stretching continuously to the southwest beach of the lake, the dunes have been gradually interrupted and truncated by the urban and industrial development of Chicago, Illinois and Gary, Indiana. The supplemental Phase I archaeological survey encompassed approximately 2.4 total acres in Ogden Dunes and Portage, Porter County, Indiana. The area, primarily composed of and surrounded by residential and commercial properties to the south and east; is bounded by US 12/Dunes Highway to the north, and the Indiana Dunes National Park Tolleston Dunes to the west.

3.1.1 Physiography

The Project area is situated in the Chicago Lake Plain and Lake Michigan Border Sections. Topography within the Project area is flat to gently rolling. Elevations range from 580 feet above mean sea level (AMSL) at the Lake Michigan shore to 640 feet AMSL at the Glenwood Dune Ridge. The region consists of linear dune ridges that run parallel to the lake shoreline, as well as uplands and wetlands (Bringelson and Sturdevant 2007; Sturdevant and Bringelson 2007). Alluvial and lacustrine forces have created much of the topographic relief of the region. Aeolian processes have also contributed to the physical patterns of the landforms. Currents running along the east and west shores of the lake deposit glacial till sand from the north end of the lake to the south shoreline. Winds coming off the lake shape these sand deposits into dunes (Bringelson and Sturdevant 2007; Sturdevant and Bringelson 2007). Two types of dunes can be found in the area—one that is formed by moderate winds, averaging 12 miles per hour (mph), from the south and southwest that shape the sand deposited on beaches into dunes approximately 50 to 75 feet high; the second type is formed by much stronger winds, up to 50 mph, that blow from the opposite direction, carving out sand from older dunes and helping to create dunes that are hundreds of feet wide and up to 200 feet high (Capps 2001). The highest dune in the area, Mount Tom, is a blowout dune. There are three dune ridge features in the area: Glenwood Dune Ridge, Calumet Dune Ridge, and Tolleston Dune Ridge. Low areas exist between the dune ridges and contain ponds, wetlands, and bogs (Bringelson and Sturdevant 2007; Sturdevant and Bringelson 2007).

3.1.2 Geology

The Project area lies within the Calumet Lacustrine Plain, which is bounded to the south by the Valparaiso Moraine (Schneider 1966). Glacial action from approximately one million years ago to 12,000 years ago worked to carve the landscape of the region, forming and filling the Lake Michigan basin and depositing sediment in its surrounding moraines (Wayne 1966; Bringelson and Sturdevant 2007; Sturdevant and Bringelson 2007). Periods of relatively stable lake levels during pauses in glacial retreat helped form beaches as wave action scoured lake sediments and deposited them on

the south shoreline. As glaciers retreated and lake levels dropped, the deposited sediments formed the pronounced dune ridges present in the region today (Bringelson and Sturdevant 2007; Sturdevant and Bringelson 2007).

The rise and fall of lake levels as a result of climatic changes and glacial retreat also contributed to the creation of the Great Marsh, a series of ponds and wetlands between the Calumet Dune Ridge and the Tolleston Dune Ridge, about 4,500 years before present. Other interdunal areas formed bogs and fens when chunks of ice that had separated from the main ice lobe during glacial retreat melted, forming depressed areas with no outlet (Bringelson and Sturdevant 2007; Sturdevant and Bringelson 2007).

3.1.3 Soils

Soils within the Ogden Dunes Lot Extension Survey Area consist of Oakville fine sand, 4 to 12 percent slopes; Brems sand, 0 to 3 percent slopes; and Tyner loamy sand, 0 to 3 percent slopes (USDA 2020). Figure 3-1 shows the extent of soil types within the current survey area.

3.1.4 Hydrology

Situated within the Little Calumet-Galien watershed, the Ogden Dunes Lot Extension Survey Area is approximately 0.56 miles west of the East Arm of the Calumet River.

3.1.5 Climate

The climate of the southern Lake Michigan region is characterized by hot humid summers, averaging 84 degrees Fahrenheit in July, and cold winters, averaging 20 degrees Fahrenheit in January. Average annual precipitation in the region is approximately 37 inches.

3.1.6 Fauna and Flora

The region possesses a high plant diversity per land unit area, with over 1,100 flowering plants and ferns. The change in topography from dune ridges to low wetlands and the intersection of ecological zones provides distinctive resources and habitat, increasing the biological diversity of the area. Colonizing species such as marram grass and cottonwood stabilized the sandy soils, allowing secondary plant communities such as bearberry, jack pine, juniper, red cedar, and, eventually, black oak to arise (Bringelson and Sturdevant 2007; Sturdevant and Bringelson 2007). The varied topography also contributes to a diversity of animal species. The slow shallow drainage pattern of the Kankakee River and marsh system has historically supported a wide variety of resources including numerous waterfowl and small mammals, making it a center of habitation throughout prehistory (Schneider 1966; Greenberg 2004; Bringelson and Sturdevant 2007; Sturdevant and Bringelson 2007). Well drained dune ridges support upland species.

Figure 3-1. Map showing soils within the Ogden Dunes Lot Extension Survey Area (red): OaC (Oakville fine sand, 4 to 12 percent slopes); BtA (Brems sand, 0 to 3 percent slopes); and TyA (Tyner loamy sand, 0 to 3 percent slopes; Google Earth 2020 and USDA 2020).



3.2 Cultural Context

3.2.1 Prehistoric Context

The prehistory of northern Indiana is traditionally divided into four major periods known as Paleoindian (circa [ca.] 12,000–10,500 to 8800 BC), Archaic (ca. 8000 to 1000 BC), Woodland (ca. 1000 to Historic Period), and Mississippian (ca. AD 1050–1100 to European Contact). The Archaic and Woodland traditions are further subdivided into Early, Middle, and Late periods. These periods are characterized by changes in material culture, subsistence strategies, and settlement patterns. The following section provides an overview of the prehistory of northwest Indiana.

Paleoindian (ca. 12,000–10,500 to 8800 B.C.)

Based on Early Paleoindian sites identified in the Great Lakes region, initial occupation of the area occurred following glacial retreat, around 11,000 BC. Paleoindian artifact assemblages were

generally designed for hunting ice-age megafauna, and are broadly similar across North America. The presence of large lanceolate projectile points and knives (e.g., Barnes, Clovis, Cumberland, Crowfield, Holcombe, and Gainey) characterize this period (Bringelson and Sturdevant 2007:20). Social organization was limited to small, highly mobile, hunting and gathering bands.

Few Early Paleoindian sites have been identified in northwest Indiana, which may be indicative of limited regional occupation during the Late Pleistocene as lake levels were higher than present (Bringelson and Sturdevant 2007:20). Furthermore, the age of Paleoindian deposits as well as subsequent landscape modifications and associated ground-disturbing activities make the likelihood of encountering intact Paleoindian sites relatively low. Other significant factors that affect the visibility of intact sites include the low population densities during the Paleoindian period, the nature of material culture types common to hunter-gatherer groups, and the general environmental conditions in the region at the end of the Wisconsinan glaciation. The paleoenvironmental landscape was also significantly altered by natural environmental conditions precipitated by a host of post-glacial processes, including isostatic rebound, eustatic sea-level rise, and concomitant changes in characteristics of alluvial environments. These and other natural processes have further obscured the relationship between paleotopography and the modern landscape.

Changes in lithic technology (Plano Tradition, e.g., Plainview and Eden) and increased dependence on modern large game species and Pleistocene bison mark the transition to the Late Paleoindian period (ca. 8800–8400 to 8000 BC; Bringelson and Sturdevant 2007:21). Late Paleoindian sites are better represented in the region than the earlier period.

Archaic (ca. 8000 to 1000 BC)

A warming climate and greater ecological diversity following glacial retreat prompted changes in subsistence strategies and technologies (Ritchie 1965). The changing climatic conditions during the Archaic period saw declining lake levels, the emergence of deciduous forests from the previous coniferous ones, and the appearance of essentially modern faunal assemblages. Beginning during the Early Archaic (ca. 8000 to 6000 BC), a trend toward increasing toolkit diversity (e.g., corner-notched, side-notched, stemmed, and bifurcate-stemmed points, in addition to grinding and smoothing, and “bipolar core technology”) resulted in expanded resource procurement (Bringelson and Sturdevant 2007:22). This continued into the Middle Archaic (ca. 6000 to 4000 BC), which is marked by a shift in subsistence strategies. Through gradual adaptation to seasonal changes, hunting and gathering activities became focused on smaller, well exploited territories that resulted in small mobile groups becoming more geographically restricted (Duray and Grimes 1988). Seasonal availability of game animals, aquatic resources, and wild plant foods continued to make hunting and foraging successful resource procurement strategies, and allowed for population growth (Fagan 2000). As a result, Middle Archaic sites can yield higher artifact densities than previous periods (Bringelson and Sturdevant 2007:23).

Sedentism increased during the Late Archaic (ca. 4000 to 1000 BC) as resources became abundant and population size continued to rise. Evidence supporting greater sedentism during this period comes from the presence of less portable items (e.g., millstones) and higher artifact densities recovered from sites. Regionally specific culture complexes, and associated material culture, also developed across the eastern woodlands (e.g., Old Copper, Glacial Kame, and Red Ocher cultures in the southern Lake Michigan region; Bringelson and Sturdevant 2007:23). Evidence of emerging trade-networks (e.g., presence of non-local raw materials at sites), growing populations, and

appearance of regionally distinct culture complexes has been surmised to be indicative of a shift “from functionally independent small bands to habitation groups reliant on a larger society for certain needs. Although it does not appear that these needs were significant, this interdependence set up a continuum for later cultural patterns... These changes may be interpreted as precursors to the stratified societies apparent” during the subsequent Woodland period (Bringelson and Sturdevant 2007:24).

Woodland (ca. 1000 BC to AD 1050–1100)

The advent of ceramics (Marion Thick in the southern Lake Michigan region), new styles of artifacts, burial mounds, and limited horticulture define the Early Woodland period (ca. 1000 to 100-200 BC) in northern Indiana. Sedentism continued to increase, as well as exploitation of a wide array of plants and animals from uplands and lowlands. Early Woodland sites are not well represented in northwest Indiana; as such, the period is not well understood in the region (Sturdevant and Bringelson 2007: 20).

The Middle Woodland period (200 BC to AD 400-500) is characterized by the presence of Hopewell/Hopewell-like material culture, which includes ceremonial and burial mounds; the burials contain exotic grave goods. With the introduction of maize to the region, permanent settlements were centered on horticulture. Sturdevant and Bringelson (2007:20) suggest, however, that cucurbits, sunflowers, goosefoot, knotweed, maygrass, little barley, and sumpweed were more common during this period.

The Late Woodland period (AD 400-500 to Historic Period) is marked by shifts in ceramic styles and mortuary complexes. Although mortuary practices continued to include mound building, the Hopewell Interaction Sphere influence had diminished. Mound assemblages indicate a shift from elaborate burial practices for the elite, to egalitarian ones for a larger number of individuals. Population growth is evidenced by an increase in site density; the permanent settlements from the Middle Archaic were replaced by an increased number of small campsites. Sturdevant and Bringelson note that “activity is evident on the Calumet Lacustrine Plain, although the Kankakee marsh was still more heavily used....Moving into marshy areas allowed exploitation of a greater variety of secondary resources...and apparent reservation of uplands for hunting also maximized those resources” (2007:21). By AD 500, maize horticulture was widespread, reaching its height by AD 1000; the adoption of agriculture likely occurred after AD 1000. Sturdevant and Bringelson (2007:21) note others have surmised that crop cultivation in northwest Indiana was restricted to the Kankakee and Calumet floodplains; however, Faulkner (1972, summarized by Sturdevant and Bringelson 2007:21) noted that “the floodplains were not available for cultivation until the Historic Period, when ditches were constructed to drain the extensive wetlands, and that the deciduous forested, morainal uplands would have been best suited to primitive agriculture”.

Mississippian (ca. AD 1050–1100 to European Contact)

Maize horticulture, shell-tempered ceramics, several types of small triangular projectile points, and extensive earthworks (different than Middle Woodland forms) differentiate the Upper Mississippian period from the Late Woodland. Seasonal ephemeral camps (situated in the Calumet Lacustrine Plain, Kankakee marsh, and nearby uplands) and semi-permanent villages, occupied during the spring and fall, characterize the Upper Mississippian. Cemeteries were within or near villages. Although horticulture was heavily utilized, hunting and gathering was still prevalent. Upper

Mississippian culture is not well represented in northern Lake, Porter, and LaPorte Counties (Sturdevant and Bringelson 2007:22).

3.2.2 Historic Context

Early Inhabitants of Porter County

Long before the arrival of Euro-Americans, the Delaware, Miami, and Pottawatomie established settlements in the region. In the early and mid-eighteenth century, fur trappers, hunters, and loggers frequented the dunes, eventually exhausting the area of its native fur-bearing animals, virgin oak, and pines. French trappers interacted frequently with the native tribes in the area, using the fur trade to negotiate various alliances among tribes and their own government. As Euro-Americans began increasingly moving into the area, the Delaware removed themselves to land west of the Mississippi and had left Indiana by 1820. The Miami and Pottawatomie remained longer, trading land to Americans for the construction of the Michigan Road and the Wabash and Erie Canals. The Federal Indian Removal Act of 1830 set in motion the “Trail of Death,” during which approximately 800 Native Americans, mostly Pottawatomie, were marched out of Indiana and to Kansas.

The earliest permanent Euro-American settler in the Dunes area was Joseph Bailly, a French Canadian trader born in Quebec in 1774. In 1822, Bailly purchased several tracts of land in Indian Territory along the Little Calumet River, near the Great Sauk Trail, ensuring multiple routes of access to his property. In addition to the Little Calumet, Lake Michigan, and Great Sauk Trails, Bailly’s land acquisitions were favorably situated to the well-established Lake Shore Trail, the Calumet Trail, and the Tolleston Trail, which all ran through the area. In the hopes that his growing property would become a key stop in the route between Fort Dearborn (Chicago) and Detroit, Bailly platted “Baillytown” in the 1830s. The town never came to fruition, but Bailly’s homestead and trading post became a renowned destination for travelers and traders in the nineteenth century. Additionally, Bailly, whose wife was half Ottawa, was a respected liaison with Native Americans, serving at once as Catholic missionary, cultural educator, and legal advisor. Bailly’s ties with the American Fur Company ensured financial success for his establishment, and his construction of a tavern and a blacksmith shop supplemented his income after the general decline of the fur trade in the 1830s. Bailly died in 1834, and the homestead was taken over by his two daughters and their husbands, who operated a saw mill business that provided timber for railroad construction (Bringelson and Sturdevant 2007:53-54). The family completed a new house in 1835 that stands today on the site of Joseph Bailly’s original log cabin (located outside of the Project). Son-in-law Joel Wicker recruited Swedish workers from Chicago to work in the Bailly saw mill. The Swedish-American laborers purchased land from the Bailly homestead and settled their own small farmsteads in the area, establishing a lasting Swedish-American presence in Porter County and northern Indiana (Hendry 1977:2-3). One of these families was the Chellbergs, who purchased 40 acres near the Bailly home and built a 2-story brick farmhouse that today is listed as part of a Multiple Property NRHP Nomination for Swedish Farmsteads of “Baillytown,” and is part of the Indiana Dunes State Park; it is located outside of the Project area. The Chellbergs were prosperous farmers who began a modest operation of wheat, corn, rye, and hay, and expanded their farm to include a substantial dairy herd, sheep, and maple syrup production. The sizable farmstead remained in the Chellberg family until the 1970s, when both it and the Bailly homestead were purchased by the National Park Service. Both buildings are situated within the Indiana Dunes State Park, and the Bailly homestead is now a National Historic Landmark (Bringelson and Sturdevant 2007:54-55; Eggleston 2004:9-15).

Early Communities

Porter and Chesterton

Two of the earliest communities to develop between Michigan City and Gary were Porter and Chesterton, two adjacent towns that grew around the juncture of the railroad lines in the 1850s through the 1870s. The site of present-day Chesterton was a settlement first known as Coffee Creek in the 1830s, and centered on the saw mill, general store, and cabin of William Thomas. The town was platted as Calumet in the 1850s, on land donated by Thomas to the Michigan Southern Railroad, which ran through the area to Chicago. The construction of multiple other rail lines through Calumet drew Irish workers to the town, followed by Swedish and German immigrants throughout the second half of the nineteenth century. Calumet was first incorporated as the Town of Chesterton in 1869; the incorporation failed 10 years later, but the town was reincorporated in 1899. A major industry from 1880 to 1920 was the Hillstrom Organ Factory, supplemented by several area plants manufacturing glass, china, and brick (Doyle 2005). Fires destroyed much of the town in 1888 and 1902, and its downtown was rebuilt largely with locally produced brick. In the early twentieth century, Chesterton residents found additional jobs with the new South Shore Line (1908) and U.S. Steel in Gary (1906).

Chesterton's biggest period of growth occurred after World War II and during the 1960s, with the establishment of Bethlehem Steel's Burns Harbor Plant. Historically an industrial town, Chesterton also began hosting a larger seasonal and vacationing crowd with the establishment of the Indiana Dunes National Lakeshore in 1966 (Hopkins and Walsh-Brown 2011:4-8).

Porter became a local center for brickmaking, and by the 1880s, eight brickyards were operating in the town of 250 residents (Westchester Public Library 1999:36-38). The Chicago Hydraulic Brick Company was among the most prominent of the brickyards around the turn-of-the-century, and employed a large number of the town's residents. Porter's bricks were used widely in local construction, including in many of Chicago's buildings. Though the clay supply was nearly exhausted by the early 1900s, the town continued to grow throughout the early twentieth century. Industry expanded to include lumber and coal, as well as hospitality establishments serving the increasing numbers of travelers on the South Shore Line and the Dunes Highway. The Town of Porter was incorporated in 1908. By 1940, its population had reached nearly 2,000 and climbed to over 3,000 by 1970 (Canright and Hopkins 2011).

Indiana Dunes State Park and National Lakeshore

By the end of the nineteenth century, the shoreline dunes had become a hotbed—and by some accounts, the birthplace—for ecological study and conservation in the late nineteenth century. Botanists from the University of Chicago conducted groundbreaking research and field studies in the dunes, which aided the simultaneous campaign to protect the dunes from industrial pollution and development. Bracketed by Gary on the west and Michigan City on the east, the rolling lakeshore dunes and the fragile and rare ecosystem that they hosted were becoming increasingly threatened by air, water, and ground pollution generated from steel mills, railroads, and manufacturing plants (Engel 2005).

Already in 1880s and 90s, the dunes were a popular recreational site. Porter and Waverly Beaches, the Michigan City lakefront, and Miller, today a neighborhood of east Gary, were getaway spots for

urban dwellers from Chicago, Gary, and Michigan City. Recreational businesses operating around 1900 included the Mineral Springs spa and racetrack, the Tremont resort, commercial summer cottages, and ferryboat services. Steamboats daily transported hundreds of passengers into Michigan City, where they would climb the famous “Hoosier Slide,” a 175-foot sand dune, or luxuriate on Porter or Sheridan Beach (northeast of Michigan City), one of the earliest residential developments in the dunes. The Hoosier Slide was gradually dismantled, its trees taken down and the sand mound itself removed to landfills and glass factories. The opening of the South Shore line in 1908 brought even more Chicagoans out of the rapidly growing city to the dunes, and after the Dunes Highway/U.S. 12 was completed in the 1920s, residential and commercial development also increased.

Recreation and conservation were often allies in the fight to prevent industrial and urban encroachment. In 1899, University of Chicago’s Henry Cowles, a renowned biologist referred to later as the “father of plant ecology” in North America, published a paper titled “Ecological Relations of the Vegetation on Sand Dunes of Lake Michigan” (NPS 2016). In addition to providing a scientific investigation of the dunes, Cowles’ article widely publicized the endangered nature of Indiana Dunes. In 1908, Cowles and two colleagues created the Prairie Club of Chicago, an organization designed to foster conservation through recreation. The Prairie Club proposed that part of the Indiana Dunes be set apart and protected from further industrial development, and allowed to remain in its pristine natural condition. The Prairie Club organized the National Dunes Park Association (NDPA), predecessor to the Indiana Dunes State Park. A motto promoted by the NDPA was “A National Park for the Middle West, and all the Middle West for a National Park” (NPS 2016).

However, the dunes were not to gain national park status. World War I interrupted the commencement of hearings on the possibility of a Sand Dunes National Park, and funding and human resources were shifted away from conservation and recreational pursuits. Instead, in 1926, a smaller Indiana Dunes State Park opened. Demonstrating that industry and conservation did not always have to be deadlocked opponents, president of the U.S. Steel Corporation Elbert H. Gary donated 250,000 dollars towards the purchase of dunes land for the new state park. However, thousands of shore acreage remained unprotected, and conservationists continued their plea for a national park or for official protection for the entire dune landscape stretching from Gary to Michigan City. The Save the Dunes Council, formed in 1952, battled against commercial interests wishing to construct a Port of Indiana. The Kennedy and Johnson administrations in the 1960s were sympathetic to conservation of the natural environment. A staunch advocate for the dunes’ conservation, Illinois senator Paul H. Douglas secured a compromise in which the Port of Indiana, or Burns Waterway Harbor, could only be installed alongside the authorization of the Indiana Dunes National Lakeshore. In 1966, the Indiana Dunes National Lakeshore was created. Originally encompassing 8,330 acres of land and water, the Indiana Dunes National Lakeshore was expanded four times over the course of the next three decades, resulting in its current 15,139-acre size (NPS 2016).

In addition to creating a protected ecological study ground, the incorporation of the Indiana Dunes State Park also guaranteed a public recreational space for beachcombers in the summers and sledders and cross-country skiing enthusiasts in the winters. However, though long popular for its tucked away beaches, much of the dunes were inaccessible due to thick marshes, swamps, and lack of roads. Echoing the cooperative approach of Elbert Gary from U.S. Steel, Samuel Insull, Jr. of the South Shore Electric Railway donated to the State Park a strip of land over 0.5 mile in length

and 500 feet wide to host a direct entranceway to the park from the Dunes Highway (U.S. 12) and the parallel South Shore Line (Cottman 1930:38-40). The new park entrance, providing access to automobile and rail transportation, ushered in expanding crowds of recreation-seekers and tourists, as well as infrastructure and building additions. Waverly Beach (now Porter Beach) became one of the busiest beaches, due to its accessibility by vehicle, and by 1930, it had been improved with an expanded pavilion, a 2.5-story guest inn (Johnson's Inn), cottages, restaurants, a gas station, and a paved parking area with a capacity for hundreds of automobiles (Cottman 1930:41-42).

Dune Land Communities

Ogden Dunes

Small communities along the lakeshore grew up as the dunes became more popular and more accessible by railway and automobile. Hemmed in by industrial cities on the east and west, the beach lakeshore was a natural escape from the city and the factory. Ogden Dunes was among the earliest communities to develop along the Porter County lakeshore. The town developed just prior to the late-1920s improvements that provided the railway and highway direct outlets to the shore lands. The timing allowed the developer Samuel Reck to plat a suburb that was designed to be restrictive access, limited to persons with social and economic means. Incorporated in 1925, Ogden Dunes began as an exclusively upper class, white suburban getaway (Meister et al. 2015:7-8).

U.S. 12 was newly built to the south of the area, alongside the South Shore Line, which stopped at the Wyckliffe (later renamed Ogden Dunes) Station. Direct access to these thoroughfares was built in 1926. Early residents constructed a mixture of large, elaborate homes and smaller cottages. To stimulate additional development, Ogden Dunes marketed itself as a ski resort. The Ogden Dunes Ski Club, formed by Norwegian-Americans from Chicago, established the highest man-made ski jump in North America in 1927. The following year, an international ski jump competition was held at Ogden Dunes, with estimates of some 10,000 attendees (Meister et al. 2015: 35). The ski jump was short-lived. After hosting the Norwegian Olympic Team in 1932, a combination of financial difficulties and low snowfall resulted in the Ogden Dunes Ski Club selling the jump. A ski club from Rockford, Illinois purchased the tower jump and relocated it in 1935 (Meister et al. 2015:34-35).

Reck's son Nelson assumed control of his father's real estate companies Ogden Dunes, Incorporated and Ogden Dunes Realty Company after Samuel's retirement. After slow growth in the early decades of its establishment, Ogden Dunes grew more rapidly after the close of World War II. The population grew from 429 in 1950 to 1,370 in 1970, and became more middle-class and less restrictive. Nelson Reck retired in 1969 and sold the remaining undeveloped parcels to the University of Chicago. The university subdivided and sold two of its acquired parcels, one of which was later (1977) included in the Indiana Dunes National Lakeshore; sold one parcel south of U.S. 12 to developers, also later acquired (1996) by the National Lakeshore; and conveyed two parcels north of the railroad and east of Hillcrest Road to the Town of Ogden Dunes for the purpose of creating public park and service spaces (Town of Ogden Dunes, "Early Development," 2013). The expansion of the National Lakeshore in the late twentieth century resulted in a community that is today totally encircled by lake and park land, with the exception of a commercial strip south of U.S. 12.

Beverly Shores

Similar to Ogden Dunes, Beverly Shores began in the late 1920s as an upscale urban resort community by Chicago real estate developer Frederick H. Bartlett. Bartlett purchased 3,000 acres of shore land a few miles west of Michigan City, and in 1927 began selling lots for residential and commercial development. Bartlett envisioned his community as an affluent suburban town and lakeside resort for city dwellers from Chicago, Gary, and Michigan City. The timing was well planned, as Bartlett's purchase of the land coincided with the Insull-led era of prosperity and expansion for the South Shore Line, which passed directly through Beverly Shores. Inspired by newly popular Florida resort communities, Bartlett commissioned many of his buildings in the Mediterranean or Spanish Colonial Revival style (Morrow 2001:51-55). In 1929, Leo Post constructed a South Shore depot station designed by Insull's architect Arthur Gerber in the Spanish Colonial Revival style (NRHP # 89000411). Once one of Gerber's nine Spanish Colonial Revival-style railroad buildings along the South Shore Line, the Beverly Shores station today is the last standing remnant of that collection of Insull-era depot buildings (Parsch 1988:2-3).

Frederick Bartlett's brother Robert took over the development of Beverly Shores in the 1930s. The town was centered on the intersection of Beverly Drive and Broadway. Robert Bartlett built a school, a hotel with botanic gardens, an 18-hole golf course and club house, a casino, and a theater. Bartlett acquired 16 buildings from the 1933-34 Chicago World Fair's exhibit "A Century of Progress," and relocated them to his beachside community. Remaining buildings from this purchase include the Old North Church replica, the House of Tomorrow, the Florida House, the Rostone House, the Armco-Ferro House, and the Cypress Log Cabin. The House of Tomorrow was designated a National Treasure by the National Trust for Historic Preservation in 2016 (Morrow 2001:110; Indiana Landmarks 2016).

Tremont, Dune Acres, and Station Stops

In addition to incorporated communities that developed around the Dunes State Park and the South Shore Line, smaller hamlets composed of a few dozen buildings grew around the disparate stations of the South Shore. One of these was Tremont, located between Ogden Dunes and Beverly Shores on the south side of U.S. 12. Tremont was named for the three dune mountains (Mt. Tom, Mt. Holden, and Mt. Jackson) located along the shoreline due north. The station stop at Tremont was located at the site of two failed nineteenth century villages called City West and, on the second attempt, New City West. Both communities were abandoned by the 1870s, and fire had destroyed any substantial remnant by the time the South Shore Line platted the Tremont stop in 1908 (Cottman 1930:50-51). Tremont in the 1930s had a depot, a 2-story hotel, a South Shore section house, a restaurant, and a real estate office, as well as up to 50 residences at its height. Though a main entry to the Indiana Dunes State Park, the town nonetheless failed to flourish. The community retained a post office until the 1940s. The expansion of the Indiana Dunes National Lakeshore during the 1960s through the 1990s gradually consumed the entire town of Tremont, and the station was replaced with Dune Park Station three-quarters of a mile west in 1985 (Ogorek 2012:56, 117). The Dune Park Station remains the stop for the State Park.

Mineral Springs was historically the stop for spas, spring water, the Mineral Springs Jockey Club, and the town of Dune Acres. Dune Acres was incorporated as a town in 1923 with a population of 16. The real estate corporation responsible for platting the town was Dune Acres, Incorporated, headed by several professionals from Gary who desired to create a lakeshore getaway community.

In the 1920s, Dune Acres had at its center a 12-room hotel, a clubhouse, a golf course, and a harbor, which was destroyed by a storm in 1927. Initially populated primarily by seasonal or weekend residents, the town grew to include increasing numbers of permanent citizens following the end of World War II. Well known mid-century architects including Keck & Keck, Crombie Taylor, and Richard Neutra designed homes in Dune Acres in the 1950s and 60s. The town today remains resort-like and residential in character, with only a small southwestern portion zoned for commercial and industrial use (Town of Dune Acres n.d.)

Town of Pines

The area now comprising the Town of Pines was developed by two parties beginning in the 1920s: the Bartlett brothers of Chicago in the east and the Valparaiso developers William Schleman and his son Herbert in the west. The Schleman section is today bound by Willow Street on the east and Lake Shore County Road on the west. By the mid-1930s, there was a small unincorporated community including motels along U.S. 12 and U.S. 20, and Vernier China Company, also on U.S. 20, which brought in visitors from throughout the region. Like other Duneland communities, early growth was stymied by the Depression and most development occurred after World War II (Town of Pines and SEH of Indiana 2014:12-13).

By the 1950s, U.S. 12 boasted several new businesses catering to the growing numbers of dunes tourists, including the Blackhawk Motel, Al & Sally's Motel, a grocery, and a café. The Town of Pines was incorporated in 1952 and a 1955 special census reported a population of 964. During this time, Pines was served by the main Central Avenue Station as well as an additional flag stop at Indiana-520, the cut-off joining U.S. 12 and U.S. 20 in the eastern section of the town. The South Shore Line ended service directly to Pines in the late 1960s, and the population peaked by the 1970 census. During the subsequent decade, Pines' northern half was purchased by the Indiana Dunes National Lakeshore, and the population began to decline. In the 1980s, the first discovery was made of contamination of local water by landfilled coal fly ash from the nearby Northern Indiana Public Service Company (NIPSCO) power plant, and in 2002 EPA studies led to the end of municipal water service in the Town of Pines (Town of Pines and SEH of Indiana 2014:13). By 2010, the population had declined from its peak of 1007 to 708. The town remains predominantly residential today, with most residents employed by retail, manufacturing, and recreation and hospitality in the dunes region (Town of Pines and SEH of Indiana 2014:15).

Industrial Development

After World War II, industrial development associated with the steel industry began to creep further east of Gary. The need for yet another harbor and lakefront location precipitated the spread of Midwest Steel and later Bethlehem Steel facilities eastward from Gary into the dunes in the 1950s and 1960s. Midwest Steel broke ground in August 1959 for its steel mill in Portage, directly east of Ogden Dunes, with the expectation that the new finishing mill would be followed by other facilities to create a fully integrated mill on the site (Fuller 1959:7). That land spanned Burns Ditch, which diverted water from the Little Calumet River into Lake Michigan, and had been owned by the parent corporation, National Steel, since 1929 and already leveled to provide sand for additional construction projects (Fuller 1959:7). Bethlehem Steel subsequently purchased much of the adjacent land to the east of the Midwest mill, west of Dune Acres. These 2,000 acres included some of the best remaining undeveloped dune land. The plans of both companies depended upon federal aid for the construction of the Port of Indiana near Burns Ditch. This aid was forthcoming after vigorous

efforts by Indiana's representatives in Congress, though it was paired with the legislation creating the National Lakeshore (Daniel 1984:19-20).

Bethlehem Steel and Midwest Steel each offered the State of Indiana the option to purchase a combined total of over 300 acres at the junction of their properties. This effectively determined the location of the Port of Indiana, which began construction in 1966. Construction of further facilities at Bethlehem's Burns Harbor plant continued through the early 1990s. Although Bethlehem had purchased significant acreage south of U.S. 12 as well, none of the planned facilities for that land was constructed. By the mid-1970s, the steel industry in the United States was beginning a steep decline. Following filing for Chapter 11 bankruptcy in 2001, Bethlehem sold the Burns Harbor plant. In 2005, Mittal Steel acquired the property and today operates it as part of the ArcelorMittal Corporation (Meyer 2009).

In the 1960s, NIPSCO also developed land in the dunes that it had purchased three decades earlier. The site, north and east of Bethlehem's Burns Harbor mill, became home to two coal-fired generating stations. NIPSCO also constructed a large substation, transmission line corridor, and other support facilities, though plans to construct a nuclear power plant later failed (Daniel 1984:25). The political compromise that brought heavy industry and a national park to be immediate neighbors resulted in the continuation of a complex series of conflicting interests in the dunes between economic interests and the preservation of natural landscapes and a fragile ecosystem. In the wake of the declining fortunes of the American steel industry, however, the tourism brought into the region by the Indiana Dunes provides an important influx of capital as well as employment for local residents.

3.3 Known Sites and Previous Investigations

There are 14 previously recorded archaeological sites within 1 mile of the Ogden Dunes Lot Extension Survey Area, none of which intersect it. There are 14 previous archaeological investigations within 1 mile of the Ogden Dunes Lot Extension Survey Area, 2 of which (DHPA Report Numbers AR-64-00266 and AR-64-00146) intersect portions of the Stagecoach Road Widening area. Tables listing previously identified archaeological sites and previous investigations are presented in Appendix A.

4 Methodology

The supplemental investigation was conducted in accordance with the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* and guidelines established by INDOT-CRO and the Indiana DHPA.

4.1 Field Methods

The archaeological investigation of the direct APE included visual inspection, pedestrian survey conducted at 10-meter intervals in areas with surface visibility greater than 30 percent, and subsurface testing. Portions of the Ogden Dunes Lot Extension Survey Area were found to have multiple buried utility lines, making it a safety hazard to conduct subsurface testing; when encountered, these areas were mapped and photo-documented.

During the visual inspection of the APE, areas requiring subsurface testing were identified. Within these areas, shovel test pits (STPs) were placed at intervals no greater than 15 meters apart. Shovel tests were at least 30 centimeters in diameter and were excavated at least 10 centimeters into sterile subsoil. All excavated soils were screened through 1/4-inch hardware cloth mesh. Shovel test data was recorded on standard forms, and included the survey area location, shovel test location, shovel test depth, soil profile, soil texture, and Munsell color. All shovel test locations were recorded using a GPS unit.

4.2 Laboratory Methods

No prehistoric or historic materials were collected during the archaeological investigation.

5 Results of Investigation

HDR conducted the field investigation of the Ogden Dunes Lot Extension Survey Area on 27 April 2020. The field survey included photo-documentation, a controlled surface inspection, and mapping followed by excavation of STPs. The following sections detail the investigation results of the 0.59-acre Stagecoach Road Widening and 1.81-acre Supplemental Parking Extension portions of the Ogden Dunes Lot Extension Survey Area. Figure 5-1 and Figure 5-2 show the results of the 2017 survey and results of the 2020 supplemental survey, respectively. Figure 5-3 through Figure 5-9 showing the history of development in the area (primarily along the east side of Stagecoach Road) over the past 20 plus years.

Figure 5-1. Aerial photograph with location of the 2017 Portage/Ogden Dunes Station Parking Lot Extension area indicated.



Figure 5-2. Aerial photograph with location of Stagecoach Road Widening and Supplemental Parking Extension portions of the Ogden Dunes Lot Extension Survey Area indicated.

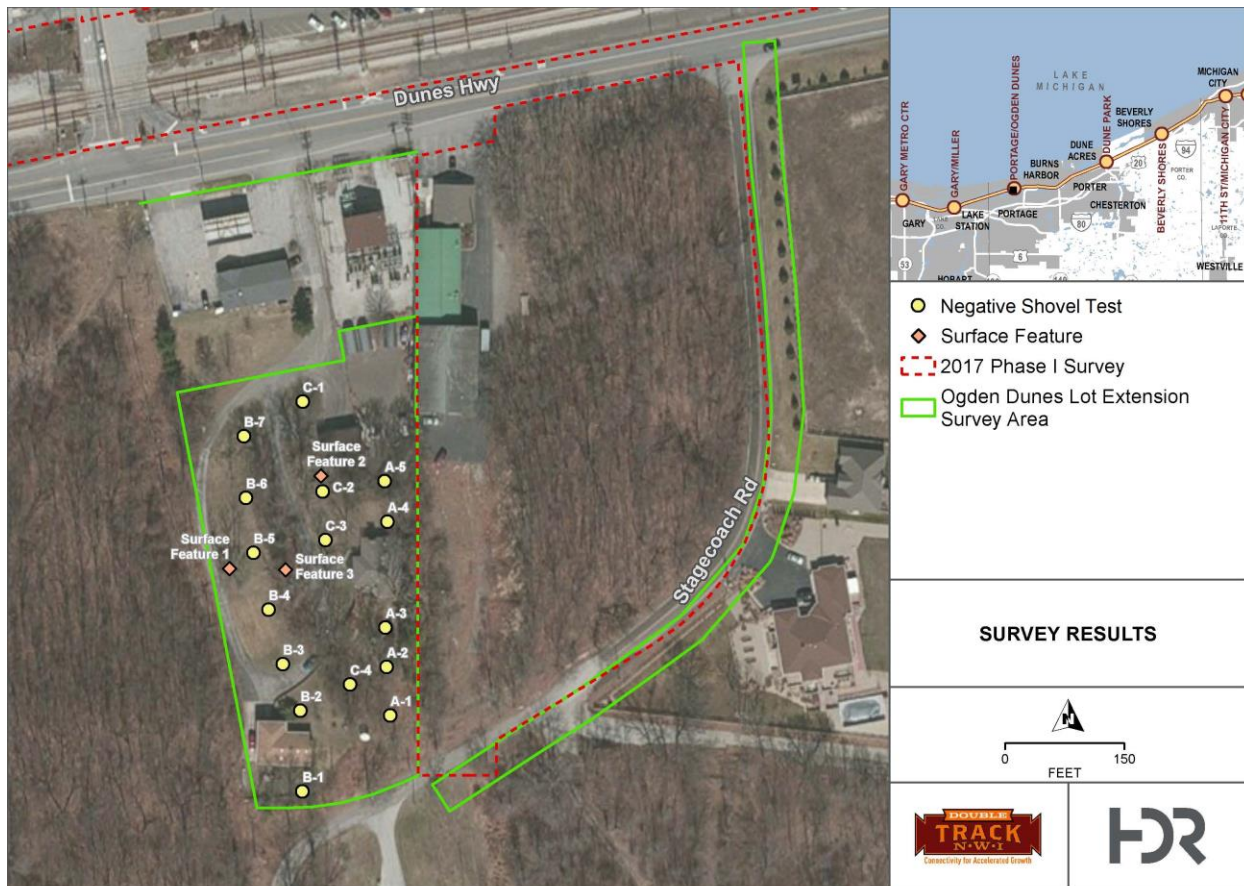


Figure 5-3. 1998 aerial photograph with the Ogden Dunes Lot Extension Survey Area indicated in red (Google Earth 2020).



Figure 5-4. 2002 aerial photograph with the Ogden Dunes Lot Extension Survey Area indicated in red (Google Earth 2020).



Figure 5-5. March 2005 aerial photograph with the Ogden Dunes Lot Extension Survey Area indicated in red (Google Earth 2020).



Figure 5-6. September 2005 aerial photograph with the Ogden Dunes Lot Extension Survey Area indicated in red (Google Earth 2020).



Figure 5-7. 2007 aerial photograph with the Ogden Dunes Lot Extension Survey Area indicated in red (Google Earth 2020).



Figure 5-8. 2011 aerial photograph with the Ogden Dunes Lot Extension Survey Area indicated in red (Google Earth 2020).

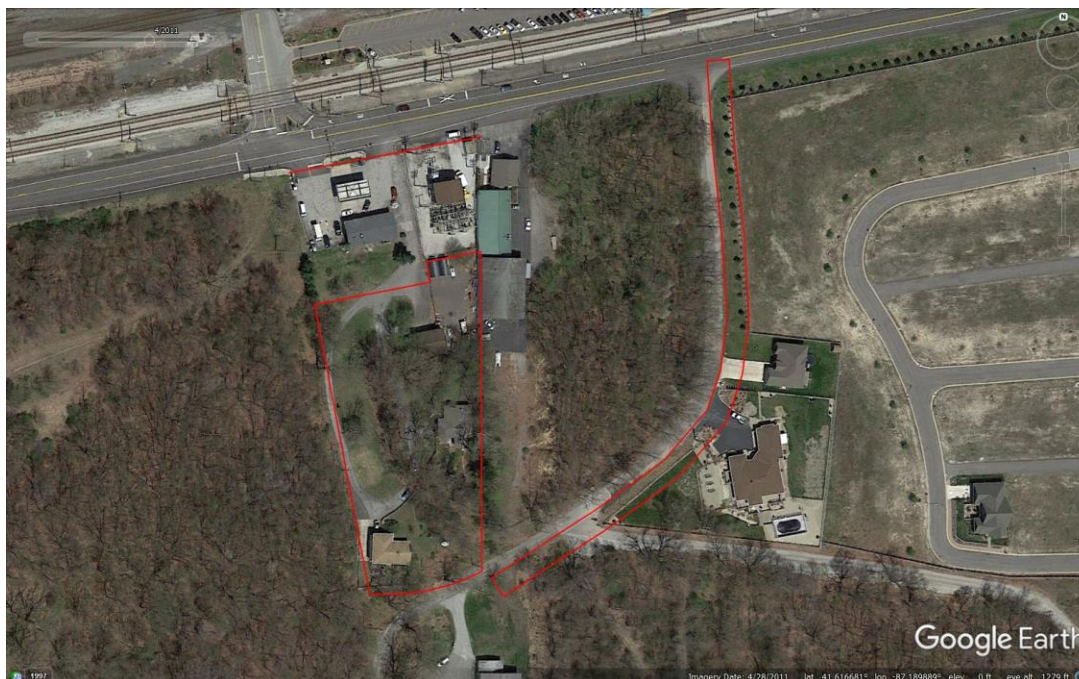


Figure 5-9. 2019 aerial photograph with the Ogden Dunes Lot Extension Survey Area indicated in red (Google Earth 2020).



5.1 Stagecoach Road Widening

The 0.59-acre Stagecoach Road portion of the current survey area extends approximately 850 feet from U.S. Highway 12/Dunes Highway southwest toward the southern extent of the 2017 Portage/Ogden Dunes Station Parking Lot Extension area. Figure 5-10 through Figure 5-14 show the current conditions within the area. Proposed work includes the potential widening of the road 15 feet on the east side. The majority of the area is composed of residential lots with manicured lawns; only a small portion of the area (south side) is undeveloped with overgrown vegetation. The survey documented a buried communication line running along the entire length of the east side of Stagecoach Road, as well as an overhead utility line running along the southern half of the area. Due to the presence of buried and overhead utility lines, and previous disturbance along the Stagecoach Road right-of way, no subsurface testing was conducted. No prehistoric or historic materials were identified during the controlled surface inspection of the area.

Figure 5-10. Overview of Stagecoach Road from U.S. Highway 12/Dunes Highway, view south.



Figure 5-11. Overview of Stagecoach Road from U.S. Highway 12/Dunes Highway, view south.



Figure 5-12. Overview of Stagecoach Road from center of current survey area, view southwest.



Figure 5-13. Overview of Stagecoach Road from just south of Supplemental Parking Extension area, view east/northeast.



Figure 5-14. Overview of Stagecoach Road from southwest end, immediately south of Supplemental Parking Extension area, view north.



5.2 Supplemental Parking Extension

The 1.81-acre Supplemental Parking Extension survey area is composed of five parcels (Figure 5-15). The area is bounded by a gas station (Lot 252-007) and Portage/Ogden Dunes Substation (Lot 252-011) to the north, the 2017 Portage/Ogden Dunes Station Parking Lot Extension to the east, Stagecoach Road to the south, and Indiana Dunes National Park Tolleston Dunes to the west. Vegetation within the survey area consists of manicured lawn, and intermittent areas of secondary growth mixed hard woods with minimal to moderate undergrowth. The area is flat on the north side with slopes increasing gradually toward the south side. Figure 5-16 through Figure 5-32 show the current conditions of the area. Proposed work within the survey area also includes constructing a sidewalk along the south side of U.S. Highway 12/Dunes Highway, in front of the gas station and substation (see Figure 5-2).

There are two existing residential structures in the survey area—60 Stagecoach Road (Lot 252-009; Thomas Tittle, original and current owner) on the west side and 5869 U.S. Highway 12 (Lot 252-013; Thomas Brady, original owner; James and Michelle MacKenzie, current owners) on the east. Both homes were constructed in 1952; they were determined not eligible for the NRHP during the 2017 architectural survey conducted for the Project (Garnett et al. 2017). There is also a garage (Lot 252-010; later construction date) located at 5871 U.S. Highway 12. The area east of the garage is covered with a dense layer of slag and was part of a filling station and repair shop (no longer extant) that the original owner (Thomas Brady) of the existing 5869 residential structure operated during the mid-twentieth century.

During the field investigation, interviews with the current land owners (Mr. Tittle and Mr. MacKenzie) and controlled surface inspection identified three surface features—a concrete pad foundation of a probable cabin dating from the 1940s (Surface Feature 1; discussed in detail below); a refuse dump area (Surface Feature 2; discussed in detail below), and a shallow depression approximately 2

meters in diameter (Surface Feature 3; discussed in detail below). Following the recordation of the surface features, subsurface testing of the survey area was conducted. A total of 16 STPs were excavated at 10 to 15-meter intervals along 3 transects running roughly north-south. STP locations were restricted by the presence of the existing structures and multiple buried utility lines running throughout the area. Subsurface testing revealed disturbed soil profiles (composed of modern structural debris and domestic refuse, disturbed mottled soils, and moderate to heavy slag fill; see Figure 5-33 through Figure 5-35) associated with the extensive development of the property over the last 70 plus years. Appendix B provides the shovel testing results. No prehistoric or historic materials were recovered from the survey area.

Figure 5-15. Map showing the five parcels and existing structures within the Supplemental Parking Extension area (outlined in yellow; Porter County GIS Portal 2020).



Figure 5-16. Overview of STP A-1 (foreground) and 60 Stagecoach Road (background), view west.



Figure 5-17. Overview of STP A-1 (foreground) and Stagecoach Road at bottom of slope, view south/southwest.



Figure 5-18. Overview STPs A-1 (foreground), A-2, and A-3, view north.



Figure 5-19. Overview of STPs A-1, A-2, and A-3 (foreground) from house, view south.



Figure 5-20. Overview of STP A-2 (foreground) and STP C-4 (background), view southwest.



Figure 5-21. Overview of STPs A-4 and A-5 from house, view north.



Figure 5-22. Overview of north side of 5869 Highway 12 with STPs A-4, A-5, and C-2 marked by orange pin flags, view east.



Figure 5-23. Overview of STP C-1 (orange pin flag) and garage, view south.



Figure 5-24. Overview of STP C-2 (foreground) and C-3 (background), view south.



Figure 5-25. Overview of Transect B, view south.



Figure 5-26. Overview of Transect B, view south.



Figure 5-27. Overview of STPs B-2 (foreground) through B-7, view north.



Figure 5-28. Overview of STP B-2 (orange pin flag) and north side of 60 Stagecoach Road house, view southwest.



Figure 5-29. Overview of STP B-3 (orange pin flag in center) and 5869 Highway 12 house (background), view northeast.



Figure 5-30. Overview of STP B-3, west/southwest.



Figure 5-31. Overview of STP B-4 (foreground), Surface Feature 1 (background), and STP B-5 (right side), view northwest.



Figure 5-32. Overview of STP B-7 (foreground) and STP C-1 (background), view northeast.



Figure 5-33. STP A-2 profile.



Figure 5-34. STP B-3 profile.



Figure 5-35. STP C-4 profile.



5.2.1 Site 12-Pr-0821

The approximately 1.81-acre Supplemental Parking Extension survey area is being designated Site 12-Pr-0821 based on interviews with the current landowners, the results of subsurface testing, and historic maps and aerial photographs showing the presence of the various structures on the parcels over 70 plus years. Figure 5-36 through Figure 5-44 show the progression of development between 1934 and 1992. As mentioned above, three surface features were identified within the site (discussed below).

Figure 5-36. 1934 USGS Porter, Indiana topographic map with Site 12-Pr-0821 indicated in red.



Figure 5-37. 1940 USGS Porter, Indiana topographic map with Site 12-Pr-0821 indicated in light blue.

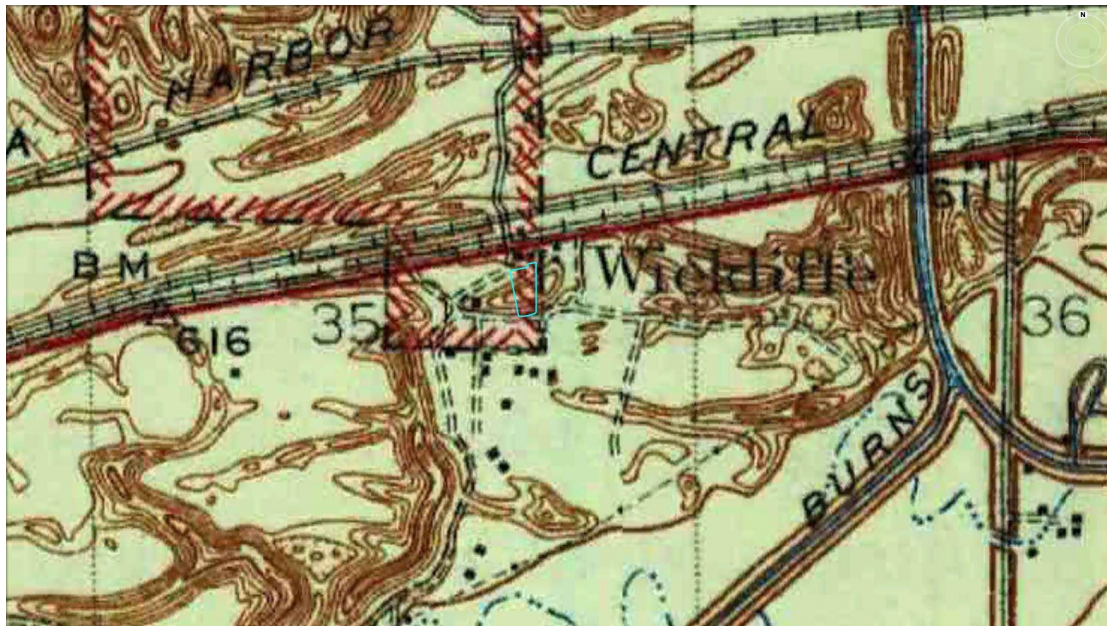


Figure 5-38. 1951 aerial photograph with Site 12-Pr-0821 indicated in yellow (USGS 1951; Google Earth 2020).



Figure 5-39. 1953 USGS Garyton, Indiana topographic map with Site 12-Pr-0821 indicated in red.

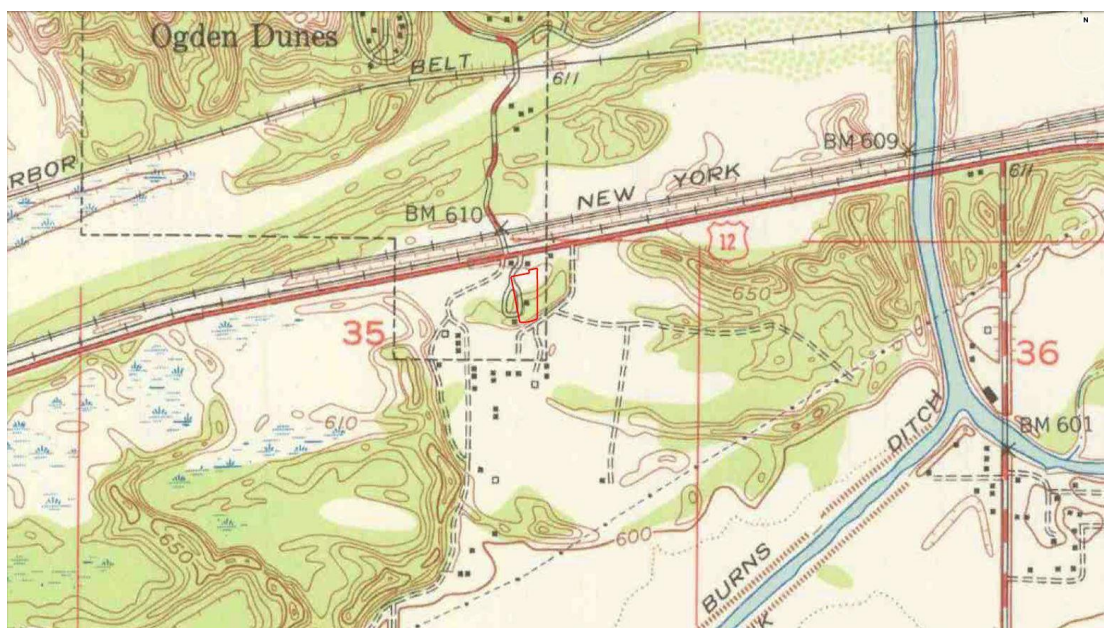


Figure 5-40. 1959 aerial photograph with Site 12-Pr-0821 indicated in yellow (USGS 1959; Google Earth 2020).



Figure 5-41. 1960 USGS Portage, Indiana topographic map with Site 12-Pr-0821 indicated in red.

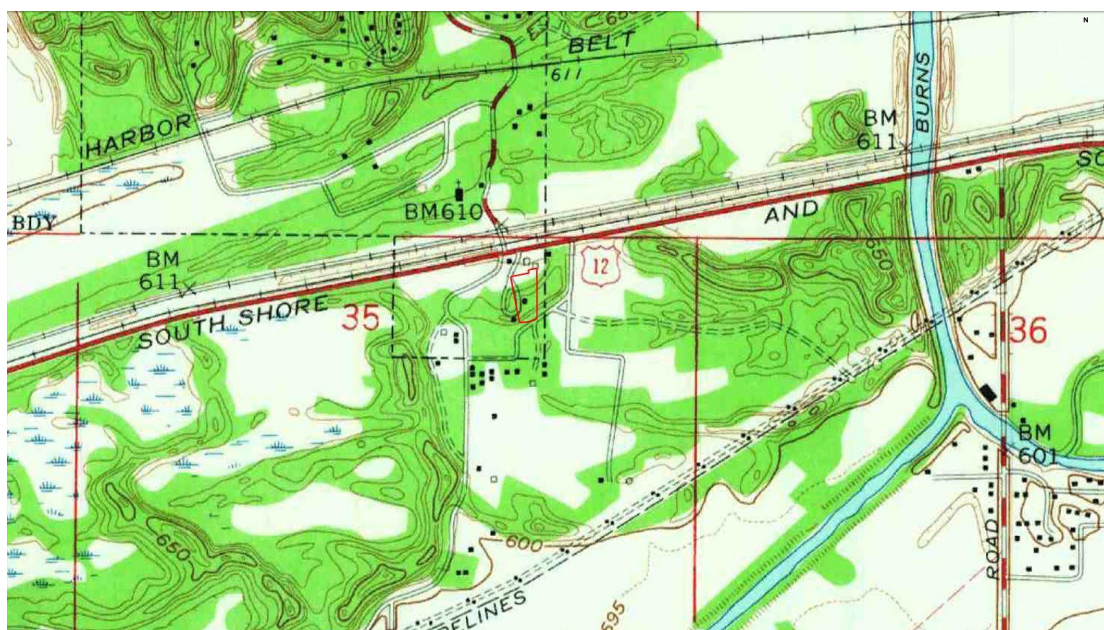


Figure 5-42. 1967 aerial photograph with Site 12-Pr-0821 indicated in yellow (USGS 1967; Google Earth 2020).



Figure 5-43. 1968 (1987 edition) USGS Portage, Indiana topographic map with Site 12-Pr-0821 indicated in red.

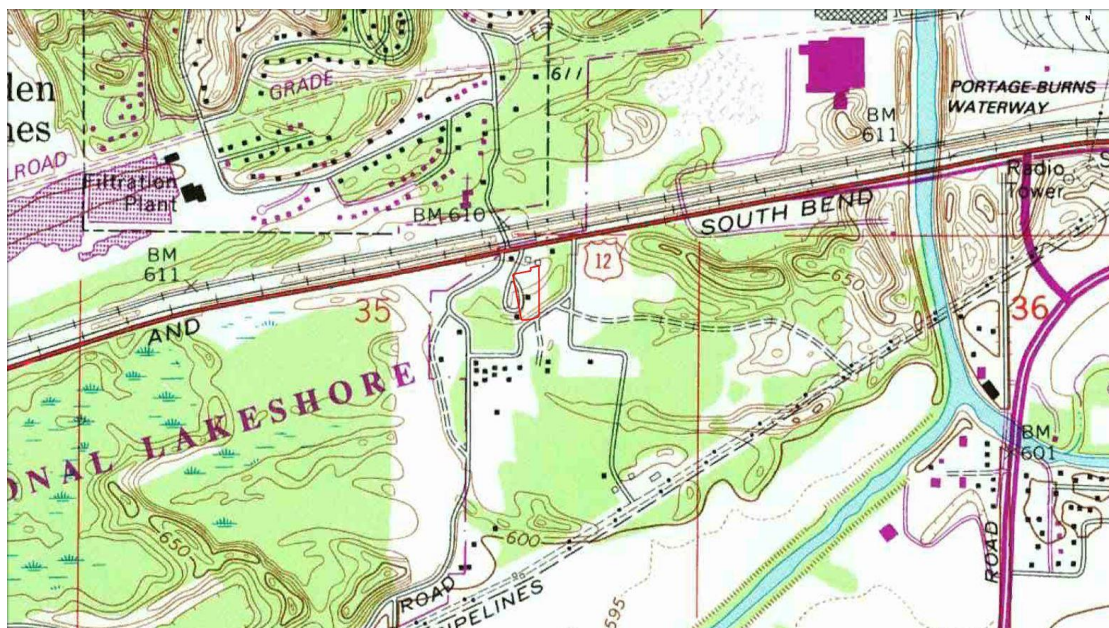
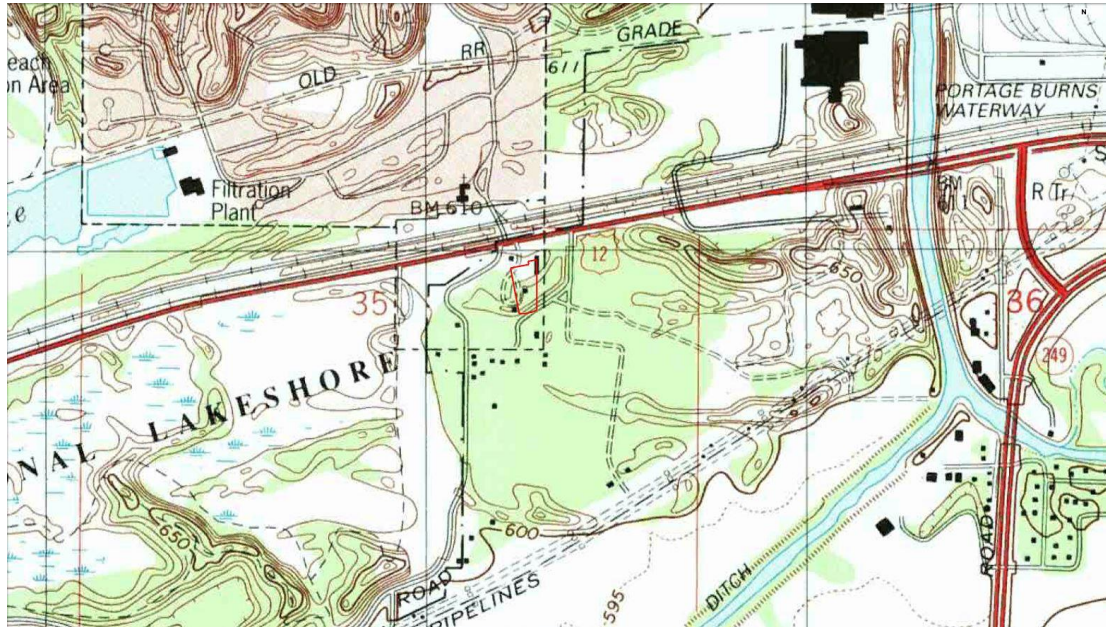


Figure 5-44. 1992 USGS Portage, Indiana topographic map with Site 12-Pr-0821 indicated in red.



Surface Feature 1

Located on the west side of the survey area (see Figure 5-2), Surface Feature 1 likely represents the remains of a cabin, possibly dating from the 1940s. One of the current landowners, Mr. Tittle, noted there were cabins in the area during the 1940s, primarily used by vacationers from Chicago and surrounding areas. A review of historic aerial photographs revealed several smaller cabin-size structures in the area in a 1951 aerial photograph (Figure 5-38), likely confirming Mr. Tittle's statement. Mr. Tittle noted that the cabins were demolished in advance of the construction of the two current residential dwellings (both erected in 1952). Currently, the Surface Feature 1 remains (Figure 5-45) consist of two partially embedded concrete pad sections with several trees growing out of the center (see Figure 5-46 through Figure 5-49). The eastern pad section measures 10 feet north-south by 5.75 feet east-west and is approximately 3 to 4 inches thick. The western pad section is 3 feet by 3 feet with roughly the same thickness as the eastern pad section. The east side of the western pad section appears to be embedded and possibly extends further east where it meets with the eastern pad section. If that is the case, the western pad section was likely a walkway that led to the cabin entrance. The interior of the pads appears to be constructed of concrete blocks. The overall condition is very poor as the pads have been badly damaged by the growth of trees. No other foundations were encountered during the investigation.

Surface Feature 2

Located on the steep slope behind the southwest corner of the 5871 garage (see Figure 5-2), Surface Feature 2 represents a refuse dump (Figure 5-50 through Figure 5-52). Mr. MacKenzie noted that the original residents (Thomas Brady and family) dumped some of their trash over the

slope. The slope is currently wooded and partially covered with leaf litter. Only a 2-meter diameter section of the slope had observable items eroding from it. Observable items (all dating from the 1970s and 1980s) included colorless glass bottle fragments and jars, a plastic jar and lid, and a stainless steel object that appeared to be a portion of a roof-mounted television antennae. All of the items were partially embedded and, according to Mr. MacKenzie, were deposited during the Brady family's tenure on the property. Mr. MacKenzie also stated he had removed and discarded many of the items eroding from the slope. A shovel test (STP C-2) was excavated at the top of the slope to test the extent of the refuse deposit; only yielded a small fragment of non-diagnostic colorless glass was recovered from the upper 10 centimeters. Based on the results of the shovel test, the refuse deposit cannot extend into the hillside more than three feet.

Surface Feature 3

Located in a wooded area, approximately 10 meters southeast of STP B-5 (see Figure 5-2), Surface Feature 3 (a shallow depression approximately 2 meters in diameter) was identified by Mr. Tittle as his old well. Mr. MacKenzie noted that he had filled in the area with imported soil intermittently over the years. Due to the possible danger of collapse, the former well area was not inspected closely.

Figure 5-45. Plan view sketch of Surface Feature 1.

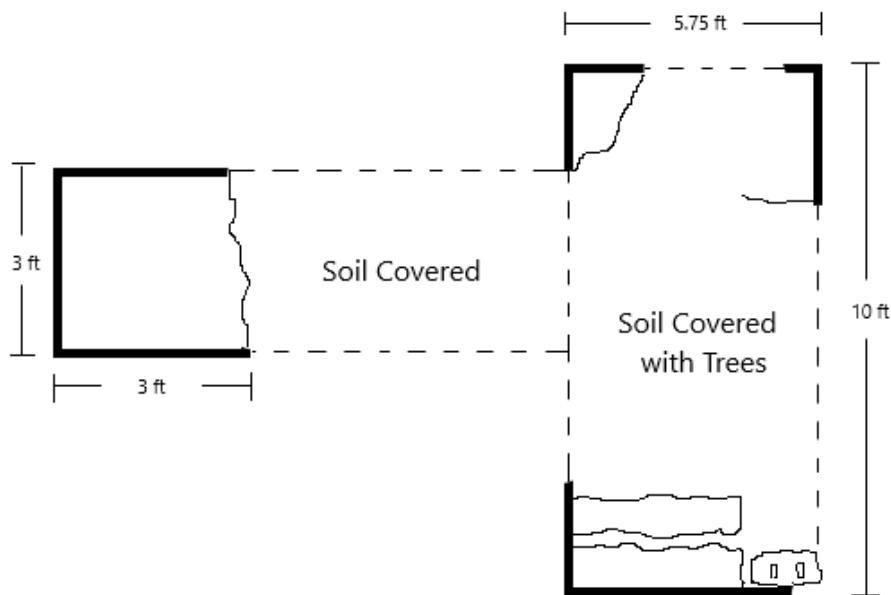


Figure 5-46. Overview of Surface Feature 1, view southeast.



Figure 5-47. Overview of Surface Feature 1, plan view.



Figure 5-48. Overview of Surface Feature 1, view north.



Figure 5-49. Overview of Surface Feature 1, view west.



Figure 5-50. Overview of Surface Feature 2, view southeast.



Figure 5-51. Overview of Surface Feature 2, view southwest.



Figure 5-52. Overview of Surface Feature 2, view southwest.



6 Discussion and Recommendations

In 2016, NICTD, on behalf of FTA, contracted HDR to conduct an archaeological investigation for the proposed DT-NWI Project located along the South Shore Commuter Rail Line (the South Shore Line) for approximately 26.6 miles between Gary, Indiana and Michigan City, Indiana (Parker et al. 2017). In April 2020, HDR conducted an additional archaeological survey of approximately 2.4 acres for a proposed supplemental extension of the Portage/Ogden Dunes Station Parking Lot Extension (a 3.26-acre area surveyed for the Project in 2017) and an approximately 15-foot widening of the east side of Stagecoach Road, which is immediately east and south of the proposed 2017 parking lot extension area. These supplemental areas (labeled Supplemental Parking Extension [1.81 acres] and Stagecoach Road Widening [0.59 acres], respectively) were collectively designated the Ogden Dunes Lot Extension Survey Area.

The supplemental Phase I investigation was completed to assist FTA in meeting its regulatory obligations under Section 106 of the NHPA of 1966, as amended. The additional investigation was conducted in accordance with the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* and guidelines established by INDOT-CRO and by DHPA, which serves as the SHPO.

The primary objective of the supplemental Phase I investigation was to identify all archaeological resources within the Ogden Dunes Lot Extension Survey Area and recommend follow-up Phase II evaluation of any resources of undetermined eligibility for listing in the NRHP. The purpose of the NRHP is to list properties that are "significant in American history, architecture, archaeology and culture" (NHPA Section 101[a][1]). The implementing regulations of the NHPA provide the following criteria for evaluation:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and

- (a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
- (b) that are associated with the lives of persons significant in our past; or
- (c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- (d) that have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).

HDR conducted the background research in April and May 2020, and the field investigation on 27 April 2020. The field survey included photo-documentation, a controlled surface inspection, and mapping, followed by subsurface testing in select portions of the survey area.

Within the 0.59-acre Stagecoach Road Widening area, the survey documented a buried communication line running along the entire length of the east side of Stagecoach Road, as well as an overhead utility line running along the southern half of the area. Due to the presence of buried and overhead utility lines, and previous disturbance along the road right-of way, no subsurface testing was conducted. No prehistoric or historic materials were identified during the controlled surface inspection of the area.

Within the approximately 1.81-acre Supplemental Parking Extension area, the survey included current land owner interviews, photo-documentation, a controlled surface inspection, and mapping, followed by subsurface testing. During the interviews with the current land owners and controlled surface inspection, three surface features were identified, including a concrete pad foundation of a probable cabin dating from the 1940s; and a refuse dump area and a partially filled well (currently a shallow depression approximately 2 meters in diameter), both of which are associated with the existing residential structures (both constructed in 1952) in the area. Following the recordation of the surface features, subsurface testing of the survey area was conducted. A total of 16 shovel tests were excavated in the area; all were negative for prehistoric and historic materials. Shovel test locations were restricted by the presence of the two existing residential structures and multiple buried utility lines running throughout the area. Subsurface testing revealed disturbed soil profiles (composed of modern structural debris and domestic refuse, disturbed mottled soils, and moderate to heavy slag fill) associated with the development of the area over the last 70 plus years. Based on interviews with the current landowners, the results of subsurface testing, and historic maps and aerial photographs showing the presence of the various structures on the parcels over 70 plus years, the Supplemental Parking Extension area is being designated Site 12-Pr-0821. Based on the lack of intact deposits, HDR recommends this site as not eligible for listing in the NRHP. No further work is recommended at this site, and no additional archaeological investigation is recommended unless the Project footprint changes.

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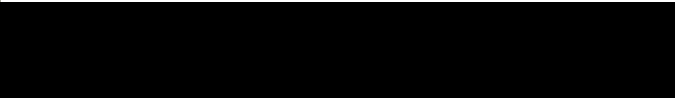



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Appendix A. Known Sites and Previous Investigations Tables

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Table A-1. Known sites within 1 mile of the 2020 Ogden Dunes Lot Extension Survey Area.

Site Number	Site Name	Site Temporal Affiliation	Site Type	NRHP Recommendations	Author or Investigator
Pr-0038		Unidentified Prehistoric	Habitation	Undetermined	Faulkner 1963
Pr-0039		Unidentified Prehistoric	Camp Site(?)	Undetermined	Faulkner 1963
Pr-0041		Unidentified Prehistoric	Camp	Undetermined	Faulkner 1963
Pr-0107		Woodland, Middle Woodland, Unidentified Prehistoric	Burial	Undetermined	DNR-DHPA 2007?
Pr-0108		Unidentified Prehistoric	Habitation	Undetermined	DNR-DHPA 2007?
Pr-0495	1994-3	Unidentified Prehistoric	Fire-cracked Rock	Undetermined	Frost 1996
Pr-0496	1994-4	Woodland	Lithic Scatter	Undetermined	Frost 1996
Pr-0501	1994-10	Unidentified Prehistoric	Isolated Find- Fire Cracked Rock	Not eligible	Frost 1996
Pr-0526		Woodland, Middle Woodland, Late Woodland, Upper Mississippian	Base Camp	Eligible and Undetermined, respectively	O'Brien 1998; Klabacka 2009
Pr-0527		Unidentified Prehistoric, Middle Woodland	Base Camp	Potentially Eligible	O'Brien 1998
Pr-0528		Unidentified Prehistoric	Isolated Find - biface	Not eligible	O'Brien 1998
Pr-0596	West Beach- Bathhouse Blowout	Historic	Commercial	Undetermined	Frost 2000
Pr-0640	Unknown No. 4, Alpha Wreck	Nineteenth-Century Historic	Shipwreck	Undetermined	Kira Kaufmann 2011
Pr-0713		Unidentified Prehistoric	Lithic Scatter	Not eligible	Klabacka 2009

Table A-2. Previous investigations within 1 mile of the 2020 Ogden Dunes Lot Extension Survey Area.

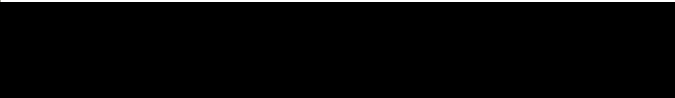



SHPO Reference Number	County	Author	Year	Project	Investigator	Agency	Further Work Suggested/Sites Located
AR-64-00145 / 16951	Lake / Porter	Bellis, James O.	1979	Draft Report of the Phase I Archaeological Reconnaissance for the Little Calumet River, Indiana	University of Notre Dame	Northwest Indiana Regional Planning Commission	Yes; additional work recommended within the project area, but not at the site identified
AR-64-00129 / 90-202	Porter	Jeske, Robert J.	1990c	Archaeological Reconnaissance Survey of a Proposed Marina Basin in Porter County, Indiana	Northeast Indiana Archaeological Survey, Indiana-Purdue University at Fort Wayne	USACE, Indiana Department of Conservation	No
AR-64-00130	Porter	Schurr, Mark R.	1992	A Review of Archaeological Records for a Proposed Marina in Porter County, Indiana	University of Notre Dame	Not specified; work completed for Anorlas Enterprises	No
AR-64-00131 / 20020974	Porter	Stillwell, Larry N.	2002	An Archaeological Field Reconnaissance of the Proposed U.S. 12 Entrance to the National Steel Midwest Division Property (Project STP-N 306 () Des. 0011800) in Portage, Porter County, Indiana	Archaeological Consultants of Ossian	Indiana Department of Transportation	No

Table A-2. Previous investigations within 1 mile of the 2020 Ogden Dunes Lot Extension Survey Area.

SHPO Reference Number	County	Author	Year	Project	Investigator	Agency	Further Work Suggested/Sites Located
AR-64-00292 / 20093660	Porter	Klabacka, Rachel	2009b	Addendum: Archaeological Field Reconnaissance, Marina Shores at Dune Harbor Borrow Pit, Port County, Indiana	Applied Archaeology Laboratories, Ball State University	Not specified; work completed for Brant Companies	Site revisited
AR-64-00386	Porter	Bellis, James O.	1985	Report of the Archaeological Reconnaissance for the Proposed Industrial Park Development North and West of State Road 249 and I-94, Portage, Porter County, Indiana	University of Notre Dame	City of Portage, Economic Development Office	No
AR-45-00496	Porter	Kaufmann, Kira E., Andrew J. Weir, and Kathryn C. Egan-Bruhy	2011	Report of Investigations for Submerged Cultural Resources within Indiana's Territorial Waters of Lake Michigan	Commonwealth Cultural Resources Group, Inc.	Lake Michigan Coastal Program, IDNR	N/A
AR-64-00294	Porter	Demel, Scott J.	1999	Results of a Phase I Archaeological Reconnaissance Survey of 2.0 + acres of land for the Midwest Steel Shoreline Remediation Project in Portage, Porter County, Indiana	Midwest Archaeological Research Services, Inc.	NPS	No
* AR-64-00266 / AR-64-00290_T2	Porter	Natt, Wendy L. and Eric D. Sipes	1998	Archaeological Reconnaissance of Approximately 75 Acres for the Lefty's Coho Landing Project in Portage, Porter County, Indiana	Glenn A. Beck Laboratory of Archaeology, Indiana University	Not specified; work completed for Abonmarche Consultants, Inc.	Yes
AR-64-00076	Porter	Wilk, Elizabeth	2016	Phase I Archaeological Survey Report: West Dunes/PIIN030, 60 Stagecoach Road, Portage, Porter County, Indiana	EBI Consulting	FCC?	No
AR-64-00264	Porter	Cochran-Smith, Jamie	2011	An Archaeological Records Check and Phase Ia Survey of Approximately 6,200 Linear Feet for the Proposed Northside Business Park Trail in Portage, Des. No. 0200810, Porter County, Indiana	Indiana University-Purdue University Fort Wayne	INDOT	No
AR-64-00267	Porter	Harper, Gregory F.	2007	Cultural Resources Survey: Proposed Cellular Tower, 60 Stagecoach Road, Ogden Dunes, Portage Township, Porter County, Indiana	Apex Companies, LLC	FCC	No
AR-64-00291	Porter	Klabacka, Rachel	2009a	Archaeological Field Reconnaissance, Marina Shores at Dune Harbor Borrow Pit, Porter County, Indiana	Ball State University	Not specified	1 site located, but no further work recommended
* AR-64-00146 / AR-64-00268	Porter	Stillwell, Larry N.	2005	An Archaeological Field Reconnaissance of a Proposed Land Parcel Exchange (Project #F-31 (29) and FA 31 Sec A, 1922) near Ogden Dunes, Porter County, Indiana	Archaeological Consultants of Ossian	INDOT	No
* Intersects with a portion of the Stagecoach Road Extension section of the current survey.							



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Appendix B. Shovel Testing Results

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STP #	Stratum	Top Depth (centimeters [cm])	Bottom Depth (cm)	Munsell	Texture	Comments
A-1	I	0	12	10YR 2/2 Very Dark Brown	Sandy Loam	STP A-1 was located on the southeastern portion of the parcel.
A-1	II	12	30	10YR 5/6 Yellowish Brown mottled w/ 15% 10YR 2/2 Very Dark Brown	Mottled Coarse Grained Sand	
A-1	III	30	110	10YR 5/6 Yellowish Brown	Sand	
A-2	I	0	10	10YR 2/2 Very Dark Brown	Sandy Loam	STP A-2, approximately 15 meters (m) to the north of STP A-1, was within the landscaped backyard of the 5869 property. A dense layer of slag was encountered at 30 centimeters below surface (cmbs), loose sand was encountered at 36 cmbs, but contained approximately 10 percent slag inclusions.
A-2	II	10	30	10YR 5/6 Yellowish Brown	Sand	
A-2	III	30	36	n/a	Slag	
A-2	IV	36	110	10YR 6/4 Light Yellowish Brown	Fine Grained Sand	
A-3	I	0	25	10YR 2/2 Very Dark Brown	Sandy Loam	STP A-3, approximately 15 m north of STP A-2, was within the landscaped backyard of the 5869 property, approximately 5 m from the house. No slag layer encountered, but there was heavy construction/demolition debris throughout. Lower levels contained approximately 5 percent slag inclusions.
A-3	II	25	110	10YR 6/4 Light Yellowish Brown	Fine Grained Sand	
A-4	I	0	15	10YR 2/2 Very Dark Brown	Sandy Loam	STP A-4 was within the northern landscaped yard of the 5869 property, 5 m north of the house. No slag layer encountered, but soils were heavily mottled and contained approximately 10 percent slag inclusions with one quarter fragment of a concrete cinder block at 30 cmbs.
A-4	II	15	110	10YR 5/6 Yellowish Brown mottled w/ 40% 10YR 2/2 Very Dark Brown and 10% Slag	Sand	
A-5	I	0	40	10YR 2/2 Very Dark Brown	Sandy Loam	STP A-5, approximately 10 m north of A-4, near the wooded slope descending towards the garage. Approximately 2 m to the west, a metal gas line and 2-inch PVC pipe was observed extending into the upper slope from the garage. Owner said they were no longer active lines. Several feet downslope, a portion of a failing concrete retaining wall was observed, it was mostly embedded, but the observable sections appeared to be disarticulated. No disturbances other than roots were evident.
A-5	II	40	110	10YR 6/4 Light Yellowish Brown	Fine Grained Sand	
B-1	I	0	10	10YR 2/2 Very Dark Brown	Sandy Loam	STP B-1 was located on the southwestern portion of the survey area, within the landscaped backyard of the house. The location of B-1 was the only area to the south of the house where an STP could be excavated. To the west of B-1 was a paved patio area and septic tank; to the northeast was a slope with electrical lines and trees; and to the south was a steep slope leading down to Stagecoach Road. No inclusions in either stratum.
B-1	II	10	110	10YR 5/6 Yellowish Brown	Sand	
B-2	I	0	10	10YR 2/2 Very Dark Brown	Sandy Loam	STP B-2, approximately 10 m north of the house, within the landscaped front yard. Stratum II had approximately 5 percent slag inclusions, and a charcoal briquette from a grill was found at 40 cmbs. The STP was terminated at 90 cmbs due to a dense slag layer.
B-2	II	10	90	10YR 5/6 Yellowish Brown	Sand	
B-2	III	90	90 (impenetrable)	n/a	Highly Compacted Slag	
B-3	I	0	15	10YR 2/2 Very Dark Brown	Sandy Loam	STP B-3, approximately 15 m north of B-2, and 1 m north of the asphalt driveway. An unmarked electrical conduit was encountered at 30 cmbs, so the STP was offset 30 cm to the north to avoid the line. A small brick fragment was observed at 35 cmbs, otherwise there were no other inclusions. Stratum III was sterile.
B-3	II	15	100	10YR 5/6 Yellowish Brown	Sand	
B-3	III	100	110	10YR 4/2 Very Dark Grayish Brown	Sand	
B-4	I	0	20	10YR 2/2 Very Dark Brown	Sandy Loam	STP B-4, approximately 15 m north of B-3, slightly downslope where the landform levels out.
B-4	II	20	110	10YR 6/4 Light Yellowish Brown	Sand	
B-5	I	0	20	10YR 2/2 Very Dark Brown	Sandy Loam	STP B-5, approximately 15 m north of B-4 and 10 m east of Surface Feature 1. Small non-diagnostic colorless bottle and flat glass fragments were observed in the disturbed Stratum II mottled soils.
B-5	II	20	40	10YR 2/2 Very Dark Brown mottled w/ 10YR 6/4 and 10YR 5/6 sand	Sandy Loam w/ Sand Mottles	
B-5	III	40	110	10YR 6/4 Light Yellowish Brown	Sand	
B-6	I	0	10	10YR 2/2 Very Dark Brown	Loam	

STP #	Stratum	Top Depth (centimeters [cm])	Bottom Depth (cm)	Munsell	Texture	Comments
B-6	II	10	110	10YR 6/4 Light Yellowish Brown	Sand	inclusions of slag and non-diagnostic colorless glass fragments. Stratum II had 5 percent slag inclusions. A small fragment of white plastic wrapper was encountered at approximately 100 cmbs.
B-7	I	0	20	10YR 2/2 Very Dark Brown	Clay Loam, compacted with inclusions of gravel	STP B-7, approximately 15 m north and slightly downslope of B-6. It was difficult to locate a place for the STP in this area because initial attempts with the shovel revealed that most of the area on the north end of the property had a dense layer of slag or gravel that could not be penetrated easily. After numerous attempts, a softer area was located. Soils differed from those elsewhere in the survey area.
B-7	II	20	35	10YR 5/6 Yellowish Brown	Sand, lightly compacted, no inclusions	
B-7	III	35	70	10YR 2/2 Very Dark Brown	Loam	
B-7	IV	70	110	10YR 6/4 Light Yellowish Brown	Sand	
C-1	I	0	15	10YR 2/2 Very Dark Brown	Clay Loam, moderately compacted with 10 percent slag inclusions	STP C-1 was located on the northern edge of the survey area in a grassy area approximately 15 m northwest of the garage. The area was surrounded by paved or gravel driveways and was the only place in this section of the survey area that could be excavated by hand. At 15 cmbs, a dig bar was used to get through a 15-cm thick layer of highly compacted slag.
C-1	II	15	30	n/a	Thick layer of highly compacted slag	
C-1	III	30	110	10 YR 6/4 Light Yellowish Brown	Sand, lightly compacted with approximately 1 percent slag content	
C-2	I	0	10	10YR 2/2 Very Dark Brown	Sandy Loam	STP C-2 was excavated at the top of the slope above Surface Feature 2, approximately 15 m west of A-5, to test the extent of the deposit. Stratum I yielded one small fragment of non-diagnostic colorless glass. No inclusions were encountered in Stratum II or III. Based on the results of this STP, the Surface Feature 2 refuse deposit cannot extend into the hillside more than 3 feet.
C-2	II	10	70	10YR 2/2 Very Dark Brown Mottled w/ 10YR 5/6 Yellowish Brown	Sandy Loams w/ Sand Mottles	
C-2	III	70	110	10YR 6/4 Light Yellowish Brown	Sand	
C-3	I	0	15	10YR 2/2 Very Dark Brown	Sandy Clay with inclusions of slag pieces and small roots	STP C-3, approximately 15 m south of C-2 and 15 m west of A-4, within the landscaped front yard of the 5869 property. The house was approximately 5 m east, and the paved asphalt driveway was to the south and west.
C-3	II	15	25	n/a	Slag, highly compacted	
C-3	III	25	110	10YR 5/6 Yellowish Brown w/ 10% 10YR 2/2 sand	Sand	
C-3	IV	100	110	10YR 5/6 Yellowish Brown	Sand; northeast corner had pocket of 10YR 2/2 sterile sand	
C-4	I	0	20	10YR 2/2 Very Dark Brown w/ 30% 10YR 5/6 Yellowish Brown Mottles	Sandy Loam w/ Sand Mottles	STP C-4 was excavated in the wooded area separating the two houses, approximately 15 m to the southwest of STP A-2.
C-4	II	20	30	n/a	Slag, compacted	
C-4	III	30	40	10YR 5/6 Yellowish Brown Mottled w/ 10% 10YR 6/4 Light Yellowish Brown	Sandy Clay/Sand	
C-4	IV	40	100	10YR 6/4 Light Yellowish Brown	Sand	