



CARPENTER STREET UNDERPASS
ARCHAEOLOGICAL SITE
MAY 11, 2015

PROJECT BACKGROUND

SPRINGFIELD



RAIL IMPROVEMENTS PROJECT

PROJECT REVIEW

- **Safety** – There are 68 at-grade rail crossings throughout the City and 24 miles of unfenced right-of-way
- **Reduce Congestion** – Vehicle delays due to trains blocking crossings are projected to increase from 200 hours per day today to 600 hours per day in 2030
- **Enhance Livability and Commercial Activity** – Each of the rail lines through Springfield generate noise and create barriers in commercial areas and residential neighborhoods

TRAIN TRAFFIC

	Current (2010) Rail Traffic	Projected (2030) Rail Traffic
Union Pacific 3 rd Street	15	45
Norfolk Southern 10 th Street	16	27
Canadian National 19 th Street	4	9
TOTAL	35 Trains	81 Trains

SPRINGFIELD RAIL IMPROVEMENTS PROJECT

EXISTING RAIL LINES





APPROVED ALTERNATIVE

The Federal Railroad Administration issued their Record of Decision in December 2012

SPRINGFIELD RAIL IMPROVEMENTS PROJECT

INITIAL CONSTRUCTION SECTION

CARPENTER STREET UNDERPASS

- **Schedule**
 - **TIGER Grant Selection – September 2013**
 - **Construction – Began in Fall 2014**
 - **Construction Completed – Fall 2016**

CARPENTER STREET CONSTRUCTION



SPRINGFIELD RAIL IMPROVEMENTS PROJECT

CARPENTER STREET



SPRINGFIELD RAIL IMPROVEMENTS PROJECT

HOW THE SITE WAS DISCOVERED

- The archaeological site was discovered through a process of an intensive records search of archival documentation
- Areas of the project that indicated the potential for archaeological resources were sampled with backhoe trenching
- Bricks were unearthed and the IHPA determined that further excavation was warranted which revealed the site was intact

WHY ARE WE HERE?

The purpose of the meeting on March 10, 2015 and tonight's meeting is to:

- Ensure that the public has been adequately informed about the discovery of the archaeological site and its historic importance.
- Seek public input on mitigation/treatment options for the archaeological site.

ABOUT THE ARCHAEOLOGICAL SITE

SPRINGFIELD



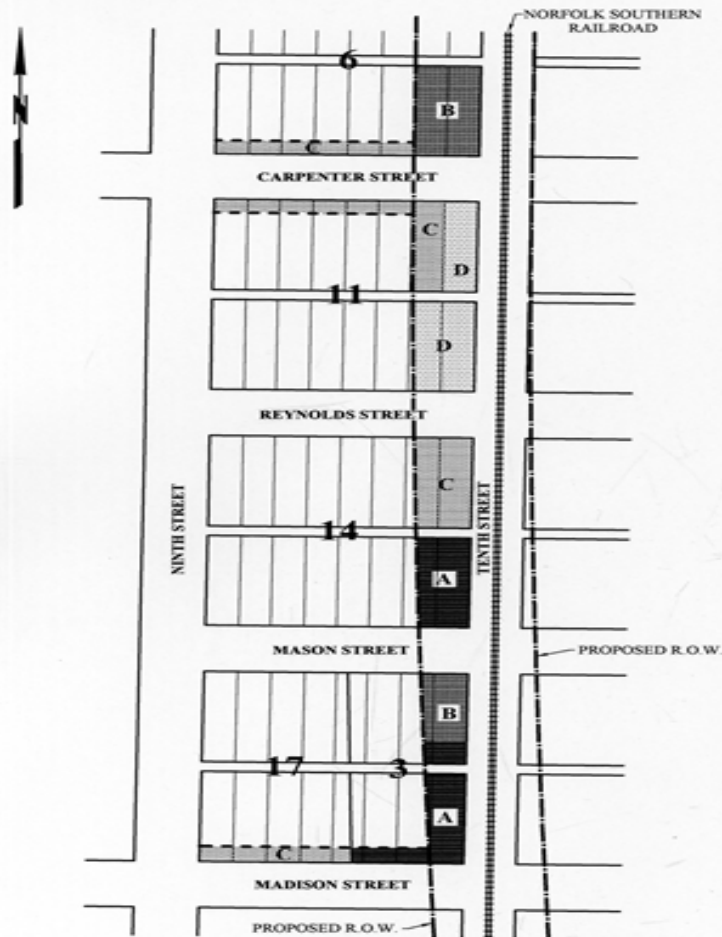
RAIL IMPROVEMENTS PROJECT

PHASE I ARCHAEOLOGICAL SURVEY



SPRINGFIELD RAIL IMPROVEMENTS PROJECT

PHASE I ARCHAEOLOGICAL SURVEY



A= High Potential: Historic resources pre-dating 1870 have been documented. Subsequent ground disturbance appears to be limited. Significant resources with good integrity likely remain intact.

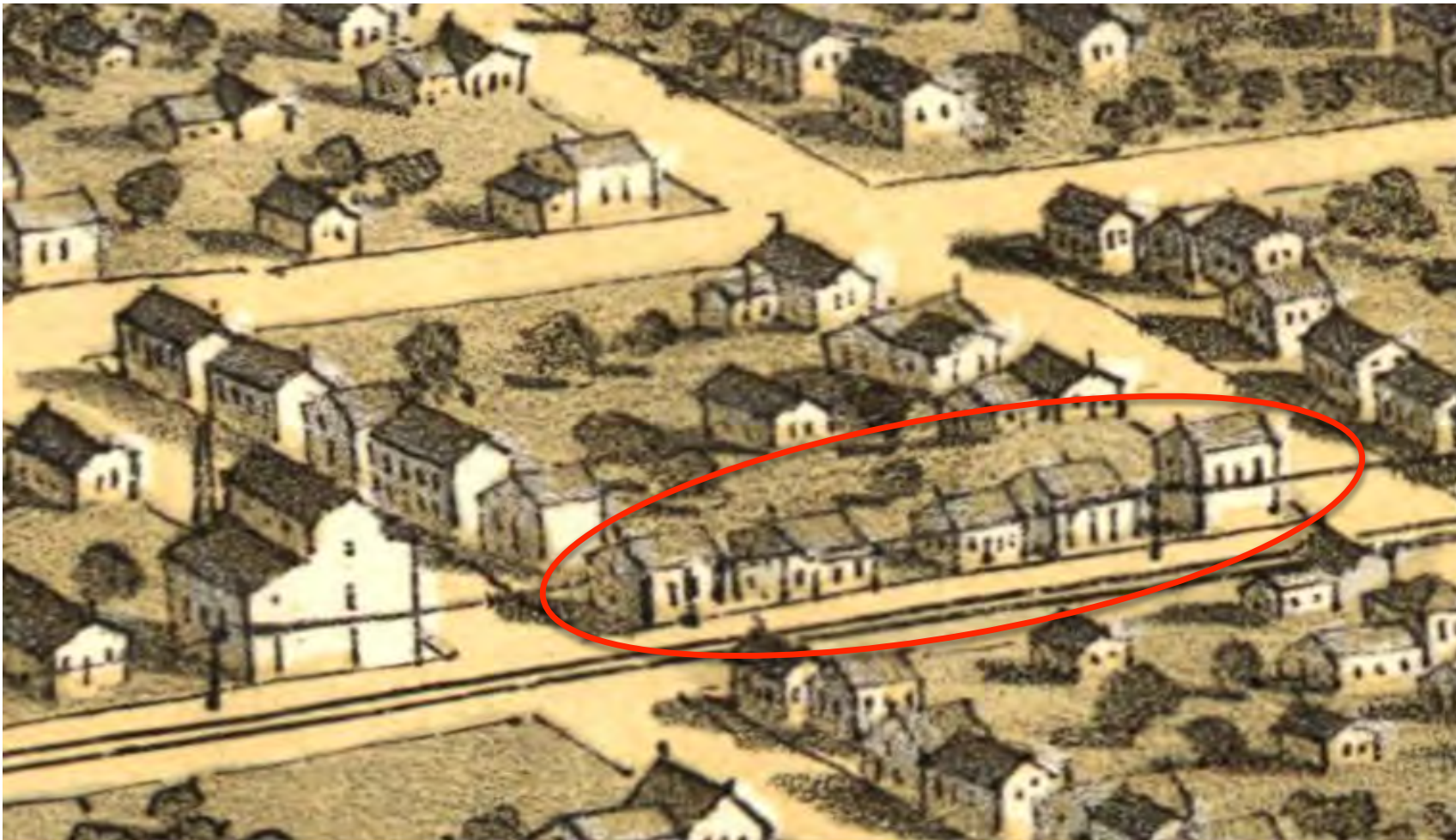
B=Moderate Potential: Historic resources pre-dating 1870 have been documented but may have been impacted by later building construction. The extent of the damage is unknown, though research potential remains.

C=Low Potential: Historic resources pre-dating 1870 have been documented but those included within the project area have low integrity and/or research potential.

D= Very Low Potential: No resources pre-dating 1870 have been documented.

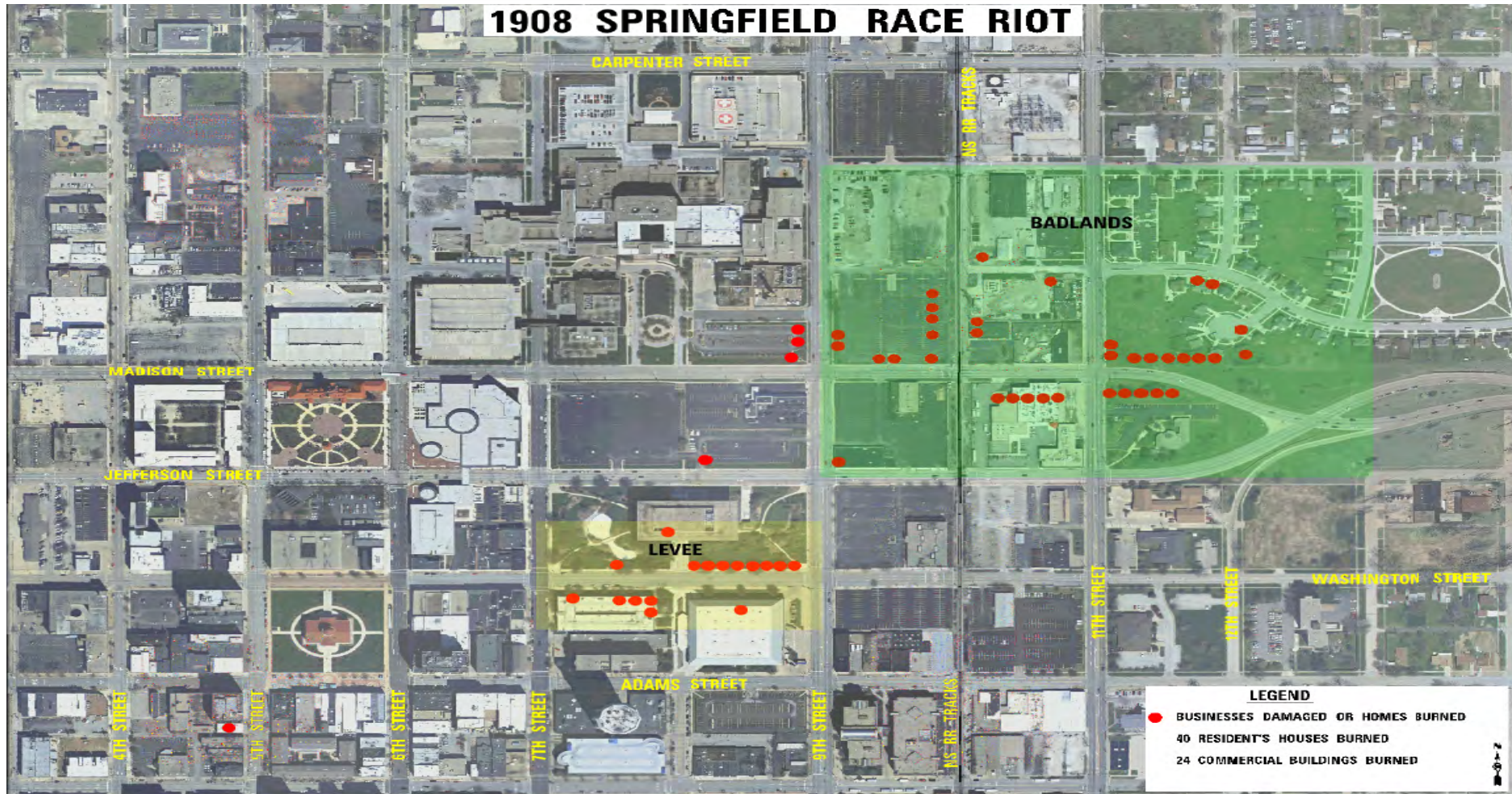


ARCHAEOLOGICAL SURVEY



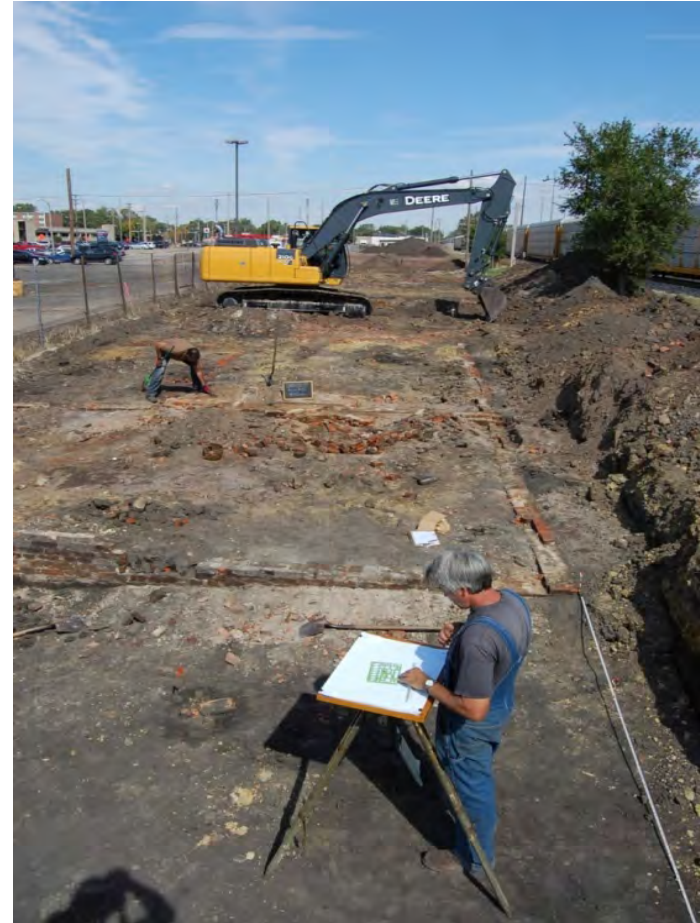
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1908 RACE RIOT



SPRINGFIELD RAIL IMPROVEMENTS PROJECT

SITE TESTING



SPRINGFIELD RAIL IMPROVEMENTS PROJECT

SITE FINDINGS / HOUSE A



SPRINGFIELD RAIL IMPROVEMENTS PROJECT

SITE FINDINGS / HOUSE B



SPRINGFIELD RAIL IMPROVEMENTS PROJECT

SITE FINDINGS / HOUSE C



SPRINGFIELD RAIL IMPROVEMENTS PROJECT

SITE FINDINGS / HOUSE D



SPRINGFIELD RAIL IMPROVEMENTS PROJECT

SITE FINDINGS / HOUSE E



SPRINGFIELD RAIL IMPROVEMENTS PROJECT

SITE FINDINGS / HOUSES F & G



SPRINGFIELD RAIL IMPROVEMENTS PROJECT

SITE TESTING



SPRINGFIELD RAIL IMPROVEMENTS PROJECT

SITE TESTING



SPRINGFIELD RAIL IMPROVEMENTS PROJECT

SITE TESTING

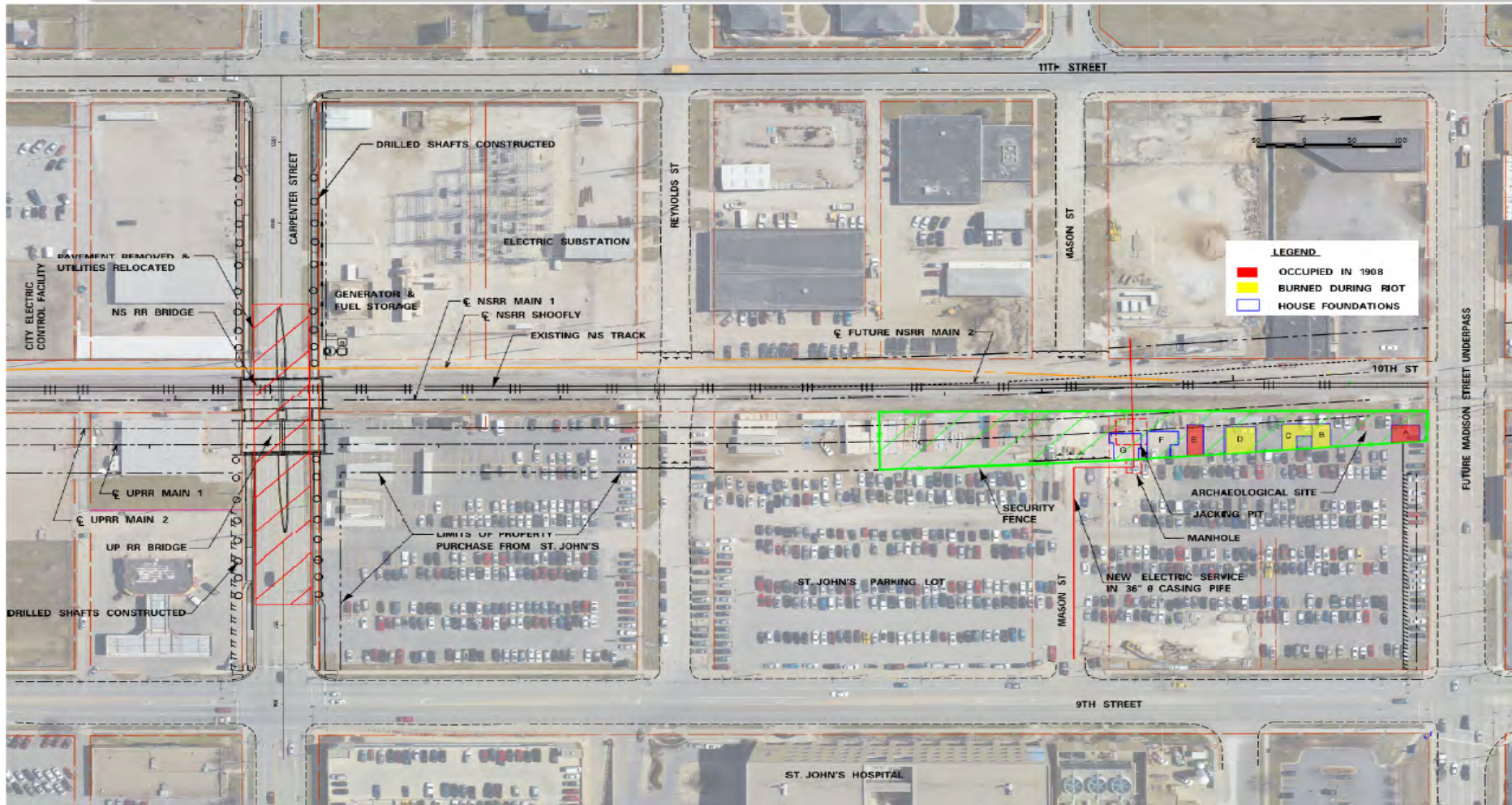
<u>House</u>	<u>Exposed House Area*</u>	<u>Square Footage</u>	<u>Number of test units needed</u>	<u>Cellar or Basement Present</u>	<u>Occupied in 1908</u>	<u>Destroyed by fire</u>	<u>Owner in 1908***</u>	<u>Occupant in 1908***</u>	<u>Affect of 1908 Riot***</u>
A	30' x 22'	660	31	No	Yes	Yes	G. Westenberger	Will Smith	Total Loss
B	19' x 16.5'	314	15	Yes	No	Yes	Ed Payne	vacant [?]	Total Loss
	19' x 10'	190	9	Yes					
C	32.5' x 16'	520	24	No	No	Yes	[Ed Payne?]	[vacant ?]	[Total Loss?]
	32.5' x 12'	390	18	No					
D	31' x 27'	837	39	No	No	Yes	Mrs. T. Schwartz	vacant [?]	Total Loss
E	17' x 34'	578	27	Yes	Yes	Yes	R. L. McGuire	M. Stoutmeyer	Total Loss
	17' x 5'	80	4	No					
F	32' x 16'	512	24**	No	Yes	No			Not Affected
	32' x 18'	576	27**	No					
G	34' x 20'	680	32**	No	No	No			Not Affected
	27' x 14'	378	18**	No					

* = First line is main/front part of dwelling; second line is rear service wing or front porch.

** = Houses F and G lack fire deposits and/or integrity; no hand excavation required. Work completed at these locations.

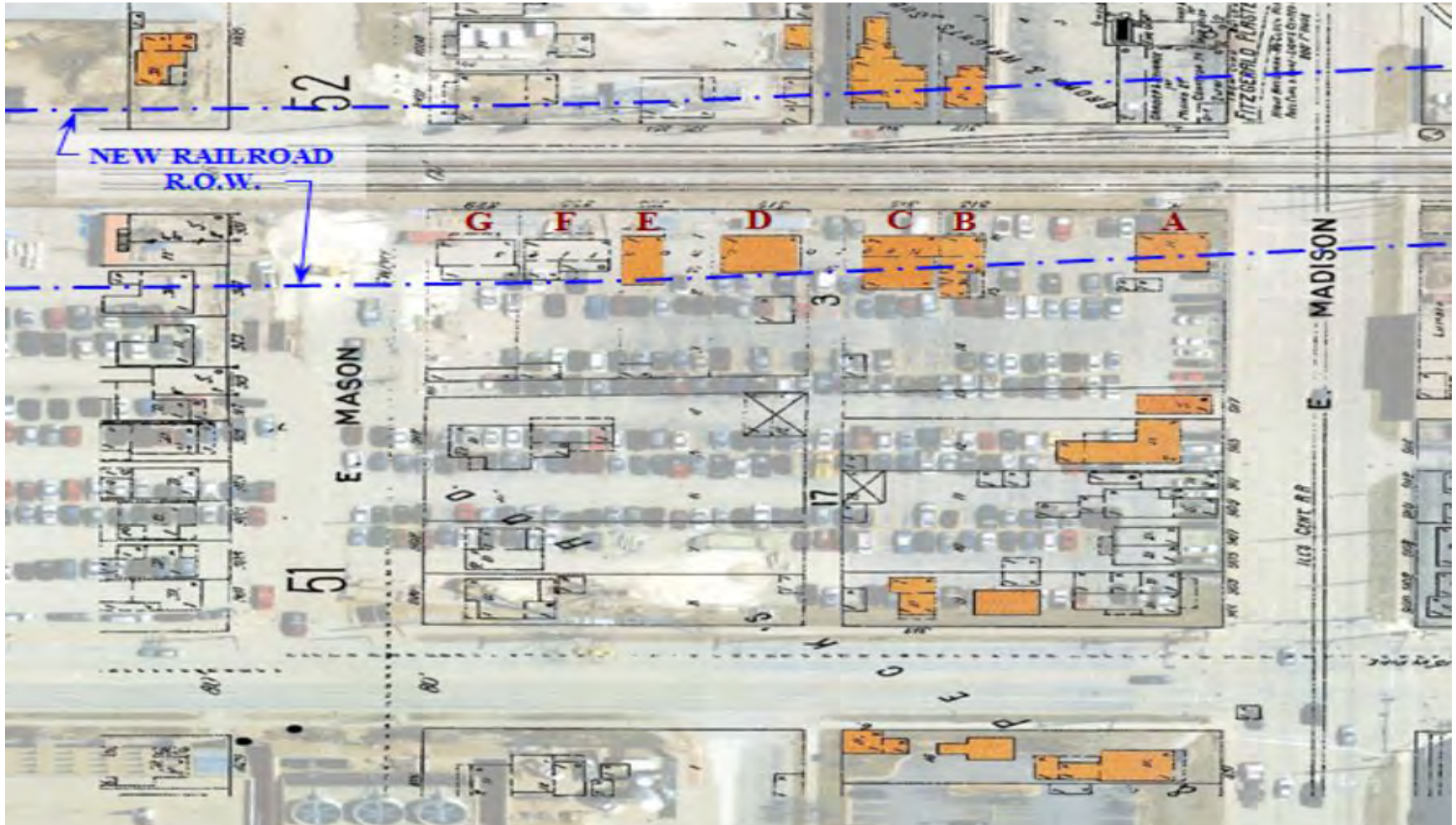
***= Information determined from *Daily Illinois State Register* (September 5, 1908).

CARPENTER STREET PROJECT AREA



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SITE SIGNIFICANCE



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[illegible]

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SITE TESTING



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THE ARCHAEOLOGICAL SITE TODAY

SPRINGFIELD



RAIL IMPROVEMENTS PROJECT

SITE PROTECTION

Why Was The Site Protected:

- Secured against vandalism and trespassing
- Protected from harmful weather conditions and erosion
- Secured until the Section 106 Consultation Process determines appropriate treatment or mitigation for the site
- Secured while the Project team further develops and evaluates engineering alternatives for the rail project

How Was The Site Protected:

- The excavated site features were filled with sand to prevent erosion or degradation of the features
- All features were covered with a geotextile fabric to prevent erosion
- The site is further protected by perimeter fencing and security cameras

THE SITE TODAY



SPRINGFIELD RAIL IMPROVEMENTS PROJECT

THE SITE TODAY



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THE SECTION 106 PROCESS

SPRINGFIELD



RAIL IMPROVEMENTS PROJECT

FEDERAL ENVIRONMENTAL PLANNING & HISTORIC PRESERVATION REQUIREMENTS

Because FRA is providing partial funding for the Carpenter Street Underpass project, several Federal environmental planning and historic preservation laws are triggered. These include:

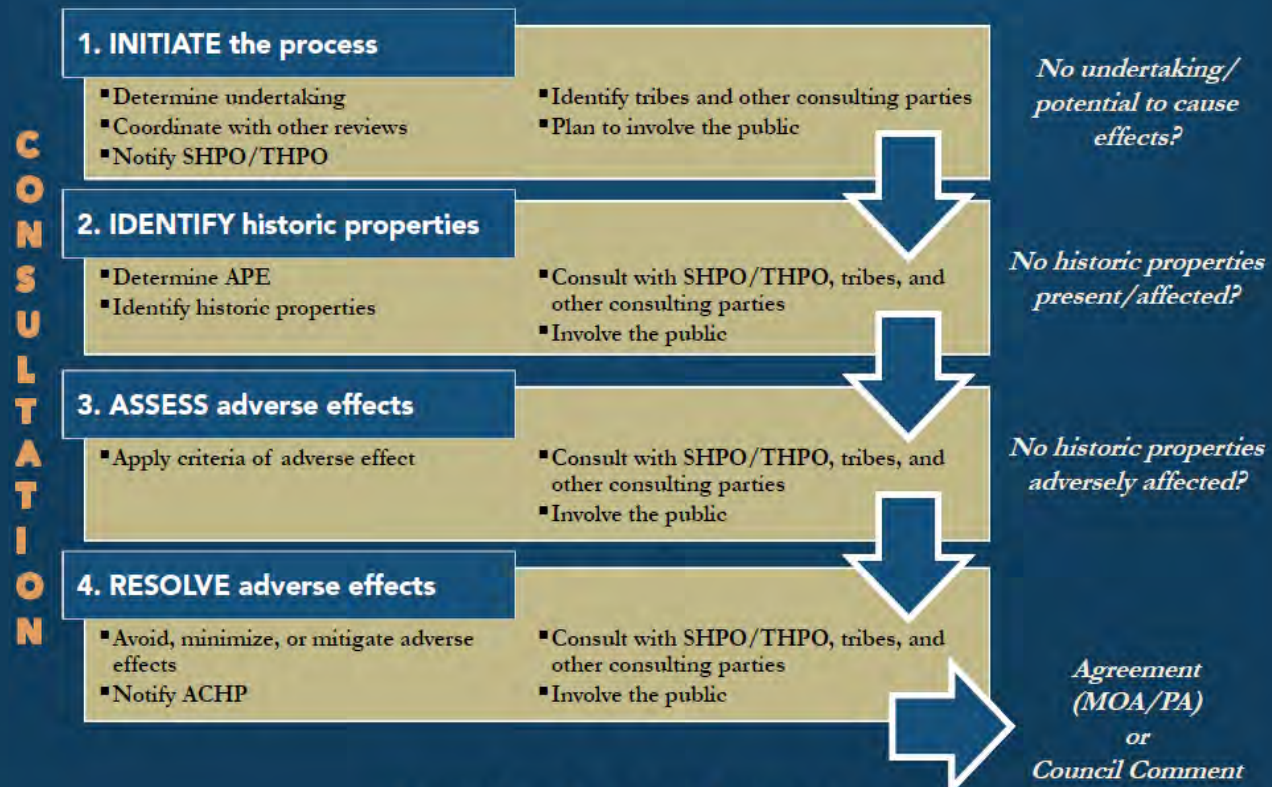
- National Environmental Policy Act (NEPA)
- Section 106 of the National Historic Preservation Act (NHPA)

NATIONAL HISTORIC PRESERVATION ACT – SECTION 106 REVIEW

- Historic properties are an important and valued part of many communities, contributing to a sense of place and identity.
- Section 106 of the National Historic Preservation Act requires that projects receiving federal funds consider effects on historic properties.

SECTION 106

THE SECTION 106 PROCESS



NATIONAL HISTORIC PRESERVATION ACT – SECTION 106 REVIEW

Section 106 applies to:

- *Properties listed on or eligible for listing on the National Register of Historic Places (NRHP)*

Historic Properties include:

- *Buildings*
- *Structures*
- *Objects*
- *Districts*
- ***Sites***

To be eligible for the NRHP, properties must meet at least of one the following criteria:

- * *A. Associated with **events** that have made a significant contribution to the broad patterns of our nation's history*
- B. Associated with the lives of significant persons in our past*
- C. 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 (architecture)*
- * *D. That have yielded or may be likely to yield information important in history or prehistory (**archaeology**)*

NATIONAL HISTORIC PRESERVATION ACT – SECTION 106 REVIEW

Major Participants in the Section 106 Review Process:

- The Federal Agency (FRA)
- The State Historic Preservation Office (IHPA)
- The Applicant (City of Springfield)
- The Advisory Council on Historic Preservation (The ACHP is an independent federal agency that oversees Section 106 review and issues the regulations that implement it)

CONSULTING PARTIES

The Section 106 Process provides the public the opportunity to become a Consulting Party:

- Consulting Parties:
 - Individuals or organizations with a demonstrated interest in the project, including a legal or economic interest, or who are concerned about effects to historic properties. Examples include property owners; local, state, and national preservation organizations; community groups and neighborhood associations.
 - ✓ May want to stay informed about the project (e.g., through public meetings, email distribution lists, project website)
 - ✓ Consulting Parties participate in the development of mitigation/treatment measures, agreement documents, etc.

CONSULTING PARTIES

The Section 106 Process provides the public the opportunity to become a Consulting Party to:

- Learn and ask questions about the project
- Provide information on cultural resources and historic properties in the project area
- Discuss how the project might affect those resources

CONSULTING PARTIES

Your input in the Section 106 Process is important to us!

Your input helps us to:

- Gain insight on the history of your community
- Identify and understand the cultural resources and historic properties that are important to you and your community
- Avoid, minimize, or mitigate impacts to these resources from the project
- Identify ways to help the project to better fit in with its surrounding community

CONSULTING PARTIES

How to Become a Consulting Party:

- Fill out the Consulting Party form at tonight's meeting and place it in the Comment Box or forward it to the address on the form.

The form should be mailed to:

Andrea Martin

Federal Railroad Administration

1200 New Jersey Avenue SE, Mail Stop 20, W38-215

Washington, DC 20590

Phone: (202) 493-6201

Email: andreamartin@dot.gov

FUTURE OF THE SITE

SPRINGFIELD



RAIL IMPROVEMENTS PROJECT

SITE OPTIONS

Consulting Parties will determine:

- Possible treatment options/mitigation measures
 - Preservation in place
 - Data recovery (i.e., excavation and curation of cultural material)
 - Educational programming, scholarly research and publication, incorporation into a museum display, site tours, etc.)
 - Install interpretative signage near the site describing its history and significance
 - Other ideas? ***We want to hear from you!***

PUBLIC COMMENTS

Comments can be provided:

- Verbally to Court Reporter
- Submitted online at www.springfieldrailroad.com
- Comment forms before you leave
- Public testimony – 3 minutes per person

CONTACT INFORMATION

We want to hear from you. Please submit your ideas during this evening's meeting. Following the meeting, comments may be mailed to:

Andrea Martin

Federal Railroad Administration

1200 New Jersey Avenue SE, Mail Stop 20, W38-215

Washington, DC 20590

Phone: (202) 493-6201

Email: andreamartin@dot.gov

- Let us know if you'd like to receive project updates by email or mail

THANK YOU

SPRINGFIELD



RAIL IMPROVEMENTS PROJECT