

**Addendum to  
Historic Property Report for the  
I-65/I-70 North Split Interchange Project  
(Des. Nos. 1592385 and 1600808) in  
Indianapolis, Marion County, Indiana**

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Indiana Department of Transportation**

**September 19, 2018**



## MANAGEMENT SUMMARY

ASC Group, Inc., under contract with HNTB Corporation (HNTB), completed an addendum to the Historic Property Report (HPR) for the proposed I-65/I-70 North Split Interchange Project (Des. Nos. 1592385 and 1600808) in Indianapolis, Center Township, Marion County, Indiana. The HPR was released and consulting parties notified of its availability on September 19, 2017; the Indiana State Historic Preservation Officer (SHPO) concurred with the findings in the report by letter dated February 8, 2018 (DHPA 21534). This addendum does not change any of the findings of the original report. The addendum report documents the identification and evaluation efforts for properties included in the Expanded Area of Potential Effects (Expanded APE) for this project, which is divided into 12 segments. This HPR addendum is independent of any alternative selected, and does not mean that a specific build alternative has been selected. The expanded APE was discussed at a meeting with the SHPO on December 7, 2017, and at the January 26, 2018, Consulting Parties (CP) meeting. Traffic models indicated these segments could see a meaningful temporary increase in truck traffic during the construction phase of the project if there is a full closure of the North Split interchange. Full closure of the interchange is anticipated to be a worst-case scenario for truck traffic diversion during construction. The 12 segments are:

1. Fall Creek Parkway Segment from 38<sup>th</sup> Street south to College Avenue
2. College Avenue Segment from Fall Creek Parkway south to original APE
3. West Street Segment from the I-65 interchange south to the I-70 interchange
4. Missouri Street Segment from West Street south to the I-70 interchange
5. Pennsylvania Street Segment south from original APE to Madison Avenue
6. Madison Avenue Segment from Pennsylvania Street to I-70
7. St. Clair Street Segment from original APE west to West Street
8. Fort Wayne Avenue Segment from original APE south to St. Clair Street
9. East Street Segment from original APE south to original APE
10. Washington Street Segment from Rural Street west to original APE
11. Rural Street Segment from the I-70 interchange south to Washington Street
12. Massachusetts Avenue Segment from original APE east to Rural Street

Identification of aboveground resources within the Expanded APE was completed using a two-step approach. Step 1 involved surveying the existing right-of-way of each segment as described above to identify historic or unique features, including brick or stone streets, limestone curbs, stone walls, historic bridges, and any other features that would contribute to a historic property, if present. These types of features, if present, could potentially be affected by heavy trucks diverted during construction. No improvements are planned for these segments at this time. Following Step 1 survey, in Step 2, segments with any of the unique features noted above were reviewed to determine if the features are contributing to a National Register of Historic Places (NRHP)-listed or NRHP-eligible historic district or property.

The Step 1 survey identified three segments with one or more of the unique features outlined above; i.e., the College Avenue Segment, the Rural Street Segment, and the Massachusetts Avenue Segment. In Step 2, aboveground resources to which the identified unique features might contribute were identified and evaluated in accordance with Section 106, National

Historic Preservation Act (NHPA) of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

As a result of the NHPA, as amended, and CFR Part 800, federal agencies are required to take into account the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts that are eligible for or listed in the NRHP and/or the Indiana Register of Historic Sites and Structures (IRHSS). All properties listed in the NRHP are automatically included in the IRHSS; however, some properties are listed only in the IRHSS. Because this project is receiving funding from the Federal Highway Administration (FHWA), it is subject to a Section 106 review.

NRHP regulations establish a minimum age of 50 years for a building to be generally eligible for the NRHP, although for the purpose of this survey, properties built by 1971 were considered for NRHP eligibility so as to include buildings that will be 50 years old at the time of the anticipated project letting in 2021.

The three aboveground resources that were examined within these three segments are: Marion County Bridge No. 1803F (IHSSI No. 098-296-00741) in the College Avenue Segment; Marion County Bridge No. 2514F over Pogue's Run in the Rural Street Segment; and the buildings adjoining brick pavement at Massachusetts Avenue and Valley Avenue in the Massachusetts Avenue Segment. The buildings adjoining the brick pavement at Massachusetts Avenue and Valley Avenue were determined to be not eligible for the NRHP. Marion County Bridge No. 1803F is a contributing resource in the Indianapolis Park & Boulevard System Historic District, and is listed in the Indiana Historic Bridge Inventory as historic and Select. Marion County Bridge No. 2514F is also a contributing resource in the Indianapolis Park & Boulevard System Historic District, and was also identified in the Indiana Historic Bridge Inventory as historic and Select. These two historic properties identified in the expanded APE may be affected by the temporary diversion of truck traffic during construction.

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## INTRODUCTION

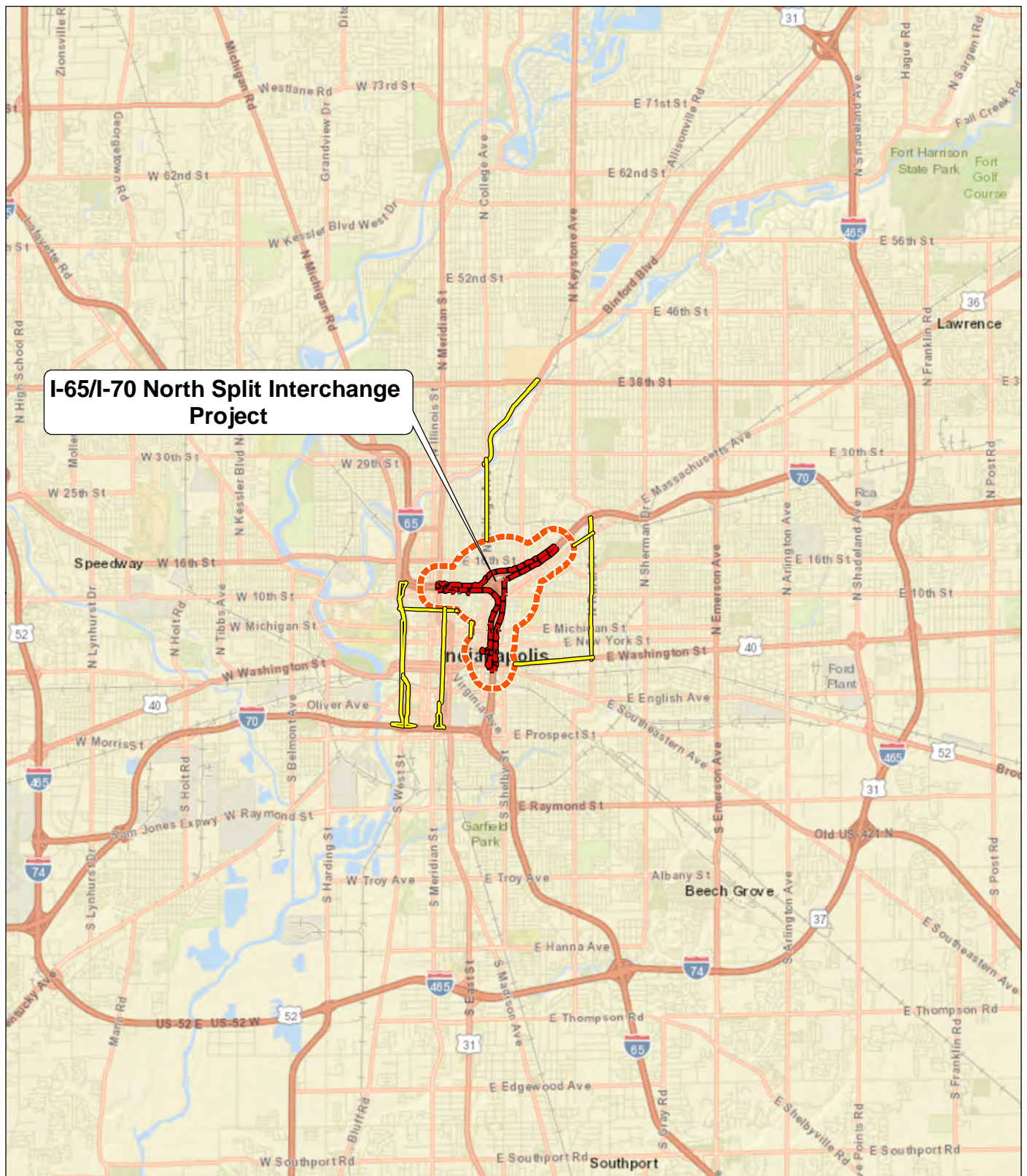
ASC Group, Inc., under contract with HNTB, has completed an addendum to the Historic Property Report (HPR) for the proposed I-65/I-70 North Split Interchange Project (Des. Nos. 1592385 and 1600808) in Indianapolis, Center Township, Marion County, Indiana (Figures 1 and 2). The Expanded Area of Potential Effects (Expanded APE) includes the following 12 segments:

1. Fall Creek Parkway Segment, from 38<sup>th</sup> Street south to College Avenue
2. College Avenue Segment, from Fall Creek Parkway south to original APE
3. West Street Segment, from the I-65 interchange south to the I-70 interchange
4. Missouri Street Segment, from West Street south to the I-70 interchange
5. Pennsylvania Street Segment, south from original APE to Madison Avenue
6. Madison Avenue Segment, from Pennsylvania Street to I-70
7. St. Clair Street Segment, from original APE west to West Street
8. Fort Wayne Avenue Segment, from original APE south to St. Clair Street
9. East Street Segment, from original APE south to original APE (the segment from approximately Vermont Street to North Street)
10. Washington Street Segment, from Rural Street west to original APE
11. Rural Street Segment, from the I-70 interchange south to Washington Street
12. Massachusetts Avenue Segment, from original APE east to Rural Street

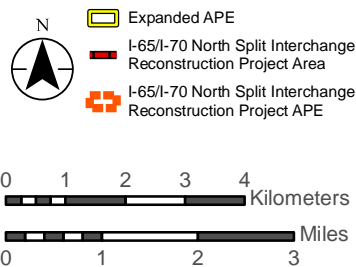
The Expanded APE consists of the roadway right-of-way for the 12 segments identified above (Figure 3).

The purpose of this investigation is to provide information for compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. The survey was completed in accordance with the *Indiana Cultural Resources Manual* (Indiana Department of Transportation [INDOT] 2014). The goals of this survey were to conduct a windshield survey of each segment of the Expanded APE to identify the presence of any historic or unique brick streets, brick or stone walls, historic bridges, or other features within or close to the right-of-way. For the purposes of this survey and report, this effort is referred to as a Step 1 evaluation. When such features were found, they were elevated to Step 2 evaluation, a higher level of survey, to determine if the features found contribute to a National Register of Historic Places (NRHP)-listed or NRHP-eligible historic district or property. The evaluation of eligibility follows the NRHP criteria for evaluation (Andrus 1995).

This report details the results of the records check, the fieldwork methods, and the recommendations of the survey. Leah J. Konicki conducted the records check and served as principal investigator. She also conducted and supervised the survey fieldwork and evaluated the NRHP eligibility of all architectural resources; Ms. Konicki was assisted in the field by Leigh Montano. Ms. Konicki meets the Secretary of the Interior's Professional Qualifications Standards. The report was written by Leah J. Konicki. Figures were completed by Tina Davis and Jeremy Thornburg.



**I-65/I-70 North Split Interchange Project**

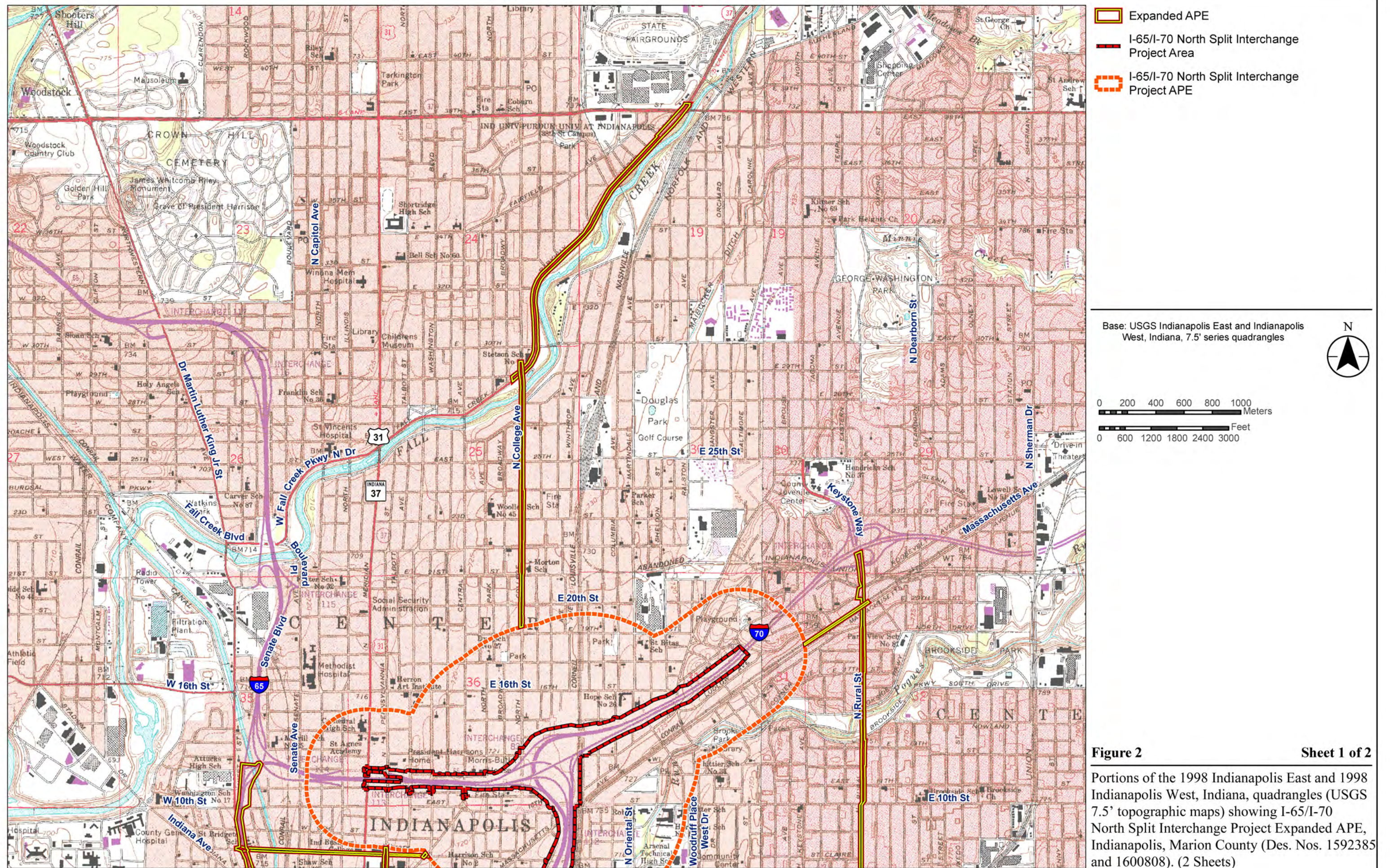


**Figure 1**

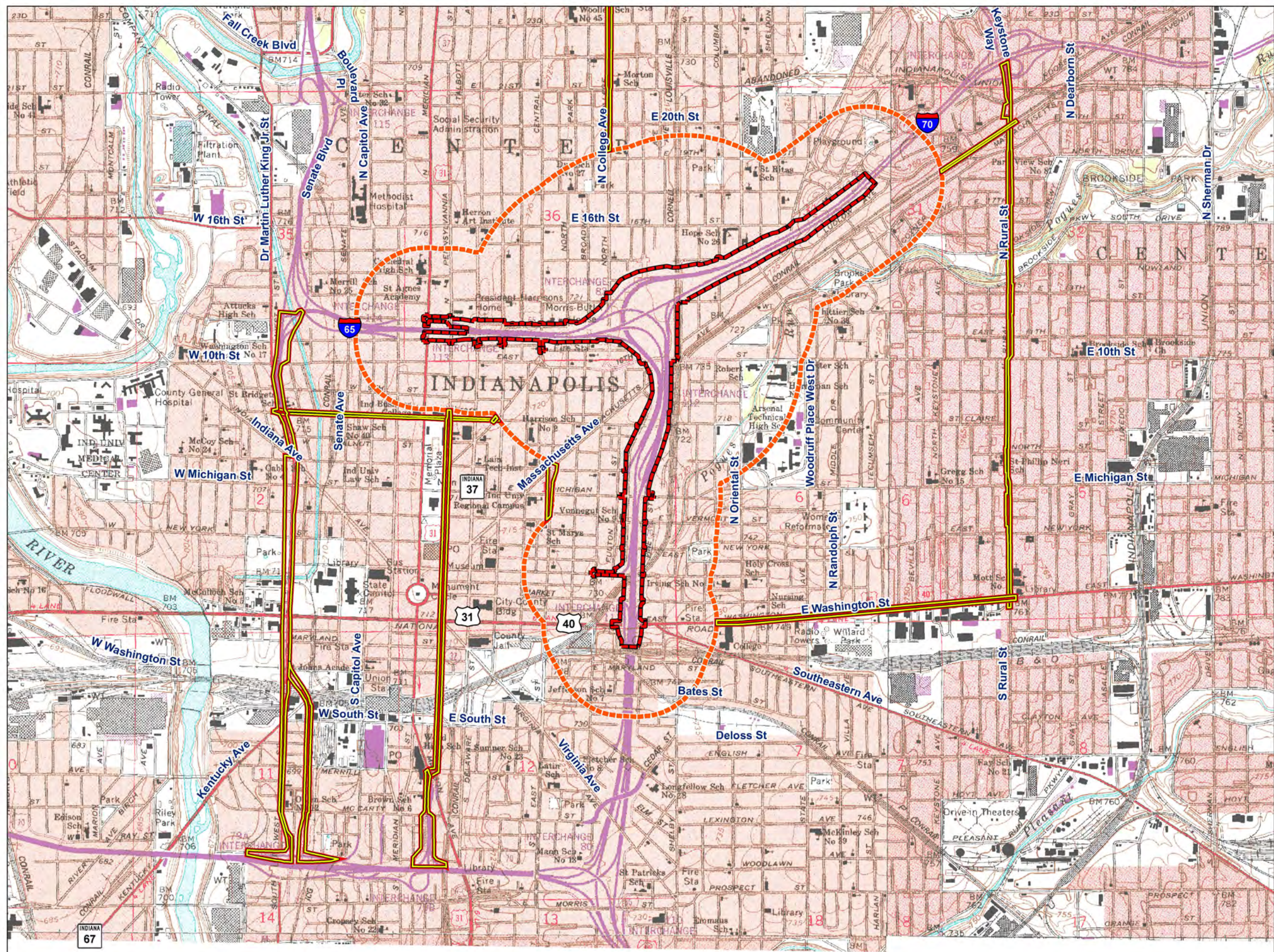
Portion of the ESRI World Street Map showing the vicinity of the I-65/I-70 North Split Interchange Project Expanded APE, Indianapolis, Marion County (Des. Nos. 1592385 and 1600808).

Base: ESRI World Street Map









- Expanded APE
- I-65/I-70 North Split Interchange Project Area
- I-65/I-70 North Split Interchange Project APE

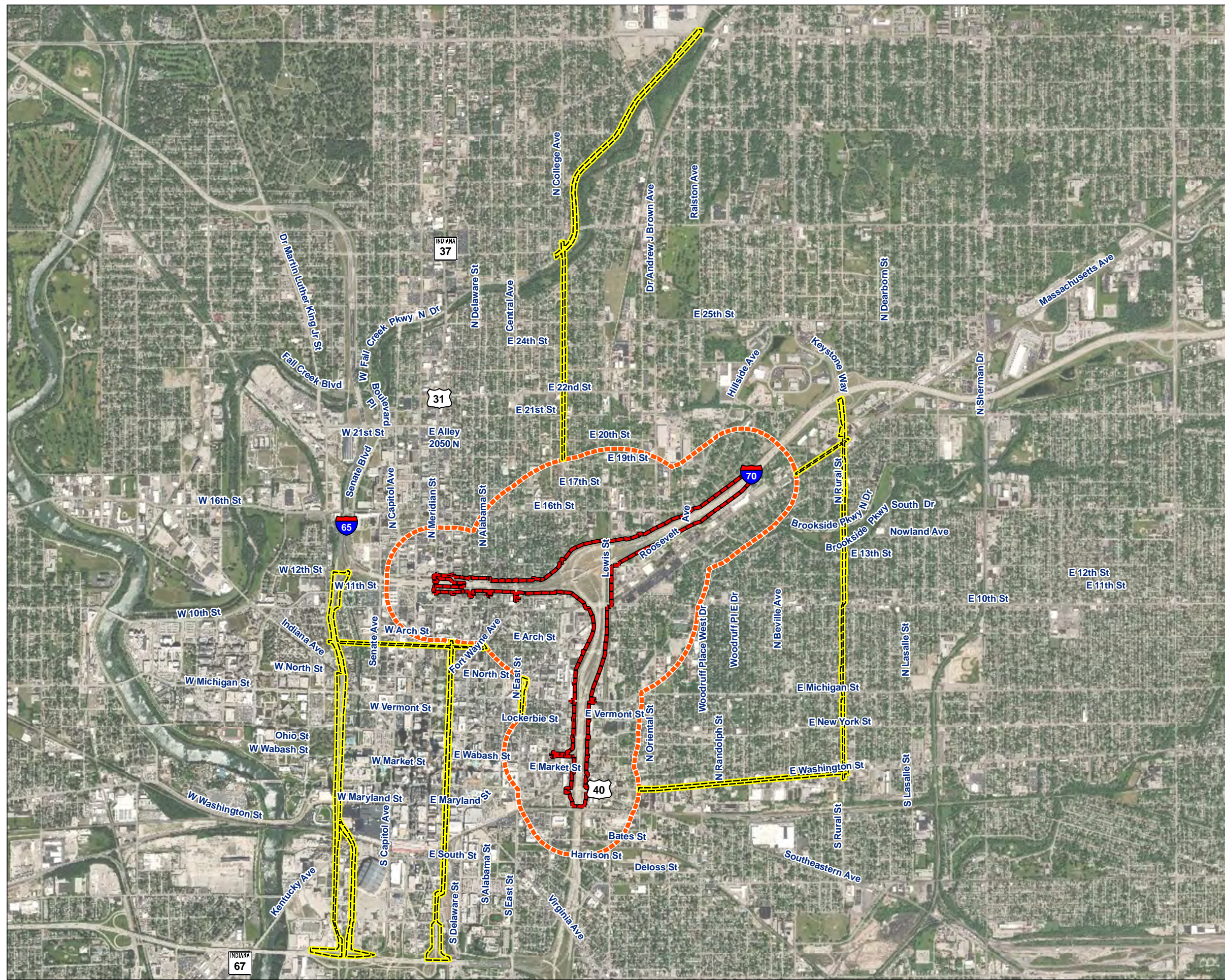
Base: USGS Indianapolis East and Indianapolis West, Indiana, 7.5' series quadrangles



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0 600 1200 1800 2400 3000 Feet

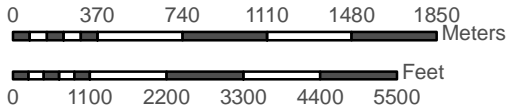
**Figure 2** **Sheet 2 of 2**  
Portions of the 1998 Indianapolis East and 1998 Indianapolis West, Indiana, quadrangles (USGS 7.5' topographic maps) showing I-65/I-70 North Split Interchange Project Expanded APE, Indianapolis, Marion County (Des. Nos. 1592385 and 1600808). (2 Sheets)





- Expanded APE
- I-65/I-70 North Split Interchange Reconstruction Project Area
- I-65/I-70 North Split Interchange Reconstruction Project APE

Base: Aerial photograph 2016



**Figure 3**  
Aerial photograph showing the Expanded APE and project area for the I-65/I-70 North Split Interchange Project Expanded APE, Indianapolis, Marion County (Des. Nos. 1592385 and 1600808).



## **METHODS**

### **EXPANDED AREA OF POTENTIAL EFFECTS (APE)**

ASC Group, Inc., under contract with HNTB Corporation (HNTB), completed a HPR for the proposed I-65/I-70 North Split Interchange Project (Des. Nos. 1592385 and 1600808) in Indianapolis, Marion County, Indiana. The completed report documented the identification and evaluation efforts for properties included in the original APE for this project. Aboveground resources located within the original APE were identified and evaluated in accordance with Section 106, NHPA of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

The original APE for the I-65/I-70 North Split Interchange Project (Des. Nos. 1592385 and 1600808) (North Split project) for Section 106 started as a 0.25-mile buffer around the entire project area, which was increased to a 0.5-mile buffer around the existing North Split interchange due to the possibility that one of the new bridges in the interchange could be as much as 48 feet higher than the highest existing bridge within the interchange.

Subsequent to the completion of the HPR, the Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) expanded the APE for Section 106 to take into account anticipated temporary truck traffic increases on city streets during construction of the North Split project. This decision to develop an Expanded APE is a result of the unique circumstances of the North Split project, including the project location in downtown Indianapolis, the density of historic properties within the original APE, and the potential for the construction to include multiple construction seasons.

The North Split project is in the initial planning phase and traffic models for the existing condition and the preliminary build alternatives are currently being developed. Even though traffic modeling, preliminary design, and maintenance of traffic (MOT) plans will not be fully complete until 2019, FHWA and INDOT have enough preliminary information to recommend an expansion of the APE, as outlined below.

### **METHODOLOGY**

Based on the review of the criteria and examples of adverse effects found in 36 CFR 800.5, INDOT and FHWA recommend expanding the North Split project APE based on the temporary increases in heavy truck traffic along city streets during construction. Increases in heavy truck traffic have the potential to physically damage contributing features of historic properties.

For the purposes of this assessment, it is assumed the entire North Split interchange will be closed during construction. Full closure represents a worst-case scenario for additional temporary traffic to the city roadway network. It may be possible to close only portions of the interchange while keeping some traffic movements open (i.e. maintaining some traffic on the interstates or some ramp systems). Final MOT decisions will be made later in project development.

Based on this methodology, the segments listed below are included in the proposed expansion of the APE.

1. Fall Creek Parkway Segment, from 38<sup>th</sup> Street south to College Avenue—Trucks coming downtown from the northeast side of the city can use Binford Boulevard and Fall Creek Parkway to link with north-south arterials to downtown. The first available route is College Avenue.
2. College Avenue Segment, from Fall Creek Parkway south to original APE—Trucks using Fall Creek Parkway can take College Avenue south into the downtown area.
3. West Street Segment, from the I-65 interchange south to the I-70 interchange—The I-65/West Street interchange will remain open during construction. Trucks will be able to exit and head south on West Street to the I-70 interchange.
4. Missouri Street Segment, from West Street south to the I-70 interchange—The I-70/West and Missouri Streets interchange will remain open during construction. Trucks will be able to exit and travel north on Missouri Street, then north on West Street to the I-65 north interchange.
5. Pennsylvania Street Segment, south from original APE to Madison Avenue—Trucks could take Pennsylvania Street south to Madison Avenue to the I-70 interchange.
6. Madison Avenue Segment, from Pennsylvania Street to I-70 interchange—Trucks could take Pennsylvania Street south to Madison Avenue to the I-70 interchange.
7. St. Clair Street Segment, from original APE west to West Street—Trucks heading south on College Avenue or southwest on Fort Wayne Avenue can turn west onto St. Clair Street to West Street. Trucks can access I-65 north or I-70 west from West Street.
8. Fort Wayne Avenue Segment, from original APE south to St. Clair Street—Trucks can take Massachusetts Avenue southwest to 10<sup>th</sup> Street, then turn southwest onto Fort Wayne Avenue. From Fort Wayne Avenue, they can head west on St. Clair Street to West Street. Trucks can access I-65 north or I-70 west from West Street.
9. East Street Segment, from original APE south to original APE—Trucks may also head south on East Street from 10<sup>th</sup> Street to the Washington Street interchange. Most of East Street is already within the original APE; however, this expansion would add the segment from approximately Vermont Street to North Street.

10. Washington Street Segment, from Rural Street west to original APE–Rural Street/Keystone Avenue is the last open exit for I-70 heading westbound. Trucks can exit at Rural Street, head south and turn west on Washington Street. The Washington Street ramp to I-65 south and I-70 west will remain open and trucks can access the interstates at this location.
11. Rural Street Segment, from the I-70 interchange south to Washington Street–Rural Street/Keystone Avenue is the last open exit for I-70 heading westbound. Trucks can exit at Rural Street, head south and turn west on Washington Street. The Washington Street ramp to I-65 south and I-70 west will remain open and trucks can access the interstates at this location.
12. Massachusetts Avenue Segment, from original APE east to Rural Street–Trucks will be able to exit I-70 to Rural Street and head southwest on Massachusetts Avenue to downtown. Massachusetts Avenue parallels I-70 and is primarily an industrial corridor.

## **HISTORIC PROPERTY IDENTIFICATION**

Identification and evaluation of aboveground resources within the Expanded APE was completed using a two-step approach, as described below.

Step 1 - Identification efforts involved surveying the existing right-of-way for historic or unique features such as brick or stone streets, limestone curbs, stone walls or other potentially contributing features that could be affected by increased truck traffic, including historic bridges within the right-of-way. When any of these unusual features were identified within the Expanded APE, the identification moved to Step 2.

Step 2 – Following identification of the historic or unique features enumerated above were identified in Step 1, a Qualified Professional (QP) reviewed the sites to determine if these features are contributing to an NRHP-listed or NRHP-eligible historic district or property. Typically, these transportation-related features are not individually NRHP-listed or NRHP-eligible unless they contribute to a NRHP-listed or NRHP-eligible historic district or property.

The results of the Step 1 evaluation are listed in Table 1, below, by segment of the Expanded APE. The segments are listed beginning with the northernmost segment (Fall Creek Parkway), then proceeding west to West Street and continuing counter clockwise around the APE for the original report, and ending with Rural Street and Massachusetts Avenue.

Table 1. Step 1 Evaluation of Segments within the Expanded APE.

<b>Segment Description</b>	<b>Step 1 Evaluation</b>	<b>Portion of Segment Elevated to Step 2</b>
Fall Creek Parkway from 38 <sup>th</sup> Street south to College Avenue	No stone curbs, brick paving, or stone or brick walls	No
College Avenue from Fall Creek Parkway south to original APE	No brick paving, or stone or brick walls Stone curbs just east of College Avenue at 21st and 28th Streets One historic bridge, N. College Avenue at Fall Creek, HB 2954	Yes
West Street from the I-65 interchange south to the I-70	No stone curbs, brick paving, or stone or brick walls	No
Missouri Street from West Street south to the I-70 interchange	No stone curbs, brick paving, or stone or brick walls	No
Pennsylvania Street south from original APE to Madison Avenue	No stone curbs, brick paving, or stone or brick walls	No
Madison Avenue from Pennsylvania Street to I-70	No stone curbs, brick paving, or stone or brick walls	No
St. Clair Street from original APE west to West Street	No stone curbs, brick paving, or stone or brick walls	No
Fort Wayne Avenue from original APE south to St. Clair Street	No stone curbs, brick paving, or stone or brick walls	No
East Street from original APE south to original APE	No stone curbs, brick paving, or stone or brick walls	No
Washington Street from Rural Street west to original APE	No stone curbs or brick paving, or stone or brick walls Stone and brick piers but not within right-of-way	No
Rural Street from the I-70 interchange south to Washington	No stone curbs or brick paving Stone and brick walls One historic bridge, Rural Street at Pogue's Run, HB 2609	Yes
Massachusetts Avenue from original APE east to Rural Street	Brick street and stone curbs on Valley Street just southeast of Massachusetts Avenue	Yes

As noted on Table 1, three of the segments were elevated to Step 2 following the two-step methodology. For all segments, a records check was completed to locate previously identified aboveground resources adjacent to the Expanded APE segment. Each segment is discussed below, with the field observations and the records check result for each segment summarized in the text.

## **RECORDS CHECK**

Following the Step 1 field check and evaluation, a records check for the Expanded APE was conducted for all segments using data available online, including both the NRHP online database and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBC Map). The records check examined the Expanded APE for previously identified resources included in the list of National Historic Landmarks (NHL), NRHP, the Indiana Register of Historic Sites and Structures (IRHSS), properties included in the Indiana Historic Sites and Structures Inventory (IHSSI), cemeteries, and historic bridges.

The records check was conducted for all segments. For those segments that required only Step 1 evaluation, the results of the records check is included in a table if any resources in proximity to the right-of-way are described and evaluated for NRHP eligibility.

The latest IHSSI survey of properties in Center Township, Marion County was completed in 1991. The IHSSI has been a continuing program of the Indiana State Historic Preservation Officer (SHPO) since 1975. Evaluations and ratings of each individual property represent the opinions of the surveyors and consultants; any final decisions on the NRHP eligibility of properties are made by the Indiana SHPO. Data within the inventory reflects information at a specific point in time; it is expected that further research will result in additions and corrections to the IHSSI. The significance of each property was evaluated by a professional architectural historian and was assessed in terms of its historical significance, architectural merit, and integrity before being given one of four ratings—Outstanding, Notable, Contributing, or Non-contributing.

A rating of Outstanding means that the property has enough historic or architectural significance that it is already listed or should be considered for listing in the NRHP.

A rating of Notable means that the property did not quite merit a rating of Outstanding, but still is above average in its architectural or historical importance. Further research or investigation may reveal that the property could be eligible for the NRHP.

A rating of Contributing means that the property meets the basic inventory criteria, but it is not important enough to be considered eligible for the NRHP individually. Such resources are important to the area's historic fabric and can be listed in the NRHP if they are part of a historic district. However, a property can be rated as Contributing even if it is not located in a listed or eligible NRHP historic district.

Properties with a rating of Non-contributing were not included in the IHSSI unless they were within the boundaries of a NRHP-listed or NRHP-eligible historic district. Non-contributing buildings are generally properties less than 50 years or age or are older properties that have been severely altered and do not have sufficient historic integrity to meet the basic inventory criteria.

Usually, previously inventoried resources rated Contributing in the IHSSI are included in the HPR and identified by their IHSSI number. However, the Center Township, Marion County Interim Report states, “Because of the heavy concentration of contributing properties in Center Township, they are not included in this publication. The contributing forms, however, are on file at the Indianapolis Historic Preservation Commission. Contributing properties which are part of historic districts are included in the Interim Report” (Historic Landmarks Foundation of Indiana [HLFI] 1991).

## **STEP 1 SEGMENTS**

### **FALL CREEK PARKWAY SEGMENT**

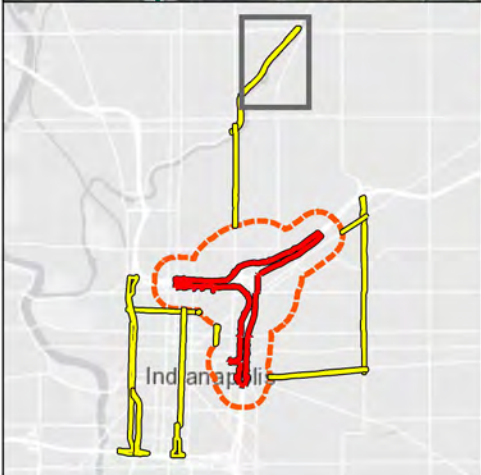
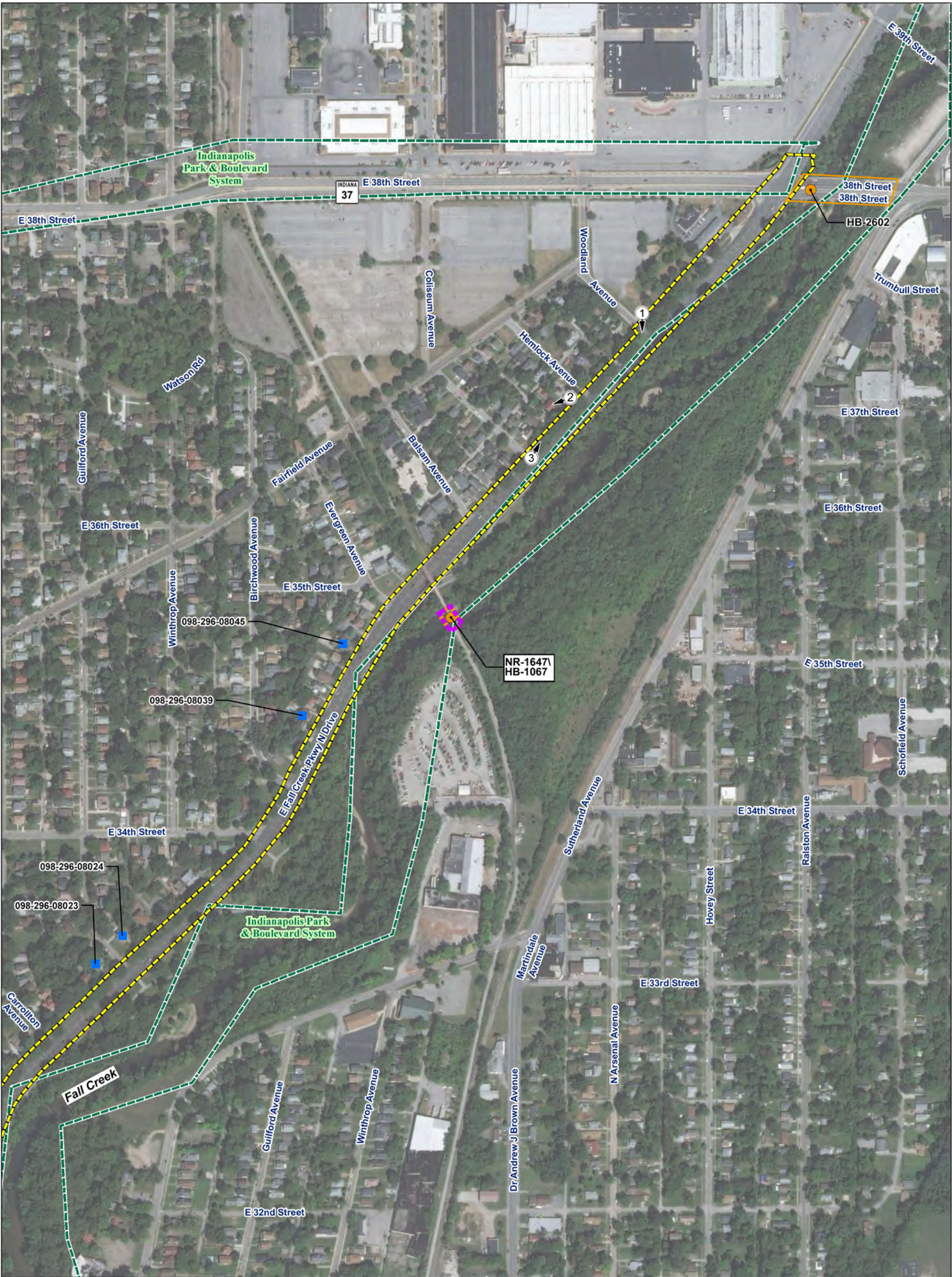
This segment of the Expanded APE follows Fall Creek Parkway from 38<sup>th</sup> Street to College Avenue (Figure 4, Sheets 1 and 2). Fall Creek is on the east side of Fall Creek Parkway North Drive, and is separated from the roadway by a trail, barriers, parks, and parking lots. The creek is below the grade of the roadway (Figure 4, Sheets 1 and 2; Photograph 1). The west side of Fall Creek Parkway is lined with housing dating from the original development of the area following the construction of Fall Creek Parkway in the early twentieth century (Photographs 2 and 3).

This segment of Fall Creek Parkway is part of the Indianapolis Park & Boulevard System National Register listing. According to the nomination, “The most important component of Fall Creek Parkway is Fall Creek and its accompanying open spaces” (Jones et al. 2003). The *Center Township, Marion County Interim Report* (HLFI 1991) identified the collection of early twentieth century houses located along Fall Creek Parkway North Drive from 30<sup>th</sup> Street to Woodland Avenue as a proposed historic district. The area has not been nominated to nor listed in either the NRHP or the IRHSS. The Indianapolis Park & Boulevard System NRHP nomination also cites this “scenic stretch of buildings” as a potential district. This nomination goes on to state that “homes and institutions with deep setbacks border the parkway. Dense, overgrown embankments obscure the view of the stream” (Jones et al. 2003).



Previously identified aboveground resources adjacent to the Expanded APE on the Fall Creek Parkway Segment are shown on Figure 4 (Sheets 1 and 2). No stone curbs, stone or brick walls, historic bridges, or other unique features were identified in the Fall Creek Parkway Segment of the Expanded APE. Therefore, this segment of the Expanded APE was not elevated to Step 2 evaluation.





- Expanded APE
- IRHSS Listed Site
- NRHP/IRHSS listed Historic district
- IHSSI
- Historic Bridge
- Photo location

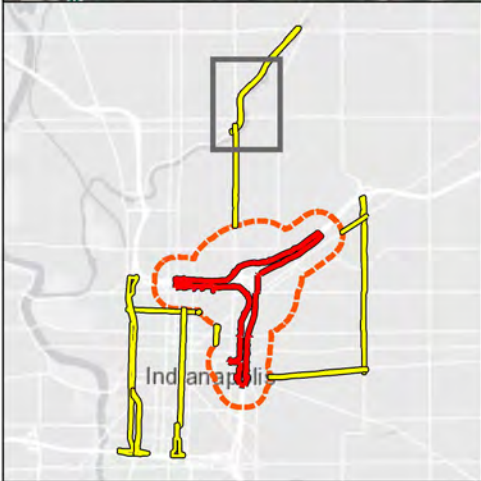
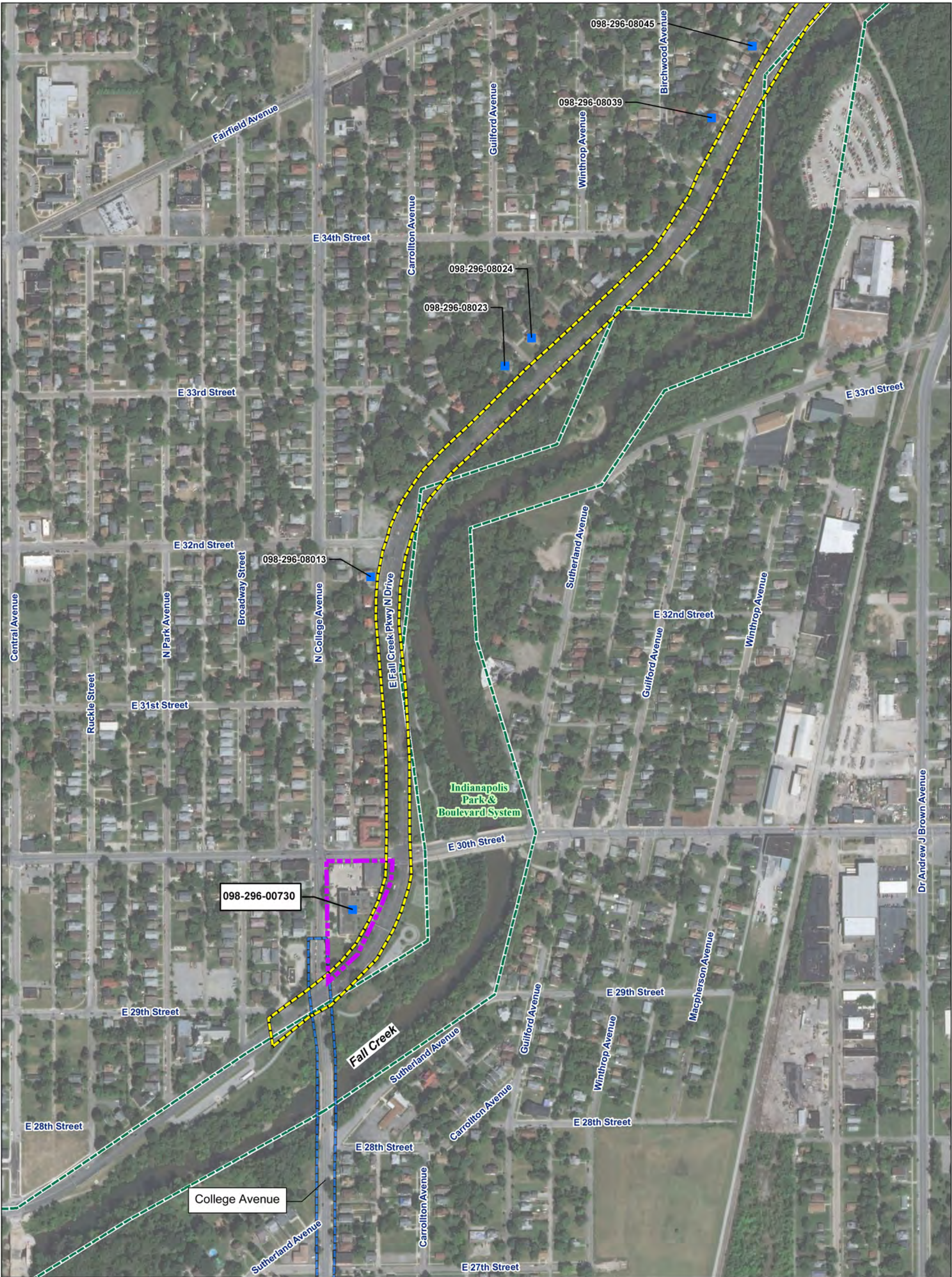


Base: DigitalGlobe  
Aerial photograph 2016



**Figure 4** **Sheet 1 of 2**  
Aerial photograph showing the Fall Creek Parkway Segment of the Expanded APE for the I-65/I-70 North Split Interchange Project Expanded APE, Indianapolis, Marion County (Des. Nos. 1592385 and 1600808), including photograph locations. (2 Sheets)





- Expanded APE
- Adjoining Expanded APE Segment
- IRHSS Listed Site
- NRHP/IRHSS listed Historic district
- IHSSI
- Photo location



Base: DigitalGlobe  
Aerial photograph 2016



**Figure 4** **Sheet 2 of 2**  
Aerial photograph showing the Fall Creek Parkway Segment of the Expanded APE for the I-65/I-70 North Split Interchange Project Expanded APE, Indianapolis, Marion County (Des. Nos. 1592385 and 1600808), including photograph locations. (2 Sheets)





Photograph 1. View of Fall Creek Parkway, looking south toward the Monon Trail.



Photograph 2. View of the west side of Fall Creek Parkway, looking west-southwest.



Photograph 3. View of Fall Creek Parkway, looking northeast.

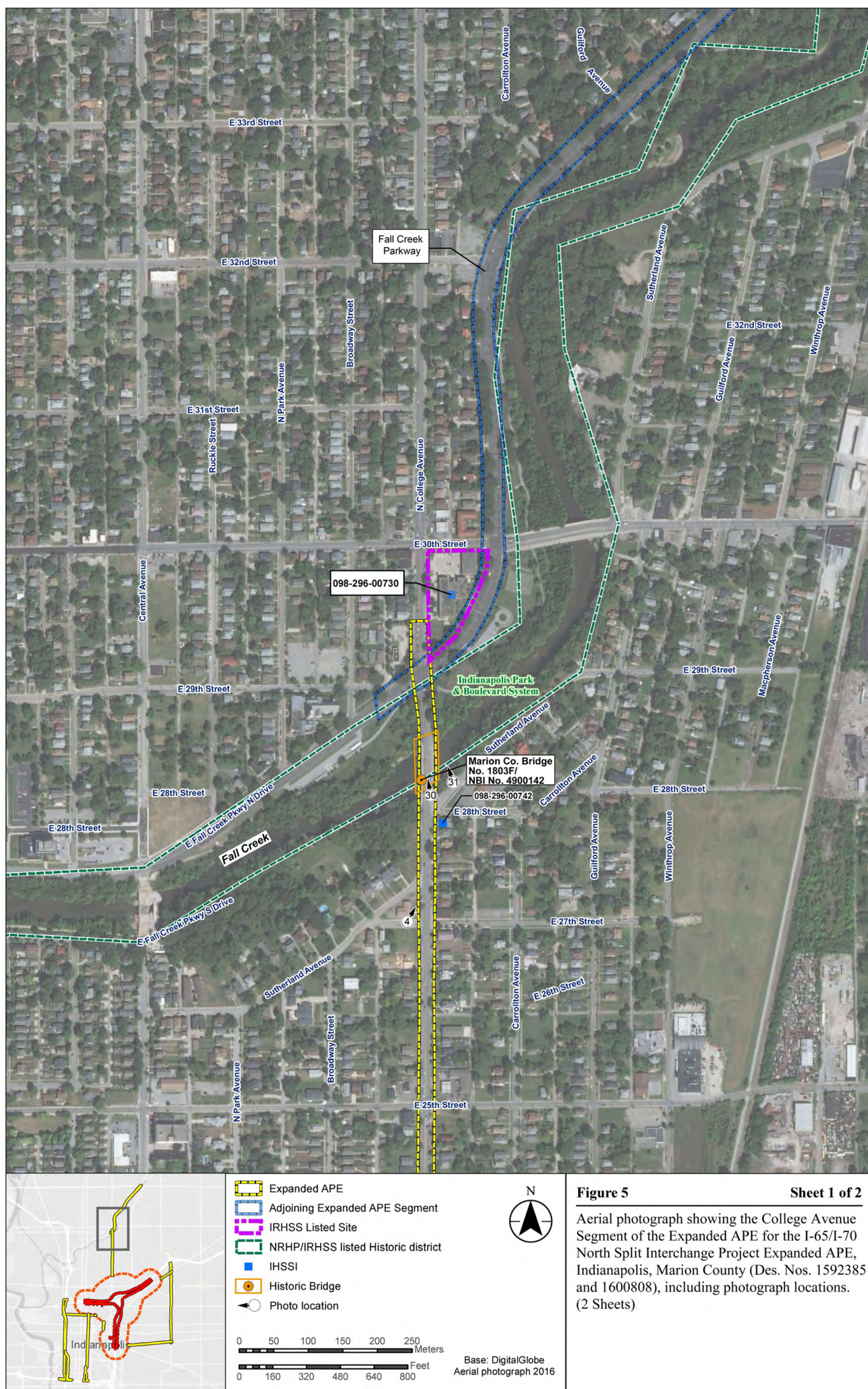
## COLLEGE AVENUE SEGMENT

This segment of the Expanded APE follows College Avenue from its intersection with Fall Creek Parkway North Drive south to the original APE (Figure 5, Sheets 1 and 2). N. College Avenue south of Fall Creek contains a mix of nineteenth century houses, many of which are in disrepair, together with empty lots and scattered commercial uses, adjacent to the Expanded APE (Photographs 4 and 5). There is also some infill construction, primarily, along this part of College Avenue. There is no brick paving, or stone or brick walls in this segment of the Expanded APE. There is one extant previously documented early twentieth century bridge, IHSSI No. 098-296-00741/HB 2954, located on N. College Avenue over Fall Creek. Previously identified aboveground resources adjacent to this segment of the Expanded APE are listed on Table 2 and shown on Figure 5 (Sheets 1 and 2). The previously documented stone arch bridge in this segment of the Expanded APE is identified in the Indiana Historic Bridge Inventory as historic and Select; as a result the relevant portion of this segment was elevated to Step 2 evaluation.

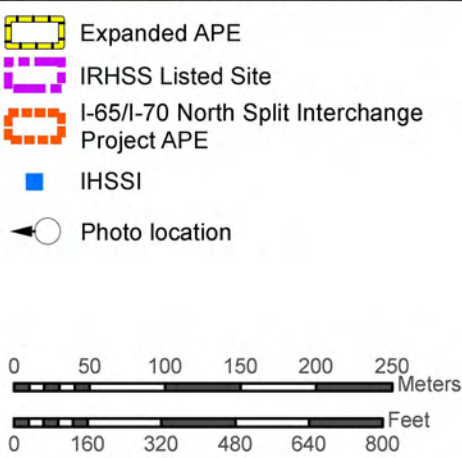
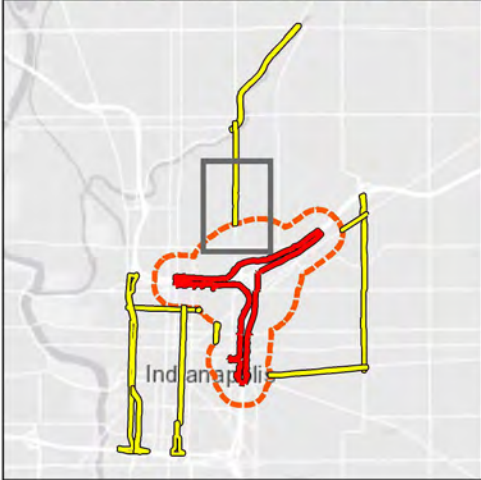
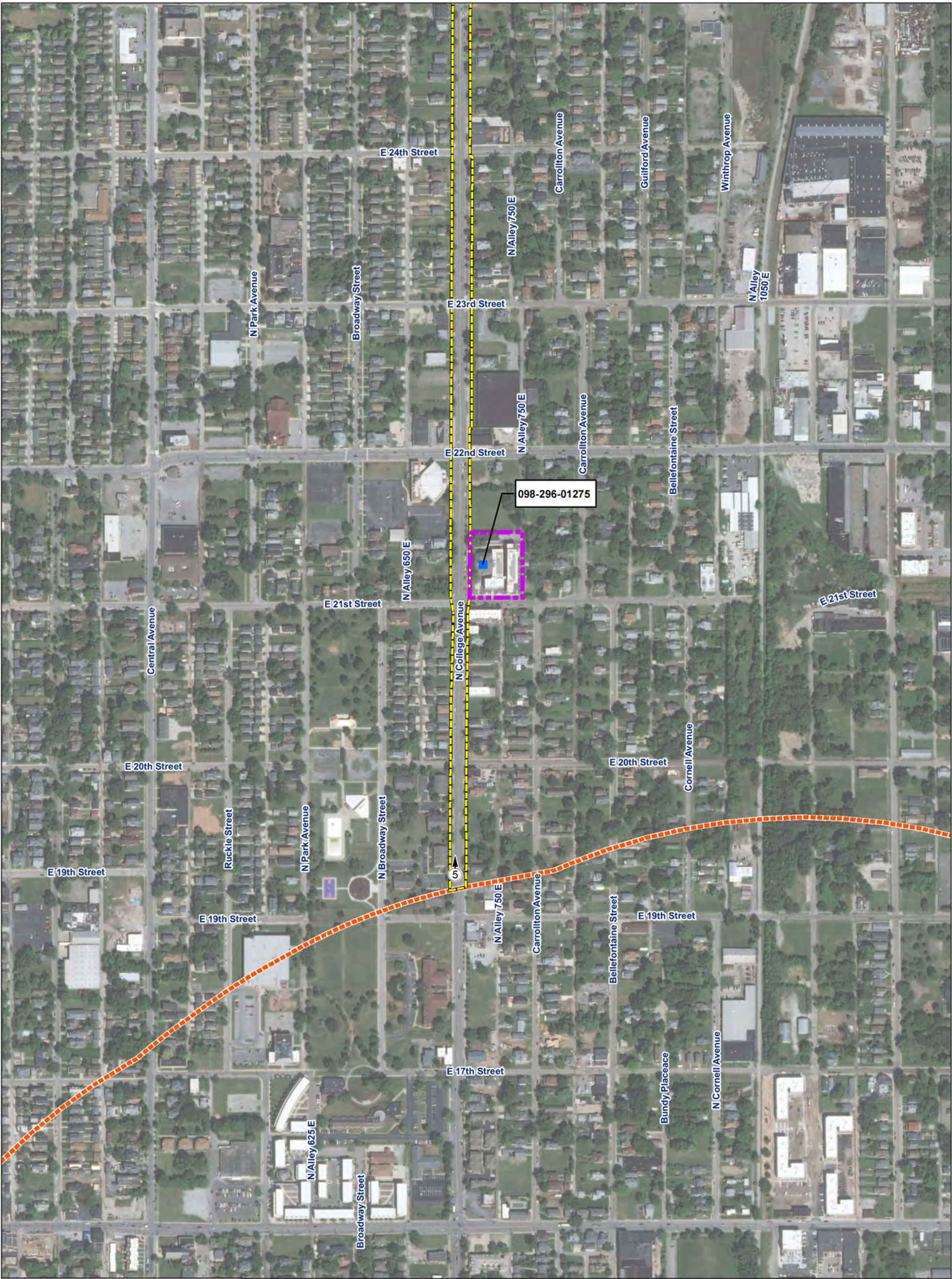
Table 2. Previously Identified Aboveground Resources–College Avenue Segment.

Resource No.	Name and Address of Resource	Date(s) of Construction	Style and Type of Building or Structure	Rating/Evaluation/ Criteria	Unique Features Identified within the ROW?
IHSSI No. 098-296-00741	Marion County Bridge No. 1803F/ NBI No. 4900142 N. College Avenue at Fall Creek		City Beautiful, Beaux Arts	Contributing/ Contributing resource in a listed historic district/ Outstanding	Yes (Select Bridge)









**Figure 5** **Sheet 2 of 2**  
Aerial photograph showing the College Avenue Segment of the Expanded APE for the I-65/I-70 North Split Interchange Project Expanded APE, Indianapolis, Marion County (Des. Nos. 1592385 and 1600808), including photograph locations. (2 Sheets)





Photograph 4. View of College Ave at 27<sup>th</sup> St, looking northeast.



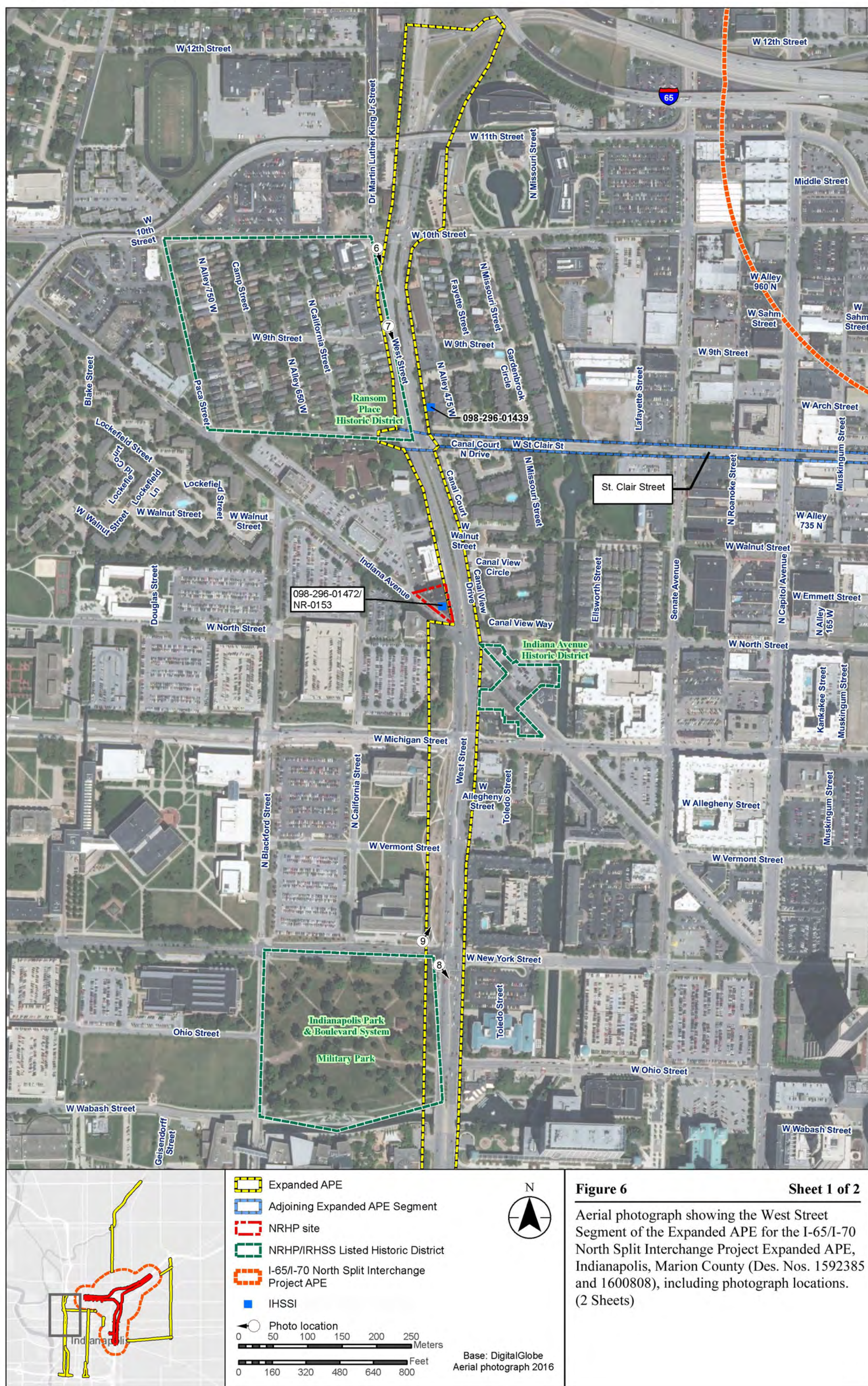
Photograph 5. View of College Avenue, looking north.

## **WEST STREET SEGMENT**

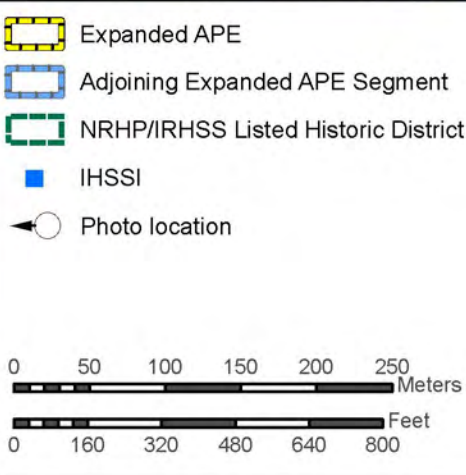
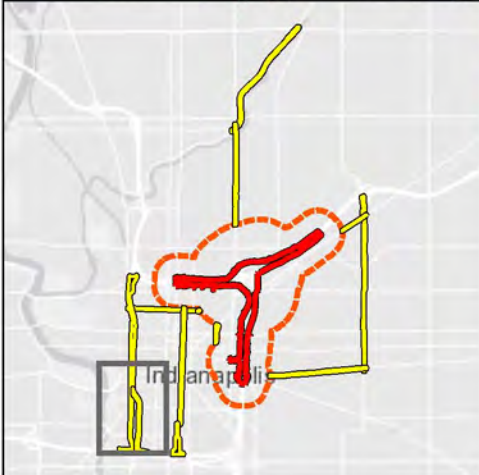
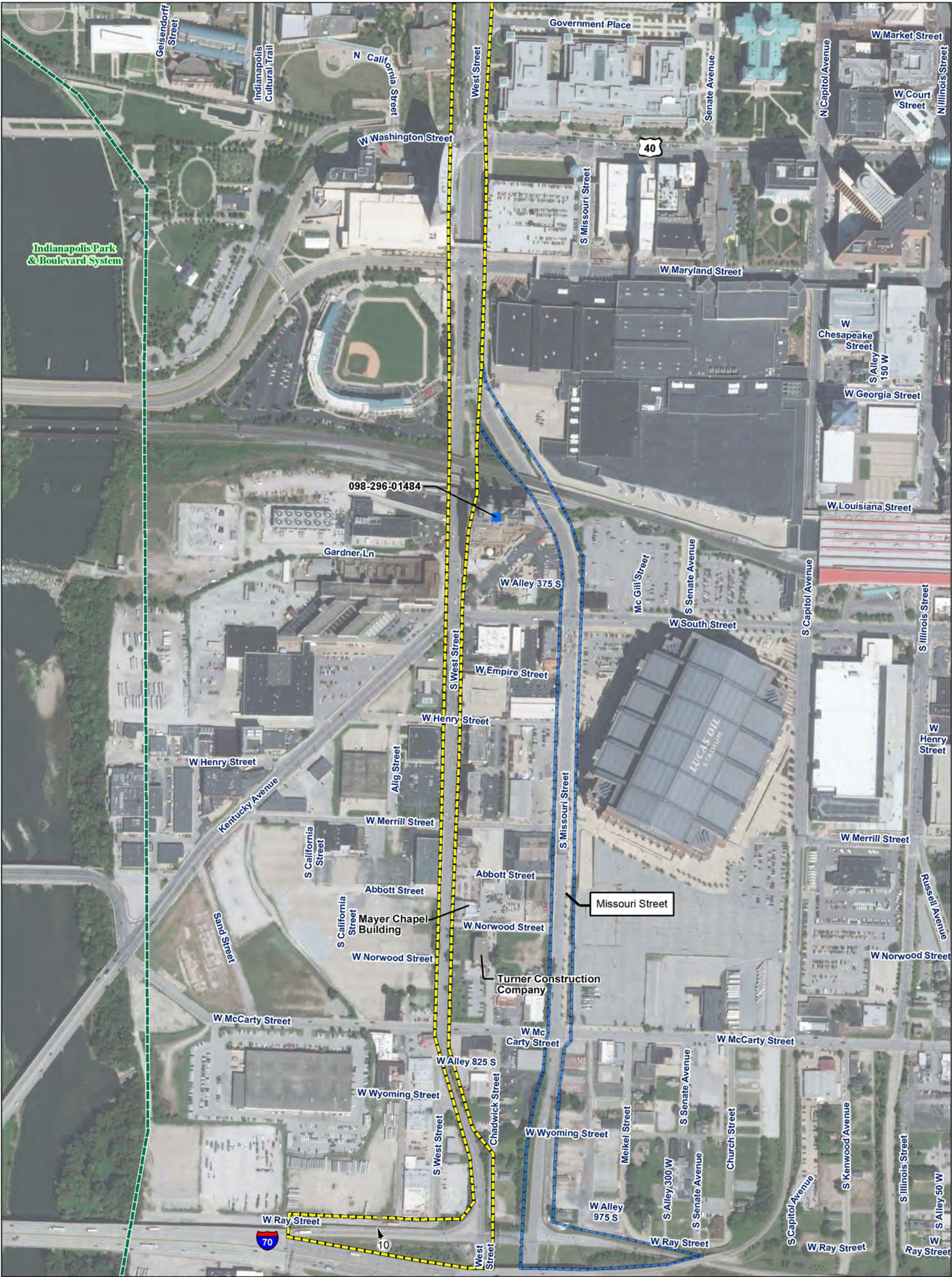
This segment of the Expanded APE follows West Street from the I-65 Interchange south to I-70 (Figure 6, Sheets 1 and 2). West Street within the Expanded APE has been widened and segments of the roadway have a center median with plantings (Photographs 6–9). Structures on both sides of West Street adjacent to the Expanded APE include both nineteenth century buildings and modern structures. There are no stone curbs, brick paving, or stone or brick walls in this segment of the Expanded APE. There are no previously identified historic bridges along West Street.

Farther south, the West Street Segment extends west along Ray Street. This portion of the Expanded APE is dominated by a multi-acre tractor-trailer storage facility. Brick paving is evident below the damaged asphalt layer in a portion of Ray Street (Photograph 10). Because there are no extant aboveground resources in this area, West Street was not elevated to a Step 2 evaluation.









**Figure 6** **Sheet 2 of 2**

Aerial photograph showing the West Street Segment of the Expanded APE for the I-65/I-70 North Split Interchange Project Expanded APE, Indianapolis, Marion County (Des. Nos. 1592385 and 1600808), including photograph locations. (2 Sheets)





Photograph 6. View of West Street, looking south-southeast from Dr. Martin Luther King, Jr. Drive.



Photograph 7. View of West Street from W. Ninth Street, looking south-southeast.



Photograph 8. View of West Street, looking southeast from Military Park.



Photograph 9. View of West Street, looking northeast from Military Park.

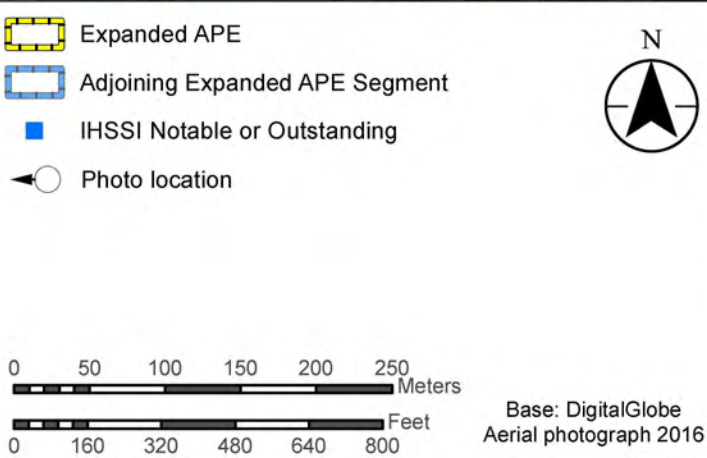
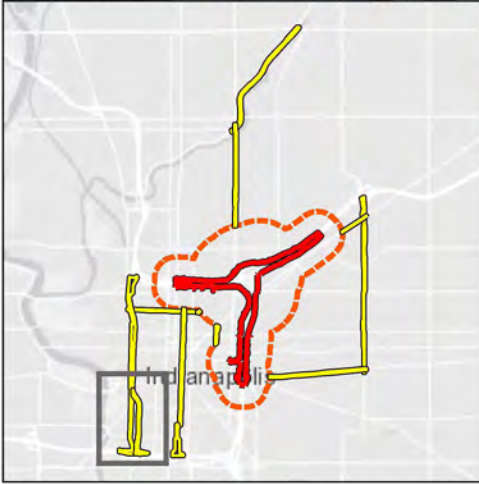
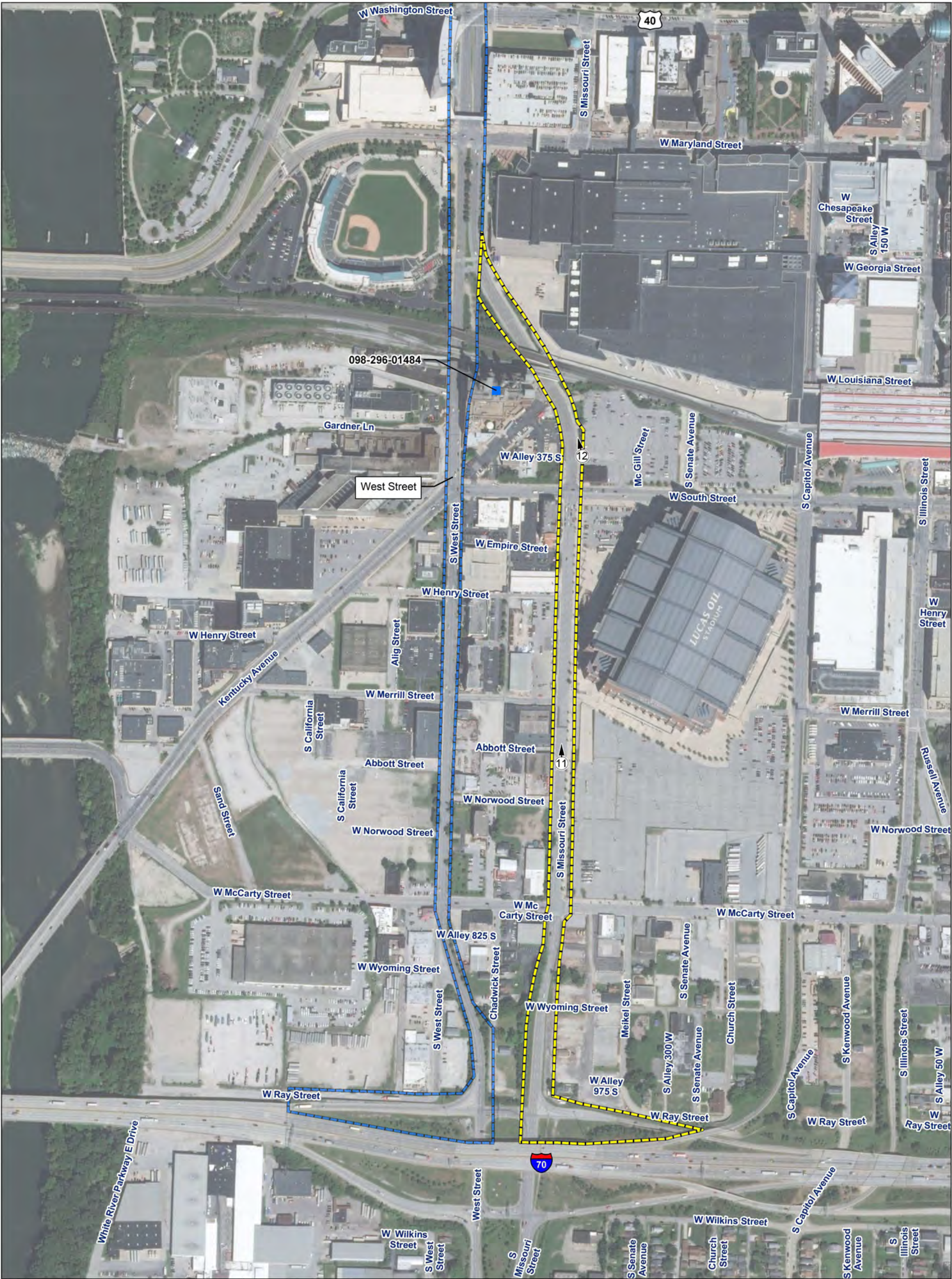


Photograph 10. View of brick paving on Ray Street, looking north-northwest.

## **MISSOURI STREET SEGMENT**

The Expanded APE includes Missouri Street from West Street south to the I-70 interchange (Figure 7). Properties adjacent to the Expanded APE on Missouri Street south of W. South Street include Lucas Oil Stadium on the east side of the street and a relatively new multi-story chain hotel on the west side of the street (Photograph 11). Farther south, the east side contains surface parking lots, while the west side features a series of low scale (one-story) light industrial buildings. Most of these are pre-fabricated metal structures, although there is one older brick building. South of McCarty Street on the east side of Missouri Street, there are a few early twentieth century houses scattered along the block, but the area is predominantly vacant lots (Photograph 12). The west side includes a row of trees. There are no stone curbs, brick paving, stone or brick walls, or other unique features in this segment of the Expanded APE. As a result, the Missouri Street Segment of the Expanded APE was not elevated to a Step 2 evaluation. In addition, there are no previously identified bridges and no previously identified aboveground resources (Figure 7).





**Figure 7**

Aerial photograph showing the Missouri Street Segment of the Expanded APE for the I-65/I-70 North Split Interchange Project Expanded APE, Indianapolis, Marion County (Des. Nos. 1592385 and 1600808), including photograph locations.





Photograph 11. View of Missouri Street, looking north.

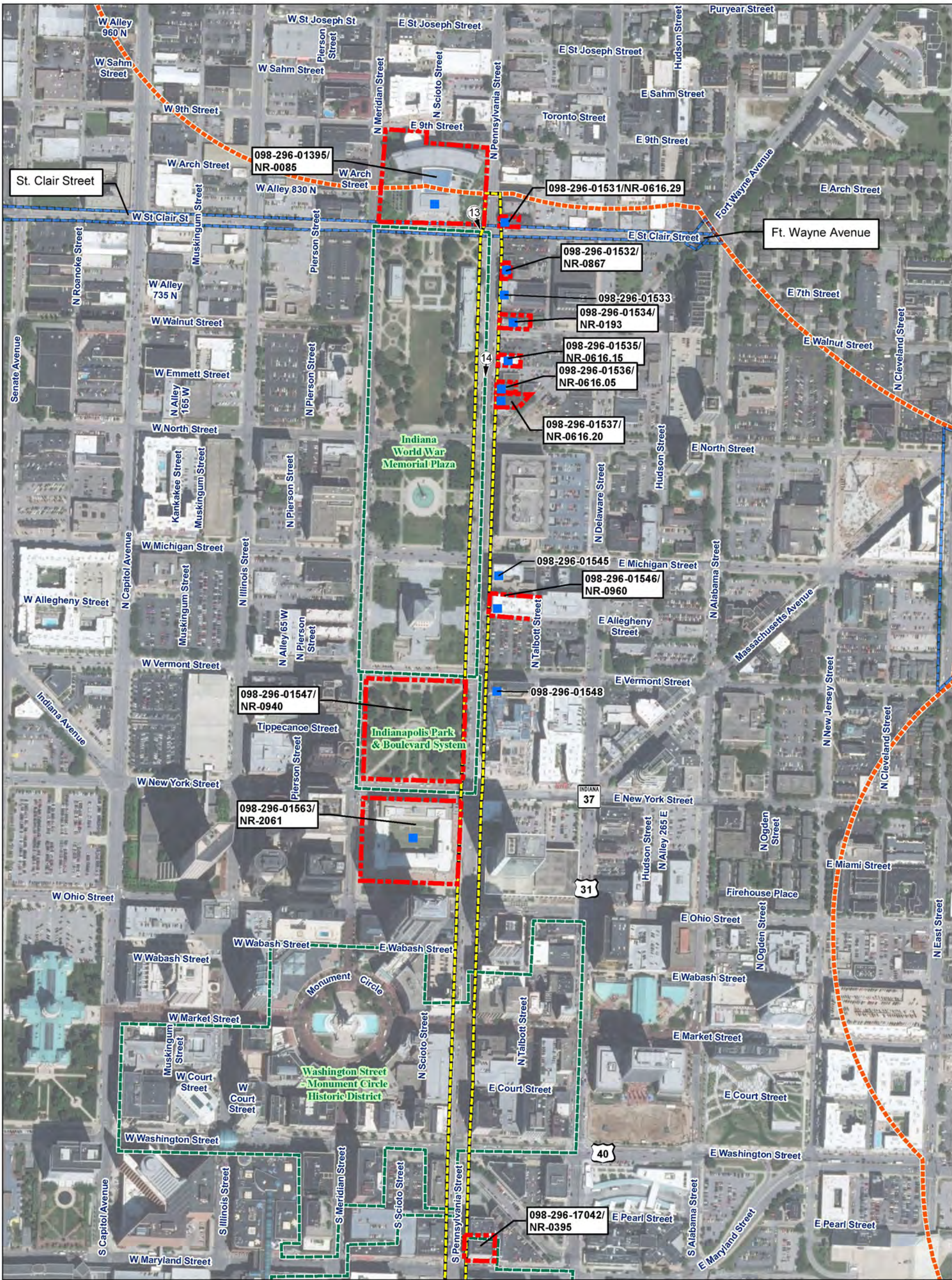


Photograph 12. View of Missouri Street, looking north-northwest.

## **PENNSYLVANIA STREET SEGMENT**

This segment of the Expanded APE includes Pennsylvania Street from the original APE south to Madison Avenue (Figure 8). There are no stone curbs, brick paving, stone or brick walls, or other unique features in this segment of the Expanded APE (Photographs 13 and 14). Therefore, the Pennsylvania Street Segment of the Expanded APE was not elevated to a Step 2 evaluation.

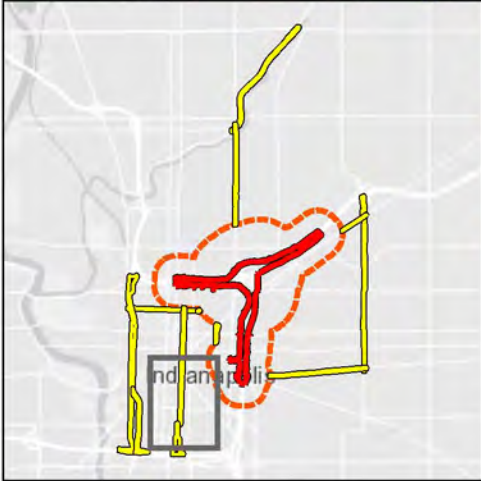
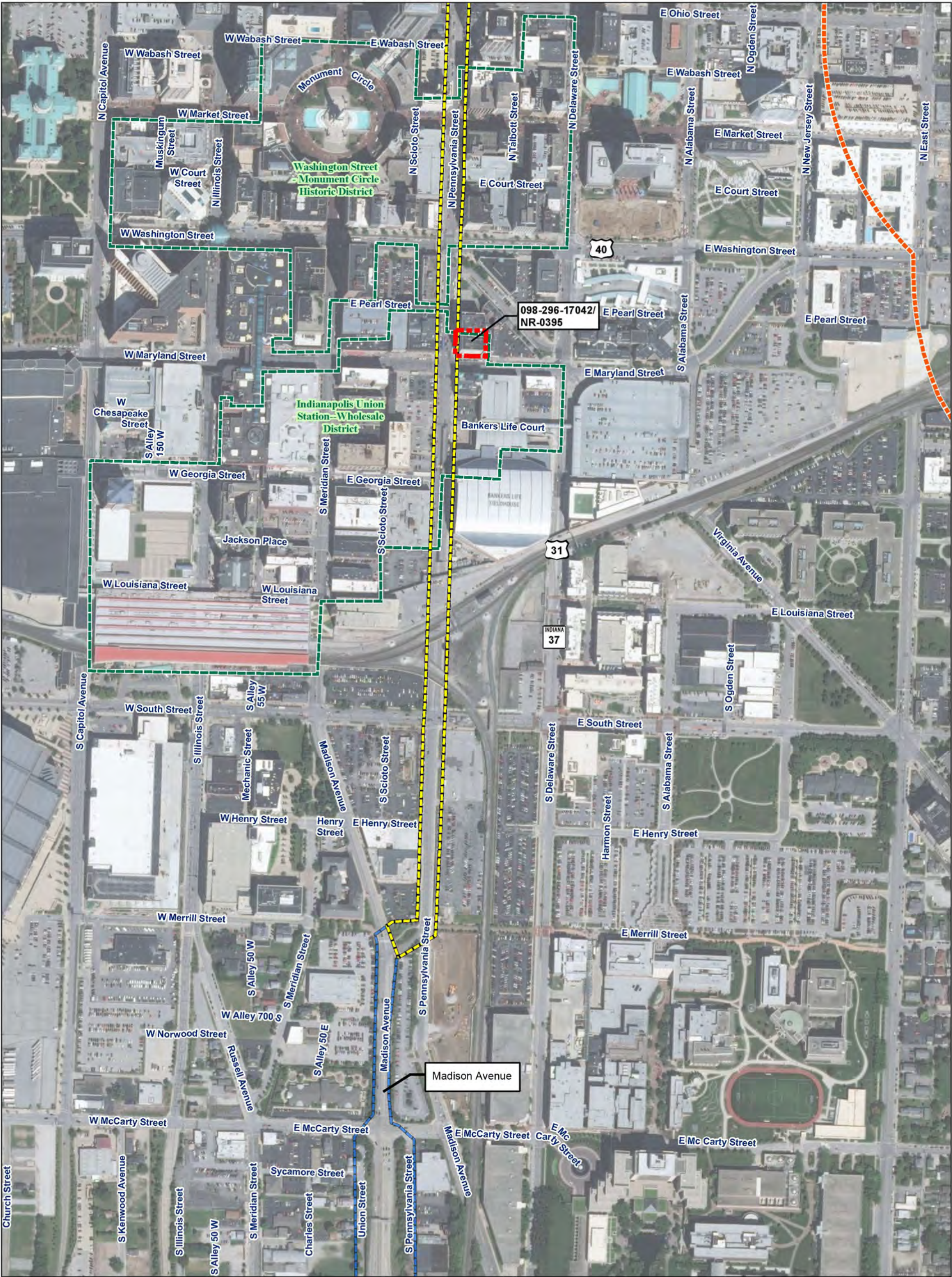




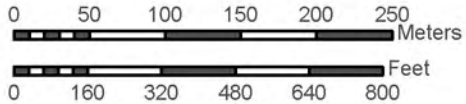
**Figure 8** **Sheet 1 of 2**

Aerial photograph showing the Pennsylvania Street Segment of the Expanded APE for the I-65/I-70 North Split Interchange Project Expanded APE, Indianapolis, Marion County (Des. Nos. 1592385 and 1600808), including photograph locations. (2 Sheets)





- Expanded APE
- Adjoining Expanded APE Segment
- NRHP Site
- NRHP/IRHSS Listed Historic District
- I-65/I-70 North Split Interchange Project APE



Base: DigitalGlobe  
Aerial photograph 2016



**Figure 8** **Sheet 2 of 2**  
Aerial photograph showing the Pennsylvania Street Segment of the Expanded APE for the I-65/I-70 North Split Interchange Project Expanded APE, Indianapolis, Marion County (Des. Nos. 1592385 and 1600808), including photograph locations. (2 Sheets)





Photograph 13. View of Pennsylvania Street in the Expanded APE, looking southeast.



Photograph 14. View of Pennsylvania Street in the Expanded APE, looking south.

## **MADISON AVENUE SEGMENT**

The Expanded APE includes Madison Avenue from Pennsylvania Street south to I-70 (Figure 9). Properties adjacent to the Expanded APE on Madison Avenue south of Pennsylvania Street are largely undeveloped or low-scale modern development. The buildings are separated from the street on each side by a row of trees with a few exceptions at the north end of this segment (Photograph 15). There are no stone curbs, brick paving, or stone or brick walls in this segment of the Expanded APE. Additionally, there are no previously identified bridges and no previously identified aboveground resources. Consequently, this segment of the Expanded APE was not elevated to a Step 2 evaluation.









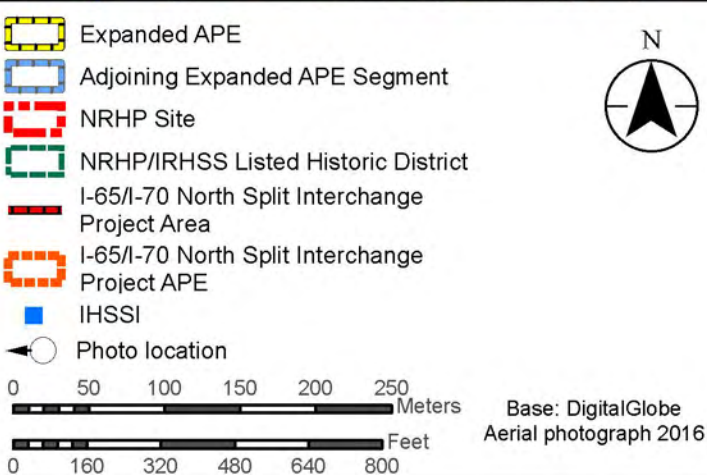
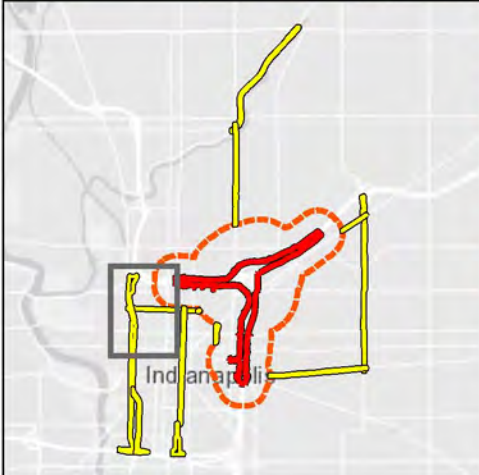
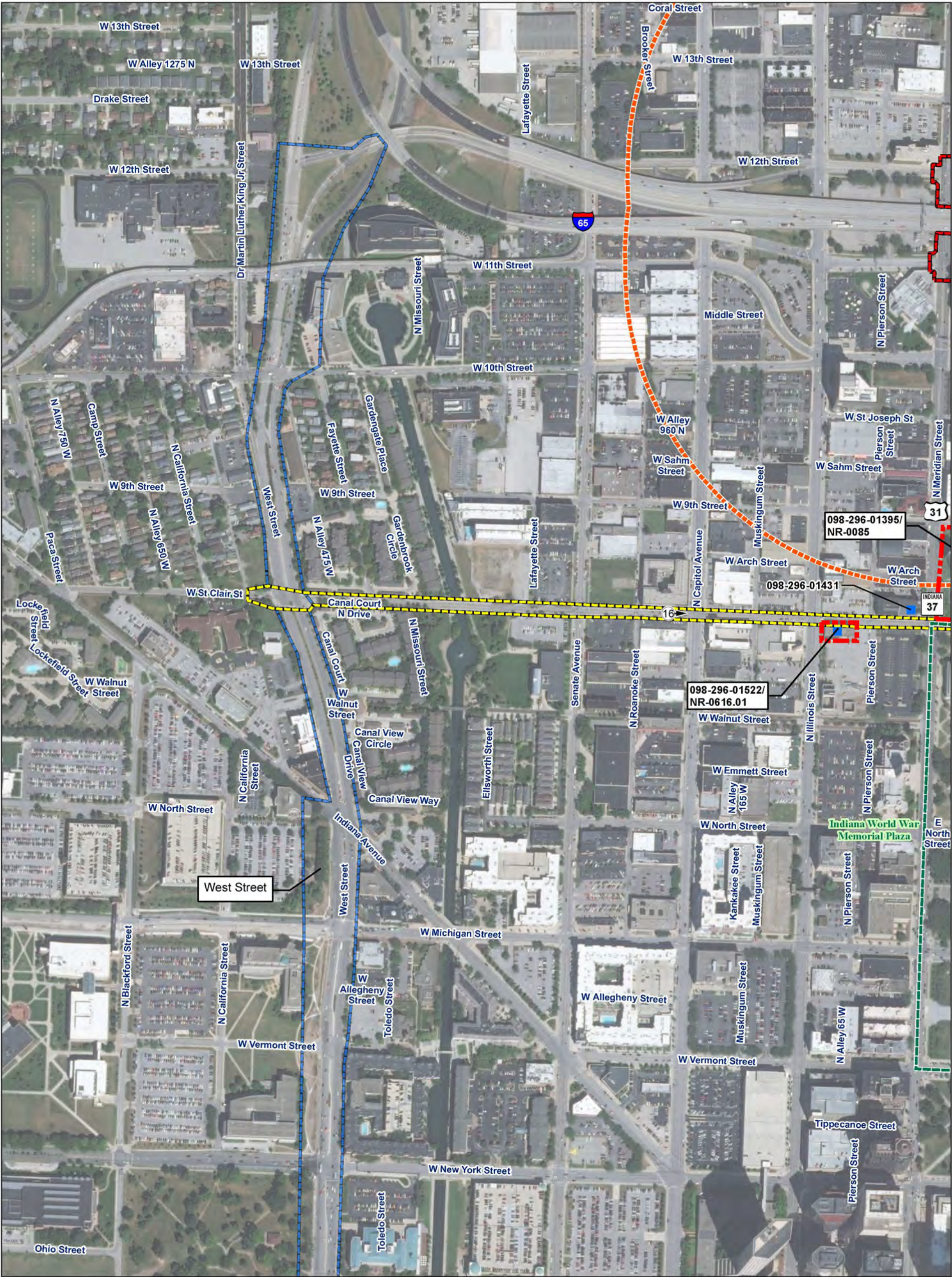
Photograph 15. View of Madison Avenue, looking northwest.



**ST. CLAIR STREET SEGMENT**

This segment of the Expanded APE includes St. Clair Street from the original APE west to West Street (Figure 10, Sheets 1 and 2; Photographs 16 and 17). There are no stone curbs, brick paving, or stone or brick walls in this segment of the Expanded APE, nor are there any previously identified historic bridges. As a result, this portion of the Expanded APE was not elevated to a Step 2 evaluation.

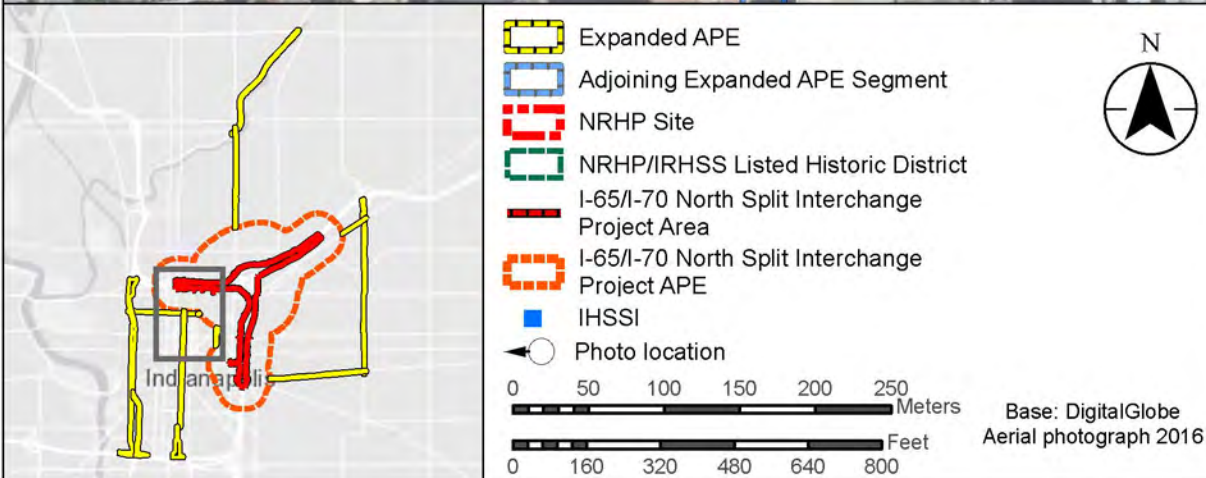
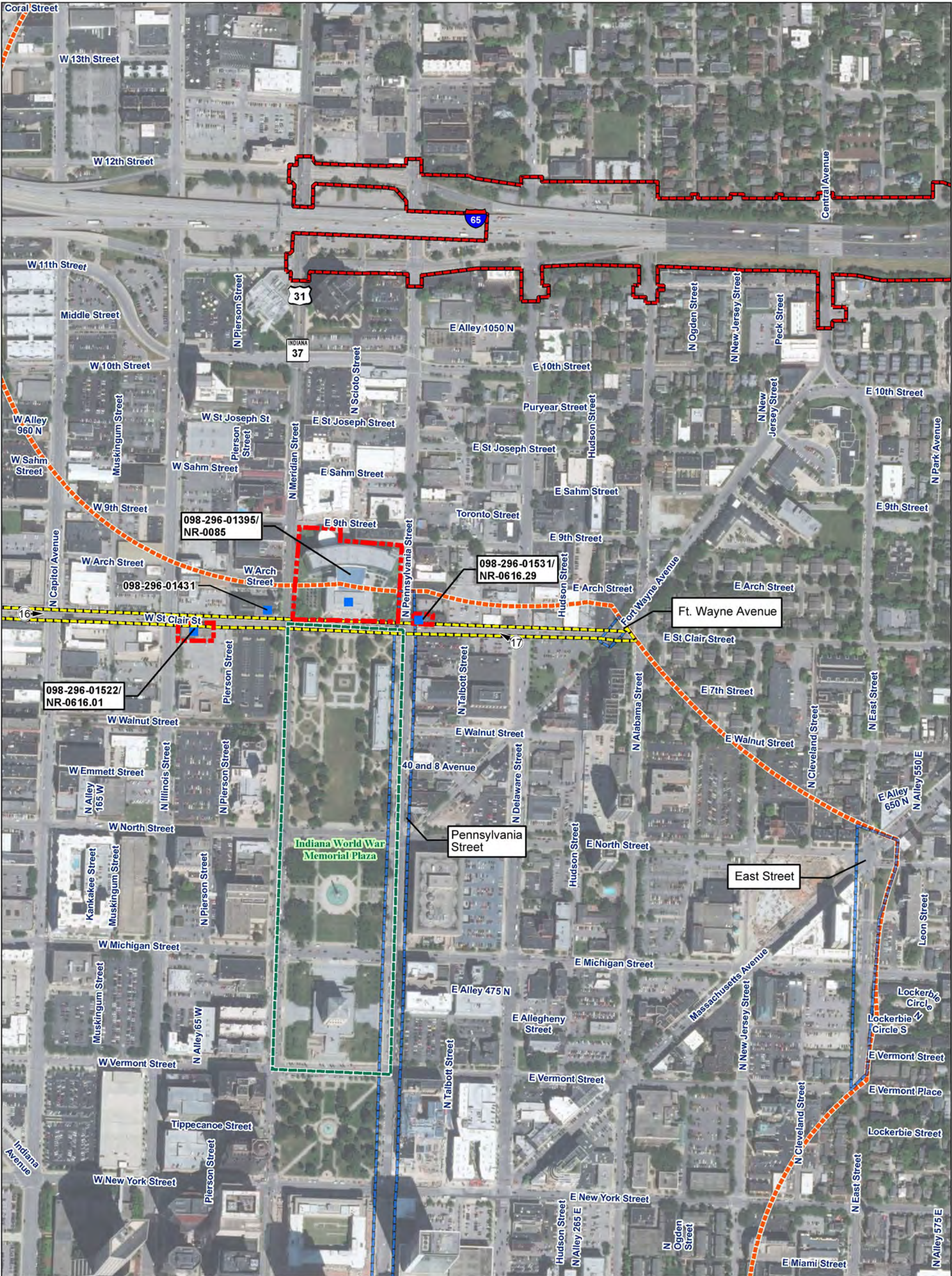




**Figure 10** **Sheet 1 of 2**

Aerial photograph showing the St. Clair Street Segment of the Expanded APE for the I-65/I-70 North Split Interchange Project Expanded APE, Indianapolis, Marion County (Des. Nos. 1592385 and 1600808), including photograph locations. (2 Sheets)





**Figure 10** **Sheet 2 of 2**

Aerial photograph showing the St. Clair Street Segment of the Expanded APE for the I-65/I-70 North Split Interchange Project Expanded APE, Indianapolis, Marion County (Des. Nos. 1592385 and 1600808), including photograph locations. (2 Sheets)





Photograph 16. View of St. Clair Street in the Expanded APE, looking east.



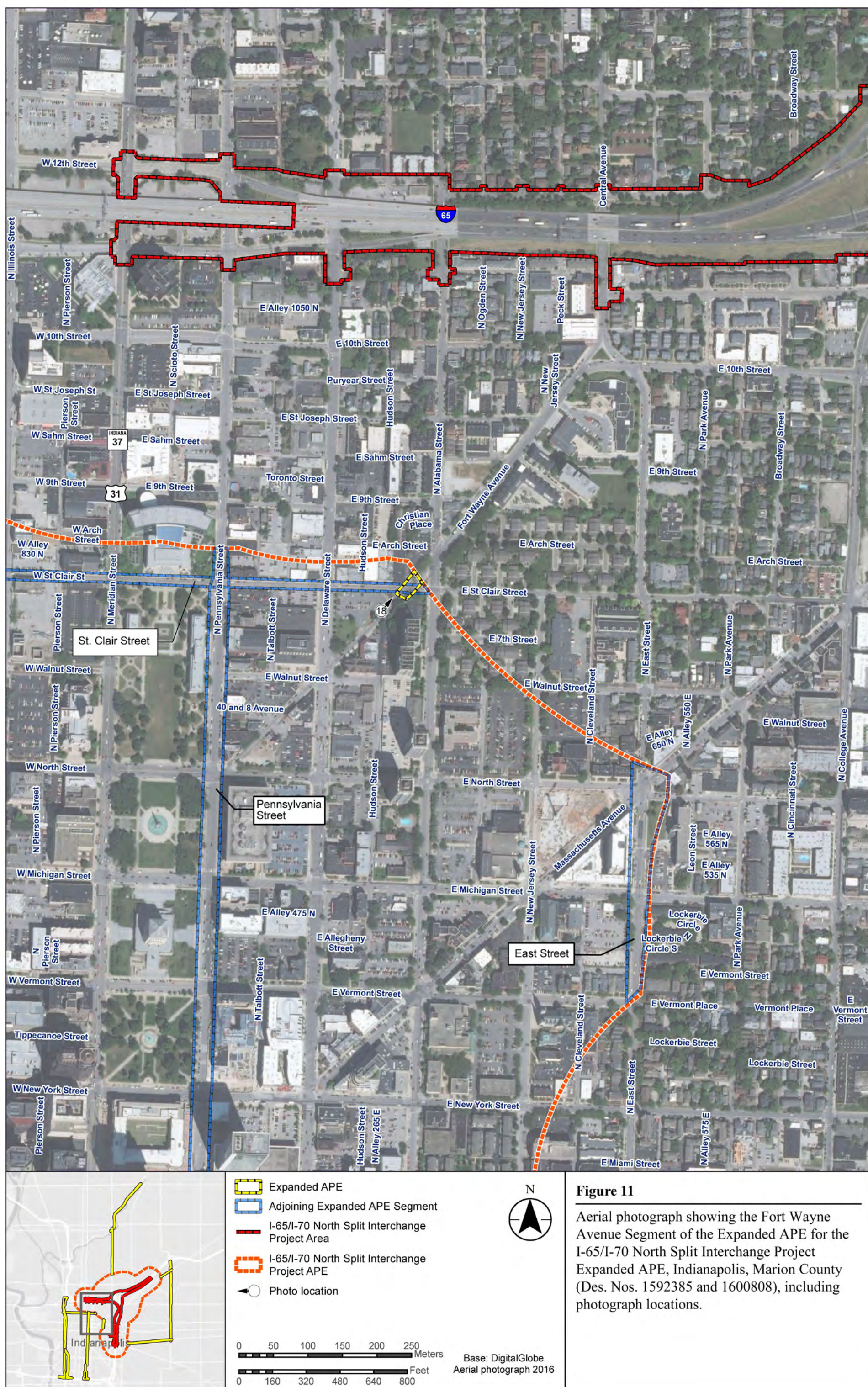
Photograph 17. St. Clair Street in the Expanded APE, looking northwest.



### **FORT WAYNE AVENUE SEGMENT**

The Expanded APE includes a very small segment of Fort Wayne Avenue from the original APE south to St. Clair Street. This less-than-one-block area has no stone curbs, brick paving, or stone or brick walls, and there are no previously identified bridges or aboveground resources adjacent to the Expanded APE (Figure 11; Photograph 18). This segment of the Expanded APE was not elevated to Step 2 evaluation.









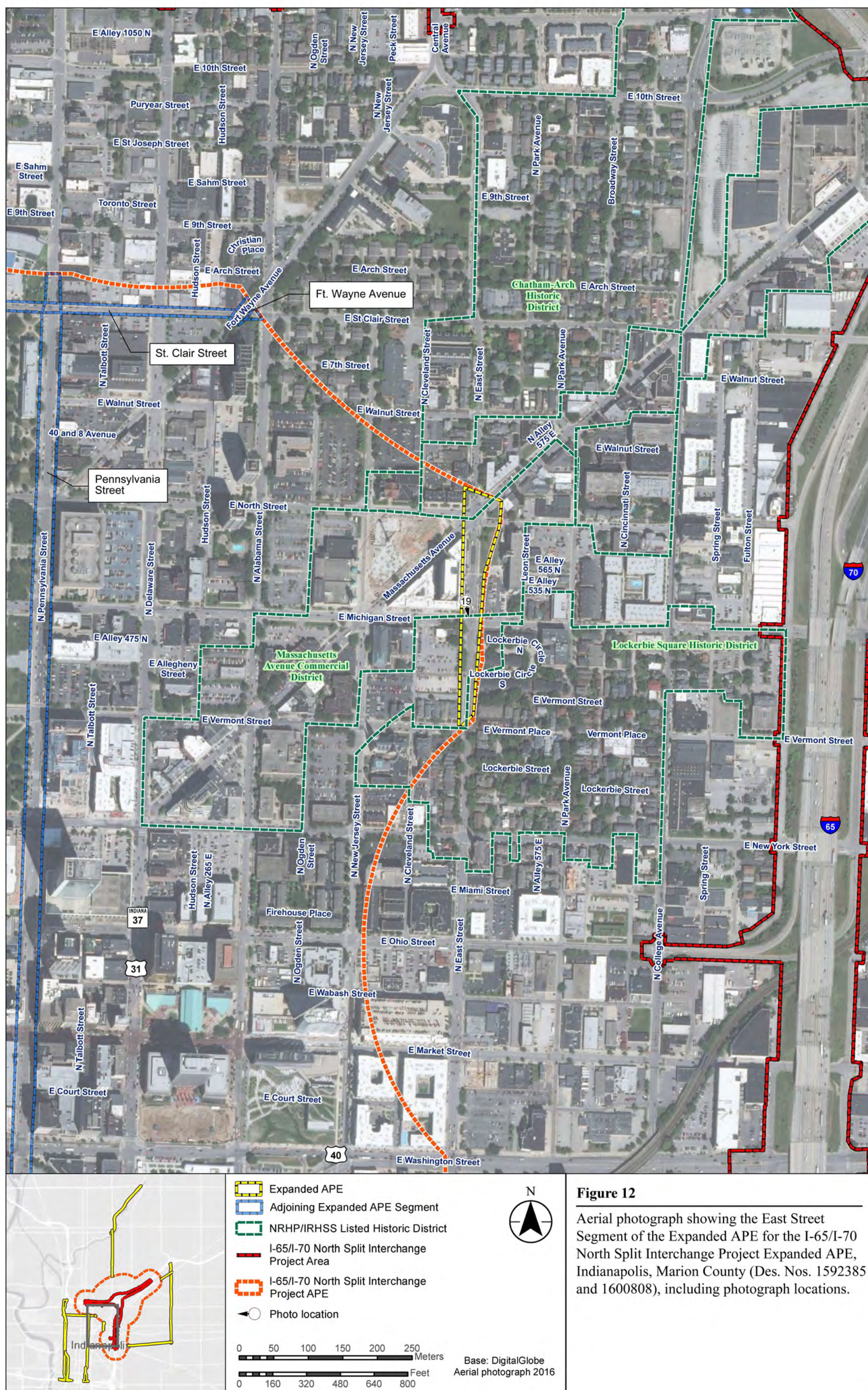
Photograph 18. View of Fort Wayne Avenue at the St. Clair Street intersection in the Expanded APE, looking northeast.



### **EAST STREET SEGMENT**

The Expanded APE includes a segment of East Street from the original APE, just above North Street, south to the original APE at E. Vermont Place (Figure 12; Photograph 19). There are no stone curbs or brick paving in this segment of the Expanded APE. There are brick walls adjacent to the right-of-way, but they are of modern construction. There are no previously identified bridges in this segment of the Expanded APE. Consequently, this segment of the Expanded APE was not elevated to a Step 2 evaluation.









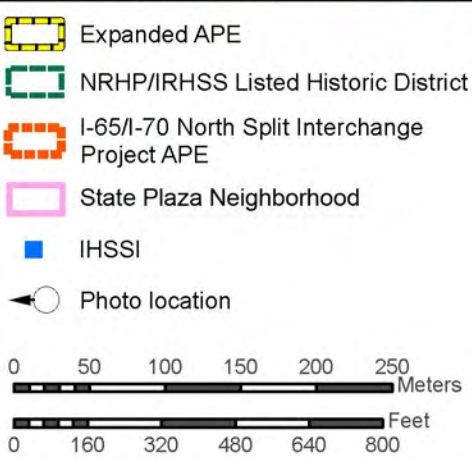
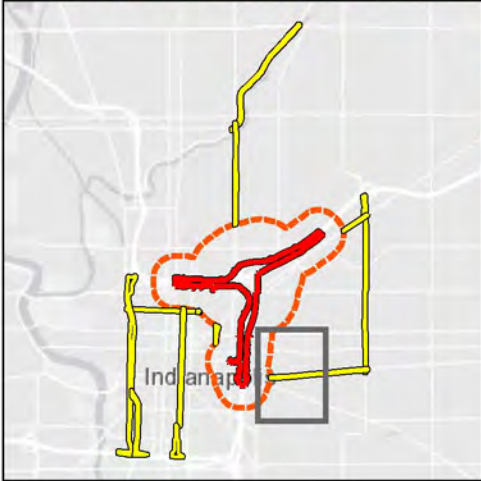
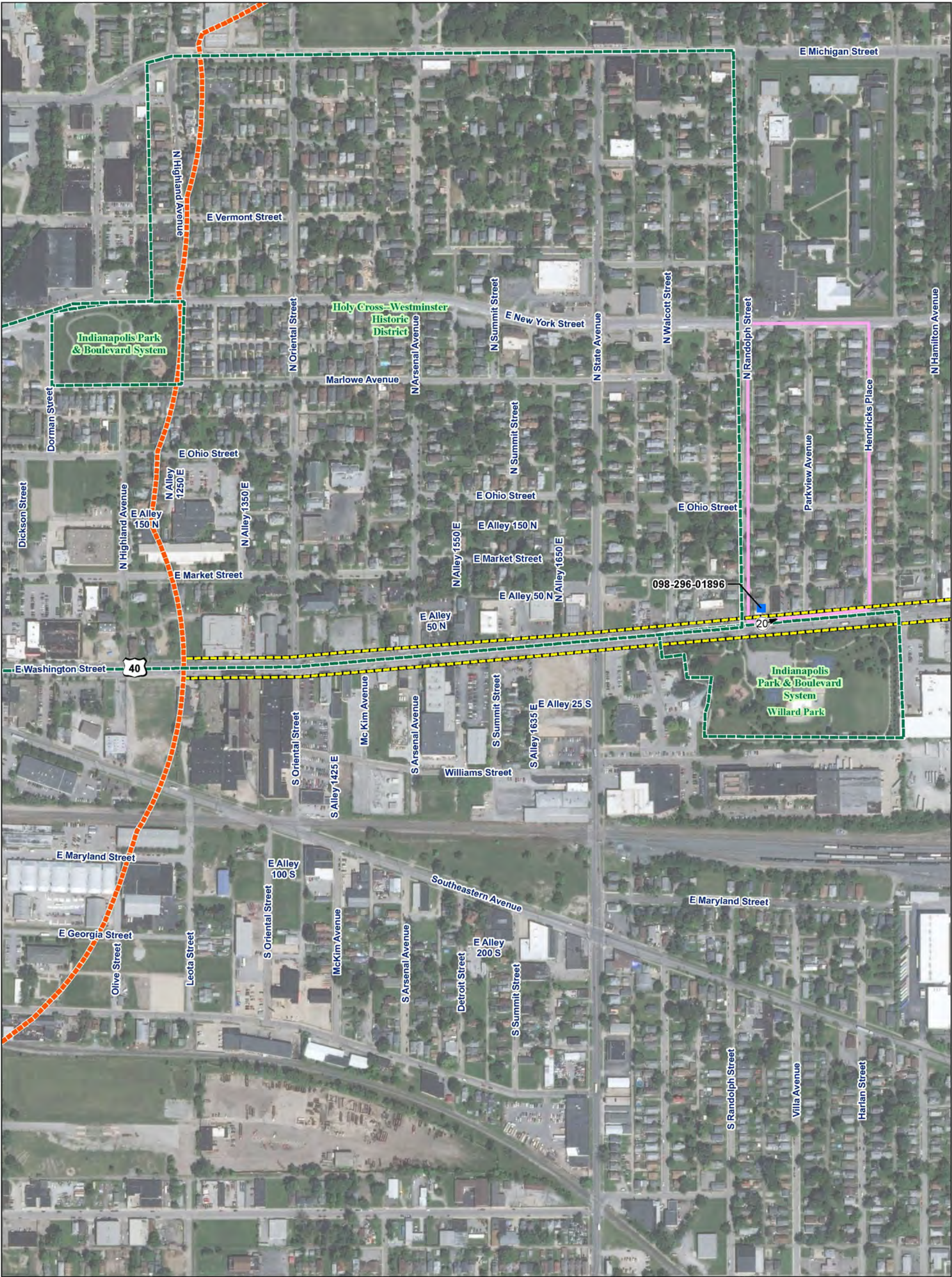
Photograph 19. View of East Street in the Expanded APE, looking south-southeast.



## **WASHINGTON STREET SEGMENT**

This segment of the Expanded APE follows Washington Street from the original APE at Leota Street east to just east of the intersection with Rural Street (Figure 13, Sheets 1 and 2). Washington Street, which is also US 40 and the National Road, is a major east-west thoroughfare through this portion of Indianapolis. The buildings on either side of Washington Street include houses, industrial buildings, and commercial uses, such as used car lots and gas stations, and a city park. Structures were built from the mid- to late-nineteenth century through the twentieth century (Photographs 20 and 21). In addition to the structures, there are many vacant lots along the corridor within this segment of the Expanded APE. There is no brick paving and no stone or brick curbs in this segment of the Expanded APE. Brick piers were observed on the northeast and northwest corners of Washington Street and Hendricks Place. However, these piers are far enough from the right-of-way and not at a point where trucks would be turning; as a result, it is not likely they will be impacted. This segment was therefore not elevated to Step 2 evaluation.



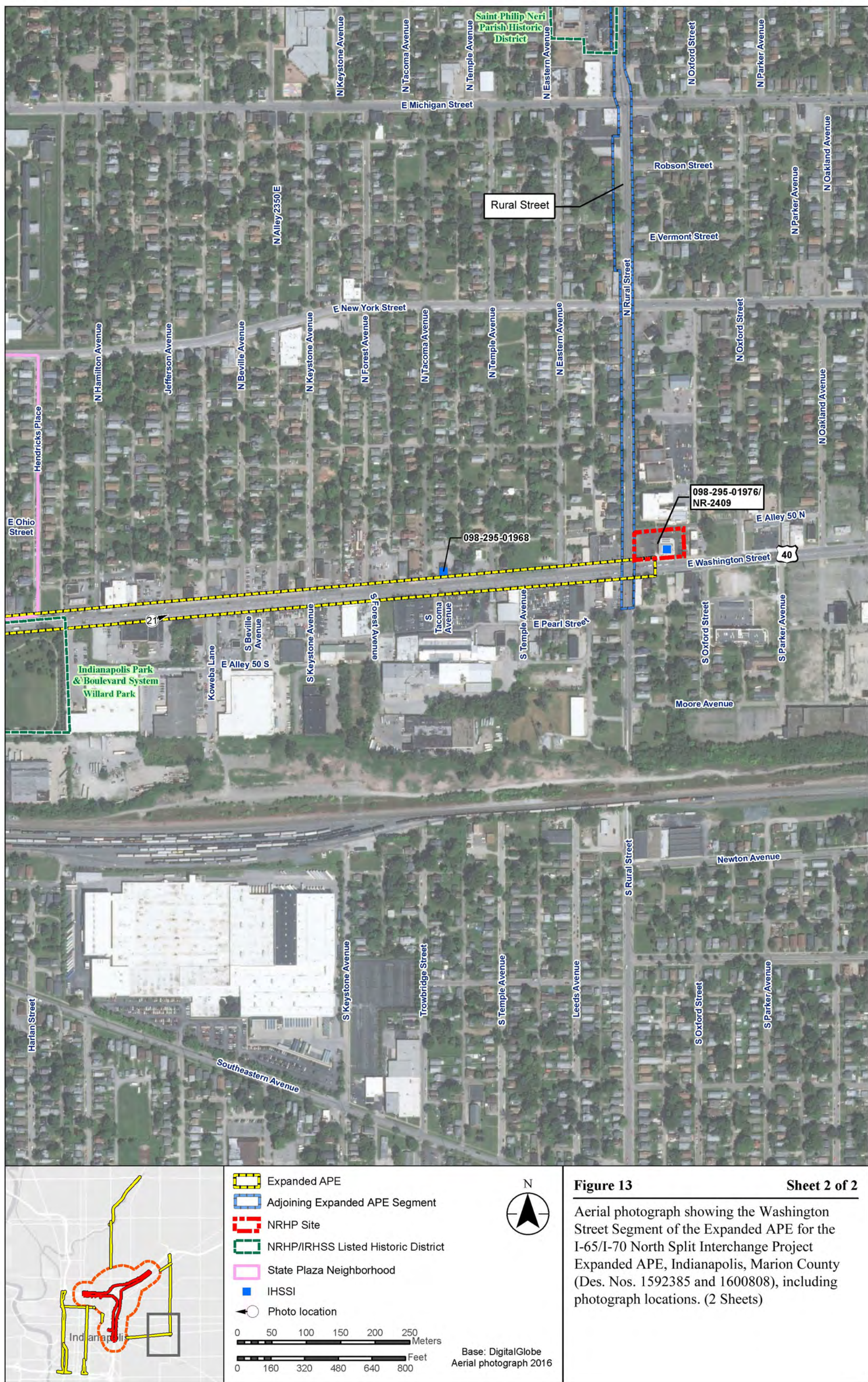


Base: DigitalGlobe  
Aerial photograph 2016

**Figure 13** **Sheet 1 of 2**

Aerial photograph showing the Washington Street Segment of the Expanded APE for the I-65/I-70 North Split Interchange Project Expanded APE, Indianapolis, Marion County (Des. Nos. 1592385 and 1600808), including photograph locations. (2 Sheets)









Photograph 20. View of Washington Street in the Expanded APE, looking east-northeast.



Photograph 21. View of Washington Street in the Expanded APE, looking east-northeast.



## RURAL STREET SEGMENT

This segment of the Expanded APE follows Rural Street from the I-70 interchange south to Washington Street (Figure 14, Sheets 1–3). The buildings on Rural Street are primarily late-nineteenth and early-twentieth century houses, with a mix of commercial and institutional uses for most of the length. There are some examples of late twentieth century multi-family houses mixed in (Photographs 22 and 23). Industrial and automobile-related uses are clustered at the north end near the intersection of Rural Street and Massachusetts Avenue (Photograph 24). The majority of housing stock along Rural Street has been altered through the addition of replacement siding and windows, additions, filled in door and window openings, removal of distinctive detail, and other alterations. As a result, the buildings individually and collectively lack integrity of design, materials, workmanship, feeling, and association; therefore, they are not NRHP-eligible.

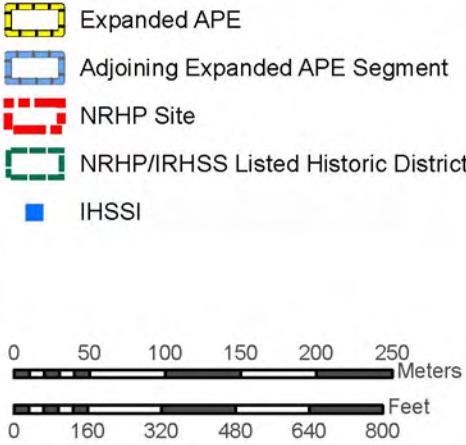
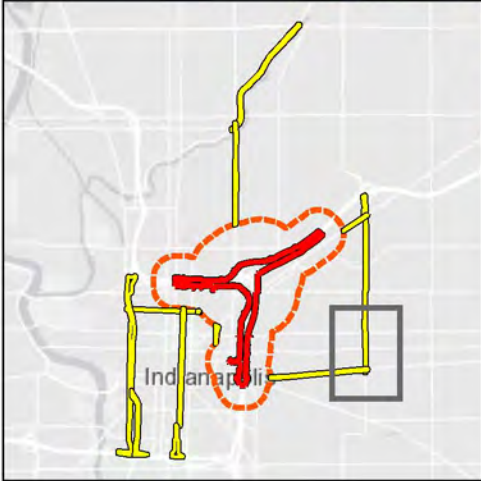
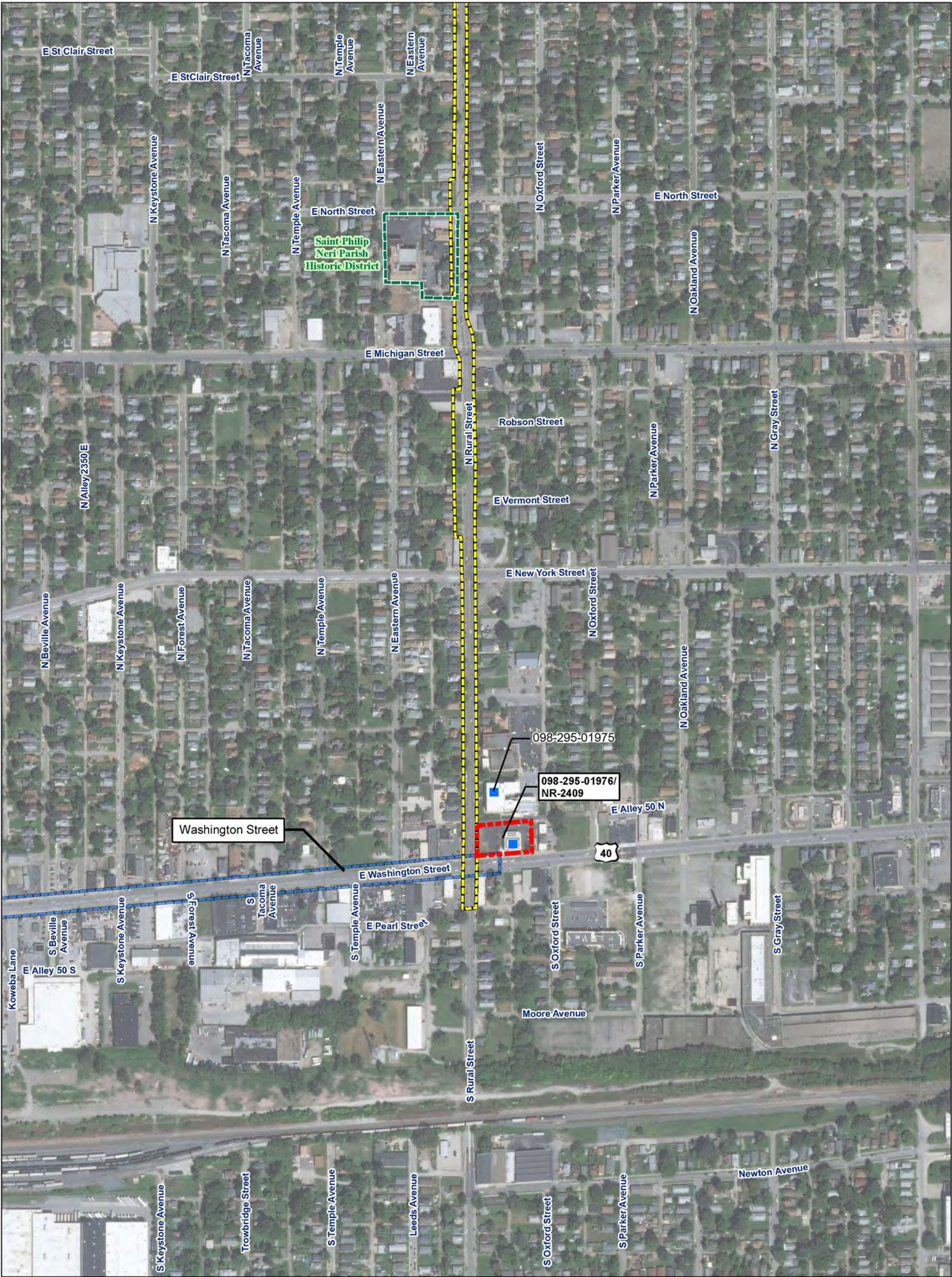
One bridge, Marion County Bridge No. 2514F (HB-2609) over Pogue’s Run, was identified in this segment. This reinforced concrete arch bridge is identified as historic and Select in the Indiana Historic Bridge Inventory. The presence of the bridge elevated this segment of the Expanded APE to Step 2 evaluation.

There is no brick paving, nor are there stone or brick curbs in this segment of the Expanded APE. A brick wall and a stone wall, on separate properties, were observed in the 1700 block of Rural Street; however, they are not in or within proximity to the right-of-way. The unique features in this segment are listed on Table 3 and shown on Figure 14 (Sheets 1–3), and are discussed in the Property Descriptions and Evaluations section below.

Table 3. Previously Identified Aboveground Resources–Rural Street Segment.

Resource No.	Name and Address of Resource	Date(s) of Construction	Style and Type of Building or Structure	Rating/Evaluation/ Criteria	Unique Features Identified within the ROW?
HB-2609	Marion County Bridge No. 2514F/ NBI No. 4900226 Pogue’s Run at N. Rural Street	ca. 1909		Contributing Resource in a listed historic district	Yes (Select Bridge)



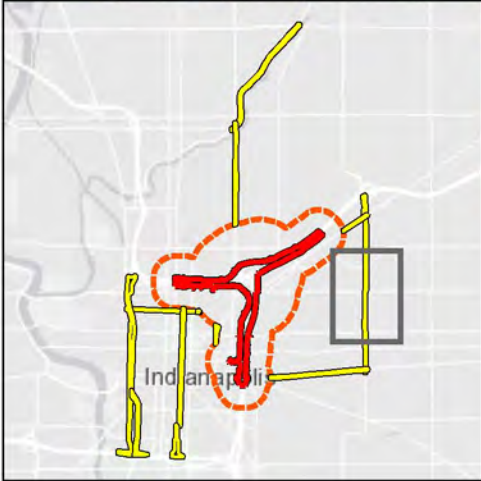
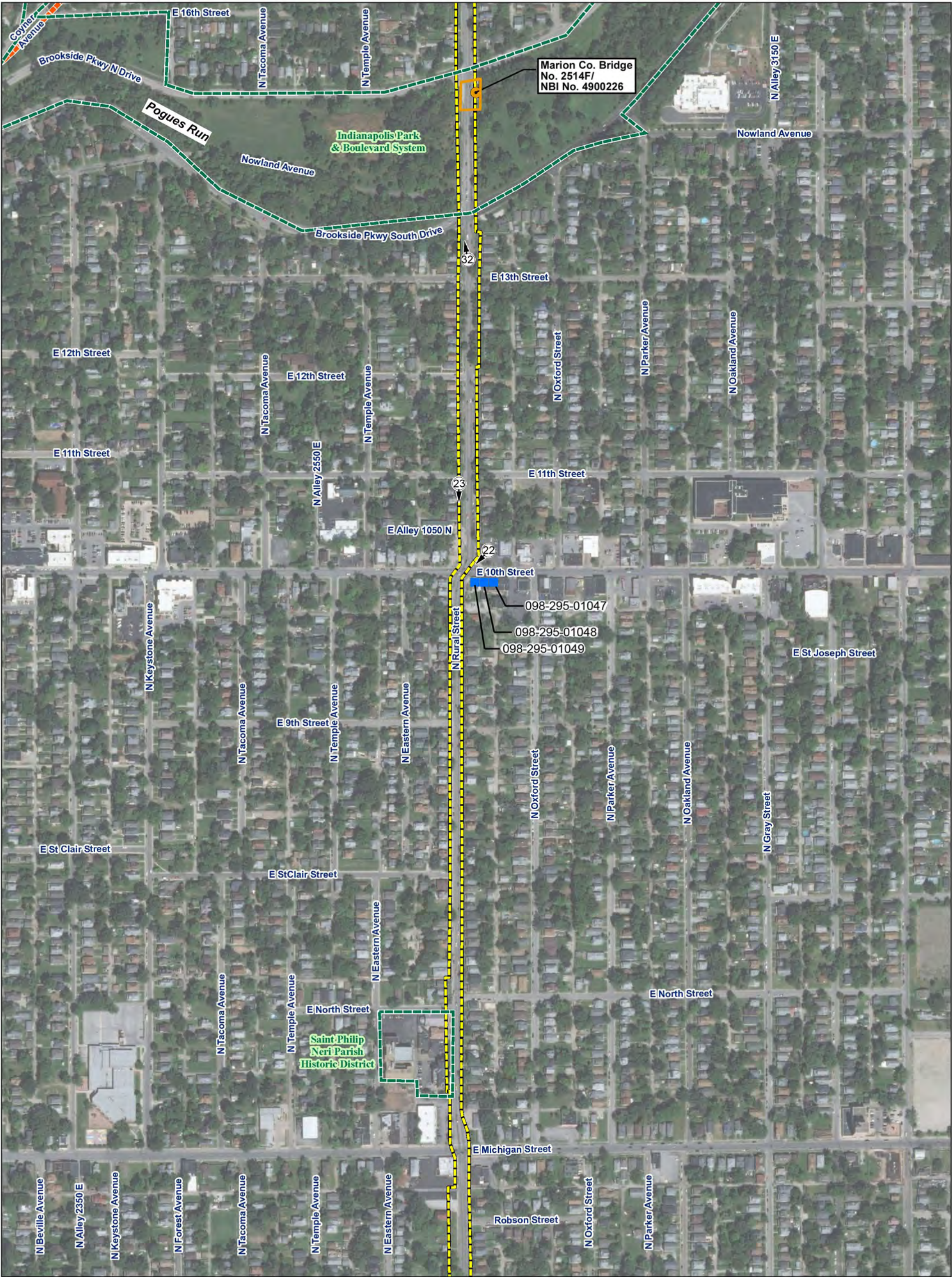


Base: DigitalGlobe  
Aerial photograph 2016

**Figure 14** **Sheet 1 of 3**

Aerial photograph showing the Rural Street Segment of the Expanded APE for the I-65/I-70 North Split Interchange Project Expanded APE, Indianapolis, Marion County (Des. Nos. 1592385 and 1600808), including photograph locations. (3 Sheets)





- Expanded APE
  - NRHP/IRHSS Listed Historic District
  - Historic Bridge
  - I-65/I-70 North Split Interchange Project APE
  - IHSSI
  - Photo location
- 0 50 100 150 200 250 Meters
- 0 160 320 480 640 800 Feet



Base: DigitalGlobe  
Aerial photograph 2016

**Figure 14** **Sheet 2 of 3**

Aerial photograph showing the Rural Street Segment of the Expanded APE for the I-65/I-70 North Split Interchange Project Expanded APE, Indianapolis, Marion County (Des. Nos. 1592385 and 1600808), including photograph locations. (3 Sheets)









Photograph 22. View of the intersection of Rural Street and 10<sup>th</sup> Street in the Expanded APE, looking southwest.



Photograph 23. View of the intersection of Rural Street and 10<sup>th</sup> Street in the Expanded APE, looking south.





Photograph 24. View of Capital Machine Company at Rural Street and Massachusetts Avenue in the Expanded APE, looking southeast.

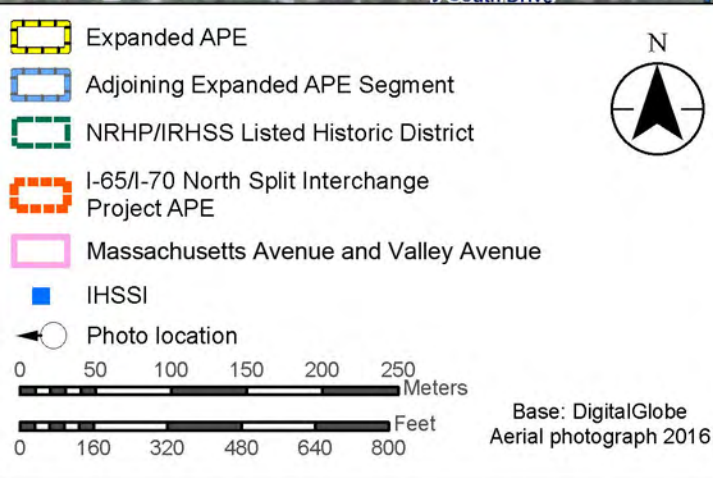
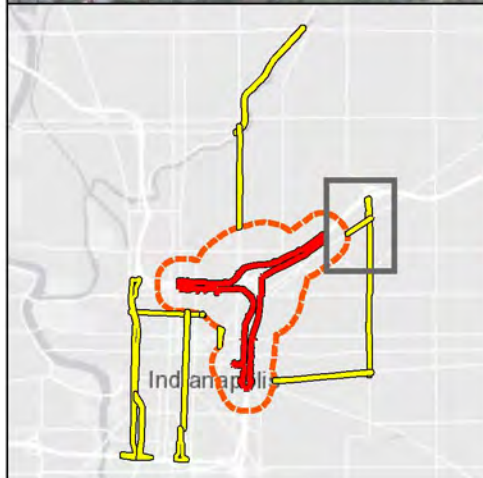


## **MASSACHUSETTS AVENUE SEGMENT**

The Expanded APE includes a segment of Massachusetts Avenue from the original APE east to Rural Street (Figure 15). This portion of Massachusetts Avenue is characterized by the presence of an early twentieth century concrete wall retaining wall and railroad tracks on the north side of Massachusetts Avenue (Photograph 25). The south side of the street includes nineteenth century housing stock at the east end of the block, and garages and outbuildings for buildings that face Brookside Avenue closer to Valley Avenue (Photographs 26 and 27). Late nineteenth and early twentieth century houses are also found on Brookside Avenue. Massachusetts Avenue and Brookside Avenue are connected by Valley Avenue, which includes a parking lot and an abandoned light industrial/commercial building (Photograph 28). Valley Avenue continues to the north side of the railroad tracks via a cast iron or early steel railroad trestle (Photograph 29).

Two previously documented resources rated Contributing in the IHSSI were identified adjacent to the Expanded APE in this Segment. This segment of the Expanded APE has no stone or brick walls, and there are no previously identified historic bridges within the Expanded APE. Brick street paving and stone curbs were observed on Valley Avenue just southeast of Massachusetts Avenue, west of the intersection of Valley Avenue and E. Brookside Avenue (Photograph 29), elevating this segment to a Step 2 evaluation. The aboveground resources in this segment are shown on Figure 15.





**Figure 15**

Aerial photograph showing the Massachusetts Avenue Segment of the Expanded APE for the I-65/I-70 North Split Interchange Project Expanded APE, Indianapolis, Marion County (Des. Nos. 1592385 and 1600808), including photograph locations.





Photograph 25. View of Massachusetts Avenue looking toward Valley Avenue, facing west.



Photograph 26. View of the east end of Massachusetts Avenue between Rural Street and Valley Avenue, facing south-southwest.





Photograph 27. View of garages and outbuildings on Massachusetts Avenue, facing south-southwest.



Photograph 28. Light industrial/commercial building at the intersection of Valley Avenue and Brookside Avenue, looking west-southwest.





Photograph 29. View of exposed brick paving on Valley Avenue, southeast of Massachusetts Avenue in the Expanded APE, looking west.



## **PROPERTY DESCRIPTIONS AND EVALUATIONS FOR SEGMENTS ELEVATED TO STEP 2**

ASC Group, Inc., completed the fieldwork for architectural resources on June 6 and 7, 2018. The routes in the Expanded APE were visited to evaluate the presence of unique features such as brick or stone streets, limestone curbs, stone walls, bridges, or other potentially contributing features that could be affected by increased truck traffic as described in the Step 1 methodology, above. When unique features were identified in the field, they were documented and streetscape photographs taken. In addition to the unique features, previously documented aboveground resources, including any that are listed in the NRHP, the IRHSS, the IHSSI, or the historic bridge inventory were photographed in order to confirm their continued integrity. These resources are documented below based on the results of the Step 1 investigation, as outlined in Table 1.

For those segments of the Expanded APE that were elevated to a Step 2 evaluation, properties to which features identified in Step 1 might contribute were evaluated using the NRHP Criteria for Evaluation. There are four criteria for a property to be eligible for NRHP nomination. A property must meet one or more criteria to be eligible. The four criteria are:

- A. Properties that are associated with events that have made a significant contribution to the broad patterns of our history;
- B. Properties that are associated with the lives of persons significant in our past;
- C. Properties that embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (used to define historic districts); and
- D. Properties that yield or may be likely to yield, information important in prehistory or history. Criterion D rarely applies to standing buildings or structures.

Ordinarily, cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the NRHP. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- (a) A religious property deriving primary significance from architectural or artistic distinction or historical importance; or



- (b) A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- (c) A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his productive life.
- (d) A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- (e) A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- (f) A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- (g) A property achieving significance within the past 50 years if it is of exceptional importance.

The property must also contain a high degree of historic integrity as well as being significant. Historic integrity is defined as the ability of a property to convey its architectural significance. There are seven aspects that determine a property's historic integrity: location, design, setting, materials, workmanship, feeling, and association. Some of those aspects may be more important than others depending on the resource, and a property does not need to convey all seven aspects in order to be eligible for the NRHP, although it should convey most of the aspects (Andrus 1995).

## **NRHP ELIGIBILITY EVALUATIONS AND RECOMMENDATIONS BY SEGMENT OF THE EXPANDED APE ELEVATED TO STEP 2**

### **College Avenue Segment**

Marion County Bridge No. 1803F (IHSSI No. 098-296-00741) at N. College Avenue over Fall Creek is within the College Avenue Parkway Segment of the Expanded APE (Figure 5, Sheets 1 and 2; Photographs 30 and 31). This bridge is in the right-of-way and has the potential to be impacted by the project. This bridge is a contributing resource in the Indianapolis Park & Boulevard System NRHP-listed Historic District, and is listed on Table 4. The previously documented stone arch bridge in this segment of the Expanded APE is identified in the Indiana Historic Bridge Inventory as historic and Select; as a result the relevant portion of this segment was elevated to Step 2 evaluation.



Table 4. Unique Features Evaluated–College Avenue Segment.

Type of Resource/Unique Features	Resource No.	Resource Location	NRHP Resource?	Evaluation
Marion County Bridge No. 1803F/ NBI No. 4900142	IHSSI No. 098-296-00741	N. College Avenue and Fall Creek	Yes	Remains a contributing element to NRHP-listed resource/Historic and Select Bridge



Photograph 30. College Avenue Bridge over Fall Creek (HB-2954), looking north-northwest.





Photograph 31. Overview of College Avenue Bridge over Fall Creek, looking northwest.



## Rural Street Segment

One site within the Rural Street Segment of the Expanded APE that is adjacent to the right-of-way and has the potential to be impacted by the project was evaluated for potential NRHP-eligibility. This includes the Marion County Bridge No. 2514F over Pogue's Run at N. Rural Street, which is a contributing resource in a NRHP-listed historic district. This bridge is listed on Table 5.

Marion County Bridge No. 2514F (HB-2609) is located at Pogue's Run and N. Rural Street, and is a contributing element in the NRHP-listed Indianapolis Park & Boulevard System historic district, and is included in the Indiana Historic Bridge Inventory as historic and Select. The reinforced concrete bridge was rehabilitated in 2013 to repair damage to the concrete; this work included widening the bridge, replacing the railing, and adding sidewalks (Figure 14, Sheets 1–3; Photograph 32).

Table 5. Unique Features Evaluated–Rural Street Segment.

Type of Resource/Unique Features	Resource No.	Resource Location	NRHP Resource?	Evaluation
Marion County Bridge No. 2514F/ NBI No. 4900226	N/A	Pogue's Run at N. Rural Street	Yes	Contributing resource in NRHP district/Historic and Select Bridge





Photograph 32. Bridge over Pogue's Run at Brookside Parkway North Drive, looking north-northwest.



## **Massachusetts Avenue Segment**

Within the Massachusetts Avenue Segment of the Expanded APE brick pavement was noted at the intersection of Massachusetts Avenue and Valley Avenue. Brick pavement has the potential to be impacted by the project and the area surrounding it was evaluated for potential NRHP-eligibility (Table 6).

The intersection of Massachusetts Avenue and Valley Avenue is the site of brick street paving, which has been revealed by wear and tear on the asphalt overlay. This portion of the Expanded APE is part of Indianapolis's Near Eastside neighborhood; it is a section of the city that developed in the late nineteenth and early twentieth centuries.

The intersection of Massachusetts Avenue and Valley Avenue was examined for its potential as a NRHP-eligible historic district (Figure 15). There are two aboveground resources in these two blocks that have been previously documented for the IHSSI, both of which were rated as Contributing; both of these houses have been greatly altered through the use of replacement siding and windows. The area south of the railroad tracks and east of Valley Avenue is predominantly residential, with houses built between 1890 and 1915. The majority of structures are frame single-family houses, ranging from one to two-and-one-half stories in height. There are no high-style houses, and the predominant house types are gabled ell houses and bungalows (Photographs 33 and 34). Many of the structures facing Massachusetts Avenue are garages or outbuildings for properties facing Brookside Avenue. Two houses previously documented for the IHSSI and rated Contributing have been greatly altered (Photograph 35).

This section of the Expanded APE also developed in the late nineteenth and early twentieth centuries, the period during which the city's population expanded exponentially and new modes of transportation in the form of streetcars allowed residents to live farther from the original core. It was during this time that the entire east side of Indianapolis grew rapidly. The neighborhood around Massachusetts Avenue and Valley Avenue consists primarily of single-family frame houses dating mostly to the period 1890–1910. The neighborhood is typical of residential expansion in Indianapolis in the early twentieth century, and as such, is not eligible under Criterion A. No person or people important in history have been identified as associated with the neighborhood, and therefore it is not significant under Criterion B.

The majority of houses in the vicinity of Massachusetts Avenue and Valley Avenue have been altered with replacement siding, replacement windows, and porch alterations. The brick street



observed in this section of the Expanded APE is not typical of the character of the neighborhood as a whole, and, because it has been paved over, is not a significant element in the neighborhood. Resources in this neighborhood that are located outside of the APE were not documented for the report, but were surveyed and taken into account for the NRHP-district eligibility recommendation. Because most, if not all, of the houses within these two blocks and the surrounding area have been altered to some extent, the area has lost its integrity of design, setting, materials, workmanship, and feeling. As a result, the neighborhood is not eligible under Criterion C. Therefore, Massachusetts Avenue and Valley Avenue is recommended not eligible for inclusion in the NRHP.

Table 6. Unique Features Evaluated–Massachusetts Avenue Segment.

Type of Resource/Unique Features	Resource No.	Resource Location	NRHP Resource?	Evaluation
Brick Paving	N/A	Massachusetts Avenue and Valley Avenue	No	Not NRHP eligible



Photograph 33. View of 2602 Brookside Avenue, looking north.





Photograph 34. View of 2629 Brookside Avenue, looking northwest.



Photograph 35. View of 2701 Massachusetts Avenue, looking east.



## CONCLUSIONS

ASC Group, Inc., under contract with HNTB, has completed an Addendum to the Historic Property Report for the I-65/I-70 North Split Interchange Project (Des. Nos. 1592385 and 1600808). Twelve segments of roadway comprising the Expanded APE for this project were evaluated for the presence of unique features such as brick or stone streets, limestone curbs, stone walls or other potentially contributing features, including bridges. For the nine segments of the Expanded APE listed below, no unique features or bridges were identified.

- Fall Creek Parkway Segment
- West Street Segment
- Missouri Street Segment
- Pennsylvania Street Segment
- Madison Avenue Segment
- St. Clair Street Segment
- Fort Wayne Avenue Segment
- East Street Segment
- Washington Street Segment

Three segments of the Expanded APE, listed below, were found to contain such features and were elevated to a Step 2 evaluation.

- College Avenue Segment
- Rural Street Segment from the I-70 interchange south to Washington Street
- Massachusetts Avenue Segment from original APE east to Rural Street

A bridge is located in the College Avenue Segment at N. College Avenue at Fall Creek: Marion County Bridge No. 1803F (IHSSI No.098-296-00741). This bridge is a contributing resource in the NRHP-listed Indianapolis Park & Boulevard System historic district and was rated Outstanding in the IHSSI.

In the Rural Street Segment, Marion County Bridge No. 2514F at Rural Street over Pogue's Run is a contributing resource in the NRHP-listed Indianapolis Park & Boulevard System historic district.

In the Massachusetts Avenue Segment, brick paving was observed under the asphalt paving on Valley Avenue northeast of the intersection with Massachusetts Avenue. The Massachusetts Avenue and Valley Avenue neighborhood includes two houses previously identified as Contributing for the IHSSI, which were examined for NRHP eligibility, and the area was



recommended not eligible for the NRHP. No other previously identified historic resources were identified in the Massachusetts Avenue Segment of the Expanded APE.

In conclusion, there are two historic properties identified in the expanded APE that may be affected by the temporary diversion of truck traffic during construction. These two properties are Marion County Bridge No. 1803F in the College Avenue Segment and Marion County Bridge No. 2514F in the Rural Street Segment.



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