

**I-65/I-70 North Split Project
Indianapolis, Indiana**

Des. Nos. 1592385 and 1600808

TRAFFIC NOISE BARRIER ADDENDUM TO ASSESSMENT OF EFFECTS REPORT

October 11, 2019





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1 INTRODUCTION

The Indiana Department of Transportation (INDOT) is developing a project involving the I-65/I-70 North Split Interchange (North Split Project) in Indianapolis, Indiana, in partnership with the Federal Highway Administration (FHWA). Since FHWA is providing funding for the proposed project, it is subject to compliance with the National Historic Preservation Act of 1966 (NHPA), as amended (16 U.S.C. et seq.), and its implementing regulations (36 CFR 800). Specifically, Section 106 of the NHPA requires FHWA, as the lead Federal agency, to consider the effects of its undertakings on historic properties.

As part of the Section 106 consultation process for the North Split Project, an Assessment of Effects Report was sent to consulting parties for review on August 9, 2019. The Assessment of Effects Report evaluated the effects of the project on 51 historic properties within the Area of Potential Effects (APE). The report did not evaluate changes in noise levels or possible noise barrier locations because the results of the noise analysis were not yet available.

This Traffic Noise Barrier Addendum to the Assessment of Effects Report evaluates the effects of possible noise barrier locations to the historic properties within the APE. At this time, it is uncertain if noise barriers will be constructed. This determination will be made by INDOT for each possible noise barrier after the public involvement period in order to take into account the views of benefited property owners and residents. The conclusions and recommendations in this report are valid only if noise barriers are constructed. If a noise barrier is not constructed at a given location, the recommended Section 106 findings from the Assessment of Effects Report and Section 106 Update Memorandum #6 remain valid.

2 METHODOLOGY

A traffic noise analysis¹ was completed in accordance with the INDOT Traffic Noise Analysis Procedure (2017) (INDOT noise policy). The INDOT noise policy, which was approved by FHWA, describes INDOT's implementation of the federal noise regulations found under 23 CFR 772. The purpose of the traffic noise analysis was to identify predicted traffic noise impacts and, where appropriate, abatement measures.

The noise analysis identifies where noise abatement is feasible and reasonable.

Factors to be considered in determining noise abatement feasibility, as defined in the INDOT noise policy, are listed below.

- Acoustic Feasibility: INDOT requires that noise barriers achieve a 5 dB(A) reduction at a majority (greater than 50%) of the impacted receptors.
- Engineering Feasibility: INDOT requires noise abatement measures to be based on sound engineering practices and standards and requires that any measures be evaluated at the optimum location.

Factors to be considered in determining reasonableness, as defined in the INDOT noise policy, are listed below.

- Cost Effectiveness: To determine cost effectiveness, the estimated cost of constructing a noise barrier will be divided by the number of benefited receptors (those who would receive a reduction of at least 5 dB(A)). A base material and design cost of \$25,000 to \$30,000 or less per benefited receptor is currently considered to be cost-effective. Development in which a majority (more than 50%) of the receptors was in place prior to the initial construction of the roadway in its current state (functional classification) will receive additional consideration for noise abatement. The cost-effectiveness criteria used for these cases will be 20% greater (currently \$30,000 per benefited receptor).

¹ I-65/I-70 North Split Project Traffic Noise Technical Report (September 24, 2019)



- Noise Reduction Design Goal: INDOT's goal for substantial noise reduction is to provide at least a 7.0 dB(A) reduction for impacted first row receptors in the design year.
- Views of Residents and Property Owners: A survey will be mailed to each benefited resident to consider the views of residents and property owners. A benefited resident is one that would receive a reduction of 5 or more dB(A) as a result of the barrier. The concerns and opinions of the property owner and the unit occupants will be balanced with other considerations in determining whether a barrier is appropriate for a given location.

The noise analysis identified four locations where noise barriers were identified as reasonable and feasible pending the results of the views of residents and property owners:

NB3E — Westbound (WB) I-70 along the edge of shoulder between Commerce Avenue and Valley Avenue. This barrier is anticipated to be approximately 1,615 feet long with an average height of 14 feet (see **Appendix A**).

NB4 — Northbound (NB) I-65 along the north side of the roadway along the edge of shoulder between College Avenue and Alabama Street. This barrier is anticipated to be approximately 2,325 feet long with an average height of 19 feet (see **Appendix A**).

NB5 — Southbound (SB) I-65 south of the roadway along the edge of shoulder between College Avenue and Alabama Street. This barrier is anticipated to be approximately 2,001 feet long with an average height of 15 feet (see **Appendix A**).

NB7 — SB I-65/WB I-70 along the edge of shoulder on the west side of the southern leg of the interchange between 10th Street and Ohio Street. This barrier is anticipated to be approximately 4,734 feet long with an average height of 19 feet (see **Appendix A**).

Possible noise barriers and their effects on historic properties were evaluated based on the criteria of adverse effect as defined in 36 CFR 800.5(a)(1):

“An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the NRHP. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.”

3 RESULTS

3.1 Noise Barriers

Although most historic properties showed a decrease or only a slight increase in noise according to INDOT's noise policy, a barrier analysis was still warranted because the noise values in the noise analysis exceed the noise abatement criteria.

The noise analysis identified four locations where noise barriers were identified as reasonable and feasible pending the results of the views of residents and property owners. This Traffic Noise Barrier Addendum to the Assessment of Effects Report analyzes the effects of the four noise barriers; however, it is possible they will not be constructed depending on input provided by benefited residents at each barrier location. It is possible that some of the four barriers could be constructed but not all of them. To determine if any historic properties would be adversely affected



by the noise barriers, the architectural historians from ASC Group, who meet the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61, reviewed the possible locations and dimensions of the barriers.

As noted above, noise barriers could be built at four locations, rather than the entire extent of the project area. Historians identified five historic districts and one individually listed resource that could be adversely affected by the possible noise barriers: Saint Joseph Neighborhood Historic District, Old Northside Historic District, Morris-Butler House, Chatham-Arch Historic District, Massachusetts Avenue Commercial Historic District, and Lockerbie Square Historic District. These six resources are the properties directly adjacent to and most likely to be visually affected by the noise barriers. The noise barriers are modern transportation features that have here to now not existed adjacent to these six historic resources. While the noise barriers may be minimally visible from other historic properties, they do not create an intrusive element on the viewsheds of the other properties as they do for these six resources.

The six resources that could be adversely affected by noise barriers are discussed below.

Saint Joseph Neighborhood Historic District

The Saint Joseph Neighborhood Historic District is directly adjacent to the proposed edge of pavement along Delaware Street and adjacent to the I-65 existing right-of-way. **Figure 1** shows the existing I-65 embankment at New Jersey Street, looking west. The Delaware Street entrance ramp to I-65 will be reconstructed as part of the undertaking. This reconstruction will move the edge of pavement approximately eight feet closer to the (historic district boundary) near the western edge of the historic district at Delaware Street to 20 feet closer at the eastern edge. The proposed roadway edge of shoulder will be approximately 55 feet from the historic district boundary along the district's eastern end. A retaining wall varying between 10 and 12 feet tall is anticipated in this location in order to eliminate the need for new right-of-way to accommodate fill slopes south of the reconstructed ramp.

A noise barrier (NB5) extending from Alabama Street on the west to College Avenue on the east may be built on top of the proposed new roadway above the retaining wall, with an average height of 15 feet. **Figure 2** shows a view of the I-65 embankment at New Jersey Street with the possible noise barrier installed. (This is a basic configuration with no Context Sensitive Solutions (CSS) features.)

Conclusion: The Assessment of Effects Report recommended a No Adverse Effect finding for the Saint Joseph Neighborhood Historic District. As discussed in Section 106 Update Memorandum #6, a qualified professional historian reexamined the effects of the proposed project on the Saint Joseph Neighborhood Historic District as a result of consulting party comments on the Assessment of Effects Report. The finding was changed to Adverse Effect prior to consideration of the noise barrier.

Also, when considering the noise barrier at this location, the edge of pavement will be closer to the district and this increased proximity, together with the combined height of the retaining wall and noise barrier, results in a substantial visual change from existing conditions. Although the roadway is an already existing intrusion on the integrity of the Saint Joseph Neighborhood Historic District, the addition of a noise barrier on top of the roadway would make the roadway appear to be a more pronounced intrusion for observers within the district. As a result, the added noise barrier, if built, would have an impact on the characteristics that qualify the Saint Joseph Neighborhood Historic District for the NRHP in a manner that would diminish its integrity. Therefore, the undertaking would have an Adverse Effect on the historic district.

Figure 1: Existing I-65 Embankment at New Jersey Street



Figure 2: I-65 Embankment at New Jersey Street with Noise Barrier



Old Northside Historic District and Morris-Butler House

In the vicinity of the Old Northside Historic District and the Morris-Butler House, the proposed edge of pavement will be 10 to 26 feet closer to the historic district boundary between Alabama Street and Park Avenue, due in part to the proposed reconstruction of the Pennsylvania Street exit ramp from I-65. Near the Morris-Butler House, the roadway will be approximately 50 feet from the historic district boundary. In addition, the elevation of the roadway will increase between four feet (at Central Avenue) to 14 feet (at College Avenue). A retaining wall varying between 10 and 12 feet tall is anticipated in this location in order to eliminate the need for new right-of-way to accommodate fill slopes north of the reconstruction ramp and adjacent to the Old Northside Historic District and the Morris-Butler House. **Figure 3** shows the existing I-65 embankment at the Morris-Butler House within the Old Northside Historic District, looking west. In addition, a noise barrier (NB4) may be built on the north side of I-65 between Alabama Street and College Avenue. The barrier would be constructed above the retaining wall. The noise barrier, if built, will have an average height of 19 feet, for a total increased height of 23 to 33 feet. **Figure 4** shows a view of the I-65 embankment at the Morris-Butler House with the possible noise barrier installed. (This is a basic configuration with no CSS features.)

Conclusion: The Assessment of Effects Report recommended an Adverse Effect finding for the Old Northside Historic District and Morris-Butler House due to the anticipated increased height of the roadway and the closer edge of pavement, removal of screening vegetation that currently partially blocks views of the roadway, and installation of a retaining wall, which would be visible from the historic district. The noise barrier in this location, if built, would contribute to the Adverse Effect of the undertaking due to its overall increase in the height and presence of the roadway. This will affect the characteristics that qualify the Old Northside Historic District and Morris-Butler House for the NRHP in a manner that would diminish their integrity. Although the roadway is an already existing intrusion on the integrity of the Old Northside Historic District and the Morris-Butler House, the project activities described above will make the roadway appear to be a more pronounced intrusion to observers within the district. As a result, the undertaking will have an Adverse Effect on the Old Northside Historic District and the Morris-Butler House.

Figure 3: Existing I-65 Embankment at Morris-Butler House in the Old Northside Historic District



Figure 4: I-65 Embankment at Morris-Butler House in the Old Northside Historic District with Noise Barrier



Chatham-Arch Historic District

Figure 5 shows the existing I-65 embankment at College Avenue, looking west. As part of the undertaking, the I-65 SB ramp to I-70 eastbound (EB) will be reconstructed, which will move the edge of pavement 0 to 12 feet closer to the historic district boundary. At the district's western edge, where the roadway will be 12 feet closer, it will be approximately 88 feet from the historic district boundary. As noted in the Assessment of Effects Report, the Chatham-Arch Historic District is approximately 67 feet from the proposed edge of shoulder at the historic district's northeastern end. In addition, the ramp's elevation will increase as it moves from Alabama Street east toward College Avenue and into the interchange. The proposed elevation will range from approximately 14 feet higher just west of Broadway Street to approximately 22 feet higher at College Avenue.

Figure 5: Existing I-65 Embankment at College Avenue



A noise barrier (NB5) may be constructed on the south side of I-65 beginning east of Alabama Street, above the retaining wall and adjacent to the roadway, to College Avenue. The noise barrier would be an average of 15 feet tall, and the wall would be constructed on top of the newly built roadway. As a result, where the road is anticipated to be 14 feet higher than existing, the potential noise barrier would add an additional 15 feet to that height for a total increase of 29 feet. At College Avenue, where the proposed elevation is anticipated to be approximately 22 feet taller than the existing road, the addition of the noise barrier would result in a total increase in height of approximately 37 feet. **Figure 6** shows a view of the I-65 embankment at College Avenue with the possible noise barrier installed. (This is a basic configuration with no CSS features.)

The anticipated increase in the height of the roadway with the addition of a noise barrier would be a further substantial change in the setting of the historic district. The roadway corridor is an existing intrusion in the setting of the historic district. The additional 15 feet in height for the noise barrier would further increase the roadway's impact on the Chatham-Arch Historic District's historic setting. Although the alteration of the setting would occur within the physical context of an existing intrusion, the degree of the alteration would diminish the historic district's integrity of setting.

Conclusion: The Assessment of Effects Report recommended an Adverse Effect finding for the Chatham-Arch Historic District. The proposed undertaking would result in impacts to the district's setting due to the closer distance between the proposed edge of pavement and the historic district, the increased height of the bridges and the roadway, and the added height of the noise barrier. Although the roadway is an already existing intrusion on the integrity of the Chatham-Arch Historic District, the project activities described above will make the roadway appear to be a more pronounced intrusion to observers within the district. Project activities would affect the characteristics that qualify the Chatham-Arch Historic District for listing in the NRHP in a manner that would diminish the district's integrity. As a result, the undertaking would have an Adverse Effect on the historic district.

Figure 6: I-65 Embankment at College Avenue with Noise Barrier



Massachusetts Avenue Commercial Historic District

The Massachusetts Avenue Commercial Historic District is 67 feet from the proposed edge of shoulder at its closest point, as noted in the Assessment of Effects Report. The roadway is not anticipated to get closer to the district boundary. **Figure 7** shows the existing I-65/I-70 embankment near Massachusetts Avenue, looking northeast. Within view of the historic district, the I-65/I-70 bridges over 10th Street will be replaced. The closest new bridge over 10th Street will be approximately four feet higher than the existing bridge and will shift to the east between 70 feet at the north end to approximately 15 feet at the south end. In the vicinity of Massachusetts Avenue, the proposed roadway will range from two to four feet higher than the existing roadway.

A small portion at the northeast end of the Massachusetts Avenue Commercial Historic District is adjacent to the proposed reconfigured North Split interchange, where Massachusetts Avenue “dead ends” at the roadway. A noise barrier (NB7) may extend from 10th Street south to outside of the Massachusetts Avenue Commercial Historic District. The noise barrier would be approximately 19 feet tall, measuring from the proposed roadway height, for a total increase in height of 21 to 23 feet in the vicinity of the Massachusetts Avenue Commercial Historic District. **Figure 8** shows a view of the I-65 embankment near Massachusetts Avenue with the possible noise barrier installed. (This is a basic configuration with no CSS features.)

Conclusion: The Assessment of Effects Report recommended a No Adverse Effect finding for the Massachusetts Avenue Commercial Historic District. The possible noise barrier will result in additional impacts to the district's setting due to the height of the noise barrier in addition to the increased height of the roadway. As noted above, a small portion at the northeast end of the Massachusetts Avenue Commercial Historic District is adjacent to the proposed reconfigured North Split interchange and the noise barrier. Although the existing roadway is already an intrusion on the integrity of the historic district, the addition of a noise barrier in this location will make the roadway appear to be a more pronounced intrusion to observers within the district. Therefore, the addition of a noise barrier in this location would affect the characteristics that qualify the Massachusetts Avenue Commercial Historic District for listing in the NRHP in a manner that would diminish the district's integrity, and with the addition of the noise barrier, the undertaking would have an Adverse Effect on the Massachusetts Avenue Commercial Historic District. If a noise barrier is not constructed at this location, the recommended finding remains No Adverse Effect.

Figure 7: Existing I-65/I-70 Embankment near Massachusetts Avenue



Figure 8: I-65/I-70 Embankment near Massachusetts Avenue with Noise Barrier



Lockerbie Square Historic District

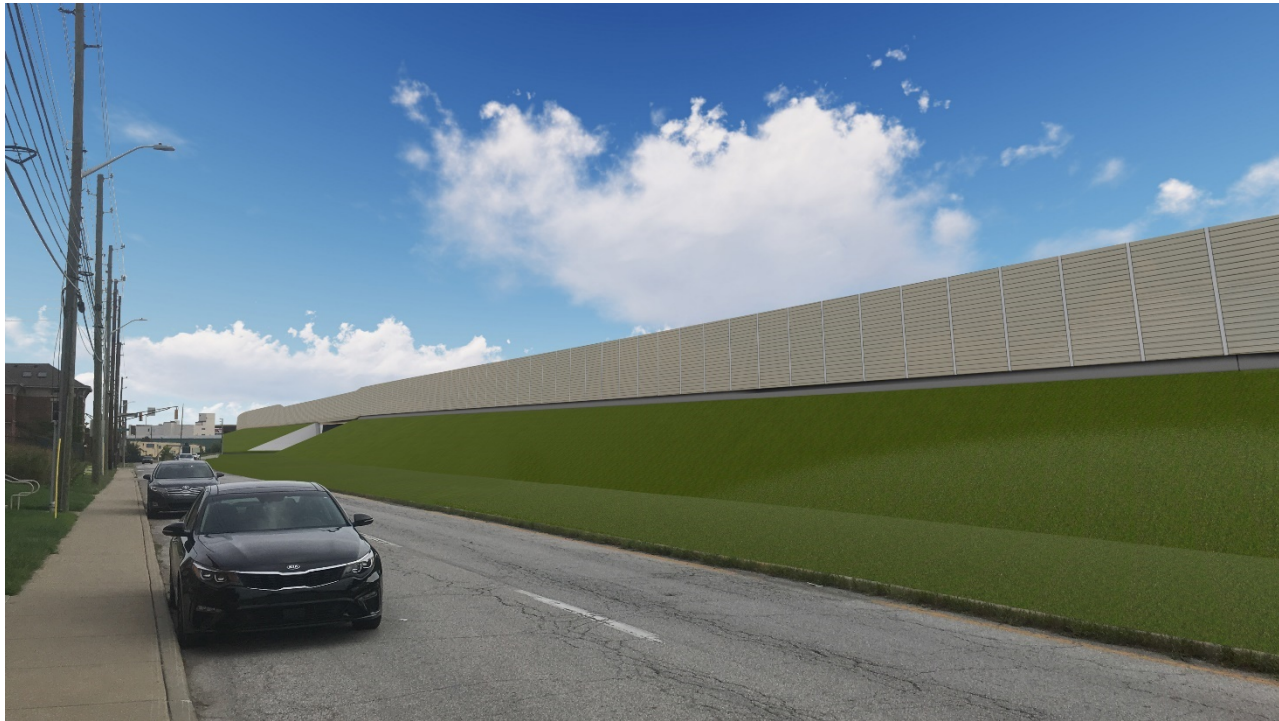
The Lockerbie Square Historic District is approximately 44 feet from the proposed edge of pavement of the Michigan Street exit ramp (north of Michigan Street) at its closest point. The edge of pavement will be a maximum of five feet closer near Ohio Street, which is over 600 feet from the historic district with several buildings in the existing sight line. In the area where the roadway is nearest the historic district, the edge of pavement will not be any closer to the district than it currently is. **Figure 9** shows the existing I-65/I-70 embankment along Davidson Street, looking northeast. Within the vicinity of the historic district, bridges over Michigan, Vermont, and New York streets will be replaced. The bridge over Michigan Street will be approximately eight feet higher than the existing; the bridge over Vermont Street will be three feet higher than the existing; and the bridge over New York Street will be six feet higher than the existing. A noise barrier (NB7) may be constructed on top of the proposed new roadway, with an average height of 19 feet measuring from the proposed roadway height, for a maximum total increase in height of 27 feet. **Figure 10** shows a view of the I-65 embankment along Davidson Street with the possible noise barrier installed. (This is a basic configuration with no CSS features.)

Conclusion: The Assessment of Effects Report recommended a No Adverse Effect finding for the Lockerbie Square Historic District. The noise barrier, together with the anticipated increased height of bridges and closer edge of pavement, would be visible from the historic district. Although the existing roadway is an already existing intrusion on the integrity of the historic district, the addition of a noise barrier in this location will make the roadway appear to be a more pronounced intrusion to observers within the district. As a result, the added noise barrier would have an impact on the characteristics that qualify the Lockerbie Square Historic District for the NRHP in a manner that would diminish its integrity. Therefore, with the addition of the noise barrier, the undertaking would have an Adverse Effect on the historic district. If a noise barrier is not constructed at this location, the recommended finding remains No Adverse Effect.

Figure 9: Existing I-65/I-70 Embankment along Davidson Street



Figure 10: I-65/I-70 Embankment along Davidson Street with Noise Barrier



4 CONCLUSION

Predicted noise changes are anticipated to be minor at the historic properties within 800 feet of the proposed roadway improvements. Although most historic properties showed a decrease or only a slight increase in noise according to INDOT's noise policy, a barrier analysis was still warranted because the noise values in the noise analysis exceed the noise abatement criteria.

Four possible noise barriers were evaluated for effects to historic properties. NB4 would contribute to an Adverse Effect finding that was previously recommended for the Old Northside Historic District and the Morris-Butler House. NB5 would contribute to an Adverse Effect finding that was previously recommended for the Chatham-Arch Historic District. NB5 would also contribute to an Adverse Effect finding that was recommended in the Section 106 Update Memorandum #6 for the Saint Joseph Neighborhood Historic District. NB7 would be visible from the Massachusetts Avenue Commercial Historic District and Lockerbie Square Historic District and is anticipated to impact the characteristics that qualify these two historic districts for the NRHP in a manner that diminishes their integrity. The previously recommended No Adverse Effect findings for the Massachusetts Avenue Commercial Historic District and the Lockerbie Square Historic District will be changed to Adverse Effect if noise barriers are constructed. If noise barriers are not constructed the recommended findings for the Massachusetts Avenue Commercial Historic District and the Lockerbie Square Historic District remain No Adverse Effect. **Table 1** includes a revised summary of effect findings for the North Split Project if noise barriers are constructed.



Table 1: Summary of Effect Findings for North Split Project if Noise Barriers are Constructed

NRHP No./ HB No./IHSSI No.	Name and Address of Resource	Effect Finding
NRHP-Listed Historic Districts		
NR-0438	Herron-Morton Place Historic District	No Adverse Effect
NR-0157 and NR-0716	Old Northside Historic District	Adverse Effect
NR-0926	Saint Joseph Neighborhood Historic District	Adverse Effect
NR-0327	Chatham-Arch Historic District	Adverse Effect
NR-0525	Massachusetts Avenue Commercial Historic District	Adverse Effect
NR-0853 and NR-2030	Lockerbie Square Historic District	Adverse Effect
NR-0355	Fletcher Place Historic District	No Adverse Effect
NR-0965	Cottage Home Historic District	No Adverse Effect
NR-0084	Arsenal Technical High School Historic District	No Adverse Effect
NR-1711	Indianapolis Park and Boulevard System Historic District	No Adverse Effect
Individually NRHP-Listed Resources		
NR-2410\098-296-01173	Indianapolis Public Library Branch No. 6, 1801 Nowland Avenue	No Effect
NR-0090\098-296-01219	Prosser House, 1454 E. 10th Street	No Effect
NR-0146\098-296-01375	Bals-Wocher House, 951 N. Delaware Street	No Effect
NR-0616.33\098-296-01367	Wyndham, 1040 N. Delaware Street	No Adverse Effect
NR-0203\098-296-01368	Pierson-Griffiths House, 1028 N. Delaware Street	No Adverse Effect
NR-0694\098-296-01369	Calvin I. Fletcher House, 1031 N. Pennsylvania Street	No Adverse Effect
NR-0616.26\098-296-01379	Pennsylvania Apartments, 919 N. Pennsylvania Street	No Effect
NR-0616.25\098-296-01389	The Myrtle Fern, 221 E. 9th Street	No Effect



NRHP No./ HB No./HSSI No.	Name and Address of Resource	Effect Finding
NR-0616.23\098-296-01390	The Shelton, 825 N. Delaware Street	No Adverse Effect
NR-0616.09\098-296-01391	Cathcart Apartments, 103 E. 9th Street	No Effect
NR-0616.19\098-296-01392	Lodge Apartments, 829 N. Pennsylvania Street	No Effect
NR-0616.27\098-296-01393	Plaza Apartments, 902 N. Pennsylvania Street	No Effect
NR-0616.03\098-296-01394	The Ambassador, 39 E. 9th Street	No Adverse Effect
NR-0085\098-296-01395	Central Library of Indianapolis-Marion County Public Library 40 E. St. Clair Street	No Effect
NR-0616.08\098-296-01396	The Burton, 821–823 N. Pennsylvania Street	No Effect
NR-0725\098-296-01415	The Vera and The Olga, 1440–1446 N. Illinois Street	No Effect
NR-0641\098-296-01428	Independent Turnverein, 902 N. Meridian Street	No Effect
NR-0332\098-296-01651	Cole Motor Car Company, 730 E. Washington Street	No Adverse Effect
NR-2266	Gaseteria, Inc., 1031 E. Washington Street	No Adverse Effect
NR-1406	Manchester Apartments, 960–962 N. Pennsylvania Street	No Adverse Effect
NR-1373	Sheffield Inn, 956–958 N. Pennsylvania Street	No Adverse Effect
NR-0616.11\098-296-01370	Delaware Court, 1005 N. Delaware Street	No Adverse Effect
NR-0616.28\098-296-01385	The Spink (Renaissance Tower Historic Inn), 230 E. 9th Street	No Adverse Effect
NR-0897\098-296-01353	William Buschman Block, 968–972 Fort Wayne Avenue	No Adverse Effect



NRHP No./ HB No./IHSSI No.	Name and Address of Resource	Effect Finding
NR-2027\098-296-14219	Morris-Butler House, 1204 N. 12th Street	Adverse Effect
NR-2043\098-296-14063	John W. Schmidt House (The Propylaeum), 1410 N. Delaware Street	No Effect
NR-0695\098-296-01373	Pearson Terrace, 928–940 N. Alabama Street	No Adverse Effect
IRHSS-Listed and NRHP-Eligible Resources		
NR-1560*\098-296-01309	School #27–Charity Dye Elementary School, 545 E. 17th Street	No Effect
NR-0653*	Holy Cross\Westminster Historic District	No Adverse Effect
National Historic Landmarks		
NR-2066\098-296-14057	Benjamin Harrison Home\Presidential Site, 1230 N. Delaware Street	No Adverse Effect
NR-2067\098-296-20038	James Whitcomb Riley House, 528 Lockerbie Street	No Effect
Bridge Determined NRHP-Eligible		
HB-2611	Marion County Bridge No. 2520L, N. Oriental Street over Pogue's Run	No Effect
Individual Resources Determined Eligible		
098-296-01212	John Hope School No. 26, 1301 E. 16 th Street	No Adverse Effect
098-296-01220	James E. Roberts School No. 97, 1401 E. 10 th Street	No Effect
098-296-01378	Knights of Pythias, 941 N. Meridian Street	No Effect
098-296-01421	Fame Laundry, 1352 N. Illinois Street	No Effect
098-296-01426	Stutz Motor Car Company, 1002–1008 N. Capital Avenue	No Effect
N/A	Martin Luther King, Jr. Park, 17 th Street to 21 st Street (S to N) and Park Avenue to Broadway Street (W to E)	No Effect



NRHP No./ HB No./HSSI No.	Name and Address of Resource	Effect Finding
N/A	St. Rita's Catholic Church Parish Complex, 1733 Dr. Andrew J. Brown Avenue	No Effect
Historic Districts Determined NRHP-Eligible		
N/A	Saints Peter and Paul Cathedral Parish Historic District	No Adverse Effect
N/A	Windsor Park Neighborhood Historic District	No Adverse Effect
*Properties listed in the IRHSS but not the NRHP are assigned NRHP numbers.		

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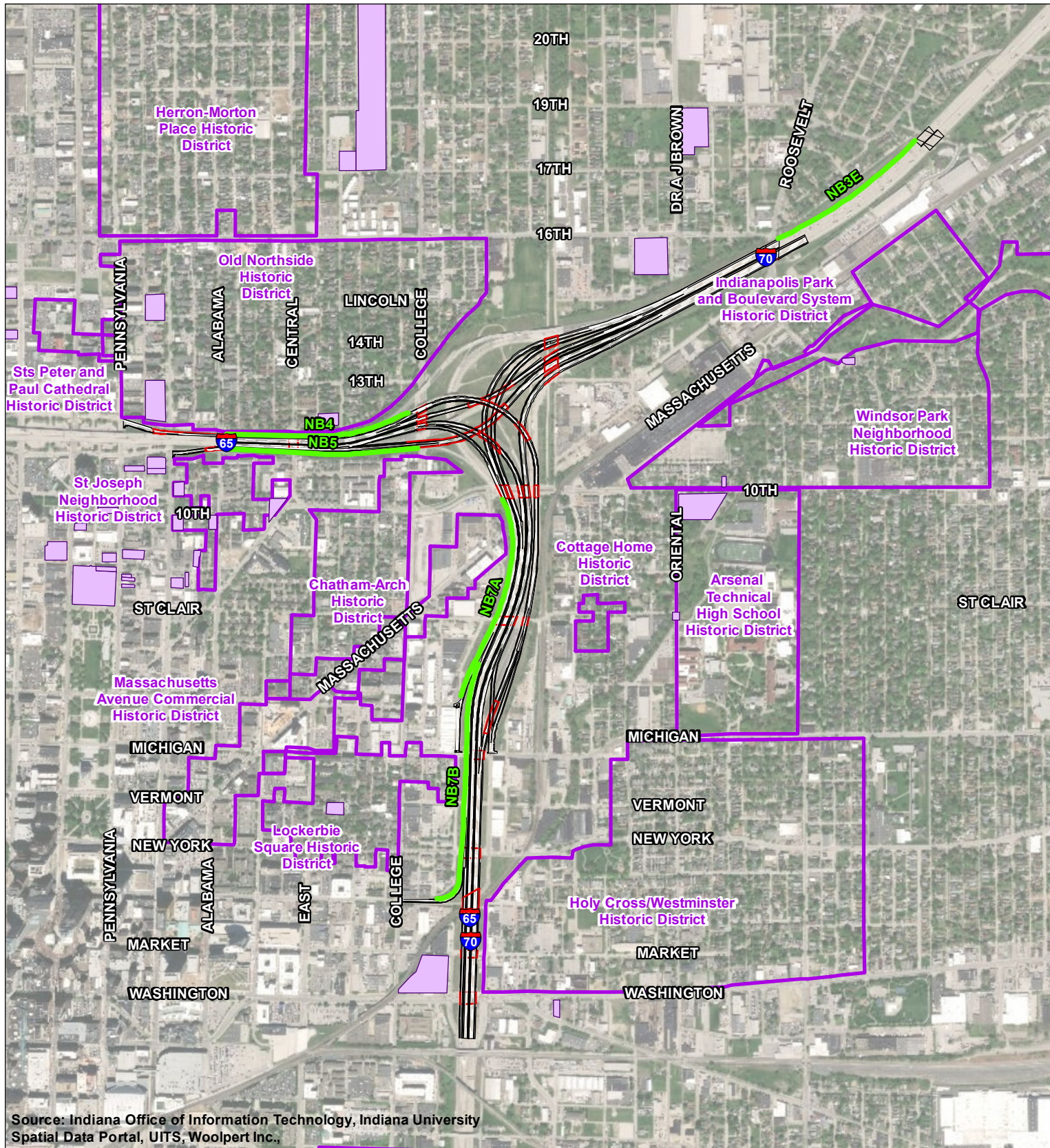
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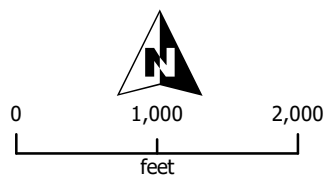


APPENDIX A: HISTORIC PROPERTIES AND POSSIBLE NOISE BARRIER MAPS



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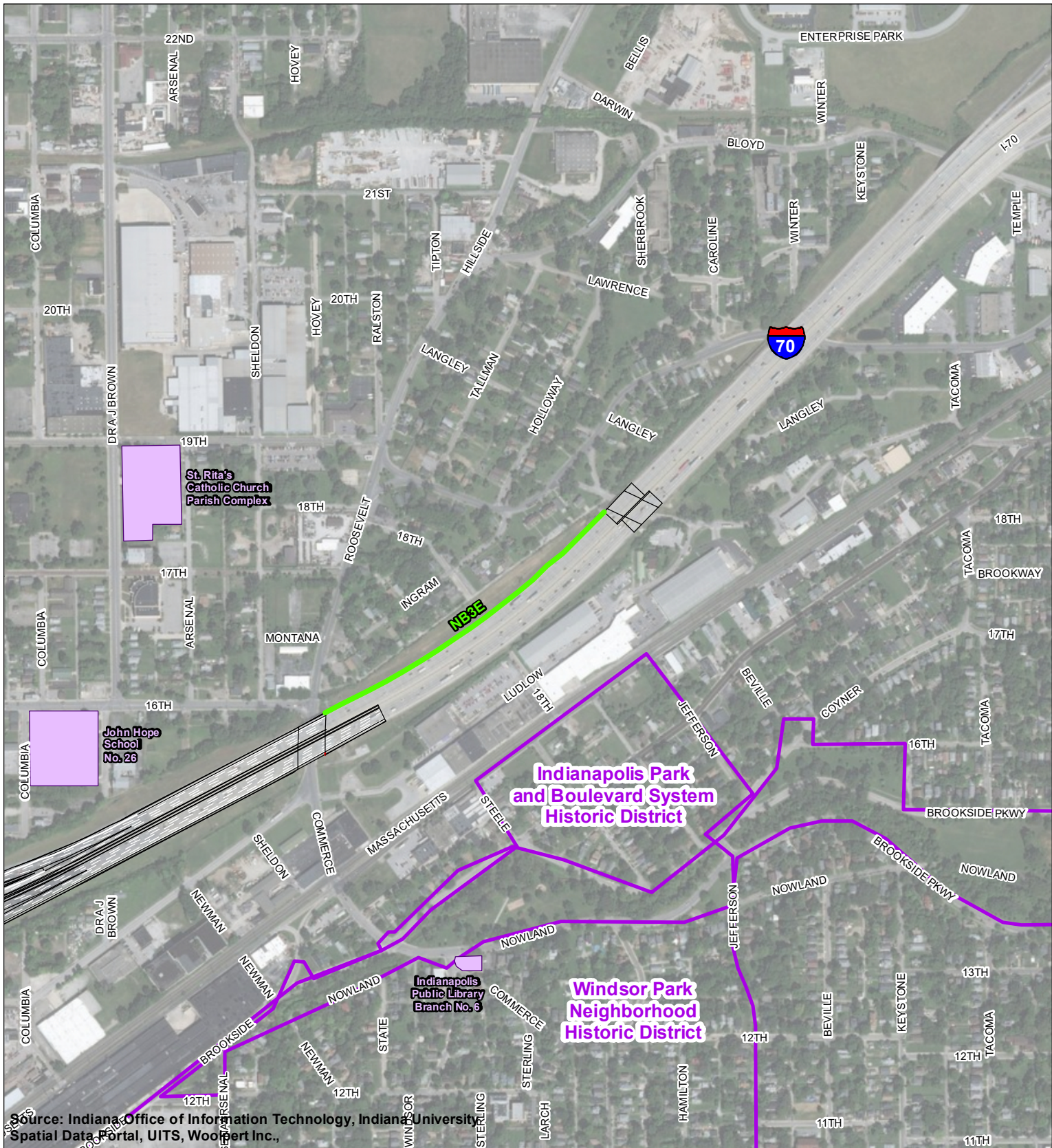
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- Historic Property
- Historic District
- Feasible and Reasonable Noise Barrier






North Split Historic Properties and Districts

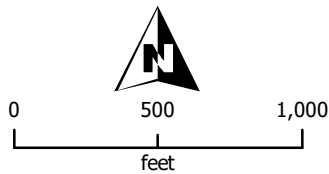
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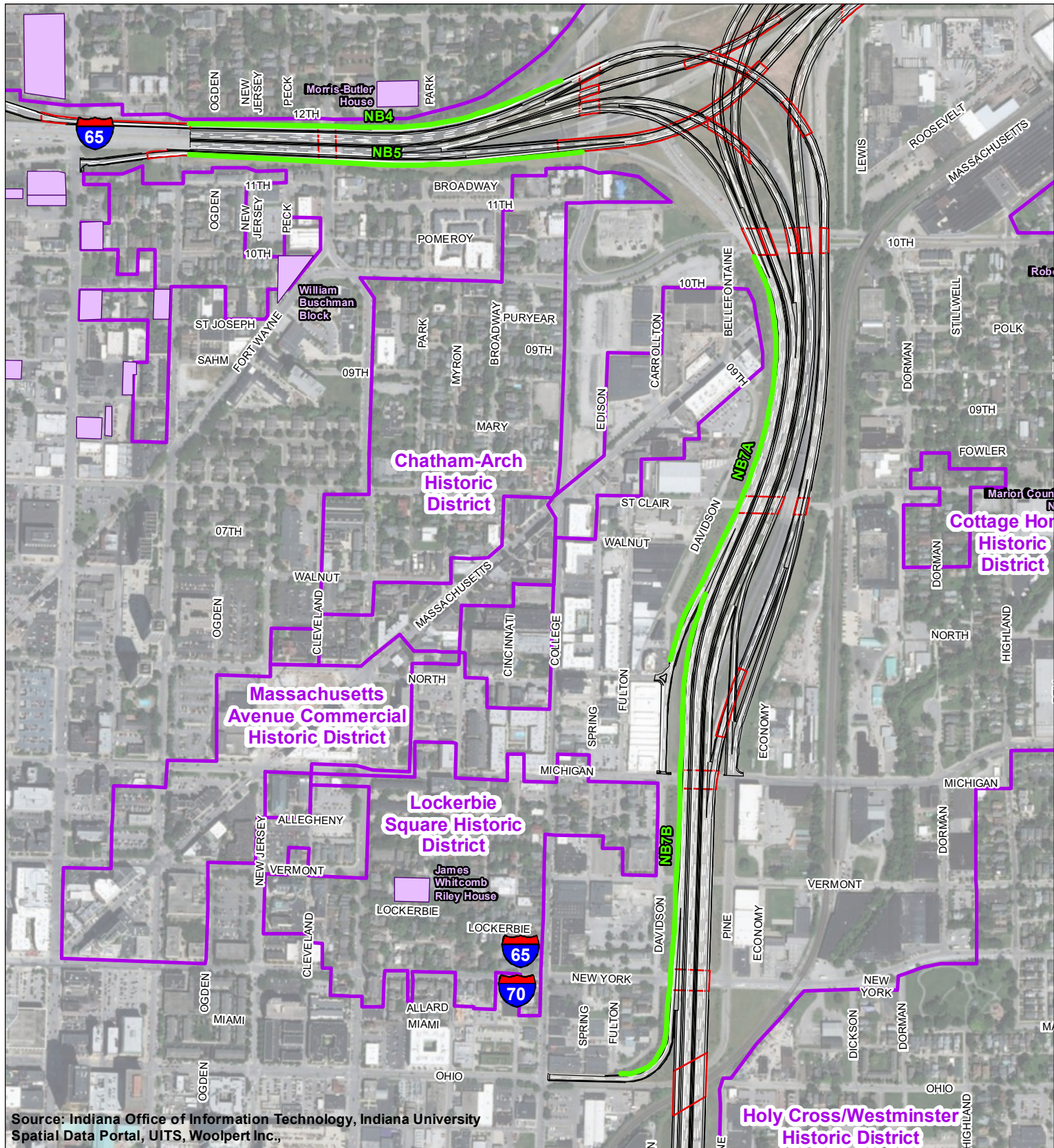
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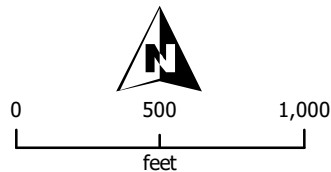
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