Assessment of Effects Report for the
I-65/I-70 North Split Interchange Reconstruction Project
(Des. Nos. 1592385 and 1600808) in
Indianapolis, Marion County, Indiana

By

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August 9, 2019

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CULTURAL AND ENVIRONMENTAL CONSULTANTS

EXECUTIVE/MANAGEMENT SUMMARY

This Assessment of Effects Report documents the methodology and assessment of effects to National Register of Historic Places (NRHP)-listed and -eligible properties as part of the Section 106 process for the I-65/I-70 North Split Interchange Reconstruction Project (North Split Project) (Des. Nos. 1592385 and 1600808) in Indianapolis, Marion County, Indiana. The project includes reconstruction of the I-65/I-70 North Split interchange as well as bridge and pavement replacement south along I-65/I-70 to the Washington Street interchange, west along I-65 to approximately Meridian Street, and east along I-70 to approximately the bridge over Valley Avenue (west of the Keystone Avenue/Rural Street interchange).

Since the Federal Highway Administration (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. 470 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.

The following resource types are within the Area of Potential Effects (APE) for this project:

- Ten NRHP-listed historic districts
- Twenty-seven individually NRHP-listed resources
- Seven individual resources determined NRHP-eligible
- Two National Historic Landmarks (NHL)
- One bridge determined individually NRHP-eligible
- Two districts determined NRHP-eligible
- Two resources that are Indiana Register of Historic Sites and Structures (IRHSS)-listed and NRHP-eligible

The following table lists the historic properties, their NRHP status, and their individual effects findings.

Assessments of effects were completed for each of the NRHP-listed and -eligible historic properties. The North Split Project would have 22 No Effect findings, 26 No Adverse Effect findings, and 3 Adverse Effect findings.

An Adverse Effect for one historic property means the entire project receives an Adverse Effect finding. As a result of the Adverse Effect findings for three resources for this project, FHWA has made a determination that the North Split Project would have an adverse effect to historic properties.

Summary of Effect Findings for the North Split Project.

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	No Adverse Effect
NR-0327	Chatham-Arch Historic District	Adverse Effect
NR-0525	Massachusetts Avenue Commercial Historic District	No Adverse Effect
NR-0853 and NR-2030	Lockerbie Square Historic District	No 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
NR-0616.23/ 098-296-01390	The Shelton, 825 N. Delaware Street	No Adverse Effect
NR-0616.09/ -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

Summary of Effect Findings for the North Split Project.

NRHP No./ HB No./IHSSI No.	Name and Address of Resource	Effect Finding
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
NR-2027/098-296-14219	Morris-Butler House, 1204 E. 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. 16th Street	No Adverse Effect
098-296-01220	James E. Roberts School No. 97, 1401 E. 10th 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

Summary of Effect Findings for the North Split Project.

NRHP No./ HB No./IHSSI No.	Name and Address of Resource	Effect Finding
N/A	Martin Luther King, Jr. Park, 17th Street to 21st Street (S to N) and Park Avenue to Broadway Street (W to E)	No Effect
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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LIST OF ABBREVIATIONS

ADA	Americans with Disabilities Act
APE	Area of Potential Effect
C-D	Collector-distributor
CFR	Code of Federal Regulations
CSS	Context Sensitive Solutions
EB	Eastbound
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
IHSSI	Indiana Historic Sites and Structures Inventory
Indianapolis MPO	Indianapolis Metropolitan Planning Organization
INDOT	Indiana Department of Transportation
IRHSS	Indiana Register of Historic Sites and Structures
ITS	Intelligent Transportation Systems
NB	Northbound
NBI	National Bridge Inventory
NEPA	National Environmental Policy Act
NHL	National Historic Landmark
NHPA	National Historic Preservation Act
North Split Project	I-65/I-70 North Split Interchange Reconstruction Project
NRHP	National Register of Historic Places
PPB	Peak particle velocity
RMS	Root mean square
SB	Southbound
TMP	Traffic management plan
v/c	Volume to capacity
VdB	Vibration decibels
WB	Westbound

INTRODUCTION AND DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the I-65/I-70 North Split Interchange Reconstruction Project (North Split Project) in Indianapolis, Indiana. The North Split Project extends south along I-65/I-70 to Washington Street, west along I-65 to approximately Meridian Street, and east along I-70 to the bridge over Valley Avenue (Figures 1–4 [pp. 3–6]).

This report documents the Section 106 assessment of effects to aboveground historic properties listed in or eligible for inclusion in the National Register of Historic Places (NRHP) that are located in the Area of Potential Effects (APE) for the North Split Project. This report assesses how the proposed project may directly or indirectly affect and/or diminish those characteristics and aspects of integrity that qualify a historic property for inclusion in the NRHP.

Information on the aboveground historic properties identified in the APE is summarized in this report and documented in further detail in the *Historic Property Report for the I-65/I-70 North Split Interchange Reconstruction Project (Des. Nos. 1592385 and 1600808) in Indianapolis, Marion County, Indiana* (Konicki and Terpstra 2017) and a subsequent Addendum (Konicki 2018) to the historic property report. This report does not address archaeological resources, which are being documented in separate reports.

INDOT completed an Alternatives Screening Report for the North Split Project as part of the National Environmental Policy Act (NEPA) process on September 21, 2018. This Alternatives Screening Report was available for public comment from September 28, 2018 through November 3, 2018. The Alternatives Screening Report identified Alternative 4c as INDOT's preliminary preferred alternative.

Alternative 4c, as described in the Alternatives Screening Report, has been refined since that report was published and is now referred to as the refined preliminary preferred alternative. No new right-of-way will be required for the project. The refined preliminary preferred alternative includes the following project elements:

- Reconstruction of the North Split interchange to correct the top four safety concerns;
- Replacement or rehabilitation of the bridges throughout the project area; bridge aesthetic treatments to be determined as part of the Context Sensitive Solutions (CSS) process and be based on public input;
- Replacement of the pavement throughout the project area;

- Reconstruction of the Pennsylvania Street exit ramp, which will eliminate I-70 westbound access to this ramp. I-65 northbound traffic will still be able to exit here;
- Reconstruction of the Delaware Street entrance ramp, which will eliminate access to I-65 southbound and the collector-distributor (C-D) road.[1] Traffic entering from the Delaware ramp will still be able to access I-70 eastbound. I-65 southbound traffic will be able to access the C-D road;
- Change which side I-65 and I-70 enter the North Split from the south, eliminating the need for I-65 and I-70 traffic to cross paths from the South Split to the North Split;
- Modify the Pine Street entrance to I-65 northbound to provide a one-lane ramp on the right of I-65, replacing the existing two-lane ramp entering I-65 on the left;
- Construction of retaining walls or vegetated slopes (or a combination of the two) along the interstate sideslopes; the ultimate sideslope treatments will be determined as part of the CSS process and be based on public input and engineering feasibility;
- Landscaping within existing right-of-way;
- Possible noise impacts and construction of noise barriers (to be determined as part of the Noise Analysis); the effects of noise impacts and possible noise barriers will be considered in an addendum;
- Traffic signal modifications and possible installation of Americans with Disabilities Act (ADA) curb ramps at 12th Street and Pennsylvania Street; 12th Street and Meridian Street; 12th Street and Illinois Street; 11th Street and Delaware Street; 11th Street and Pennsylvania Street; 11th Street and Meridian Street; 11th Street and Illinois Street; I-65/I-70 at Pine Street and Michigan Street; and Ohio Street and College Avenue;
- Possible construction of detention ponds or other drainage treatments;
- Replacement of light poles and high mast light towers along the interstate;
- Relocation of the Intelligent Transportation Systems (ITS) tower and possible addition of a new tower within the interchange and installation of ITS signage within the project area;
- Replacement of existing signage along the interstates and wayfinding signage along local streets;
- Relocation of overhead power lines and installation of larger, metal utility poles;
- Relocation of existing utilities and storm sewers within the existing right-of-way; and
- Installation of fiberoptic conduits and access vaults within the existing right-of-way.

[1] The C-D road provides access to North Street, Michigan Street, Vermont Street, New York Street, Ohio Street, and Fletcher Avenue.

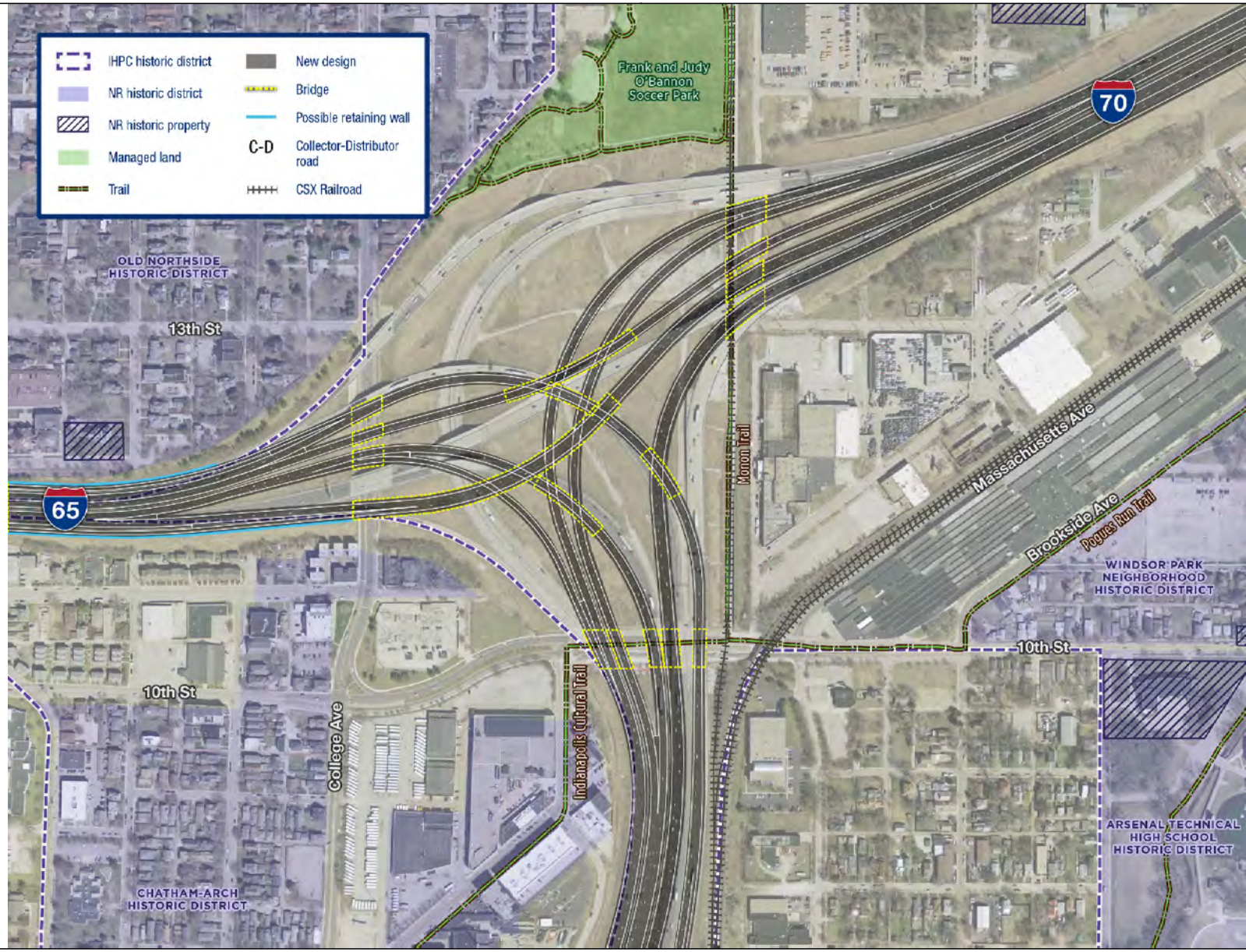
Not to Scale

N

Figure 1

North Split Project Refined Preliminary Preferred Alternative.

Base: HNTB 2019



Not to Scale

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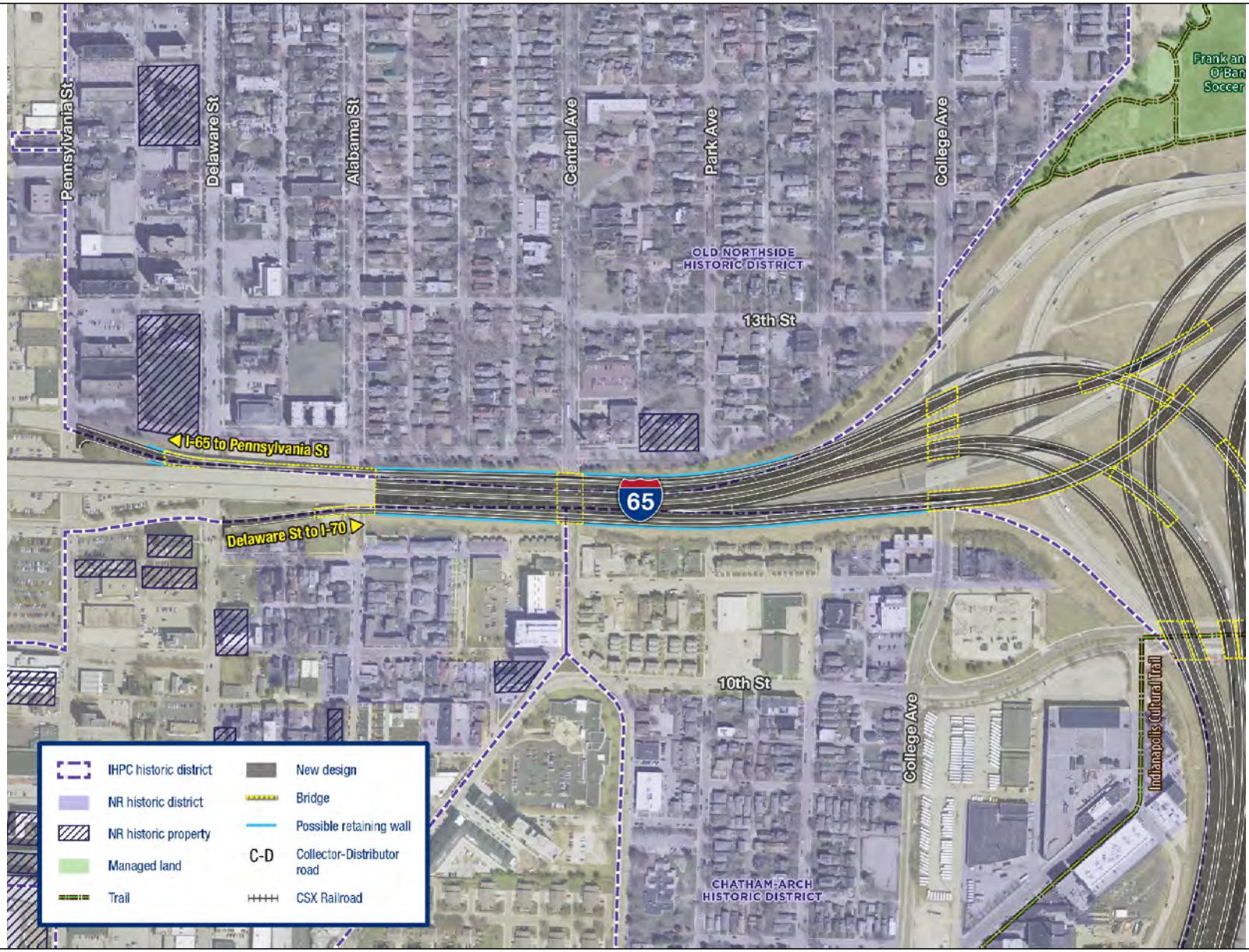
Figure 2

North Split Project Refined Preliminary Preferred Alternative–Interchange.

Base: HNTB 2019



Not to Scale

N

Figure 3

North Split Project Refined Preliminary Preferred Alternative–West Section.

Base: HNTB 2019

Not to Scale

N

Figure 4

North Split Project Refined Preliminary Preferred Alternative–South Section.

Base: HNTB 2019

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EFFECTS ASSESSMENT METHODOLOGY

This section discusses the assessment of effects methodology used to evaluate project effects to the historic properties and historic districts located within the APE. This methodology was developed based on the criteria of adverse effect and consideration of each resource's historic significance and relevant aspects of integrity.

Effects assessments are 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."

Examples of adverse effects are identified in 36 CFR 800.5(a)(2) and include, but are not limited to, the following:

- Physical destruction of or damage to all or part of the property;
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines;
- Removal of the property from its historic location;
- Change of the character of the property's use or physical features within the property's setting that contribute to its historic significance;
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

To determine if any historic properties would be adversely affected by the North Split Project, the architectural historians from ASC Group, who meet the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61, reviewed project plans and available documentation for all of the NRHP-listed and NRHP-eligible historic properties and historic districts in the APE. For each historic resource, a finding was recommended regarding the project's potential to affect character-defining features and relevant aspects of integrity, based on the guidelines set forth in 36 CFR 800. Per 36 CFR Part 800, the three types of effect findings are:

- *No Effect*: Per 36 CFR 800.4(d)(1), an undertaking may have no effect to historic properties present in the APE, and a finding of "No Historic Properties Affected" may be determined for an undertaking. This finding indicates that an undertaking would not alter any character-defining features and aspects of integrity for any historic properties.

- *No Adverse Effect*: Per 36 CFR 800.5(b), an undertaking may be determined to have "No Adverse Effect" to historic properties if the undertaking's effects do not meet the criteria of adverse effect as described above. If project implementation would alter a specific aspect of integrity for a historic property but the effect would not alter a characteristic that qualifies that resource for inclusion in the NRHP in a manner that diminishes the significant aspect of integrity, then the finding for that property is "No Adverse Effect."

- *Adverse Effect*: An "Adverse Effect" is determined if the undertaking would alter a characteristic that qualifies that historic property for inclusion in the NRHP in a manner that also diminishes the significant aspect(s) of integrity.

The assessment of effects focused on effects to historic properties due to the reconstruction of the North Split interchange and highway near historic properties. Consideration was given to the degree to which these project components may diminish the property's character-defining features and relevant aspects of integrity that qualify it for inclusion in the NRHP. It is important to clarify that while project components may be visible from a historic property, may obstruct views to or from that property, and/or may affect one or more aspects of integrity, this does not necessarily constitute an adverse effect to a historic property. A project component may change or affect a property's setting because that component did not previously exist there; however, if that change or effect does not alter the characteristics that qualify it for inclusion in the NRHP in a manner that diminishes its integrity, then the change or effect is not considered adverse, and the Section 106 finding would be "no adverse effect."

The effects assessment determined the examples of adverse effects identified in 36 CFR 800.5 listed below are not anticipated to result from the North Split Project. The following examples do not apply for any historic properties within the APE, and therefore no further analysis

of these types of effects is provided in this report. Other examples of adverse effects may or may not apply; they are examined in more depth in the following sections of the report.

- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines;

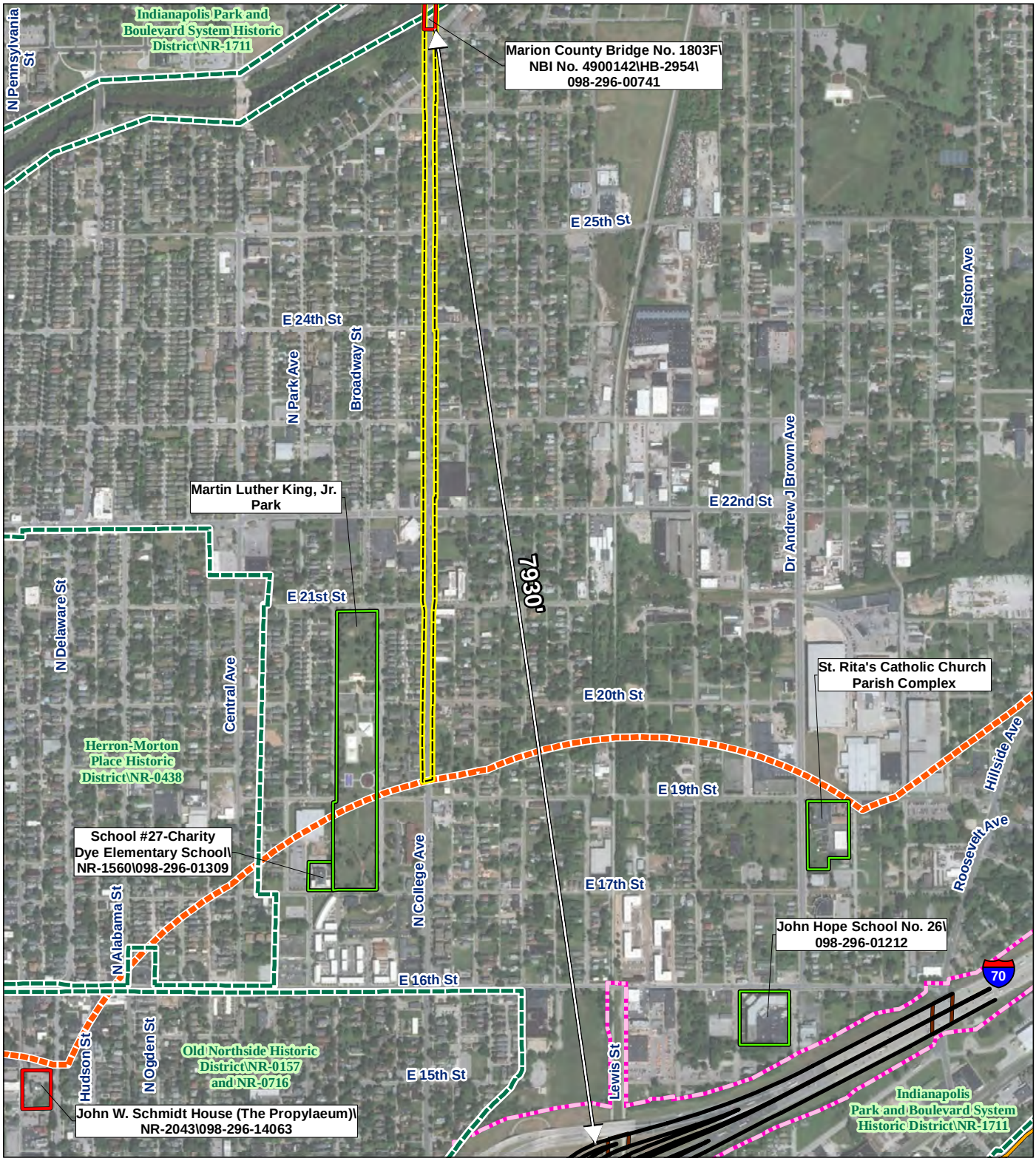
- Removal of the property from its historic location;

- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and

- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

Effects from noise and noise barriers, if added to the project, will be discussed in an addendum to be submitted at a later date. Recommended effect findings may change when effects from noise and noise barriers are analyzed.

FIGURE 5



North Split Project APE
Proposed Bridge
Proposed Shoulder Edge
Expanded APE (Temporary Traffic Diversion)
Dimension
Proposed Project Limits
NRHP Listed Property
NRHP Eligible Property
NRHP Eligible Historic District
NRHP/IRHSS listed Historic District

0 100 200 300 400 500 Meters
0 500 1000 1500 Feet

N

Figure 5 **Sheet 1 of 21**

Aerial photograph showing the APE, the expanded APE for temporary traffic diversion, the NRHP-listed or determined eligible resources, and graphical depictions of the closest distance from each historic resource to the proposed shoulder edge of the undertaking. (21 Sheets)

Base: Aerial photograph 2017

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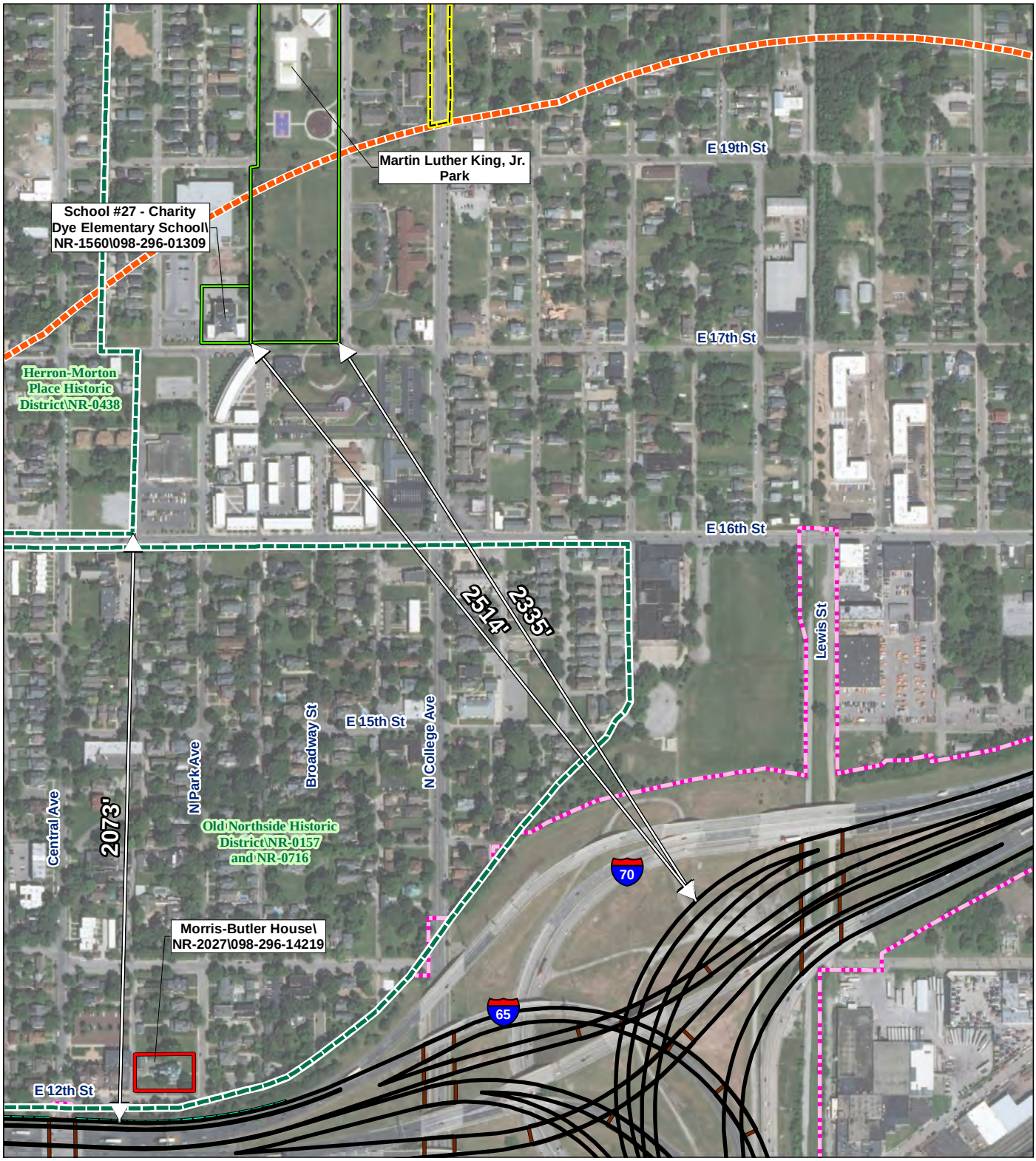

North Split Project APE
Proposed Bridge
Proposed Shoulder Edge
Proposed Retaining Wall
Expanded APE (Temporary Traffic Diversion)
Dimension
Proposed Project Limits
NRHP Listed Property
NRHP Eligible Property
NRHP/IRHSS listed Historic District

0 50 100 150 200 250 Meters
0 250 500 750 Feet

N

Figure 5 **Sheet 2 of 21**

Aerial photograph showing the APE, the expanded APE for temporary traffic diversion, the NRHP-listed or determined eligible resources, and graphical depictions of the closest distance from each historic resource to the proposed shoulder edge of the undertaking. (21 Sheets)

Base: Aerial photograph 2017

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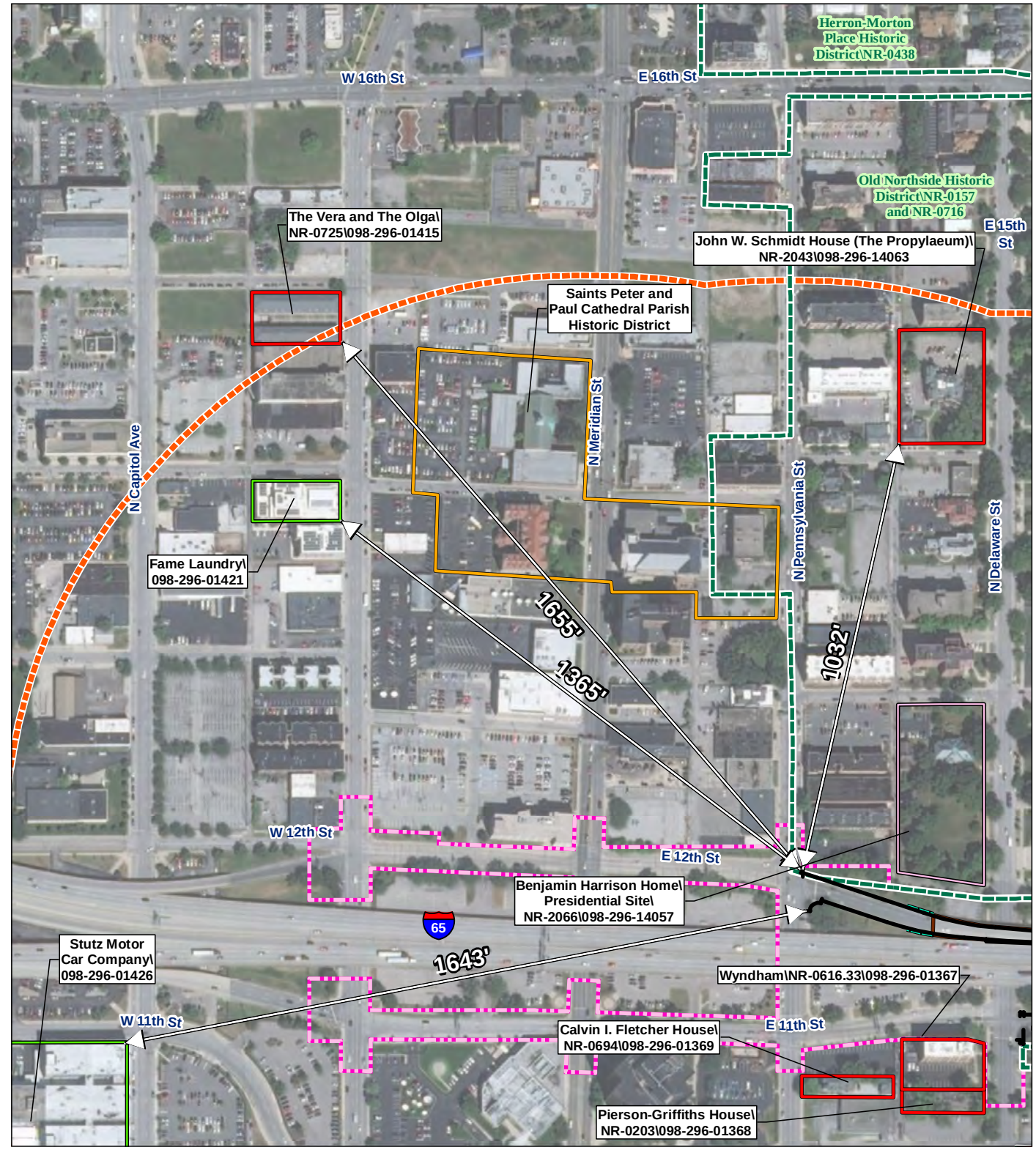

Figure 5 **Sheet 3 of 21**

Aerial photograph showing the APE, the expanded APE for temporary traffic diversion, the NRHP-listed or determined eligible resources, and graphical depictions of the closest distance from each historic resource to the proposed shoulder edge of the undertaking. (21 Sheets)

Base: Aerial photograph 2017

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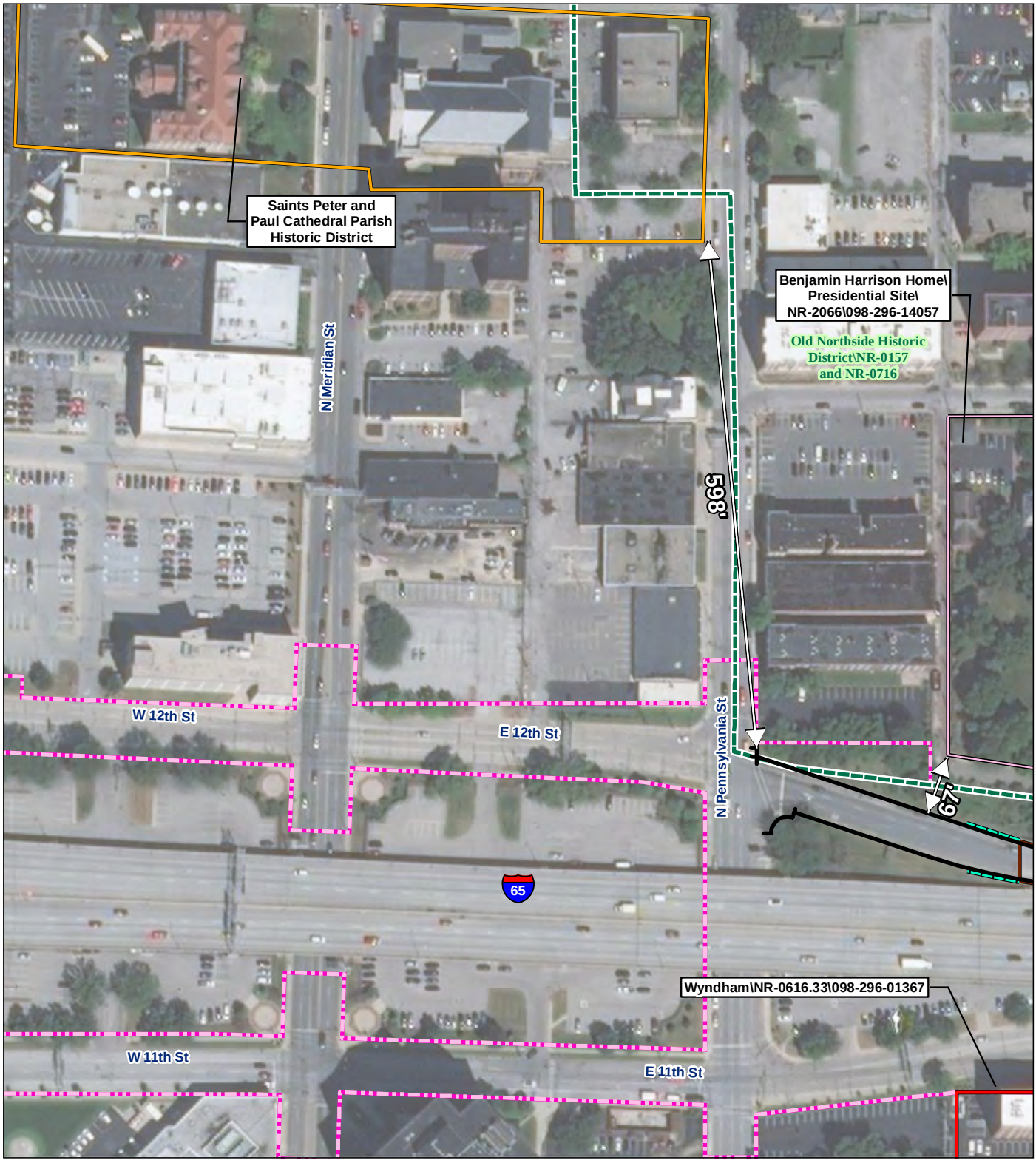

North Split Project APE
Proposed Bridge
Proposed Shoulder Edge
Proposed Retaining Wall
Dimension
Proposed Project Limits
National Historic Landmark
NRHP Listed Property
NRHP Eligible Historic District
NRHP/IRHSS listed Historic District

0 10 20 30 40 50 Meters
0 80 160 240 Feet

N

Figure 5 **Sheet 4 of 21**

Aerial photograph showing the APE, the expanded APE for temporary traffic diversion, the NRHP-listed or determined eligible resources, and graphical depictions of the closest distance from each historic resource to the proposed shoulder edge of the undertaking. (21 Sheets)

Base: Aerial photograph 2017

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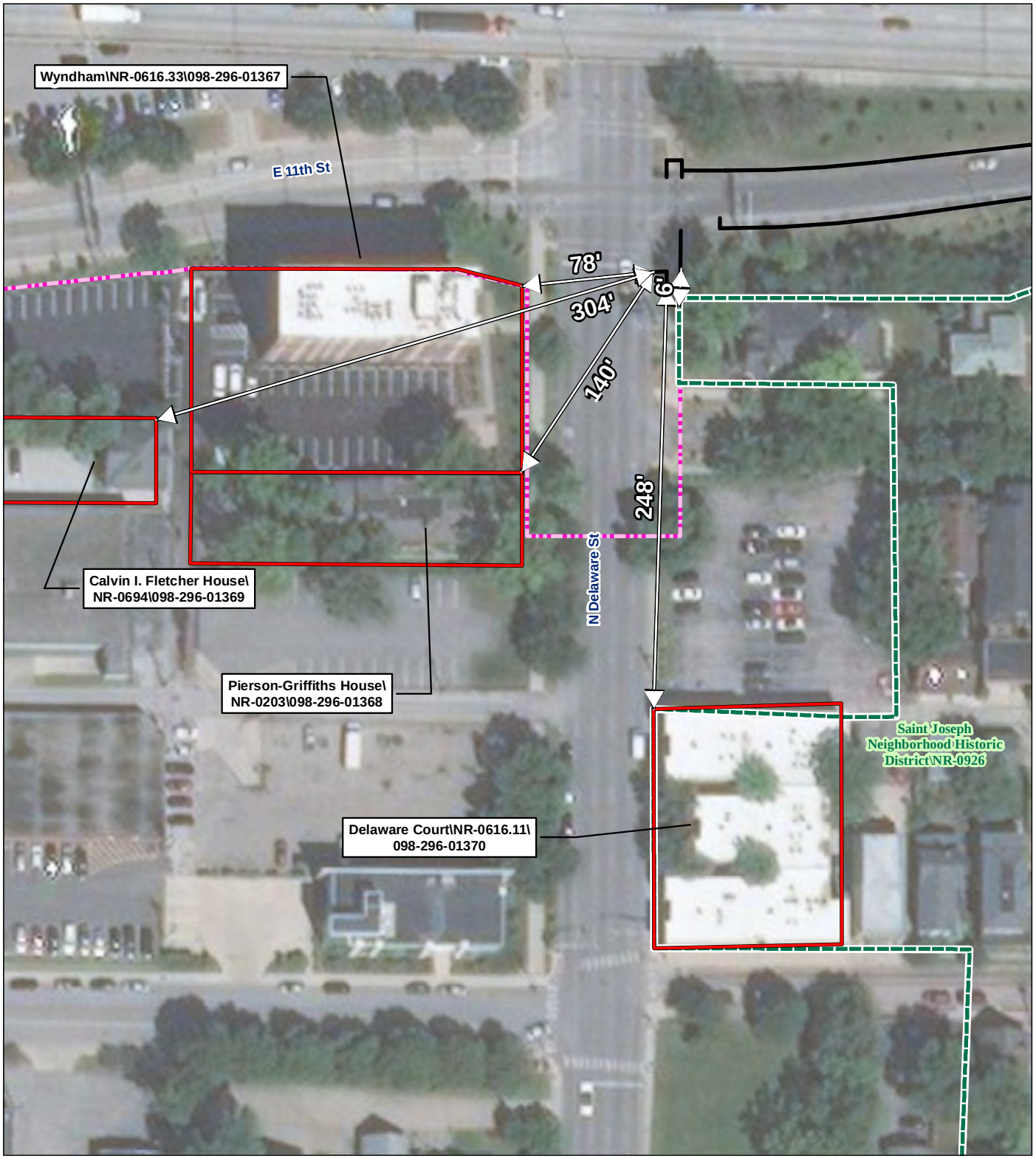

North Split Project APE
Proposed Shoulder Edge
Dimension
Proposed Project Limits
NRHP Listed Property
NRHP/IRHSS listed Historic District

0 8 16 24 32 40 Meters
0 40 80 120 Feet

N

Figure 5 **Sheet 5 of 21**

Aerial photograph showing the APE, the expanded APE for temporary traffic diversion, the NRHP-listed or determined eligible resources, and graphical depictions of the closest distance from each historic resource to the proposed shoulder edge of the undertaking. (21 Sheets)

Base: Aerial photograph 2017

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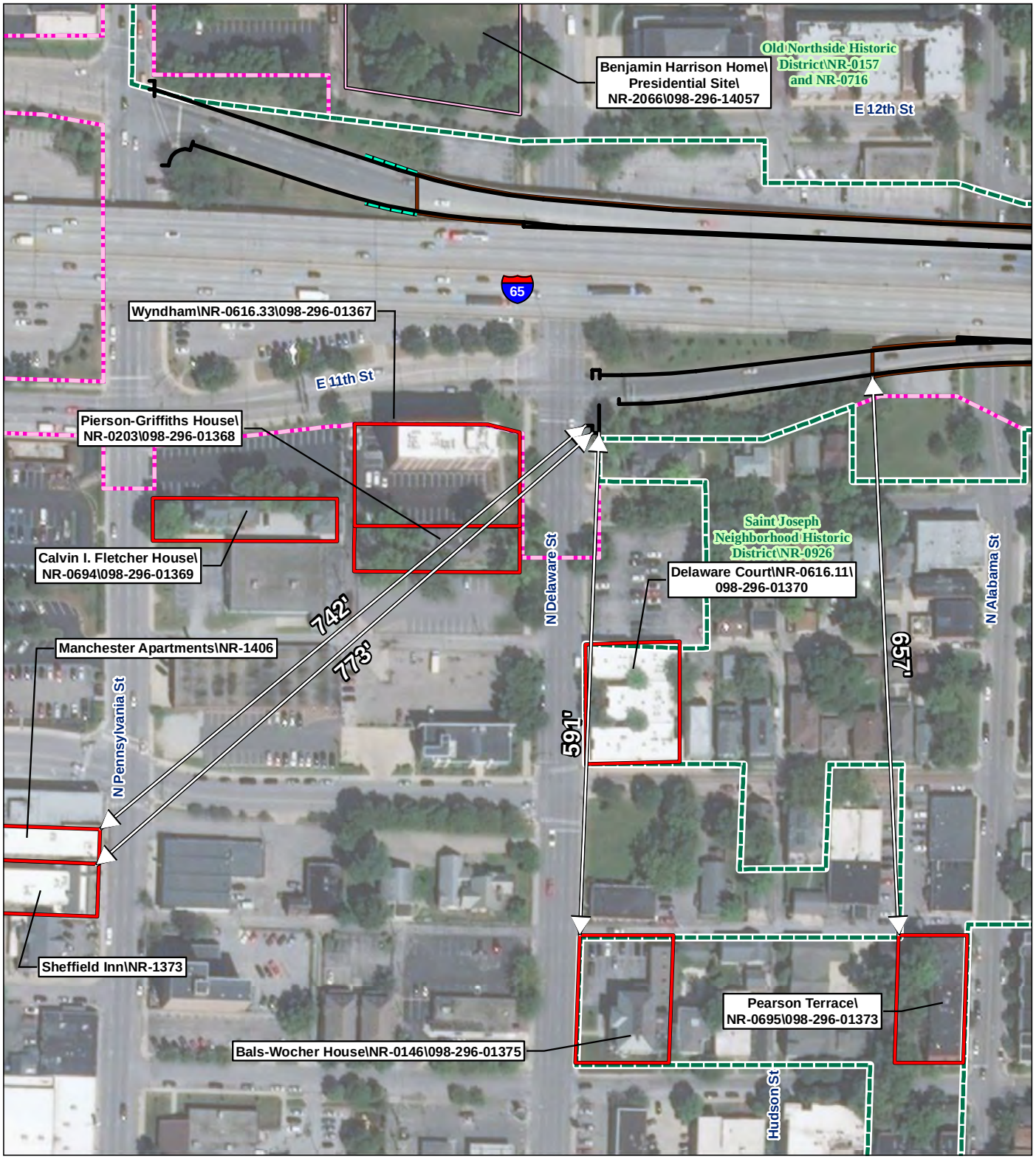

North Split Project APE
Proposed Bridge
Proposed Shoulder Edge
Proposed Retaining Wall
Dimension
Proposed Project Limits
National Historic Landmark
NRHP Listed Property
NRHP/IRHSS listed Historic District

0 10 20 30 40 50 Meters
0 80 160 240 Feet

N

Figure 5 **Sheet 6 of 21**

Aerial photograph showing the APE, the expanded APE for temporary traffic diversion, the NRHP-listed or determined eligible resources, and graphical depictions of the closest distance from each historic resource to the proposed shoulder edge of the undertaking. (21 Sheets)

Base: Aerial photograph 2017

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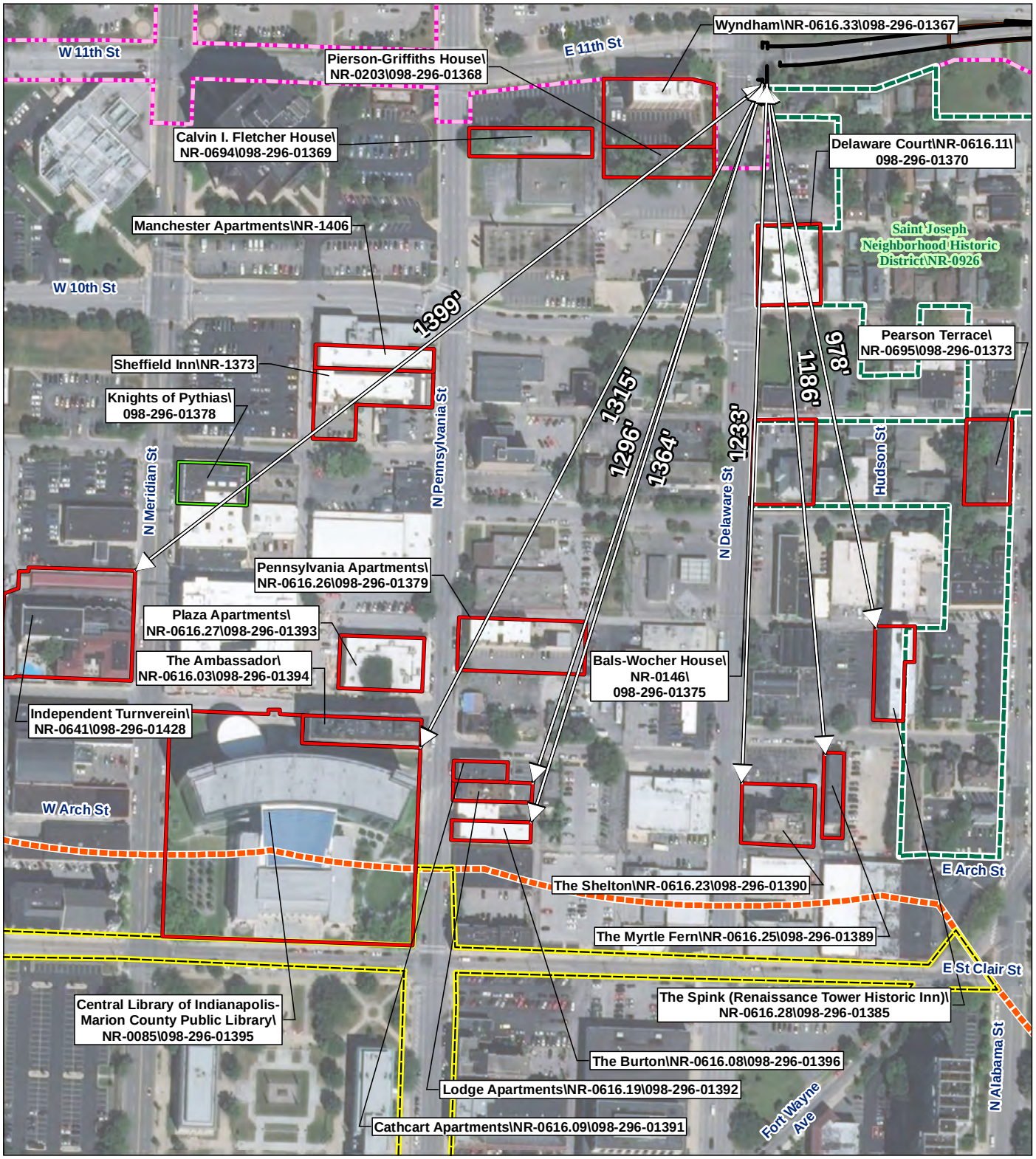

North Split Project APE
Proposed Bridge
Proposed Shoulder Edge
Expanded APE (Temporary Traffic Diversion)
Dimension
Proposed Project Limits
NRHP Listed Property
NRHP Eligible Property
NRHP/IRHSS listed Historic District

0 25 50 75 100 125 Meters
0 125 250 375 Feet

N

Figure 5 **Sheet 7 of 21**

Aerial photograph showing the APE, the expanded APE for temporary traffic diversion, the NRHP-listed or determined eligible resources, and graphical depictions of the closest distance from each historic resource to the proposed shoulder edge of the undertaking. (21 Sheets)

Base: Aerial photograph 2017

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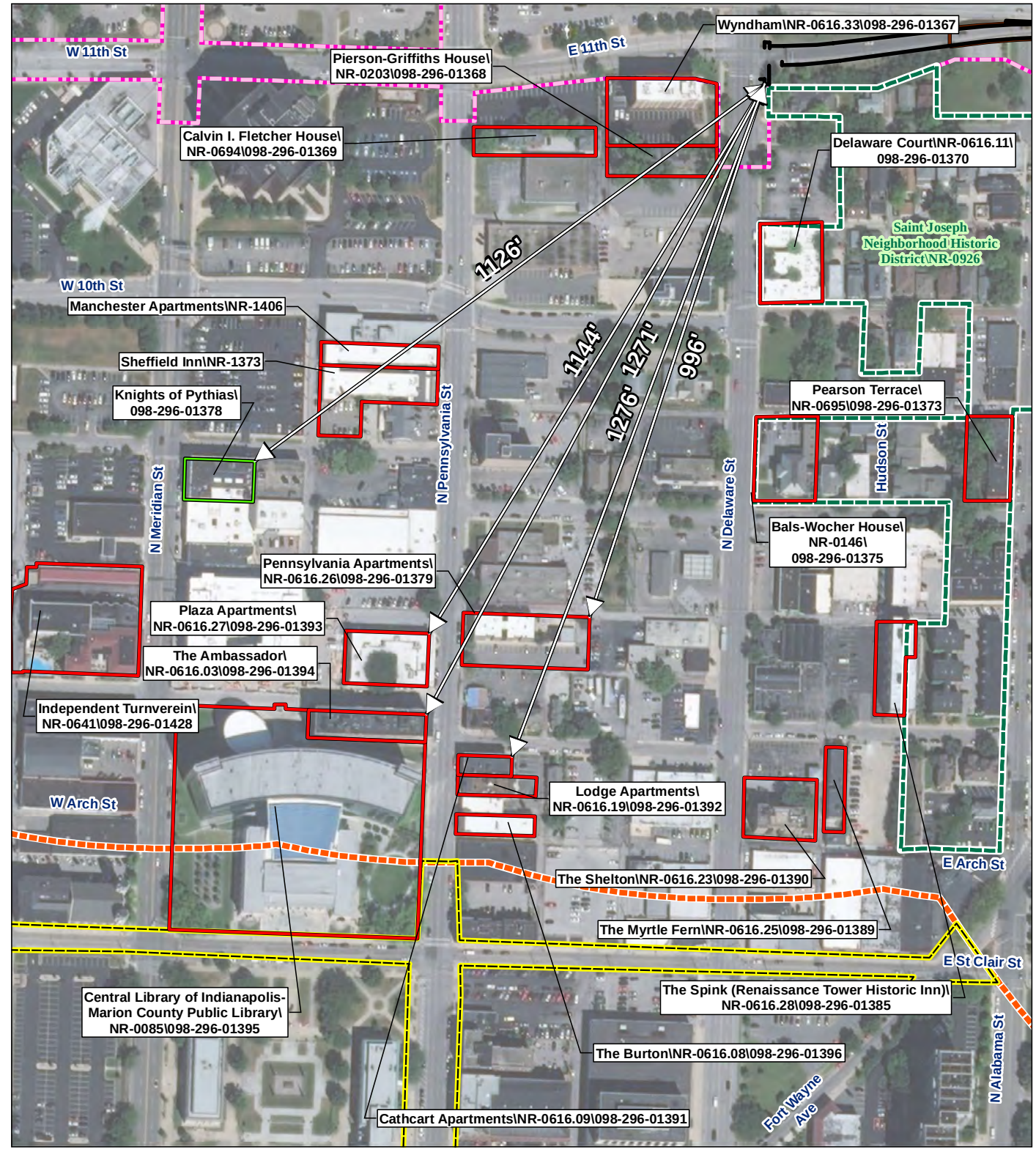

North Split Project APE
Proposed Bridge
Proposed Shoulder Edge
Expanded APE (Temporary Traffic Diversion)
Dimension
Proposed Project Limits
NRHP Listed Property
NRHP Eligible Property
NRHP/IRHSS listed Historic District

0 25 50 75 100 125 Meters
0 125 250 375 Feet

N

Figure 5 **Sheet 8 of 21**

Aerial photograph showing the APE, the expanded APE for temporary traffic diversion, the NRHP-listed or determined eligible resources, and graphical depictions of the closest distance from each historic resource to the proposed shoulder edge of the undertaking. (21 Sheets)

Base: Aerial photograph 2017

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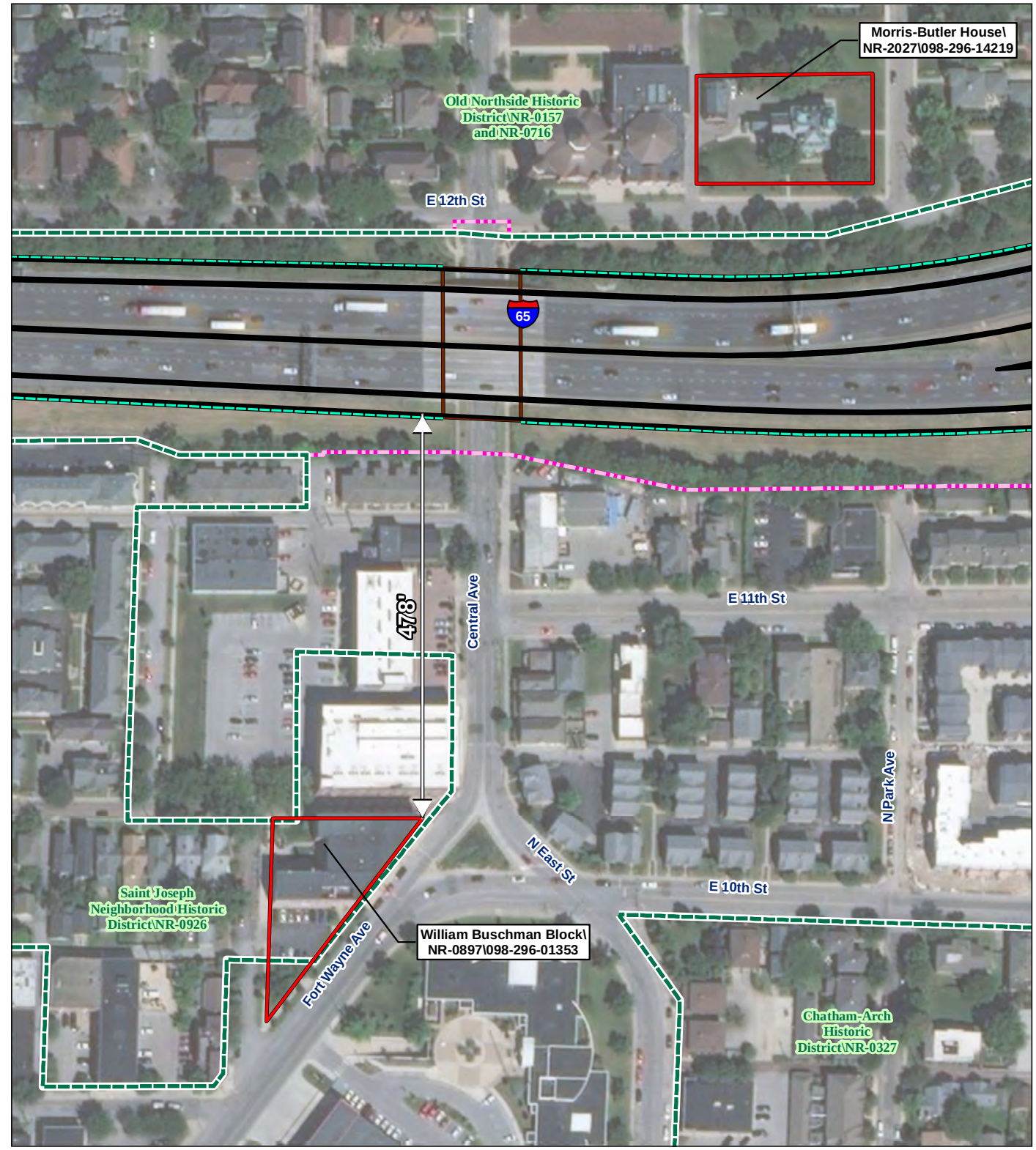


North Split Project APE
Proposed Bridge
Proposed Shoulder Edge
Proposed Retaining Wall
Dimension
Proposed Project Limits
NRHP Listed Property
NRHP/IRHSS listed Historic District

0 10 20 30 40 50 Meters
0 80 160 240 Feet

N

Figure 5 **Sheet 9 of 21**

Aerial photograph showing the APE, the expanded APE for temporary traffic diversion, the NRHP-listed or determined eligible resources, and graphical depictions of the closest distance from each historic resource to the proposed shoulder edge of the undertaking. (21 Sheets)

Base: Aerial photograph 2017

Created by TMD, JVT; last saved: 7/23/2019 11:35:17 AM

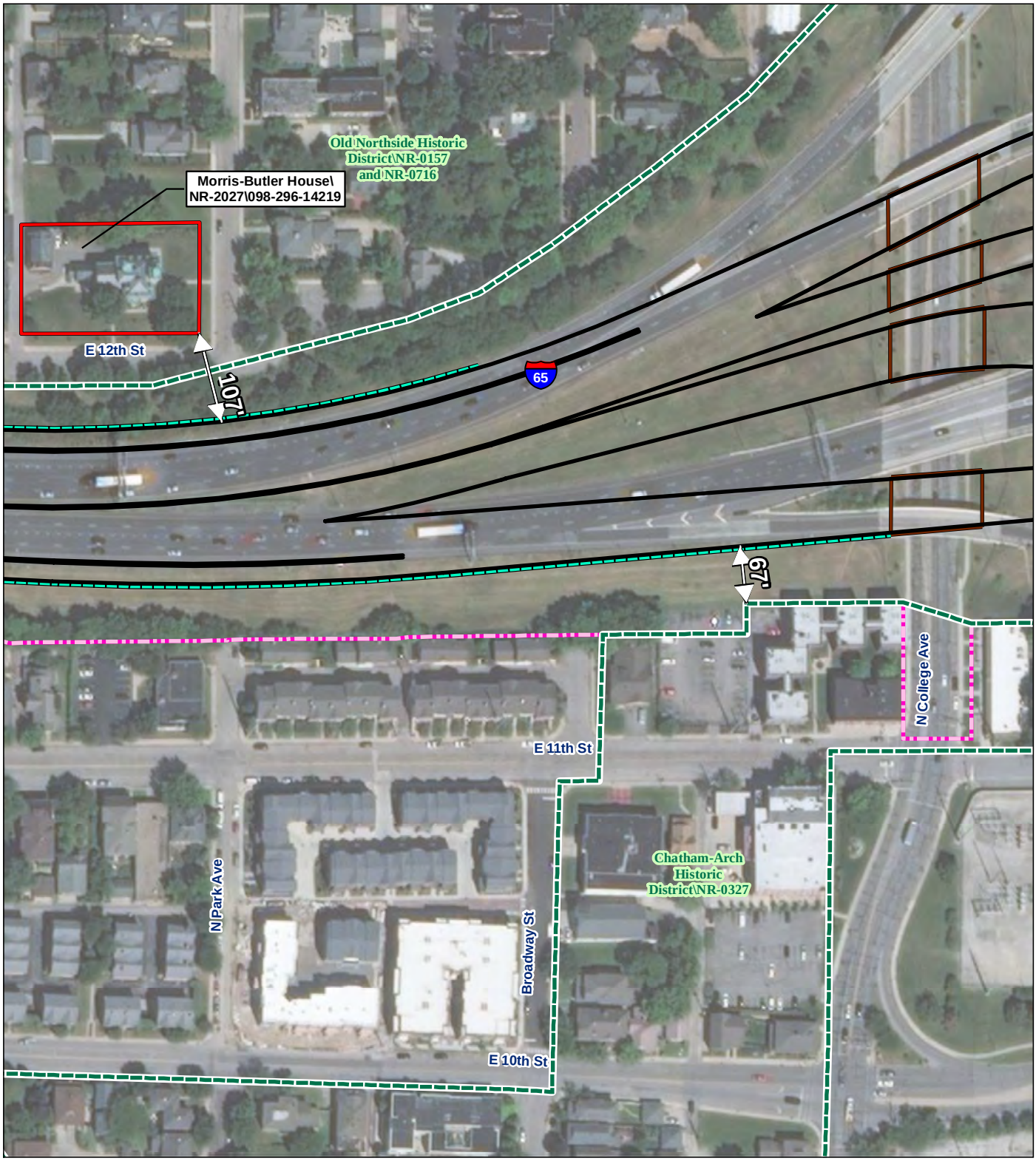
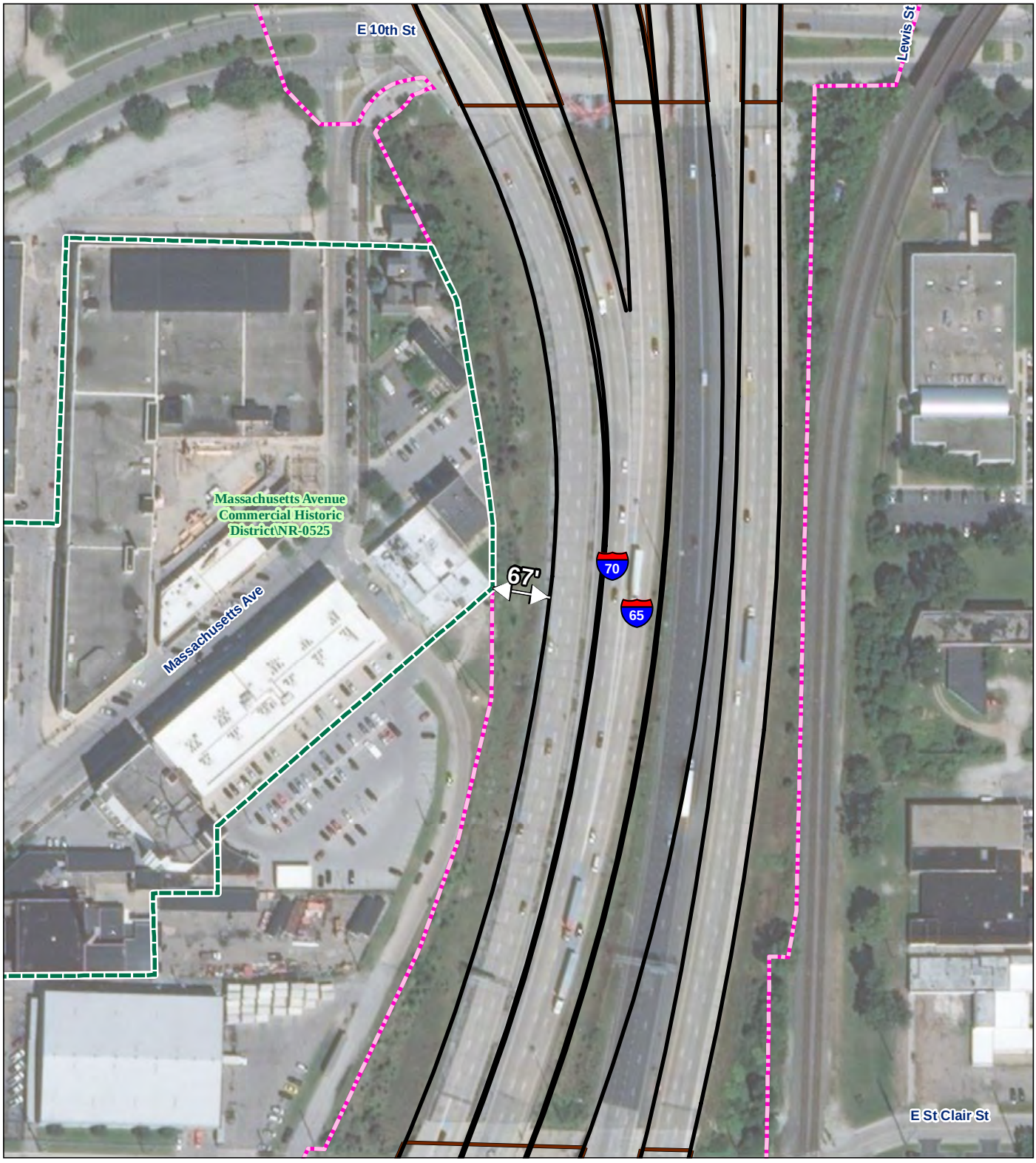


Figure 5 **Sheet 10 of 21**

Aerial photograph showing the APE, the expanded APE for temporary traffic diversion, the NRHP-listed or determined eligible resources, and graphical depictions of the closest distance from each historic resource to the proposed shoulder edge of the undertaking. (21 Sheets)

Base: Aerial photograph 2017

Created by TMD, JVT; last saved: 7/23/2019 11:35:17 AM



North Split Project APE
Proposed Project Limits
Proposed Bridge
NRHP/IRHSS listed Historic District
Proposed Shoulder Edge
Dimension

0 10 20 30 40 50 Meters
0 80 160 240 Feet

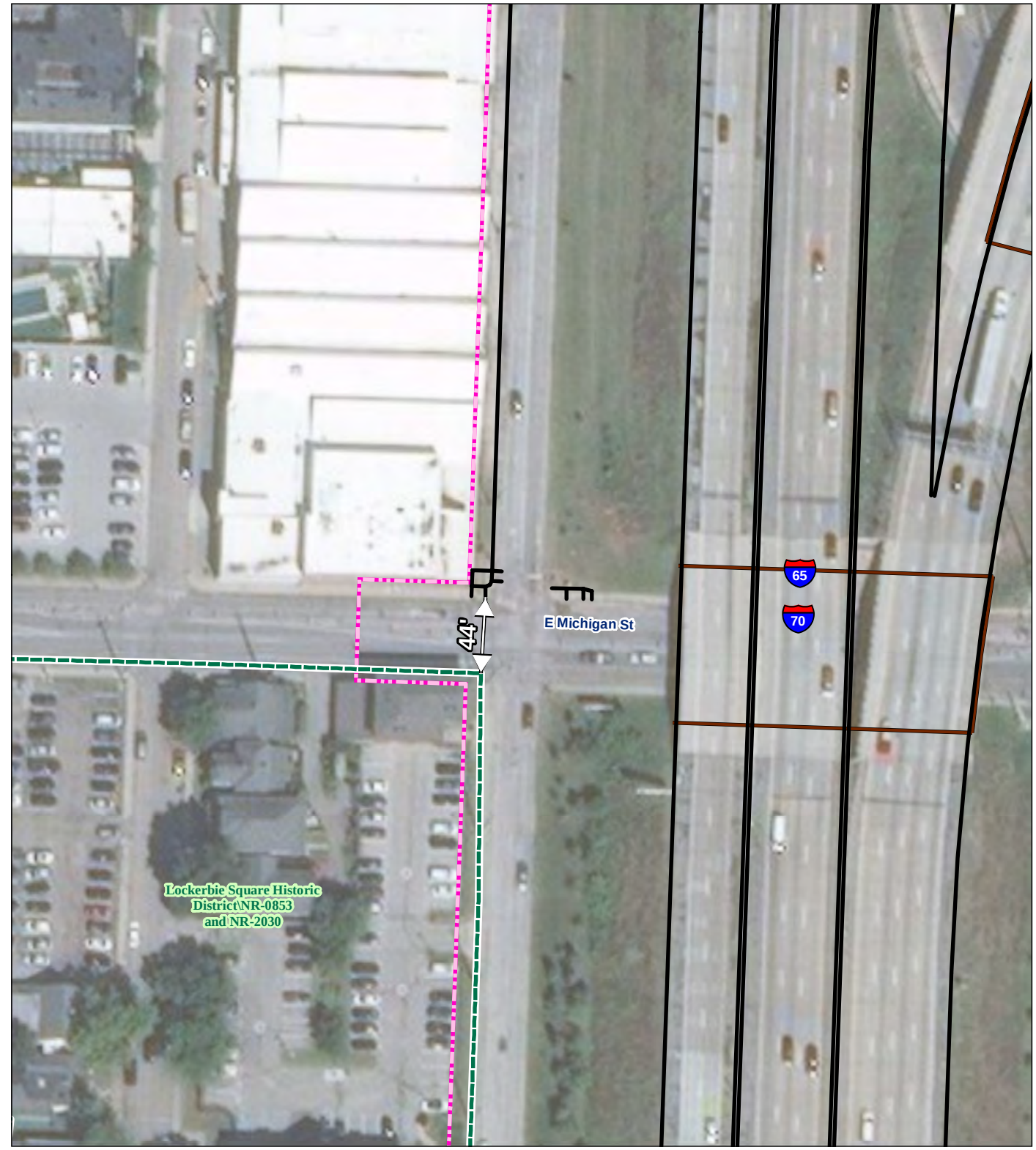
N

Figure 5 **Sheet 11 of 21**

Aerial photograph showing the APE, the expanded APE for temporary traffic diversion, the NRHP-listed or determined eligible resources, and graphical depictions of the closest distance from each historic resource to the proposed shoulder edge of the undertaking. (21 Sheets)

Base: Aerial photograph 2017

Created by TMD, JVT; last saved: 7/23/2019 11:35:17 AM



North Split Project APE
Proposed Project Limits
Proposed Bridge
NRHP/IRHSS listed Historic District
Proposed Shoulder Edge
Dimension

0 8 16 24 32 40 Meters
0 40 80 120 Feet

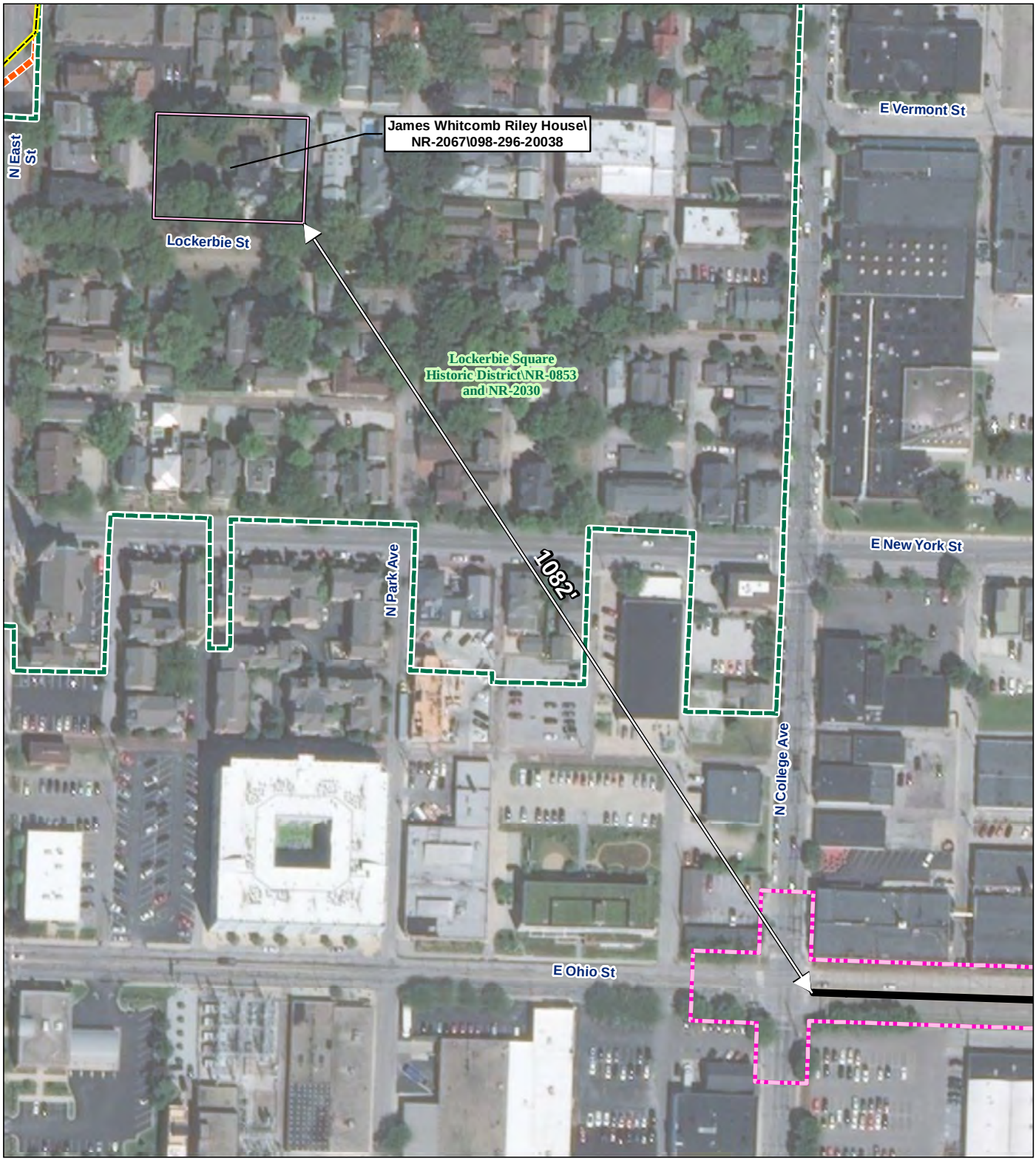
N

Figure 5 **Sheet 12 of 21**

Aerial photograph showing the APE, the expanded APE for temporary traffic diversion, the NRHP-listed or determined eligible resources, and graphical depictions of the closest distance from each historic resource to the proposed shoulder edge of the undertaking. (21 Sheets)

Base: Aerial photograph 2017

Created by TMD, JVT; last saved: 7/23/2019 11:35:17 AM



North Split Project APE
Proposed Shoulder Edge
Expanded APE (Temporary Traffic Diversion)
Dimension
Proposed Project Limits
National Historic Landmark
NRHP/IRHSS listed Historic District

0 10 20 30 40 50 Meters
0 80 160 240 Feet

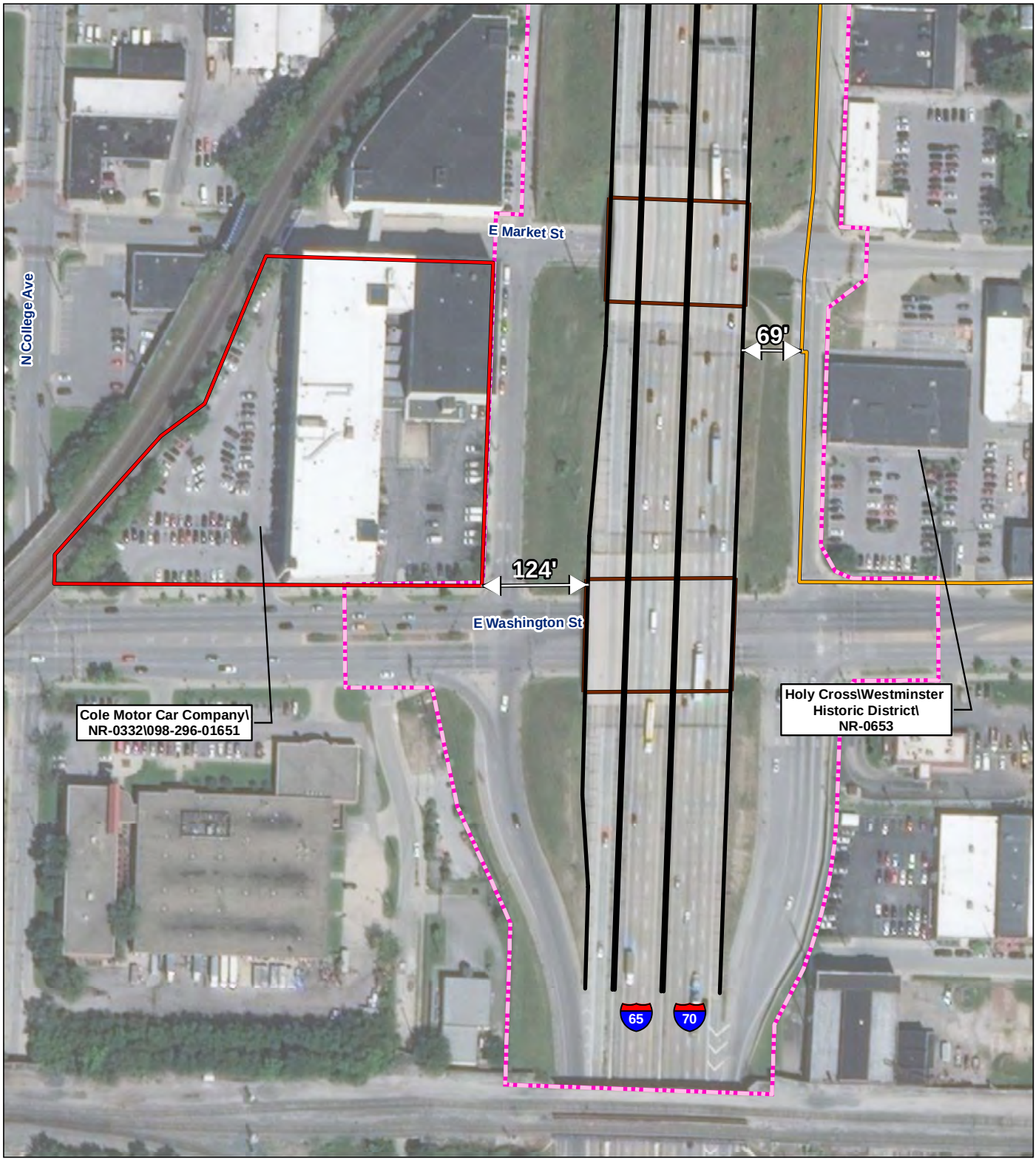
N

Figure 5 **Sheet 13 of 21**

Aerial photograph showing the APE, the expanded APE for temporary traffic diversion, the NRHP-listed or determined eligible resources, and graphical depictions of the closest distance from each historic resource to the proposed shoulder edge of the undertaking. (21 Sheets)

Base: Aerial photograph 2017

Created by TMD, JVT; last saved: 7/23/2019 11:35:17 AM



North Split Project APE
Proposed Bridge
Proposed Shoulder Edge
Dimension
Proposed Project Limits
NRHP Listed Property
NRHP Eligible Historic District

0 10 20 30 40 50 Meters
0 80 160 240 Feet

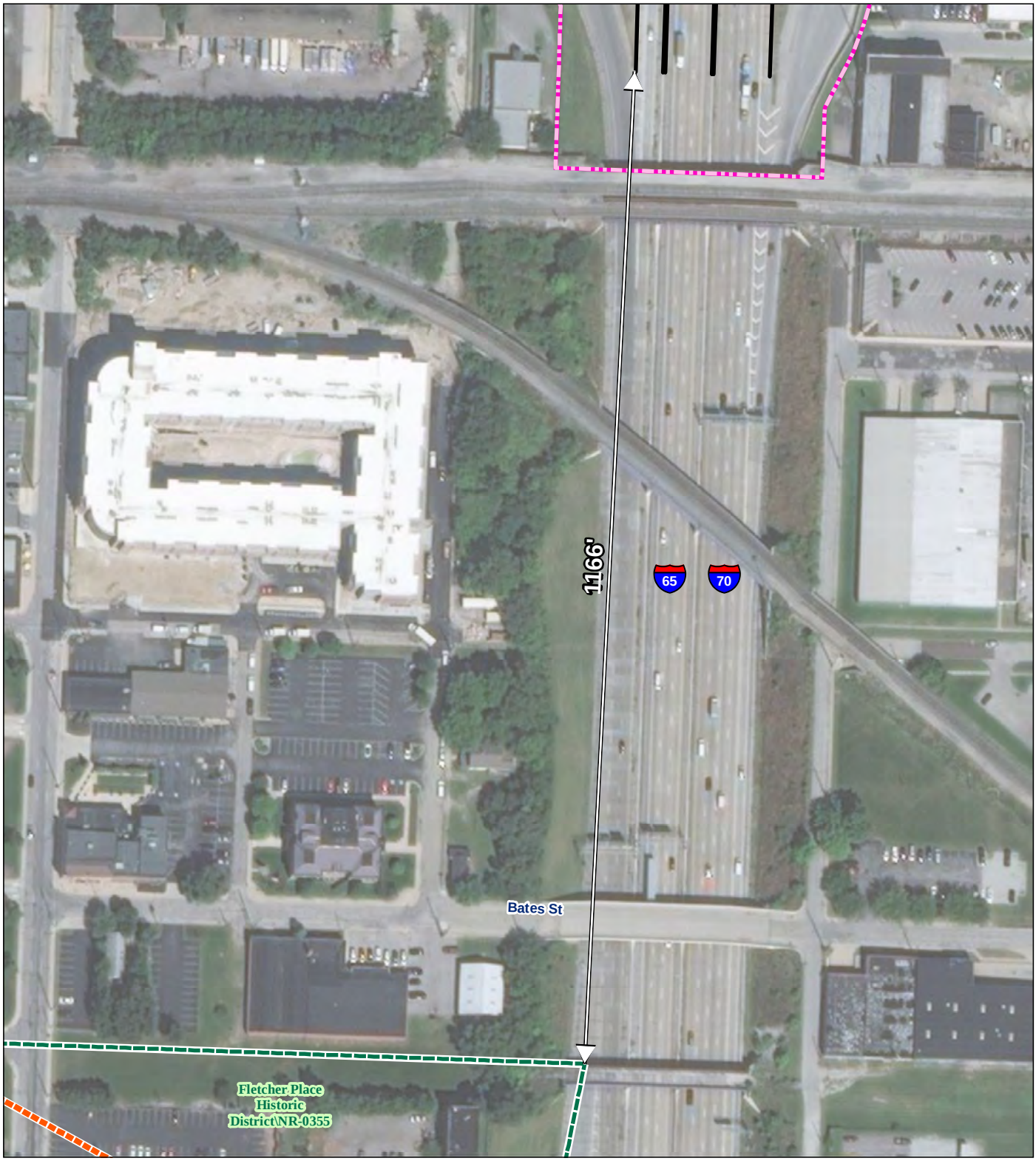
N

Figure 5 **Sheet 14 of 21**

Aerial photograph showing the APE, the expanded APE for temporary traffic diversion, the NRHP-listed or determined eligible resources, and graphical depictions of the closest distance from each historic resource to the proposed shoulder edge of the undertaking. (21 Sheets)

Base: Aerial photograph 2017

Created by TMD, JVT; last saved: 7/23/2019 11:35:17 AM



North Split Project APE
Proposed Project Limits
Proposed Shoulder Edge
NRHP/IRHSS listed Historic District
Dimension

0 10 20 30 40 50 Meters
0 80 160 240 Feet

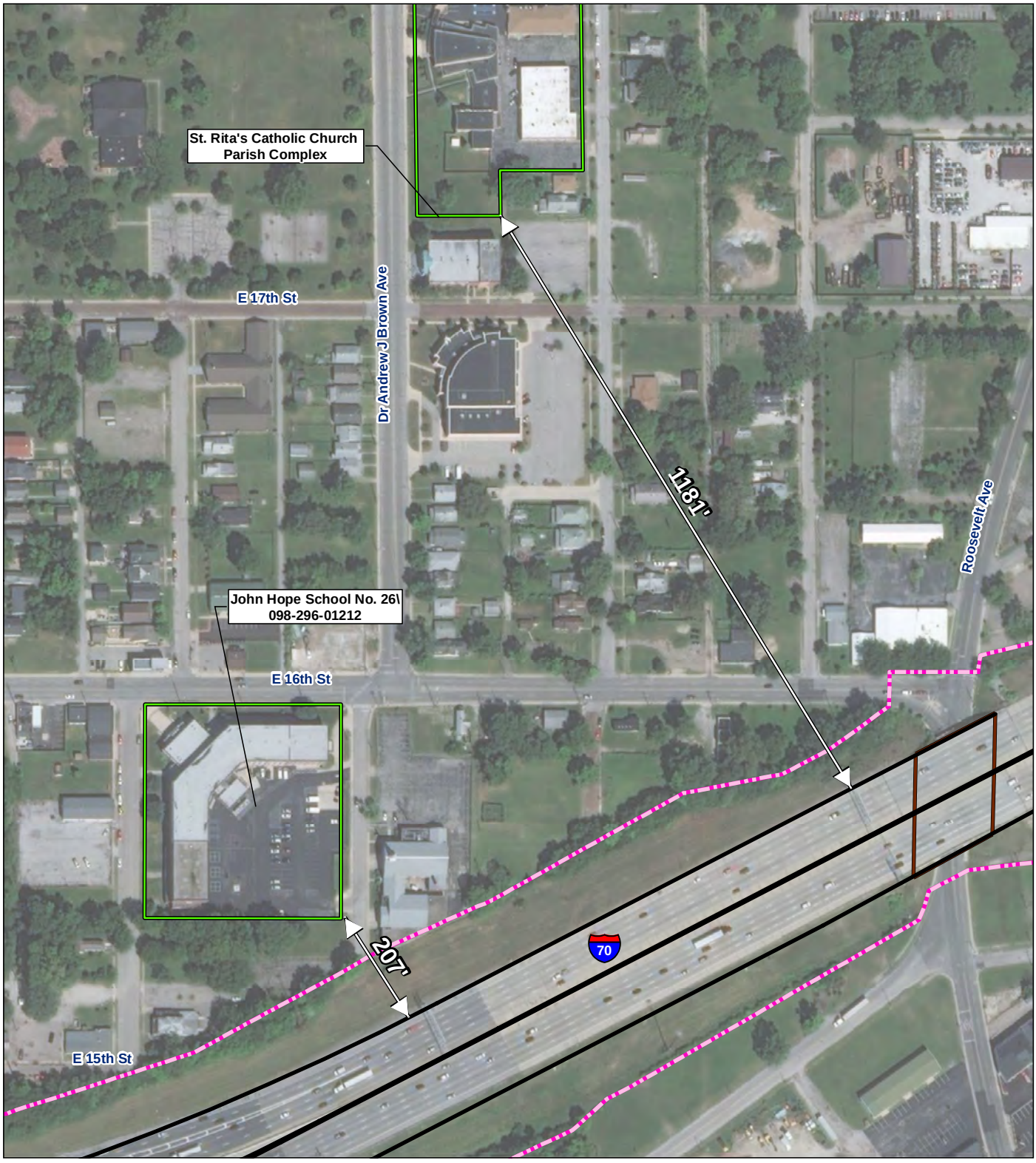
N

Figure 5 **Sheet 15 of 21**

Aerial photograph showing the APE, the expanded APE for temporary traffic diversion, the NRHP-listed or determined eligible resources, and graphical depictions of the closest distance from each historic resource to the proposed shoulder edge of the undertaking. (21 Sheets)

Base: Aerial photograph 2017

Created by TMD, JVT; last saved: 7/23/2019 11:35:17 AM



North Split Project APE
Proposed Project Limits
Proposed Bridge
NRHP Eligible Property
Proposed Shoulder Edge
Dimension

0 25 50 75 100 125 Meters
0 125 250 375 Feet

N

Figure 5 **Sheet 16 of 21**

Aerial photograph showing the APE, the expanded APE for temporary traffic diversion, the NRHP-listed or determined eligible resources, and graphical depictions of the closest distance from each historic resource to the proposed shoulder edge of the undertaking. (21 Sheets)

Base: Aerial photograph 2017

Created by TMD, JVT; last saved: 7/23/2019 11:35:17 AM

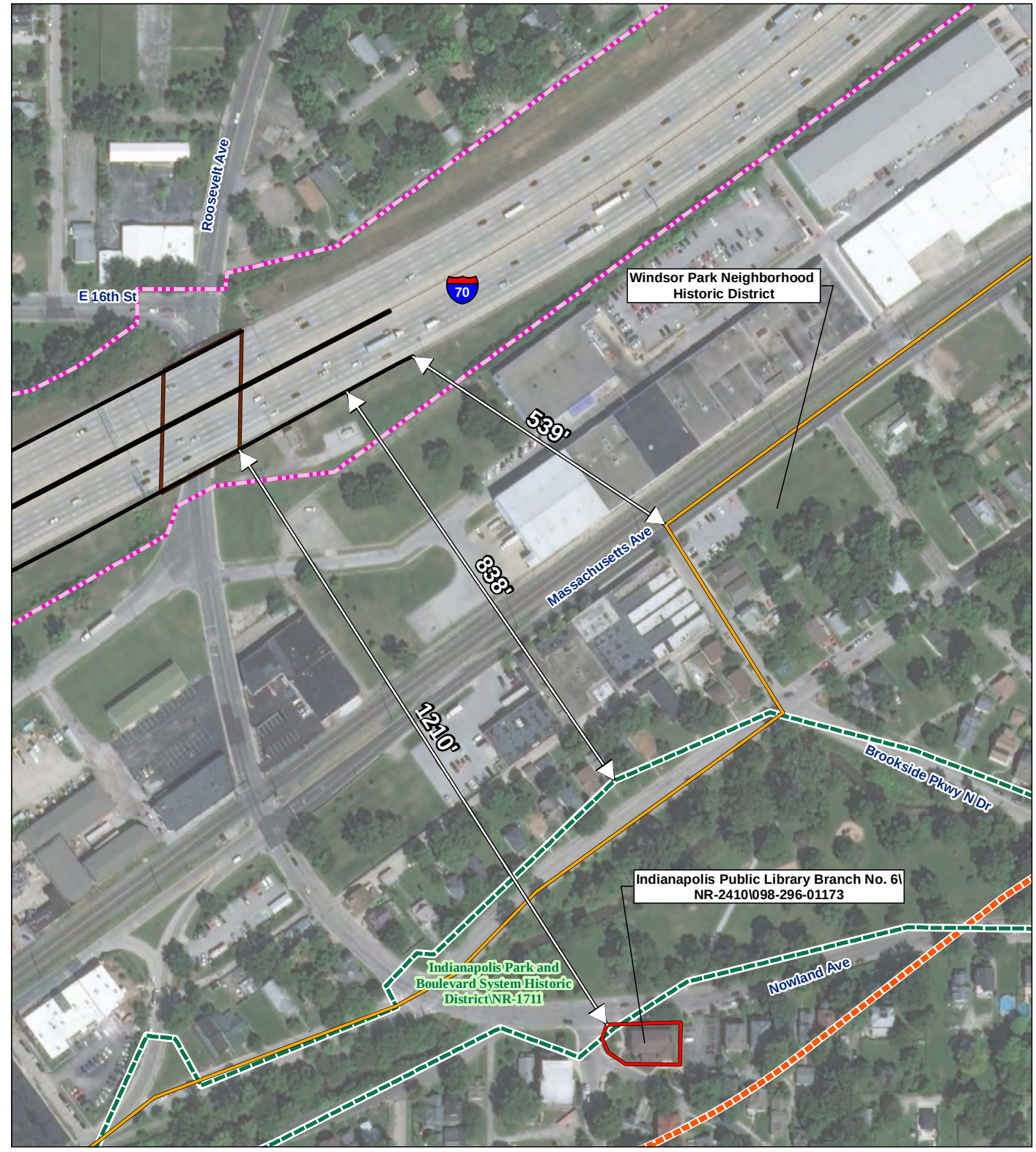
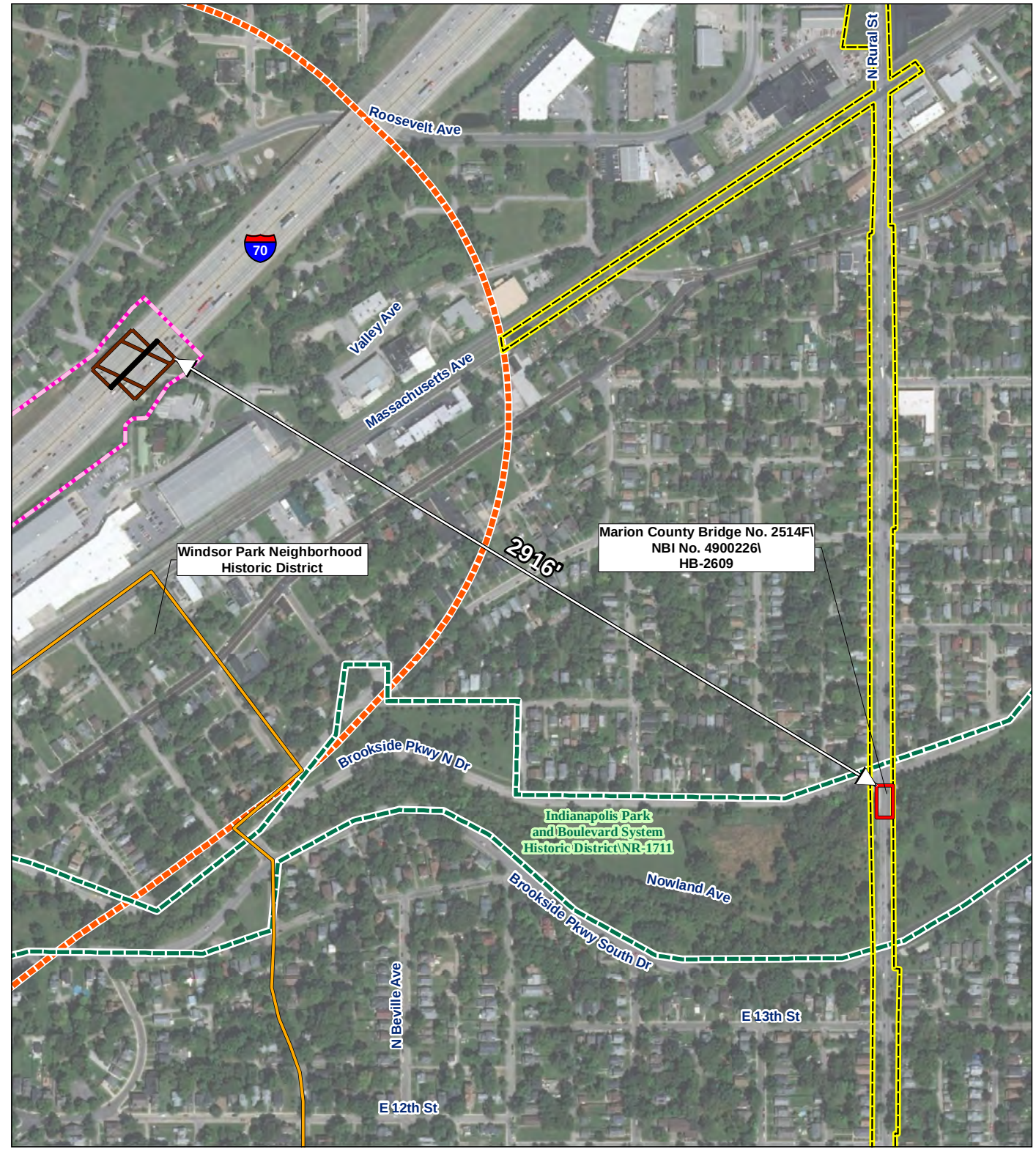


Figure 5 **Sheet 17 of 21**

Aerial photograph showing the APE, the expanded APE for temporary traffic diversion, the NRHP-listed or determined eligible resources, and graphical depictions of the closest distance from each historic resource to the proposed shoulder edge of the undertaking. (21 Sheets)

Base: Aerial photograph 2017

Created by TMD, JVT; last saved: 7/23/2019 11:35:17 AM



North Split Project APE
Proposed Bridge
Proposed Shoulder Edge
Expanded APE (Temporary Traffic Diversion)
Dimension
Proposed Project Limits
NRHP Listed Property
NRHP Eligible Historic District
NRHP/IRHSS listed Historic District

0 50 100 150 200 250 Meters
0 250 500 750 Feet

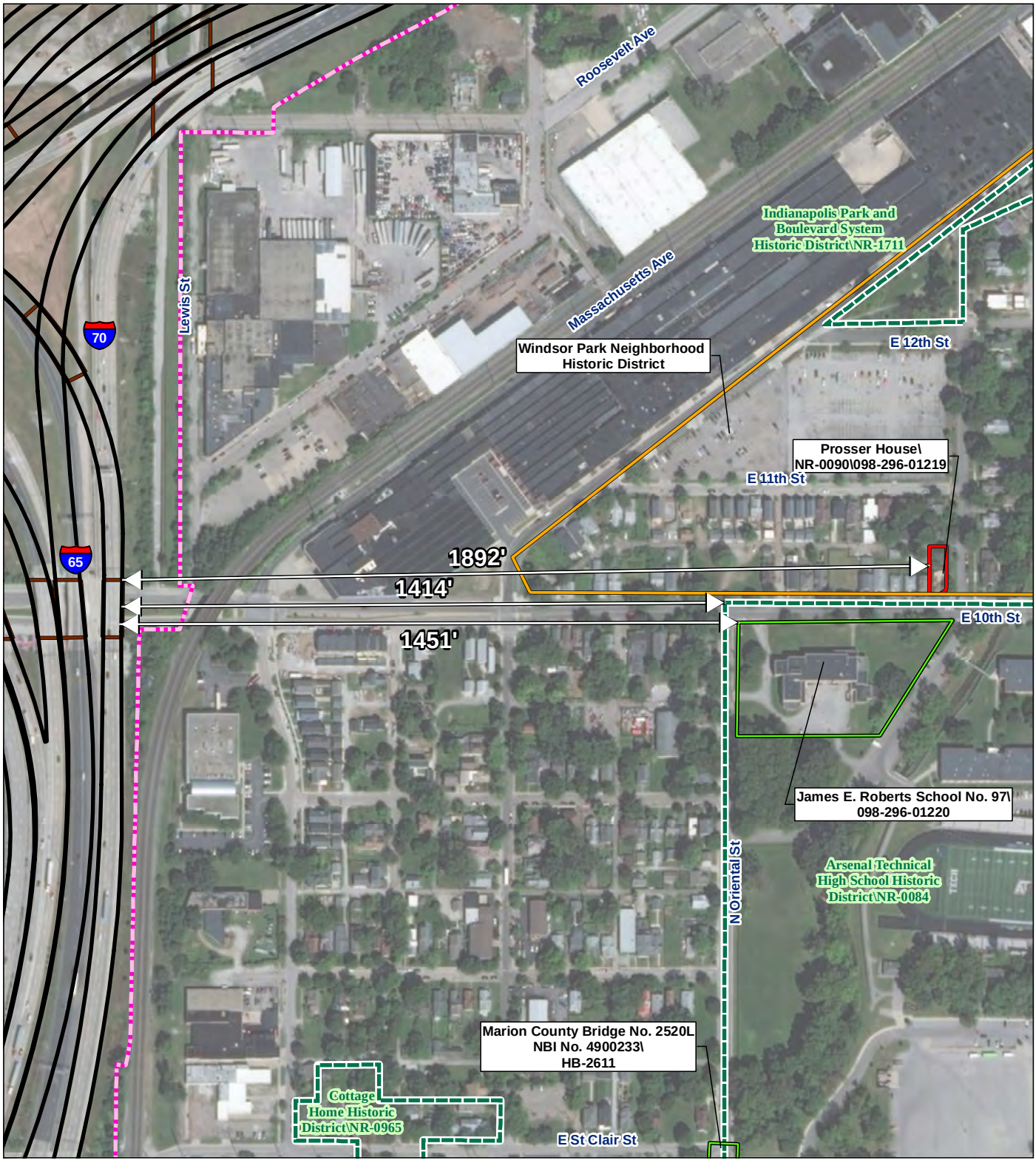
N

Figure 5 **Sheet 18 of 21**

Aerial photograph showing the APE, the expanded APE for temporary traffic diversion, the NRHP-listed or determined eligible resources, and graphical depictions of the closest distance from each historic resource to the proposed shoulder edge of the undertaking. (21 Sheets)

Base: Aerial photograph 2017

Created by TMD, JVT; last saved: 7/23/2019 11:35:17 AM



North Split Project APE
Proposed Bridge
Proposed Shoulder Edge
Dimension
Proposed Project Limits
NRHP Listed Property
NRHP Eligible Property
NRHP Eligible Historic District
NRHP/IRHSS listed Historic District

0 30 60 90 120 150 Meters
0 160 320 480 Feet

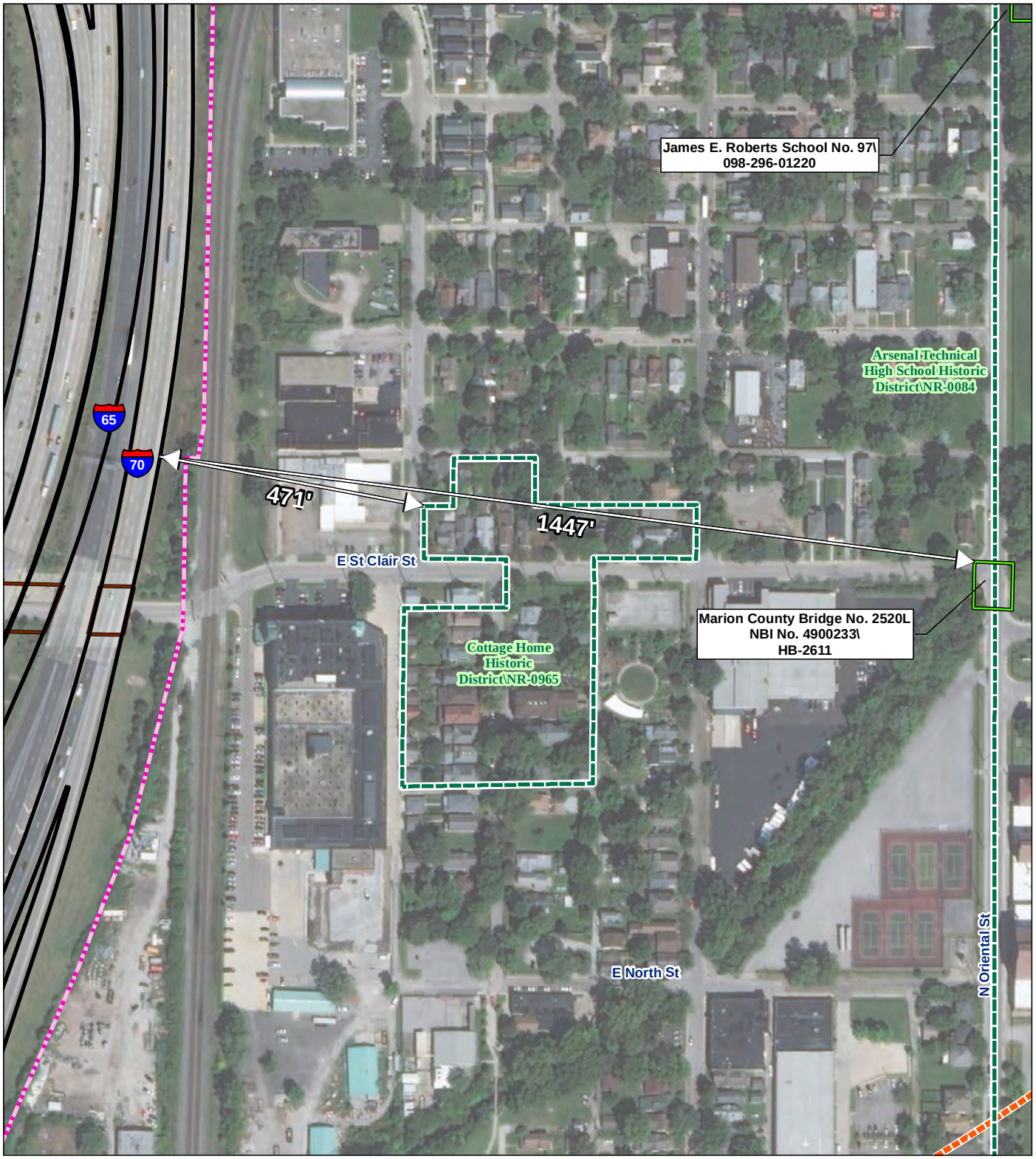
N

Figure 5 **Sheet 19 of 21**

Aerial photograph showing the APE, the expanded APE for temporary traffic diversion, the NRHP-listed or determined eligible resources, and graphical depictions of the closest distance from each historic resource to the proposed shoulder edge of the undertaking. (21 Sheets)

Base: Aerial photograph 2017

Created by TMD, JVT; last saved: 7/23/2019 11:35:17 AM



North Split Project APE
Proposed Bridge
Proposed Shoulder Edge
Dimension
Proposed Project Limits
NRHP Eligible Property
NRHP/IRHSS listed Historic District

0 25 50 75 100 125 Meters
0 125 250 375 Feet

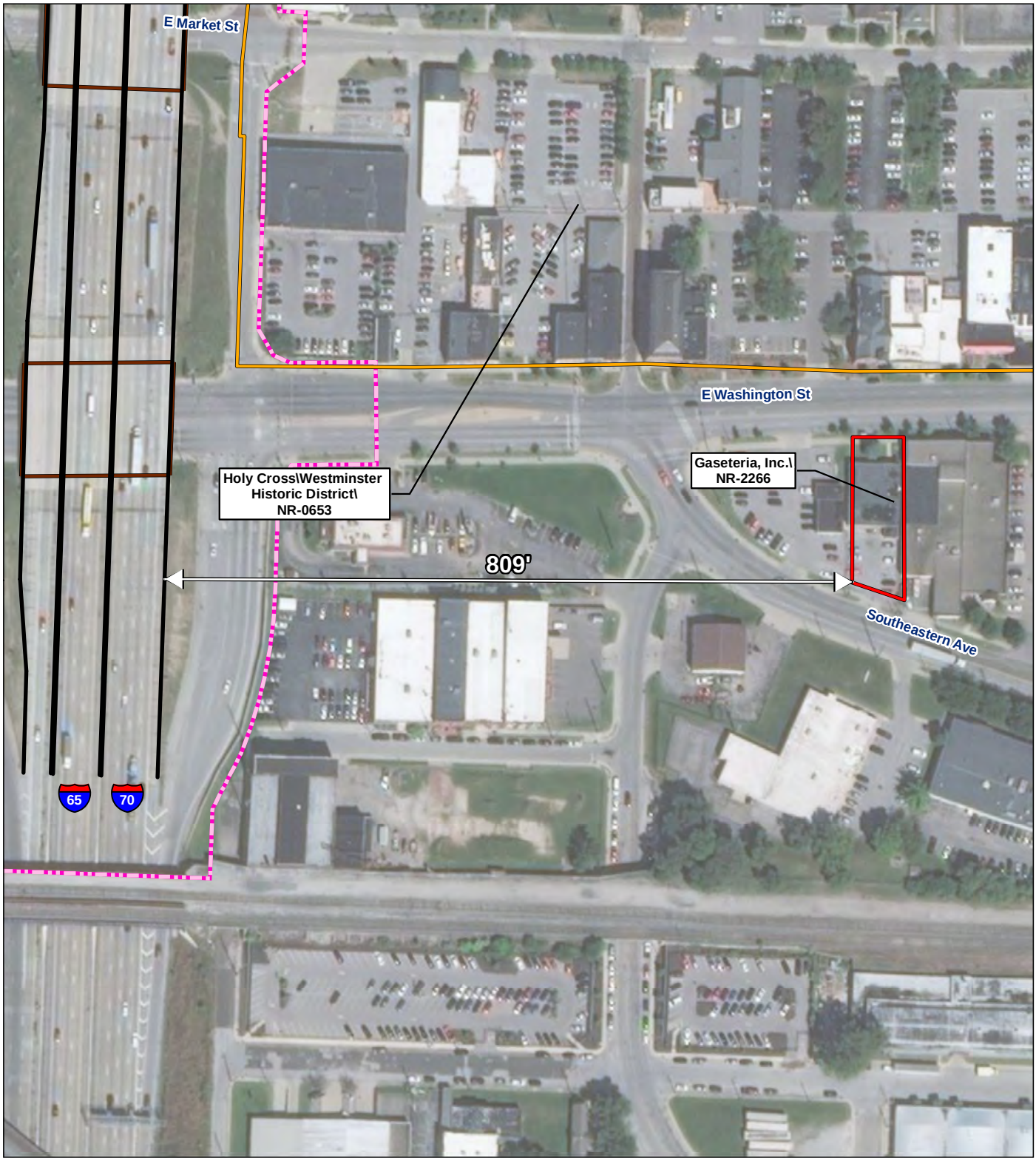
N

Figure 5 **Sheet 20 of 21**

Aerial photograph showing the APE, the expanded APE for temporary traffic diversion, the NRHP-listed or determined eligible resources, and graphical depictions of the closest distance from each historic resource to the proposed shoulder edge of the undertaking. (21 Sheets)

Base: Aerial photograph 2017

Created by TMD, JVT; last saved: 7/23/2019 11:35:17 AM



North Split Project APE
Proposed Bridge
Proposed Shoulder Edge
Dimension
Proposed Project Limits
NRHP Listed Property
NRHP Eligible Historic District

0 10 20 30 40 50 Meters
0 80 160 240 Feet

N

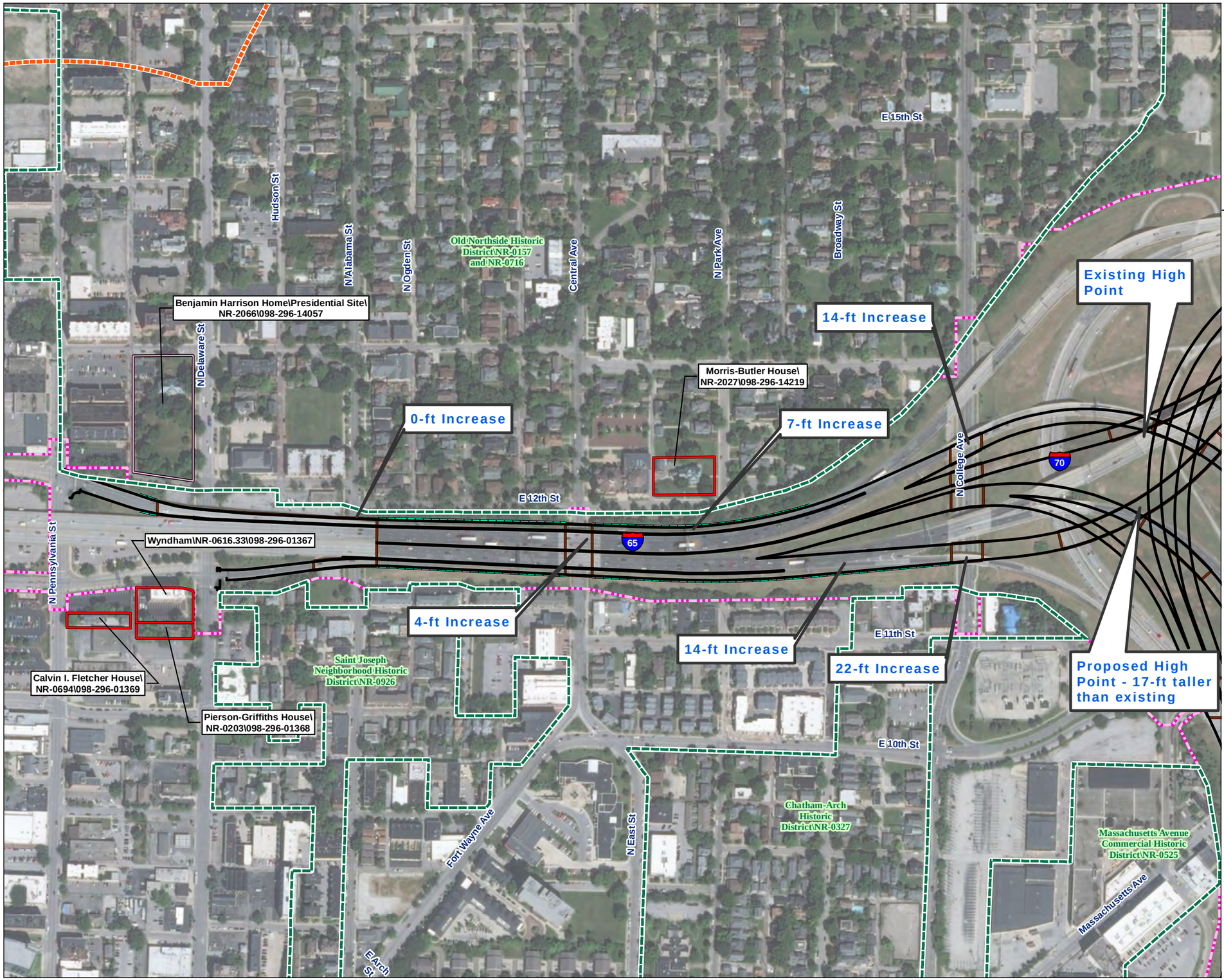
Figure 5 **Sheet 21 of 21**

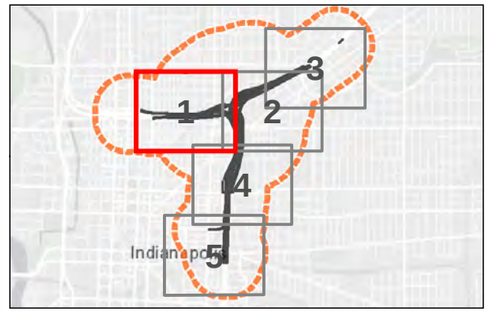
Aerial photograph showing the APE, the expanded APE for temporary traffic diversion, the NRHP-listed or determined eligible resources, and graphical depictions of the closest distance from each historic resource to the proposed shoulder edge of the undertaking. (21 Sheets)

Base: Aerial photograph 2017

Created by TMD, JVT; last saved: 7/23/2019 11:35:17 AM

FIGURE 6





- North Split Project APE
- Proposed Bridge
- Proposed Shoulder Edge
- Proposed Retaining Wall
- Proposed Project Limits
- National Historic Landmark
- NRHP Listed Property
- NRHP/IRHSS listed Historic District

Note: Only the affected properties/historic districts are displayed on this map.

Base: Aerial photograph 2017

N

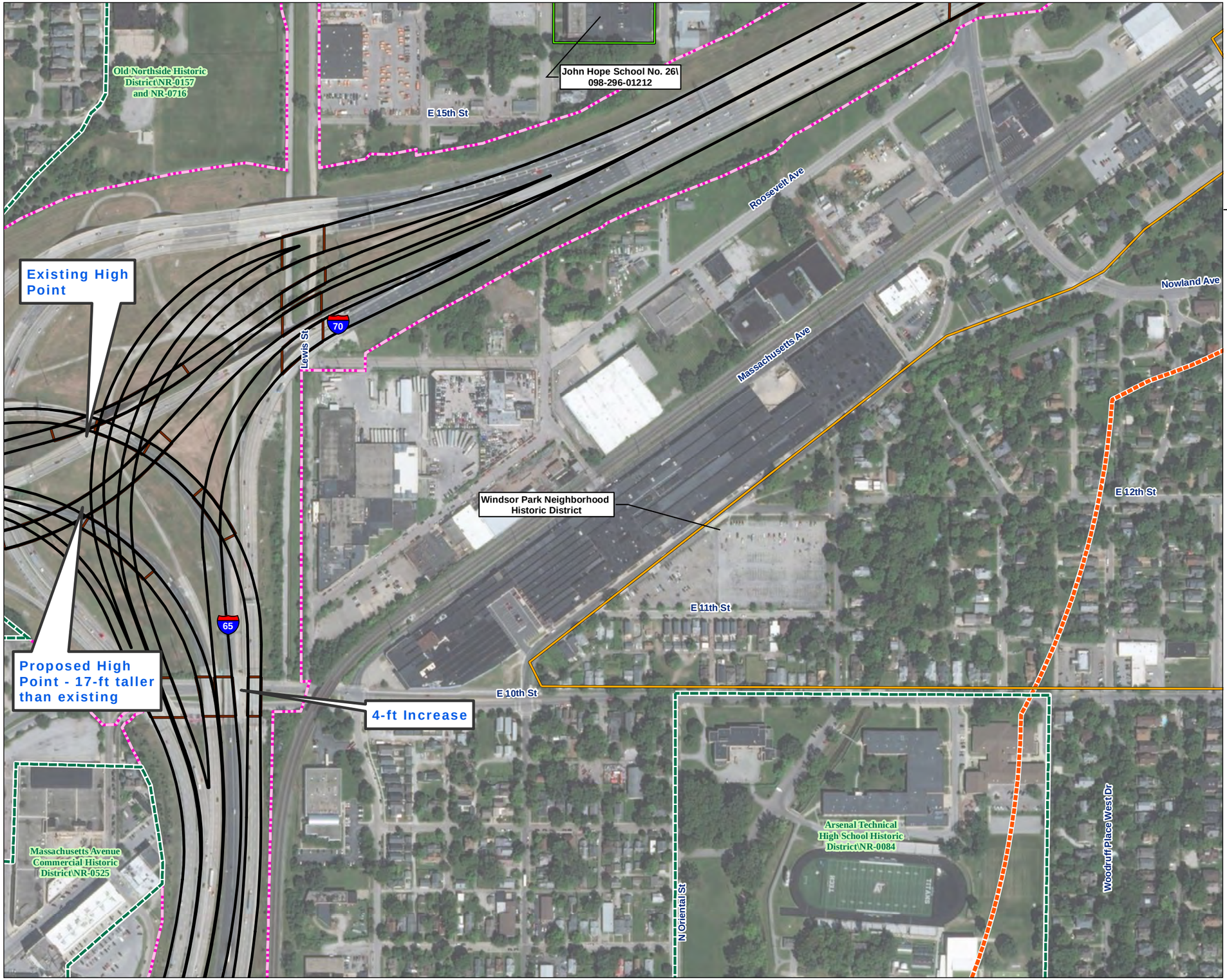
0 40 80 120 160 200 Meters

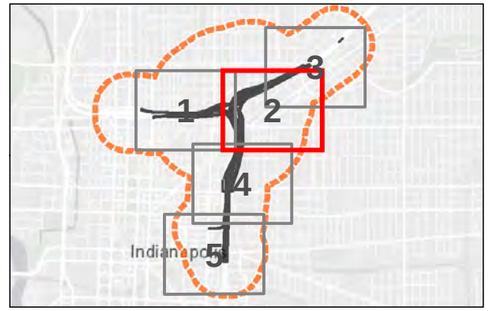
0 130 260 390 520 650 Feet

Figure 6 **Sheet 1 of 5**

Aerial photograph showing anticipated elevation changes of the North Split Project. (5 Sheets)

Created by JVT; last saved: 7/23/2019 11:35:01 AM





North Split Project APE

Proposed Bridge

Proposed Shoulder Edge

Proposed Project Limits

NRHP eligible

NRHP eligible Historic District

NRHP/IRHSS listed Historic District

Note: Only the affected properties/historic districts are displayed on this map.

Base: Aerial photograph 2017

N

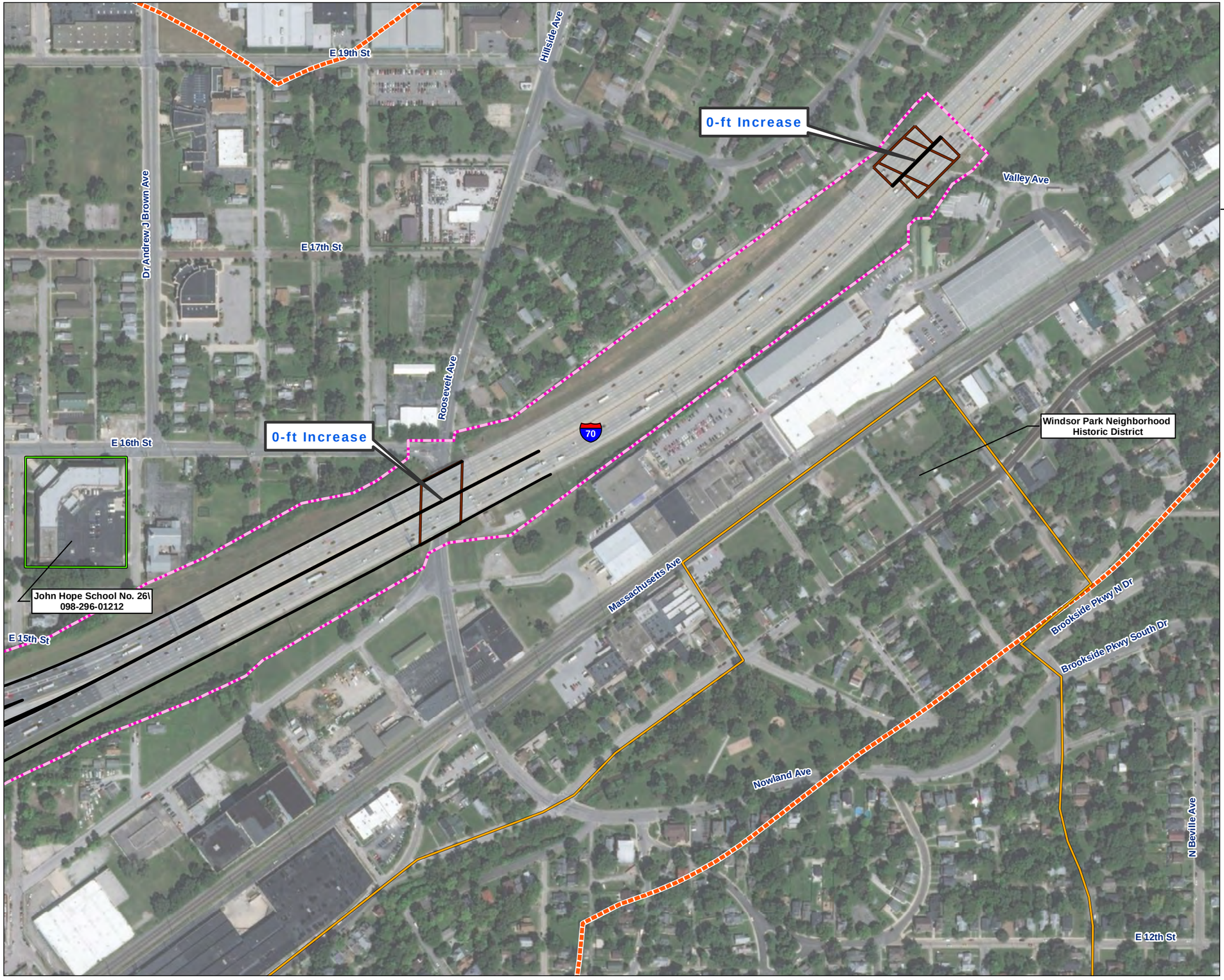
0 40 80 120 160 200 Meters

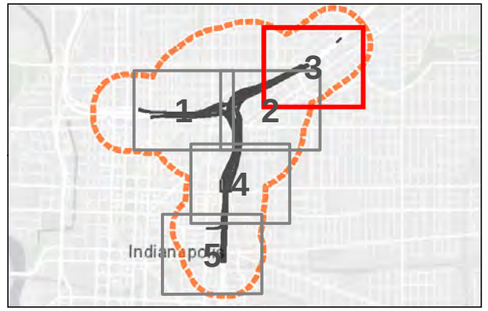
0 130 260 390 520 650 Feet

Figure 6 **Sheet 2 of 5**

Aerial photograph showing anticipated elevation changes of the North Split Project. (5 Sheets)

Created by JVT; last saved: 7/23/2019 11:35:01 AM





North Split Project APE

Proposed Bridge

Proposed Shoulder Edge

Proposed Project Limits

NRHP eligible

NRHP eligible Historic District

Note: Only the affected properties/historic districts are displayed on this map.

Base: Aerial photograph 2017

N

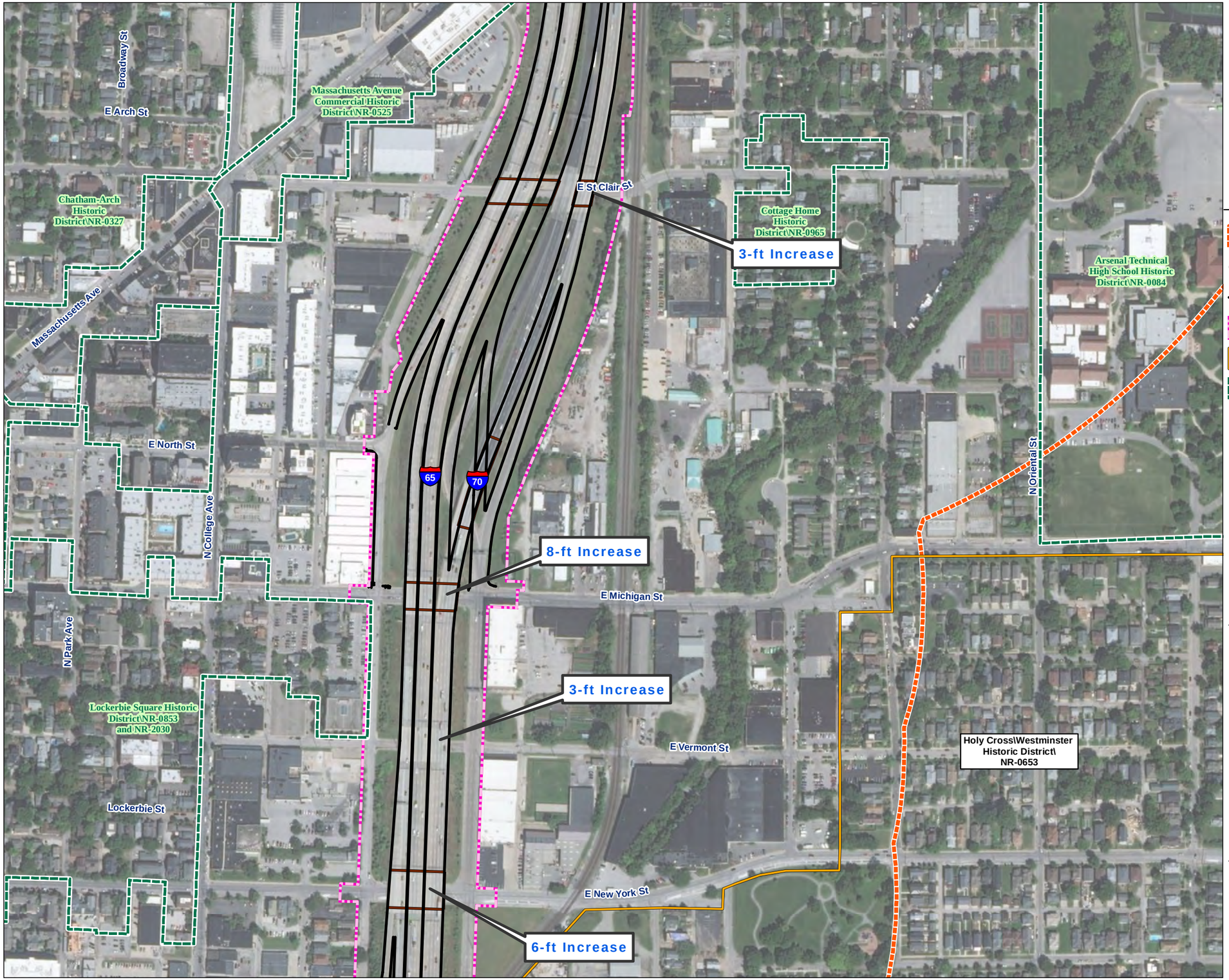
0 40 80 120 160 200 Meters

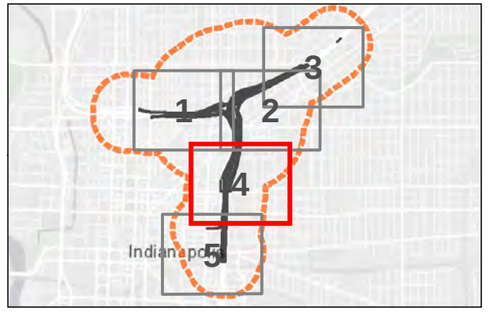
0 130 260 390 520 650 Feet

Figure 6 **Sheet 3 of 5**

Aerial photograph showing anticipated elevation changes of the North Split Project. (5 Sheets)

Created by JVT; last saved: 7/23/2019 11:35:01 AM





North Split Project APE

Proposed Bridge

Proposed Shoulder Edge

Proposed Project Limits

NRHP eligible Historic District

NRHP/IRHSS listed Historic District

Note: Only the affected properties/historic districts are displayed on this map.

Base: Aerial photograph 2017

N

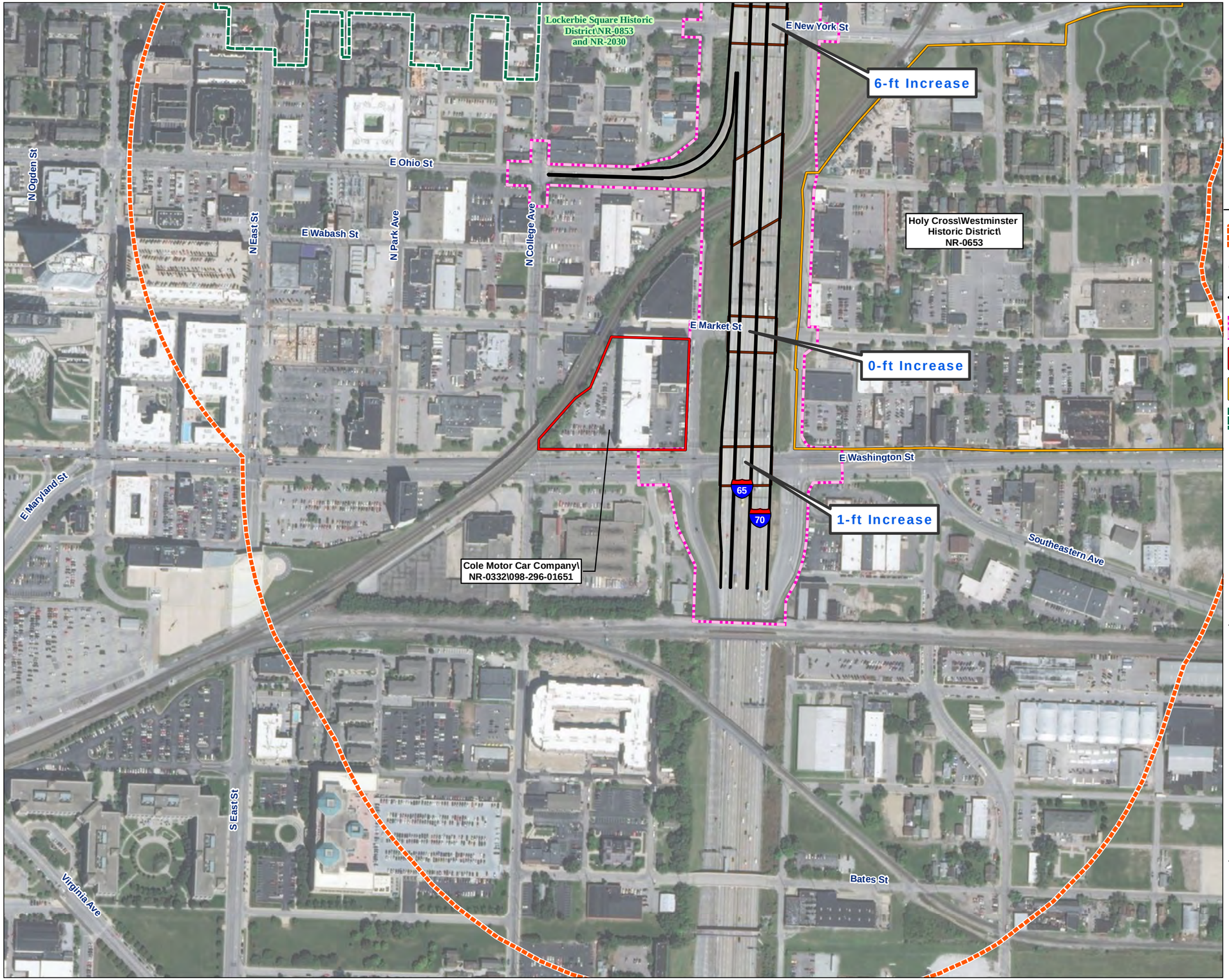
0 40 80 120 160 200 Meters

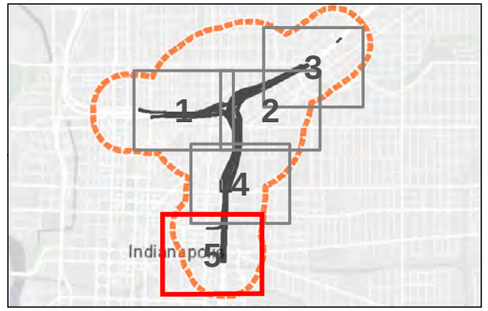
0 130 260 390 520 650 Feet

Figure 6 **Sheet 4 of 5**

Aerial photograph showing anticipated elevation changes of the North Split Project. (5 Sheets)

Created by JVT; last saved: 7/23/2019 11:35:01 AM





- North Split Project APE
- Proposed Bridge
- Proposed Shoulder Edge
- Proposed Project Limits
- NRHP Listed Property
- NRHP eligible Historic District
- NRHP/IRHSS listed Historic District

Note: Only the affected properties/historic districts are displayed on this map.

Base: Aerial photograph 2017

N

0 40 80 120 160 200 Meters

0 130 260 390 520 650 Feet

Figure 6 **Sheet 5 of 5**

Aerial photograph showing anticipated elevation changes of the North Split Project. (5 Sheets)

Created by JVT; last saved: 7/23/2019 11:35:01 AM

HISTORIC PROPERTY EFFECTS ASSESSMENTS

NRHP-LISTED HISTORIC DISTRICTS

HERRON-MORTON PLACE HISTORIC DISTRICT/NR-0438

Photograph 1. View of Central Avenue north of 16th Street, looking northwest.

Photograph 2. View of Central Avenue at 17th Street, looking east.

Historic Significance

The Herron-Morton Place Historic District was listed in the NRHP in 1983 under Criteria A and C. The district is significant historically for its association with some of the city's most prominent business and political leaders and for its association with the development of the city's heritage in fine arts. It is also significant architecturally for its outstanding collection of late nineteenth and early twentieth century residential architecture. The APE encompasses the southeast corner of the historic district.

Assessment of Effect

The Herron-Morton Place Historic District is approximately 2,073 feet from the proposed edge of shoulder at its closest point (Figure 5, Sheets 1–3 [pp. 11–13]; Photographs 1 and 2). The undertaking will not require acquisition of property from within the historic district.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: The historic district is approximately 2,073 feet from the proposed edge of shoulder at its closest point with intervening buildings and vegetation. Some of the proposed new infrastructure in the North Split interchange is anticipated to be taller than the existing ramps and bridges. Because the maximum height difference from the existing condition within the interchange is only 17 feet, the increase in height will not be sufficient to become visible from the historic district as a result of the undertaking. The undertaking will not be visible from within the historic district.

Traffic: The Herron-Morton Place Historic District is located approximately 2,073 feet north of the Pennsylvania Street exit ramp from I-65. See Appendix A (pp. A-6 and A-7) for additional traffic information.

Permanent traffic changes are anticipated to be minor near and within this district. The largest permanent increase in total vehicles in the peak hour is 79 on 16th Street, which equates to a density (total volume rate change) increase of 0.3 vehicle/minute/lane. Temporary increases in heavy trucks during construction are anticipated to range from zero to nine heavy trucks on 16th Street in the peak hours near this property. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the district.

Vibration: Based on the historic district's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will result in minor impacts to the district's setting due to an anticipated slight increase in traffic; however, the interstate is an already existing intrusion on the integrity of the Herron-Morton Place Historic District and the project activities described above will not make the intrusion more visible from within the district. Because the visual impacts would not be greater and there are only minor increases in traffic, the undertaking will have No Adverse Effect on the historic district.

OLD NORTHSIDE HISTORIC DISTRICT/NR-0157 AND NR-0716

Photograph 3. View of Central Avenue, looking southwest.

Photograph 4. View of corner of Park Avenue and 15th Street, looking northeast.

Historic Significance

The Old Northside Historic District was listed in the NRHP in 1978, with an amendment in 1984 that increased its boundary, extended its period of significance, and added additional contributing property types under Criteria A and C. The district is significant historically as the popular residential neighborhood for the city's leading citizens during the late nineteenth and early twentieth centuries. It is significant architecturally for containing important examples of residential and ecclesiastical architecture, including the individually NRHP-listed Morris-Butler House. The APE encompasses all but the northwest corner of the district.

Assessment of Effect

The Old Northside Historic District is located immediately adjacent to the undertaking west of the North Split (Figure 5, Sheets 1–4, 6, 9, and 10 [pp. 11–14, 16, 19, and 20]; Figure 6, Sheets 1 and 2 [pp. 33 and 34]; Photographs 3 and 4). The undertaking will not require acquisition of property from within the historic district.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: As part of the undertaking, the Pennsylvania Street exit ramp from I-65 will be reconstructed. The reconstruction will occur within the existing highway right-of-way, but, between Central Avenue and Myron Street, the reconstruction will move the edge of pavement a maximum of 26 feet closer to the historic district boundary. East of Alabama Street, the pavement will be approximately 10 feet closer to the historic district boundary. Just west of Central Avenue, it will be approximately 20 feet closer to the historic district boundary. The exit ramp from I-70 to Pennsylvania Street will be removed, including the existing northernmost bridge over College Avenue (Figure 5, Sheet 2 [p. 12]). South along College Avenue, the pavement will be approximately 175 feet farther away from the district.

The elevation of the roadway will change from the existing condition. It will range from no increase at the bridge over Alabama Street, to a four-foot increase at the bridge over Central Avenue, to a seven-foot increase close to Park Avenue, and a 14-foot increase of the I-65 northbound bridge over College Avenue (Figure 6, Sheet 1 [p. 33]). Although the proposed I-65 northbound bridge over College Avenue will be higher than the existing I-70 to Pennsylvania

Street exit ramp bridge over College Avenue, it will be approximately 175 feet farther away from the historic district boundary than the existing I-70 exit ramp bridge over College Avenue.

In order to eliminate the need for new right-of-way to accommodate fill slopes north of the reconstructed ramp and adjacent to the historic district, INDOT will need to construct a retaining wall. The height of this wall would vary, but could be as much as 10–12 feet tall, not including the height of guardrail or Jersey barriers. Presently, non-historic brush and small trees in the highway right-of-way provide some screening of the highway from the historic district. All existing vegetation will need to be removed from within the right-of-way (Photographs 5–7). It is possible a split wall (portion near the top and a portion at the bottom) with a vegetated bench could be used in place of a single wall. The ultimate decision regarding the treatment for the sideslopes will be made by INDOT with input from adjacent neighborhoods as part of the CSS[2] process for the project.

Photograph 5. View of 12th Street at Park Street, looking west-southwest.

[2] "Context Sensitive Solutions and Design" (CSS/D) is a collaborative, interdisciplinary decision-making process and design approach that involves all stakeholders to develop a transportation facility that fits its physical setting. (https://www.fhwa.dot.gov/planning/css/). Information for the North Split CSS process is available on the North Split website (https://northsplit.com/css/).

Photograph 6. View of 12th Street from Park Street, looking west.

Photograph 7. View of 12th Street from Central Avenue, looking northeast.

Also, from just west of College Avenue and extending east, the proposed reconfiguration of the North Split interchange will move ramps and bridges in the interchange farther away from the historic district boundary than in the existing configuration. Because access from I-70 westbound to the Pennsylvania Street exit is being eliminated as part of this reconfiguration, the College Avenue bridge closest to the historic district will be removed. INDOT will consider

retaining the embankments to help screen the highway from abutting neighborhoods based on input from neighborhoods in the CSS process. Some of the proposed new infrastructure within the interchange is anticipated to be greater in height than the existing ramps and bridges. The proposed I-65 southbound to I-70 eastbound bridge will be approximately 17 feet taller than the existing bridge for the same movement, the existing high point in the interchange. The increase in height will not be sufficient to significantly increase its visibility from the historic district as a result of the undertaking (Figure 6, Sheets 1 and 2 [pp. 33 and 34]; Figures 7 and 8 [pp. 47 and 48]).

Near Hudson and Ogden streets overhead utility lines that cross the interstate from the Old Northside Historic District to the Saint Joseph Historic District may require relocation within their current easement or public right-of-way. In addition, overhead utility lines near Park Avenue that also currently cross the interstate, may require relocation. The existing lines that pass over the interstate near Park Avenue are carried by metal poles. The existing pole at 12th Street and Park Avenue within the Old Northside Historic District is approximately 110-feet high (Photographs 8 and 9).

The primary relocation strategy in both locations will be to raise the lines to add vertical clearance over I-65. The result may be that the existing electric poles and the existing electric conductor lines will be replaced with new poles and lines at an increased height. Some treated wood poles may be changed to steel. Additionally, a change in height may necessitate that in addition to the immediately adjacent poles being replaced, the next set of poles may also require replacement. The new poles will be relocated near the existing poles and the intent will be to keep them similar to the existing conditions. The scope, location, and aesthetics of the relocated overhead facilities will be determined in accordance with the requirements of the electric utility and INDOT's Utility Accommodation Policy (2019)[3].

The existing I-65/I-70 corridor is a visual intrusion into the setting of the Old Northside Historic District. The west leg of the North Split, up to and including the Pennsylvania Street exit ramp, will increase in visibility due to the increased width of the interstate, removal of existing vegetation within the INDOT right-of-way, and the height and material of the retaining wall. Use of vegetation and retaining wall treatments developed during the CSS process will help minimize effects.

[3] Information on the INDOT Utility Accomodation Policy can be found at: https://www.in.gov/indot/files/UAP%20Final%20Draft%205.29.19.pdf.

Photograph 8. View of the existing utility poles at Hudson and 12th streets, looking north.

Photograph 9. View of the existing utility pole at the northeast corner of Park Avenue and 12th Street near the Morris-Butler House, looking east.

Figure 7. View of 12th Street adjacent to the Morris-Butler House in the Old Northside Historic District, looking west, showing current conditions.

Figure 8. View of 12th Street adjacent to the Morris-Butler House in the Old Northside Historic District, showing proposed conditions. Proposed conditions are shown as a basic configuration without implementation of any CSS measures.

The reconfiguration of the North Split interchange will alter historic characteristics of the Old Northside Historic District that qualify it for NRHP listing in a manner that will diminish the district's setting due to the magnitude and visibility of new construction to the historic district.

Traffic: The historic district is immediately adjacent to the Pennsylvania Street exit ramp from I-65. See Appendix A (pp. A-7 and A-8) for additional traffic information.

Permanent traffic changes are anticipated to be minor near and within this district. The largest permanent increase in total vehicles in the peak hour is 79 on 16th Street, which equates to a density (total volume rate change) increase of 0.3 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to range from zero to nine heavy trucks on 16th Street in the peak hours near this property. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the district.

Vibration: Based on the proximity of the historic district to construction activities, effects from vibration are possible. In order to address these possible effects, the contractor will be required to prepare a construction Vibration Monitoring and Control Plan. This plan includes pre-construction surveys of historic buildings, monitoring vibration during construction, post-construction surveys, and keeping the public informed of construction activities known to be a source of vibration. The contractor will also be required to keep vibration levels under maximum damage risk thresholds in the vicinity of historic properties. These maximum damage risk thresholds are identified in the Federal Transit Administration (FTA) [2018] *Transit Noise and Vibration Impact Assessment Manual* and are based on past technical research and published studies completed to assess effects of construction vibration on buildings. Because the contractor will be required to keep vibration levels under the maximum damage risk thresholds, no adverse effects to historic properties are anticipated from construction-induced vibration. See Appendix B (p. B-5) for additional vibration information.

Conclusion: The increased height, removal of screening vegetation that currently partially blocks views of the highway, closer edge of pavement, and installation of a retaining wall resulting from the proposed undertaking will affect the characteristics that qualify the Old Northside Historic District for the NRHP in a manner that would diminish its integrity. Although the interstate is an already existing intrusion on the integrity of the Old Northside Historic District, the project activities described above will make the intrusion more visible from within the district. As a result, the undertaking will have an Adverse Effect on the Old Northside Historic District.

Photograph 10. View of Alabama Street north of St. Joseph Street, looking southwest.

Photograph 11. View of 10th Street at Alabama Street, looking northwest.

Historic Significance

The Saint Joseph Neighborhood Historic District was listed in the NRHP in 1991 under Criteria A and C. The district is a significant multi-use district whose component resources—including residential, commercial, and industrial resources—reflect the city's development during the late nineteenth and early twentieth centuries. The entire district is within the APE.

Assessment of Effect

The Saint Joseph Neighborhood Historic District is directly adjacent (approximately six feet) to the proposed edge of shoulder at its closest point (Figure 5, Sheets 5–9 [pp. 15–19]; Figure 6, Sheet 1 [p. 33]; Photographs 10 and 11). The undertaking will not require acquisition of property from within the historic district.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: As part of the undertaking, the Delaware Street entrance ramp to I-65 will be reconstructed. The reconstruction will occur within the existing highway right-of-way, but will move the edge of pavement a maximum of 20 feet closer to the historic district boundary. The pavement will be approximately eight feet closer to the right-of-way boundary near the western edge of the historic district and increases as it moves east to approximately 20 feet closer at the eastern edge of the district. The elevation will increase slightly toward the east to four feet taller than existing at the Central Avenue bridge. In order to eliminate the need for new right-of-way to accommodate fill slopes south of the reconstructed ramp and adjacent to the historic district, the reconstruction will need a steeper sideslope than presently exists. INDOT will need to construct a retaining wall from east of Alabama Street to the interchange. The height of this wall would vary, but could be as much as approximately 10–12 feet tall, not including the height of guardrail or Jersey barriers, in the vicinity of this historic district. It is possible a split wall (portion near the top and a portion at the bottom) with a vegetated bench could be used in place of a single wall (Figure 6, Sheet 1 [p. 33]). The ultimate treatment for the sideslopes will be made by INDOT with input from adjacent neighborhoods as part of the CSS process for the project. Presently non-historic brush and small trees in the highway right-of-way provide some screening of the highway from the historic district. It is anticipated that all existing vegetation will be removed from within the right-of-way (Photograph 12).

Photograph 12. View of south side of I-65 at Alabama Street, looking east.

The I-65 bridge over Central Avenue will be replaced. The proposed bridge elevation will be approximately four feet taller than the existing bridge and it will be approximately 20 feet wider along Central Avenue. The present North Split interchange is not visible from the historic district due to intervening buildings and structures. Some of the proposed new infrastructure is anticipated to be taller (approximately 17 feet taller than the existing high point in the interchange) than the existing ramps and bridges, but the increase in height will not be sufficient to become visible from the historic district (Figure 6, Sheet 1 [p. 33]; Figures 9 and 10 [pp. 54 and 55]).

Overhead utility lines near Hudson and Ogden streets, north-south streets between Delaware and Alabama streets, which cross the interstate from the Old Northside Historic District to the Saint Joseph Historic District, may require relocation within their current easement or public right-of-way. The primary relocation strategy will be to raise the lines to add vertical clearance over the highway. The result may be that the existing electric poles and the existing electric conductor lines will be replaced with new poles and lines at an increased height. The electric pole material may be changed from treated wood to steel. Additionally, a change in height may necessitate that, in addition to the immediately adjacent poles being replaced, the next set of poles may also require replacement. The new poles will be relocated near the existing poles and the

intent will be to keep them similar to the existing conditions. The scope, location, and aesthetics of the relocated overhead facilities will be determined in accordance with the requirements of the electric utility and INDOT's Utility Accommodation Policy (2019).

The existing I-65 corridor is already a visual intrusion into the setting of the Saint Joseph Neighborhood Historic District. The west leg of the North Split, up to and including the Delaware Street entrance ramp, may become marginally more visible due to moving closer to the right-of-way and the material of the retaining wall. However, the highway's elevation will not significantly increase in the areas adjacent to this historic district. Although a minor increase in visibility is anticipated, it will not significantly increase the existing visual intrusion on the setting of the historic district. Similarly, the replacement or rehabilitation of I-65 bridges over city streets will not significantly change their appearance as viewed from within the historic district.

Figure 9. View of I-65 Corridor from Saint Joseph Historic District at New Jersey Street, looking west, showing existing conditions.

Figure 10. View of I-65 Corridor from Saint Joseph Historic District at New Jersey Street, looking west, showing proposed conditions. Proposed conditions are shown as a basic configuration without implementation of any CSS measures.

Traffic: The Delaware Street entrance ramp to I-65 is located immediately adjacent to the northwest corner of the historic district. See Appendix A (pp. A-8 and A-9) for additional traffic information. Permanent traffic changes are anticipated to be minor near and within this district. The largest permanent increase in total vehicles in the peak hour is 154 on Delaware Street, which equates to a density (total volume rate change) increase of 0.6 vehicle/minute/lane.

The largest temporary increase in heavy trucks during construction in the peak hour is nine on Fort Wayne Avenue. The south side of 10th Street is paved with brick and has remnants of limestone curbs between Delaware Street and Central Avenue. No heavy trucks are anticipated on this portion of 10th Street during construction.

Vibration: Based on the proximity of the historic district to construction activities, effects from vibration are possible. In order to address these possible effects, the contractor will be required to prepare a construction Vibration Monitoring and Control Plan. This plan includes pre-construction surveys of historic buildings, monitoring vibration during construction, post-construction surveys, and keeping the public informed of construction activities known to be a source of vibration. The contractor will also be required to keep vibration levels under maximum damage risk thresholds in the vicinity of historic properties. These maximum damage risk thresholds are identified in the FTA (2018) *Transit Noise and Vibration Impact Assessment Manual* and are based on past technical research and published studies completed to assess effects of construction vibration on buildings. Because the contractor will be required to keep vibration levels under the maximum damage risk thresholds, no adverse effects to historic properties are anticipated from construction-induced vibration. See Appendix B (p.B-5) for additional vibration information.

Conclusion: The proposed undertaking will have no impact on the characteristics that qualify the Saint Joseph Neighborhood Historic District for the NRHP in a manner that would diminish its integrity. There will be minor visual and traffic changes, but compared to existing conditions as described above, their magnitude will not be enough to diminish the integrity of the district. Therefore, the undertaking will have No Adverse Effect on the historic district.

Photograph 13. View of College Avenue at 10th Street, looking southwest.

Photograph 14. View of East Street south of Walnut Street, looking west.

Historic Significance

The Chatham-Arch Historic District was listed in the NRHP in 1980 under Criteria A and C. The historic district is a mixed-use neighborhood containing residential, commercial, and industrial resources. The historic district is also significant for its association with the African-American community of Indianapolis; the district contains the Allen Chapel African Methodist Episcopal (AME) Church, which was an important site for African-American religious and educational activities following the Civil War. Most of the historic district is within the APE.

Assessment of Effect

The Chatham-Arch Historic District is approximately 67 feet from the proposed edge of shoulder at the historic district's north end (Figure 5, Sheets 9 and 10 [pp. 19 and 20]; Figure 6, Sheets 1, 2, and 4 [pp. 33, 34, and 36]; Photographs 13 and 14). The undertaking will not require acquisition of property from within the historic district.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: As part of the undertaking, the I-65 southbound (SB) ramp to I-70 eastbound (EB) will be reconstructed. The reconstruction will move the edge of pavement 0–12 feet closer to the edge of right-of-way. It will be approximately 12 feet closer at the west end of the district, but the distance between the edge of pavement and the historic district will increase as the ramp moves east and will return to the existing distance just west of College Avenue. Presently there is some vegetation at the northeast corner of the district in the highway right-of-way adjacent to the historic district. The vegetation partially screens the highway from the historic district. The vegetation may need to be removed from within the right-of-way as part of construction (Figure 6, Sheet 1 [p. 33]).

The reconstructed I-65 SB to I-70 EB ramp will need to cross over the I-65 SB travel lanes, and so the ramp's elevation will increase as it moves from Alabama Street east toward College Avenue and into the interchange. The proposed elevation just west of Broadway Street is anticipated to be approximately 14 feet taller than the existing road. At College Avenue, the proposed elevation of the road will be approximately 22 feet taller than the existing road (Figure 6, Sheet 1 [p. 33]). In order to eliminate the need for new right-of-way to accommodate fill slopes south of the reconstructed ramp and adjacent to the historic district, INDOT will need to construct a retaining wall from east of Alabama Street to the interchange. The wall will vary in height, but is not anticipated to be taller than 10–12 feet. It is possible a split wall (a portion near the top and a portion at the bottom) with a vegetated bench could be used in place of a single wall. The ultimate

treatment for the sideslopes will be made by INDOT with input from adjacent neighborhoods as part of the CSS process for the project. The proposed reconstruction will result in the removal of existing trees along the slope (Figure 11 [p. 60]). The roadway increases in elevation as it moves east into the interchange, with the highest point in the I-65 SB to I-70 EB movement. This movement is carried on a new bridge over College Avenue and over the other interstate ramps within the interchange. This new bridge will be the high point in the new interchange and it will be approximately 17 feet taller than the existing high point in the interchange (the existing I-65 SB to I-70 EB bridge). This new bridge may be visible from within the historic district (Figure 6, Sheets 1 and 2 [pp. 33 and 34]; Figure 12 [p. 61]). The reconstructed highway will result in impacts to the district's setting due to the magnitude and visibility of new construction from the Chatham-Arch Historic District.

While horizontal expansion of the roadway will not create a significant visual change adjacent to the historic district, the vertical increase of the highway ramp and bridges will be a substantial change in the setting of the historic district. The highway corridor is an existing intrusion in the setting of the historic district and a barrier dividing it from neighborhoods to the north. This intrusion presently is softened somewhat by the grass covering and slope along the highway, but the highway's impact will be exacerbated by the substantial increase in height over the existing roadway. Although the alteration of the setting will occur within the physical context of an existing intrusion, the degree of the alteration will diminish the historic district's integrity of setting.

As part of the reconfiguration of the North Split interchange, the I-65 SB ramp to the C-D road and the I-70 WB lanes, which are the closest lanes to the historic district in the area east of College Avenue, will be reconstructed east of the existing lanes and further from the historic district. The existing graded slopes could be left in place to act as visual screening between the abutting neighborhood and the reconfigured highway.

The I-65/I-70 bridges over 10th Street will be replaced within view of the historic district. The closest new bridge will be shifted approximately 15 to 70 feet to the east and will be at a more north-south direction compared to the current angled configuration. It will be approximately four feet taller than the existing bridge (Figure 6, Sheet 2 [p. 34]). The I-65/I-70 bridges over St. Clair Street also will be replaced within view of the historic district. They will be approximately three feet taller than the existing bridges, and will not change significantly in location or length. These latter two bridge replacements will not alter the setting of the historic district.

Figure 11. View of I-65 embankment at College Avenue, looking west, showing existing conditions.

Figure 12. View of I-65 embankment at College Avenue, showing proposed conditions following construction. Proposed conditions are shown as a basic configuration without implementation of any CSS measures.

Overhead utility lines along the north side of 10th Street near the interstate may require relocation within their current easement or public right-of-way (Photograph 15). The primary relocation strategy will be to raise the lines to add vertical clearance over the highway. The result may be that the existing electric poles and the existing electric conductor lines will be replaced with new poles and lines at an increased height. Additionally, a substantial change in height may necessitate that in addition to the immediately adjacent poles being replaced, the next set poles may also require replacement. There is an existing overhead utility pole north of the electric substation and north of 11th Street within the district. Relocation of this pole is not anticipated, but modification to the pole and/or its anchors is possible. It is also possible that utility poles could be relocated within the viewshed east of the district. The new poles will be relocated near the existing poles and the intent will be to keep them similar to the existing conditions. The scope, location, and aesthetics of the relocated overhead facilities will be determined in accordance with the requirements of the electric utility and INDOT's Utility Accommodation Policy (2019).

Traffic: The historic district is located approximately 560 feet from the nearest existing I-65/I-70 exit ramp at North Street. See Appendix A (pp. A-10–A-11) for additional traffic information.

Permanent traffic changes are anticipated to be minor near and within this district. The largest permanent increase in total vehicles in the peak hour is 79 on North Street, which equates to a density (total volume rate change) increase of 0.7 vehicle/minute/lane.

The largest temporary increase in heavy trucks during construction in the peak hour is 19 on Massachusetts Avenue. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the district.

Vibration: Based on the proximity of the historic district to construction activities, effects from vibration are possible. In order to address these possible effects, the contractor will be required to prepare a construction Vibration Monitoring and Control Plan. This plan includes pre-construction surveys of historic buildings, monitoring vibration during construction, post-construction surveys, and keeping the public informed of construction activities known to be a source of vibration. The contractor will also be required to keep vibration levels under maximum damage risk thresholds in the vicinity of historic properties. These maximum damage risk thresholds are identified in the Federal Transit Administration (FTA) [2018] *Transit Noise and Vibration Impact Assessment Manual* and are based on past technical research and published

studies completed to assess effects of construction vibration on buildings. Because the contractor will be required to keep vibration levels under the maximum damage risk thresholds, no adverse effects to historic properties are anticipated from construction-induced vibration. See Appendix B (p. B-5) for additional vibration information.

Photograph 15. View of the existing utility poles along 10th Street, looking west from College Avenue.

Conclusion: The proposed undertaking will result in impacts to the district's setting due to the increased height of both the bridges and the roadway and closer edge of pavement. The interstate is an already existing intrusion on the integrity of the Chatham-Arch Historic District, but, due to the district's proximity to I-65, the increased height of both the bridges and the roadway will make the intrusion more visible from within the district, and will change the streetscape. Project activities will 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 will have an Adverse Effect on the historic district.

Photograph 16. View of 719–725 Massachusetts Avenue, looking southeast.

Photograph 17. View of Massachusetts Avenue at East Street, looking northeast.

Historic Significance

The Massachusetts Avenue Commercial Historic District was listed in the NRHP in 1982 under Criteria A and C. The district is significant as an important secondary retail district and service center for the adjoining residential areas, in addition to its architectural significance. The Massachusetts Avenue Commercial Historic District overlaps the Chatham-Arch Historic District with approximately 22 buildings in common. The east half of the district is within the APE.

Assessment of Effect

The Massachusetts Avenue Commercial Historic District is 67 feet from the proposed edge of shoulder at its closest point (Figure 5, Sheet 11 [p. 21]; Figure 6, Sheets 1, 2, and 4 [pp. 33, 34, and 36]; Photographs 16 and 17). The undertaking will not require acquisition of property from within the historic district.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Within view of the historic district, the I-65/I-70 bridges over 10th Street will be replaced. The closest new bridge will be approximately four feet taller than the existing bridge and will shift to the east. The distance the bridge will shift varies from approximately 70 feet at the north end to approximately 15 feet at the south end because of the shift and change in angle of the roadway at this location. The I-65/I-70 bridges over St. Clair Street also will be replaced within view of the historic district. They will be approximately three feet taller than the existing bridges, and will not change significantly in location, height, or length. These bridge replacements will not affect the setting of the historic district.

The historic district is adjacent to the reconfiguration of the North Split interchange. Some of the proposed new infrastructure is anticipated to be taller than the existing ramps and bridges; in particular, the reconstruction of the I-65 SB ramp to I-70 EB will be approximately 17 feet taller than the existing high point in the interchange (the I-65 SB ramp bridge to I-70 EB) in order to cross over other ramps within the interchange. The high point of the new ramp will be approximately 930 feet from the boundary of the Massachusetts Avenue Commercial Historic District. This new ramp likely will be visible from within the north end of the historic district. However, given the distance between the district and the new high point, the new ramp will not be a significant visual change from existing conditions. Furthermore, the proposed interchange

reconfiguration will move some ramps farther away from the northern boundary of the historic district than in the existing configuration, in particular the existing I-65 SB ramp to the C-D road. The embankments of the former ramps could be left in place to help screen the highway from abutting neighborhoods. Non-historic vegetation is located within INDOT's right-of-way adjacent to the historic district. All of this vegetation will be removed as part of the project construction. As this vegetation provides only a minimal amount of visual screening, its removal will not affect the character of the historic district (Photograph 18).

Photograph 18. View of Massachusetts Avenue where it dead ends into I-70, looking northeast.

Overhead utility lines along the north side of 10th Street and along St. Clair Street on both sides of the interstate but outside the boundaries of the historic district may require relocation within their current easement or public right-of-way. The primary relocation strategy will be to raise the lines to add vertical clearance over the highway. The result may be that the existing electric poles and the existing electric conductor lines will be replaced with new poles and lines at an increased height. Treated wood poles along St. Clair Street may change to steel. Additionally, a substantial change in height may necessitate that, in addition to the immediately adjacent poles being replaced, the next set poles may also require reconstruction. The new poles will be relocated

near the existing poles and the intent will be to keep them similar to the existing conditions. The scope, location, and aesthetics of the relocated overhead facilities will be determined in accordance with the requirements of the electric utility and INDOT's Utility Accommodation Policy (2019). While some elements of the new North Split interchange will introduce a visual change in the setting of the historic district, these visual changes will occur within the physical context of an existing intrusion that will not substantially increase the intrusion in the historic district's setting and, therefore, will not diminish the historic district's integrity of setting.

Traffic: The historic district is located approximately 1,284 feet from the nearest existing I-65/I-70 exit ramp at North Street. See Appendix A (pp. A-11–A-13) for additional traffic information.

For most of the streets within or adjacent to this historic district, permanent traffic changes are anticipated to be minor. However, there were three streets with density (total volume rate change) increases over one vehicle/minute/lane. Massachusetts Avenue shows an increase of 1.8 vehicle/minute/lane, Michigan Street shows 2.8 vehicle/minute/lane, and Vermont Street shows 1.8 vehicle/minute/lane. Although these increases may be perceptible, the Massachusetts Avenue Commercial Historic District is a busy commercial area where traffic would be expected.

The largest temporary increase in heavy trucks during construction in the peak hour is 19 on Massachusetts Avenue. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the district. The temporary heavy truck increase is not anticipated to affect the integrity of the historic district.

Vibration: Based on the proximity of the historic district to construction activities, effects from vibration are possible. In order to address these possible effects, the contractor will be required to prepare a construction Vibration Monitoring and Control Plan. This plan includes pre-construction surveys of historic buildings, monitoring vibration during construction, post-construction surveys, and keeping the public informed of construction activities known to be a source of vibration. The contractor will also be required to keep vibration levels under maximum damage risk thresholds in the vicinity of historic properties. These maximum damage risk thresholds are identified in the FTA (2018) *Transit Noise and Vibration Impact Assessment Manual* and are based on past technical research and published studies completed to assess effects of construction vibration on buildings. Because the contractor will be required to keep vibration levels under the maximum damage risk thresholds, no adverse effects to historic properties are

anticipated from construction-induced vibration. See Appendix B (p. B-5) for additional vibration information.

Conclusion: The proposed undertaking will result in minor impacts to the district's setting due to the increased height of the I-65 SB to I-70 ramp, as well as the bridges over 10th and St. Clair streets. However, the existing interstate is an already existing intrusion on the integrity of the Massachusetts Avenue Commercial Historic District and the project activities described above will not make the intrusion more visible from within the district because the scale of the height difference is not as great here as in other locations. Therefore, the undertaking will have No Adverse Effect on the historic district.

Photograph 19. View of Park Avenue at Vermont Street, looking northeast.

Photograph 20. View of Vermont Street at Park Avenue, looking west-southwest.

Historic Significance

The Lockerbie Square Historic District was listed in the NRHP in 1973, with an amendment increasing the boundary in 1987. The district is significant under Criterion A for its association with James Whitcomb Riley, for its association with German immigration to Indianapolis, and for its associations with religious, educational, and commercial activities within the district. The district is significant under Criterion C for the wide range of architectural styles that reflect the history of the neighborhood from before the Civil War to the early twentieth century. Most of the historic district falls within the APE.

Assessment of Effect

The Lockerbie Square Historic District is approximately 44 feet from the proposed edge of pavement of the Michigan Street exit ramp at its closest point (Figure 5, Sheets 12 and 13 [pp. 22 and 23]; Figure 6, Sheets 4 and 5 [pp. 36 and 37]; Photographs 19 and 20). The undertaking will not require acquisition of property from within the historic district.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: The historic district is approximately 44 feet from the proposed edge of pavement of the Michigan Street exit ramp at its closest point with the existing I-65/I-70 corridor in clear view from within the northeastern corner of the historic district. There will be some slight widening of the interstate pavement starting at Vermont Street south to a maximum of five additional feet near Ohio Street. Non-historic vegetation is located within INDOT's right-of-way along the east side of Davidson Street adjacent to the historic district. It is anticipated this vegetation will require removal as part of the undertaking. As this vegetation provides only a minimal amount of visual screening, its removal will not affect the character of the historic district (Photographs 21 and 22). As part of the CSS process, INDOT will investigate the possibility of avoiding impacts to these trees as well as replanting the trees that are impacted by construction.

Within the vicinity of the historic district, the undertaking will replace bridges over Michigan, Vermont, and New York streets. The bridge over Michigan Street will be approximately eight feet taller than the existing; the bridge over Vermont Street will be three feet taller than the existing and will be converted to a pedestrian-only passage bridge; and the bridge over New York Street will be six feet taller than the existing (Figure 6, Sheets 4 and 5 [pp. 36 and 37]). The

appearance of the replacement bridges is not anticipated to significantly differ from the existing bridges, and their visual effects will not significantly alter the setting of the historic district. Other than the bridges, no changes to the highway corridor should be visible from within the historic district.

Overhead utility lines along the south side of Michigan Street (within the boundaries of the Lockerbie Square Historic District) and the south side of Vermont Street (outside the historic district boundaries) and near the interstate may require relocation. At these locations the anticipated relocation strategy would be to bury the lines under the interstate. Existing utility poles would likely remain in place or be slightly relocated. Guy wire, to brace the utility pole to the ground, may also be required in some locations (Photographs 23 and 24). If new poles are required, they will be relocated near the existing poles and the intent will be to keep them similar to the existing conditions. The scope, location, and aesthetics of the relocated overhead facilities will be determined in accordance with the requirements of the electric utility and INDOT's Utility Accommodation Policy (2019).

Photograph 21. View of Davidson from Alabama Street, looking southwest at I-70.

Photograph 22. View of Davidson Street at Michigan Street, looking northwest.

Photograph 23. View of the existing utility pole at the southwest corner of Michigan and Davidson streets, looking south.

Photograph 24. View of the existing utility pole at the southwest corner of Vermont and Davidson streets, looking south.

Traffic: The historic district is one block south of the I-65 C-D road's outlet to North Street. The C-D road connects to the north end of Davidson Street, which forms part of the eastern boundary of the historic district and carries traffic from the highway south to Michigan, Vermont, and New York streets. See Appendix A (pp. A-13–A-15) for additional traffic information.

For most of the streets within or adjacent to this historic district, permanent traffic changes are anticipated to be minor. However, Michigan Street showed a density (total volume rate change) increase of 3.1 vehicle/minute/lane during the AM peak hour. Michigan Street is a minor arterial and currently one-way westbound into the downtown area. It largely borders the northern edge of the historic district and although there are a few residences, it is largely a commercial corridor west of the interstate.

In order to determine if this increase was likely to push traffic volumes over the street's capacity, the volume to capacity ratio (v/c) was calculated for this street segment. V/c ratios measure whether a street may be reaching its capacity. A v/c ratio less than 0.85 generally indicates that adequate capacity is available and vehicles are not expected to experience significant queues and delays. Although Michigan Street is currently one-way westbound, the Indianapolis Metropolitan Planning Organization (MPO)'s 2035 travel demand model shows the conversion of Michigan Street to a two-way street in the future, prior to the design year in 2041. The v/c ratio

for westbound Michigan Street with refined Alternative 4c during the AM peak hour would be 0.6 compared to 0.5 with the 2041 no build alternative. The v/c ratio for eastbound Michigan Street with refined Alternative 4c in 2041 during the AM peak hour would be <0.1, which is the same as for the no build alternative. There was a slight change (0.1) for the westbound movement. Although this increase in traffic may be perceptible during the AM peak period, the forecasted traffic is still anticipated to be under capacity for Michigan Street. Based on the available traffic projections, as summarized, the change in traffic does not rise to a level that would diminish the district's historic integrity.

The largest temporary increase in heavy trucks during construction in the peak hour is 11 on College Avenue. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the district.

Vibration: Based on the proximity of the historic district to construction activities, effects from vibration are possible. In order to address these possible effects, the contractor will be required to prepare a construction Vibration Monitoring and Control Plan. This plan includes pre-construction surveys of historic buildings, monitoring vibration during construction, post-construction surveys, and keeping the public informed of construction activities known to be a source of vibration. The contractor will also be required to keep vibration levels under maximum damage risk thresholds in the vicinity of historic properties. These maximum damage risk thresholds are identified in the FTA (2018) *Transit Noise and Vibration Impact Assessment Manual* and are based on past technical research and published studies completed to assess effects of construction vibration on buildings. Because the contractor will be required to keep vibration levels under the maximum damage risk thresholds, no adverse effects to historic properties are anticipated from construction-induced vibration. See Appendix B (p. B-5) for additional vibration information.

Conclusion: Components of the proposed undertaking include increased height of bridges and closer edge of pavement. Although the interstate is an already existing intrusion on the integrity of the Lockerbie Square Historic District, the project activities, including the distance between bridges and the historic district and the minimal height increases of the interstate east of the district, will make the intrusion only slightly more visible from within the district. As a result, these project activities will not 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, the undertaking will have No Adverse Effect on the historic district.

Photograph 25. View of Harrison Street at Concordia Street, looking east.

Photograph 26. View of Lord Street at Davidson Street, looking west.

Historic Significance

The Fletcher Place Historic District was listed in the NRHP in 1982 under Criteria A and C. The historic district is significant for its collection of buildings from the early settlement of Indianapolis' south side and contains what was the most prestigious residential area of the early south side, as well as a collection of more modest housing and a commercial corridor. The APE encompasses the northeastern corner of the historic district.

Assessment of Effect

The Fletcher Place Historic District is approximately 1,166 feet from the undertaking at its closest point (Figure 5, Sheet 15 [p. 25]; Photographs 25 and 26). The undertaking will not require acquisition of property from within the historic district.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: The historic district is approximately 1,166 feet from the project at its closest point. Although the proposed undertaking is located in the vicinity of the Fletcher Place Historic District, intervening buildings, structures, and vegetation will block views of the undertaking from within the historic district. Also, the undertaking will not result in new highway features that will be visible from within the historic district.

Traffic: The Fletcher Place Historic District is located immediately adjacent to the southbound I-65/I-70 exit ramp to Fletcher Avenue. See Appendix A (pp. A-15–A-17) for additional traffic information.

For most of the streets within or adjacent to this historic district, permanent traffic changes are anticipated to be minor. However, Virginia Avenue showed a density (total volume rate change) increase of 2.2 vehicle/minute/lane during the PM peak hour. Virginia Avenue is a major collector and borders the southwestern edge of the historic district. It is largely a commercial corridor in this area.

In order to determine if this increase was likely to push traffic volumes over the street's capacity, the v/c was calculated for this street segment. V/c ratios measure whether a street may be reaching its capacity. A v/c ratio less than 0.85 generally indicates that adequate capacity is available and vehicles are not expected to experience significant queues and delays. The v/c ratio for northwest-bound Virginia Avenue with refined Alternative 4c during the PM peak hour would

be 0.5 compared to 0.6 with the no build alternative. The v/c ratio for southeast-bound Virginia Avenue with refined Alternative 4c during the PM peak hour would be 0.7, which is the same as the no build alternative. There was a slight decrease for the northwestern movement. The slight v/c decrease occurred because the highest increase in traffic was on a different segment of Virginia Avenue than the highest total volume. The highest total volume segment is what is used to calculate the v/c ratio. Although there is an increase in traffic for a small segment of Virginia Avenue, the overall v/c along the street decreases. Although this increase in traffic may be perceptible during the AM peak period, the forecasted traffic is still anticipated to be under capacity for Virginia Avenue. These traffic changes will not result in an adverse effect to the district.

Temporary increases in heavy trucks during construction are anticipated to be minor near this district. The largest temporary increase in heavy trucks during construction in the peak hour is nine on Virginia Avenue. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the district.

Vibration: Based on the historic district's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have no visual effects and will result in only minor changes to traffic. The interstate is an already existing intrusion on the integrity of the Fletcher Place Historic District. However, these project activities will not have an impact on the characteristics that qualify the Fletcher Place Historic District for the NRHP in a manner that would diminish its integrity. Therefore, the undertaking will have No Adverse Effect on the historic district.

COTTAGE HOME HISTORIC DISTRICT/NR-0965

Photograph 27. View of Dorman Street south of St. Clair Street, looking southwest.

Photograph 28. View of St. Clair Street at Dorman Street, looking northeast.

Historic Significance

The Cottage Home Historic District was listed in the NRHP in 1990 under Criterion C. The district is significant for exemplifying typical workers' cottages found in Indianapolis during the late nineteenth century, as well as for containing a collection of five similar duplexes, a commercial building, and a Queen Anne-style house all constructed for the same owner and designed by the leading Indianapolis architectural firm of Vonnegut and Bohn. The entire historic district is located within the APE.

Assessment of Effect

The Cottage Home Historic District is approximately 471 feet from the proposed edge of shoulder at its closest point (Figure 5, Sheets 19 and 20 [pp. 29 and 30]; Figure 6, Sheet 4 [p. 36]; Photographs 27 and 28). The undertaking will not require acquisition of property from within the historic district.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: The historic district is 471 feet from the proposed edge of shoulder at its closest point with intervening buildings and structures outside the historic district boundary mostly blocking views of the I-65/I-70 corridor from within the historic district. The I-65/I-70 bridges over St. Clair Street also will be replaced within view of the historic district. The bridges will be approximately three feet taller than the existing bridges (Figure 6, Sheet 4 [p. 36]). The existing bridges are visible from within the historic district. The height and length of the replacement bridges are not anticipated to differ significantly from the existing bridges and will not significantly alter the setting of the historic district. It is anticipated that all existing vegetation within INDOT's right-of-way will need to be removed. The existing vegetation is largely imperceptible from the historic district, and its removal will not have an effect on the historic district.

Overhead utility lines along the north side of St. Clair Street on both sides of the interstate but outside the boundaries of the historic district may require relocation within their current easement or public right-of-way. The primary relocation strategy will be to raise the lines to add vertical clearance over the highway. The result may be that the existing electric poles and the existing electric conductor lines will be replaced with new poles and lines at an increased height.

Treated wood poles may be changed to steel. Additionally, a substantial change in height may necessitate that, in addition to the immediately adjacent poles being replaced, the next set of poles may also require reconstruction. Relocation of utility poles within the historic district is not anticipated. The scope, location, and aesthetics of the relocated overhead facilities will be determined in accordance with the requirements of the electric utility and INDOT's Utility Accommodation Policy (2019).

Traffic: The historic district is not located in close proximity to an entrance ramp to or exit ramp from I-65/I-70, nor do any roads within or adjacent to the historic district lead directly to such a ramp. See Appendix A (pp. A-17 and A-18) for additional traffic information.

Permanent traffic changes are anticipated to be minor near and within this district. The largest permanent increase in total vehicles in the peak hour is six on Highland Avenue, which equates to a density (total volume rate change) increase of 0.1 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to be minor near this district. The largest temporary increase in heavy trucks during construction in the peak hour is one on St. Clair Street, Dorman Street, and Highland Avenue. There are no contributing features, such as brick streets or stone curbs, on the streets with anticipated heavy truck increases within or near the district.

Vibration: Based on the historic district's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: Components of the proposed undertaking include the increased height of bridges and closer edge of pavement. The interstate is an already existing intrusion on the integrity of the Cottage Home Historic District; but the project activities described above will not make the intrusion more visible from within the district. These project activities will not have an impact on the characteristics that qualify the Cottage Home Historic District for the NRHP in a manner that would diminish its integrity. Therefore, the undertaking will have No Adverse Effect on the historic district.

Photograph 29. View of cast iron fence along Oriental Street, looking north-northeast.

Photograph 30. View of Old Shop Building (IHSSI # 098-296-23007), looking south-southeast from Oriental Street.

Historic Significance

The Arsenal Technical High School Historic District was listed in the NRHP in 1976 under Criteria A and C. The district is significant for its association with Indiana's military history, for its association with Indianapolis' educational history, and for its architectural significance. The APE encompasses the northern and western two-thirds of the historic district.

Assessment of Effect

The Arsenal Technical High School Historic District is approximately 1,414 feet from the proposed edge of shoulder at its closest point (Figure 5, Sheets 19 and 20 [pp. 29 and 30]; Figure 6, Sheets 2 and 4 [pp. 34 and 36]; Photographs 29 and 30). The undertaking will not require acquisition of property from within the historic district.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: The historic district is approximately 1,414 feet from the proposed edge of shoulder at its closest point with intervening buildings and vegetation. The undertaking will not result in new highway features that will be visible from within the historic district.

Traffic: The Arsenal Technical High School Historic District is located approximately 1,950 feet along city streets from the closest access point to I-65/I-70 (Michigan Street entrance ramp). See Appendix A (pp. A-18 and A-19) for additional traffic information.

Permanent traffic changes are anticipated to be minor near and within this district. The largest permanent increase in total vehicles in the peak hour is 84 on Michigan Street, which equates to a density (total volume rate change) increase of 0.7 vehicle/minute/lane. Temporary increases in heavy trucks during construction are anticipated to be minor near this district. The largest temporary increase in heavy trucks during construction in the peak hour is eight on Michigan Street. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the district.

Vibration: Based on the historic district's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: Components of the proposed undertaking include possible increases in permanent and temporary traffic. The interstate is an already existing intrusion on the integrity of the Arsenal Technical High School Historic District, but the project activities described above will

not make the intrusion more visible from within the district. As a result, the proposed undertaking will have not have an impact on the characteristics that qualify the Arsenal Technical High School Historic District for the NRHP in a manner that would diminish its integrity. Therefore, the undertaking will have No Adverse Effect on the historic district.

Photograph 31. View of Pogue's Run from Commerce Avenue Bridge, looking northeast.

Photograph 32. View of Spades Place, looking east-southeast from Brookside Avenue.

Historic Significance

The Indianapolis Park and Boulevard System Historic District was listed in the NRHP in 2003 under Criteria A and C. The district is significant for its association with an early twentieth century trend to regulate growth in cities and as a work of George Edward Kessler, a master in landscape architecture. The APE includes the western end of Brookside Parkway, a contributing component of the historic district. The Brookside Parkway in this area includes Spades Park and other component features.

Assessment of Effect

The Indianapolis Park and Boulevard System Historic District is approximately 838 feet from the proposed edge of shoulder at its closest point (Figure 5, Sheets 1 and 17–19 [pp. 11, 27–29]; Photographs 31 and 32). The undertaking will not require acquisition of property from within the historic district.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis section in Appendix A and vibration analysis in Appendix B.

Visual: The historic district is approximately 838 feet from the proposed edge of shoulder at its closest point with buildings, vegetation, and terrain largely blocking the view of the existing I-70 corridor from within the historic district. Some of the proposed new infrastructure is anticipated to be greater in height (approximately 17 feet taller than the existing high point within the interchange) than the existing ramps and bridges, but the increase in height will not be sufficient to become visible from the historic district as a result of the undertaking. The undertaking will not create a perceptible visual change in the setting of the historic district.

Traffic: The historic district is not in close proximity to any interstate entrance or exit ramps to city streets. See Appendix A (pp. A-19–A-21) for additional traffic information.

Permanent traffic changes are anticipated to be minor near and within this district. The largest permanent increase in total vehicles in the peak hour is 36 on Sherman Drive, which equates to a density (total volume rate change) increase of 0.2 vehicle/minute/lane.

The largest temporary increase in heavy trucks during construction in the peak hour is five on Rural Street. Two historic bridges that are contributing resources to the Indianapolis Park and Boulevard System Historic District are located within the APE: Marion County Bridge No. 2514F and Marion County Bridge No. 1803F. These bridges are discussed in more detail below. There

are no other contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the district.

MARION COUNTY BRIDGE NO. 2514F/NBI NO. 4900226/HB-2609

Photograph 33. View of the west side of Marion County Bridge No. 2514F/NBI No. 4900226/HB-2609 at Rural Street over Pogue's Run.

Historic Significance

Marion County Bridge No. 2514F (Figure 5, Sheet 18 [p. 28]; Photograph 33), which carries Rural Street over Pogue's Run, is significant as a contributing element of the Indianapolis Park and Boulevard System Historic District (NR-1711).

Assessment of Effect

The North Split project will be located approximately 2,916 feet northwest of the bridge. The project will not require acquisition of property from Marion County Bridge No. 2514F.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the distance between the historic structure and the undertaking, changes to the current graded alignment of the I-65/I-70 roadway will not be visible from the property.

Traffic: Marion County Bridge No. 2514F is located east of downtown Indianapolis and is located along an arterial carrying traffic over Pogue's Run. See Appendix A (p. A-21) for additional traffic information.

Permanent traffic changes are anticipated to be minor at this bridge. The largest permanent increase in total vehicles in the peak hour is 16 on Rural Street, which equates to a density (total volume rate change) increase of 0.1 vehicle/minute/lane.

Marion County Bridge No. 2514F carries Rural Street over Pogue's Run. Temporary increases in heavy trucks during construction in the peak hour are anticipated to range from one to five heavy trucks on Rural Street. According to a structural engineering assessment completed in February 2019, the established inventory rating for this bridge was H-20. This rating indicates the bridge has the structural capacity to carry heavy truck traffic, including the anticipated temporary minor increase in truck traffic.

MARION COUNTY BRIDGE NO. 1803F/NBI NO. 4900142/HB-2954/IHSSI # 098-296-00741

Photograph 34. View of the balustrade of Marion County Bridge No. 1803F/NBI No. 4900142/HB-2954/IHSSI # 098-296-00741 on the west side of College Avenue over Fall Creek.

Historic Significance

The Marion County Bridge No. 1803F, which carries College Avenue over Fall Creek ([Figure 5, Sheet 1 [p. 11]; Photograph 34) is located within the Fall Creek Parkway segment of

the Indianapolis Park and Boulevard System Historic District. The bridge is located in one of the expanded APE segments along a roadway which could receive a temporary increase in heavy truck traffic during construction.

Assessment of Effect

The North Split proposed edge of shoulder will be located approximately 7,930 feet south of the bridge. The project will not require acquisition of property from Marion County Bridge No. 1803F.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the distance between the historic structure and the undertaking, changes to the current graded alignment of the I-65/I-70 roadway will not be visible from the property.

Traffic: The Marion County Bridge No. 1803F is located north of downtown Indianapolis and is located along an arterial carrying traffic over Fall Creek. See Appendix A (p. A-21) for additional traffic information.

Permanent traffic changes are anticipated to be minor at this bridge. The largest permanent increase in total vehicles in the peak hour is 27 on College Avenue, which equates to a density (total volume rate change) increase of 0.1 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to be minor at this bridge, ranging from two to three additional heavy trucks in the peak hour. This bridge currently carries heavy truck traffic and the latest available bridge inspection report (March 1, 2019) indicates the established inventory rating for the bridge was H-20. This rating indicates the bridge would be able to accommodate the anticipated minor increase in truck traffic.

Vibration: Based on the historic district's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: Components of the proposed undertaking include increased height of bridges, closer edge of pavement and possible increases in traffic, including truck traffic. The interstate is an already existing intrusion on the integrity of the Indianapolis Park and Boulevard System Historic District, but the project activities described above will not make the intrusion more visible from within the district. As a result, the proposed undertaking will have no impact on the characteristics that qualify the Indianapolis Park and Boulevard System Historic District for the

NRHP in a manner that would diminish its integrity. Further, the proposed undertaking will have no impact on the characteristics on either Marion County Bridge No. 2514F or Marion County Bridge No. 1803F, both of which are contributing elements in the Indianapolis Park and Boulevard System Historic District. Therefore, the undertaking will have No Adverse Effect on the historic district.

INDIVIDUALLY NRHP-LISTED RESOURCES

INDIANAPOLIS PUBLIC LIBRARY BRANCH NO. 6/NR-2410/IHSSI # 098-296-01173

Photograph 35. View of the façade (west elevation) of the Indianapolis Public Library Branch No. 6 (NR-2410/IHSSI # 098-296-01173), showing the Italian Renaissance and Craftsman stylistic elements.

Historic Significance

The Indianapolis Public Library Branch No. 6 at 1801 Nowland Avenue is a significant example of an early-twentieth century Carnegie Library, with elements of both the Italian Renaissance Revival and Craftsman Styles. The property was listed in the NRHP in 2016 under Criteria A and C in the areas of Architecture and Education for its significance as a Carnegie Library (Figure 5, Sheet 17 [p. 27]; Photograph 35). Constructed in 1911–1912, the building consists of a two-story central block with one-story wings with elements of the Italian Renaissance Revival and Craftsman styles such as the front portico, window configuration, and decorative elaborations.

Assessment of Effect

There will not be a direct effect on the Indianapolis Public Library Branch No. 6. The North Split proposed edge of shoulder will be located approximately 1,210 feet northwest of the property. There would be no acquisition of property from the Indianapolis Public Library Branch No. 6.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the existing topography, tree cover, and residential and commercial developments, the I-70 corridor is not visible from the property. Therefore, the project will not result in any visual impacts to the Indianapolis Public Library Branch No. 6.

Traffic: The Indianapolis Public Library Branch No. 6 is not located in the vicinity of any ramps onto or off of I-70. See Appendix A (pp. A-21 and A-22) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 23 on Nowland Avenue, which equates to a density (total volume rate change) increase of 0.2 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is one on both Nowland and Commerce avenues. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have no visual effects, and only minor imperceptible traffic changes on Indianapolis Public Library No. 6 and will not result in an alteration to any of the characteristics that qualify the Indianapolis Public Library No. 6 for the NRHP. Therefore, the undertaking will have No Effect on the property. The Indianapolis Public Library No. 6 is a contributing resource to the NRHP-eligible Windsor Park Historic District; the effects for that historic district are analyzed on pages 179–181 of this report.

PROSSER HOUSE/NR-0090/IHSSI # 098-296-01219

Photograph 36. View of the façade (south elevation) of the Prosser House (NR-0090/IHSSI # 098-296-01219), located at 1454 E. 10th Street.

Historic Significance

The Prosser House is an architecturally and artistically significant building, due to its unique design and the craftsmanship demonstrated in its construction. The property was listed in the NRHP in 1975 under Criterion C in the areas of Architecture and Art (Figure 5, Sheet 19 [p. 29]; Photograph 36). The one-and-one-half-story cross-plan house was built in 1886.

Assessment of Effect

There will not be a direct effect on the historic property. The North Split proposed edge of shoulder will be located approximately 1,892 feet west of the property and will not require acquisition of property from the Prosser House.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the existing topography, tree cover, and residential and commercial developments, the I-65/I-70 corridor is not visible from the property. Therefore, the project will not result in any visual impacts to the Prosser House.

Traffic: The Prosser House is not located in the vicinity of any ramps onto or off of I-65/I-70. See Appendix A (pp. A-22 and A-23) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The volume of permanent traffic on 10th Street is anticipated to decrease by 13 total vehicles in the peak hour.

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is one on 10th Street. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have no visual effects and only minor imperceptible traffic changes. The interstate is an already existing intrusion on the integrity of the setting of the Prosser House, but the project activities described above will not make the intrusion more visible from the building and thus will not result in an alteration to any of the characteristics that qualify the Prosser House for the NRHP. Therefore, the undertaking will have No Effect on the property.

BALS-WOCHER HOUSE/NR-0146/IHSSI # 098-296-01375

Photograph 37. View of the façade (west elevation) of the Bals-Wocher House (NR-0146/IHSSI # 098-296-01375), located at 951 N. Delaware Street.

Historic Significance

The Bals-Wocher House is significant as an example of the Italianate style. The building was listed in the NRHP in 1979 under Criterion C in the area of Architecture (Figure 5, Sheets 6–8 [pp. 16–18]; Photograph 37). The two-and-a-half story dwelling was constructed ca. 1870 by German immigrant Charles H.G. Bals, and was later passed to his daughter, Mrs. John Wocher. The Bals-Wocher House is located within the boundaries of the Saint Joseph Neighborhood Historic District; the effects for that historic district are analyzed on pages 50–56 of this report.

Assessment of Effect

The North Split proposed construction of the Delaware Street entrance ramp will be located approximately 591 feet north of the historic property. The project will not require acquisition of property from the Bals-Wocher House.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the height of existing residential developments between the property and the undertaking, and the nature of the work proposed at the nearest point to the historic property, the undertaking will not be visible from the Bals-Wocher House.

Traffic: The Bals-Wocher House is located approximately 591 feet from the Delaware Street entrance ramp to I-65. See Appendix A (pp. A-23 and A-24) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 118 on Delaware Street, which equates to a density (total volume rate change) increase of 0.5 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is five on Delaware Street. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have no visual effects and only minor imperceptible traffic changes. The interstate is an already existing intrusion on the integrity of the setting of the Bals-Wocher House, but the project activities described above will not make the intrusion more visible and thus will not result in an alteration to any of the characteristics that qualify the Bals-Wocher House for the NRHP. Therefore, the undertaking will have No Effect on the property.

WYNDHAM/NR-0616.33/IHSSI # 098-296-01367

Photograph 38. View of the façade (east elevation) of the Wyndham apartment building (NR-0616.33/IHSSI # 098-296-01367), located at 1040 N. Delaware Street.

Historic Significance

The Wyndham apartment building is significant as an example of a high-style apartment building in Indianapolis. The building was listed in the NRHP in 1983 as part of the Apartments and Flats of Downtown Indianapolis Thematic Resources nomination under Criteria A and C in the areas of Architecture, Commerce, Engineering, and Community Planning and Development (Figure 5, Sheets 3–8 [pp. 13–18]; Figure 6, Sheet 1 [p. 33]; Photograph 38). The Tudor Revival-style seven-story apartment building was constructed in 1929, and it appears to retain its original windows.

Assessment of Effect

The North Split proposed edge of should of the Delaware Street entrance ramp will be located approximately 78 feet northeast of the property. The project will not require acquisition of property from the Wyndham.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the height of the apartment building and the proximity to the undertaking, changes to the current graded alignment of the I-65 roadway and the Delaware Street entrance ramp will be visible from the property. The Delaware Street entrance ramp will be reconstructed as part of the undertaking, and will include from zero to approximately eight feet additional width of pavement. No changes are planned to the current configuration in this area. Traffic signals may be modified or replaced at the intersection of Delaware and 11th streets, and ADA curb ramps may be installed. Additionally, the I-65 roadway will be slightly widened within the existing right-of-way east of Alabama Street. However, none of these changes will alter the setting of the property, because the roadway and entrance ramp are already located within the Wyndham's viewshed.

Traffic: The Wyndham is located in the immediate vicinity of the Delaware Street entrance ramp to I-65. See Appendix A (pp. A-24 and A-25) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 154 on Delaware Street, which equates to a density (total volume rate change) increase of 0.6 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is five on Delaware Street. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property.

Vibration: Based on the proximity of the historic property to construction activities, effects from vibration are possible. In order to address these possible effects, the contractor will be required to prepare a construction Vibration Monitoring and Control Plan. This plan includes pre-construction surveys of historic buildings, monitoring vibration during construction, post-construction surveys, and keeping the public informed of construction activities known to be a source of vibration. The contractor will also be required to keep vibration levels under maximum damage risk thresholds in the vicinity of historic properties. These maximum damage risk thresholds are identified in the FTA (2018) *Transit Noise and Vibration Impact Assessment Manual* and are based on past technical research and published studies completed to assess effects of construction vibration on buildings. Because the contractor will be required to keep vibration levels under the maximum damage risk thresholds, no adverse effects to historic properties are anticipated from construction-induced vibration. See Appendix B (p. B-5) for additional vibration information.

Conclusion: The proposed undertaking will include changes to the existing roadway and entrance ramp that are within the viewshed of the Wyndham. In addition, it is anticipated that there will be temporary increases in truck traffic and minor permanent but imperceptible increases in traffic. The interstate is an already existing intrusion on the integrity of the setting of the Wyndham, but the project activities described above will not make the intrusion more visible from the building. These changes will result in no additional impact on the characteristics that qualify the Wyndham apartment building for the NRHP in a manner that would diminish its integrity. Therefore, the undertaking will have No Adverse Effect on the historic property.

PIERSON-GRIFFITHS HOUSE/NR-0203/IHSSI # 098-296-01368

Photograph 39. View of the façade (east elevation) of the Pierson-Griffiths House (NR-0203/IHSSI # 098-296-01368), located at 1028 N. Delaware Street.

Historic Significance

The Pierson-Griffiths House was listed in the NRHP in 1978 under Criterion C in the area of Architecture (Figure 5, Sheets 3 and 5–8 [pp. 13 and 15–18]; Figure 6, Sheet 1 [p. 33]; Photograph 39). The building is a one-and-one-half-story house built in 1873 by Charles C. Pierson.

Assessment of Effect

The North Split proposed edge of shoulder of the Delaware Street entrance ramp will be located approximately 140 feet northeast of the property. The project will not require acquisition of property from the Pierson-Griffiths House.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the proximity to the undertaking, changes to the current graded alignment of the I-65 roadway and the Delaware Street entrance ramp will be visible from the property. The Delaware Street entrance ramp will be reconstructed as part of the undertaking, and will include

from zero to approximately eight feet additional width of pavement. No changes are planned to the current configuration in this area. Traffic signals may be modified or replaced and ADA curb ramps may be installed at the intersection of Delaware and 11th Streets and will be similar in appearance to the existing. However, none of these changes will alter the setting of the property, because the entrance ramp is already located within the Pierson-Griffiths House viewshed.

Traffic: The Pierson-Griffiths House is located in the immediate vicinity of the Delaware Street entrance ramp to I-65. See Appendix A (p. A-25) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 154 on Delaware Street, which equates to a density (total volume rate change) increase of 0.6 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is five on Delaware Street. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property.

Vibration: Based on the proximity of the historic district to construction activities, effects from vibration are possible. In order to address these possible effects, the contractor will be required to prepare a construction Vibration Monitoring and Control Plan. This plan includes pre-construction surveys of historic buildings, monitoring vibration during construction, post-construction surveys, and keeping the public informed of construction activities known to be a source of vibration. The contractor will also be required to keep vibration levels under maximum damage risk thresholds in the vicinity of historic properties. These maximum damage risk thresholds are identified in the FTA (2018) *Transit Noise and Vibration Impact Assessment Manual* and are based on past technical research and published studies completed to assess effects of construction vibration on buildings. Because the contractor will be required to keep vibration levels under the maximum damage risk thresholds, no adverse effects to historic properties are anticipated from construction-induced vibration. See Appendix B (p. B-6) for additional vibration information.

Conclusion: The proposed undertaking will include changes to the existing roadway and entrance ramp that are within the viewshed of the Pierson-Griffiths House, as well as modified or replaced traffic signals and minor imperceptible changes in traffic. The interstate is an already existing intrusion on the integrity of the Pierson-Griffiths House, but the project activities

described above will not make the intrusion more visible from the building. As a result, these changes will result in no additional impact on the characteristics that qualify the Pierson-Griffiths House for the NRHP in a manner that would diminish its integrity. Therefore, the undertaking will have No Adverse Effect on the historic property.

CALVIN I. FLETCHER HOUSE/NR-0694/IHSSI # 098-296-01369

Photograph 40. View of the façade (west elevation) of the Calvin I. Fletcher House (NR-0694/IHSSI # 098-296-01369), located at 1031 N. Pennsylvania Street.

Historic Significance

The Calvin I. Fletcher House is a significant example of the Queen Anne style and is significant for its association with the life of the Fletcher family. The property was listed in the NRHP in 1983 under Criteria B and C in the areas of Exploration/Settlement and Architecture (Figure 5, Sheets 3 and 5–8 [pp. 13 and 15–18]; Figure 6, Sheet 1 [p. 33]; Photograph 40). The house is the only remaining residence in what was the original city of Indianapolis that is associated with the Fletcher family, which was prominent in the shaping of the financial, legal, educational, and social fabric of Indianapolis. The two-and-one-half-story Queen Anne-style house was built in 1895.

Assessment of Effect

The North Split proposed edge of shoulder of the Delaware Street entrance ramp will be located approximately 304 feet northeast of the property. The project will not require acquisition of property from the Calvin I. Fletcher House.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the proximity to the undertaking, changes to the current graded alignment of the Pennsylvania Street exit ramp and the Delaware Street entrance ramp will be visible from the property. Both ramps will be reconstructed as part of the proposed undertaking, and will be slightly wider than the existing. However, no changes to the configuration of the ramps in this area are anticipated. Traffic signals may be modified or replaced and ADA curb ramps may be installed at the intersection of Pennsylvania and 11th Streets, and will be similar in appearance to the existing. None of these changes will alter the setting of the property, because the ramps and traffic signals are already located within the property's viewshed.

Traffic: The Calvin I. Fletcher House is located in the vicinity of the Pennsylvania Street exit ramp and Delaware Street entrance ramp to I-65. See Appendix A (p. A-26) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 84 on 11th Street, which equates to a density (total volume rate change) increase of 0.5 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on Pennsylvania Street. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property.

Vibration: Based on the proximity of the historic property to construction activities, effects from vibration are possible. In order to address these possible effects, the contractor will be required to prepare a construction Vibration Monitoring and Control Plan. This plan includes pre-construction surveys of historic buildings, monitoring vibration during construction, post-construction surveys, and keeping the public informed of construction activities known to be a source of vibration. The contractor will also be required to keep vibration levels under maximum damage risk thresholds in the vicinity of historic properties. These maximum damage risk thresholds are identified in the FTA (2018) *Transit Noise and Vibration Impact Assessment Manual* and are based on past technical research and published studies completed to assess effects of construction vibration on buildings. Because the contractor will be required to keep vibration

levels under the maximum damage risk thresholds, no adverse effects to historic properties are anticipated from construction-induced vibration. See Appendix B (p. B-6) for additional vibration information.

Conclusion: The proposed undertaking will include changes to the existing roadway and entrance ramp that are within the viewshed of the Calvin I. Fletcher House, as well as modified or replaced traffic signals and minor imperceptible changes in traffic. The interstate is an already existing intrusion on the integrity of the setting of the Calvin I. Fletcher House, but the project activities described above will not make the intrusion more visible from the building. As a result, these changes will result in no additional impact on the characteristics that qualify the Calvin I. Fletcher House for the NRHP in a manner that would diminish its integrity. Therefore, the undertaking will have No Adverse Effect on the historic property.

PENNSYLVANIA APARTMENTS/NR-0616.26/IHSSI # 098-296-01379

Photograph 41. View of the façade (west elevation) of the Pennsylvania Apartments (NR-0616.26/IHSSI # 098-296-01379), located at 919 N. Pennsylvania Street.

Historic Significance

The Pennsylvania Apartments were listed in the NRHP in 1983 as part of the Apartments and Flats of Downtown Indianapolis Thematic Resources nomination under Criteria A and C in the areas of Architecture, Commerce, Engineering, and Community Planning and Development (Figure 5, Sheets 7 and 8 [pp. 17 and 18]; Photograph 41). The three-story building was constructed in 1906.

Assessment of Effect

The North Split proposed edge of shoulder of the Delaware Street entrance ramp will be located approximately 996 feet northeast of the property. The project will not require acquisition of property from the Pennsylvania Apartments.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the existing topography, tree cover, and residential and commercial developments, the undertaking will not be visible from the property.

Traffic: The Pennsylvania Apartments are located in the vicinity of the Pennsylvania Street exit ramp (1,250 feet) and the Delaware Street entrance ramp (1,017 feet) to I-65. See Appendix A (p. A-27) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 48 on Pennsylvania Street, which equates to a density (total volume rate change) increase of 0.4 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on Pennsylvania Street. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have no visual effects and only minor imperceptible traffic changes. The interstate is an already existing intrusion on the integrity of the setting of the Pennsylvania Apartments, but the project activities described above will not make the intrusion more visible from the building. As a result, the proposed undertaking will have no impact on the characteristics that qualify the Pennsylvania Apartments for the NRHP in a manner that would diminish its integrity and will have No Effect on the historic property.

THE MYRTLE FERN/NR-0616.25/IHSSI # 098-296-01389

Photograph 42. View of the façade (north elevation) of The Myrtle Fern (NR-0616.25/IHSSI # 098-296-01389), located at 221 E. 9th Street.

Historic Significance

The Myrtle Fern was listed in the NRHP in 1983 as part of the Apartments and Flats of Downtown Indianapolis Thematic Resources nomination under Criteria A and C in the areas of Architecture, Commerce, Engineering, and Community Planning and Development (Figure 5, Sheets 7 and 8 [pp. 17 and 18]; Photograph 42). The two-story building was constructed ca. 1925.

Assessment of Effect

The North Split proposed edge of shoulder of the Delaware Street entrance ramp will be located approximately 1,186 feet north of the property. The project will not require acquisition of property from The Myrtle Fern.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the existing topography, tree cover, and residential and commercial developments, the undertaking will not be visible from the property.

Traffic: The Myrtle Fern is located south of the Delaware Street entrance ramp on a side street. Traffic outbound from Indianapolis does not generally pass in front of the property. See Appendix A (pp. A-27 and A-28) for additional traffic information.

No forecasted permanent traffic data are available for streets adjacent to this property. Typically, small local roads are not included in the model because substantial traffic changes would not be expected on them. Traffic is not anticipated to increase substantially on 9th Street or Arch Street near this property.

No forecasted temporary truck traffic data are available for streets adjacent to this property. Heavy trucks are not anticipated to increase on 9th Street or Arch Street near this property during construction.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have no visual effects and will not result in an alteration to any of the characteristics that qualify The Myrtle Fern for the NRHP. The interstate is an already existing intrusion on the integrity of The Myrtle Fern, but the project activities described above will not make the intrusion more visible from the building. Therefore, the undertaking will have No Effect on the property.

THE SHELTON/NR-0616.23/IHSSI # 098-296-01390

Photograph 43. View of the façade (west elevation) of The Shelton (NR-0616.23/IHSSI # 098-296-01390), located at 825 N. Delaware Street.

Historic Significance

The Shelton was listed in the NRHP in 1983 as part of the Apartments and Flats of Downtown Indianapolis Thematic Resources nomination under Criteria A and C in the areas of Architecture, Commerce, Engineering, and Community Planning and Development (Figure 5, Sheets 7 and 8 [pp. 17 and 18]; Photograph 43). The five-story building was constructed in 1925.

Assessment of Effect

The North Split proposed edge of shoulder of the Delaware Street entrance ramp will be located approximately 1,233 feet north of the historic property. The undertaking will not require acquisition of property from The Shelton.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the distance between the property and the I-65/I-70 roadway, the undertaking will not be visible from the lower floors of The Shelton, but will potentially be visible from the higher floors.

Traffic: The Shelton is located approximately 1,277 feet from the Delaware Street entrance ramp to I-65/I-70. See Appendix A (p. A-28) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 118 on Delaware Street, which equates to a density (total volume rate change) increase of 0.5 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is five on Delaware Street. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have minor visual effects from upper floors and will introduce only minor imperceptible changes to traffic. The interstate is an already existing intrusion on the integrity of The Shelton, but the project activities described above will not make the intrusion more visible from the building and will not result in an alteration to any of the characteristics that qualify The Shelton for the NRHP. Therefore, the undertaking will have No Adverse Effect on the property.

CATHCART APARTMENTS/NR-0616.09/IHSSI # 098-296-01391

Photograph 44. View of the façade (north elevation) of the Cathcart Apartments (NR-0616.09/IHSSI # 098-296-01391), located at 103 E. 9th Street.

Historic Significance

The Cathcart Apartments were listed in the NRHP in 1983 as part of the Apartments and Flats of Downtown Indianapolis Thematic Resources nomination under Criteria A and C in the areas of Architecture, Commerce, Engineering, and Community Planning and Development (Figure 5, Sheets 7 and 8 [pp. 17 and 18]; Photograph 44). The three-story building was constructed in 1909 and has elements of the Craftsman style, in particular the hood sheltering the main entrance.

Assessment of Effect

The North Split proposed edge of shoulder of the Delaware Street entrance ramp will be located approximately 1,276 feet northeast of the property. The project will not require acquisition of property from the Cathcart Apartments.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the existing topography, tree cover, and residential and commercial developments the undertaking will not be visible from the property.

Traffic: The Cathcart Apartments are located in the vicinity of the Pennsylvania Street exit ramp (1,500 feet) and the Delaware Street entrance ramp (1,269 feet) to I-65. See Appendix A (p. A-29) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 48 on Pennsylvania Street, which equates to a density (total volume rate change) increase of 0.4 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on Pennsylvania Street. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will not result in an alteration to any of the characteristics that qualify the Cathcart Apartments for the NRHP. The building is over 1,200 feet southwest of the project's edge of shoulder, and it is anticipated that the project will not be visible from this property. In addition, both permanent and temporary traffic changes are expected to be minor. Although the interstate is an already existing intrusion on the integrity of the setting of the Cathcart Apartments, the project activities described above will not make the intrusion more visible. Therefore, the undertaking will have No Effect on the historic property.

LODGE APARTMENTS/NR-0616.19/IHSSI # 098-296-01392

Photograph 45. View of the façade (west elevation) of the Lodge Apartments (NR-0616.19/IHSSI # 098-296-01392), located at 829 N. Pennsylvania Street.

Historic Significance

The Lodge Apartments were listed in the NRHP in 1983 as part of the Apartments and Flats of Downtown Indianapolis Thematic Resources nomination under Criteria A and C in the areas of Architecture, Commerce, Engineering, and Community Planning and Development (Figure 5, Sheets 7 and 8 [pp. 17 and 18]; Photograph 45). The Georgian Revival style three-story building was constructed in 1905.

Assessment of Effect

The North Split proposed edge of shoulder of the Delaware Street entrance ramp will be located approximately 1,296 feet northeast of the property. The project will not require acquisition of property from the Lodge Apartments.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the existing topography, tree cover, and residential and commercial developments, the undertaking will not be visible from the property.

Traffic: The Lodge Apartments are located in the vicinity of the Pennsylvania Street exit ramp (1,550 feet) and the Delaware Street entrance ramp (1,310 feet) to I-65. See Appendix A (pp. A-29 and A-30) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 48 on Pennsylvania Street, which equates to a density (total volume rate change) increase of 0.4 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on Pennsylvania Street. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have no visual effects and will introduce only minor imperceptible changes to traffic. The interstate is an already existing intrusion on the integrity of the setting of the Lodge Apartments, but the project activities described above will not make the intrusion more visible from the building and will not impact the characteristics that qualify the Lodge Apartments for the NRHP in a manner that would diminish its integrity. Therefore, the undertaking will have No Effect on the historic property.

PLAZA APARTMENTS/NR-0616.27/IHSSI # 098-296-01393

Photograph 46. View of the façade (east elevation) and side (south elevation) of the Plaza Apartments (NR-0616.27/IHSSI # 098-296-01393), located at 902 N. Pennsylvania Street.

Historic Significance

The Plaza Apartments were listed in the NRHP in 1983 as part of the Apartments and Flats of Downtown Indianapolis Thematic Resources nomination under Criteria A and C in the areas of Architecture, Commerce, Engineering, and Community Planning and Development (Figure 5, Sheets 7 and 8 [pp. 17 and 18]; Photograph 46). The three-story U-shaped building was constructed in 1907.

Assessment of Effect

The North Split proposed edge of shoulder of the Delaware Street entrance ramp will be located approximately 1,144 feet northeast of the property. The project will not require acquisition of property from the Plaza Apartments.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the existing topography, tree cover, and residential and commercial developments the undertaking will not be visible from the property.

Traffic: The Plaza Apartments building is located in the vicinity of the Pennsylvania Street exit ramp (1,300 feet) and the Delaware Street entrance ramp (1,128 feet) to I-65. See Appendix A (pp. A-30 and A-31) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 48 on Pennsylvania Street, which equates to a density (total volume rate change) increase of 0.4 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on Pennsylvania Street. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have no visual effects and will introduce only minor imperceptible changes to traffic. The interstate is an already existing intrusion on the integrity of the setting of the Plaza, but the project activities described above will not make the intrusion more visible from the building. These changes will result in no additional impact on the characteristics that qualify the and will have no impact on the characteristics that qualify the Plaza Apartments for the NRHP in a manner that would diminish its integrity. Therefore, the undertaking will have No Effect on the historic property.

THE AMBASSADOR/NR-0616.03/IHSSI # 098-296-01394

Photograph 47. View of the façade (east elevation) and side (north elevation) of The Ambassador (NR-0616.03/IHSSI # 098-296-01394), located at 39 E. 9th Street.

Historic Significance

The Ambassador was listed in the NRHP in 1983 as part of the Apartments and Flats of Downtown Indianapolis Thematic Resources nomination under Criteria A and C in the areas of Architecture, Commerce, Engineering, and Community Planning and Development (Figure 5, Sheets 7 and 8 [pp. 17 and 18]; Photograph 47). The six-story building was constructed in 1923 and has elements of the Sullivanesque style, especially in the use of terra cotta ornament and the multi-tiered arch of the main entrance.

Assessment of Effect

The North Split proposed edge of shoulder of the Delaware Street entrance ramp will be located approximately 1,271 feet northeast of the property. The project will not require acquisition of property from The Ambassador.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the distance between the property and the I-65/I-70 roadway and the existing topography, tree cover, and residential and commercial developments the undertaking will not be visible from the lower floors of The Ambassador, but will potentially be visible from the higher floors of this building.

Traffic: The Ambassador is located in the vicinity of the Pennsylvania Street exit ramp (1,450 feet) and the Delaware Street entrance ramp (1,258 feet) to I-65. See Appendix A (pp. A-31 and A-32) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 48 on Pennsylvania Street, which equates to a density (total volume rate change) increase of 0.4 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on Pennsylvania Street. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have minor visual effects from upper floors and will introduce only minor imperceptible changes to traffic. The interstate is an already existing intrusion on the integrity of The Ambassador, but the project activities described above will not make the intrusion more visible from the building. These changes will result in no additional impact on the characteristics that qualify The Ambassador for the NRHP in a manner that would diminish its integrity. Therefore, the undertaking will have No Adverse Effect on the historic property.

CENTRAL LIBRARY OF INDIANAPOLIS-MARION COUNTY PUBLIC LIBRARY/NR-0085/IHSSI # 098-296-01395

Photograph 48. View of the façade (south elevation) of the Central Library of Indianapolis-Marion County Public Library (NR-0085/IHSSI # 098-296-01395), located at 40 E. St. Clair Street.

Historic Significance

The Central Library of Indianapolis, located at 40 East St. Clair Street, is historically significant because it is a classic work of superior distinction (Figure 5, Sheets 7 and 8 [pp. 17 and 18]; Photograph 48). The original building follows classically inspired tenets such as proportion and symmetry while incorporating traditional materials and symbols. The Central Library was listed in the NRHP in 1975 under Criterion C as an excellent example of the Beaux Arts style of architecture designed by master architect Paul Phillipe Cret. Built from 1913 to 1916, the exterior of the building exemplifies classical and classically inspired architecture due to the building's scale, Greek Doric elements, and the use of limestone.

Assessment of Effect

The North Split proposed edge of shoulder of the Delaware Street entrance ramp will be located approximately 1,315 feet northeast of the property. The project will not require acquisition of property from the Central Library of Indianapolis.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the existing topography, tree cover, and residential and commercial developments, the undertaking will not be visible from the property.

Traffic: The Central Library of Indianapolis is located in the vicinity of the Pennsylvania Street exit ramp (1,550 feet) and the Delaware Street entrance ramp (1,350 feet) to I-65. See Appendix A (pp. A-32 and A-33) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 48 on both Pennsylvania and Meridian streets, which equates to a density (total volume rate change) increases of 0.4 and 0.2 vehicle/minute/lane, respectively.

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on both Pennsylvania and Meridian streets. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have no visual effects and will introduce only minor imperceptible changes to traffic. The interstate is an already existing intrusion on the integrity of the setting of the Central Library of Indianapolis, but the project activities described above will not make the intrusion more visible from the building. These changes will have no impact on the characteristics that qualify the Central Library of Indianapolis for the NRHP in a manner that would diminish its integrity. Therefore, the undertaking will have No Effect on the historic property.

THE BURTON/NR-0616.08/IHSSI # 098-296-01396

Photograph 49. View of the façade (west elevation) and side (south elevation) of The Burton (NR-0616.08/IHSSI # 098-296-01396), located at 821–823 N. Pennsylvania Street.

Historic Significance

The Burton was listed in the NRHP in 1983 as part of the Apartments and Flats of Downtown Indianapolis Thematic Resources nomination under Criteria A and C in the areas of Architecture, Commerce, Engineering, and Community Planning and Development (Figure 5, Sheets 7 and 8 [pp. 17 and 18]; Photograph 49). The two-story building was constructed ca. 1920 in the Spanish Colonial Revival style.

Assessment of Effect

The North Split proposed edge of shoulder of the Delaware Street entrance ramp will be located approximately 1,364 feet northeast of the property. The project will not require acquisition of property from The Burton.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the existing topography, tree cover, and residential and commercial developments, the undertaking will not be visible from the property.

Traffic: The Burton is located in the vicinity of the Pennsylvania Street exit ramp (1,600 feet) and the Delaware Street entrance ramp (1,360 feet) to I-65. See Appendix A (pp. A-33 and A-34) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 48 on Pennsylvania Street, which equates to a density (total volume rate change) increase of 0.4 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on Pennsylvania Street. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have no visual effects and will introduce only minor imperceptible changes to traffic. The interstate is an already existing intrusion on the integrity of The Burton, but the project activities described above will not make the intrusion more visible from the building. These changes will have no impact on the characteristics that qualify The Burton for the NRHP in a manner that would diminish its integrity. Therefore, the undertaking will have No Effect on the historic property.

THE VERA AND THE OLGA/NR-0725/IHSSI # 098-296-01415

Photograph 50. View of The Vera and The Olga (NR-0725/IHSSI # 098-296-01415), located at 1440–1446 N. Illinois Street.

Historic Significance

The Vera and The Olga were listed in the NRHP in 1984 under Criterion C in the area of Architecture (Figure 5, Sheet 3 [p. 13]; Photograph 50). The property consists two brick rowhouses, each originally with 10 units, facing each other across a courtyard. Each building has a continuous porch across the first floor and bay windows in the second floor. The property is significant as one of the few examples of rowhouse construction in the city at a time when construction of apartment and flat buildings was common.

Assessment of Effect

The North Split proposed edge of shoulder of the Pennsylvania Street exit ramp will be located approximately 1,655 feet southeast of the historic property. The undertaking will not require acquisition of property from The Vera and The Olga.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the existing topography and residential developments between the property and the I-65 roadway, the undertaking will not be visible from The Vera and The Olga.

Traffic: The Vera and The Olga are located approximately 1,655 feet from the Pennsylvania Street exit ramp. See Appendix A (pp. A-34 and A-35) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 30 on Illinois Street, which equates to a density (total volume rate change) increase of 0.2 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are not anticipated near this property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have no visual effects and will introduce only minor imperceptible changes to traffic. The interstate is an already existing intrusion on the integrity of The Vera and The Olga, but the project activities described above will not make the intrusion more visible. These changes will not result in an alteration to any of the characteristics that qualify The Vera and The Olga for the NRHP. Therefore, the undertaking will have No Effect on the property.

INDEPENDENT TURNVEREIN/NR-0641/IHSSI # 098-296-01428

Photograph 51. View of the façade (east elevation) and side (south elevation) of the Independent Turnverein (NR-0641/IHSSI # 098-296-01428), located at 902 N. Meridian Street.

Historic Significance

The Independent Turnverein is significant for its architectural style, which includes elements of the Prairie, Craftsman, and Renaissance Revival styles and connection to the German community of Indianapolis. The property was listed in the NRHP in 1983 under Criteria A and C in the areas of Ethnic Heritage, Social History, and Architecture (Figure 5, Sheets 7 and 8 [pp. 17 and 18]; Photograph 51). The building was constructed in 1913–1914 and designed by leading architect Adolph Scherrer.

Assessment of Effect

The North Split proposed edge of shoulder of the Delaware Street entrance ramp will be located approximately 1,399 feet northeast of the property. The project will not require acquisition of property from the Independent Turnverein.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the existing topography, tree cover, and residential and commercial developments, the undertaking will not be visible from the property.

Traffic: The Independent Turnverein is located in the vicinity of the Pennsylvania Street exit ramp (1,500 feet) and the Delaware Street entrance ramp (1,409 feet) to I-65. See Appendix A (p. A-35) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 48 on Meridian Street, which equates to a density (total volume rate change) increase of 0.2 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on Meridian Street. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have no visual effects and will introduce only minor imperceptible changes to traffic. The interstate is an already existing intrusion on the integrity of the setting of the Independent Turnverein, but the project activities described above will not make the intrusion more visible from the building. These changes will not result in an alteration to any of the characteristics that qualify the Independent Turnverein for the NRHP. Therefore, the undertaking will have No Effect on the property.

COLE MOTOR CAR COMPANY/NR-0332/IHSSI # 098-296-01651

Photograph 52. View of the façade (south elevation) and side (west elevation) of the Cole Motor Car Company (NR-0332/IHSSI # 098-296-01651), located at 730 E. Washington Street.

Historic Significance

The Cole Motor Car Company is significant as an example of the early-twentieth century automobile industry. The building was listed in the NRHP in 1983 under Criterion A in the areas of Transportation and Industry (Figure 5, Sheet 14 [p. 24]; Figure 6, Sheet 5 [p. 37]; Photograph 52). The reinforced concrete building was constructed between 1911 and 1913. The building is significant for its association with the Cole Motor Car Company, which was a leading manufacturer of automobiles in the early years of the twentieth century and one of the earliest producers of luxury automobiles.

Assessment of Effect

The North Split proposed edge of shoulder will be located approximately 124 feet east of the property. The project will not require acquisition of property from the Cole Motor Car Company. As a result, there will not be a direct effect on the Cole Motor Car Company.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the height of the building and the proximity to the undertaking, the current graded alignment of the I-65/I-70 roadway and the bridges over Washington Street, Market Street, and Ohio Street are visible from the property. The proposed pavement will not be closer to the historic property and it will be approximately one foot taller than the existing roadway. Because the roadway will not move closer and the reconstruction of the bridges will be only fractionally taller, these changes will not alter the current setting of the Cole Motor Car Company.

Traffic: The Cole Motor Car Company is located just east of downtown Indianapolis on Washington Street, which is an important arterial into and out of the city. See Appendix A (pp. A-36 and A-37) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 56 on Davidson Street, which equates to a density (total volume rate change) increase of 0.5 vehicle/minute/lane.

The largest temporary increase in heavy trucks during construction in the peak hour is 10 on Davidson Street. Slightly lower temporary increases are anticipated on Market and Washington streets (eight to nine heavy trucks each). The Cole Motor Car Company is not a residential property and there are no contributing features, such as brick streets or stone curbs near the property.

Vibration: Based on the proximity of the historic property to construction activities, effects from vibration are possible. In order to address these possible effects, the contractor will be required to prepare a construction Vibration Monitoring and Control Plan. This plan includes pre-construction surveys of historic buildings, monitoring vibration during construction, post-construction surveys, and keeping the public informed of construction activities known to be a source of vibration. The contractor will also be required to keep vibration levels under maximum damage risk thresholds in the vicinity of historic properties. These maximum damage risk thresholds are identified in the FTA (2018) *Transit Noise and Vibration Impact Assessment Manual* and are based on past technical research and published studies completed to assess effects of construction vibration on buildings. Because the contractor will be required to keep vibration levels under the maximum damage risk thresholds, no adverse effects to historic properties are anticipated from construction-induced vibration. See Appendix B (p. B-6) for additional vibration information.

Conclusion: The proposed undertaking will have minor visual effects and will introduce only minor imperceptible changes to traffic. The interstate is an already existing intrusion on the

integrity of the setting of the Cole Motor Car Company building, but the project activities described above will not make the intrusion more visible from the building. These changes will have no impact on the characteristics that qualify the Cole Motor Car Company building for the NRHP in a manner that would diminish its integrity. Therefore, the undertaking will have No Adverse Effect on the historic property.

GASETERIA, INC./NR-2266

Photograph 53. View of the façade (north elevation) of Gaseteria, Inc. (NR-2266), located at 1031 E. Washington Street.

Historic Significance

Gaseteria, Inc., is significant as an intact example of the Art Moderne Style in Indianapolis. The building was listed in the NRHP in 2013 under Criteria B and C in the areas of Commerce and Architecture and for association with Russell S. Williams, a pioneer in the petroleum industry in Indiana (Figure 5, Sheet 21 [p. 31]; Photograph 53). The one-story office building was constructed in 1941 in the Art Moderne style.

Assessment of Effect

The North Split proposed edge of shoulder will be located approximately 809 feet west of the property. The project will not require acquisition of property from Gaseteria, Inc. As a result, there will not be a direct effect on Gaseteria, Inc.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the historic property's proximity to the undertaking, the current elevated alignment of the I-65/I-70 roadway and the bridge over Washington Street are visible from the

property. The proposed pavement will be approximately five feet closer to the historic property and the interstate will be approximately one foot taller than the existing roadway. Due to the building's location, the realignment of the roadway bringing it a small distance closer to this structure will be largely imperceptible, as will the slight change in height. Therefore, these changes and the reconstruction of the bridge over Washington Street will not alter the current setting of the Gaseteria, Inc. building.

Traffic: The Gaseteria, Inc. building is located just east of downtown Indianapolis on Washington Street, which is an important arterial into and out of the city. The building is also located near the Washington Street exit and entrance ramps. See Appendix A (p. A-37) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 16 on Washington Street, which equates to a density (total volume rate change) increase of less than 0.1 vehicle/minute/lane.

The largest temporary increase in heavy trucks during construction in the peak hour is 15 on Washington Street. Gaseteria, Inc. is not a residential property and there are no contributing features, such as brick streets or stone curbs near the property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have minor visual effects and will introduce only minor imperceptible changes to traffic. The interstate is an already existing intrusion on the integrity of the setting of the Gaseteria, Inc. building, but the project activities described above will not make the intrusion more visible from the building. These changes will have no impact on the characteristics that qualify the Gaseteria, Inc. building for the NRHP in a manner that would diminish its integrity. Therefore, the undertaking will have No Adverse Effect on the historic property.

MANCHESTER APARTMENTS/NR-1406

Photograph 54. View of the façade (east elevation) of the Manchester Apartments (on the right) [NR-1406], located at 960–962 N. Pennsylvania Street.

Historic Significance

The Manchester Apartments were listed in the NRHP in 1998 under Criterion C in the area of Architecture as a work of architect Harry R. Fitton and as an excellent example of the Tudor Revival style (Figure 5, Sheets 6–8 [pp. 16–18]: Photograph 54). The building is a three-story apartment building with ground floor commercial office space constructed in 1929. Tudor Revival features include the mix of brick and faux half-timbering on the façade and the leaded quarrel casement windows on the first floor.

Assessment of Effect

The North Split proposed edge of shoulder of the Delaware Street entrance ramp will be located approximately 742 feet northeast of the property. The project will not require acquisition of property from the Manchester Apartments. As a result, there will not be a direct effect on the Manchester Apartments.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the proximity to the undertaking, changes to the Pennsylvania Street exit ramp may be visible from the property, such as minor changes to slopes or reconstructed sidewalks. However, the existing I-65 roadway is within the viewshed of the Manchester Apartments. As a result, these changes will introduce only minor changes to the existing conditions, and will not alter any significant characteristics of the Manchester Apartments.

Traffic: The Manchester Apartments are located in the vicinity of the Pennsylvania Street exit ramp (825 feet) and the Delaware Street entrance ramp (742 feet) to I-65. See Appendix A (p. A-38) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 49 on 10th Street, which equates to a density (total volume rate change) increase of 0.2 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on Pennsylvania Street. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have minor visual effects and will introduce only minor imperceptible changes to traffic. The interstate is an already existing intrusion on the integrity of the setting of the Manchester Apartments, but the project activities described above will not make the intrusion more visible from the building. These changes will have no impact on the characteristics that qualify the Manchester Apartments for the NRHP in a manner that would diminish its integrity. Therefore, the undertaking will have No Adverse Effect on the historic property.

SHEFFIELD INN/NR-1373

Photograph 55. View of the façade (east elevation) and side (south elevation) of the Sheffield Inn (on the left) [NR-1373], located at 956–958 N. Pennsylvania Street.

Historic Significance

The Sheffield Inn was listed in the NRHP in 1998 under Criterion C in the area of Architecture as a work of architect Harry R. Fitton and as an excellent example of the Tudor Revival style (Figure 5, Sheets 6–8 [pp. 16–18]; Photograph 55). The two-story building was constructed in 1926–1927 as a small residential hotel with a ground floor commercial space facing the street. Tudor Revival features include the mix of brick and faux half-timbering of the walls, the steep slate-covered gable roofs, and the original casement windows surviving in the center of the first floor of the north half of the building.

Assessment of Effect

The North Split proposed edge of shoulder of the Delaware Street entrance ramp will be located approximately 773 feet northeast of the property. The project will not require acquisition of property from the Sheffield Inn.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the proximity to the undertaking, changes to the Pennsylvania Street exit ramp may be visible from the property. This includes minor changes to slopes or reconstructed sidewalks. However, the existing I-65 roadway is within the viewshed of the Sheffield Inn. As a result, these changes will introduce only minor changes to the existing conditions, and will not alter any significant characteristics of the property.

Traffic: The Sheffield Inn is located in the vicinity of the Pennsylvania Street exit ramp (828 feet) and the Delaware Street entrance ramp (773 feet) to I-65. See Appendix A (p. A-39) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 25 on Pennsylvania Street, which equates to a density (total volume rate change) increase of 0.2 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on Pennsylvania Street. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have minor visual effects and will introduce only minor imperceptible changes to traffic. The interstate is an already existing intrusion on the integrity of the setting of the Sheffield Inn, but the project activities described above will not make the intrusion more visible from the building. These changes will have no impact on the characteristics that qualify the Sheffield Inn for the NRHP in a manner that would diminish its integrity. Therefore, the undertaking will have No Adverse Effect on the historic property.

DELAWARE COURT/NR-0616.11/IHSSI # 098-296-01370

Photograph 56. View of the façade (west elevation) and side (north elevation) of Delaware Court apartment building (NR-0616.11/IHSSI # 098-296-01370), located at 1005 N. Delaware Street.

Historic Significance

The Delaware Court apartment building is significant as an example of a high-style apartment building located in Indianapolis. The building was listed in the NRHP in 1983 as part of the Apartments and Flats of Downtown Indianapolis Thematic Resources nomination under Criteria A and C in the areas of Architecture, Commerce, Engineering, and Community Planning and Development (Figure 5, Sheets 5–8 [pp. 15–18]; Photograph 56). The Tudor Revival-style building was constructed in 1917, and it appears to retain its original windows and other architectural details. The Delaware Court apartment building is located within the boundaries of the Saint Joseph Neighborhood Historic District; the effects for this district are analyzed on pages 50–56 of this report.

Assessment of Effect

The North Split proposed edge of shoulder of the Delaware Street entrance ramp will be located approximately 248 feet north of the property. The project will not require acquisition of property from Delaware Court.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the height of the apartment building and the proximity to the undertaking, the current graded alignment of the I-65 roadway and the Delaware Street entrance ramp are visible from the property. The proposed undertaking will not result in any substantial changes to the ramp, and thus will not have any impact to the setting of Delaware Court.

Traffic: Delaware Court is located approximately 238 feet south of the Delaware Street entrance ramp to I-65. See Appendix A (pp. A-39 and A-40) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 154 on Delaware Street, which equates to a density (total volume rate change) increase of 0.6 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is five on Delaware Street. 10th Street, on the south side of this building, is paved with brick east of Delaware Street near the property; there are no limestone curbs in this location. No heavy trucks are anticipated on this portion of 10th Street during construction.

Vibration: Based on the proximity of the historic property to construction activities, effects from vibration are possible. In order to address these possible effects, the contractor will be required to prepare a construction Vibration Monitoring and Control Plan. This plan includes pre-construction surveys of historic buildings, monitoring vibration during construction, post-construction surveys, and keeping the public informed of construction activities known to be a source of vibration. The contractor will also be required to keep vibration levels under maximum damage risk thresholds in the vicinity of historic properties. These maximum damage risk thresholds are identified in the FTA (2018) *Transit Noise and Vibration Impact Assessment Manual* and are based on past technical research and published studies completed to assess effects of construction vibration on buildings. Because the contractor will be required to keep vibration levels under the maximum damage risk thresholds, no adverse effects to historic properties are anticipated from construction-induced vibration. See Appendix B (p. B-6) for additional vibration information.

Conclusion: The proposed undertaking will have minor visual effects and will introduce only minor imperceptible changes to traffic. The interstate is an already existing intrusion on the integrity of Delaware Court, but the project activities described above will not make the intrusion more visible from the building. These changes will result in no additional impact on the characteristics that qualify the and, as a result, will have no impact on the characteristics that qualify the Delaware Court apartment building for the NRHP in a manner that would diminish its integrity. Therefore, the undertaking will have No Adverse Effect on the historic property.

THE SPINK (RENAISSANCE TOWER HISTORIC INN)/NR-0616.28/IHSSI # 098-296-01385

Photograph 57. View of the façade (east elevation) and side (south elevation) of The Spink (Renaissance Tower Historic Inn) [NR-0616.28/IHSSI # 098-296-01385], located at 230 E. 9th Street.

Historic Significance

The Spink was listed in the NRHP in 1983 as part of the Apartments and Flats of Downtown Indianapolis Thematic Resources nomination under Criteria A and C in the areas of Architecture, Commerce, Engineering, and Community Planning and Development (Figure 5, Sheets 7 and 8 [pp. 17 and 18]; Photograph 57). The six-story building was constructed ca. 1922 and was among the first high rise apartment buildings constructed in the city. The Spink was developed by E.G. Spink Co., one of the prominent construction firms in Indianapolis in the early twentieth century. The Spink is located within the boundaries of the Saint Joseph Neighborhood Historic District; the effects of the undertaking on this district are analyzed on pages 50–56 of this report.

Assessment of Effect

The North Split proposed edge of shoulder of the Delaware Street entrance ramp will be located approximately 978 feet north of the property. The project will not require acquisition of property from The Spink.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the existing height of The Spink, the undertaking may be visible from the property. The portions of the undertaking that may be visible are the Delaware Street entrance ramp and a portion of the I-65 corridor around Alabama Street. No major alterations are planned as part of the reconstruction of the Delaware Street ramp. Therefore, there will be no significant visual impact to The Spink from the undertaking.

Traffic: The Spink is located south of the project between Delaware Street and Alabama Street, on a side street. Traffic flowing into and out of Indianapolis does not generally pass in front of the property. See Appendix A (pp. A-40 and A-41) for additional traffic information.

No forecasted permanent traffic data are available for streets adjacent to this property. Typically, small local roads are not included in the model because substantial traffic changes would not be expected on them. Traffic is not anticipated to increase substantially on 9th Street near this property.

No forecasted temporary truck traffic data are available for streets adjacent to this property. Heavy trucks are not anticipated to increase on 9th Street near this property during construction.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have minor visual effects and will introduce only minor imperceptible changes to traffic. The interstate is an already existing intrusion on the integrity of The Spink, but the project activities described above will not make the intrusion more visible from the building. These changes will have no impact on the characteristics that qualify The Spink for the NRHP in a manner that would diminish its integrity. Therefore, the undertaking will have No Adverse Effect on the historic property.

WILLIAM BUSCHMAN BLOCK/NR-0897/IHSSI # 098-296-01353

Photograph 58. View of the façade (east elevation) of the William Buschman Block (NR-0897/IHSSI # 098-296-01353), located at 968–972 Fort Wayne Avenue.

Historic Significance

The William Buschman Block is significant as an intact example of the Italianate commercial buildings that were common in Indianapolis in the late nineteenth century. The building was listed in the NRHP in 1988 under Criteria B and C for its association with the productive life of William Buschman and for Architecture (Figure 5, Sheet 9 [p. 19]; Photograph 58). The three-story building was constructed ca. 1879 by William Buschman, a grocery and grain dealer. The William Buschman Block retains stylistic elements of the Italianate-style, as visible in the tall narrow window openings topped with ornamented window hoods. The William Buschman Block is located within the boundaries of the Saint Joseph Neighborhood Historic District; the effects of the undertaking on this district are analyzed on pages 50–56 of this report.

Assessment of Effect

The North Split proposed edge of shoulder will be located approximately 478 feet north of the historic property. The project will not require acquisition of property from the William Buschman Block.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Despite the proximity of the existing I-65 roadway and the widening proposed at the nearest point to the historic property (approximately 20 feet closer to the right-of-way boundary), the undertaking will not be visible from the William Buschman Block because of the angle at which the building sits at the intersection of Central and Fort Wayne avenues. The proposed interstate will be approximately four feet taller than the existing interstate in this area. The widening will require the construction of a new retaining wall along the south side of the roadway, which in this location will be approximately 10–12 feet tall. The construction of the wall will not impact any of the significant characteristics of the William Buschman Block as it will not be visible because of the building's unique site on Fort Wayne Avenue as it turns southwest away from Central Avenue.

Traffic: The William Buschman Block is not located on a roadway that directly provides access to or away from I-65. See Appendix A (pp. A-41 and A-42) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 34 on Fort Wayne Avenue, which equates to a density (total volume rate change) increase of 0.2 vehicle/minute/lane.

The largest temporary increase in heavy trucks during construction in the peak hour is nine on Fort Wayne Avenue. The William Buschman Block is not a residential property. The south side of 10th Street, on the north side of this building, is paved with brick and lined with limestone curbs west of Central Avenue near the property. No heavy trucks are anticipated on this portion of 10th Street during construction.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have only minor visual effects and will introduce minor imperceptible changes to traffic. The interstate is an already existing intrusion on the integrity of the setting of the William Buschman Block, but the project activities described above will not make the intrusion more visible from the building. These changes will not have an impact on the characteristics that qualify the William Buschman Block for the NRHP in a manner that would diminish its integrity. Therefore, the undertaking will have No Adverse Effect on the historic property.

MORRIS-BUTLER HOUSE/NR-2027/IHSSI # 098-296-14219

Photograph 59. View of the façade (east elevation) and side (north elevation) of the Morris-Butler House (NR-2027/IHSSI # 098-296-14219), located at 1204 E. 12th Street.

Historic Significance

The Morris-Butler House is a significant example of the Second Empire style in Indianapolis (Figure 5, Sheets 2, 9, and 10 [pp. 12, 19, and 20]; Figure 6, Sheet 1 [p. 33]; Photograph 59). The two-story residence is believed to have been designed by D.A. Bohlen, a prominent Indianapolis architect, and was built in 1864. The building is designed in the Second Empire style and has brick walls with a limestone foundation and limestone trim. Elements of the Second Empire style include the slate Mansard roof, central tower, and arched windows. The Morris-Butler House was listed in the NRHP in 1973 under Criterion C as a significant example of the Second Empire Style. The Morris-Butler House is located within the boundaries of the Old Northside Historic District; the effects of the undertaking on this district are analyzed on pages 41–49 of this report.

Assessment of Effect

The North Split proposed edge of shoulder will be located approximately 107 feet south of the property. The project will not require acquisition of property from the Morris-Butler House.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: In order to widen the I-65 roadway just south of the Morris-Butler House, a retaining wall is proposed to eliminate the need for new right-of-way to accommodate fill slopes. This retaining wall will be within the existing right-of-way of I-65, but will be approximately 21 to 25 feet closer to the property than the existing pavement on the north side of the I-65 roadway (Figure 6, Sheet 1 [p. 33]). The proposed elevation at this location will be approximately six to seven feet taller than the existing road, with a 4-foot Jersey barrier on top of it. The retaining wall will be approximately 10–12 feet tall. It is possible a split wall (portion near the top and a portion at the bottom) with a vegetated bench could be used in place of a single wall. The ultimate treatment for the sideslopes will be made by INDOT with input from adjacent neighborhoods as part of the CSS process for the project. In addition, an existing 110-foot tall utility pole located east of the Morris-Butler House will be replaced with a new pole that could be taller than the existing and in a slightly different location.

In addition to the construction of the retaining wall, all vegetation within the existing highway right-of-way will be removed. Although the highway is already a part of the setting of the property, the new wall construction and vegetation removal will be highly visible from the property (Figure 7 [p. 47]). Use of vegetation and retaining wall treatments developed during CSS will help minimize effects. The reconstructed highway will alter historic characteristics of the Morris-Butler House that qualify it for NRHP listing in a manner that will diminish the building's setting due to the magnitude and visibility of new construction to the historic property (Figure 8 [p. 48]).

Traffic: The Morris-Butler House is not located in the immediate vicinity of any access points onto or off of I-65. See Appendix A (p. A-42) for additional traffic information.

No forecasted permanent traffic data are available for streets adjacent to this property. Typically, small local roads are not included in the model because substantial traffic changes would not be expected on them. Traffic is not anticipated to increase substantially on 12th Street or Park Avenue near this property.

No forecasted temporary truck traffic data are available for streets adjacent to this property. Heavy trucks are not anticipated to increase on 12th Street or Park Avenue near this property during construction.

Vibration: Based on the proximity of the historic property to construction activities, effects from vibration are possible. In order to address these possible effects, the contractor will be required to prepare a construction Vibration Monitoring and Control Plan. This plan includes pre-construction surveys of historic buildings, monitoring vibration during construction, post-construction surveys, and keeping the public informed of construction activities known to be a source of vibration. The contractor will also be required to keep vibration levels under maximum damage risk thresholds in the vicinity of historic properties. These maximum damage risk thresholds are identified in the FTA (2018) *Transit Noise and Vibration Impact Assessment Manual* and are based on past technical research and published studies completed to assess effects of construction vibration on buildings. Because the contractor will be required to keep vibration levels under the maximum damage risk thresholds, no adverse effects to historic properties are anticipated from construction-induced vibration. See Appendix B (p. B-6) for additional vibration information.

Conclusion: The proposed undertaking will have an impact on the setting of the Morris-Butler House, including increased height, removal of screen vegetation that currently partially blocks views of the highway, closer edge of pavement, and the installation of a retaining wall. The interstate is an already existing intrusion on the integrity of the setting of the Morris-Butler House, but the project activities described above will make the intrusion more visible from the house and result in a significant visual change to the streetscape surrounding the Morris-Butler House. As a result, project activities will affect the characteristics that qualify the property for listing in the NRHP in a manner that would diminish its integrity. Therefore, the undertaking will have an Adverse Effect on the historic property.

JOHN W. SCHMIDT HOUSE (THE PROPYLAEUM)/NR-2043/IHSSI # 098-296-14063

Photograph 60. View of the John W. Schmidt House (The Propylaeum) [NR-2043/IHSSI # 098-296-14063], located at 1410 N. Delaware Street.

Historic Significance

The John W. Schmidt House is a significant example of the Tudor Revival style common in Indianapolis in the late nineteenth century. The property was listed in the NRHP under Criteria A and C in 1973 for Architecture, Art, and Social History (Figure 5, Sheets 1 and 3 [pp. 11 and 13]; Photograph 60). John W. Smith, president of the Indianapolis Brewing Company, constructed the residence and carriage house in 1889–1891. The building represents the acceptance and increased prosperity of the German immigrant community in Indianapolis in the late nineteenth century. The building is also associated with the Propylaeum, an Indianapolis woman's club established in 1875. Additionally, the residence reflects the Tudor architectural style, with the use of brick, limestone banding, and parapeted gables. The John W. Schmidt House is located within the boundaries of the Old Northside Historic District; the effects of the undertaking on this district are analyzed on pages 41–49 of this report.

Assessment of Effect

The North Split proposed edge of shoulder of the Pennsylvania Street exit ramp will be located approximately 1,032 feet southwest of the historic property. The undertaking will not require acquisition of property from the John W. Schmidt House.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the existing topography, vegetation, and residential developments between the property and the I-65 roadway, the undertaking will not be visible from the John W. Schmidt House.

Traffic: The John W. Schmidt House is located approximately 1,032 feet from the I-65 exit ramp at Pennsylvania Street. See Appendix A (pp. A-42 and A-43) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 19 on Delaware Street, which equates to a density (total volume rate change) increase of 0.1 vehicle/minute/lane.

No temporary increases in heavy truck traffic are anticipated near this property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have no visual effects, and only minor imperceptible increases in traffic. The interstate is an already existing intrusion on the building's setting, but the project activities described above will not make the intrusion more visible from the building and will not result in an alteration to any of the characteristics that qualify the John W. Schmidt House for the NRHP. Therefore, the undertaking will have No Effect on the property.

PEARSON TERRACE/NR-0695/IHSSI # 098-296-01373

Photograph 61. View of the façade (east elevation) and side (north elevation) of Pearson Terrace (NR-0695/IHSSI # 098-296-01373), located at 928–940 N. Alabama Street.

Historic Significance

Pearson Terrace is significant as an intact example of Indianapolis row houses dating to the early twentieth century. The building was listed in the NRHP in 1984 under Criteria A and C in the areas of Architecture and Community Planning (Figure 5, Sheets 6–8 [pp. 16–18]; Photograph 61). The two-story building was constructed ca. 1901–1902 by George C. Pearson and is unique for being constructed during a period dominated by the construction of apartment buildings, rather than attached row houses. Pearson Terrace retains stylistic elements of the Jacobethan Revival, as visible in the gray brick, multiple hipped and gable roof lines, and use of cut limestone accents. Pearson Terrace is located within the boundaries of the Saint Joseph Neighborhood Historic District; the effects of the undertaking on this district are analyzed on pages 50–56 of this report.

Assessment of Effect

The North Split proposed edge of shoulder of the Delaware Street entrance ramp will be located approximately 657 feet north of the historic property. The project will not require acquisition of property from Pearson Terrace.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the proximity of the existing I-65 roadway and work proposed at the nearest point to the historic property, the undertaking will be visible from Pearson Terrace. A new bridge carrying I-65 and the Delaware Street entrance ramp will be constructed as part of the project. The proposed new bridge is similar in size and location to the existing concrete and steel bridge at this location; thus the visual components of the undertaking will not have an impact on Pearson Terrace.

Traffic: Pearson Terrace is not located on a roadway that directly provides access to or away from I-65. See Appendix A (p. A-43) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is six on Alabama Street, which equates to a density (total volume rate change) increase of less than 0.1 vehicle/minute/lane.

No temporary increases in heavy truck traffic are anticipated near this property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have minor visual effects, and only minor imperceptible increases in traffic. The interstate is an already existing intrusion on the building's setting, but the project activities described above will not make the intrusion more visible from the building and will not result in an alteration to any of the characteristics that qualify the Pearson Terrace for the NRHP. Therefore, the undertaking will have No Adverse Effect on the property.

NRHP-ELIGIBLE RESOURCES

SCHOOL #27–CHARITY DYE ELEMENTARY SCHOOL/NR-1560/IHSSI # 098-296-01309

Photograph 62. View of the façade (south elevation) and side (west elevation) of the School #27–Charity Dye Elementary School (NR-1560/IHSSI # 098-296-01309), located at 545 E. 17th Street.

Historic Significance

The Charity Dye Elementary School is significant as a surviving example of Indianapolis schools from the nineteenth century and for its use of the Italianate style. The building was listed in the IRHSS in 2000 and is eligible for the NRHP under Criteria A and C for significance in the areas of Education and Architecture. The school is rated Notable in the IHSSI (Figure 5, Sheets 1 and 2 [pp. 11 and 12]; Photograph 62). The two-story central section of the building was constructed in ca. 1882 in the Italianate style, which is mostly reflected in the eave brackets, the narrow center bay topped by a pediment, and the shallow hipped roof.

Assessment of Effect

There will not be a direct effect on the Charity Dye Elementary School. The North Split proposed edge of shoulder will be located approximately 2,514 feet southeast of the property, and there would be no acquisition of property from the school.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the existing topography, tree cover, and residential and commercial developments, the I-65/I-70 corridor is not visible from the property. Therefore, the project will not result in any visual impacts to the Charity Dye Elementary School.

Traffic: The Charity Dye Elementary School is not located in the vicinity of any ramps onto or off of I-65/I-70. See Appendix A (p. A-44) for additional traffic information.

Permanent traffic changes are not anticipated near this property.

No temporary increases in heavy truck traffic are anticipated near this property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have no visual or traffic effects on this property, and will not result in an alteration to any of the characteristics that qualify the Charity Dye Elementary School for the NRHP. Therefore, the undertaking will have No Effect on the property.

Photograph 63. View of Market Street at Highland Avenue, looking southwest.

Photograph 64. View of New York Street at Oriental Street, looking northwest.

Historic Significance

The Holy Cross/Westminster Historic District was listed in the IRHSS in 1984 under Criteria A and C. The district is significant as Indianapolis' largest intact residential inner-city neighborhood that reflects the German and Irish immigrant populations' participation in the growth of the capital city of Indianapolis and for its extensive collection of architectural styles. The western half of the historic district falls within the APE.

Assessment of Effect

The Holy Cross/Westminster Historic District is 69 feet from the proposed edge of shoulder at its closest point (Figure 5, Sheets 14 and 21 [pp. 24 and 31]; Figure 6, Sheets 4 and 5 [pp. 36 and 37]; Photographs 63 and 64). The undertaking will not require acquisition of property from within the historic district.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: The historic district is 69 feet from the proposed edge of shoulder at its closest point and has an unobstructed view of the I-65/I-70 corridor from the area near its western boundary. The pavement will be approximately three feet closer to the eastern right-of-way boundary. The only project components that are likely to be visually apparent from within the historic district are the replacement of the I-65/I-70 bridges over Washington Street, Market Street, Ohio Street/CSX Railroad, and New York Street. The Washington Street bridge will be approximately one foot taller than the existing; the Market Street bridge will not be taller than existing; the New York Street bridge will be approximately six feet taller. The proposed replacement bridges are not anticipated to differ significantly from the existing bridges and will not significantly alter the setting of the historic district. Additional bridges over Vermont and Michigan streets are sufficiently far from the historic district's boundaries that their replacement will not be significantly visible from within the historic district. Utility pole relocations are not anticipated within the district.

Traffic: The I-65/I-70 entrance and exit ramps provide access to and from Washington Street at the southwest corner of the historic district. An entrance ramp to I-65/I-70 is present at Michigan Street and is 1,200 feet west of the northwest corner of the historic district. See Appendix A (pp. A-44–A-46) for additional traffic information.

Permanent traffic changes are anticipated to be minor near and within this district. The largest permanent increase in total vehicles in the peak hour is 96 on Michigan Street, which equates to a density (total volume rate change) increase of 0.8 vehicle/minute/lane.

The largest temporary increase in heavy trucks during construction in the peak hour is 15 on Washington Street. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases near the district.

Vibration: Based on the proximity of the historic district to construction activities, effects from vibration are possible. In order to address these possible effects, the contractor will be required to prepare a construction Vibration Monitoring and Control Plan. This plan includes pre-construction surveys of historic buildings, monitoring vibration during construction, post-construction surveys, and keeping the public informed of construction activities known to be a source of vibration. The contractor will also be required to keep vibration levels under maximum damage risk thresholds in the vicinity of historic properties. These maximum damage risk thresholds are identified in the FTA (2018) *Transit Noise and Vibration Impact Assessment Manual* and are based on past technical research and published studies completed to assess effects of construction vibration on buildings. Because the contractor will be required to keep vibration levels under the maximum damage risk thresholds, no adverse effects to historic properties are anticipated from construction-induced vibration. See Appendix B (p. B-6) for additional vibration information.

Conclusion: The proposed undertaking will result in minor impacts to the district's setting due to the increased height and closer edge of pavement. However, the interstate is an already existing intrusion on the integrity of the setting of the Holy Cross/Westminster Historic District and the project activities described above will not make the intrusion more visible from within the district. Therefore, the undertaking will have No Adverse Effect on the historic district.

NATIONAL HISTORIC LANDMARKS (NHL)

BENJAMIN HARRISON HOME/PRESIDENTIAL SITE/NR-2066/IHSSI # 098-296-14057

Photograph 65. View of the façade (east elevation) and side (south elevation) of the Benjamin Harrison Home/Presidential Site (NR-2066/IHSSI # 098-296-14057), located at 1230 N. Delaware Street.

Historic Significance

The Benjamin Harrison Home/Presidential Site is a significant example of the Italianate style that is also associated with a former president and the military and political history of the United States (Figure 5, Sheets 3, 4, and 6 [pp. 13, 14, and 16]; Figure 6, Sheet 1 [p. 33]; Photograph 65). The two-and-one-half-story residence was constructed in 1874–1875. The building is designed in the Italianate style and has red brick walls with heavy window hoods and brackets under the eaves. The Benjamin Harrison Home/Presidential Site was listed as an NHL in 1964 and was subsequently listed in the NRHP in 1966 under Criteria A, B, and C for its association with military and political history, its association with the productive life of President Benjamin Harrison, and for its architecture.

Assessment of Effect

The North Split proposed edge of shoulder will be located approximately 67 feet south of the property's NRHP and NHL boundaries and approximately 390 feet south of the dwelling. The

project will not require acquisition of property from the NRHP or NHL boundaries of the Benjamin Harrison Home/Presidential Site.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: As part of the undertaking, the Pennsylvania Street exit ramp from I-65 will be reconstructed just south of the Benjamin Harrison Home/Presidential Site. This reconstruction will occur within the existing right-of-way. Neither the interstate nor the Pennsylvania Street exit ramp will be wider or higher than existing conditions in front of the Benjamin Harrison Home/Presidential Site. The portion of the Pennsylvania Street exit ramp in front of the Benjamin Harrison Home/Presidential Site will include a bridge and a vegetated side slope. In addition to the proposed construction, all of the existing vegetation within the highway right-of-way will be removed. However, existing vegetation located outside the right-of-way and in the southwest corner of the historic property will remain, providing some screening between the historic property and the reconstructed highway and exit ramp (Photographs 66 and 67).

Traffic: The Benjamin Harrison Home/Presidential Site is located in the vicinity of the Pennsylvania Street exit ramp and Delaware Street entrance ramp for I-65. See Appendix A (p. A-47) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 37 on Delaware Street, which equates to a density (total volume rate change) increase of 0.2 vehicle/minute/lane.

No temporary increases in heavy truck traffic are anticipated near this property.

Vibration: Based on the historic structure's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will result in minor impacts to the district's setting due to anticipated minor increases in traffic. However, the present interstate alignment is an already existing intrusion on the integrity of the setting of the Benjamin Harrison Home/Presidential Site. The project activities described above will not make the intrusion more visible from the property, and will have no impact on the characteristics that qualify it for the NRHP in a manner that would diminish its integrity. Therefore, the undertaking will have No Adverse Effect on the historic property.

Photograph 66. View at the alley and the northwest corner of the parking lot north of the Benjamin Harrison Home/Presidential Site (NR-2066/IHSSI # 098-296-14057), looking southwest toward the vegetation to be removed.

Photograph 67. View at the alley and Talbot Street at the Benjamin Harrison Home/Presidential Site (NR-2066/IHSSI # 098-296-14057), looking south at the vegetation to be removed.

JAMES WHITCOMB RILEY HOUSE/NR-2067/IHSSI # 098-296-20038

Photograph 68. View of the façade (south elevation) of the James Whitcomb Riley House (NR-2067/IHSSI # 098-296-20038), located at 528 Lockerbie Street.

Historic Significance

The James Whitcomb Riley House is significant as the home of James Whitcomb Riley from 1893 until his death in 1916 (Figure 5, Sheet 13 [p. 23]; Photograph 68). The property was listed as an NHL in 1962, and was subsequently listed in the NRHP in 1966 under Criteria A and B in the area of Literature and for its association with the productive life of James Whitcomb Riley, the "Hoosier Poet." The property is also a contributing element of the Lockerbie Square Historic District. Constructed in 1872, the two-story building retains Italianate style design features, such as the bracketed cornice and the tall narrow windows with heavy limestone hoods.

Assessment of Effect

The North Split proposed reconstruction of Ohio Street to College Avenue will be located approximately 1,082 feet southeast of the property. The project will not require acquisition of property from the James Whitcomb Riley House.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the existing tree cover and residential and commercial developments, the undertaking will not be visible from the property.

Traffic: The James Whitcomb Riley House is located in a residential neighborhood between New York and Vermont streets. Lockerbie Street is primarily accessed by local traffic. See Appendix A (pp. A-47 and A-48) for additional traffic information.

No forecasted permanent traffic data are available for streets adjacent to this property. Typically, small local roads are not included in the model because substantial traffic changes would not be expected on them. Traffic is not anticipated to increase substantially on Vermont or Lockerbie streets near this property.

No forecasted temporary truck traffic data are available for streets adjacent to this property. Heavy trucks are not anticipated to increase on Vermont or Lockerbie streets near this property during construction.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have no visual, traffic, or vibration effects the James Whitcomb Riley House and therefore will not result in an alteration to any of the characteristics that qualify it for the NRHP or as an NHL. As a result, the undertaking will have No Effect on the property.

BRIDGE DETERMINED NRHP-ELIGIBLE

MARION COUNTY BRIDGE NO. 2520L/NBI NO. 4900233/HB-2611

Photograph 69. View of the concrete balustrade of Marion County Bridge No. 2520L/NBI No. 4900233/HB-2611 at the southwest corner of Oriental Street and St. Clair Street.

Historic Significance

Marion County Bridge No. 2520L is eligible for the NRHP through the Indiana Historic Bridge Inventory (Figure 5, Sheet 20 [p. 30]; Photograph 69). The continuous reinforced concrete slab bridge is significant under Criterion C because the bridge's horizontal curved deck represents an important bridge construction technique requiring specially engineered substructures and/or superstructures.

Assessment of Effect

There will not be a direct effect on Marion County Bridge No. 2520L. The North Split proposed edge of shoulder will be located approximately 1,447 feet west of the property. There would be no acquisition of property from the Marion County Bridge No. 2520L.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the existing tree cover and residential and commercial developments, the I-65/I-70 roadway is not visible from the structure. Therefore, the project will not result in any visual impacts to the Marion County Bridge No. 2520L.

Traffic: The Marion County Bridge No. 2520L is not located in the vicinity of any ramps onto or off of I-65/I-70. See Appendix A (p. A-48) for additional traffic information.

Permanent traffic changes are anticipated to be minor at this bridge. The largest permanent increase in total vehicles in the peak hour is seven on Oriental Street, which equates to a density (total volume rate change) increase of less than 0.1 vehicle/minute/lane.

No temporary increases in heavy truck traffic are anticipated on this bridge.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have no visual effects on Marion County Bridge No. 2520L and there will only be minor traffic increases in the bridge's vicinity, and therefore will not result in an alteration to any of the characteristics that qualify it for the NRHP. As a result, the undertaking will have No Effect on the property.

INDIVIDUAL RESOURCES DETERMINED ELIGIBLE

JOHN HOPE SCHOOL NO. 26/IHSSI # 098-296-01212

Photograph 70. View of the façade (northwest elevation) and side (west elevation) of the John Hope School No. 26 (IHSSI # 098-296-01212), located at 1301 E. 16th Street.

Historic Significance

The John Hope School No. 26 is significant as an example of the Neoclassical style as applied to an educational building in Indianapolis (Figure 5, Sheets 1 and 16 [pp. 11 and 26]; Figure 6, Sheet 2 [p. 34]; Photograph 70). The three-story U-shaped building was designed by architect Elmer E. Dunlap and completed in 1921. The John Hope School No. 26 is eligible for the NRHP under Criterion C as a significant example of Neoclassical school design and for its unusual U-shaped plan.

Assessment of Effect

The North Split proposed edge of shoulder will be located approximately 207 feet southeast of the property. The project will not require acquisition of property from the John Hope School No. 26.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the height of the building and its proximity to the existing roadway, changes to the graded alignment of the I-70 roadway will be visible from the property. These changes include reconstruction of the roadway with a small amount (zero to five feet) widening towards the school and the removal of all vegetation within the existing highway right-of-way. As a result, these changes will slightly alter the setting of the historic property, but will not diminish the integrity of the setting. Thus, the undertaking will not have an impact on the John Hope School No. 26.

Traffic: The John Hope School No. 26 is not located in the immediate vicinity of any access points onto or off of I-70. See Appendix A (pp. A-48 and A-49) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 35 on 16th Street, which equates to a density (total volume rate change) increase of 0.2 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is five on 16th Street. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will result in minor impacts to the property's setting due to the widening of the roadway and to an anticipated increase in traffic. However, the present interstate alignment is an already existing intrusion on the integrity of John Hope School No. 26 and the project activities described above will not make the intrusion more visible from the property. Therefore, they will not have an impact on the characteristics that qualify the John Hope School No. 26 for the NRHP in a manner that would diminish its integrity. Therefore, the undertaking will have No Adverse Effect on the historic property.

JAMES E. ROBERTS SCHOOL NO. 97/IHSSI # 098-296-01220

Photograph 71. View of the façade (north elevation) of the James E. Roberts School No. 97 (IHSSI # 098-296-01220), located at 1401 E. 10th Street.

Historic Significance

The James E. Roberts School No. 97 is located within the NRHP boundary of the Arsenal Technical High School Historic District, but is also individually significant for its association with education in Indianapolis and its Art Moderne and Art Deco styling (Figure 5, Sheets 19 and 20 [pp. 29 and 30]; Photograph 71). The school was constructed in 1936 as a public school for disabled students, and originally featured rooms for occupational therapy, hydrotherapy, physical therapy, and medical facilities. The Art Moderne-style elements include curved wall corners in several locations, a horizontal massing with a flat roof, an asymmetrical façade, and windows continuous around corners in some locations. Art Deco-style design motifs are present in the doorway surrounds and in some window lintels. The James E. Roberts School No. 97 is eligible for the NRHP under Criterion A for its association with the history of education in Indianapolis, particularly the education of disabled students and under Criterion C for its architectural significance.

Assessment of Effect

The North Split proposed edge of shoulder will be located approximately 1,451 feet west of the school and will not require acquisition of property from the James E. Roberts School No. 97.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the existing topography, tree cover, and residential and commercial developments, the I-65/I-70 corridor is not visible from the property. Therefore, the project will not result in any visual impacts to the James E. Roberts School No. 97.

Traffic: The James E. Roberts School No. 97 is not located in the vicinity of any ramps onto or off of I-65/I-70. See Appendix A (pp. A-49 and A-50) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 20 on Oriental Street, which equates to a density (total volume rate change) increase of 0.2 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is one on 10th Street. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have no visual effects and only minor imperceptible increases in traffic. These changes will not result in an alteration to any of the characteristics that qualify the James E. Roberts School No. 97 for the NRHP, and therefore, the undertaking will have No Effect on the property.

KNIGHTS OF PYTHIAS/IHSSI # 098-296-01378

Photograph 72. View of the façade (west elevation) and side (north elevation) of the Knights of Pythias building (IHSSI # 098-296-01378), located at 941 N. Meridian Street.

Historic Significance

The Knights of Pythias building is a three-story commercial building constructed in 1925 (Figure 5, Sheets 7 and 8 [pp. 17 and 18]; Photograph 72). The building's west and north walls are clad in terra cotta exhibiting Gothic Revival design. The Knights of Pythias building is eligible for the NRHP under Criterion C as an excellent example of the use of terra cotta in architectural design and as an excellent example of the Gothic Revival style applied to a commercial building.

Assessment of Effect

The North Split proposed edge of shoulder of the Delaware Street entrance ramp will be located approximately 1,126 feet northeast of the property. The project will not require acquisition of property from the Knights of Pythias building.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the existing topography, tree cover, and residential and commercial developments, the undertaking will not be visible from the property.

Traffic: The Knights of Pythias building is not located in the vicinity of any ramps onto or off of I-65. See Appendix A (pp. A-50 and A-51) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 40 on Meridian Street, which equates to a density (total volume rate change) increase of 0.2 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on Meridian Street. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have no visual effects and only minor imperceptible increases in traffic. The interstate is an already existing intrusion on the building's setting, but the project activities described above will not make the intrusion more visible from the building and will not result in an alteration to any of the characteristics that qualify the Knights of Pythias building for the NRHP, and therefore, the undertaking will have No Effect on the property.

FAME LAUNDRY/IHSSI # 098-296-01421

Photograph 73. View of the façade (east elevation) of the Fame Laundry building (IHSSI # 098-296-01421), located at 1352 N. Illinois Street.

Historic Significance

Fame Laundry is a two-story commercial building constructed in 1929 and is rated Notable in the IHSSI (Figure 5, Sheet 3 [p. 13]; Photograph 73). Fame Laundry is eligible for the NRHP under Criterion C for its architectural significance as an excellent example of the use of terra cotta in architectural design.

Assessment of Effect

The North Split proposed edge of shoulder of the Pennsylvania Street exit ramp will be located approximately 1,365 feet southeast of the historic property. The undertaking will not require acquisition of property from the Fame Laundry building.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the existing topography and residential and commercial developments between the property and the I-65 roadway, the undertaking will not be visible from the Fame Laundry building.

Traffic: The Fame Laundry building is located approximately 1,365 feet from the Pennsylvania Street exit ramp, and is two streets west of the existing ramp. See Appendix A (pp. A-51 and A-52) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 46 on Illinois Street, which equates to a density (total volume rate change) increase of 0.3 vehicle/minute/lane.

No temporary increases in heavy truck traffic are anticipated near this property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will result in minor imperceptible increases in traffic. The interstate is an already existing intrusion on the building's, but the project activities described above will not make the intrusion more visible from the building and will not result in an alteration to any of the characteristics that qualify the Fame Laundry building for the NRHP. Therefore, the undertaking will have No Effect on the property.

STUTZ MOTOR CAR COMPANY/IHSSI # 098-296-01426

Photograph 74. View of the façade (east elevation) and side (north elevation) of the Stutz Motor Car Company (IHSSI # 098-296-01426), located at 1002–1008 N. Capitol Avenue.

Historic Significance

The Stutz Motor Car Company is a four-story former industrial building that is significant for its association with the early twentieth-century automobile industry in Indianapolis (Figure 5, Sheet 3 [p. 13]; Photograph 74). The primary portion of the building, which was constructed in phases beginning in 1914, consists of four blocks linked mostly by upper-floor bridges. The blocks have flat roofs, brick walls, and large steel sash industrial windows. The Stutz Motor Car Company produced the nation's first production performance cars, and the company's founder, Harry C. Stutz, was an ardent supporter of the Indianapolis Motor Speedway. The Stutz Motor Car Company building is listed in the IRHSS under the Indianapolis Automobile Industry Thematic District; the nomination for a NRHP district was rejected by the National Park Service (NPS). The Stutz Motor Car Company building is eligible for the NRHP under Criteria A and C for its association with Indianapolis' industrial history and for its association with the early history of the automobile, and architecturally as an excellent example of early twentieth-century industrial design.

Assessment of Effect

The North Split proposed edge of shoulder will be located approximately 1,643 feet northeast of the historic property. Traffic signal modification or replacement and possible installation of ADA curb ramps may occur at 11th Street and Illinois Street. The undertaking will not require acquisition of property from the Stutz Motor Car Company.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the existing tree cover and existing I-65 roadway, the nearest portion of the undertaking to the Stutz Motor Car Company is not visible from the property.

Traffic: The Stutz Motor Car Company is located approximately 1,643 feet from the Pennsylvania Street exit ramp to I-65, and is two streets west and one street south of that ramp. See Appendix A (pp. A-52 and A-53) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 45 on 10th Street, which equates to a density (total volume rate change) increase of 0.4 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is two on Capitol Avenue. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have only minor visual effects and will introduce minor imperceptible changes to traffic. The interstate is an already existing intrusion on the building's setting, but the project activities described above will not make the intrusion more visible from the building. These changes will not have an impact on the characteristics that qualify the Stutz Motor Car Company for the NRHP, and therefore, the undertaking will have No Effect on the property.

MARTIN LUTHER KING, JR. PARK

Photograph 75. Overview of the Martin Luther King, Jr. Park, located between 17th and 21st Streets, Park Avenue, and Broadway Street.

Historic Significance

The Martin Luther King, Jr. Park was originally formed in 1961 as an urban renewal initiative (Figure 5, Sheets 1 and 2 [pp. 11 and 12]; Photograph 75). Within the park, the Landmark for Peace Memorial memorializes the spot where Senator Robert F. Kennedy spoke on April 4, 1968, informing the gathered crowd of Martin Luther King, Jr.'s assassination. Kennedy's speech is credited with preserving calm in Indianapolis following King's assassination. The Memorial, designed by Indiana artist Greg Perry, consists of bronze sculptures of Martin Luther King, Jr. and Robert F. Kennedy on opposite sides of a brick-lined path, reaching out to one another as each emerges from the surrounding steel support.

The Martin Luther King, Jr. Park was determined eligible for the NRHP under Criteria A and B in 2017 for its association with Senator Robert F. Kennedy's brief speech on April 4, 1968, and for its association with Kennedy's political life. The Landmark for Peace Memorial, located in Martin Luther King, Jr. Park, was designated as a National Commemorative Site by an act of Congress on April 4, 2018.

Assessment of Effect

There will not be a direct effect on the Martin Luther King, Jr. Park. The North Split proposed edge of shoulder will be located approximately 2,335 feet southeast of the property, and there would be no acquisition of property from the park.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to the existing topography, tree cover, and residential and commercial developments, the I-65/I-70 corridor is not visible from the property. Therefore, the project will not result in any visual impacts to the Martin Luther King, Jr. Park.

Traffic: The Martin Luther King, Jr. Park is not located in the vicinity of any ramps onto or off of I-65/I-70. See Appendix A (pp. A-53 and A-54) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is three on 19th Street, which equates to a density (total volume rate change) increase of less than 0.1 vehicle/minute/lane.

No temporary increases in heavy truck traffic are anticipated near this property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have only minor imperceptible increases in traffic that will not result in an alteration to any of the characteristics that qualify the Martin Luther King, Jr. Park for the NRHP. Therefore, the undertaking will have No Effect on the property.

ST. RITA'S CATHOLIC CHURCH PARISH COMPLEX

Photograph 76. Overview of St. Rita's Catholic Church Parish Complex, located at 1733 Dr. Andrew J. Brown Avenue.

Historic Significance

St. Rita's Catholic Church Parish Complex is a significant example of Mid-century Modern church design in Indianapolis (Figure 5, Sheets 1 and 16 [pp. 11 and 26]; Photograph 76). The property is also significant for its association with African American history and the Civil Rights movement in Indianapolis. The parish complex is composed of the church, which was designed by architect Charles Brown and dates to 1958; a rectory; a parish hall; and a former school building. St. Rita's Catholic Church is eligible for the NRHP under Criteria A and C and Criteria Consideration A for its association with African American history, the Civil Rights movement, and for the buildings' architectural merit.

Assessment of Effect

The North Split proposed edge of shoulder will be located approximately 1,181 feet southeast of the property. The project will not require acquisition of property from the St. Rita's Catholic Church Parish Complex.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: Due to existing tree cover and residential and institutional developments, changes to the current graded alignment of the I-70 roadway will not be visible from the property.

Traffic: St. Rita's Catholic Church Parish Complex is not located in the immediate vicinity of any access points onto or off of I-70. See Appendix A (pp. A-54 and A-55) for additional traffic information.

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is nine on 19th Street, which equates to a density (total volume rate change) increase of less than 0.1 vehicle/minute/lane.

No temporary increases in heavy truck traffic are anticipated near this property.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will introduce only minor imperceptible changes to traffic that will not result in an alteration to any of the characteristics that qualify St. Rita's Catholic Church Parish Complex for the NRHP. Therefore, the undertaking will have No Effect on the property.

HISTORIC DISTRICTS DETERMINED NRHP-ELIGIBLE

SAINTS PETER AND PAUL CATHEDRAL PARISH HISTORIC DISTRICT

Photograph 77. View of the Cathedral of Saints Peter and Paul (IHSSI # 098-296-01345), 1341 N. Meridian Street.

Photograph 78. View of the Cathedral High School (IHSSI # 098-296-01419), 1400 N. Meridian Street, center portion of building.

Historic Significance

The current and former buildings of Saints Peter and Paul Cathedral Parish Historic District are centered at the intersection of Meridian Street and 14th Street are eligible for inclusion on the NRHP as a historic district under Criterion A for associations with religious history in Indianapolis and under Criterion C for the architectural significance of its component buildings. The buildings are Neoclassical or Italian Renaissance Revival in design.

Assessment of Effect

The Saints Peter and Paul Cathedral Parish Historic District is approximately 598 feet from the proposed edge of shoulder for the Pennsylvania Street exit ramp at its closest point (Figure 5, Sheets 3 and 4 [pp. 13 and 14]; Photographs 77 and 78). The undertaking will not require acquisition of property from within the historic district.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: The historic district is approximately 598 feet from the proposed edge of shoulder for the Pennsylvania Street exit ramp at its closest point with intervening buildings and vegetation. The closest project improvements will include the reconstruction of the Pennsylvania Street exit ramp from I-65. The existing exit ramp is limited in visibility as seen from the east boundary of the historic district, and the reconstruction will not make the exit ramp more visible. The undertaking will not be significantly visible from the historic district.

Traffic: The Saints Peter and Paul Cathedral Parish Historic District is located approximately 598 feet north of the Pennsylvania Street exit ramp. See Appendix A (p. A-55) for additional traffic information.

Permanent traffic changes are anticipated to be minor near and within this district. The largest permanent increase in total vehicles in the peak hour is 30 on Meridian Street, which equates to a density (total volume rate change) increase of 0.1 vehicle/minute/lane.

Temporary increases in heavy trucks during construction are anticipated to be minor near this district. The largest temporary increase in heavy trucks during construction in the peak hour is two on Meridian Street. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the district.

Vibration: Based on the historic property's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have minor visual effects and will introduce minor imperceptible changes to traffic. The interstate is an already existing intrusion on the setting of the historic district, but the project activities described above will not make the intrusion more visible from the district. These changes will not have an impact on the characteristics that qualify the Saints Peter and Paul Cathedral Parish Historic District for the NRHP in a manner that would diminish its integrity. Therefore, the undertaking will have No Adverse Effect on the historic district.

Photograph 79. View of streetscape at the intersection of 12th Street and Newman Street, looking northeast.

Photograph 80. View of streetscape of Windsor Street, looking southwest.

Historic Significance

The Windsor Park Neighborhood Historic District is predominantly residential, with commercial properties located along Massachusetts Avenue and 10th Street. The houses largely were constructed between the 1880s and the 1920s and most are one to one-and-one-half stories tall, with two-story houses scattered throughout. Few high-style houses are present; most houses exhibit no stylistic elements or have a small amount of Folk Victorian ornament. The neighborhood is significant under Criterion A under the theme of Suburban Development and Transportation and under Criterion C as a representative example of a late nineteenth/early twentieth century streetcar suburb. The northern and western portions of the historic district are located within the APE.

Assessment of Effect

The Windsor Park Neighborhood Historic District is 539 feet from the undertaking at its closest point (Figure 5, Sheets 17–19 [pp. 27–29]; Figure 6, Sheets 2 and 3 [pp. 34 and 35]; Photographs 79 and 80). The undertaking will not require acquisition of property from within the historic district.

Based on current design information, an assessment was made of potential visual, traffic, and vibration impacts. See the traffic analysis in Appendix A and the vibration analysis in Appendix B.

Visual: The Windsor Park Neighborhood Historic District is 539 feet from the proposed edge of shoulder at its closest point, but views of the existing I-65/I-70 corridor are limited and intermittent due to the presence of commercial and industrial buildings outside the historic district boundary along Massachusetts Avenue. The historic district is in the vicinity of the reconfiguration of the North Split interchange. Some of the proposed new infrastructure is anticipated to be taller than the existing ramps and bridges (approximately 17 feet taller than the existing high point in the interchange), but the increase in height is not anticipated to be sufficient that it will be visible from within the historic district. The I-65/I-70 bridges over 10th Street will be replaced as part of the undertaking and will be approximately four feet taller than the existing bridges. These bridges are partially visible from within the historic district. The height and length of the replacement bridges are not anticipated to differ significantly from the existing bridges and will not significantly alter the setting of the historic district.

Traffic: The Windsor Park Neighborhood Historic District is not in close proximity to any I-65/I-70 entrance or exit ramps to city streets. See Appendix A (pp. A-56 and A-57) for additional traffic information.

Permanent traffic changes are anticipated to be minor near and within this district. The largest permanent increase in total vehicles in the peak hour is 23 on Nowland Avenue and Brookside Parkway South, which equates to a density (total volume rate change) increase of 0.2 vehicle/minute/lane on both streets.

Temporary increases in heavy trucks during construction are anticipated to be minor near this district. The largest temporary increase in heavy trucks during construction in the peak hour is three on Massachusetts Avenue. There are no contributing features, such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the district.

Vibration: Based on the historic district's distance from the project, vibration impacts are not anticipated. See Appendix B for additional vibration information.

Conclusion: The proposed undertaking will have minor visual effects and will introduce minor imperceptible changes to traffic. The interstate is an already existing intrusion on the setting of the Windsor Park Neighborhood Historic District, but the project activities described above will not make the intrusion more visible from the district. These changes will result in no additional impacts on the characteristics that qualify the Windsor Park Neighborhood Historic District for the NRHP in a manner that would diminish its integrity. Therefore, the undertaking will have No Adverse Effect on the historic district.

SUMMARY OF EFFECTS FINDINGS

Table 1. Summary of Effect Findings for the North Split Project.

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	No Adverse Effect
NR-0327	Chatham-Arch Historic District	Adverse Effect
NR-0525	Massachusetts Avenue Commercial Historic District	No Adverse Effect
NR-0853 and NR-2030	Lockerbie Square Historic District	No 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
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

Table 1. Summary of Effect Findings for the North Split Project.

NRHP No./ HB No./IHSSI No.	Name and Address of Resource	Effect Finding
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
NR-2027/098-296-14219	Morris-Butler House, 1204 E. 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. 16th Street	No Adverse Effect
098-296-01220	James E. Roberts School No. 97, 1401 E. 10th 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

Table 1. Summary of Effect Findings for the North Split Project.

NRHP No./ HB No./IHSSI No.	Name and Address of Resource	Effect Finding
098-296-01426	Stutz Motor Car Company, 1002–1008 N. Capital Avenue	No Effect
N/A	Martin Luther King, Jr. Park, 17th Street to 21st Street (S to N) and Park Avenue to Broadway Street (W to E)	No Effect
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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APPENDIX A: TRAFFIC ANALYSIS

1. TRAFFIC METHODOLOGY

Traffic impacts of the North Split Project were evaluated for two base conditions. The first condition is long-term, involving permanent changes in network traffic patterns after the project is completed. Total network traffic is forecasted to 2041 for this analysis. The second condition is short-term, with temporary road restrictions and closures during construction. It is based on current traffic conditions. The analysis for temporary closures during construction focuses on changes in heavy truck traffic patterns, since these movements could possibly cause adverse impacts, even if the change is temporary.

1.1. PERMANENT TRAFFIC CHANGES

Traffic modeling of the preliminary preferred alternative indicates that overall traffic volumes in the study area would not materially change from the no-build condition. This is expected since no new through lanes would be added to the transportation network. Interchange modifications would, however, result in travel pattern changes at some locations. I-70 westbound traffic would no longer be able to exit at Pennsylvania Street, and traffic entering from Delaware Street would not be able to access the collector-distributor (C-D) road[1] and I-65. These interstate ramp changes would not restrict access to private properties, but some motorists would use a different route to get to their destinations.

FHWA and INDOT applied the North Split Project traffic simulation model to forecast these traffic changes within the APE. The North Split Project traffic simulation model started with the Indianapolis Metropolitan Planning Organization (MPO) nine-county travel demand model. The North Split Project model was developed in greater detail in a smaller traffic study area, which includes the APE.

The traffic study area is approximately six miles by six miles. It is roughly bounded by the White River to the west, 38th Street to the north, Emerson Avenue to the east, and Raymond Street to the south. The intent in defining a study area this large is to provide a high degree of confidence that traffic changes resulting from modifications to the interchange are captured. The greatest traffic changes would likely occur at interchanges and adjacent local roads near the North Split interchange and downtown area within the traffic study area.

[1] The C-D road provides access to North Street, Michigan Street, Vermont Street, New York Street, Ohio Street, and Fletcher Avenue.

The model for 2041 includes proposed roadway improvements in the Indianapolis MPO Long Range Transportation Plan and future IndyGo transit projects. Origin-destination trip information is forecasted based on population and employment estimates provided by the Indianapolis MPO in 2017 for base years 2016 and 2035.

Changes in permanent travel patterns were analyzed for the North Split Project based on the following parameters:

- All analyses were conducted for peak period conditions. The morning peak hour is from 8:15 AM to 9:15 AM and the afternoon peak hour is from 5:30 PM to 6:30 PM. The peak hours represent worst-case conditions with respect to traffic impacts and perception of traffic changes at adjacent properties. Conditions during all other periods would result in less traffic and less potential impact.
- AM and PM peak conditions for the proposed project in 2041 were analyzed and compared to the 2041 no-build condition.
- Only traffic changes on local streets within the APE (and within historic districts where portions are outside the APE) were considered in this analysis.
- Only streets that are included in the traffic simulation model were included in this analysis. Some smaller streets and alleys were not included.

Tables in section *2 Traffic Change Results* below show the permanent traffic changes anticipated on streets adjacent to or within historic properties or districts. Both the total vehicle change and the heavy truck[2] change are included in the tabular results. Total vehicle changes would vary along the street, but only the maximum total vehicle increase along a portion of a street is shown in the tables.

The North Split traffic simulation model forecasts passenger vehicles and trucks separately. Heavy trucks were estimated by applying location-specific heavy truck factors from MioVision[3] traffic count data to the total trucks identified by the model for a specific street. If counts were not available for a specific location, a heavy truck factor from a similar location nearby was used.

[2] Heavy trucks are defined by FHWA vehicle classes 8–13, which include single trailer 3–4 axle trucks, single trailer 5–6 axle trucks, and multi-trailer trucks. Single unit trucks and buses are included in forecasts of total traffic, but they are excluded from the analysis of heavy trucks.

[3] MioVision is the name of a global company. One of their products is the processing of traffic turning movement counts at intersections. They have proprietary video cameras and software that convert the video to actual traffic counts. Many state Departments of Transportation and consulting firms purchase the cameras from MioVision and then manually set them up at intersections. They then send the video data to MioVision for processing (for a fee), and then MioVision sends the turning movement data back to be used on the project. INDOT has an on-call contract with MioVision for data collection. The project team used MioVision to collect turning movement counts on intersections throughout the North Split traffic simulation model boundary.

Since traffic growth can be experienced differently based on the number of lanes available, a second value is provided in the tables. This value, referred to as "volume rate change," is a measure of density, expressed as added vehicles per minute per lane. The number of lanes can also vary along a street, and those in the table are for the segment with the maximum increase. This measure is intended to capture the perception of added traffic on adjacent properties. One vehicle added to a lane over the course of a minute is unlikely to be perceptible in an urban environment.

Permanent traffic changes are discussed for each historic property or district. Under Section 106, an effect is something that would constitute an alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the NRHP. From a Section 106 perspective, substantial traffic increases in residential areas would likely be of greater concern than those in more commercial or industrial areas where the presence of traffic would be expected. Lower traffic levels could be an aspect of integrity for historic residential neighborhoods.

1.2. TEMPORARY HEAVY TRUCK TRAFFIC CHANGES DURING CONSTRUCTION

The analysis of temporary traffic changes during construction is focused on heavy truck traffic. There is a difference between vehicular passenger traffic and truck traffic when assessing potential impacts to neighborhoods and roadway infrastructure. All city streets are designed to accommodate passenger vehicle traffic. Some city streets may not be designed to accommodate heavy truck traffic.

Although there would be increases in other types of vehicular traffic, these would be temporary and unlikely to constitute an alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the NRHP. FHWA and INDOT determined that increases in heavy truck traffic could have physical impacts to contributing features such as brick streets, limestone curbs, or stone walls within historic districts or properties. In addition, heavy trucks could impact historic bridges if they are heavier than the load capacity or are larger than the physical structure of the bridge.

It is assumed the entire North Split interchange would be closed during construction in the analysis of the temporary heavy truck traffic changes. Full closure represents a worst-case scenario for additional temporary traffic on 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).

As part of the maintenance of traffic planning and the development of the project's overall traffic management plan (TMP), INDOT would assign official detour routes for the North Split closure option being utilized. INDOT's official detour routes would utilize I-465, which is an interstate highway suitable for handling truck traffic. I-465 would be signed for use by all non-local trucks. Through truck traffic is more likely to adhere to the official detour routes than passenger vehicle traffic because trucks require adequate turning radii at intersections and adequate vertical clearances under overhead structures.

Enforcement would be used to further induce heavy truck traffic to use the official detour routes. Like the enforcement program for the Super 70 project (six-mile reconstruction of I-70 on the east side of Indianapolis in 2007), INDOT would team with state and local law enforcement agencies to aggressively pull over and fine violators.

INDOT intends to keep the following existing interchanges operational during the North Split closure:

a. I-65 (North Leg)–southbound I-65 exit to 11th Street and 12th Street entrance to northbound I-65.
b. I-65/I-70 (South Leg)–northbound I-65/I-70 exit to Washington Street and Washington Street entrance to southbound I-65/I-70.
c. I-70 (East Leg)–westbound I-70 exit to Keystone Avenue and Rural Street entrance to eastbound I-70.

Trucks currently access downtown Indianapolis from the interstate system using I-65 or I-70 interchange ramps or via the C-D road that serves several ramps on the east side of downtown. Possible temporary changes in truck traffic during construction were determined using the traffic simulation model. Traffic simulations were prepared to review roadway trip patterns for non-through truck trips, with the North Split portions of I-65 and I-70 removed from the network.

Tables in section *2 Traffic Change Results* below show the estimated temporary heavy truck changes on streets adjacent to or within historic properties or districts. The same peak period conditions as the permanent travel pattern change analysis were also assumed, but the timeframe was 2017 to represent system conditions during the time of construction.

2. TRAFFIC CHANGE RESULTS

2.1. NRHP-LISTED HISTORIC DISTRICTS

HERRON-MORTON PLACE HISTORIC DISTRICT/NR-0438

The Herron-Morton Place Historic District is located approximately 2,073 feet north of the Pennsylvania Street exit ramp. The following table shows the permanent traffic changes anticipated on streets adjacent to or within the historic district:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Central Avenue	Minor Arterial	AM	524	563	39	2	2	0.3
		PM	545	539	-6	0	2	-<0.1
Pennsylvania Street	Major Collector	AM	406	415	9	0	2	<0.1
		PM	46	35	-11	0	2	-<0.1
Delaware Street	Minor Arterial	AM	267	274	7	0	3	<0.1
		PM	803	836	33	0	3	0.2
16th Street	Minor Arterial	AM	722	801	79	2	4	0.3
		PM	804	858	54	-1	4	0.2
22nd Street	Minor Arterial	AM	278	291	13	-1	2	0.1
		PM	314	327	13	0	2	0.1

Permanent traffic changes are anticipated to be minor near and within this district. The largest permanent increase in total vehicles in the peak hour is 79 on 16th Street, which equates to a density (total volume rate change) increase of 0.3 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic district's setting.

The following table shows the temporary heavy truck changes on streets adjacent to or within the historic district:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Central Ave	Minor Arterial	AM	1	5	4	2
		PM	0	0	0	2
Pennsylvania Street	Major Collector	AM	2	2	0	2
		PM	2	2	0	2
Delaware Street	Minor Arterial	AM	2	6	4	3
		PM	1	1	0	3

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
16th Street	Minor Arterial	AM	3	9	6	4
		PM	6	15	9	4
22nd Street	Minor Arterial	AM	1	2	1	2
		PM	0	0	0	2

The largest temporary increase in heavy trucks during construction in the peak hour is nine on 16th Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the district. The temporary heavy truck increase is not anticipated to affect the integrity of the historic district.

OLD NORTHSIDE HISTORIC DISTRICT/NR-0157 AND NR-0716

The historic district is immediately adjacent to the Pennsylvania Street exit ramp. The following table shows the permanent traffic changes anticipated on streets adjacent to or within the historic district:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
College Avenue	Minor Arterial	AM	1479	1452	-27	0	3	-0.2
		PM	1855	1790	-65	0	3	-0.4
16th Street	Minor Arterial	AM	722	801	79	2	4	0.3
		PM	804	858	54	-1	4	0.2
Central Avenue	Minor Arterial	AM	792	813	21	2	2	0.2
		PM	710	728	18	0	2	0.2
Alabama Street	Minor Arterial	AM	51	50	-1	0	2	-<0.1
		PM	85	113	28	0	2	0.2
Delaware Street	Minor Arterial	AM	449	436	-13	0	3	-<0.1
		PM	1105	1142	37	0	3	0.2
Pennsylvania Street	Minor Arterial	AM	890	906	16	0	2	0.1
		PM	397	373	-24	0	2	-0.2

Permanent traffic changes are anticipated to be minor near and within this district. The largest permanent increase in total vehicles in the peak hour is 79 on 16th Street, which equates to

a density (total volume rate change) increase of 0.3 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic district's setting.

The following table shows the temporary heavy truck changes on streets adjacent to or within the historic district:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
College Avenue	Minor Arterial	AM	1	3	2	3
		PM	0	3	3	3
16th Street	Minor Arterial	AM	3	9	6	4
		PM	6	15	9	4
Central Avenue	Minor Arterial	AM	0	5	5	2
		PM	0	0	0	2
Alabama Street	Minor Arterial	AM	2	2	0	2
		PM	2	2	0	2
Delaware Street	Minor Arterial	AM	0	0	0	3
		PM	0	0	0	3
Pennsylvania Street	Minor Arterial	AM	0	1	1	2
		PM	0	0	0	2

The largest temporary increase in heavy trucks during construction in the peak hour is nine on 16th Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the district. The temporary heavy truck increase is not anticipated to affect the integrity of the historic district.

SAINT JOSEPH NEIGHBORHOOD HISTORIC DISTRICT/NR-0926

The Delaware Street entrance ramp to I-65 is located immediately adjacent to the northwest corner of the historic district. The following table shows the permanent traffic changes anticipated on streets adjacent to or within the historic district:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
10th Street	Minor Arterial	AM	47	59	12	0	1	0.2
		PM	72	99	27	0	1	0.5

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Alabama Street	Minor Arterial	AM	71	70	-1	0	2	-<0.1
		PM	118	141	23	0	2	0.2
Delaware Street	Minor Arterial	AM	532	567	35	1	4	0.2
		PM	1333	1487	154	-1	4	0.6
Fort Wayne Avenue	Major Collector	AM	990	1012	22	0	3	0.1
		PM	841	875	34	0	3	0.2

Permanent traffic changes are anticipated to be minor near and within this district. The largest permanent increase in total vehicles in the peak hour is 154 on Delaware Street, which equates to a density (total volume rate change) increase of 0.6 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic district's setting.

The following table shows the temporary heavy truck changes on streets adjacent to or within the historic district:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
10th Street	Minor Arterial	AM	0	0	0	1
		PM	0	0	0	1
Alabama Street	Minor Arterial	AM	0	0	0	2
		PM	0	0	0	2
Delaware Street	Minor Arterial	AM	1	6	5	4
		PM	4	6	2	4
Fort Wayne Avenue	Major Collector	AM	0	0	0	3
		PM	1	10	9	3

The largest temporary increase in heavy trucks during construction in the peak hour is nine on Fort Wayne Avenue. A portion of the south side of 10th Street, between Delaware Street and Central Avenue within the district, is paved with brick and has remnants of limestone curbs. No heavy trucks are anticipated on this portion of 10th Street during construction. The temporary heavy truck increase is not anticipated to affect the integrity of the historic district.

CHATHAM-ARCH HISTORIC DISTRICT/NR-0327

The historic district is located approximately 560 feet from the nearest existing I-65/I-70 exit ramp at North Street. The following table shows the permanent traffic changes anticipated on streets adjacent to or within the historic district:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
College Avenue	Minor Arterial	AM	623	627	4	0	4	<0.1
		PM	558	488	-70	0	4	-0.3
10th Street	Minor Arterial	AM	569	555	-14	0	2	-0.1
		PM	472	466	-6	0	2	-<0.1
East Street	Minor Arterial	AM	335	359	24	0	2	0.2
		PM	588	655	67	0	2	0.6
Massachusetts Avenue	Minor Arterial	AM	671	663	-8	0	2	-<0.1
		PM	990	997	7	0	2	<0.1
North Street	Minor Arterial	AM	59	138	79	0	2	0.7
		PM	122	158	36	0	2	0.3
St. Clair Street	Minor Collector	AM	138	179	41	0	2	0.3
		PM	218	191	-27	0	2	-0.2
11th Street	Local Street	AM	83	88	5	0	2	<0.1
		PM	80	96	16	0	2	0.1

Permanent traffic changes are anticipated to be minor near and within this district. The largest permanent increase in total vehicles in the peak hour is 79 on North Street, which equates to a density (total volume rate change) increase of 0.7 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic district's setting.

The following table shows the temporary heavy truck changes on streets adjacent to or within the historic district:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
College Ave	Minor Arterial	AM	2	7	5	4
		PM	1	4	3	4
10th Street	Minor Arterial	AM	0	0	0	2
		PM	1	7	6	2

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
East Street	Minor Arterial	AM	0	0	0	2
		PM	0	0	0	2
Massachusetts Avenue	Minor Arterial	AM	4	23	19	2
		PM	0	0	0	2
North Street	Minor Arterial	AM	0	0	0	2
		PM	0	0	0	2
St. Clair Street	Minor Collector	AM	0	0	0	2
		PM	0	0	0	2
11th Street	Local Street	AM	1	2	1	2
		PM	2	2	0	2

The largest temporary increase in heavy trucks during construction in the peak hour is 19 on Massachusetts Avenue. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the district. The temporary heavy truck increase is not anticipated to affect the integrity of the historic district.

MASSACHUSETTS AVENUE COMMERCIAL HISTORIC DISTRICT/NR-0525

The historic district is located approximately 1,284 feet from the nearest existing I-65/I-70 exit ramp at North Street. The following table shows the permanent traffic changes anticipated on streets adjacent to or within the historic district:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Max Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Bellefontaine Street	Minor Arterial	AM	55	56	1	0	2	<0.1
		PM	110	124	14	0	2	0.1
Massachusetts Avenue	Minor Arterial	AM	780	998	218	-1	2	1.8
		PM	806	864	58	0	2	0.5
College Avenue	Minor Arterial	AM	623	627	4	0	3	<0.1
		PM	558	488	-70	0	3	-0.4
North Street	Minor Arterial	AM	82	151	69	0	2	0.6
		PM	122	158	36	0	2	0.3
Michigan Street	Minor Arterial	AM	943	1278	335	0	2	2.8
		PM	537	579	42	0	2	0.4

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Max Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Vermont Street	Local Street	AM	330	546	216	0	2	1.8
		PM	244	271	27	0	2	0.2
Alabama Street	Minor Arterial	AM	390	372	-18	-1	3	-0.1
		PM	414	450	36	1	3	0.2
New Jersey Street	Minor Arterial	AM	261	249	-12	0	2	-0.1
		PM	133	156	23	1	2	0.2
New York Street	Minor Arterial	AM	259	275	16	0	2	0.1
		PM	616	517	-99	0	2	-0.8
Delaware Street	Major Arterial	AM	414	411	-3	1	4	-<0.1
		PM	753	836	83	1	4	0.4
East Street	Minor Arterial	AM	554	602	48	0	2	0.4
		PM	588	655	67	0	2	0.6

For most of the streets within or adjacent to this historic district, permanent traffic changes are anticipated to be minor. However, three streets have density (total volume rate change) increases over one vehicle/minute/lane. The maximum permanent increase in total vehicles is 335 on Michigan Street in the AM peak hour, which equates to a density increase of 2.8 vehicles per minute per lane. The other two streets with density increases over one were Massachusetts Avenue (1.8 vehicles/min/lane) and Vermont Street (1.8 vehicles/minute/lane). Although these increases may be perceptible, the Massachusetts Avenue Commercial Historic District is a busy commercial area where traffic would be expected.

The following table shows the temporary heavy truck changes on streets adjacent to or within the historic district:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Bellefontaine Street	Minor Arterial	AM	0	5	5	2
		PM	0	2	2	2
Massachusetts Avenue	Minor Arterial	AM	4	23	19	2
		PM	0	0	0	2
College Avenue	Minor Arterial	AM	2	7	5	3
		PM	1	4	3	3

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
North Street	Minor Arterial	AM	0	0	0	2
		PM	0	0	0	2
Michigan Street	Minor Arterial	AM	1	3	2	2
		PM	0	0	0	2
Vermont Street	Local Street	AM	2	5	3	2
		PM	0	0	0	2
Alabama Street	Minor Arterial	AM	1	3	2	3
		PM	1	3	2	3
New Jersey Street	Minor Arterial	AM	1	5	4	2
		PM	0	1	1	2
New York Street	Minor Arterial	AM	2	9	7	2
		PM	1	1	0	2
Delaware Street	Major Arterial	AM	4	13	9	4
		PM	4	8	4	4
East Street	Minor Arterial	AM	1	4	3	2
		PM	1	4	3	2

The largest temporary increase in heavy trucks during construction in the peak hour is 19 on Massachusetts Avenue. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the district. The temporary heavy truck increase is not anticipated to affect the integrity of the historic district.

LOCKERBIE SQUARE HISTORIC DISTRICT/NR-0853 AND NR-2030

The historic district is one block south of the I-65 C-D road's outlet to North Street. The C-D road connects to the north end of Davidson Street, which forms part of the eastern boundary of the historic district and carries traffic from the highway south to Michigan, Vermont, and New York streets. The following table shows the permanent traffic changes anticipated on streets adjacent to or within the historic district:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
New York Street	Minor Arterial	AM	239	261	22	1	2	0.2
		PM	654	572	-82	0	2	-0.7

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
College Avenue	Minor Arterial	AM	588	537	-51	-1	2	-0.4
		PM	534	437	-97	0	2	-0.8
East Street	Minor Arterial	AM	473	508	35	0	3	0.2
		PM	584	636	52	0	3	0.3
Michigan Street	Minor Arterial	AM	1026	1402	376	0	2	3.1
		PM	871	927	56	4	2	0.5
Vermont Street	Local Street	AM	34	41	7	0	2	<0.1
		PM	34	44	10	0	2	<0.1
Davidson Street	Local Street	AM	225	227	2	-1	2	<0.1
		PM	128	94	-34	0	2	-0.3
New Jersey Street	Minor Arterial	AM	261	249	-12	0	2	-0.1
		PM	258	262	4	0	2	<0.1

For most of the streets within or adjacent to this historic district, permanent traffic changes are anticipated to be minor. The maximum permanent increase in total vehicles was 376 on Michigan Street, which equates to a density (total volume rate change) increase of 3.1 vehicles per minute per lane during the AM peak hour. Michigan Street is a minor arterial and currently one-way westbound into the downtown area. It largely borders the northern edge of the historic district and although there are a few residences, it is largely a commercial corridor west of the interstate.

In order to determine if this increase was likely to push traffic volumes over the street's capacity, the volume to capacity ratio (v/c) was calculated for this street segment. Volume to capacity ratios measure whether a street may be reaching its capacity. A v/c ratio less than 0.85 generally indicates that adequate capacity is available and vehicles are not expected to experience significant queues and delays. Although Michigan is currently one-way westbound, the Indianapolis MPO's 2035 travel demand model shows the conversion of Michigan Street to a two-way street in the future, prior to the design year in 2041. The v/c ratio for westbound Michigan Street with refined Alternative 4c during the AM peak hour would be 0.6 compared to 0.5 with the 2041 no build alternative. The v/c ratio for eastbound Michigan Street with refined Alternative 4c in 2041 during the AM peak hour would be <0.1, which is the same as for the 2041 no build. There was a slight change (0.1) for the westbound movement. Although this increase in traffic may be perceptible during the AM peak period, the forecasted traffic is still

anticipated to be under capacity for Michigan Street. Based on the available traffic forecasts, as summarized, the change in traffic does not rise to a level that would diminish the district's historic integrity.

The following table shows the temporary heavy truck changes on streets adjacent to or within the historic district:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
New York Street	Minor Arterial	AM	2	10	8	2
		PM	0	0	0	2
College Avenue	Minor Arterial	AM	5	16	11	2
		PM	1	4	3	2
East Street	Minor Arterial	AM	1	4	3	3
		PM	1	4	3	3
Michigan Street	Minor Arterial	AM	0	3	3	2
		PM	1	10	9	2
Vermont Street	Local Street	AM	1	1	0	2
		PM	1	1	0	2
Davidson Street	Local Street	AM	4	4	0	2
		PM	0	0	0	2
New Jersey Street	Minor Arterial	AM	1	5	4	2
		PM	0	1	1	2

The largest temporary increase in heavy trucks during construction in the peak hour is 11 on College Avenue. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the district. The temporary heavy truck increase is not anticipated to affect the integrity of the historic district.

FLETCHER PLACE HISTORIC DISTRICT/NR-0355

The Fletcher Place Historic District is located immediately adjacent to the southbound I-65/I-70 exit ramp to Fletcher Avenue. The following table shows the permanent traffic changes anticipated on streets adjacent to or within the historic district:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Fletcher Avenue	Minor Arterial	AM	637	633	-4	0	3	-<0.1
		PM	556	519	-37	0	3	-0.2
College Avenue	Minor Arterial	AM	155	135	-20	0	2	-0.2
		PM	155	180	25	0	2	0.2
Virginia Avenue	Major Collector	AM	695	686	-9	-1	2	-<0.1
		PM	800	1068	268	0	2	2.2

For most of the streets within or adjacent to this historic district, permanent traffic changes are anticipated to be minor. The maximum permanent increase in total vehicles was 268 on Virginia Avenue, which equates to a density (total volume rate change) increase of 2.2 vehicles per minute per lane during the PM peak hour. Virginia Avenue is a major collector and borders the southwestern edge of the historic district. It is largely a commercial corridor in this area.

In order to determine if this increase was likely to push traffic volumes over the street's capacity, the volume to capacity ratio (v/c) was calculated for this street segment. Volume to capacity ratios measure whether a street may be reaching its capacity. A v/c ratio less than 0.85 generally indicates that adequate capacity is available and vehicles are not expected to experience significant queues and delays. The v/c ratio for northwest bound Virginia Avenue with refined Alternative 4c during the PM peak hour would be 0.5 compared to 0.6 with the no build alternative. The v/c ratio for southeast bound Virginia Avenue with refined Alternative 4c during the PM peak hour would be 0.7, which is the same as the no build alternative. There was a slight decrease for the northwestern movement. The slight v/c decrease occurred because the highest increase in traffic was on a different segment of Virginia Avenue than the highest total volume. The highest total volume segment is what is used to calculate the v/c ratio. Although there is an increase in traffic for a small segment of Virginia Avenue, the overall v/c along the street decreases. Although this increase in traffic may be perceptible during the AM peak period, the forecasted traffic is still anticipated to be under capacity for Virginia Avenue. These traffic changes are unlikely to result in an adverse effect to the district.

The following table shows the temporary heavy truck changes on streets adjacent to or within the historic district:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Fletcher Avenue	Minor Arterial	AM	1	2	1	3
		PM	0	2	2	3
College Avenue	Minor Arterial	AM	1	2	1	2
		PM	0	0	0	2
Virginia Avenue	Major Collector	AM	3	12	9	2
		PM	0	0	0	2

Temporary increases in heavy trucks during construction are anticipated to be minor near this district. The largest temporary increase in heavy trucks during construction in the peak hour is nine on Virginia Avenue. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the district. The temporary heavy truck increase is not anticipated to affect the integrity of the historic district.

COTTAGE HOME HISTORIC DISTRICT/NR-0965

The historic district is not located in close proximity to an entrance ramp to or exit ramp from I-65/I-70, nor do any roads within or adjacent to the historic district lead directly to such a ramp. The following table shows the permanent traffic changes anticipated on streets adjacent to or within the historic district:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
St. Clair Street	Local Street	AM	39	27	-12	0	2	-0.1
		PM	42	43	1	0	2	<0.1
Dorman Street	Local Street	AM	50	47	-3	0	2	-<0.1
		PM	57	48	-9	0	2	-<0.1
Highland Avenue	Minor Collector	AM	32	21	-11	-1	1	-0.2
		PM	8	14	6	0	1	0.1

Permanent traffic changes are anticipated to be minor near and within this district. The largest permanent increase in total vehicles in the peak hour is six on Highland Avenue, which equates to a density (total volume rate change) increase of 0.1 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic district's setting.

The following table shows the temporary heavy truck changes on streets adjacent to or within the historic district:

Temporary Traffic Changes:

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
St. Clair Street	Local Street	AM	1	2	1	2
		PM	0	0	0	2
Dorman Street	Local Street	AM	1	2	1	2
		PM	2	2	0	2
Highland Avenue	Minor Collector	AM	0	1	1	1
		PM	1	1	0	1

Temporary increases in heavy trucks during construction are anticipated to be minor near this district. The largest temporary increase in heavy trucks during construction in the peak hour is one on St. Clair Street, Dorman Street, and Highland Avenue. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the district. The temporary heavy truck increase is not anticipated to affect the integrity of the historic district.

ARSENAL TECHNICAL HIGH SCHOOL HISTORIC DISTRICT/NR-0084

The Arsenal Technical High School Historic District is located approximately 1,950 feet along city streets from the closest access point to I-65/I-70 (Michigan Street entrance ramp). The following table shows the permanent traffic changes anticipated on streets adjacent to or within the historic district:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
10th Street	Minor Arterial	AM	599	586	-13	0	2	-0.1
		PM	481	459	-22	0	2	-0.2
Michigan Street	Minor Arterial	AM	934	1018	84	0	2	0.7
		PM	1514	1460	-54	0	2	-0.5
Oriental Avenue	Minor Collector	AM	72	81	9	-1	2	<0.1
		PM	117	137	20	0	2	0.2

Permanent traffic changes are anticipated to be minor near and within this district. The largest permanent increase in total vehicles in the peak hour is 84 on Michigan Street, which equates to a density (total volume rate change) increase of 0.7 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic district's setting.

The following table shows the temporary heavy truck changes on streets adjacent to or within the historic district:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
10th Street	Minor Arterial	AM	2	3	1	2
		PM	0	0	0	2
Michigan Street	Minor Arterial	AM	2	4	2	2
		PM	2	10	8	2
Oriental Avenue	Minor Collector	AM	0	0	0	2
		PM	0	0	0	2

Temporary increases in heavy trucks during construction are anticipated to be minor near this district. The largest temporary increase in heavy trucks during construction in the peak hour is eight on Michigan Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the district. The temporary heavy truck increase is not anticipated to affect the integrity of the historic district.

INDIANAPOLIS PARK AND BOULEVARD SYSTEM HISTORIC DISTRICT/NR-1711

The historic district is not in close proximity to any interstate entrance or exit ramps to city streets. The following table shows the permanent traffic changes anticipated on streets adjacent to or within the historic district:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Brookside Parkway South	Minor Arterial	AM	140	170	30	1	2	0.3
		PM	313	336	23	0	2	0.2
Commerce Avenue	Minor Arterial	AM	256	272	16	1	2	0.1
		PM	387	380	-7	0	2	-<0.1

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
21st Street	Minor Arterial	AM	525	503	-22	0	4	-<0.1
		PM	711	737	26	1	4	0.1
Brookside Avenue	Local Street	AM	12	13	1	0	2	<0.1
		PM	27	38	11	0	2	<0.1
Rural Street	Minor Arterial	AM	735	751	16	1	2	0.1
		PM	888	852	-36	0	2	-0.3
Sherman Drive	Minor Arterial	AM	724	726	2	0	4	<0.1
		PM	1138	1174	36	0	4	0.2
College Avenue	Minor Arterial	AM	1137	1157	20	0	4	<0.1
		PM	1916	1943	27	-1	4	0.1

Permanent traffic changes are anticipated to be minor near and within this district. The largest permanent increase in total vehicles in the peak hour is 36 on Sherman Drive, which equates to a density (total volume rate change) increase of 0.2 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic district's setting.

The following table shows the temporary heavy truck changes on streets adjacent to or within the historic district:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Brookside Parkway South	Minor Arterial	AM	0	1	1	2
		PM	0	1	1	2
Commerce Avenue	Minor Arterial	AM	0	1	1	2
		PM	0	0	0	2
21st Street	Minor Arterial	AM	1	1	0	4
		PM	2	2	0	4
Brookside Avenue	Local Street	AM	1	1	0	2
		PM	0	0	0	2
Rural Street	Minor Arterial	AM	1	6	5	2
		PM	1	2	1	2
Sherman Drive	Minor Arterial	AM	0	0	0	4
		PM	2	3	1	4
College Avenue	Minor Arterial	AM	1	3	2	4
		PM	1	4	3	4

The largest temporary increase in heavy trucks during construction in the peak hour is five on Rural Street. Marion County Bridge No. 2514F carrying Rural Street over Pogue's Run is a contributing resource within this district. According to a structural engineering assessment completed in February 2019, the established inventory rating for this bridge was H-20. This rating indicates the bridge has the structural capacity to carry heavy truck traffic, including the anticipated temporary minor increase in truck traffic. There are no other contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the district.

Marion County Bridge No. 1803F is also a contributing bridge within this district. It carries College Avenue over Fall Creek. The largest temporary increase in heavy trucks during construction in the peak hour is three on College Avenue. This bridge currently carries heavy truck traffic and the latest available bridge inspection report (March 1, 2019) indicates the established inventory rating for the bridge was H-20. This rating indicates the bridge would be able to accommodate the anticipated minor increase in truck traffic.

2.2 INDIVIDUALLY NRHP-LISTED RESOURCES

INDIANAPOLIS PUBLIC LIBRARY BRANCH NO. 6/NR-2410/IHSSI # 098-296-01173

The Indianapolis Public Library Branch No. 6 is not located in the vicinity of any ramps onto or off of I-70. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Nowland Avenue	Minor Arterial	AM	198	212	14	1	2	0.1
		PM	313	336	23	0	2	0.2
Commerce Avenue	Local Street	AM	86	74	-12	0	2	-0.1
		PM	102	78	-24	0	2	-0.2

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 23 on Nowland Avenue, which equates to a density (total volume rate change) increase of 0.2 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Nowland Avenue	Minor Arterial	AM	0	1	1	2
		PM	0	1	1	2
Commerce Avenue	Local Street	AM	0	1	1	2
		PM	0	0	0	2

Temporary increases in heavy trucks during construction are anticipated to be minor near this historic property. The largest temporary increase in heavy trucks during construction in the peak hour is one on both Nowland Avenue and Commerce Avenue. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

PROSSER HOUSE/NR-0090/IHSSI # 098-296-01219

The Prosser House is not located in the vicinity of any ramps onto or off of I-65/I-70. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
10th Street	Minor Arterial	AM	599	586	-13	-1	3	-<0.1
		PM	512	465	-47	0	3	-0.3

Permanent traffic changes are anticipated to be minor near this property. The volume of permanent traffic on 10th Street is anticipated to decrease by 13 or more total vehicles in the peak hour. This minor decrease is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
10th Street	Minor Arterial	AM	2	3	1	3
		PM	0	0	0	3

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is one on 10th Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

BALS-WOCHER HOUSE/NR-0146/IHSSI # 098-296-01375

The Bals-Wocher House is located approximately 591 feet from the Delaware Street entrance ramp to I-65. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Delaware Street	Minor Arterial	AM	549	574	25	2	4	0.1
		PM	1176	1294	118	-1	4	0.5

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 118 on Delaware Street, which equates to a density (total volume rate change) increase of 0.5 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Delaware Street	Minor Arterial	AM	1	6	5	4
		PM	4	6	2	4

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is five on Delaware Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

WYNDHAM/NR-0616.33/IHSSI # 098-296-01367

The Wyndham is located in the immediate vicinity of the Delaware Street entrance ramp to I-65. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Delaware Street	Minor Arterial	AM	532	567	35	1	4	0.2
		PM	1333	1487	154	-1	4	0.6
11th Street	Local Street	AM	682	534	-148	-2	3	-0.8
		PM	1366	1450	84	-5	3	0.5

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 154 on Delaware Street, which equates to a density (total volume rate change) increase of 0.6 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Delaware Street	Minor Arterial	AM	1	6	5	4
		PM	4	6	2	4
11th Street	Local Street	AM	1	1	0	3
		PM	6	6	0	3

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak

hour is five on Delaware Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

PIERSON-GRIFFITHS HOUSE/NR-0203/IHSSI # 098-296-01368

The Pierson-Griffiths House is located in the immediate vicinity of the Delaware Street entrance ramp to I-65. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Delaware Street	Minor Arterial	AM	532	567	35	1	4	0.2
		PM	1333	1487	154	-1	4	0.6

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 154 on Delaware Street, which equates to a density (total volume rate change) increase of 0.6 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Delaware Street	Minor Arterial	AM	1	6	5	4
		PM	4	6	2	4

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is five on Delaware Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

CALVIN I. FLETCHER HOUSE/NR-0694/IHSSI # 098-296-01369

The Calvin I. Fletcher House is located in the vicinity of the Pennsylvania Street exit ramp and Delaware Street entrance ramp to I-65. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Pennsylvania Street	Minor Arterial	AM	1474	1485	11	0	4	<0.1
		PM	628	635	7	0	4	<0.1
11th Street	Local Street	AM	682	534	-148	-2	3	-0.8
		PM	1366	1450	84	-5	3	0.5

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 84 on 11th Street, which equates to a density (total volume rate change) increase of 0.5 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Pennsylvania Street	Minor Arterial	AM	0	3	3	4
		PM	1	2	1	4
11th Street	Local Street	AM	1	1	0	3
		PM	6	6	0	3

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on Pennsylvania Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

PENNSYLVANIA APARTMENTS/NR-0616.26/IHSSI # 098-296-01379

The Pennsylvania Apartments are located in the vicinity of the Pennsylvania Street exit ramp (1,250 feet) and the Delaware Street entrance ramp (1,017 feet) to I-65. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Pennsylvania Street	Minor Arterial	AM	1316	1364	48	0	2	0.4
		PM	604	636	32	0	2	0.3

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 48 on Pennsylvania Street, which equates to a density (total volume rate change) increase of 0.4 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Pennsylvania Street	Minor Arterial	AM	1	4	3	2
		PM	1	2	1	2

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on Pennsylvania Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

THE MYRTLE FERN/NR-0616.25/IHSSI # 098-296-01389

The Myrtle Fern is located south of the Delaware Street entrance ramp on a side street. Traffic outbound from Indianapolis does not generally pass in front of the property.

Permanent Traffic Changes: No forecasted traffic data are available for streets adjacent to this property. Typically, small local roads are not included in the model because substantial

traffic changes would not be expected on them. Traffic is not anticipated to increase substantially on 9th Street or Arch Street near this property.

Temporary Traffic Changes: No forecasted temporary truck traffic data are available for streets adjacent to this property. Heavy trucks are not anticipated to increase on 9th Street or Arch Street near this property during construction.

THE SHELTON/NR-0616.23/IHSSI # 098-296-01390

The Shelton is located approximately 1,277 feet from the Delaware Street entrance ramp to I-65/I-70. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Delaware Street	Minor Arterial	AM	471	496	25	2	4	0.1
		PM	1176	1294	118	-1	4	0.5

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 118 on Delaware Street, which equates to a density (total volume rate change) increase of 0.5 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Delaware Street	Minor Arterial	AM	1	6	5	4
		PM	4	6	2	4

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is five on Delaware Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

CATHCART APARTMENTS/NR-0616.09/IHSSI # 098-296-01391

The Cathcart Apartments are located in the vicinity of the Pennsylvania Street exit ramp (1,500 feet) and the Delaware Street entrance ramp (1,269 feet) to I-65. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Pennsylvania Street	Minor Arterial	AM	1316	1364	48	0	2	0.4
		PM	604	636	32	0	2	0.3

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 48 on Pennsylvania Street, which equates to a density (total volume rate change) increase of 0.4 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Pennsylvania Street	Minor Arterial	AM	1	4	3	2
		PM	1	2	1	2

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on Pennsylvania Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

LODGE APARTMENTS/NR-0616.19/IHSSI # 098-296-01392

The Lodge Apartments are located in the vicinity of the Pennsylvania Street exit ramp (1,550 feet) and the Delaware Street entrance ramp (1,310 feet) to I-65. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Pennsylvania Street	Minor Arterial	AM	1316	1364	48	0	2	0.4
		PM	604	636	32	0	2	0.3

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 48 on Pennsylvania Street, which equates to a density (total volume rate change) increase of 0.4 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Pennsylvania Street	Minor Arterial	AM	1	4	3	2
		PM	1	2	1	2

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on Pennsylvania Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

PLAZA APARTMENTS/NR-0616.27/IHSSI # 098-296-01393

The Plaza Apartments building is located in the vicinity of the Pennsylvania Street exit ramp (1,300 feet) and the Delaware Street entrance ramp (1,128 feet) to I-65. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Truck Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Pennsylvania Street	Minor Arterial	AM	1316	1364	48	-3	0	2	0.4
		PM	604	636	32	2	0	2	0.3

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 48 on Pennsylvania Street, which equates to a density (total volume rate change) increase of 0.4 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Pennsylvania Street	Minor Arterial	AM	1	4	3	2
		PM	1	2	1	2

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on Pennsylvania Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

THE AMBASSADOR/NR-0616.03/IHSSI # 098-296-01394

The Ambassador is located in the vicinity of the Pennsylvania Street exit ramp (1,450 feet) and the Delaware Street entrance ramp (1,258) to I-65. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Pennsylvania Street	Minor Arterial	AM	1316	1364	48	0	2	0.4
		PM	604	636	32	0	2	0.3

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 48 on Pennsylvania Street, which equates to a density (total volume rate change) increase of 0.4 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Pennsylvania Street	Minor Arterial	AM	1	4	3	2
		PM	1	2	1	2

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on Pennsylvania Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

CENTRAL LIBRARY OF INDIANAPOLIS-MARION COUNTY PUBLIC LIBRARY/NR-0085/IHSSI # 098-296-01395

The Central Library is located in the vicinity of the Pennsylvania Street exit ramp (1,550 feet) and the Delaware Street entrance ramp (1,350 feet) to I-65. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Meridian Street	Major Arterial	AM	676	459	-217	0	4	-0.9
		PM	739	787	48	0	4	0.2
St. Clair Street	Minor Arterial	AM	1144	1190	46	0	2	0.4
		PM	1432	1390	-42	0	2	-0.4
Pennsylvania Street	Minor Arterial	AM	1316	1364	48	0	2	0.4
		PM	604	636	32	0	2	0.3

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 48 on both Pennsylvania Street and Meridian Street, which equates to density (total volume rate change) increases of 0.4 and 0.2 vehicle/minute/lane, respectively. These minor increases are not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Meridian Street	Major Arterial	AM	3	6	3	4
		PM	1	3	2	4
St. Clair Street	Minor Arterial	AM	0	0	0	2
		PM	0	0	0	2
Pennsylvania Street	Minor Arterial	AM	1	4	3	2
		PM	1	2	1	2

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on both Pennsylvania Street and Meridian Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

THE BURTON/NR-0616.08/IHSSI # 098-296-01396

The Burton is located in the vicinity of the Pennsylvania Street exit ramp (1,600 feet) and the Delaware Street entrance ramp (1,360 feet) to I-65. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Pennsylvania Street	Minor Arterial	AM	1316	1364	48	0	2	0.4
		PM	604	636	32	0	2	0.3

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 48 on Pennsylvania Street, which equates to density (total volume rate change) increase of 0.4 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Pennsylvania Street	Minor Arterial	AM	1	4	3	2
		PM	1	2	1	2

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on Pennsylvania Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

THE VERA AND THE OLGA/NR-0725/IHSSI # 098-296-01415

The Vera and The Olga are located approximately 1,655 feet from the Pennsylvania Street exit ramp. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Illinois Street	Minor Arterial	AM	524	510	-14	0	3	-<0.1
		PM	1168	1198	30	0	3	0.2

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 30 on Illinois Street, which equates to density (total volume rate change) increase of 0.2 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Illinois Street	Minor Arterial	AM	2	2	0	3
		PM	0	0	0	3

Temporary increases in heavy trucks during construction are not anticipated near this property.

INDEPENDENT TURNVEREIN/NR-0641/IHSSI # 098-296-01428

The Independent Turnverein is located in the vicinity of the Pennsylvania Street exit ramp (1,500 feet) and the Delaware Street entrance ramp (1,409 feet) to I-65. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Meridian Street	Major Arterial	AM	676	459	-217	0	4	-0.9
		PM	739	787	48	0	4	0.2

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 48 on Meridian Street, which equates to density (total volume rate change) increase of 0.2 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Meridian Street	Major Arterial	AM	3	6	3	4
		PM	1	3	2	4

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on Meridian Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

COLE MOTOR CAR COMPANY/NR-0332/IHSSI # 098-296-01651

The Cole Motor Car Company is located just east of downtown Indianapolis on Washington Street, which is an important arterial into and out of the city. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Market Street	Minor Collector	AM	323	375	52	1	2	0.4
		PM	700	698	-2	0	2	-<0.1
Davidson Street	Minor Arterial	AM	260	316	56	3	2	0.5
		PM	916	885	-31	0	2	-0.3
Washington Street	Major Arterial	AM	869	866	-3	0	6	-<0.1
		PM	1236	1250	14	-1	6	<0.1

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 56 on Davidson Street, which equates to density (total volume rate change) increase of 0.5 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Market Street	Minor Collector	AM	0	8	8	2
		PM	0	9	9	2
Davidson Street	Minor Arterial	AM	2	12	10	2
		PM	0	0	0	2
Washington Street	Major Arterial	AM	3	11	8	6
		PM	3	9	6	6

The largest temporary increase in heavy trucks during construction in the peak hour is 10 on Davidson Street. Slightly lower temporary increases are anticipated on Market Street and Washington Street (eight to nine heavy trucks each). The Cole Motor Car Company is not a residential property and there are no contributing features such as brick streets or stone curbs

near the property. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

GASETERIA, INC./NR-2266

The Gaseteria, Inc. building is located just east of downtown Indianapolis on Washington Street, which is an important arterial into and out of the city. The building is also located near the Washington Street exit and entrance ramps. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Southeastern Avenue	Major Arterial	AM	574	569	-5	-2	4	-<0.1
		PM	744	730	-14	-2	4	-<0.1
Washington Street	Major Arterial	AM	2048	1933	-115	2	4	-0.5
		PM	1234	1250	16	0	4	<0.1

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 16 on Washington Street, which equates to density (total volume rate change) increase of less than 0.1 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Southeastern Avenue	Major Arterial	AM	7	10	3	4
		PM	3	3	0	4
Washington Street	Major Arterial	AM	7	22	15	4
		PM	3	10	7	4

The largest temporary increase in heavy trucks during construction in the peak hour is 15 on Washington Street. Gaseteria, Inc. is not a residential property and there are no contributing features such as brick streets or stone curbs near the property. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

MANCHESTER APARTMENTS/NR-1406

The Manchester Apartments are located in the vicinity of the Pennsylvania Street exit ramp (825 feet) and the Delaware Street entrance ramp (742 feet) to I-65. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
10th Street	Minor Arterial	AM	517	516	-1	0	4	0
		PM	779	828	49	0	4	0.2
Pennsylvania Street	Minor Arterial	AM	1443	1468	25	0	2	0.2
		PM	712	733	21	0	2	0.2

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 49 on 10th Street, which equates to density (total volume rate change) increase of 0.2 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
10th Street	Minor Arterial	AM	0	0	0	4
		PM	0	0	0	4
Pennsylvania Street	Minor Arterial	AM	1	4	3	2
		PM	1	2	1	2

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on Pennsylvania Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

SHEFFIELD INN/NR-1373

The Sheffield Inn is located in the vicinity of the Pennsylvania Street exit ramp (828 feet) and the Delaware Street entrance ramp (773 feet) to I-65. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Pennsylvania Street	Minor Arterial	AM	1443	1468	25	0	2	0.2
		PM	712	733	21	0	2	0.2

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 25 on Pennsylvania Street, which equates to density (total volume rate change) increase of 0.2 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Pennsylvania Street	Minor Arterial	AM	1	4	3	2
		PM	1	2	1	2

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on Pennsylvania Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

DELAWARE COURT/NR-0616.11/IHSSI # 098-26-01370

Delaware Court is located approximately 238 feet south of the Delaware Street entrance ramp to I-65. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
10th Street	Minor Arterial	AM	44	53	9	0	1	0.2
		PM	64	102	38	0	1	0.6
Delaware Street	Minor Arterial	AM	532	567	35	1	4	0.2
		PM	1333	1487	154	-1	4	0.6

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 154 on Delaware Street, which equates to density (total volume rate change) increase of 0.6 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
10th Street	Minor Arterial	AM	0	0	0	1
		PM	0	0	0	1
Delaware Street	Minor Arterial	AM	1	6	5	4
		PM	4	6	2	4

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is five on Delaware Street. 10th Street, on the south side of this building, is paved with brick east of Delaware Street near the property; there are no limestone curbs in this location. No heavy trucks are anticipated on this portion of 10th Street during construction. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

THE SPINK (RENAISSANCE TOWER HISTORIC INN)/NR-0616.28/IHSSI # 098-296-01385

The Spink is located south of the project between Delaware Street and Alabama Street, on a side street. Traffic flowing into and out of Indianapolis does not generally pass in front of the property.

Permanent Traffic Changes: No forecasted traffic data available for streets adjacent to this property. Typically, small local roads are not included in the model because substantial traffic changes would not be expected on them. Traffic is not anticipated to increase substantially on 9th Street near this property.

Temporary Traffic Changes: No forecasted temporary truck traffic data available for streets adjacent to this property. Heavy trucks are not anticipated to increase on 9th Street near this property during construction.

WILLIAM BUSCHMAN BLOCK/NR-0897/IHSSI # 098-296-01353

The William Buschman Block is not located on a roadway that directly provides access to or away from I-65. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
10th Street	Major Collector	AM	36	44	8	0	1	0.1
		PM	45	52	7	0	1	0.1
Fort Wayne Avenue	Major Collector	AM	1056	1073	17	0	3	<0.1
		PM	841	875	34	0	3	0.2

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 34 on Fort Wayne Avenue, which equates to density (total volume rate change) increase of 0.2 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	**Classification**	**Peak Hour**	**Heavy Trucks Before North Split Closure**	**Heavy Trucks During North Split Closure**	**Heavy Truck Change**	**Lanes**
10th Street	Major Collector	AM	0	0	0	1
		PM	0	0	0	1
Fort Wayne Avenue	Major Collector	AM	0	0	0	3
		PM	1	10	9	3

The largest temporary increase in heavy trucks during construction in the peak hour is nine on Fort Wayne Avenue. The William Buschman Block is not a residential property. 10th Street, on the north side of this building, is paved with brick and lined with limestone curbs west of Central Avenue on the south side of 10th Street near the property. No heavy trucks are anticipated on this portion of 10th Street during construction. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

MORRIS-BUTLER HOUSE/NR-2027/IHSSI # 098-296-14219

The Morris-Butler House is not located in the immediate vicinity of any access points onto or off of I-65.

Permanent Traffic Changes: No forecasted traffic data are available for streets adjacent to this property. Typically, small local roads are not included in the model because substantial traffic changes would not be expected on them. Traffic is not anticipated to increase substantially on 12th Street or Park Avenue near this property.

Temporary Traffic Changes: No forecasted temporary truck traffic data are available for streets adjacent to this property. Heavy trucks are not anticipated to increase on 12th Street or Park Avenue near this property during construction.

JOHN W. SCHMIDT HOUSE (THE PROPYLAEUM)/NR-2043/IHSSI # 098-296-14063

The John W. Schmidt House is located approximately 1,032 feet from the I-65 exit ramp at Pennsylvania Street. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Delaware Street	Minor Arterial	AM	449	436	-13	0	3	-<0.1
		PM	1059	1078	19	0	3	0.1

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 19 on Delaware Street, which equates to density (total volume rate change) increase of 0.1 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Delaware Street	Minor Arterial	AM	0	0	0	3
		PM	0	0	0	3

No temporary increases in heavy truck traffic are anticipated near this property.

PEARSON TERRACE/NR-0695/IHSSI # 098-296-01373

Pearson Terrace is not located on a roadway that directly provides access to or away from I-65. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Alabama Street	Minor Arterial	AM	50	46	-4	0	2	-<0.1
		PM	104	110	6	0	2	<0.1

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is six on Alabama Street, which equates to density (total volume rate change) increase of less than 0.1 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Alabama Street	Minor Arterial	AM	0	0	0	2
		PM	0	0	0	2

No temporary increases in heavy truck traffic are anticipated near this property.

2.3 NRHP-ELIGIBLE RESOURCES

SCHOOL #27–CHARITY DYE ELEMENTARY SCHOOL/NR-1560/IHSSI # 098-296-01309

The Charity Dye Elementary School is not located in the vicinity of any ramps onto or off of I-65/I-70. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Ruckle Street	Local Street	AM	0	0	0	0	2	0
		PM	0	0	0	0	2	0

Permanent traffic changes are not anticipated near this property.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Ruckle Street	Local Street	AM	0	0	0	2
		PM	0	0	0	2

No temporary increases in heavy truck traffic are anticipated near this property.

HOLY CROSS/WESTMINSTER HISTORIC DISTRICT/NR-0653

I-65/I-70 entrance and exit ramps provide access to and from Washington Street at the southwest corner of the historic district. An entrance ramp to I-65/I-70 is present at Michigan Street and is 1,200 feet west of the northwest corner of the historic district. The following shows the permanent traffic changes anticipated on streets adjacent to or within the historic district:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Michigan Street	Minor Arterial	AM	1048	1144	96	0	2	0.8
		PM	1462	1433	-29	-3	2	-0.2
Vermont Street	Local Street	AM	19	19	0	0	2	0
		PM	202	203	1	-1	2	<0.1

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
New York Street	Minor Arterial	AM	398	426	28	0	2	0.2
		PM	899	917	18	0	2	0.2
Marlowe Avenue	Local Street	AM	289	256	-33	0	2	-0.3
		PM	327	323	-4	0	2	-<0.1
Ohio Street	Local Street	AM	298	263	-35	0	2	-0.3
		PM	164	150	-14	0	2	-0.1
Market Street	Minor Collector	AM	164	170	6	0	2	<0.1
		PM	187	159	-28	0	2	-0.2
Washington Street	Major Arterial	AM	1957	1864	-93	0	4	-0.4
		PM	1234	1250	16	0	4	<0.1
Pine Street	Local Street	AM	298	263	-35	0	2	-0.3
		PM	164	150	-14	0	2	-0.1
Highland Street	Local Street	AM	151	155	4	0	2	<0.1
		PM	143	149	6	1	2	<0.1
Oriental Street	Minor Collector	AM	44	43	-1	0	1	-<0.1
		PM	96	100	4	0	1	<0.1
Arsenal Avenue	Local Street	AM	117	126	9	0	2	<0.1
		PM	68	85	17	0	2	0.1
State Avenue	Major Collector	AM	802	821	19	0	2	0.2
		PM	850	876	26	0	2	0.2

Permanent traffic changes are anticipated to be minor near and within this district. The largest permanent increase in total vehicles in the peak hour is 96 on Michigan Street, which equates to a density (total volume rate change) increase of 0.8 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic district's setting.

The following table shows the temporary heavy truck changes on streets adjacent to or within the historic district:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Michigan Street	Minor Arterial	AM	1	4	3	2
		PM	1	11	10	2
Vermont Street	Local Street	AM	0	0	0	2
		PM	2	2	0	2
New York Street	Minor Arterial	AM	2	8	6	2
		PM	1	6	5	2
Marlowe Avenue	Local Street	AM	0	0	0	2
		PM	0	0	0	2
Ohio Street	Local Street	AM	5	6	1	2
		PM	1	2	1	2
Market Street	Minor Collector	AM	8	8	0	2
		PM	5	5	0	2
Washington Street	Major Arterial	AM	7	22	15	4
		PM	3	10	7	4
Pine Street	Local Street	AM	0	0	0	2
		PM	0	0	0	2
Highland Street	Local Street	AM	9	10	1	2
		PM	8	12	4	2
Oriental Street	Minor Collector	AM	0	0	0	1
		PM	0	0	0	1
Arsenal Avenue	Local Street	AM	1	2	1	2
		PM	0	0	0	2
State Avenue	Major Collector	AM	1	1	0	2
		PM	2	3	1	2

The largest temporary increase in heavy trucks during construction in the peak hour is 15 on Washington Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases near the district. The temporary heavy truck increase is not anticipated to affect the integrity of the historic district.

2.4 NATIONAL HISTORIC LANDMARKS (NHL)

BENJAMIN HARRISON HOME/PRESIDENTIAL SITE/NR-2066/IHSSI # 098-296-14057

The Benjamin Harrison Home/Presidential Site is located in the vicinity of the Pennsylvania Street exit ramp and Delaware Street entrance ramp for I-65. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Delaware Street	Minor Arterial	AM	611	584	-27	0	3	-0.2
		PM	1105	1142	37	0	3	0.2

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 37 on Delaware Street, which equates to density (total volume rate change) increase of less than 0.2 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Delaware Street	Minor Arterial	AM	0	0	0	3
		PM	0	0	0	3

No temporary increases in heavy truck traffic are anticipated near this property.

JAMES WHITCOMB RILEY HOUSE/NR-2067/IHSSI # 098-296-20038

The James Whitcomb Riley House is located in a residential neighborhood between New York Street and Vermont Street. Lockerbie Street is primarily accessed by local traffic.

Permanent Traffic Changes: No forecasted traffic data available for streets adjacent to this property. Typically, small local roads are not included in the model because substantial traffic changes would not be expected on them. Traffic is not anticipated to increase substantially on Vermont Place or Lockerbie Street near this property.

Temporary Traffic Changes: No forecasted temporary truck traffic data available for streets adjacent to this property. Heavy trucks are not anticipated to increase on Vermont Place or Lockerbie Street near this property during construction.

2.5 BRIDGE DETERMINED NRHP-ELIGIBLE

MARION COUNTY BRIDGE NO. 2520L/NBI NO. 4900233/HB-2611

The Marion County Bridge No. 2520L is not located in the vicinity of any ramps onto or off of I-65/I-70. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Oriental Street	Minor Collector	AM	90	97	7	0	2	<0.1
		PM	175	182	7	0	2	<0.1

Permanent traffic changes are anticipated to be minor at this bridge. The largest permanent increase in total vehicles in the peak hour is seven on Oriental Street, which equates to density (total volume rate change) increase of less than 0.1 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Oriental Street	Minor Collector	AM	0	0	0	2
		PM	0	0	0	2

No temporary increases in heavy truck traffic are anticipated on this bridge.

2.6 INDIVIDUAL RESOURCES DETERMINED ELIGIBLE

JOHN HOPE SCHOOL NO. 26/IHSSI # 098-296-01212

The John Hope School No. 26 is not located in the immediate vicinity of any access points onto or off of I-70. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
16th Street	Minor Arterial	AM	442	477	35	2	4	0.2
		PM	606	603	-3	0	4	-<0.1
Dr. Andrew J. Brown Avenue	Minor Arterial	AM	97	100	3	0	2	<0.1
		PM	124	111	-13	0	2	-0.1

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 35 on 16th Street, which equates to density (total volume rate change) increase of 0.2 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
16th Street	Minor Arterial	AM	3	8	5	4
		PM	2	6	4	4
Dr. Andrew J. Brown Avenue	Minor Arterial	AM	1	2	1	2
		PM	0	0	0	2

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is five on 16th Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

JAMES E. ROBERTS SCHOOL NO. 97/IHSSI # 098-296-01220

The James E. Roberts School No. 97 is not located in the vicinity of any ramps onto or off of I-65/I-70. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
10th Street	Minor Arterial	AM	599	586	-13	-1	3	-<0.1
		PM	558	496	-62	0	3	-0.3
Oriental Street	Minor Collector	AM	72	81	9	0	2	<0.1
		PM	117	137	20	0	2	0.2

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 20 on Oriental Street, which equates to density (total volume rate change) increase of 0.2 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
10th Street	Minor Arterial	AM	2	3	1	3
		PM	0	0	0	3
Oriental Street	Minor Collector	AM	0	0	0	2
		PM	0	0	0	2

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is one on 10th Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

KNIGHTS OF PYTHIAS/IHSSI # 098-296-01378

The Knights of Pythias building is not located in the vicinity of any ramps onto or off of I-65. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Period	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Meridian Street	Major Arterial	AM	703	463	-240	0	4	-1.0
		PM	722	762	40	0	4	0.2

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 40 on Meridian Street, which equates to density (total volume rate change) increase of 0.2 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Meridian Street	Major Arterial	AM	3	6	3	4
		PM	1	3	2	4

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is three on Meridian Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

FAME LAUNDRY/IHSSI # 098-296-01421

The Fame Laundry building is located approximately 1,365 feet from the Pennsylvania Street exit ramp to I-65, and is two streets west of the existing ramp. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Period	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Illinois Street	Minor Arterial	AM	573	551	-22	0	3	-0.1
		PM	998	1044	46	0	3	0.3

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 46 on Illinois Street, which equates to density (total volume rate change) increase of 0.3 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Period	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Illinois Street	Minor Arterial	AM	2	2	0	3
		PM	0	0	0	3

No temporary increases in heavy truck traffic are anticipated near this property.

STUTZ MOTOR CAR COMPANY/IHSSI # 098-296-01426

The Stutz Motor Car Company is located approximately 1,643 feet from the Pennsylvania Street exit ramp, and is two streets west and one street south of that ramp. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
11th Street	Minor Arterial	AM	761	699	-62	0	3	-0.3
		PM	550	559	9	0	3	<0.1
10th Street	Major Arterial	AM	668	676	8	0	2	<0.1
		PM	555	600	45	0	2	0.4
Capitol Avenue	Minor Arterial	AM	2005	1833	-172	1	3	-1
		PM	1410	1349	-61	0	3	-0.3
Senate Avenue	Local Street	AM	211	203	-8	0	2	-<0.1
		PM	166	185	19	0	2	0.2

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is 45 on 10th Street, which equates to density (total volume rate change) increase of 0.4 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
11th Street	Minor Arterial	AM	0	0	0	3
		PM	0	0	0	3
10th Street	Major Arterial	AM	3	4	1	2
		PM	0	0	0	2
Capitol Avenue	Minor Arterial	AM	3	5	2	3
		PM	1	3	2	3
Senate Avenue	Local Street	AM	2	0	-2	2
		PM	1	0	-1	2

Temporary increases in heavy trucks during construction are anticipated to be minor near this property. The largest temporary increase in heavy trucks during construction in the peak hour is two on Capitol Avenue. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the property. The temporary heavy truck increase is not anticipated to affect the integrity of the historic property.

MARTIN LUTHER KING, JR. PARK

The Martin Luther King, Jr. Park is not located in the vicinity of any ramps onto or off of I-65/I-70. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
19th Street	Local Street	AM	71	70	-1	0	2	-<0.1
		PM	8	11	3	0	2	<0.1

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is three on 19th Street, which equates to density (total volume rate change) increase of less than 0.1 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Period	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
19th Street	Local Street	AM	0	0	0	2
		PM	0	0	0	2

No temporary increases in heavy truck traffic are anticipated near this property.

ST. RITA'S CATHOLIC CHURCH PARISH COMPLEX

St. Rita's Catholic Church Parish Complex is not located in the immediate vicinity of any access points onto or off of I-70. The following table shows the permanent traffic changes anticipated on streets near this property:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
19th Street	Local Street	AM	29	38	9	0	2	<0.1
		PM	40	35	-5	0	2	-<0.1
Dr. Andrew J Brown Avenue	Minor Arterial	AM	83	83	0	1	2	0
		PM	160	135	-25	0	2	-0.2

Permanent traffic changes are anticipated to be minor near this property. The largest permanent increase in total vehicles in the peak hour is nine on 19th Street, which equates to density (total volume rate change) increase of less than 0.1 vehicle per minute per lane. This minor increase is not anticipated to affect the integrity of the historic property's setting.

The following table shows the temporary heavy truck changes on streets near this property:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
19th Street	Local Street	AM	0	0	0	2
		PM	0	0	0	2
Dr. Andrew J Brown Avenue	Minor Arterial	AM	2	2	0	2
		PM	0	0	0	2

No temporary increases in heavy truck traffic are anticipated near this property.

2.7 HISTORIC DISTRICTS RECOMMENDED NRHP-ELIGIBLE

SAINTS PETER AND PAUL CATHEDRAL PARISH HISTORIC DISTRICT

The Saints Peter and Paul Cathedral Parish Historic District is located approximately 598 feet north of the Pennsylvania Street exit ramp from I-65. The following shows the permanent traffic changes anticipated on streets adjacent to or within the historic district:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Meridian Street	Major Arterial	AM	887	870	-17	0	4	-<0.1
		PM	1172	1202	30	0	4	0.1
Pennsylvania Street	Minor Arterial	AM	890	906	16	0	2	0.1
		PM	755	727	-28	0	2	-0.2

Permanent traffic changes are anticipated to be minor near and within this district. The largest permanent increase in total vehicles in the peak hour is 30 on Meridian Street, which equates to a density (total volume rate change) increase of 0.1 vehicle/minute/lane. This minor increase is not anticipated to affect the integrity of the historic district's setting.

The following table shows the temporary heavy truck changes on streets adjacent to or within the historic district:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Meridian Street	Major Arterial	AM	4	4	0	4
		PM	2	4	2	4
Pennsylvania Street	Minor Arterial	AM	0	1	1	2
		PM	0	0	0	2

Temporary increases in heavy trucks during construction are anticipated to be minor near this district. The largest temporary increase in heavy trucks during construction in the peak hour is two on Meridian Street. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the district. The temporary heavy truck increase is not anticipated to affect the integrity of the historic district.

WINDSOR PARK NEIGHBORHOOD HISTORIC DISTRICT

The historic district is not in close proximity to any I-65/I-70 entrance or exit ramps to city streets. The following shows the permanent traffic changes anticipated on streets adjacent to or within the historic district:

Permanent Traffic Changes

Street	Classification	Peak Hour	2041 No Build	2041 Alt 4c	Total Change	Heavy Truck Change	Lanes	Total Volume Rate Change (Veh/Min/Lane)
Brookside Avenue	Minor Collector	AM	142	147	5	0	1	<0.1
		PM	166	175	9	0	1	0.2
Tecumseh Street	Local Street	AM	47	44	-3	0	2	-<0.1
		PM	67	46	-21	0	2	-0.2
Commerce Avenue	Local Street	AM	78	68	-10	0	2	-<0.1
		PM	388	387	-1	0	2	-<0.1
Nowland Avenue	Minor Arterial	AM	198	212	14	1	2	0.1
		PM	313	336	23	0	2	0.2
Massachusetts Avenue	Major Collector	AM	367	385	18	0	2	0.2
		PM	324	345	21	0	2	0.2
10th Street	Minor Arterial	AM	732	729	-3	0	2	-<0.1
		PM	475	465	-10	0	2	-<0.1
Brookside Parkway South	Minor Arterial	AM	198	212	14	0	2	0.1
		PM	313	336	23	1	2	0.2
Steele Street	Local Street	AM	77	84	7	0	2	<0.1
		PM	25	29	4	0	2	<0.1
Hamilton Avenue	Local Street	AM	2	3	1	0	2	<0.1
		PM	0	1	1	0	2	<0.1

Permanent traffic changes are anticipated to be minor near and within this district. The largest permanent increase in total vehicles in the peak hour is 23 on Nowland Avenue and Brookside Parkway South, which equates to a density (total volume rate change) increase of 0.2 vehicle/minute/lane on both streets. This minor increase is not anticipated to affect the integrity of the historic district's setting.

The following table shows the temporary heavy truck changes on streets adjacent to or within the historic district:

Temporary Traffic Changes

Street	Classification	Peak Hour	Heavy Trucks Before North Split Closure	Heavy Trucks During North Split Closure	Heavy Truck Change	Lanes
Brookside Avenue	Minor Collector	AM	1	1	0	1
		PM	0	0	0	1
Tecumseh Street	Local Street	AM	1	1	0	2
		PM	0	0	0	2
Commerce Avenue	Local Street	AM	0	1	1	2
		PM	0	0	0	2
Nowland Avenue	Minor Arterial	AM	0	1	1	2
		PM	0	1	1	2
Massachusetts Avenue	Major Collector	AM	0	0	0	2
		PM	1	4	3	2
10^{th} Street	Minor Arterial	AM	2	3	1	2
		PM	0	0	0	2
Brookside Parkway South	Minor Arterial	AM	0	0	0	2
		PM	0	0	0	2
Steele Street	Local Street	AM	1	1	0	2
		PM	1	1	0	2
Hamilton Avenue	Local Street	AM	1	1	0	2
		PM	0	0	0	2

Temporary increases in heavy trucks during construction are anticipated to be minor near this district. The largest temporary increase in heavy trucks during construction in the peak hour is three on Massachusetts Avenue. There are no contributing features such as brick streets or stone curbs on the streets with anticipated heavy truck increases within or near the district. The temporary heavy truck increase is not anticipated to affect the integrity of the historic district.

APPENDIX B: VIBRATION ANALYSIS

1. VIBRATION

1.1 HIGHWAY TRAFFIC-INDUCED VIBRATION

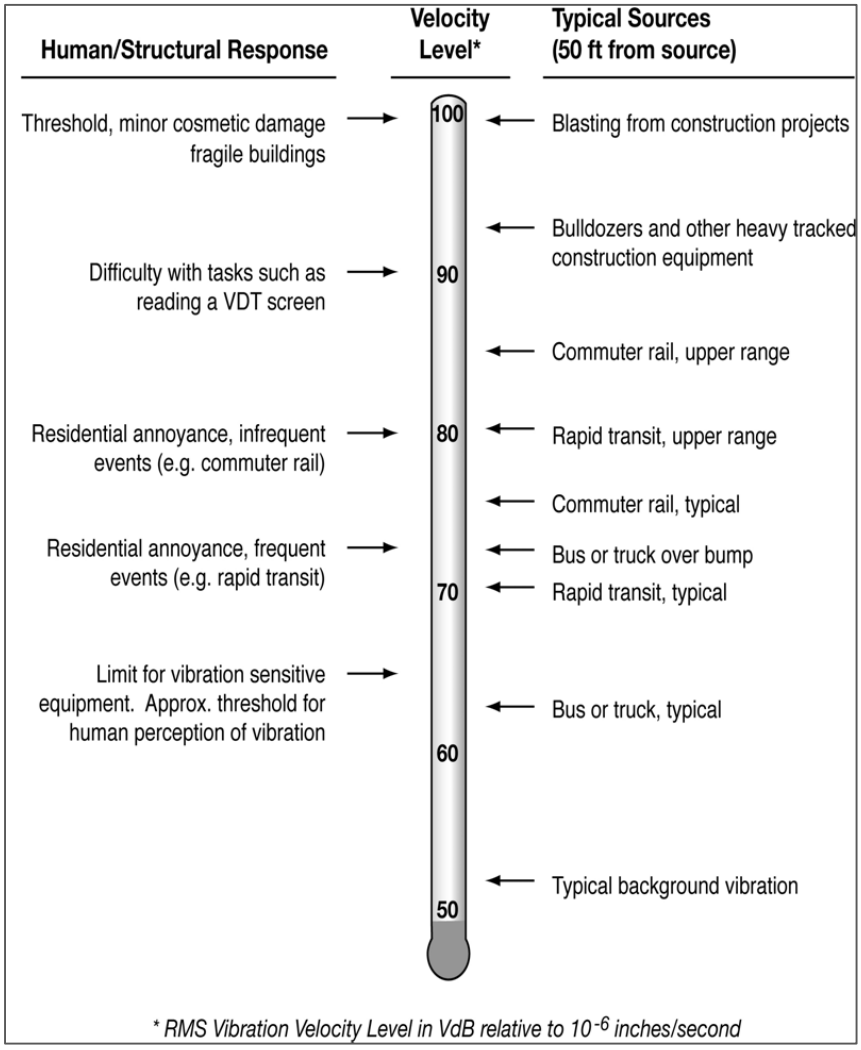
There are no Federal requirements directed specifically to highway traffic-induced vibration. Studies to assess the impact of highway traffic-induced vibrations have shown that both measured and predicted vibration levels are less than any known criteria for structural damage to buildings (FHWA 2011). In fact, normal living activities (e.g., closing doors, walking across floors, operating appliances) within a building have been shown to create greater levels of vibration than highway traffic.

The Federal Transit Administration (FTA) has published guidance for conducting vibration assessments associated with transit projects, including bus rapid transit projects, FTA's (2018) *Transit Noise and Vibration Impact Assessment Manual* (FTA Manual). This guidance was used as a technical reference for assessing potential effects to historic properties found within the North Split Project APE.

Because of their rubber tires and suspension systems, automobiles, trucks and buses do not typically generate enough ground-borne vibration to be a concern—except under specific situations, such as where there are pavement irregularities adjacent to sensitive locations. For most issues related to traffic-induced vibration, such as rattling of windows, the cause is typically generated by air-borne noise and directly related to roadway surface conditions such as potholes, bumps, expansion joints, or other discontinuities in the road surface. Air-borne noise occurs when energy is transmitted by air until it reaches a structural element, such as a building or window, and causes it to vibrate. Ground-borne vibration, on the other hand, occurs when energy is transmitted through the adjacent ground to create an oscillatory motion that can be described in terms of the displacement, velocity, or acceleration. Displacement, in the case of a vibrating floor, is the distance that a point on the floor moves away from its static position.

Vibration amplitudes are usually expressed as either peak particle velocity (PPV) or the root mean square (RMS) vibration velocity level. PPV is often used in the monitoring of construction vibration, such as blasting, since it is related to the stresses that are experienced by buildings. PPV is not considered the appropriate measurement for evaluating the human experience to vibration; RMS, which is expressed in vibration decibels (VdB), is a better measurement to evaluate the human response to vibration.

Figure 1, which is excerpted from the FTA Manual, illustrates common RMS vibration velocity levels expressed in VdB from vibration sources, as well as the human and structural response to them. Figure 1 presents typical levels of ground-borne vibration ranging from approximately 50 VdB (below perceptibility) to 100 VdB (the threshold of potential damage). Background vibration, which is usually around 50 VdB, is typically well below the threshold of human perception.



Source: FTA Manual (FTA 2018).

Figure 1. Typical levels of ground-borne vibration.

The North Split Project will improve the roadway surface and minimize irregularities which will reduce potential sources of highway traffic-induced vibration. This will have a positive effect on the potential for highway traffic-induced vibration when compared to existing conditions.

No adverse effects to historic properties are anticipated from highway traffic-induced vibration.

In addition to ground-borne vibration, airborne noise can cause structural elements, such as windows and doors, to vibrate. INDOT is considering the use of longitudinal grooving of the new concrete pavement and bridge decks to minimize this effect. Longitudinal grooving is generally quieter than transverse grooving and will help reduce air-borne noise (National Concrete Pavement Technology Center 2012).

1.2 CONSTRUCTION VIBRATION IMPACTS

Vibration impacts could occur in residential areas and at other vibration-sensitive land uses from activities associated with construction of the project, such as excavation, demolition, and vibratory compaction, as well as pile-driving at bridges, possible noise walls, and retaining walls. The potential for vibration impact would be greatest at locations near pile-driving for bridges and other structures, pavement demolition for removal, and vibratory compactor operations.

Vibration levels produced by construction equipment were obtained from the FTA Manual and are presented in Table 1. The construction equipment with the highest potential vibration level for roadway construction is the vibratory roller, and the highest potential vibration level for pile driving is with the impact pile driver.

Table 1. Vibration Source Levels for Construction Equipment.

Equipment		Peak Particle Velocity (PPV) at 25 ft. (in/sec)	Approximate RMS Vibration Velocity Value at 25 ft. (VdB)
Pile driver (impact)	Upper range	1.518	112
	Typical	0.644	104
Pile driver (sonic)	Upper range	0.734	105
	Typical	0.17	93
Vibratory roller		0.21	94
Large bulldozer		0.089	87
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: Table 7-4 from FTA Manual (FTA 2018).

Based on the typical vibration levels listed in Table 1, calculations were performed to determine distances at which construction vibration impacts would occur. The calculations were performed in accordance with the methodology found in Section 7.2 of the FTA Manual.

For buildings near pile-driving activities, construction vibration impact could extend to approximately 140 feet from the construction site for buildings extremely susceptible to vibration damage. For buildings near roadway construction activities, construction vibration impacts could extend to approximately 40 feet from the construction site[1].

As a conservative approach, historic districts and properties with structures within 140 feet of all interstate construction activities would have the potential for an adverse effect due to construction vibration. They are:

1. Old Northside Historic District
2. Saint Joseph Neighborhood Historic District
3. Chatham-Arch Historic District
4. Massachusetts Avenue Commercial Historic District
5. Lockerbie Square Historic District
6. Wyndham

[1] Distances were determined using Eq. 7-2 of the FTA Manual (FTA 2018), the PPV for Pile Driver (impact) and Vibratory Roller from Table 7-4, and the criteria for Buildings extremely susceptible to vibration damage in Table 7-5 (0.12 in/sec). Based on Eq. 7.2, the PPV will be less than 0.12 in/sec for each piece of equipment at 140 feet and 40 feet from the source, respectively.

7. Pierson-Griffiths House
8. Calvin I. Fletcher House
9. Cole Motor Car Company
10. Delaware Court
11. Morris-Butler House
12. Holy Cross/Westminster Historic District

In order to avoid vibration impacts resulting from construction activities the contractor will be required to prepare a construction Vibration Monitoring and Control Plan. The plan will include the following key elements:

- Identifying buildings that are sensitive to vibration;
- Conducting pre-construction surveys of residences, historic buildings, and other vibration-sensitive structures in the project corridor to determine the appropriate vibration limits for the type of structure and conditions of the structure;
- Developing and implementing a vibration monitoring program for construction activities;
- Conducting post-construction surveys;
- Phasing construction activities that create vibration so that multiple sources of vibration do not occur at the same time;
- Prohibiting or limiting certain activities that create higher vibration levels during specific nighttime hours;
- Developing a method for responding to community complaints; and,
- Keeping the public informed of proposed construction schedules, and identifying activities known to be a source of vibration.

Maximum threshold values for historic properties that the contractor will be required to meet are included in Table 2. As previously discussed, peak particle velocity (PPV) is the appropriate measurement to evaluate the potential for building damage. Therefore, the threshold values presented in Table 2 are expressed in PPV. These values are identified in the FTA Manual as the thresholds above which building or structural damage could occur as the result of vibration during construction.

Table 2. Construction Vibration Thresholds (PPV).

Type of Structure	**Ground-borne Vibration Impact Level (PPV)**
Fragile (non-engineered timber and masonry buildings)	0.20 in/sec
Extremely Fragile (buildings, ruins, ancient monuments)	0.12 in/sec

Source: Table 7-5 Construction Vibration Damage Criteria Building/Structural Categories III and IV, from FTA Manual (FTA 2018).

Because the contractor will be required to keep vibration levels under the values in Table 2, no adverse effects to historic properties are anticipated from construction-induced vibration.

1.3 Annoyance

In addition to potential physical impacts to structures, construction vibration can be annoying to people. Although temporary human annoyance to vibration would not constitute an adverse effect under Section 106, it is acknowledged that it could occur. Distances at which annoyance from construction vibration could occur were determined using the vibration annoyance criterion of 75 VdB for Category 3 (primarily daytime) land uses and frequent vibration events given in Table 6-3 of the FTA Manual (FTA 2018). For buildings near pile-driving activities, annoyance from construction vibration could extend to approximately 430 feet from the construction site. For buildings near roadway construction activities, annoyance from construction vibration could extend to approximately 110 feet from the construction site[2].

[2] Distances were determined using Eq. 7-3 in the FTA Manual (FTA 2018), the Lv for Pile Driver (impact) and Vibratory Roller from Table 7-4, and the criteria described in the paragraph (75 VdB). Based on Eq. 7-3, the Lv will be less than 75 VdB for each piece of equipment at these distances.