



CE-4

APPENDIX D: SECTION 106 OF THE NHPA



May 19, 2023

Alyssa Reynolds
CRA, Inc.
201 NW 4th Street, Suite 204
Evansville, Indiana 47648

Federal Agency: Indiana Department of Transportation (“INDOT”),
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Indiana Department of Transportation’s finding of “no adverse effect” on behalf of the Federal
Highway Administration for added travel lanes along I-64 and I-265 (Des. No. 1900162;
DHPA No. 27559)

Dear Ms. Reynolds:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your April 27, 2023, submission, which enclosed INDOT’s finding and supporting documentation, received by our office on the same day, for this project in Georgetown, Lafayette and New Albany townships, Floyd County, Indiana.

In terms of archaeological resources, we previously agreed with the recommendation of project avoidance or further work to access the integrity and NRHP eligibility for site 12-FI-0222. Please be advised that archaeological resources may exist underneath modern development. During construction, work crews should be alert to the possible presence of archaeological artifacts (e.g., ceramics, glass, bone, stone tools, etc.) and features (e.g., foundations, cisterns, privies, etc.) that may be encountered during construction.

In regard to historic structures in the area of potential effects, we previously agreed that the following are eligible for inclusion in the National Register of Historic Places: Frank and George Devol Double House at 219-221 Lafayette Street (IHSSI # 043-446-34246), Horatio Devol House at 225 Lafayette Street (IHSSI # 043-446-34245), Reyse (Roy[s]ce-Friend House) at 229 W. Spring Street (IHSSI # 043-446-34204), James Carr House at 217 W. Spring Street (IHSSI #043-446-34202), West End Historic District, Finchland Historic District, house at 904 Braeview (INDOT 23), and Glenview Heights Historic District. We further agree with INDOT’s individual findings of No Adverse Effect for each of these sites.

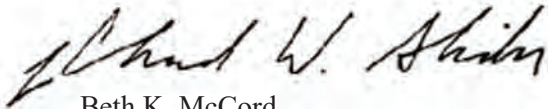
Accordingly, we concur with INDOT’s April 26, 2023, Section 106 finding of No Adverse Effect on behalf of FHWA for this federal undertaking.

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

The Indiana SHPO staff's archaeological reviewer for this project is Melody Pope and the structures reviewer is Chad Slider. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the added travel lanes along I-64 and I-265 project in Floyd County (Des. No. 1900162), please refer to DHPA No. 27559.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:CWS:cws

emc: Erica Tait, FHWA
Matt Coon, INDOT
Susan Branigin, INDOT
Alyssa Reynolds, CRA Inc.
Andrew V. Martin, CRA Inc.
Scott Wood, City of New Albany
Chad Slider, DNR-DHPA
Melody Pope, DNR-DHPA



**EASTERN SHAWNEE
CULTURAL PRESERVATION DEPARTMENT**

70500 East 128 Road, Wyandotte, OK 74370

June 15, 2023

INDOT - Indiana Department of Transportation
100 N. Senate Ave. IGCN642
Indianapolis, IN 46201

RE: Des No 1900162, DHPA No. 27559, Floyd County, Indiana

Dear Mr. Coon,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Floyd County, Indiana. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a)). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.

Sincerely,

Paul Barton, Tribal Historic Preservation Officer (THPO)
Eastern Shawnee Tribe of Oklahoma
(918) 666-5151 Ext:1833
THPO@estoo.net

Proof of
Publication

**STATE OF INDIANA
COUNTY OF FLOYD - SS**

Theresa Wheatbrook says on oath that she is the
bookkeeper of NEWS AND TRIBUNE and in
the employ of the publisher of

NEWS AND TRIBUNE,

a daily newspaper of general circulation printed and
published in the city of New Albany, Floyd County
State of Indiana, and further says that the annexed
advertisement was published in said paper for
#(1) time(s) to-wit: In issue of said NEWS AND TRIBUNE

Dated: 04-29 2023

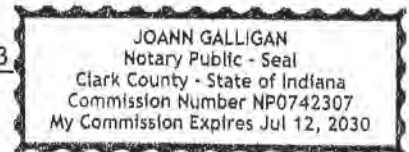
(X) Theresa Wheatbrook

**STATE OF INDIANA
COUNTY OF FLOYD**

Subscribed and sworn to before me this

1st day of May 2023

(X) Joann Galligan
Joann Galligan



Notary Public, Floyd County, Indiana
My Commission Expires July 12, 2030
Commission Number NP0742307

Publication
Fee \$ 246.12

ID # 04-3314494

1828073

INDIANA MEDIA GROUP
PO BOX 607
GREENSBURG IN 47240-0607
(877) 253-7755
Fax (765) 648-4229

ORDER CONFIRMATION (CONTINUED)

Salesperson: LEGALS

Printed at 04/27/23 09:34 by jgall

Acct #: 243157

Ad #: 1828073

Status: New CHOLD CH

Public Notice Des. No. 1900162 The Indiana Department of Transportation (INDOT) is planning to undertake a road improvement project, funded in part by the Federal Highway Administration (FHWA). The proposed undertaking is located along I-64 and I-265 in Georgetown, Lafayette, and New Albany Townships, Floyd County, Indiana. A portion of the project is located in the City of New Albany. Under the preferred alternative, the proposed project intends to add travel lanes on I-64, add an auxiliary lane on I-265, add a lane to ramps on I-64 and I-265, replace pavement, rehab bridge decks, replace current small structures and signage, add retaining walls, and potentially construct noise barriers. The proposed project limits will extend northwest along I-64 for approximately 22,334 feet (4.23 mi) from the I-64 bridge over Main Street in New Albany to the US 150 interchange and along I-265 for approximately 9,240 feet (1.75 mi) north-northeast to approximately the Green Valley Road overpass. Approximately 1-2 acres of right-of-way (ROW) and drainage easement(s) are anticipated to be acquired for this project. Properties eligible for the National Register of Historic Places (NRHP) located within the Area of Potential Effects (APE) include the Finchland Subdivision, Glenview Heights Subdivision, INDOT 23, Frank & George Devol Double House, Horatio Devol House, James Carr House, Reyse (Roy[s]ce)-Friend House, and the West End Historic District. The proposed action does not directly impact properties listed in or eligible for the NRHP. The INDOT, on behalf of the FHWA, has issued a "No Adverse Effect" finding for the project because the project will not diminish the integrity of the characteristics that qualify the historic properties within the APE for inclusion in the NRHP. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.8(a)(4). Pursuant to 36 CFR 800.4(d)(2), the documentation specified in 36 CFR 800.11(e) is available for inspection in the Evansville, IN office of Cultural Resource Analysts, Inc. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <https://erms12c.indot.in.gov/Section106Documents/>. This documentation serves as the basis for the "No Adverse Effect" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Alyssa Reynolds at 812.253.3009 or areynolds@cra-ky.com at the offices of Cultural Resource Analysts, Inc., at 201 NW 4th St, Suite 204, Evansville, Indiana 47708 no later than May 30, 2023. In accordance with the "Americans with Disabilities Act," if you have a disability for which INDOT needs to provide accessibility to the document(s) such as interpreters or readers, please contact Greg Prince, 812-524-3783 or gprince@indot.in.gov. hspaxlp

From: [Alyssa Reynolds](#)
To: [dhpareview](#)
Cc: "[Branigin, Susan](#)"; "[Coon, Matthew](#)"; "[Elizabeth Gallow](#)"; "[Prince, Greg](#)"; KWheeler@indot.IN.gov; "[Dye, David](#)"; "[Andrew Martin](#)"; [Kia Gillette](#); "[Slider, Chad \(DNR\)](#)"; "[Sharkey, Rachel](#)"; "[Lehman, Caitlin M](#)"
Subject: FHWA Project: Des. No. 1900162; DHPA No 27559; NAE Finding; Improve 64: I-64 Added Travel Lanes, Floyd County, Indiana
Date: Thursday, April 27, 2023 1:13:24 PM
Attachments: [image001.jpg](#)
[I-64 Added Travel Lanes Des 1900162 800.11 RDL 2023 4 27.pdf](#)
[I-64 Added Travel Lanes Des 1900162 DHPA form 2023 4 27.pdf](#)

All,

A hard copy of the attached documents will be mailed to you by the beginning of next week. The 800.11 is located here: [I-64 Added Travel Lanes Des 1900162 800.11 signed 2023 04 26.pdf](#)

Des. No.: 1900162

Project Description: I-64 added travel lanes project from US 150 to Main Street

Location: Georgetown, Lafayette, & New Albany Townships, Floyd County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the Improve 64: I-64 added travel lanes project; Des No 1900162.

INDOT, on behalf of FHWA, has signed a determination of "No Adverse Effect" for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other consulting parties that responded to the early coordination letter are being provided the documentation for this finding. You can view the determination of "No Adverse Effect" electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <https://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment.

Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon at mcoon@indot.IN.gov (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Thank you in advance for your input,

Alyssa Reynolds
Architectural Historian
adreynolds@crai-ky.com

Indiana Office
201 NW 4th Street, Suite 204
Evansville, Indiana 47708
812.253.3009 office
812.253.3010 fax
812.549.4503 cell

From: [Alyssa Reynolds](mailto:Alyssa.Reynolds@cityofnewalbany.com)
To: swood@cityofnewalbany.com; gsekula@indianalandmarks.org; ddcbark@aol.com
Cc: "[Branigin, Susan](mailto:Branigin.Susan@indot.IN.gov)"; "[Coon, Matthew](mailto:Coon.Matthew@indot.IN.gov)"; "[Elizabeth Gallow](mailto:Elizabeth.Gallow@indot.IN.gov)"; "[Prince, Greg](mailto:Prince.Greg@indot.IN.gov)"; KWheeler@indot.IN.gov; "[Dye, David](mailto:Dye.David@indot.IN.gov)"; [Andrew Martin](mailto:Andrew.Martin@indot.IN.gov); [Kia Gillette](mailto:Kia.Gillette@indot.IN.gov)
Subject: FHWA Project: Des. No. 1900162; DHPA No 27559; NAE Finding; Improve 64: I-64 Added Travel Lanes, Floyd County, Indiana
Date: Thursday, April 27, 2023 8:30:50 AM
Attachments: [image001.jpg](#)
[I-64 Added Travel Lanes Des 1900162 800.11 RDL 2023 4 27.pdf](#)

All,

Des. No.: 1900162

Project Description: I-64 added travel lanes project from US 150 to Main Street

Location: Georgetown, Lafayette, & New Albany Townships, Floyd County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the Improve 64: I-64 added travel lanes project; Des No 1900162.

INDOT, on behalf of FHWA, has signed a determination of "No Adverse Effect" for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other consulting parties that responded to the early coordination letter are being provided the documentation for this finding. You can view the determination of "No Adverse Effect" electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <https://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment.

Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon at mcoon@indot.IN.gov (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Thank you in advance for your input,

Alyssa Reynolds
Architectural Historian
adreynolds@crai-ky.com

Indiana Office
201 NW 4th Street, Suite 204
Evansville, Indiana 47708
812.253.3009 office
812.253.3010 fax
812.549.4503 cell
<http://www.crai-ky.com>

From: [Kia Gillette](#)
To: [Kia Gillette](#)
Subject: FW: FHWA Project: Des. No. 1900162; DHPA No 27559; NAE Finding; Improve 64: I-64 Added Travel Lanes, Floyd County, Indiana
Date: Wednesday, May 10, 2023 10:55:50 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image006.png](#)
[I-64 Added Travel Lanes Des 1900162 800.11 RDL 2023 4 27.pdf](#)

From: Branigin, Susan <SBranigin@indot.IN.gov>
Sent: Thursday, April 27, 2023 10:20 AM
To: thpo@estoo.net; bfletcher@peoriatribes.com
Cc: Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; Coon, Matthew <mcoon@indot.IN.gov>; Branigin, Susan <SBranigin@indot.IN.gov>; 'Alyssa Reynolds' <adreynolds@crai-ky.com>
Subject: FHWA Project: Des. No. 1900162; DHPA No 27559; NAE Finding; Improve 64: I-64 Added Travel Lanes, Floyd County, Indiana

Dear Consulting Parties:

Des. No.: 1900162

Project Description: I-64 Added Travel Lanes project from US 150 to Main Street

Location: Georgetown, Lafayette, & New Albany townships, Floyd County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the Improve 64: I-64 Added Travel Lanes project (Des. No. 1900162).

INDOT, on behalf of FHWA, has signed a determination of "No Adverse Effect" for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other consulting parties that responded to the early coordination letter are being provided the documentation for this finding. You can view the determination of "No Adverse Effect" electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <https://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment.

Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon at mcoon@indot.IN.gov (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Thank you in advance for your input,

Susan R. Branigin, MS

*Team Lead/Supervisor: History Unit
Cultural Resources Office (CRO)
Environmental Services Division
Indiana Department of Transportation
100 N. Senate Ave., Rm. N758-ES
Indianapolis IN 46204*

Phone: 317.417.1622

Email: sbranigin@indot.in.gov

Work Hours: M-F_7:30 a.m.-3:30 p.m.



****For the latest updates from INDOT's Cultural Resources Office, subscribe to the Environmental Services listserv: <https://www.in.gov/indot/3217.htm>**

****Link to the CRO-Public Web Map App can be found [here](#)**



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

April 27, 2023

This letter was sent to the listed parties.

RE: FHWA Project: Des. No. 1900162; DHPA No. 27559; Improve 64 Project; I-64 Added Travel Lanes from US 150 to Main Street, Floyd County, Indiana

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the Improve 64; I-64 Added Travel Lanes project along portions of I-64, I-265, and US 150 (Des. No. 1900162) in Floyd County. Cultural Resource Analysts, Inc. (CRA) is under contract with INDOT to advance the environmental documentation for the referenced project.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study. This study will be conducted in accordance with the National Environmental Policy Act (NEPA). **INDOT and FHWA have not yet determined the NEPA class of action for the project (i.e., Categorical Exclusion, Environmental Assessment, or Environmental Impact Statement).** This determination will be made once more details about the proposed action are defined.

On January 3, 2023, a letter was distributed notifying consulting parties that an addendum Phase 1a archaeology report (Tribes only) and corresponding Effects Report were available for review and comment. A "No Adverse Effect" finding document is being distributed as part of this letter.

The proposed undertaking is located along I-64 and I-265 in Floyd County, Indiana. A portion of the project is located in the City of New Albany. It is within Georgetown, Lafayette, and New Albany Townships, as shown on the Georgetown, Indiana and New Albany, Indiana USGS Topographic Quadrangles, in Sections 22, 27, 28, 29, 30, 31, 32, 33, and 34 in Township 2 South and Range 6 East, and Sections 2 and 3 in Township 3 South and Range 6 East.

The need for the project is due to existing traffic congestion as demonstrated by poor levels of service (LOS) on the interstate and interchange components, and deteriorating pavement within the project area. The purpose of the project is to reduce congestion and improve the LOS on the interstate and interchange components, and address the deteriorated condition of the pavement.

The project will include work on sections of I-64, I-265, and US 150. The proposed project limits will extend northwest along I-64 for approximately 22,334 feet (4.23 mi) from the I-64 bridge over Main Street in New Albany to the US 150 interchange and along I-265 for approximately 9,240 feet (1.75 mi) north-northeast to approximately the Green Valley Road overpass. The total length of the project is approximately 31,574 feet

www.in.gov/dot/

An Equal Opportunity Employer



(5.98 mi). The total project area of 357.10 acres. Approximately 1-2 acres of right-of-way (ROW) and drainage easement(s) are anticipated to be acquired for this project.

Currently, the project is anticipated to include the following elements:

- Addition of a travel lane in each direction on I-64 from US 150 to 2,000 feet north of Cherry Street. In most areas, the additional lanes will be added to the median where rock excavation will be necessary.
- Addition of an auxiliary lane on eastbound I-265 from I-64 to State Street and a travel lane on eastbound I-265 from I-64 to 4,000 feet east of State Street. The auxiliary lane will be added on the outside and the travel lane added within the median.
- Addition of one lane to all I-64/I-265 interchange ramps and one lane on the I-64 westbound exit ramp to US 150.
- Replacement and/or rehabilitation of pavement on I-64, I-265, and US 150.
- Relocation of the eastbound I-64 to eastbound I-265 ramp within the I-64/I-265 interchange. Construction of a new bridge on eastbound I-64 is required to accommodate the ramp relocation.
- Replacement, widening, and deck rehabilitation of bridges throughout the project area.
- Replacement of culverts and storm sewers, and construction of detention basins
- Installation of guardrail and concrete barrier wall as needed along I-64.
- Replacement and addition of signage, lighting, ITS conduit, and pavement markings.
- Above-ground and underground utility relocations.
- Acquisition of new right-of-way and drainage easement(s).
- Construction of retaining walls at multiple locations to minimize right-of-way acquisition and to accommodate new traffic lanes added within the narrowed median along I-64 between US 150 and the Captain Frank Road overpass, east of the I-265/I-64 system interchange ramps.
- Possible noise barrier construction along I-64 and I-265 pending the results of public involvement in accordance with INDOT's Traffic Noise Analysis Procedure (2022).

There have been minor changes to the scope of work since the January 3, 2023, release of the Effects Report, addendum Phase 1a archaeology report, and addendum report distribution letter (RDL), sent to consulting parties and the SHPO. There is now one (1) proposed detention basin near the Finchland Subdivision as opposed to two (2) as stated in the Effects Report, completed and sent to consulting parties on January 3, 2023. It is within the infield of the existing I-265 and State Street interchange, west of I-265 and near the north end of the historic district. It is proposed within the State Street to I-265 westbound entrance ramp infield and is approximately 240 feet from the district at the closest point.

There are two (2) proposed detention basins near the Glenview Heights Subdivision Historic District. The locations of the detention basins have changed from the Effects Report. One (1) is proposed within the State Street to I-265 westbound entrance ramp infield and is approximately 330 feet west of the south end of the district at the closest point. The second is west of I-265, approximately 310 feet northwest of the northern district boundary. Originally, one basin was proposed in the I-265 westbound to State Street exit ramp infield and was approximately 227 feet from the district at the closest point. The second was west of I-265, approximately 393 feet northwest of the northern district boundary.

The maintenance of traffic (MOT) plan has been updated since the release of the Effects Report. The updated MOT plan is to maintain the existing number of lanes of traffic in each direction to the maximum extent possible. Intermittent lane restrictions will be implemented on I-64 and I-265 during off peak hours. Quarry Road, Captain Frank Road, Cherry Street and Spring Street will be closed for short durations during construction of the bridges above, and construction of foundations adjacent to, those roadways. Interchange

ramps at the I-64/US 150, I-64/I-265, and I-64/State Street interchanges will require short-term off-peak closures. Additional longer-term closures of ramps at I-64/Spring Street interchange will be necessary. These longer-term closures will likely last 4-6 months. The possible longer-term closure of the I-64/Spring Street interchange ramps is a change from the MOT described in the Effects Report, which previously included short-term off-peak closures at those ramps.

Cultural Resource Analysts, Inc. (CRA) is under contract with INDOT to advance the Section 106 documentation for the referenced project. HNTB Corporation (HNTB) will be completing the environmental documentation for the reference project.

An additional archaeological survey was completed between August 16 and August 17, 2022, to account for the increase in the size of the project area along portions of the I-64 corridor, US 150, and I-265 corridors. A Phase 1a addendum archaeology report was completed on October 21, 2022, by CRA archaeologist, Sidney Travis. No additional sites were identified as a result of the investigation. The recommendation for Site 12FL222, project avoidance or further work to assess its integrity and National Register of Historic Places eligibility (Travis, 1/5/2022), still stands.

An Effects Report, an addendum RDL, and the previously mentioned addendum Phase 1a archaeology report were distributed to consulting parties on January 3, 2023.

The SHPO responded to the Effects Report and the addendum Phase 1a archaeology report in a letter dated January 17, 2023. The SHPO agreed with the recommendations of both reports. Additionally, they stated that they appreciated the discussions of effects to each historic property. The letter concluded with SHPO asking INDOT for a finding.

The Eastern Shawnee Tribe responded to the Effects Report in a letter dated January 24, 2023. They stated, "...the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe."

The addendum HPR was mistakenly not sent to tribal consulting parties when the addendum HPR was originally sent to the SHPO and consulting parties on May 5, 2022. The addendum HPR was sent to tribal consulting parties on February 2, 2023.

The Eastern Shawnee Tribe responded to the addendum HPR in a letter dated March 13, 2023. They stated, "...the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe."

These letters are included in the "No Adverse Effect" finding document.

No further responses were received regarding the addendum HPR, addendum Phase 1a archaeology report, or the Effects Report.

CRA recommends a total of eight resources as eligible for listing in the NRHP for the purposes of the proposed project:

1. Finchland Subdivision;
2. Glenview Heights Subdivision;
3. INDOT 23;
4. Frank and George Devol Double House (IHSSI No. 043-446-34246; "outstanding");
5. Horatio Devol House (IHSSI No. 043-446-34245; "outstanding");
6. James Carr House (IHSSI No. 043-446-34202; "outstanding");
7. Reyse (Roy[s]ce)-Friend House (IHSSI No. 043-446- 34204; "outstanding"); and
8. West End Historic District (IHSSI No. 043-446-08001-182)

CRA recommends a "No Adverse Effect" finding for the proposed project. Please see the "No Adverse Effect" finding document for a more information.

The “No Adverse Effect” finding is available for review in IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review this document and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

Tribal Contacts please respond to INDOT’s Tribal Liaison, Matt Coon at mcoon@indot.in.gov (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

For questions concerning specific project details, you may contact Alyssa Reynolds of Cultural Resource Analysts, Inc. at (812) 253-3009 or adreynolds@crai-ky.com. All future responses regarding the proposed project should be forwarded to CRA at the following address:

Alyssa Reynolds
Architectural Historian
Cultural Resource Analysts, Inc. (CRA)
201 NW 4th Street, Suite 204
Evansville, Indiana 47708
adreynolds@crai-ky.com

Sincerely,



Matthew S. Coon, Manager
Cultural Resources Office

Enclosures: Consulting Party Distribution list

Consulting Party Acceptance List

Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology, Indiana State Historic Preservation Office (SHPO)

City of New Albany

David Barksdale (Floyd County Historian)

Greg Sekula (Indiana Landmark's Southern Regional Office)

Eastern Shawnee Tribe

Peoria Tribe of Indians of Oklahoma

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECTS
ELIGIBILITY DETERMINATIONS
EFFECT FINDING**

**IMPROVE 64; I-64 ADDED TRAVEL LANES PROJECT
DES NO. 1900162
DHPA NO. 27559
FLOYD COUNTY, INDIANA**

**AREA OF POTENTIAL EFFECTS
(Pursuant to 36 CFR Section 800.4(a)(1))**

Given the nature of the proposed project, the Area of Potential Effects (APE) was determined to include the proposed project area and portions of adjacent properties based on viewsheds from the project area and parcel boundaries. Scattered tree lines and forested areas, sections of which will be cleared, along the I-64, US 150, and I-265 corridors, are present near the project area, allowing limited visibility from nearby properties into the project area. Consideration of a new viewshed based on this tree clearing was taken into account. The aforementioned tree lines, in addition to scattered trees on residential lots, provide a natural buffer zone for the surrounding parcels. The APE takes into account the potential direct and indirect effects of the proposed project within the immediate contextual setting, which is comprised primarily of undulating forested land mixed with flat, grassy residential and commercial lots. The project location and the APE can be found in Appendix A (maps).

**ELIGIBILITY DETERMINATIONS
(Pursuant to 36 CFR 800.4(c)(2))**

Finchland Subdivision (INDOT 54 – 79 and 131) – The Finchland Subdivision features Ranch homes on 137 lots from the late 1950s and early 1960s. These homes exhibit the typical rectilinear, massed, Ranch house form with either a gable or hip roof. The dwellings are clad in a multitude of materials, including brick veneer and vinyl siding. It appears that there were seven phases of the subdivision's development from 1952 to 1961, a commonality among Custom Developments. The subdivision is situated in a dense residential area just east of I-265 that began developing during the early 1950s. Historically, the area was rural farmland with forested areas. The Finchland Subdivision is recommended as eligible for listing in the NRHP under Criteria A and C using the *Residential Planning and Development in Indiana, 1940 – 1973 Multiple Property Documentation Form* (MPDF) as a good example of a planned, post-World War II subdivision in New Albany. The Finchland Subdivision is bounded by Glen Valley Road to the east, the rear parcel boundaries along Maevi Drive, West Daisy Lane to the south, and the rear parcel boundaries of residences located along Rossmore Drive, Finchleigh Drive, and Greenbriar Drive. CRA recommends that the NRHP boundary for this subdivision follow the same parameters (see Appendix A [maps] & Appendix Ba & Bb [photos]).

Glenview Heights Subdivision (INDOT 40 – 53) – The Glenview Heights Subdivision features Ranch homes on 73 lots from the early 1970s. These homes exhibit the typical rectilinear, massed, Ranch house form with either a gable or hip roof. The dwellings are clad in a multitude of materials, including brick veneer and vinyl siding. The subdivision is an example of a Custom Development. It appears that there were two phases of the subdivision’s development from 1971 to 1972. The subdivision is situated in a dense residential area just east of I-265 that began developing during the early late 1960s and early 1970s. Historically, the area was rural farmland with forested areas. The Glenview Heights Subdivision is recommended as eligible for listing in the NRHP under Criterion A using the MPDF as a good example of a Post-World War II subdivision in New Albany. The Glenview Heights Subdivision is bounded to the north by Glenview Heights, to the east by Glen Valley Road, the rear parcel boundaries along Redwood Drive, and to the west by the I-265 corridor. CRA recommends that the NRHP boundary for this subdivision follow the same parameters (see Appendix A [maps] & Appendix Ba & Bb [photos]).

INDOT 23 – INDOT 23 is a Contemporary Ranch house that was constructed circa 1965. The residence is situated in a forested, residential area (Oakwood Hills Subdivision) south of I-64 that was developed during the early 1960s. Historically, the area was a dense, forested area. The one-story, frame, five-bay, Contemporary Ranch house is clad with board and batten and brick veneer. The facade features a small, central projecting gable that contains single-light, ceiling-height, wood sash, stationary windows and clerestory windows, alluding to the residence’s Contemporary architectural style. On the west and east elevations of this projection are single-light, ceiling-height, wood sash, stationary windows. Visible beneath the project gable are wood brackets, a classic feature of Contemporary architecture. The Ranch house is an excellent and likely unique example of a Contemporary Ranch house in Floyd County. Therefore, the Ranch house is eligible for listing in the NRHP under Criterion C using the MPDF. The resource’s period of significance is circa 1965. CRA recommends that the NRHP boundary for INDOT 23 follow the parcel boundary (see Appendix A [maps] & Appendix Ba & Bb [photos]).

Frank & George Devol Double House (IHSSI No. 043-446-34246) – The Italianate residence was constructed in circa 1860. The dwelling is located in a residential area near downtown New Albany. The home was located around Schribner Park, which was demolished during the early 1960s due to the construction of I-64. The house received an IHSSI-rating of “outstanding” in the *1994 Floyd County Interim Report*. The potential period of significance, based on the residence’s construction date, is circa 1860. The residence is eligible for listing in the NRHP under Criterion C as an excellent example of an Italianate dwelling in New Albany. The recommended NRHP boundary follows the legal parcel boundary for the resource (see Appendix A [maps] & Appendix Ba [photos]).

Horatio Devol House (IHSSI No. 043-446-34245) – The vernacular residence was constructed between circa 1850 and 1860 and features Greek Revival influences. The dwelling is located in a residential area near downtown New Albany. The home was located around Schribner Park, which was demolished during the early 1960s due to the construction of I-64. The house received an IHSSI-rating of “outstanding” in the *1994 Floyd County Interim Report*. The potential period of significance, based on the residence’s construction date, is between circa 1850 and 1860. The residence is eligible for listing in the NRHP under Criterion C as an excellent example of a

vernacular dwelling with Greek Revival influences in New Albany. The recommended NRHP boundary follows the legal parcel boundary for the resource (see Appendix A [maps] & Appendix Ba [photos]).

James Carr House (IHSSI No. 043-446-34202) – The James Carr House was originally a single-family residence constructed in circa 1853. The Federal style residence currently (2022) functions as a business. The residence is located on the outskirts of a residential and commercial area on the east side of I-64 in downtown New Albany. Historically, the area where the residence is located was a dense residential area of New Albany. However, many of the residences were razed as a result of the construction of I-64. The residence is an excellent example of a single-family, Federal residence with a symmetrical design established by window and door placement. The multi-light windows are typical of the Federal style, along with stone or cement lintels. Other features characteristic of the Federal architectural style include the brick cladding and decorative cornice. These original elements and their materials result in the structures as having a high degree of material integrity. The house received an IHSSI-rating of “outstanding” in the *1994 Floyd County Interim Report*. The potential period of significance, based on the residence’s construction date, is circa 1853. The dwelling is an excellent example of the Federal architectural style in New Albany, comprised of original materials with minimal alterations. Therefore, the residence is eligible for listing in the NRHP under Criterion C. The recommended NRHP boundary follows the legal parcel boundary for the resource (see Appendix A [maps] & Appendix Ba [photos]).

Reyse (Roy[s]ce)-Friend House (IHSSI No. 043-446-34204) – The dwelling was originally a single-family residence constructed circa 1855. The vernacular style dwelling with Greek Revival and Gothic Revival influences currently (2022) operates as a business. The former residence is located on the outskirts of a residential and commercial area on the east side of I-64 in downtown New Albany. Historically, the area where the former residence is located was a dense residential area of New Albany. However, many of the residences were razed as a result of the construction of I-64. The business is an example of a single-family, vernacular residence with Gothic Revival and Greek Revival characteristics. Vernacular residences were common during the mid-nineteenth century in Indiana, when architectural styles were modest and largely determined by available materials and local building traditions. The potential period of significance, based on the residence’s construction date, is circa 1855. The Reyse (Roy[s]ce)-Friend House is an excellent example of the transition from vernacular style frame houses focusing on function to larger, brick dwellings focusing more on aesthetics. The former residence attests to this through the use of late nineteenth-century additions and the introduction of Greek Revival and Gothic Revival ornamentation, the latter of which was likely added during the late nineteenth century. The Greek Revival architectural characteristics are visible through the use of the ornately adorned door surrounds, complete with a central keystone decoration, the stone lintel and sills, the symmetrical facade, and the cornice lines emphasized by the wide eave returns. The bay window addition is typical of the Gothic Revival style. The porches meld the two styles together with the decorative woodwork with dentil and keystone/chevron imagery, along with ornately adorned capitals and incised, circular motifs. CRA recommends the Reyse (Roy[s]ce)-Friend House as individually eligible for listing in the NRHP under Criterion C as a significant example of an intact, mid-nineteenth-century, vernacular resource in New Albany with an ability to convey the embodiment of vernacular architecture at the time through the

combining of the Greek Revival and Gothic Revival architectural styles. The recommended NRHP boundary follows the legal parcel boundary for the resource (see Appendix A [maps] & Appendix Ba [photos]).

West End Historic District (IHSSI No. 043-446-08001-182) – The West End Historic District is a previously recorded historic district that was surveyed as part of the *1994 Floyd County Interim Report*. The historic district retains a collection of working-class vernacular housing primarily constructed between circa 1830 and circa 1940. The housing stock includes a variety of housing forms and architectural styles including the following: 1) Shotgun cottages; 2) I-houses; 3) Pyramidal-roof cottages; 4) Gabled-ell houses; 5) Bungalows; and 6) American Foursquares. These houses were likely dwellings belonging to families that earned their living from river trades along the Ohio River in New Albany, such as dock work, warehousing, ship construction or maintenance. There is a total of 149 resources within the district. There are 40 “noncontributing” resources, 101 “contributing” resources, six (6) “notable” resources, one (1) “outstanding” resource, and one (1) resource that is listed in the NRHP, in addition to 34 demolished resources. Although material changes have occurred, the district maintains its overall architectural integrity. CRA recommends the West End Historic District as eligible for listing in the NRHP under Criterion C, for the purposes of this project, as it represents a good collection of vernacular housing associated with a working-class neighborhood in New Albany. CRA recommends that the NRHP boundary of the West End Historic District is roughly bounded by West Elm Street to the north, West 6th Street and West 5th Street to the east, West Main Street to the south, and the legal parcel boundaries along a portion of West 10th Street, West 9th Street, and West 8th Street (see Appendix A [maps] & Appendix Ba & Bb [photos]).

Archaeological Site 12FL222 - Site 12FL222 is the location of a historic, late nineteenth-through early twentieth-century, African-American school and a twentieth-century mapped structure of unknown function. There were four possible features located at the site, including concrete push piles and possible foundation stones. Positive shovel tests within the site area contained fill with artifacts to at least 50 cm below the ground surface. The culturally sterile B horizon was not generally reached in the shovel tests and the extent and depth of fill is ultimately not known. It is possible there could be intact archaeological deposits below the fill. Therefore, due to the unknown depositional context deeper than 50 cm below the ground surface, the NRHP eligibility of the site could not be fully assessed. It was recommended that Site 12FL222 be further evaluated for its NRHP eligibility if it cannot be avoided by ground disturbing activities. As a result of this recommendation, it was determined that Site 12FL222 will be avoided by the Project. Project commitments to avoid Site 12FL222 include:

- 1) Marking the site area on the project plans as “Environmental Sensitive Area – DO NOT DISTURB”.
- 2) And, marking the boundaries of Site 12FL222 on the ground for avoidance during construction.

EFFECT FINDING

Finchland Subdivision (INDOT 54 – 79 and 131) – “No Adverse Effect.”

Glenview Heights Subdivision (INDOT 40 – 53) – “No Adverse Effect.”

INDOT 23 – “No Adverse Effect.”

Frank & George Devol Double House (IHSSI No. 043-446-34246) – “No Adverse Effect.”

Horatio Devol House (IHSSI No. 043-446-34245) – “No Adverse Effect.”

James Carr House (IHSSI No. 043-446-34202) – “No Adverse Effect.”

Reyse (Roy[s]ce)-Friend House (IHSSI No. 043-446-34204) – “No Adverse Effect.”

West End Historic District (IHSSI No. 043-446-08001-182) – “No Adverse Effect.”

Archaeological Site 12FL222 – “No Adverse Effect”

The Indiana Department of Transportation (INDOT) acting on behalf of the Federal Highway Administration (FHWA) has determined a “No Adverse Effect” finding is appropriate for this undertaking.

INDOT respectfully requests the Indiana State Historic Preservation Officer provide a written concurrence with the Section 106 determination of “No Adverse Effect.”

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

Finchland Subdivision (INDOT 54 – 79 and 131) – This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the INDOT, acting on FHWA’s behalf, has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore no Section 4(f) evaluation is required.

Glenview Heights Subdivision (INDOT 40 – 53) – This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the INDOT, acting on FHWA’s behalf, has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore no Section 4(f) evaluation is required.

INDOT 23 – This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the INDOT, acting on FHWA’s behalf, has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore no Section 4(f) evaluation is required.

Frank & George Devol Double House (IHSSI No. 043-446-34246) – This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the INDOT, acting on FHWA’s behalf, has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore no Section 4(f) evaluation is required.

Horatio Devol House (IHSSI No. 043-446-34245) – This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the INDOT, acting on FHWA’s behalf, has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore no Section 4(f) evaluation is required.

James Carr House (IHSSI No. 043-446-34202) – This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the INDOT, acting on FHWA’s behalf, has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore no Section 4(f) evaluation is required.

Reyse (Roy[s]ce)-Friend House (IHSSI No. 043-446-34204) – This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the INDOT, acting on FHWA’s behalf, has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore no Section 4(f) evaluation is required.

West End Historic District (IHSSI No. 043-446-08001-182) – This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the INDOT, acting on FHWA’s behalf, has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore no Section 4(f) evaluation is required.

Archaeological Site 12FL222 – This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the INDOT, acting on FHWA’s behalf, has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore no Section 4(f) evaluation is required.



Matthew S. Coon, Manager
Cultural Resource Offices
Environmental Services

April 26, 2023

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO ADVERSE EFFECT
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.5(c)**

**IMPROVE 64; I-64 ADDED TRAVEL LANES PROJECT
DES NO. 1900162
DHPA NO. 27559
FLOYD COUNTY, INDIANA**

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the Improve 64; I-64 Added Travel Lanes project (Des. No. 1900162). The proposed undertaking is located along I-64 and I-265 in Floyd County, Indiana. A portion of the project is located in the City of New Albany. It is within Georgetown, Lafayette, and New Albany Townships, as shown on the Georgetown, Indiana and New Albany, Indiana USGS Topographic Quadrangles, in Sections 22, 27, 28, 29, 30, 31, 32, 33, and 34 in Township 2 South and Range 6 East, and Sections 2 and 3 in Township 3 South and Range 6 East.

The project will include work on sections of I-64, I-265, and US 150. The total project area is approximately 357.10 acres. The proposed project limits will extend northwest along I-64 for approximately 22,334 feet (4.23 mi) from the I-64 bridge over Main Street in New Albany to the US 150 interchange and along I-265 for approximately 9,240 feet (1.75 mi) north-northeast to approximately the Green Valley Road overpass.

The purpose of the project is to reduce congestion and improve the levels of service (LOS) and address deteriorating pavement on the interstate and interchange components. The need for the project is due to existing traffic congestion as demonstrated by poor LOS on the interstate and interchange components within the project area, and the deteriorating condition of the existing pavement.

Approximately 1-2 acres of right-of-way (ROW) and drainage easement(s) are anticipated to be acquired for this project. Currently, the project is anticipated to include the following elements:

- Addition of a travel lane in each direction on I-64 from US 150 to 2,000 feet north of Cherry Street. In most areas, the additional lanes will be added to the median where rock excavation will be necessary.
- Addition of an auxiliary lane on eastbound I-265 from I-64 to State Street and a travel lane on eastbound I-265 from I-64 to 4,000 feet east of State Street. The auxiliary lane will be added on the outside and the travel lane added within the median.
- Addition of one lane to all I-64/I-265 interchange ramps and one lane on the I-64 westbound exit ramp to US 150.
- Replacement and/or rehabilitation of pavement on I-64, I-265, and US 150.

- Relocation of the eastbound I-64 to eastbound I-265 ramp within the I-64/I-265 interchange. Construction of a new bridge on eastbound I-64 is required to accommodate the ramp relocation.
- Replacement, widening, and deck rehabilitation of bridges throughout the project area.
- Replacement of culverts and storm sewers, and construction of detention basins
- Installation of guardrail and concrete barrier wall as needed along I-64.
- Replacement and addition of signage, lighting, ITS conduit, and pavement markings.
- Above-ground and underground utility relocations.
- Acquisition of new right-of-way and drainage easement(s).
- Construction of retaining walls at multiple locations to minimize right-of-way acquisition and to accommodate new traffic lanes added within the narrowed median along I-64 between US 150 and the Captain Frank Road overpass, east of the I-265/I-64 system interchange ramps.
- Possible noise barrier construction along I-64 and I-265 pending the results of public involvement in accordance with INDOT's Traffic Noise Analysis Procedure (2022).

The bridges were identified in the Indiana Historic Bridges Inventory (IHBI) as non-historic and are ineligible for listing in the National Register of Historic Places (NRHP).

The maintenance of traffic (MOT) plan is to maintain the existing number of lanes of traffic in each direction to the maximum extent possible. Intermittent lane restrictions will be implemented on I-64 and I-265 during off peak hours. Quarry Road, Captain Frank Road, Cherry Street and Spring Street will be closed for short durations during construction of the bridges above, and construction of foundations adjacent to, those roadways. Interchange ramps at the I-64/US 150, I-64/I-265, and I-64/State Street interchanges will require short-term off-peak closures. Additional longer-term closures of ramps at I-64/Spring Street interchange will be necessary. These longer-term closures will likely last 4-6 months. The possible longer-term closure of the I-64/Spring Street interchange ramps is a change from the MOT described in the Effects Report, which previously included short-term off-peak closures at those ramps.

There are no anticipated relocations for this project.

Federal funding from the FHWA will be utilized for this project.

According to 36 CFR Section 800.16(d), the Area of Potential Effects (APE) is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking. Given the nature of the proposed project, the APE was determined to include the proposed project area and portions of adjacent properties based on viewsheds from the project area and parcel boundaries. Scattered tree lines and forested areas, sections of which will be cleared, along the I-64, US 150, and I-265 corridors, are present near the project area, allowing limited visibility from nearby properties into the project area. Consideration of a new viewshed based on this tree clearing was taken into account. The aforementioned tree lines, in addition to scattered trees on residential lots, provide a natural buffer zone for the surrounding parcels. The APE takes into account the potential direct and indirect effects of the proposed

project within the immediate contextual setting, which is comprised primarily of undulating forested land mixed with flat, grassy residential and commercial lots. The project location and the APE can be found in Appendix A (maps).

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES.

The National Register of Historic Places (NRHP), Indiana Register of Historic Sites and Structures (State Register), the State Historic Architectural and Archaeological Research Database (SHAARD), the 1994 *Floyd County Interim Report*, and Indiana Historic Building, Bridges, and Cemeteries (IHBBC) Map were consulted. As a result of the historic property identification and evaluation efforts, the Finchland Subdivision (INDOT 54 – 79 and 131), Glenview Heights Subdivision (INDOT 40 – 53), INDOT 23, Frank & George Devol Double House (IHSSI No. 043-446-34246), Horatio Devol House (IHSSI No. 043-446-34245), James Carr House (IHSSI No. 043-446-34202), Reyse (Roy[s]ce)-Friend House (IHSSI No. 043-446-34204), and the West End Historic District (IHSSI No. 043-446-08001-182) were identified and evaluated.

No previously recorded archaeological sites were identified within the project area.

A Section 106 early coordination letter (ECL) was distributed to consulting parties and the SHPO on May 27, 2021. A list of the invited consulting parties is as follows and can be found in Appendix C (consulting party list):

- Indiana Department of Natural Resources Division of Historic Preservation & Archaeology Indiana State Historic Preservation Office (SHPO)
- Develop New Albany, Inc.
- Floyd County Commissioners
- Floyd County Highway Department
- Floyd County Highway Engineer
- Floyd County Historian
- Floyd County Historical Society
- Floyd County Surveyor
- Jeff M. Gahan, Mayor of New Albany
- Indiana Landmarks Southern Regional Office
- Kentuckiana Regional Planning and Development Agency (KIPDA)
- New Albany City Council, 1st District
- New Albany City Council, 2nd District
- New Albany City Council, 3rd District
- New Albany Historic Preservation Commission
- River Hills Economic Development District
- Delaware Tribe of Indians, Oklahoma
- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians

- Shawnee Tribe
- United Keetoowah Band of Cherokee Indians

On June 25, 2021, SHPO staff responded to the early coordination letter. They recommended to invite property owners of historic properties if right-of-way will be acquired from a potentially historic property. Although no ROW acquisition is anticipated near the Frank and George Devol Double House, the Horatio Devol House, the James Carr House, and the Reyse (Roy[s]ce)-Friend House, the owners of these properties were added to the list of invited consulting parties so that they are aware of the proposed project. The property owners are as follows:

- Amber Marie Ellnor & Gerald D. Kelly (owner of Horatio Devol House)
- Hillo Holding, LLC (owner of the Reyse-(Roys[c]e) Friend House)
- Presley-Bell Enterprises, LLC (owner of James Carr House)
- Kathryn Lee Tilton & Aaron Fegenbush (owner of Frank & George Devol Double House)

On July 12, 2021, the City of New Albany stated they would like to be a consulting party in response to the environmental ECL, distributed by HNTB. The City listed their concerns about resources that were not previously surveyed including post-World War II residences and a housing project along Valley View Court that housed victims of the 1937 flood. Additionally, they mentioned the West Haven Cemetery, an African American public cemetery. Post World War II residences were surveyed within the APE and were evaluated in the Historic Property Report (HPR) individually and as historic districts. The West Haven Cemetery was also evaluated in the HPR. CRA recommended that these resources were ineligible for individual and district listing in the NRHP. The residences along Valley View Court are located outside of the APE and will not be affected by the proposed project. Other concerns were identified, such as flooding along Valley View Creek and Falling Run Creek and the request for a noise study along I-64 in New Albany. These items were addressed during the design and environmental review process for the project (Appendix D [correspondence]).

No further responses were received in response to the ECL.

With regards to archaeological resources, an archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards identified three sites within the project area. As a result of these efforts, two sites (12FL223 and 12FL224) were recommended not eligible for listing in the NRHP and no further work is recommended. However, the NRHP eligibility of Site 12FL222 could not be assessed with the data derived from the Phase Ia survey, and the site may contain intact deposits that could provide important information about the history of New Albany. Therefore, project avoidance or further work to assess its integrity and NRHP eligibility is recommended for Site 12FL222.

A Historic Property Report (HPR) was completed (Reynolds, December 21, 2021). CRA recommended that four properties, the Frank and George Devol Double House (IHSSI No. 043-446-34246; “outstanding”), the Horatio Devol House (IHSSI No. 043-446-34245; “outstanding”), the James Carr House (IHSSI No. 043-446-34202; “outstanding”) and the Reyse (Roy[s]ce)-Friend House (IHSSI No. 043-446-34204; “outstanding”), are eligible for inclusion

on the NRHP under Criterion C for their architectural significance. The summary of the HPR is found in Appendix E.

An HPR, a Phase 1a Archaeology Report, and a report distribution letter (RDL) were distributed to consulting parties and tribal parties on January 10, 2022.

On January 19, 2022, the Peoria Tribe of Indians of Oklahoma responded to the HPR and Phase 1a Archaeology Report. They have, "...no objection at this time to the proposed project. If, however, at any time items are discovered which fall under the protection of NAGPRA, the Peoria Tribe requests immediate notification and consultation. In addition, state, local and tribal authorities should be advised as to the findings and construction halted until consultation with all concerned parties has occurred" (Appendix D [correspondence]).

On January 21, 2022, the Eastern Shawnee Tribe responded to the HPR and Phase 1a Archaeology Report. In the letter they stated, "...we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation" (Appendix D [correspondence]).

The State Historic Preservation Office (SHPO) responded to the HPR and Phase 1a Archaeology Report in a letter dated February 9, 2022. The SHPO agreed with CRA's recommendation in the February 9, 2022, letter that the Frank and George Devol Double House (IHSSI No. 043-446-34246; "outstanding"), Horatio Devol House (IHSSI No. 043-446-34245; "outstanding"), James Carr House (IHSSI No. 043-446-34202; "outstanding"), and the Reyse (Roy[s]ce)-Friend House (IHSSI No. 043-446-34204; "outstanding") were eligible for listing in the NRHP (Appendix D [correspondence]). The SHPO also stated their concerns and disagreements with portions of the HPR in relation to the eligibility of the West End Historic District (IHSSI No. 043-446-08001-182), the Finchland Subdivision, the Glenview Heights Subdivision, and individual resources associated with the Oakwood Hills Subdivision (see Appendix C [correspondence]). The SHPO also stated that the *Residential Planning and Development in Indiana, 1940-1973 Multiple Property Documentation Form* (MPDF) be used to evaluate the Village Pines Subdivision, but were in agreement that the resource was not eligible for listing in the NRHP.

In response to these comments, CRA completed an addendum report in April 2022, to provide additional information about the West End Historic District (IHSSI No. 043-446-08001-182), the Finchland Subdivision, the Glenview Heights Subdivision, and individual resources associated with the Oakwood Hills Subdivision (see Appendix C [correspondence]) and to further assess their eligibility. The addendum report was sent to consulting parties and the SHPO on May 5, 2022. For the purposes of the proposed project and based on SHPO's comments, CRA recommended that INDOT 23, a Ranch house, (904 Braeview Drive) is eligible for listing in the NRHP. Regarding SHPO's advisement that the Finchland Subdivision and the Glenview Heights Subdivision are eligible, INDOT is still not convinced of these subdivisions' significance, but

agreed to treat them as eligible for the purposes of moving forward on the project. After additional research was conducted, CRA continued to recommend that the West End Historic District (IHSSI No. 043-446-08001-182) and INDOT 22 remain ineligible for listing in the NRHP. No further responses were received regarding the HPR and Phase 1a Archaeology Report.

SHPO staff responded to the addendum HPR in a letter dated June 8, 2022. They agreed with almost all of CRA's recommendations except they stated that a portion of the West End Historic District (IHSSI No. 043-446-08001-182) is eligible for listing in the NRHP under Criterion C as a good example of vernacular housing in a historically working-class neighborhood in New Albany. They also recommended that in addition to Criterion A, the Finchland Historic District is also eligible under Criterion C. In response to the SHPO's recommendations, CRA recommended that the West End Historic District is eligible for listing in the NRHP under Criterion C and the Finchland Subdivision is eligible for listing in the NRHP under Criterion C in addition to Criterion A for the purposes of the project, as the SHPO suggested. A detailed evaluation and description was provided in Section 3 of the Effects Report (Appendix D [correspondence]).

On August 10, 2022, the Floyd County Historian, David Barksdale, stated his interest in being a consulting party via an email after attending a community advisory committee meeting for the project.

On August 18, 2022, Greg Sekula of Indiana Landmarks Southern Regional Office, stated his interest in being a consulting party via an email after attending a public meeting for the project. He also asked that himself and his colleague, Laura Renwick, be notified of any future meetings (Appendix D [correspondence]).

No further responses were received regarding the addendum HPR Report.

An additional archaeological survey was completed between August 16 and August 17, 2022 to account for the increase in the size of the project area along portions of the I-64 corridor, US 150, and I-265 corridors. A Phase 1a addendum archaeology report was completed on August 29, 2022 by CRA archaeologist, Sidney Travis. No additional sites were identified as a result of the investigation. The recommendation for Site 12FL222, mentioned above, still stands.

On January 3, 2023, the Effects Report, addendum Phase 1a archaeology report, and addendum RDL were sent to consulting parties and the SHPO.

The SHPO responded to the Effects Report and the addendum Phase 1a archaeology report in a letter dated January 17, 2023. The SHPO agreed with the recommendations of both reports. Additionally, they stated that they appreciated the discussions of effects to each historic property. The letter concluded with SHPO asking INDOT for a finding (Appendix D [correspondence]).

The Eastern Shawnee Tribe responded to the Effects Report in a letter dated January 24, 2023. They stated, "...the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe" (Appendix D [correspondence]).

The addendum HPR was mistakenly not sent to tribal consulting parties when the addendum HPR was originally sent to the SHPO and consulting parties on May 5, 2022. The addendum HPR was sent to tribal consulting parties on February 2, 2023.

The Eastern Shawnee Tribe responded to the addendum HPR in a letter dated March 13, 2023. They stated, "...the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe" (Appendix D [correspondence]).

3. DESCRIBE AFFECTED HISTORIC PROPERTIES

Site 12FL222 – CRA concluded that the NRHP eligibility of Site 12FL222 could not be assessed with the data derived from the Phase Ia survey, and the site may contain intact deposits that could provide important information about the history of New Albany. Therefore, project avoidance or further work to assess its integrity and NRHP eligibility is recommended for Site 12FL222. The SHPO concurred in a letter dated February 9, 2022 and January 17, 2023. The environmental document for the project will include a firm commitment and to avoid the site. The firm commitment states that the site will be avoided by having the site area marked on the plans as "Environmental Sensitive Area – DO NOT DISTURB" and by having the site area marked similarly on the ground during construction.

Finchland Subdivision (INDOT 54 – 79 and 131) – There will be no physical effects to the Finchland Subdivision. Outside the historic district boundary, the I-265 eastbound lanes and ramp bridge over State Street (I265-00-05513 JBEB & I265-00-05513 DRCA – NBI 49520 & 49535) will be widened to the median and the bridge deck will be replaced (see Appendix E [plans]). The deteriorated portion of the sloped wall will be replaced. This bridge is approximately 491 feet from the historic district at the closest point. The I-265 westbound bridge deck and approach slabs over State Street (I265-00-05513 CWBL – NBI 49530) will be milled and overlaid. The deteriorated portion of the sloped wall will be replaced. This bridge is approximately 548 feet from the historic district at the closest point.

No pavement work will be completed on the State Street to I-265 entrance ramp. Most grading required along I-265 will remain within the median between the existing eastbound and westbound inside shoulders. Work on I-265 eastbound will consist of widening toward the median. Some grading may be required to establish new drainage ditches between the interstate ramp and the possible noise barrier. No retaining walls are proposed near the Finchland Subdivision Historic District.

Two (2) storm sewer pipes will be replaced near the historic district. One is approximately 37 feet from the historic district and carries drainage under eastbound I-265 and the State Street interchange to the I-265 entrance ramp. The second storm sewer pipe is approximately 64 feet from the northwestern corner of the historic district. A proposed noise barrier would likely block the line of sight to this structure.

There is now one (1) proposed detention basin near the historic district as opposed to two (2) as stated in the Effects Report, completed and sent to consulting parties on January 3, 2023. It is within the infield of the existing I-265 and State Street interchange, west of I-265 and near the

north end of the historic district. It is proposed within the State Street to I-265 westbound entrance ramp infield and is approximately 240 feet from the district at the closest point.

Tree and brush clearing along the edge of the existing I-265 ROW is anticipated for replacement of the storm sewers and possible construction of the noise barrier.

New light poles will be installed along the east side of I-265 eastbound and the entrance ramp to I-265 eastbound from State Street near the historic district. The closest new lights will be approximately 67 feet west, 77 feet west, 147 feet west, and 40 feet west of the historic district. High pressure sodium luminaires will be replaced with LED luminaires on existing light poles along the east side of I-265 eastbound lanes near the historic district. Light trespass into the historic district will be limited through the use of shields or other means so that it does not exceed ten percent of the average adjacent roadway illuminance. Interstate sheet signs and overhead signs will be replaced in generally the same location along this area of I-265. No utility relocation impacts are anticipated near the historic district property.

Noise Barrier (NB) 6 is proposed along the east side of I-265 and adjacent to the Finchland Subdivision. Noise Barrier 6 would be approximately 4,528 feet long and 14 – 20 feet tall. Per the INDOT's Noise Policy, NB 6 is feasible, and may be reasonable pending the results of the noise public involvement process. Based on the original I-265 grading plans and visual observations from geotechnical specialists, blasting may be required approximately 1,000 feet to the southwest of the historic district. The INDOT will include requirements for blasting in the contract documents to avoid damaging structures. Existing noise levels modeled in this subdivision ranged from 55.6 to 71.5 decibels (dB[A]) in 2019. Proposed noise levels modeled for 2046 range from 56.7 to 72.8 dB(A). Differences from modeled existing to proposed ranged from 0.7 to 1.7 dB(A). Generally a 3 dB(A) change is needed to be perceptible to the human ear; therefore, these differences would not be perceptible. All construction access for the work on I-265 will be from I-265. No new permanent or temporary ROW will be acquired from or near the historic district boundary.

Glenview Heights Subdivision (INDOT 40 – 53) – There will be no physical effects to the Glenview Heights Subdivision. Outside of the historic district boundary, the I-265 eastbound lanes and ramp bridge over State Street (I265-00-05513 JBEB & I265-00-05513 DRCA – NBI 49520 & 49535) will be widened to the median and the bridge deck will be replaced (see Appendix E [plans]). The deteriorated portion of the sloped wall will be replaced. This bridge is approximately 1,320 feet from the historic district at the closest point.

The I-265 westbound bridge deck and approach slabs over State Street (I265-00-05513 CWBL – NBI 49530) will be milled and overlaid. The deteriorated portion of the sloped wall will be replaced. This bridge is approximately 1,300 feet from the historic district at the closest point.

Existing pavement on I-265 eastbound travel lanes will remain. A new lane and new shoulder will be placed in the median along I-265 eastbound. Most grading required along I-265 will remain within the median between the existing eastbound and westbound inside shoulders. However, some grading may be required to establish new drainage ditches between the interstate ramp and the possible noise barrier. No retaining walls are proposed near this historic district.

Three (3) storm sewer pipes will be replaced near the historic district. The southern-most pipe is approximately 50 feet from the historic district. A proposed noise barrier would likely block the line of sight to this structure. A second pipe is approximately 38 feet from the historic district. The third pipe is approximately 35 feet from the historic district near the northwestern corner.

There are two (2) proposed detention basins near the historic district. The locations of the detention basins have changed from the Effects Report. One (1) is proposed within the State Street to I-265 westbound entrance ramp infield and is approximately 330 feet west of the south end of the district at the closest point. The second is west of I-265, approximately 310 feet northwest of the northern district boundary. Originally, one basin was proposed in the I-265 westbound to State Street exit ramp infield and was approximately 227 feet from the district at the closest point. The second was west of I-265, approximately 393 feet northwest of the northern district boundary.

Noise Barrier (NB) 6 is proposed along the east side of I-265 and adjacent to the Glenview Heights Subdivision. Noise Barrier 6 would be approximately 4,528 feet long and 14-20 feet tall. Per the INDOT's Noise Policy, NB 6 is feasible, and may be reasonable pending the results of the noise public involvement process.

Tree and brush clearing along the edge of the existing I-265 ROW is anticipated for replacement of the storm sewers and possible construction of the noise barrier.

New light poles will be installed along the east side of I-265 eastbound lanes near the historic district. The closest new lights will be approximately 70 feet west, 66 feet west, and 250 feet northwest of the historic district. High pressure sodium luminaires will be replaced with LED luminaires on existing light poles along the east side of I-265 eastbound near the historic district. Light trespass into the historic district will be limited through the use of shields or other means so that it does not exceed ten percent of the average adjacent roadway illuminance. Interstate sheet signs and overhead signs will be replaced in generally the same location along this area of I-265. No utility relocation impacts are anticipated near the historic district.

Based on the original I-265 grading plans and visual observations from geotechnical specialists, blasting may be required approximately 1,900 feet to the southwest of the historic district. The INDOT will include requirements for blasting in the contract documents to avoid damaging structures. Existing noise levels modeled in this subdivision ranged from 56.1 to 67.9 dB(A) in 2019. Proposed noise levels modeled for 2046 ranged from 58.0 to 67.9 dB(A). Differences from modeled existing to proposed ranged from 1.4 to 2.5 dB(A). Generally a 3 dB(A) change is needed to be perceptible to the human ear; therefore, these differences would not be perceptible. All construction access for the work on I-265 will be from I-265. No new permanent or temporary ROW will be acquired from or near the historic district boundary.

INDOT 23 – There will be no physical effects to the residence associated with INDOT 23. No bridge work is proposed directly adjacent to the property. The I-64/I-265 interchange is being reconfigured to change the existing left-side exit from I-64 eastbound to I-265 to a right-side exit. A new bridge will be constructed approximately 600 feet east of the property to carry I-64

eastbound over I-64 eastbound to I-265 eastbound ramp. The existing I-64 eastbound interstate lanes will become the new I-64 eastbound/I-265 eastbound exit ramp and will be lowered slightly (less than 3 feet) directly adjacent to the property to accommodate the new I-64 eastbound bridge. I-64 eastbound will be newly constructed approximately 145 feet north of the historic property. It will be approximately 5 feet higher than the existing I-64 eastbound elevation (see cross section in Appendix E [plans]). Pavement on I-64 and the I-64 eastbound lanes to the I-265 eastbound ramp will be replaced and new guardrail and curb will be installed along the interstate. The realigned system interchange ramp from I-64 eastbound to I-265 eastbound will closely match the existing condition. A retaining wall is proposed along the south side of the I-64 westbound lanes, approximately 215 feet north of the historic property boundary. The historic property is downslope from the existing I-64 eastbound lanes, which is anticipated to block the view from the property to the new retaining wall.

Three (3) storm water pipes will be replaced near the project area. One (1) is approximately 50 feet from the property boundary, another is approximately 111 feet from the property boundary, and the last one is approximately 292 feet from the property boundary. One 84-inch diameter culvert (CV-I64-022-121.07) will be lined approximately 418 feet east of the historic property boundary.

No detention facilities are proposed near the property. The closest proposed detention pond south of I-64 is approximately 850 feet to the east. There is a proposed detention pond north of I-64 and approximately 360 feet northwest of the property; however, the interstate will block the view from the historic property.

Tree clearing is anticipated within the existing ROW between the historic property boundary and the interstate for grading and small structure removal. Approximately 20 feet of tree clearing will be completed south of the existing guardrail and within the existing ROW. The tree clearing is needed for grading and to maintain proper sight lines. Approximately 30–35 feet of trees will remain, providing some visual shielding. The interstate is currently visible from the property despite the existing trees (Figure 1 and see plan view in Appendix E [plans]).

The existing light poles and luminaries along I-64 eastbound will be replaced near INDOT 23. The existing lights are incandescent. The proposed luminaries will be LED. LED lights have better light control and do not have the errant light associated with the older incandescent lights. The new LED lights will illuminate the proposed I-64 EB roadway. The proposed LED lights will result in less than 0.01 foot-candles of illumination from the roadway lighting falling outside of the existing ROW at this location.

No utility relocation impacts are anticipated near this property.

Based on geotechnical borings, the original I-64 grading plans, and visual observations from geotechnical specialists, blasting may be required approximately 2,360 feet to the west and 1,285 feet to the northeast of the historic property. The INDOT will include requirements for blasting in the contract documents to avoid damaging structures.

No noise barriers are proposed near this property. Existing noise levels were modeled at 66.8 dB(A) in 2019. Proposed noise levels for 2046 were modeled at 65.9 dB(A) for a difference of -0.9 dB(A). Generally a 3 dB(A) change is needed to be perceptible to the human ear; therefore, this difference would not be perceptible. All work required on I-64 will be accessed from I-64 and I-265 and any temporary access required will remain within the existing ROW. No new permanent or temporary ROW will be acquired from or near the historic property boundary.



Figure 1. Overview of the rear of INDOT 23 in relation to the I-64 corridor, looking east.

Frank & George Devol Double House (IHSSI No. 043-446-34246) – There will be no physical effects to the historic property. The I-64 bridge over Spring Street (I64-123-04689 B) will receive a deck overlay and will have 5 feet of bridge deck replaced (see Appendix E [plans]). The I-64 corridor is elevated near this property and there are existing retaining walls. There will be no changes to the existing retaining walls. Concrete pavement patching will occur on this elevated portion of I-64. No grading changes will occur near the property. No small structure work is proposed near the property. No detention facilities are proposed near the property. Some small tree and brush clearing may be required at the top of the elevated I-64 retaining wall. No changes to signs are proposed near this property. High pressure sodium luminaires will be replaced with LED luminaires on existing light poles along the adjacent portion of I-64. No utility relocation impacts are anticipated near this property.

No blasting is anticipated near this property.

No noise barriers are proposed near this property. Existing noise levels were modeled at 68.1 dB(A) in 2019. Proposed noise levels for 2046 were modeled at 68.6 dB(A), for a difference of 0.5 dB(A). Generally a 3 dB(A) change is needed to be perceptible to the human ear; therefore, this difference would not be perceptible. All construction access for the work on I-64 will be

from I-64. No new permanent or temporary ROW will be acquired from or near the historic property boundary.

Horatio Devol House (IHSSI No. 043-446-34245) – There will be no physical effects to the residence. The I-64 bridge over Spring Street (I64-123-04689 B) will receive a deck overlay and will have 5 feet of bridge deck replaced. The I-64 corridor is elevated near the historic property and there are existing retaining walls. There will be no changes to the existing retaining walls. Concrete pavement patching will occur on this elevated portion of I-64 (see Appendix E [plans]). No grading changes will occur near the property. No small structure work is proposed near the property. No detention facilities are proposed near the property. Some small tree and brush clearing may be required at the top of the elevated I-64 retaining wall. No changes to signs are proposed near this property. High pressure sodium luminaires will be replaced with LED luminaires on existing light poles along the adjacent portion of I-64. No utility relocation impacts are anticipated near this property.

No blasting is anticipated near this property.

No noise barriers are proposed near this property. Existing noise levels were modeled at 68.2 dB(A) in 2019. Proposed noise levels for 2046 were modeled at 68.6 dB(A), for a difference of 0.4 dB(A). Generally a 3 dB(A) change is needed to be perceptible to the human ear; therefore, this difference would not be perceptible. All construction access for the work on I-64 will be from I-64. No new permanent or temporary ROW will be acquired from or near the historic property boundary.

James Carr House (IHSSI No. 043-446-34202) - There will be no physical effects to the former residence. The I-64 bridge over Spring Street (I64-123-04689 B) will receive a deck overlay and will have 5 feet of bridge deck replaced (see Appendix E [plans]). The I-64 westbound ramp to Elm Street over the Spring Street to I-64 westbound entrance ramp (I64-123-04688 C) will receive a deck overlay. Concrete pavement replacement will occur on this elevated portion of I-64; pavement on the Spring Street to I-64 entrance ramp will be replaced or rehabilitated. Guardrails will be replaced. Small amounts of grading may occur near the limits of the guardrail replacement. No new retaining walls are proposed near this property. No small structure work is proposed near the property. No detention facilities are proposed near the property. Trees and shrubs within the interstate ROW on the side slope may require removal. Interstate sheet signs will be replaced at existing locations along I-64 near this property. High pressure sodium luminaires will be replaced with LED luminaires on existing light poles along the adjacent portion of I-64.

No blasting is anticipated near this property.

No noise barriers are proposed near this property. Existing noise levels were modeled at 66.6 dB(A) in 2019. Proposed noise levels for 2046 were modeled at 67.9 dB(A), for a difference of 1.3 dB(A). Generally a 3 dB(A) change is needed to be perceptible to the human ear; therefore, this difference would not be perceptible. Construction access for the work on I-64 may use Spring Street for elements of the project under the existing bridges. All access will be on the city

streets and no access is required through this property. No new permanent or temporary ROW will be acquired from or near the historic property boundary.

Reyse (Roy[s]ce)-Friend House (IHSSI No. 043-446-34204) - There will be no physical effects to the former residence. The I-64 bridge over Spring Street (I64-123-04689 B) will receive a deck overlay and will have 5 feet of bridge deck replaced (see Appendix E [plans]). The I-64 westbound ramp to Elm Street over the Spring Street to I-64 westbound entrance ramp (I64-123-04688 C) will receive a deck overlay. Concrete pavement replacement will occur on this elevated portion of I-64; pavement on the Spring Street to I-64 entrance ramp will be replaced or rehabilitated. Guardrail replacement will occur on this elevated portion of I-64. Small amounts of grading may occur near the limits of the guardrail replacement, located approximately 101 feet west of the property. No new retaining walls are proposed near this property. No small structure work is proposed near the property. No detention facilities are proposed near the property. Trees and shrubs within the interstate ROW on the side slope may require removal. Interstate sheet signs will be replaced at existing locations along I-64 near this property. High pressure sodium luminaires will be replaced with LED luminaires on existing light poles along the adjacent portion of I-64. No utility relocation impacts are anticipated near this property.

No blasting is anticipated near this property.

No noise barriers are proposed near this property. Existing noise levels were modeled at 66.9 dB(A) in 2019. Proposed noise levels for 2046 were modeled at 67.7 dB(A), for a difference of 0.8 dB(A). Generally a 3 dB(A) change is needed to be perceptible to the human ear; therefore, this difference would not be perceptible. Construction access for the work on I-64 may use Spring Street for elements of the project under the existing bridges. All access will be on the city streets and no access is required through this property. No new permanent or temporary ROW will be acquired from or near the historic property boundary.

West End Historic District (IHSSI No. 043-446-08001-182) - There will be no physical effects to the district. The I-64 bridge over Spring Street (I64-123-04689 B) will receive a deck overlay and will have 5 feet of bridge deck replaced. Concrete pavement patching will occur on the I-64 eastbound exit ramp to Spring Street. No grading changes will occur near the property. No new retaining walls are proposed near this property. No small structure work is proposed near the property. No detention facilities are proposed near the property. Some small tree and brush clearing may be required within the I-64/Spring Street interchange. Ground mounted signs will be installed along the west side of the I-64 eastbound to Spring Street exit ramp. The closest ground mounted sign is approximately 248 feet northeast of the historic district. High pressure sodium luminaires will be replaced with LED luminaires on existing light poles on Spring Street and along the I-64/Spring Street interchange ramps. The closest light is approximately 128 feet northeast of the district at the intersection of Spring Street and West. 5th Street. No utility relocation impacts are anticipated near this property.

No blasting is anticipated near this property.

No noise barriers are proposed near this property. Existing noise levels modeled in this historic district ranged from 30.3 to 57.3 dB(A) in 2019. Proposed noise levels for 2046 were modeled

from 31.0 to 57.9 dB(A). Differences from modeled existing to proposed ranged from 0.4 to 0.8 dB(A). Generally a 3 dB(A) change is needed to be perceptible to the human ear; therefore, these differences would not be perceptible. All construction access for the work on I-64 will be from I-64. There may be short-term detours during overnight or weekend hours for interchange ramp closures along 5th Street, 7th Street, or Spring Street. No new permanent or temporary ROW will be acquired from or near the historic district boundary.

While vibration impacts are not anticipated for this project, as a precaution, a contractor will be required to prepare a *Construction Vibration Monitoring and Control Plan* for the proposed project. Please see Appendix G (Vibration Discussion) for more information.

5. EXPLAIN APPLICATION OF CRITERIA OF ADVERSE EFFECT -- INCLUDE CONDITIONS OR FUTURE ACTIONS TO AVOID, MINIMIZE OR MITIGATE ADVERSE EFFECTS

According to 36 CFR § 800.5(a)(1), an adverse effect is found in the Section 106 process “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. 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.” Per 36 CFR § 800.5(a)(2), examples of adverse effect include but are not limited to:

- (i) Physical destruction of or damage to all or part of a property;
- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;
- (iii) Removal of the property from its historic location;
- (iv) Change of the character of the property’s use or physical features within the property’s setting that contribute to its historic significance;
- (v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features;
- (vi) Neglect of a property which 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
- (vii) Transfer, lease, or sale of a 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.

The discussion below considers the effects of the undertaking, using the examples given in 36 CFR 800.5(a)(2), on the historic resource within the APE for this undertaking: the Finchland Subdivision (INDOT 54 – 79 and 131).

Finchland Subdivision (INDOT 54 – 79 and 131). – According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply.

The proposed project activities do not occur within the recommended NRHP boundary of the Finchland Subdivision. A detailed description of project activities is discussed in Section 4 of this document. No permanent or temporary ROW will be acquired from the historic district (see Appendix E [plans]).

Per 36 CFR 800.5(a)(2)(i), the undertaking will not result in the “Physical destruction of or damage to all or part of the property.” The activities associated with this project are located outside of the recommended NRHP boundary. As such, the recommended historic district and individual resources will not be damaged.

Per 36 CFR 800.5(a)(2)(ii), the undertaking will not cause “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 and/or other applicable guidelines.” The activities associated with this project are located outside of the recommended NRHP boundary. As such, the recommended historic district and individual resources will not be altered.

Per 36 CFR 800.5(a)(2)(iii), the undertaking will not result in the “Removal of the property from its historic location.”

Per 36 CFR 800.5(a)(2)(iv), the undertaking will not result in a “Change of the character of the property’s uses or of physical features within the property setting that contribute to the historic significance” of the property. All activities associated with the proposed project will occur outside of the Finchland Subdivision’s recommended NRHP boundary. The subdivision has an insular viewshed deriving its significance from its overall layout and use as a subdivision under Criteria A and C using the MPDF as a good example of a planned, post-World War II subdivision in New Albany. The activities associated with the project will not alter the subdivision’s ability to continue to function as a residential neighborhood. Additionally, the subdivision’s surroundings were previously altered with the construction of I-265, completed circa 1977. In spite of the construction of that corridor, the district maintained its integrity and ability to convey its significance.

Per 36 CFR 800.5(a)(2)(v), the undertaking will not result in the “Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features.” Differences from modeled existing to proposed condition noise ranged from 0.7 to 1.7 dB(A). Generally a 3 dB(A) change is needed to be perceptible to the human ear; therefore, these differences would not be perceptible. Outside of the historic district’s recommended NRHP-boundary, a multitude of activities will take place that will introduce new elements that will not diminish the subdivision’s integrity or significant historic features. Many of these activities will involve working on existing structures and widening or replacing items, such as the I-265 eastbound lanes and ramp bridge over State Street (I265-00-05513 JBEB & I265-00-05513 DRCA – NBI 49520 & 49535). This bridge will be widened and the bridge deck will be replaced. Pavement resurfacing would be at-grade and not visible from the historic district. Tree and brush clearing along the edge of the existing I-265. Noise Barrier (NB) 6 is proposed along the east side of I-265 and adjacent to the Finchland Subdivision. This noise barrier would be approximately 4,528 feet long and 14-20 feet tall. The noise barrier would block several of the

project's activities. While this feature would be new, it would be located at the rear of the properties within the historic district and not visible from the road network within the subdivision. The tree and brush clearing would make the I-265 corridor more visible, but this also occurs at the rear of the residences and will not alter the historic district's association as a Post-World War II subdivision. One (1) new detention basin would be introduced within the infield of the I-265 and State Street interchange, and therefore would not be visible from the historic district. New light poles will be installed along the east side of I-265 eastbound and the entrance ramp to I-265 eastbound from State Street near the historic district. The closest new lights will be approximately 67 feet west, 77 feet west, 147 feet west, and 40 feet west of the historic district. While it is not anticipated that the vibrations from these construction activities will adversely affect the Finchland Subdivision, a conservative approach has been taken. The contractor for this project will be required to prepare a construction Vibration Monitoring and Control Plan for historic districts and properties within 140 feet of all interstate construction.

Per 36 CFR 800.5(a)2(vi), the undertaking will not cause the "Neglect of a property which causes its deterioration..." The Finchland Subdivision Historic District will not be neglected as a result of the proposed project.

Per 36 CFR 800.5(a)2(vii), the undertaking will not cause the "Transfer, lease, or sale of property out of Federal ownership or control..." The Finchland Subdivision Historic District is not federally owned.

The discussion below considers the effects of the undertaking, using the examples given in 36 CFR 800.5(a)(2), on the historic resource within the APE for this undertaking: the Glenview Heights Subdivision (INDOT 40-53).

Glenview Heights Subdivision (INDOT 40 – 53). – According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply.

The proposed project activities do not occur within the NRHP boundary of the Glenview Heights Subdivision. A detailed description of project activities is discussed in Section 4 of this document. No permanent or temporary ROW will be acquired from the historic district (see Appendix E [plans]).

Per 36 CFR 800.5(a)(2)(i), the undertaking will not result in the "Physical destruction of or damage to all or part of the property." The activities associated with this project are located outside of the recommended NRHP boundary. As such, the recommended historic district and individual resources will not be damaged.

Per 36 CFR 800.5(a)2(ii), the undertaking will not cause "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 and/or other applicable guidelines." The activities associated with this project are located outside of the recommended NRHP boundary. As such, the recommended historic district and individual resources will not be altered.

Per 36 CFR 800.5(a)2(iii), the undertaking will not result in the “Removal of the property from its historic location.”

Per 36 CFR 800.5(a)2(iv), the undertaking will not result in a “Change of the character of the property’s uses or of physical features within the property setting that contribute to the historic significance” of the property. All activities associated with the proposed project will occur outside of the Glenview Heights Subdivision’s recommended NRHP boundary. The subdivision has an insular viewshed deriving its significance from its overall layout and use as a subdivision under Criteria A and C using the MPDF as a good example of a planned, post-World War II subdivision in New Albany. The activities associated with the project will not alter the subdivision’s ability to continue to function as a residential neighborhood. Additionally, the subdivision’s surroundings were previously altered with the construction of I-265, completed circa 1977. In spite of the construction of that corridor, the district maintained its integrity and ability to convey its significance.

Per 36 CFR 800.5(a)2(v), the undertaking will not result in the “Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features.” Differences from modeled existing to proposed condition noise ranged from 1.4 to 2.5 dB(A). Generally a 3 dB(A) change is needed to be perceptible to the human ear; therefore, these differences would not be perceptible. Project-related activities taking place outside of the historic district’s recommended NRHP boundary will introduce new elements to the surrounding environment. However, those new elements will not diminish the historic property’s integrity or significant historic features. Many of these activities will involve working on existing structures or replacing items, such as the I-265 eastbound ramp bridge over State Street (I265-00-05513 JBEB & I265-00-05513 DRCA – NBI 49520 & 49535). This bridge will be widened and the bridge deck will be replaced. Pavement resurfacing would be at-grade and not visible from the historic district. A new lane and new shoulder will be placed in the median along I-265 eastbound and will not be visible from the historic district. Tree and brush clearing along the edge of the existing I-265.

Noise Barrier (NB) 6 is proposed along the east side of I-265 and adjacent to the Glenview Heights Subdivision. This noise barrier would be approximately 4,528 feet long and 14 – 20 feet tall. The noise barrier would block several of the project’s activities. While this feature would be new, it would be located at the rear of the properties within the historic district and not visible from the road network within the subdivision. The tree and brush clearing would make the I-265 corridor more visible, but this also occurs at the rear of the residences and will not alter the historic district’s association as a Post-World War II subdivision.

Two (2) new detention basins would be introduced near the historic district, one (1) within the infield of the I-265 and State Street interchange and one (1) west of I-265, and therefore will not be visible from the historic district.

New light poles will be installed along the east side of I-265 eastbound and the entrance ramp to I-265 eastbound from State Street near the historic district. The closest new lights will be approximately 70 feet west, 66 feet west, and 250 feet northwest of the historic district.

While it is not anticipated that the vibrations from these construction activities will adversely affect the Glenview Heights Subdivision, a conservative approach has been taken. The contractor for this project will be required to prepare a construction Vibration Monitoring and Control Plan for historic districts and properties within 140 feet of all interstate construction.

Per 36 CFR 800.5(a)2(vi), the undertaking will not cause the “Neglect of a property which causes its deterioration...” The Glenview Heights Subdivision Historic District will not be neglected as part of the proposed project.

Per 36 CFR 800.5(a)2(vii), the undertaking will not cause the “Transfer, lease, or sale of property out of Federal ownership or control...” The Glenview Heights Subdivision Historic District is not federally owned.

The discussion below considers the effects of the undertaking, using the examples given in 36 CFR 800.5(a)(2), on the historic resource within the APE for this undertaking: INDOT 23.

INDOT 23. – According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply.

The proposed project activities do not occur within the NRHP boundary for INDOT 23. A detailed description of project activities is discussed in Section 4 of this document. No permanent or temporary ROW will be acquired from INDOT 23 (see Appendix E [plans]).

Per 36 CFR 800.5(a)(2)(i), the undertaking will not result in the “Physical destruction of or damage to all or part of the property.” The activities associated with this project are located outside of the recommended NRHP boundary. As such, INDOT 23 will not be damaged.

Per 36 CFR 800.5(a)2(ii), the undertaking will not cause “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 and/or other applicable guidelines.” The activities associated with this project are located outside of the recommended NRHP boundary. As such, INDOT 23 will not be altered.

Per 36 CFR 800.5(a)2(iii), the undertaking will not result in the “Removal of the property from its historic location.”

Per 36 CFR 800.5(a)2(iv), the undertaking will not result in a “Change of the character of the property’s uses or of physical features within the property setting that contribute to the historic significance” of the property. All activities associated with the proposed project will occur outside of INDOT 23’s recommended NRHP boundary. INDOT 23 derives its significance from its unique, Contemporary architecture, not its surroundings. The dwelling’s architecture will not be altered as a result of the project. Additionally, the resource will still be used as a residence. While tree clearing is anticipated between the property and the interstate, vegetation will not be destroyed within the recommended NRHP boundary. Additionally, INDOT 23’s surroundings were previously altered with the construction of I-64, completed between circa 1960 and 1977.

The house was constructed circa 1965. In spite of the construction of that corridor, the residence maintained its integrity and ability to convey its significance.

Per 36 CFR 800.5(a)(2)(v), the undertaking will not result in the “Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features.” The difference between modeled existing and proposed condition noise is -0.9 dB(A). Generally a 3 dB(A) change is needed to be perceptible to the human ear; therefore, this difference would not be perceptible. Project-related activities taking place outside of the historic district's recommended NRHP boundary will introduce new elements to the surrounding environment. However, those new elements will not diminish the historic property's integrity or significant historic features.

As part of the proposed project, the I-64 and I-265 interchange is being reconfigured northeast of the property along with a new bridge approximately 600 feet east of the property. While the bridge will be a new visual element, it will not detract from or reduce those qualities of INDOT 23 that make it NRHP-eligible. The existing I-64 eastbound interstate lanes will become the new I-64 eastbound/I-265 eastbound exit ramp and will be lowered slightly (less than 3 feet) directly adjacent to the property to accommodate the new I-64 eastbound bridge. A portion of I-64 eastbound will be newly constructed approximately 145 feet north of the historic property. It will be approximately 5 feet higher than the existing I-64 eastbound elevation. The lanes will be more visible from the rear of the property, but will not alter INDOT 23’s Contemporary architectural features such as its brick screen, clerestory windows, and ceiling height windows all on the facade of the residence and significant to its NRHP eligibility. A retaining wall is proposed along the south side of the I-64 westbound lanes, approximately 215 feet north of INDOT 23’s recommended NRHP-boundary. The property is downslope from the existing I-64 eastbound lanes. The slope of the terrain is anticipated to block the view to the new retaining wall. Approximately 30-35 feet of trees will remain after tree clearing along the eastbound lanes of I-64, providing some visual shielding.

The existing light poles and luminaries along I-64 eastbound will be replaced near INDOT 23. The existing lights are incandescent. The proposed luminaries will be LED. LED lights have better light control and do not have the errant light associated with the older incandescent lights. The new LED lights will illuminate the proposed I-64 EB roadway. The proposed LED lights will result in less than 0.01 foot-candles of illumination from the roadway lighting falling outside of the existing ROW at this location, meaning the proposed light levels will not trespass outside of the existing ROW and onto the historic property.

While it is not anticipated that the vibrations from these construction activities will adversely affect INDOT 23, a conservative approach has been taken. The contractor for this project will be required to prepare a construction Vibration Monitoring and Control Plan for historic districts and properties within 140 feet of all interstate construction.

Per 36 CFR 800.5(a)(2)(vi), the undertaking will not cause the “Neglect of a property which causes its deterioration...” The proposed project will not cause INDOT 23 to be neglected as the residence will still be habitable.

Per 36 CFR 800.5(a)2(vii), the undertaking will not cause the “Transfer, lease, or sale of property out of Federal ownership or control...” INDOT 23 is not federally owned.

The discussion below considers the effects of the undertaking, using the examples given in 36 CFR 800.5(a)2), on the historic resource within the APE for this undertaking: the Frank & George Devol Double House (IHSSI No. 043-446-34246).

Frank & George Devol Double House (IHSSI No. 043-446-34246) – According to 36 CFR 800.5(a)1) the criteria of adverse effect do not apply.

The proposed project activities do not occur within the NRHP boundary for the Frank and George Devol Double House. A detailed description of project activities is discussed in Section 4 of this document. No permanent or temporary ROW will be acquired from the Frank and George Devol Double House (see Appendix E [plans]).

Per 36 CFR 800.5(a)2(i), the undertaking will not result in the “Physical destruction of or damage to all or part of the property.” The activities associated with this project are located outside of the recommended NRHP boundary. As such, the Frank and George Devol Double House will not be damaged.

Per 36 CFR 800.5(a)2(ii), the undertaking will not cause “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 and/or other applicable guidelines.” The activities associated with this project are located outside of the recommended NRHP boundary. As such, the Frank and George Devol Double House will not be altered.

Per 36 CFR 800.5(a)2(iii), the undertaking will not result in the “Removal of the property from its historic location.”

Per 36 CFR 800.5(a)2(iv), the undertaking will not result in a “Change of the character of the property’s uses or of physical features within the property setting that contribute to the historic significance” of the property. All activities associated with the proposed project will occur on the elevated I-64 corridor, outside of the Frank and George Devol Double House’s recommended NRHP boundary. The Frank and George Devol Double House derives its significance from its architecture. The dwelling’s architecture will not be altered as a result of the project. The property’s setting has been altered drastically by the construction of the I-64 corridor, completed in the 1970s without changing the residence’s function or compromising its architectural integrity. The resource will still be used as a residence.

Per 36 CFR 800.5(a)2(v), the undertaking will not result in the “Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features.” The difference between modeled existing and proposed condition noise is 0.5 dB(A). Generally a 3 dB(A) change is needed to be perceptible to the human ear; therefore, this difference would not be perceptible. Approximately 50 feet northeast of the Frank and George Devol Double House’s recommended NRHP boundary, construction activities will take place on

the elevated I-64 corridor. As this portion of I-64 is elevated, these activities will be hardly visible from the historic residence as its immediate viewshed to the east is the existing retaining wall for the elevated I-64 corridor. No new visual elements will be introduced. Instead, there will be in-kind replacements for several structures. No grading changes will occur near the historic residence. The I-64 bridge over Spring Street (I64-123-04689 B) will receive a deck overlay along with 5 feet of the bridge deck replaced. Concrete pavement patching will occur on this elevated portion of I-64. Some small tree and brush clearing may be required at the top of the existing, elevated I-64 retaining wall that would be visible from the recommended NRHP boundary. While it is not anticipated that the vibrations from these construction activities will adversely affect the Frank and George Devol Double House, a conservative approach has been taken. The contractor for this project will be required to prepare a construction Vibration Monitoring and Control Plan for historic districts and properties within 140 feet of all interstate construction.

Per 36 CFR 800.5(a)2(vi), the undertaking will not cause the “Neglect of a property which causes its deterioration...” The Frank and George Devol Double House will not be neglected as part of the proposed project.

Per 36 CFR 800.5(a)2(vii), the undertaking will not cause the “Transfer, lease, or sale of property out of Federal ownership or control...” The Frank and George Devol Double House is not federally owned.

The discussion below considers the effects of the undertaking, using the examples given in 36 CFR 800.5(a)(2), on the historic resource within the APE for this undertaking: the Horatio Devol House (IHSSI No. 043-446-34245).

Horatio Devol House (IHSSI No. 043-446-34245 – According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply.

The proposed project activities do not occur within the NRHP boundary for the Horatio Devol House. A detailed description of project activities is discussed in Section 4 of this document. No permanent or temporary ROW will be acquired from the Horatio Devol House (see Appendix E [plans]).

Per 36 CFR 800.5(a)(2)(i), the undertaking will not result in the “Physical destruction of or damage to all or part of the property.” The activities associated with this project are located outside of the recommended NRHP boundary. As such, the Horatio Devol House will not be damaged.

Per 36 CFR 800.5(a)2(ii), the undertaking will not cause “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 and/or other applicable guidelines.” The activities associated with this project are located outside of the recommended NRHP boundary. As such, the Horatio Devol House will not be altered.

Per 36 CFR 800.5(a)2(iii), the undertaking will not result in the “Removal of the property from its historic location.”

Per 36 CFR 800.5(a)2(iv), the undertaking will not result in a “Change of the character of the property’s uses or of physical features within the property setting that contribute to the historic significance” of the property. All activities associated with the proposed project will occur on the elevated I-64 corridor, outside of the Horatio Devol House’s recommended NRHP boundary. The Horatio Devol House derives its significance from its architecture. The dwelling’s architecture will not be altered as a result of the project. The property’s setting has been altered drastically by the construction of the I-64 corridor, completed in the 1970s without changing the residence’s function. The resource will still be used as a residence.

Per 36 CFR 800.5(a)2(v), the undertaking will not result in the “Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features.” No noise barriers are proposed near this property. No blasting is anticipated near this property. The difference between modeled existing and proposed condition noise is 0.4 dB(A). Generally a 3 dB(A) change is needed to be perceptible to the human ear; therefore, this difference would not be perceptible. Outside of the Horatio Devol House’s recommended NRHP boundary, construction activities will take place on the existing elevated I-64 corridor. As this portion of I-64 is already elevated, these activities will be hardly visible from the historic residence as its immediate viewshed to the east is the retaining wall for the elevated I-64 corridor. No new visual elements will be introduced. Instead, there will be in-kind replacements for several structures. No grading changes will occur near the historic residence. The I-64 bridge over Spring Street (I64-123-04689 B) will receive a deck overlay along with 5 feet of the bridge deck replaced. Concrete pavement patching will occur on this elevated portion of I-64. Some small tree and brush clearing may be required at the top of the elevated I-64 retaining wall. While it is not anticipated that the vibrations from these construction activities will adversely affect the Horatio Devol House, a conservative approach has been taken. The contractor for this project will be required to prepare a construction Vibration Monitoring and Control Plan for historic districts and properties within 140 feet of all interstate construction.

Per 36 CFR 800.5(a)2(vi), the undertaking will not cause the “Neglect of a property which causes its deterioration...” The Horatio Devol House will not be neglected as a result of the proposed project. The house will continue to function as a residence.

Per 36 CFR 800.5(a)2(vii), the undertaking will not cause the “Transfer, lease, or sale of property out of Federal ownership or control...” The Horatio Devol House is not federally owned.

The discussion below considers the effects of the undertaking, using the examples given in 36 CFR 800.5(a)2, on the historic resource within the APE for this undertaking: the James Carr House (IHSSI No. 043-446-34202).

James Carr House (IHSSI No. 043-446-34202) – According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply.

The proposed project activities do not occur within the NRHP boundary for the James Carr House. A detailed description of project activities is discussed in Section 4 of this document. No permanent or temporary ROW will be acquired from the James Carr House (see Appendix E [plans]).

Per 36 CFR 800.5(a)(2)(i), the undertaking will not result in the “Physical destruction of or damage to all or part of the property.” The activities associated with this project are located outside of the recommended NRHP boundary. As such, the James Carr House will not be damaged.

Per 36 CFR 800.5(a)(2)(ii), the undertaking will not cause “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 and/or other applicable guidelines.” The activities associated with this project are located outside of the recommended NRHP boundary. As such, the James Carr House will not be altered.

Per 36 CFR 800.5(a)(2)(iii), the undertaking will not result in the “Removal of the property from its historic location.”

Per 36 CFR 800.5(a)(2)(iv), the undertaking will not result in a “Change of the character of the property’s uses or of physical features within the property setting that contribute to the historic significance” of the property. All activities associated with the proposed project will occur within the I-64 corridor, outside of the James Carr House’s recommended NRHP boundary. The James Carr House derives its significance from its architecture. The dwelling’s architecture will not be altered as a result of the project. The property’s setting has been altered drastically by the construction of the I-64 corridor, completed in the 1970s, without changing the residence’s function or compromising its architectural integrity. The function was changed later when the property began to be used as a business. The resource will still be used as a business.

Per 36 CFR 800.5(a)(2)(v), the undertaking will not result in the “Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features.” The difference between modeled existing and proposed condition noise is 1.3 dB(A). Generally a 3 dB(A) change is needed to be perceptible to the human ear; therefore, this difference would not be perceptible. Outside of the James Carr House’s recommended NRHP boundary, construction activities will take place within the I-64 corridor. Many of the project’s activities will be in-kind replacements. The I-64 bridge over Spring Street (I64-123-04689 B) will receive a deck overlay along with 5 feet of the bridge deck replaced. The I-64 westbound ramp to Elm Street over the Spring Street to I-64 westbound entrance ramp (I64-123-04688 C) will receive a deck overlay. Concrete pavement and guardrail replacement will occur on this elevated portion of I-64; pavement on the Spring Street to I-64 entrance ramp will be replaced or rehabilitated. No grading changes will occur near the property, only near the guardrail replacement. Trees and shrubs within the interstate ROW on the side slope may require removal, making the I-64 corridor more visible than it is at present within the historic property’s viewshed. These project aspects will not diminish the James Carr House’s ability to convey its architectural significance. Additionally, the historic residence’s surroundings have already been

significantly altered with the construction of the I-64 corridor. Even then, the residence was able to retain its historic significance and architectural integrity. While it is not anticipated that the vibrations from these construction activities will adversely affect the James Carr House, a conservative approach has been taken. The contractor for this project will be required to prepare a construction Vibration Monitoring and Control Plan for historic districts and properties within 140 feet of all interstate construction.

Per 36 CFR 800.5(a)2(vi), the undertaking will not cause the “Neglect of a property which causes its deterioration...” The James Carr House will not be neglected as part of the proposed project.

Per 36 CFR 800.5(a)2(vii), the undertaking will not cause the “Transfer, lease, or sale of property out of Federal ownership or control...” The James Carr House is not federally owned.

The discussion below considers the effects of the undertaking, using the examples given in 36 CFR 800.5(a)(2), on the historic resource within the APE for this undertaking: the Reyse (Roy[s]ce)-Friend House (IHSSI No. 043-446-34204).

Reyse (Roy[s]ce)-Friend House (IHSSI No. 043-446-34204) – According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply.

The proposed project activities do not occur within the recommended NRHP boundary for the Reyse (Roy[s]ce)-Friend House. A detailed description of project activities is discussed in Section 4 of this document. No permanent or temporary ROW will be acquired from the Reyse (Roy[s]ce)-Friend House (see Appendix E [plans]).

Per 36 CFR 800.5(a)(2)(i), the undertaking will not result in the “Physical destruction of or damage to all or part of the property.” The activities associated with this project are located outside of the recommended NRHP boundary. As such, the Reyse (Roy[s]ce)-Friend House will not be damaged.

Per 36 CFR 800.5(a)2(ii), the undertaking will not cause “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 and/or other applicable guidelines.” The activities associated with this project are located outside of the recommended NRHP boundary. As such, the Reyse (Roy[s]ce)-Friend House will not be altered.

Per 36 CFR 800.5(a)2(iii), the undertaking will not result in the “Removal of the property from its historic location.”

Per 36 CFR 800.5(a)2(iv), the undertaking will not result in a “Change of the character of the property’s uses or of physical features within the property setting that contribute to the historic significance” of the property. All activities associated with the proposed project will occur within the I-64 corridor, outside of the Reyse (Roy[s]ce)-Friend House’s recommended NRHP boundary. The Reyse (Roy[s]ce)-Friend House derives its significance from its architecture. The

dwelling's architecture will not be altered as a result of the project. The property's setting has been altered drastically by the construction of the I-64 corridor, completed in the 1970s without changing the residence's function. The function of the residence only later changed when it was converted into a business. In spite of the proposed project, the resource will still be used as a business.

Per 36 CFR 800.5(a)(2)(v), the undertaking will not result in the "Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features." The difference between modeled existing and proposed condition noise is 0.8 dB(A). Generally a 3 dB(A) change is needed to be perceptible to the human ear; therefore, this difference would not be perceptible. Outside of the Reyse (Roy[s]ce)-Friend House's recommended NRHP boundary, construction activities will take place within the I-64 corridor. Many of the project's activities will be in-kind replacements. The I-64 westbound ramp to Elm Street over the Spring Street to I-64 westbound entrance ramp (I64-123-04688 C) will receive a deck overlay along with 5 feet of the bridge deck being replaced. Concrete pavement and guardrail replacement will occur on this elevated portion of I-64. The pavement on the Spring Street to I-64 entrance ramp will be replaced or rehabilitated. No grading changes will occur near the property. Small grading may occur near the limits of the guardrail replacement. Trees and shrubs within the interstate ROW on the side slope may require removal, making the I-64 corridor more visible than it is at present within the historic property's viewshed. These project aspects will not diminish the Reyse (Roy[s]ce)-Friend House's ability to convey its architectural significance. Additionally, the historic residence's surroundings have already been significantly altered with the construction of the I-64 corridor. Even then, the residence was able to retain its historic significance. While it is not anticipated that the vibrations from these construction activities will adversely affect the Reyse (Roy[s]ce)-Friend House, a conservative approach has been taken. The contractor for this project will be required to prepare a construction Vibration Monitoring and Control Plan for historic districts and properties within 140 feet of all interstate construction.

Per 36 CFR 800.5(a)(2)(vi), the undertaking will not cause the "Neglect of a property which causes its deterioration..." The Reyse (Roy[s]ce)-Friend House will not be neglected as a result of the proposed project.

Per 36 CFR 800.5(a)(2)(vii), the undertaking will not cause the "Transfer, lease, or sale of property out of Federal ownership or control..." The Reyse (Roy[s]ce)-Friend House is not federally owned.

The discussion below considers the effects of the undertaking, using the examples given in 36 CFR 800.5(a)(2), on the historic resource within the APE for this undertaking: West End Historic District (IHSSI No. 043-446-08001-182).

West End Historic District (IHSSI No. 043-446-08001-182). – According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply.

The proposed project activities do not occur within the recommended NRHP boundary of the West End Historic District. A detailed description of project activities is discussed in Section 4 of this document. No permanent or temporary ROW will be acquired from the historic district.

Per 36 CFR 800.5(a)(2)(i), the undertaking will not result in the “Physical destruction of or damage to all or part of the property.” The activities associated with this project are located outside of the recommended NRHP boundary. As such, the recommended historic district and individual resources will not be damaged.

Per 36 CFR 800.5(a)(2)(ii), the undertaking will not cause “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 and/or other applicable guidelines.” The activities associated with this project are located outside of the recommended NRHP boundary. As such, the recommended historic district and individual resources will not be altered.

Per 36 CFR 800.5(a)(2)(iii), the undertaking will not result in the “Removal of the property from its historic location.”

Per 36 CFR 800.5(a)(2)(iv), the undertaking will not result in a “Change of the character of the property’s uses or of physical features within the property setting that contribute to the historic significance” of the property. All activities associated with the proposed project will occur outside of the West End Historic District’s recommended NRHP boundary. The historic district has an insular viewshed deriving its significance from its collection of working-class vernacular housing under Criterion C. The activities associated with the project will not alter the district’s ability to continue to function as a residential neighborhood. Additionally, the district’s surroundings were previously altered with the construction of I-64 to the northeast and commercial structures along the exit ramps of I-64. In spite of the construction of that corridor, the district maintained its integrity and ability to convey its significance.

Per 36 CFR 800.5(a)(2)(v), the undertaking will not result in the “Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features.” Differences from modeled existing to proposed condition ranged from 0.4 to 0.8 dB(A). Generally a 3 dB(A) change is needed to be perceptible to the human ear; therefore, these differences would not be perceptible. Outside of the historic district’s recommended NRHP boundary, construction activities will take place within the I-64 corridor. Many of the project’s activities will be in-kind replacements. The I-64 bridge over Spring Street (I64-123-04689 B) will receive a deck overlay along with 5 feet of the bridge deck being replaced. Concrete pavement patching will occur on the I-64 eastbound exit ramp to Spring Street. No grading changes will occur near the property. Additionally, some small tree and brush clearing may be required within the I-64/Spring Street interchange. New visual elements will include the installation of ground mounted signs along the west side of the I-64 eastbound to Spring Street exit ramp. The closest ground mounted sign is approximately 248 feet northeast of the historic district. However, this new element will be barely visible from the historic district. While it is not anticipated that the vibrations from these construction activities will adversely affect the West End Historic District, a conservative approach has been taken. The contractor for this

project will be required to prepare a construction Vibration Monitoring and Control Plan for historic districts and properties within 140 feet of all interstate construction.

Per 36 CFR 800.5(a)2(vi), the undertaking will not cause the “Neglect of a property which causes its deterioration...” The West End Historic District will not be neglected as a result of the proposed project. The house will continue to function as a residence.

Per 36 CFR 800.5(a)2(vii), the undertaking will not cause the “Transfer, lease, or sale of property out of Federal ownership or control...”

FUTURE ACTIONS TO AVOID, MINIMIZE OR MITIGATE ADVERSE EFFECTS.

There will be no adverse effects as a result of this project.

In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470f), the project architectural historian examined this project and assessed its potential to adversely affect historic properties in the APE. As noted above, historians believe that this project would have no adverse effect on the Finchland Subdivision, Glenview Heights Subdivision, INDOT 23, Frank and George Devol Double House, Horatio Devol House, James Carr House, Reyse (Roy[s]ce)-Friend House, or the West End Historic District. The overall historic integrity of the historic districts and individually eligible resources will remain. All of the resources will be able to maintain their architectural significance along with the Finchland Subdivision and Glenview Heights Subdivision, maintaining their historic associations as planned, post-World War II communities. Furthermore, there is a commitment that the undertaking will avoid archaeological site 12FL222. Therefore, it is the professional opinion of the historians that the appropriate overall finding for this undertaking is “No Adverse Effect.”

6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

An ECL was uploaded to INSCOPE (INDOT’s public Section 106 consultation website) on May 27, 2021 and released for viewing online the same day. Hard copies of these materials were mailed to SHPO on May 27, 2021. Please also see Appendix C for a list of consulting parties.

On July 12, 2021, the City of New Albany stated they would like to be a consulting party in response to the environmental ECL, distributed by HNTB. The City listed their concerns about resources that were not previously surveyed along with concerns about flooding and a noise study request along I-64 in New Albany. These items were addressed during the design and environmental review process for the project (Appendix D [correspondence]).

On June 25, 2021, SHPO staff responded to the ECL. They recommended to invite property owners of historic properties if right-of-way will be acquired from a potentially historic property. Although no right-of-way acquisition is anticipated near the Frank and George Devol Double House, the Horatio Devol House, the James Carr House, and the Reyse (Roy[s]ce)-Friend House, the owners of these properties were added to the list of invited consulting parties so that they are aware of the proposed project (Appendix D [correspondence]).

No further responses were received in response to the ECL.

An HPR (Reynolds, December 21, 2021), a Phase 1a Archaeology Report (Travis, January 5, 2022), and a report distribution letter (RDL) were distributed to consulting parties and tribal parties on January 10, 2022. The summary of the HPR and Phase 1a Archaeology Report is found in Appendix E.

On January 19, 2022, the Peoria Tribe of Indians of Oklahoma responded to the HPR and Phase 1a Archaeology Report. They wished to be notified if any archaeological sites were discovered (Appendix D [correspondence]).

On January 21, 2022, the Eastern Shawnee Tribe responded to the HPR and Phase 1a Archaeology Report. In the letter they stated, that the project would have “No Adverse Effect” and wished to be notified if any archaeological sites were discovered (Appendix D [correspondence]).

The SHPO responded to the HPR and Phase 1a Archaeology Report in a letter dated February 9, 2022. The SHPO agreed with CRA’s recommendation that the Frank and George Devol Double House (IHSSI No. 043-446-34246; “outstanding”), Horatio Devol House (IHSSI No. 043-446-34245; “outstanding”), James Carr House (IHSSI No. 043-446-34202; “outstanding”), and the Reyse (Roy[s]ce)-Friend House (IHSSI No. 043-446- 34204; “outstanding”) were eligible for listing in the NRHP (Appendix D [correspondence]). The also stated their concerns and disagreements with portions of the HPR in relation to the eligibility of the West End Historic District (IHSSI No. 043-446-08001-182), the Finchland Subdivision, the Glenview Heights Subdivision, and individual resources associated with the Oakwood Hills Subdivision (see Appendix D [correspondence]). In response to these comments, CRA completed an addendum report in April 2022, to provide additional information about the West End Historic District (IHSSI No. 043-446-08001-182), the Finchland Subdivision, the Glenview Heights Subdivision, and individual resources associated with the Oakwood Hills Subdivision (see Appendix C [correspondence]) and to further assess their eligibility. The addendum report was sent to consulting parties and the SHPO on May 5, 2022. For the purposes of the proposed project and based on SHPO’s comments, CRA recommended that INDOT 23, a Ranch house, (904 Braeview Drive) is eligible for listing in the NRHP. Regarding SHPO's advisement that the Finchland Subdivision and the Glenview Heights Subdivision are eligible, INDOT is still not convinced of these subdivisions’ significance, but agree to treat them as eligible for the purposes of moving forward on the project. After additional research was conducted, CRA continued to recommend that the West End Historic District (IHSSI No. 043-446-08001-182) and INDOT 22 remain ineligible for listing in the NRHP.

No further responses were received regarding the HPR and Phase 1a Archaeology Report.

SHPO staff responded to the addendum HPR in a letter dated June 8, 2022. They agreed with almost all of CRA’s recommendations except they stated that a portion of the West End Historic District (IHSSI No. 043-446-08001-182) is eligible for listing in the NRHP under Criterion C as a good example of vernacular housing in a historically working-class neighborhood in New Albany. They also recommended that in addition to Criterion A, the Finchland Historic District is also eligible under Criterion C. In response to the SHPO’s recommendations, CRA

recommended that the West End Historic District is eligible for listing in the NRHP under Criterion C and the Finchland Subdivision is eligible for listing in the NRHP under Criterion C in addition to Criterion A for the purposes of the project, as the SHPO suggested. A detailed evaluation and description was provided in Section 3 of the Effects Report (Appendix D [correspondence]).

On August 10, 2022, the Floyd County Historian, David Barksdale, stated his interest in being a consulting party after attending a community advisory committee meeting for the project.

On August 18, 2022, Greg Sekula of Indiana Landmarks Southern Regional Office, stated his interest in being a consulting party via an email after attending a public meeting held for the project. He also asked that himself and his colleague, Laura Renwick, be notified of any future meetings (Appendix D [correspondence]).

No further responses were received regarding the addendum HPR Report.

On January 3, 2023, the Effects Report, addendum Phase 1a archaeology report, and addendum RDL were sent to consulting parties and the SHPO.

The SHPO responded to the Effects Report and the addendum Phase 1a archaeology report in a letter dated January 17, 2023. The SHPO agreed with the recommendations of both reports.

The Eastern Shawnee Tribe responded to the Effects Report in a letter dated January 24, 2023. They stated, "...the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe."

The addendum HPR was mistakenly not sent to tribal consulting parties when the addendum HPR was originally sent to the SHPO and consulting parties on May 5, 2022. The addendum HPR was sent to tribal consulting parties on February 2, 2023.

A public notice of the "No Adverse Effect" will be published in the *Jeffersonville News and Tribune* seeking the views of the public regarding the effects of the proposed project on the historic property within the APE. Comments from the public will be accepted for 30 days following the publications of the notice. If any substantive comments are received during this period, this document will be revised to include them.

APPENDIX A: Maps

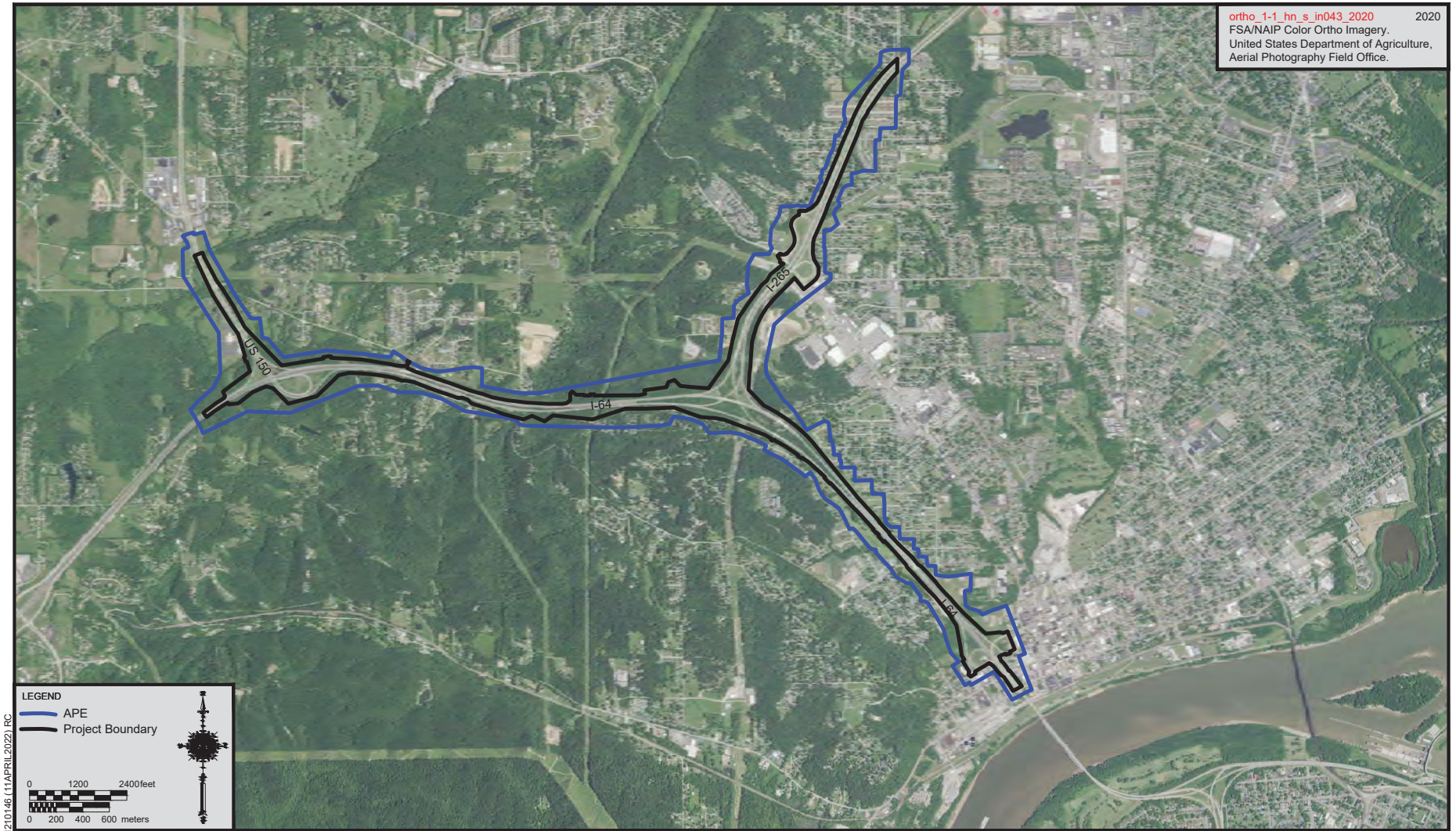


Figure 1. Aerial map showing the location of the proposed project, APE, and surveyed resources.



Figure 2. Recommended NRHP boundary for the Finchland Subdivision.



Figure 4. Recommended NRHP boundary for INDOT 23.



Figure 5. Recommended NRHP boundary for the James Carr House (IHSSI No. 043-446-34202).



Figure 6. Recommended NRHP boundary for the Reyse (Roy[s]ce)-Friend House (IHSSI 043-446-34204).



Figure 7. Recommended NRHP boundary for the Frank and George Devol Double House (IHSSI 043-446-34246).



Figure 8. Recommended NRHP boundary for the Horatio Devol House (IHSSI 043-446-34245).

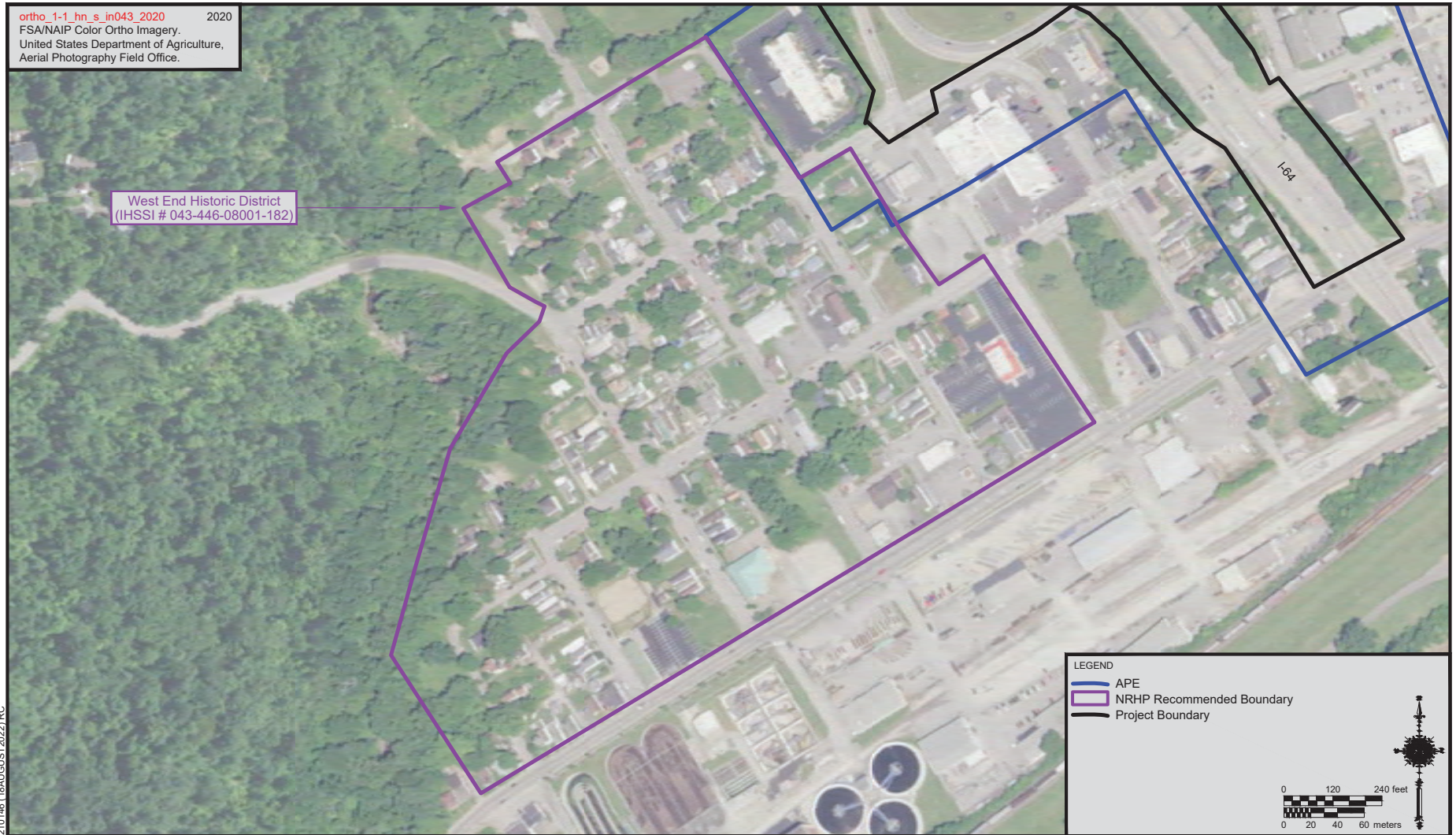


Figure 10. Recommended NRHP boundary for the West End Historic District.

APPENDIX Ba: Photos from HPR

***Some of the photos have been removed from Appendix Bb to avoid duplication of photos from Appendix Ba.**

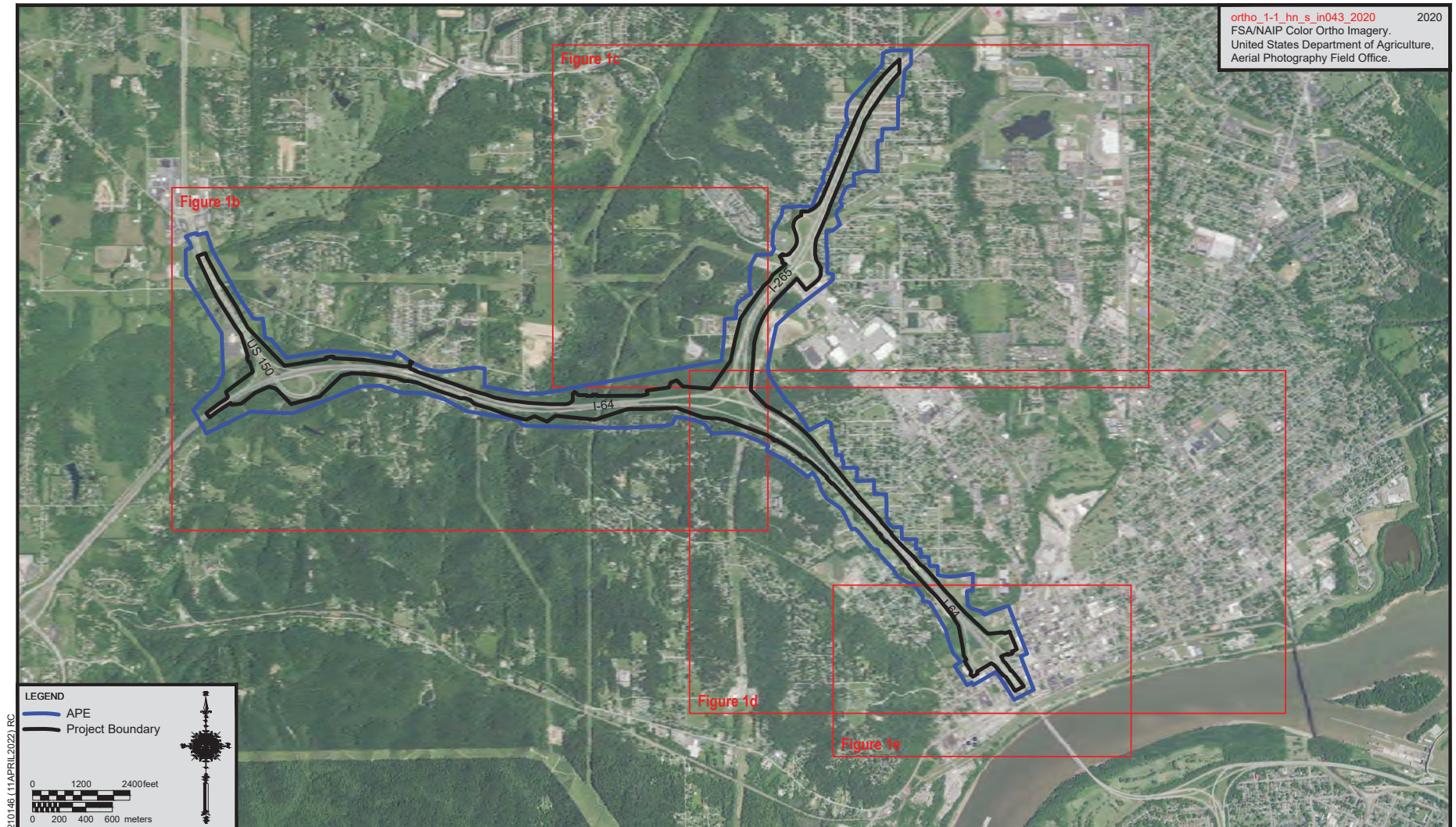
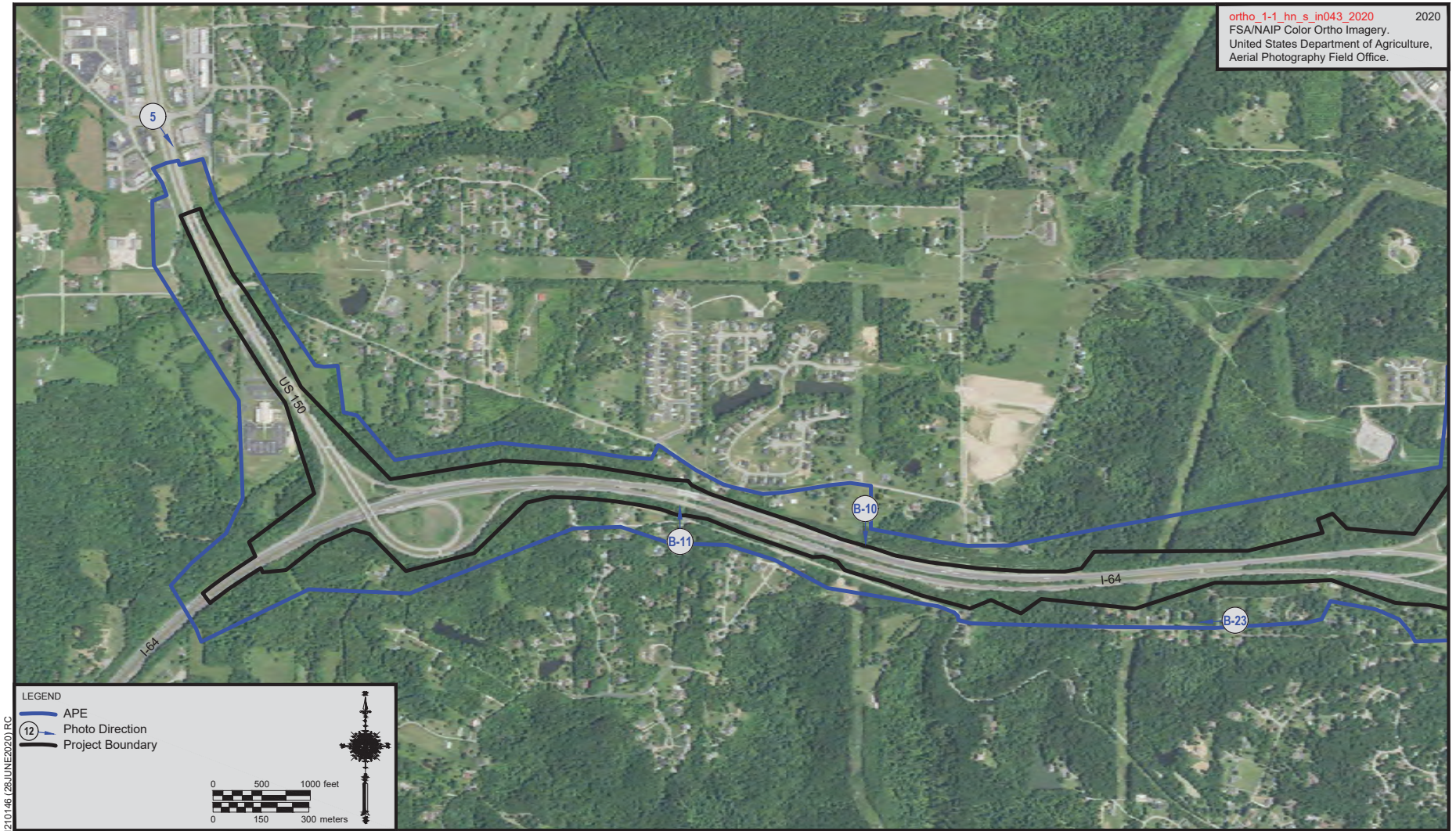


Figure 1a (KEY). Aerial map showing the location of the proposed project, APE, and surveyed resources.



1210146 (28JUN2020) RC

Figure B-1b. Photo map of project area.






Figure B-1c. Photo map of project area.

ortho_1-1_hn_s_in043_2020 2020
FSA/NAIP Color Ortho Imagery.
United States Department of Agriculture,
Aerial Photography Field Office.



1210146 (28SEPTEMBER2021) RC

LEGEND

-  APE
-  Photo Direction
-  Project Boundary

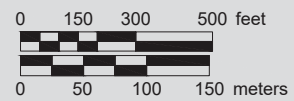


Figure B-1d. Photo map of project area.

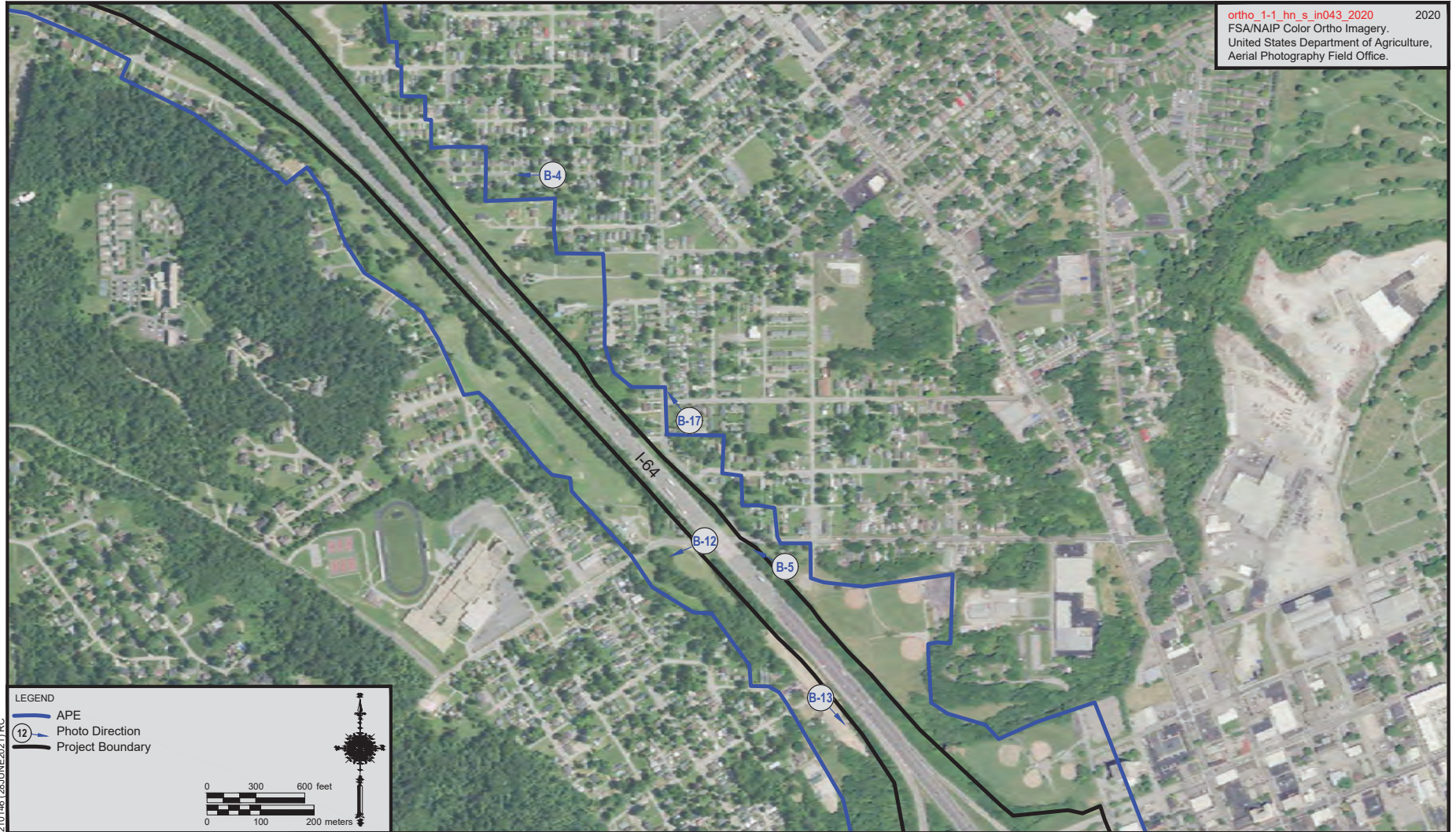


Figure B-1e. Photo map of project area.

ortho_1-1_hn_s_in043_2020 2020
FSA/NAIP Color Ortho Imagery.
United States Department of Agriculture,
Aerial Photography Field Office.



1210146 (28JUNE2021) RC

Figure B-1f. Photo map of project area.



Figure B-1g. Photo map of project area.

ortho_1-1_hn_s_in043_2020 2020
FSA/NAIP Color Ortho Imagery.
United States Department of Agriculture,
Aerial Photography Field Office.



1210146 (28SEPTEMBER2021).FC

Figure B-1h. Photo map of project area.



Figure B-1i. Photo map of project area.



Figure 2. Overview of project area at the Green Valley Road bridge overpass over I-265, facing southwest.



Figure 3. Overview of project area and APE from Paoli Pike Road, facing southeast.



Figure 4. Overview of the APE at the intersection of Old Vincennes Road and US 150, facing southeast.



Figure 5. Overview of residences constructed between 1960 and 1970 in the Glenview Heights Subdivision within and surrounding the APE along Redbud Drive, facing northeast.



Figure 6. View of INDOT 73, facing southwest.



Figure 7. View of INDOT 58, facing northeast.



Figure 8. View of INDOT 66, facing southeast.



Figure 9. Overview of the Finchland Subdivision at the intersection of Maevi Drive and Rossmore Drive, facing south.



Figure 10. Overview of the Finchland Subdivision at the intersection of Finchleigh Drive and Wedgewood Drive, facing east.



Figure 11. View of INDOT 43, facing northeast.



Figure 12. View of INDOT 47, facing southeast.



Figure 13. View of INDOT 53, facing west.



Figure 14. Overview of Glenview Heights Subdivision along Redbud Drive, facing southwest.



Figure 15. Overview of Glenview Heights along Glenview Heights Road, facing southeast.



Figure 16. View of INDOT 22, facing northwest.



Figure 17. View of INDOT 23, facing northeast.



Figure 18. Overview of Oakwood Hills Subdivision, facing northwest.



Figure 19. Overview of the Oakwood Hills Subdivision, facing east.



Figure 20. Overview of the Oakwood Hills Subdivision, facing north.



Figure 21. Overview of the Village Pines Subdivision, facing southwest.



Figure 22. Overview of Village Pines Subdivision, facing southeast.



Figure 23. Overview of Village Pines Subdivision, facing southwest.



Figure 24. Overview of the Village Pines Subdivision, facing east.



Figure 25. Façade (east) and south elevation of House (IHSSI No. 043-446-34246), facing southwest.



Figure 26. Historic photograph of House (IHSSI No. 043-446-34246) from 1994 (DHPA 2021).



Figure 27. Façade (east) and south elevation of House (IHSSI No. 043-446-34246), facing west.



Figure 28. Façade (east) and north elevation of House (IHSSI No. 043-446-34246), facing southwest.



Figure 30. Façade (east) elevation of House (IHSSI No. 043-446-34245), facing southwest.



Figure 31. Historic photograph of House (IHSSI No. 043-446-34245) from 1994 (DHPA 2021).



Figure 32. South elevation of House (IHSSI No. 043-446-34245), facing west.



Figure 33. Façade (east) and north elevation of House (IHSSI No. 043-446-34245), facing southwest.



Figure 35. Façade (north) and east elevation of the James Carr House (IHSSI No. 043-446-34202), facing south.



Figure 36. West and rear (south) elevation of the James Carr House (IHSSI No. 043-446-34202), facing northeast.



Figure 37. Rear (south) and east elevation of the James Carr House (IHSSI No. 043-466-34202), facing west.



Figure 39. Façade (north) and east elevation of the Reyse (Roy[s]ce)-Friend House (IHSSI 043-446-34204), facing south.



Figure 40. Detail of the façade (north) elevation of the Reyse (Roy[s]ce)-Friend House (IHSSI 043-446-34204), facing southeast.



Figure 41. Façade (north) and west elevation of the Reyse (Roy[s]ce)-Friend House (IHSSI 043-446-34204), facing east.



Figure 42. Façade (north) and east elevation of the Reyse (Roy[s]ce)-Friend House (IHSSI 043-446-34204), facing west.



Figure 43. Detail of the east elevation of the Reyse (Roy[s]ce)-Friend House (IHSSI 043-446-34204), facing southwest.



Figure 44. Detail of the porch of the east elevation of the Reyse (Roy[s]ce)-Friend House (IHSSI 043-446-34204), facing southwest.



Figure 45. Rear (south) and west elevation of the Reyse (Roy[s]ce)-Friend House (IHSSI 043-446-34204), facing south.



Figure B-2. Overview of APE and the project area from Rossmore Drive, facing northwest.



Figure B-3. Overview of the APE at the intersection of Rossmore Drive and Maevi Drive, facing east.



Figure B-4. Overview of the APE at near the intersection of Olive Street and Kent Street, looking toward the project area, facing west.



Figure B-5. Overview of the project area at the intersection of Cherry Street and West Street, facing northwest.



Figure B-6. Overview of the project area at the intersection of West Elm Street and Scribner Drive, facing southwest.



Figure B-7. Overview of the project area and the APE at the intersection of along East Spring Street, near the James Carr House and Reyse (Roy[s]ce)-Friend House, facing northeast.



Figure B-8. Overview of the project area and APE at the intersection of West 5th Street and East Spring Street, facing southwest.



Figure B-9. Overview of I-265 looking outside of the APE along Baldwin Drive, facing northeast.



Figure B-10. Overview of the APE along Old Vincennes Road, facing south.



Figure B-11. Overview of the APE and project area from the intersection of Quarry Road and Old Vincennes Road, facing north.



Figure B-12. Overview of the APE along Cherry Street, facing southwest.



Figure B-13. Overview of the APE near the intersection of Commerce Street and West 5th Street, facing southeast.



Figure B-14. Overview of modern housing constructed in circa 2005 along Royal Court, facing west.



Figure B-15. Overview of 1950s and 1960s residences associated with the Finchland Subdivision along Rossmore Drive, facing southwest.



Figure B-16. Overview of the 1960s and 1970s residences associated with the Glenview Heights Subdivision along Redbud Drive, facing northeast.



Figure B-17. Overview of early to mid-twentieth-century residences within the APE at the intersection of Early Street and West Street, facing northwest.



Figure B-18. Overview of the West End Historic District at the intersection of Market Street and West 7th Street, facing northwest.



Figure B-19. Overview of the West End Historic District along West 9th Street, facing southwest.



Figure B-20. Overview of the West End Historic District along West Market Street, facing northeast.



Figure B-21. Overview of the West End Historic District at the intersection of West Market Street and West 7th Street, facing southwest.



Figure B-22. Overview of the West End Historic District along West Spring Street, facing southwest.



Figure B-23. Overview of the APE along Wildwood Lane, facing west.



Figure B-24. Overview of the APE along West Market Street, facing southwest.



Figure B-25. Overview of the APE and project area along West Main Street, facing southwest.



Figure B-26. Overview of the project area along West Main Street, facing west.



Figure B-27. Overview of the APE along Lafayette Street, facing south.