

FHWA-Indiana Environmental Document
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM
GENERAL PROJECT INFORMATION

Road No./County:	US 41 / Vanderburgh County
Designation Number(s):	1902709
Project Description/Termini:	Pedestrian Grade Separation / US 41 at Washington Avenue, approximately 1.00 mile south of the intersection of US 41 and State Road (SR) 66/SR 62 (Lloyd Expressway)

	Categorical Exclusion, Level 2 – Required Signatories: INDOT DE and/or INDOT ESD
	Categorical Exclusion, Level 3 – Required Signatories: INDOT ESD
X	Categorical Exclusion, Level 4 – Required Signatories: INDOT ESD and FHWA
	Environmental Assessment (EA) – Required Signatories: INDOT ESD and FHWA
	Additional Investigation (AI) – The proposed action included a design change from the original approved environmental document . Required Signatories must include the appropriate environmental approval authority

Approval

INDOT DE Signature and Date KARSTIN MARIE CARMANY-GEORGE <small>Digitally signed by KARSTIN MARIE CARMANY-GEORGE Date: 2022.10.26 13:47:01 -0400</small> 10/26/22 FHWA Signature and Date	<i>Anthony Ross</i> 10/14/2022 INDOT ESD Signature and Date
---	--

Release for Public Involvement

INDOT DE Initials and Date	<i>ATR</i> 5/17/2022 INDOT ESD Initials and Date
----------------------------	---

Certification of Public Involvement

<i>Brian Malone</i> INDOT Consultant Services Signature and Date	8/10/2022
---	-----------

INDOT DE/ESD Reviewer Signature and Date:

<i>Thomas J. Beaudiant</i>	10/14/2022
----------------------------	------------

Name and Organization of CE/EA Preparer:

Susan Harrington, HNTB Corporation

Indiana Department of Transportation

County Vanderburgh

Route US 41

Des. No. 1902709

Part I – Public Involvement

Every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. The level of public involvement should be commensurate with the proposed action.

Does the project have a historic bridge processed under the Historic Bridges PA*? If No, then: Opportunity for a Public Hearing Required? Yes No X

*A public hearing is required for all historic bridges processed under the Historic Bridges Programmatic Agreement between INDOT, FHWA, SHPO, and the ACHP.

Discuss what public involvement activities (legal notices, letters to affected property owners and residents (i.e., notice of entry), meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

Notice of Entry letters were mailed to potentially affected property owners near the project area on July 13, 2020, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix F, pages 1-2.

Section 106

To meet the public involvement requirements of Section 106, a legal notice of the Federal Highway Administration’s (FHWA’s) finding of “No Adverse Effect” was published in The Courier & Press, with circulation in and around Evansville, Indiana, on November 19, 2021, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on December 20, 2021. The text of the public notice and the affidavit of publication appear in Appendix D, pages 122-123. State Historic Preservation Office (SHPO) concurred with the Indiana Department of Transportation’s (INDOT’s) Section 106 finding on November 30, 2021, Appendix D, pages 124-126. No other comments were received.

Section 4(f)

To meet the public involvement requirements of Section 4(f), a legal notice was published along with the public notice advertising the public hearing and request for comments. A notice of the public hearing including the Section 4(f) de minimis use determination was published in The Courier & Press on June 13 and 21, 2022 (Appendix H, pages 12-16). The notice was also emailed to the project stakeholders and public who had provided contact information at previous meetings. No comments on the Section 4(f) de minimis use determination were received.

Other Public Involvement

Because of the high level of public interest in this project, INDOT and the City of Evansville partnered to provide several opportunities for the public to provide input and be informed of project updates.

Stakeholder Meeting #1 was a virtual meeting held at 11 a.m. on November 18, 2020. The intent of the meeting was to provide key stakeholders with a project update and an opportunity to review the proposed public information meeting presentation prior to the public information meeting, which occurred that night. Representatives from the City of Evansville, the Evansville Metropolitan Planning Organization (MPO), Benjamin Bosse High School, INDOT, and HNTB participated in the meeting (Appendix F, pages 3-9).

Public Information Meeting #1 was held at Benjamin Bosse High School at 6:00 p.m. on November 18, 2020 (Appendix F, pages 10-154). A notice of the meeting was published in The Courier & Press on November 11 and 16, 2020. The intent of the meeting was to provide the public and opportunity to comment on the recommended pedestrian crossing’s location and type. Eighteen people signed in at the meeting. There have been over 2,000 views of the meeting video on the INDOT Southwest Facebook Page. There were also three virtual attendees, including a viewing party from the Lincolnshire Neighborhood Association. Two verbal comments and four written comments were received. Comments included suggestions on the bridge location and support of the project from the Lincolnshire Neighborhood Association, the National Association for the Advancement of Colored People (NAACP), and the Evansville City Council (Appendix F, pages 45-154).

Stakeholder Meeting #2 was a virtual meeting that was held at 11 a.m. on April 28, 2021. The intent of the meeting was to discuss the Engineer’s Report, environmental updates, project aesthetic considerations, and project timeline. Plans for the public open house

Indiana Department of Transportation

County Vanderburgh

Route US 41

Des. No. 1902709

were also discussed. Representatives from the City of Evansville, the Evansville Metropolitan Planning Organization (MPO), Benjamin Bosse High School, INDOT, and HNTB participated in the meeting. (Appendix F, pages 155-159).

Public Information Meeting #2 was an open house held on May 12, 2021, at Benjamin Bosse High School (Appendix F, pages 160-185). A notice of the meeting was published in *The Courier & Press* on April 27 and May 5, 2021. Twenty-one people signed in at the meeting. The purpose of the event was to offer all interested parties an opportunity to view and comment on the details of the pedestrian crossing, including the location of the proposed pedestrian bridge, options for aesthetic considerations, project timeline, and an overview of the Section 106 review process. Comments received were generally regarding the aesthetics of the bridge, location of the bridge, and a desire to have construction begin as soon as possible (Appendix F, pages 176-185).

Due to the level of public interest in the project, INDOT determined that the project does meet the minimum requirements described in the current *Indiana Department Transportation (INDOT) Public Involvement Manual*, which require the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. INDOT and the City of Evansville opted to forego offering the opportunity to submit comments and/or request a public hearing and move directly to conducting a public hearing.

The public hearing was held on June 29, 2022, at Benjamin Bosse High School (Appendix F, pages 186-246). A notice of the public hearing was published in *The Courier & Press* on June 13 and 21, 2022. The notice also included a request to comment on the Section 4(f) *de minimis* use determination and a notice of the public open house for the Intersection Improvement at US 41 at Washington Avenue (DES# 2000186) which will be constructed concurrently with the pedestrian bridge. The notice was also emailed to the project stakeholders and public who had provided contact information at previous meetings. INDOT advertised the hearing on the INDOT Southwest Facebook page. The advertisement included a video of the pedestrian bridge and how to access the bridge. The video posted on June 23, 2022, received approximately 44,800 views and the video re-posted on June 28, 2022, received approximately 468 views. Multiple local news media reposted the INDOT Facebook announcement, provided additional public notice of the hearing via social media, and covered the hearing itself.

Twenty-five people signed in at the public hearing. The hearing included an open house session where the public could review display boards and discuss the project with the project team, a formal presentation, and an opportunity to provide verbal statements and/or written comments. The formal presentation was also streamed live on the INDOT Southwest Facebook page and received approximately 503 views.

Comments on the US 41 Pedestrian Bridge environmental document and Section 4(f) *de minimis* use determination, as well as any comments on the US 41 intersection improvement, were requested by July 18, 2022. Two written comments were received via email, two written comments were collected at the hearing, and eight verbal comments were received at the hearing. A transcript of the verbal public comments received at the public hearing is in Appendix F, pages 209-227, comment excerpts from the transcript are included in Appendix F, pages 237-240, and the written comments provided are included in Appendix F, pages 233-236. Comments included support for the project, requests for clarification on design, recommendations to include a roof on the bridge, recommendations for other improvements in the project area, and recommendations or questions on ways to include minority populations in project development and construction (Appendix F, pages 233-240). No changes to the project were completed in response to public comments received. Responses to the formal public comments were prepared by the project team to address the concerns and questions of the public (Appendix F, pages 241-246). Comments regarding other projects in the area were provided to INDOT, the City of Evansville, and the Evansville Metropolitan Planning Organization on July 19, 2022.

Public Controversy on Environmental Grounds

Discuss public controversy concerning community and/or natural resource impacts, including what is being done during the project to minimize impacts.

At this time, there is no substantial public controversy concerning impacts to the community or to natural resources. As noted above, there have been multiple public involvement opportunities, and comments received have been predominately supportive of the project.

Indiana Department of Transportation

County Vanderburgh Route US 41 Des. No. 1902709

Part II - General Project Identification, Description, and Design Information

Sponsor of the Project: INDOT INDOT District: Vincennes

Local Name of the Facility: US 41

Funding Source (mark all that apply): Federal [X] State [X] Local [X] Other* []

*If other is selected, please identify the funding source: City of Evansville

PURPOSE AND NEED:

The need should describe the specific transportation problem or deficiency that the project will address. The purpose should describe the goal or objective of the project. The solution to the traffic problem should NOT be discussed in this section.

Need

The need for the project is demonstrated by the high potential for pedestrian-vehicle conflicts based on the high pedestrian use, combined with the busy existing intersection. Currently, pedestrian and bicycle traffic are using the at-grade crossing at the signalized intersection. An Abbreviated Engineering Review for Traffic Safety was completed for INDOT in 2019 (Appendix H, pages 49-50). The study outlines the safety issues at this location including long pedestrian exposure time crossing across the north leg of the intersection, one prior crash including a bicyclist, and public concern about pedestrian safety and near misses or accidents. According to the Abbreviated Engineer's Report, dated December 8, 2020, the crash data provided by the Vincennes District noted two crashes involving pedestrians or bicyclists within the last three years (Appendix H, page 23). Additionally, Benjamin Bosse High School located in the northeast quadrant of US 41 and Washington Avenue, the City of Evansville, and local neighborhood groups have expressed desire for a safer pedestrian crossing.

Purpose

The purpose of the project is to reduce the potential for pedestrian-vehicle conflicts at this intersection.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Vanderburgh Municipality: Evansville

Limits of Proposed Work: From the intersection of US 41 and Washington Street to approximately 250 feet north of Washington Avenue

Total Work Length: 0.05 Mile(s) Total Work Area: 1.0 acre Acre(s)

Is an Interstate Access Document (IAD)1 required? If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?

Table with Yes/No columns and Date: N/A

1If an IAD is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IAD.

Describe location of project including township, range, city, county, roads, etc. Existing conditions should include current conditions, current deficiencies, roadway description, surrounding features, etc. Preferred alternative should include the scope of work, anticipated impacts, and how the project will meet the Purpose and Need. Logical termini and independent utility also need discussed.

Indiana Department of Transportation

County Vanderburgh Route US 41 Des. No. 1902709

Location

This project is located on US 41, approximately one mile south of the intersection of US 41 and SR 66/SR 62 (Lloyd Expressway) in an urban portion of Evansville in Vanderburgh County, Indiana. More specifically, the project is located in Sections 28 and 33, Township 6 South, Range 10 West in Knight Township (Appendix B, pages 1-3).

Existing Conditions

US 41 is an urban principal arterial and is part of the US National Highway System (NHS). Within the project limits, US 41 includes four 12-foot through lanes and two turning lanes of varying width, with no sidewalks. Washington Avenue is an urban minor arterial, not on the NHS, and includes four through lanes and a turning lane at the intersection, with sidewalks on both sides of the street.

The Hi-Rail Pedestrian Trail runs along the west side of US 41 within the project limits and connects to the sidewalks on the north and south side of Washington Avenue. South of Blackford Avenue, the Hi-Rail Trail is situated two to three feet west of the existing limited access right-of-way fence and swings west as it approaches the north side of Washington Street. This shift in the trail incorporates landscape plantings, a bench, and signage for the gas station and restaurant situated at this corner. Currently, pedestrian and bicycle traffic cross Washington Avenue on the west side of US 41 using an at-grade crosswalk with transverse pavement markings and cross US 41 on the north side of Washington Avenue using an at-grade crosswalk with transverse pavement markings, median refuge, and push button signals. There is no existing crosswalk on the south or east side of Washington Avenue at this intersection. Note there is a pedestrian curb ramp at the western end of the sidewalk in the southeast quadrant of the intersection; however, this curb ramp does not connect to a pedestrian crosswalk, nor does it have a receiving curb ramp on the north side of Washington Avenue. See Appendix B, pages 1-3.

The primary surrounding land use is residential and commercial, with Benjamin Bosse High School on the east side of US 41, north of Washington Avenue, contributing to a majority of the surrounding pedestrian/bicycle traffic.

According to the Abbreviated Engineer's Report, dated February 1, 2021, the crash data provided by the Vincennes District indicates two crashes involving pedestrians or bicyclists within the last three years (2018-2020) near the intersection of US 41 and Washington Avenue (Appendix H, page 23).

Preferred Alternative

Proposed work includes construction of a new single-span, pre-fabricated steel truss pedestrian bridge, connecting the existing Hi-Rail Pedestrian Trail at the northern part of the intersection and sidewalks on the west side of US 41 to the sidewalk on the east side of US 41 running parallel to Washington Avenue. The bridge length will be 162 feet, and the pedestrian walkway on top of the bridge will be eight feet 6 inches wide. Reinforced concrete approach ramps will be constructed on both sides of the bridge, and adjustments will be made to the approach grading to tie-in the ramps to the existing sidewalks and trail (Appendix B, page 8).

As part of the bridge construction, the Hi-Rail Trail will be relocated in the vicinity of the new bridge pier. The Hi-Rail Trail will be straightened and will be relocated to be adjacent to the existing right-of-way fence north of Washington Avenue. The Hi-Rail Trail will pass under the new pedestrian bridge between the right-of-way fence and the ramp to the pedestrian bridge. The pedestrian ramp connection to the trail will be at the south end of the ramp. The trail crossing at Washington Avenue will be straightened and upgraded on both sides of Washington Avenue to be compliant with current American with Disability Act (ADA) design standards (Appendix B, page 9). The existing pedestrian transverse pavement markings will be moved to align with the relocated trail. The signage for the gas station and restaurant will be relocated. New lighting will be installed.

The proposed pedestrian bridge over US 41 will replace the existing crosswalk located north of Washington Avenue. As part of this project, the existing crosswalk and pedestrian refuge will be removed. A metal railing will be extended along the Hi-Rail trail and roadway curb to separate the trail and the roadway.

Placement of the pedestrian bridge north of Washington Avenue may block visibility of the existing intersection traffic signals for southbound vehicles approaching on US 41. To address this, additional traffic signals will be mounted to the outside of the bridge and synced with the existing intersection traffic signals. The project is scheduled for letting in May 2023.

Another project to convert the intersection at this location to a Reduced Conflict Intersection (RCI) (Des. No. 2000186) is expected to be constructed at the same time as the construction of the pedestrian bridge. For the purpose of determining preliminary alternatives for this project, the preliminary preferred alternative for the RCI is a Median U-Turn with a location assumed to be 800 feet north and south of the intersection. The intersection project is funded with federal and state funds. INDOT is preparing a separate environmental documentation and preliminary plans for the intersection improvements under Des. No. 2000186. Both the intersection

Indiana Department of Transportation

County Vanderburgh Route US 41 Des. No. 1902709

improvement project and the pedestrian crossing project have independent utility; however, each project is being designed as though the other project is in place in order to avoid any conflicts between the two projects. It is anticipated that both projects will be constructed by one contractor under one construction contract. It is anticipated that the projects will be constructed in phases, with the bridge construction first.

An Intersection Sight Distance (ISD) check completed during the RCI Project preliminary design identified reduced sight distance for east bound traffic on Washington Avenue when looking north along US 41 for vehicle and pedestrian traffic. The reduced sight distance is due to the proposed pedestrian bridge ramp on the west side of US 41. The project was updated during design to eliminate the sight distance conflict resulting in changes to both the proposed pedestrian bridge and the Hi-Rail Trail design as originally proposed in the Abbreviated Engineers Report (Des. No. 1902709) (Appendix H) and the Red Flag Investigation (Appendix E).

In order to remedy the sight distance concern, the location of the pedestrian bridge pier and ramp have been moved out of the line of sight and therefore the pedestrian bridge length has been extended approximately 30 feet. As a result of this extension, the Hi-Rail Trail will be relocated in the vicinity of the new bridge pier (Appendix B, page 9). No additional right-of-way will be required in the southwest quadrant of the intersection for the trail relocation.

Traffic on US 41 is anticipated to be maintained with the exception of a single overnight closure of US 41 to erect the new prefabricated bridge. The majority of construction is anticipated to occur outside of the travel way. Maintenance of traffic (MOT) for the pedestrian bridge and the RCI projects will be coordinated as necessary. More information about the MOT plan is included in the MOT section of this document.

Logical Termini/Independent Utility

Project termini extend from approximately 200 feet north of Washington Avenue to the intersection of US 41 and Washington Street. These termini are logical, as they are rational end points for a transportation improvement including an area sufficient to construct the project, evaluate environmental impacts, and are of sufficient length to address environmental matters on a broad scope. This project has independent utility because it will be a reasonable expenditure of funds even if no additional transportation improvements are made, does not add project components that would require future efforts to complete, or rely on other projects to meet the project purpose and need.

The preferred alternative will meet the purpose and need of the project by constructing a pedestrian bridge to reduce the potential for pedestrian-vehicle conflicts at this intersection.

OTHER ALTERNATIVES CONSIDERED:

Provide a header for each alternative. Describe all discarded alternatives, including the No Build Alternative. Explain why each discarded alternative was not selected. Make sure to state how each alternative meets or does not meet the Purpose and Need and why.

A Preliminary Alternatives Report, dated September 16, 2020, was prepared for this project, and circulated to the project partners and the public for comment. An excerpt of the report is located in Appendix H, pages 35-48. The report recommended a grade-separated crossing to provide for pedestrian traffic crossing US 41. Two structure configurations were considered, a below ground tunnel and a pedestrian bridge. Both options were considered at four locations within the project area: at East Chandler Avenue, at East Powell Avenue, at East Blackford Avenue, and the north side of the intersection of US 41 and Washington Avenue. Each location was analyzed for several key factors. Key factors for evaluation including right-of-way acquisition, utility impacts, convenience and frequency of use, safety, and impacts on future intersection improvements (Appendix H, 40-41). The alternatives at East Chandler Avenue were eliminated due to this location being a significant distance from the intersection (Factor C), the fair existing condition and lighting of the existing facilities the structure would tie into (Factor D), and the bridge option being a likely obstruction for the future U-Turn (Factor E) (Appendix H, page 41). Due to right-of-way and property impacts (Factor A), negative impact to convenience (Factor C), safety and lighting concerns (Factor D), and the bridge option being an obstruction for future U-turn (Factor E), the option at East Powell Avenue was eliminated (Appendix H, page 42).

A variation of the alternative with a connection from Blackford Avenue to East Powell Avenue crossing the Benjamin Bosse High School property was recommended during the public comment period for the public information meeting (Appendix F, pages 52-57). This alternative was evaluated by INDOT utilizing the same criteria as the other alternatives. This alternative was eliminated as it has negative impacts to all 5 key factors evaluated in the Preliminary Alternatives Report. An alternative that connected behind the

Indiana Department of Transportation

County Vanderburgh

Route US 41

Des. No. 1902709

Benjamin Bosse High School football field was an early option identified in the Preliminary Alternatives Report. This location was eliminated before making it to the final alternatives due to impacts to Benjamin Bosse High School property (Factor A), necessary modifications needed to connect the bridge to the existing sidewalk network (Factor B & C), lighting/safety and vandalism concerns (Factor C & D), potential conflict with the future intersection improvement project (Factor E), and reduced convenience of additional travel length for pedestrians traveling through along Washington Avenue (Factor C). Additionally, this alternative would require right-of-way acquisition from the Benjamin Bosse High School within the Lincolnshire Historic District and likely result in a Section 4(f) use and an adverse effect to the historic district.

Of the alternatives that were evaluated in the Preliminary Alternatives Report, three were advanced for investigation in detail (Appendix H, page 43-45). These include the following:

- Alternate 1 – Pedestrian Tunnel at Blackford Avenue (Appendix H, pages 44 and 47).
- Alternate 2 – Pedestrian Bridge at Blackford Avenue (Appendix H, pages 44 and 47), and
- Alternate 3 (Preferred Alternative) – Pedestrian Bridge at Washington Avenue (Appendix H, pages 45 and 48).

Considering the project key factors and the comparative cost, Alternate 3 was selected as the recommended alternative. For reference to the full Preliminary Alternatives Report, see the project documents on the INDOT Vincennes District Web page at <https://www.in.gov/indot/4099.htm>.

Below are more detailed descriptions of the three alternatives that were investigated in detail.

Pedestrian Tunnel at Blackford Avenue

This alternative would consist of a below grade pedestrian tunnel crossing US 41 at Blackford Avenue. An entrance/exit ramp would be required to transition the grade from the existing roadway elevation down approximately 14 feet on both sides of the tunnel. On the west side along Blackford Avenue, this ramp could be placed parallel along the street. On the east side, this entrance would turn to the south and be placed parallel to US 41, letting out to connect with the existing sidewalk along Washington Avenue. Construction of the tunnel option would require a pump system for drainage. The mechanical components of the pump system would require ongoing maintenance to ensure they are functioning throughout the life of the structure. Traffic on US 41 during construction would be maintained using a crossover, and the tunnel would be constructed in two phases. Previous community coordination conducted by INDOT identified some general safety concerns with the use of a tunnel. Visibility into the tunnel structure would be limited, which is a safety concern. Additionally, buried structures are harder for local police to patrol. The cost estimate for this alternate included lighting throughout the tunnel to help reduce, but not eliminate, safety concerns. This alternative would meet the purpose and need of the project but was withdrawn from further consideration due to maintenance costs and safety issues.

Pedestrian Bridge at Blackford Avenue

This alternative would consist of a pedestrian bridge crossing US 41 at Blackford Avenue. An entrance/exit ramp would be required to transition the grade from the existing roadway elevation up to the elevation of the bridge. Given right-of-way restrictions, a three-run ramp would be most feasible due to the small footprint. Along the west side of US 41, this ramp could be placed parallel along US 41 and connect to the existing pedestrian trail. On the east side, this entrance would be placed parallel to US 41, and would run south to connect to the sidewalks along Washington Avenue. Lighting for the pedestrian walkway was included in the estimate. A prefabricated truss bridge would be anticipated, therefore, construction over US 41 would be limited to placing the bridge once the ramps and end bents, and pier (if applicable) would be in place. A temporary closure of US 41 would be utilized to place the bridge. This alternative would meet the purpose and need of the project but was withdrawn from further consideration because it would be located further from the existing pedestrian crossing and would not maximize convenience to pedestrians.

Pedestrian Bridge at Washington Avenue

The pedestrian bridge at Washington Avenue is the preferred alternative. For discussion of this alternative see the Preferred Alternative section.

Selection of Bridge Type

Once the alternatives were narrowed to Alternate 3 as the preferred, various types of bridges were considered for the Washington Avenue location, as described in the Abbreviated Engineer's Report, dated February 1, 2021 (Appendix H, pages 17-33). All three structure alternatives were further considered using three-run, centrally supported ramp structures. The three that were advanced for further consideration include the following.

Indiana Department of Transportation

 County Vanderburgh

 Route US 41

 Des. No. 1902709

ROADWAY CHARACTER:

If the proposed action includes multiple roadways, complete and duplicate for each roadway.

Name of Roadway	<u> US 41 </u>		
Functional Classification:	<u> Urban Principal Arterial </u>		
Current ADT:	<u> 28,748 </u>	VPD (2023)	Design Year ADT: <u> 32,392 </u>
Design Hour Volume (DHV):	<u> 2,591 </u>	Truck Percentage (%)	<u> 11 </u>
Design Speed (mph):	<u> 40 </u>	Legal Speed (mph):	<u> 40 </u>

	Existing		Proposed	
Number of Lanes:	3 SB and 3 NB		3 SB and 3 NB	
Type of Lanes:	4 Through and 2 Turn		4 Through and 2 Turn	
Pavement Width:	98	ft.	98	ft.
Shoulder Width:	3	ft.	3	ft.
Median Width:	18	ft.	18	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting:	<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> Suburban	<input type="checkbox"/> Rural
Topography:	<input checked="" type="checkbox"/> Level	<input type="checkbox"/> Rolling	<input type="checkbox"/> Hilly

BRIDGES AND/OR SMALL STRUCTURE(S):

If the proposed action includes multiple structures, complete and duplicate for each bridge and/or small structure . Include both existing and proposed bridge(s) and/or small structure(s) in this section.

Structure/NBI Number(s): <u> N/A </u>	Sufficiency Rating: <u> N/A </u>
(Rating, Source of Information)	

	Existing		Proposed
Bridge/Structure Type:	N/A		Prefabricated Steel Truss Pedestrian Bridge
Number of Spans:	N/A		1
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	8
Outside to Outside Width:	N/A	ft.	10
Shoulder Width:	N/A	ft.	N/A

Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s) . Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.

No bridges or small structures are currently located within the project area. The proposed new prefabricated steel truss pedestrian bridge will be 162 feet long, with a minimum vertical clearance of 17 feet, 6 inches. The proposed bridge will carry pedestrians over US 41.

There are several stormwater pipe inlets or outlets within the project area. According to the Abbreviated Engineer’s Report, there is one existing buried concrete pipe running from the median to the east shoulder across the northbound lanes just north of the US 41/Washington Ave intersection. A second buried concrete pipe runs from the median to the west shoulder across the southbound lanes approximately 300 feet north of the US 41/Washington Ave intersection (Appendix H, page 10). No work to existing stormwater pipes is anticipated.

Indiana Department of Transportation

County Vanderburgh

Route US 41

Des. No. 1902709

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a temporary roadway proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project involve the use of a detour or require a ramp closure? (describe below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Provisions will be made for access by local traffic and so posted.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Provisions will be made for through-traffic dependent businesses.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Provisions will be made to accommodate any local special events or festivals.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the proposed MOT substantially change the environmental consequences of the action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there substantial controversy associated with the proposed method for MOT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discuss closures and/or facilities (if any) that will be provided for maintenance of traffic. Any known impacts from these temporary measures should be quantified to the extent possible, particularly with respect to properties such as Section 4(f) resources and wetlands. Any local concerns about access and traffic flow should be detailed as well.

Traffic on US 41 is anticipated to be maintained in both directions during construction with the exception of a single overnight closure of US 41 to erect the new prefabricated bridge. The majority of construction is anticipated to occur outside of the travel way. Washington Ave is to remain open during construction. A detour for pedestrian traffic will be utilized and is anticipated to include a detour via use of Bellemeade Avenue directly north of Washington Avenue for both pedestrians crossing US 41 and a detour of the Hi-Rail Trail.

The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 224,000 (2020) Right-of-Way: \$ 20,000 (2023) Construction: \$ 4,196,000 (2022-2024)

Anticipated Start Date of Construction: Spring 2023

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.000	0.000
Commercial	0.000	0.000
Agricultural	0.000	0.000
Forest	0.000	0.000
Wetlands	0.000	0.000
Other: Recreational - Hi-Rail Trail	0.118	0.086
Other: Enlow Field - Benjamin Bosse High School	0.011	0.012
TOTAL	0.129	0.098

Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advance acquisition, reacquisition or easements, either known or suspected, and their impacts on the environmental analysis should be discussed.

Approximate existing right-of-way is 51 feet to the west of the centerline of the US 41 southbound lanes and 52 feet to the east of the centerline of the US 41 northbound lanes and extends to 103 feet to the north of the intersection of US 41 and Washington Avenue

Indiana Department of Transportation

County Vanderburgh

Route US 41

Des. No. 1902709

(Appendix B, page 9).

The project requires 0.118 acre of permanent right-of-way from the Hi-Rail Trail property west of US 41 to construct the west ramp of the pedestrian bridge and 0.011 acre of permanent right-of-way from the Enlow Field parking lot in the northeast quadrant of the intersection to relocate a fence. The project also requires 0.086 acre of temporary right-of-way from the west side of US 41 to reconfigure the Hi-Rail Trail to accommodate the new pedestrian bridge and 0.012 acre of temporary right-of-way from the east side of US 41 to reset an existing fence. The existing use of the property to be acquired is trail and school parking lot property (Appendix B, page 9).

If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.

Indiana Department of Transportation

County Vanderburgh

Route US 41

Des. No. 1902709

Part III – Identification and Evaluation of Impacts of the Proposed Action

SECTION A - EARLY COORDINATION:

List the date(s) coordination was sent and all resource agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received.

Early coordination letters were sent on November 25, 2020 (Appendix C, pages 1-4).

Agency	Date Sent	Date Response Received	Appendix
Evansville Common Council - Ward 4	November 25, 2020	No Response Received	N/A
Deputy Mayor, City of Evansville	November 25, 2020	No Response Received	N/A
City Engineer, City of Evansville	November 25, 2020	No Response Received	N/A
Mayor, City of Evansville	November 25, 2020	No Response Received	N/A
City of Evansville Parks and Recreation	November 25, 2020	November 30, 2020	Appendix C, page 14
City of Evansville Police Department	November 25, 2020	No Response Received	N/A
City of Evansville Transportation and Services	November 25, 2020	No Response Received	N/A
Evansville Department of Metropolitan Development	November 25, 2020	No Response Received	N/A
Evansville Vanderburgh School Corporation	November 25, 2020	No Response Received	N/A
Metropolitan Evansville Transit System (METS)	November 25, 2020	No Response Received	N/A
Area Plan Commission	November 25, 2020	No Response Received	N/A
City of Evansville/Vanderburgh County Emergency Management Agency	November 25, 2020	No Response Received	N/A
Evansville Metropolitan Planning Organization	November 25, 2020	No Response Received	N/A
Storm Water Management	November 25, 2020	No Response Received	N/A
County Council	November 25, 2020	No Response Received	N/A
County Highway Department	November 25, 2020	No Response Received	N/A
Vanderburgh County Surveyor	November 25, 2020	No Response Received	N/A
Vanderburgh County Board of Commissioners	November 25, 2020	No Response Received	N/A
Vanderburgh County Engineers Office	November 25, 2020	No Response Received	N/A
Vanderburgh County Sheriff's Office	November 25, 2020	No Response Received	N/A
Federal Highway Administration	November 25, 2020	No Response Received	N/A
US Army Corps of Engineers (USACE) Environmental Analysis Branch	November 25, 2020	No Response Received	N/A
US Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS)	November 25, 2020	November 30, 2020	Appendix C, page 25
INDOT, Office of Aviation	November 25, 2020	November 30, 2020	Appendix C, page 5
US Fish and Wildlife Service (USFWS)	November 25, 2020	December 1, 2020	Appendix C, pages 20-21
Benjamin Bosse High School	November 25, 2020	No Response Received	N/A
Community Action Program of Evansville (CAPE)	November 25, 2020	No Response Received	N/A
Crossroads Community Baptist Church	November 25, 2020	No Response Received	N/A
Congregations Acting for Justice and Empowerment	November 25, 2020	No Response Received	N/A
Deaconess Health System	November 25, 2020	No Response Received	N/A
Eastside Baptist Church	November 25, 2020	No Response Received	N/A
ECHO Housing Corporation	November 25, 2020	No Response Received	N/A
Evansville Area Trails Coalition	November 25, 2020	No Response Received	N/A
Evansville Bicycle Club	November 25, 2020	No Response Received	N/A
Evansville Convention and Visitors Bureau	November 25, 2020	No Response Received	N/A
Evansville Department of Metropolitan Development	November 25, 2020	No Response Received	N/A
Evansville Promise Zone	November 25, 2020	No Response Received	N/A
Growth Alliance for Greater Evansville	November 25, 2020	No Response Received	N/A
HOLA Evansville	November 25, 2020	No Response Received	N/A

Indiana Department of Transportation

County Vanderburgh

Route US 41

Des. No. 1902709

Latino Chamber Alliance	November 25, 2020	No Response Received	N/A
NAACP, Evansville Chapter	November 25, 2020	No Response Received	N/A
Southwest Indiana Chamber of Commerce	November 25, 2020	No Response Received	N/A
Indiana Department of Natural Resources (IDNR)	November 25, 2020	December 23, 2020	Appendix C, pages 15-16
INDOT ESD	November 25, 2020	No Response Received	N/A
INDOT Multimodal Director	November 25, 2020	No Response Received	N/A
INDOT Communications Director	November 25, 2020	No Response Received	N/A
INDOT Utilities and Railroads	November 25, 2020	No Response Received	N/A
INDOT Cultural Resources Office	November 25, 2020	No Response Received	N/A
Indivisible Evansville	November 25, 2020	No Response Received	N/A
BOSS, Inc.	November 25, 2020	No Response Received	N/A
Evansville Black Chamber	November 25, 2020	No Response Received	N/A
Economic Development Coalition of Southwest Indiana	November 25, 2020	No Response Received	N/A
Greater Lincolnshire Neighborhood Association	November 25, 2020	No Response Received	N/A
Indiana Department of Environmental Management (IDEM), via webform	December 30, 2020	December 30, 2020	Appendix C, pages 6-13
Indiana Geological and Water Survey (IGWS), via webform	December 31, 2020	December 31, 2020	Appendix C, pages 22-24

All applicable recommendations are included in the Environmental Commitments section of this CE document.

SECTION B – ECOLOGICAL RESOURCES:

Streams, Rivers, Watercourses & Other Jurisdictional Features

- Federal Wild and Scenic Rivers
- State Natural, Scenic or Recreational Rivers
- Nationwide Rivers Inventory (NRI) listed
- Outstanding Rivers List for Indiana
- Navigable Waterways

Presence

Impacts

Yes	No

Total stream(s) in project area: 0 Linear feet Total impacted stream(s): 0 Linear feet

<u>Stream Name</u>	<u>Classification</u>	<u>Total Size in Project Area (linear feet)</u>	<u>Impacted linear feet</u>	<u>Comments (i.e., location, flow direction, likely Water of the US, appendix reference)</u>
N/A	N/A	N/A	N/A	N/A

Describe all streams, rivers, watercourses and other jurisdictional features adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if the streams or rivers are listed on any federal or state lists for Indiana. Include if features are subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area, and the Red Flag Investigation (RFI) report (Appendix E, page 3), there are no streams, rivers, watercourse, or other jurisdictional features within the 0.5 mile search radius. No streams, rivers, watercourses, or other jurisdictional features are present within or adjacent to the project area. That was confirmed by the site visit on September 26, 2020, by HNTB. Therefore, no impacts are expected.

Indiana Department of Transportation

County Vanderburgh

Route US 41

Des. No. 1902709

Open Water Feature(s)

- Reservoirs
- Lakes
- Farm Ponds
- Retention/Detention Basin
- Storm Water Management Facilities
- Other: _____

Presence

Impacts

Yes No

Describe all open water feature(s) identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, page 3), there are no open water features within the 0.5 mile search radius. No open water features are present within or adjacent to the project area. That was confirmed by the site visit on September 26, 2020, by HNTB. Therefore, no impacts are expected.

Wetlands

Presence

Impacts

Yes No

--	--	--

Total wetland area: 0 Acre(s) Total wetland area impacted: 0 Acre(s)

(If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e., location, likely Water of the US, appendix reference)
N/A	N/A	N/A	N/A	N/A

Wetlands (Mark all that apply)

- Wetland Determination
- Wetland Delineation
- USACE Isolated Waters Determination

Documentation

ESD Approval Dates

Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):

- Substantial adverse impacts to adjacent homes, business or other improved properties;
- Substantially increased project costs;
- Unique engineering, traffic, maintenance, or safety problems;
- Substantial adverse social, economic, or environmental impacts, or
- The project not meeting the identified needs.

Describe all wetlands identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, page 3), there are no wetlands within the 0.5 mile search radius. No wetlands are present within or adjacent to the project area. That was confirmed by the site visit on September 26, 2020, by HNTB. Therefore, no impacts are expected.

Indiana Department of Transportation

County Vanderburgh

Route US 41

Des. No. 1902709

	<u>Presence</u>	<u>Impacts</u>	
Terrestrial Habitat	<input type="checkbox"/>	<u>Yes</u>	<u>No</u>
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Total terrestrial habitat in project area: 0.40 Acre(s) Total tree clearing: 0.01 Acre(s)

Describe types of terrestrial habitat (i.e., forested, grassland, farmland, lawn, etc.) adjacent or within the project area. Include whether or not impacts will occur to habitat identified. Include total terrestrial habitat impacted and total tree clearing that will occur. Discuss measure to avoid, minimize, and mitigate if impacts will occur.

Based on a desktop review, a site visit on September 26, 2020, by HNTB, and the aerial map of the project area (Appendix B, page 2), there are two types of habitat present: maintained lawn and urban trees. There are narrow corridors of urban trees lining the roadway both north and south of the intersection. These trees are not suitable for bat habitat. The project will require a total of approximately 0.40 acre of habitat disturbance, of which 0.01 acre is urban tree clearing. Dominant vegetation within the project area consisted of pine (*Pinus spp.*) and black locust (*Robinia pseudoacacia*). Vegetated right-of-way is comprised of tall fescue (*Schedonorus arundinaceus*) and Kentucky bluegrass (*Poa pratensis*). Avoidance alternatives are not practicable because of the location of the proposed pedestrian trail and reconfiguration of the Hi-Rail Trail. Terrestrial habitat impacts will likely not require mitigation.

Early Coordination

USFWS responded on December 1, 2020, with recommendations to avoid or minimize impacts to terrestrial habitat (Appendix C, pages 20-21). These recommendations included limiting tree clearing and understory vegetation to within the construction zone boundaries, as well as implementing temporary erosion and sediment control methods within areas of disturbed soil.

IDNR Division of Fish and Wildlife (DFW) responded on December 23, 2020, with recommendations to avoid or minimize impacts to terrestrial habitat (Appendix C, pages 15-16). These recommendations included post-construction revegetation measures, and clearing restriction of any trees suitable for the Indiana bat or Northern Long-eared bat roosting during the active season.

An automated letter was generated from IDEM's website on December 30, 2020 (Appendix C, pages 6-13). This letter contains recommendations pertaining to permitting requirements and restrictions regarding disturbance of vegetation.

Protected Species

Federally Listed Bats

	<u>Yes</u>	<u>No</u>
Information for Planning and Consultation (IPaC) determination key completed	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Section 7 informal consultation completed (IPaC cannot be completed)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 7 formal consultation Biological Assessment (BA) required	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Determination Received for Listed Bats from USFWS: NE NLAA LAA

Other Species not included in IPaC

	<u>Yes</u>	<u>No</u>
Additional federal species found in project area (based on IPaC species list)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State species (not bird) found in project area (based upon consultation with IDNR)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Migratory Birds

	<u>Yes</u>	<u>No</u>
Known usage or presence of birds (i.e., nests)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State bird species based upon coordination with IDNR	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discuss IDNR coordination and species identified. Describe USFWS Section 7 consultation and determination received for Indiana bat and northern long-eared bat impacts. Discuss if other federally listed species were identified. If so, include consultation that has occurred and the determination that was received. Discuss if migratory birds have been observed and any impacts.

Based on a desktop review and the RFI report (Appendix E, page 4) completed by HNTB on April 16, 2021, the IDNR Vanderburgh County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination

Indiana Department of Transportation

County Vanderburgh

Route US 41

Des. No. 1902709

Farmland	Presence	Impacts	
		Yes	No
Agricultural Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Total Points (from Section VII of CPA-106/AD-1006*) N/A
**If 160 or greater, see CE Manual for guidance.*

Discuss existing farmland resources in the project area, impacts that will occur to farmland, and mitigation and minimization measures considered.

Based on a desktop review, a site visit on September 26, 2020, by HNTB, and the aerial map of the project area (Appendix B, page 2), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected. An early coordination letter was sent on November 25, 2020, to NRCS. NRCS responded on November 30, 2020, stating that the project will not cause a conversion of prime farmland (Appendix C, page 25).

SECTION D – CULTURAL RESOURCES

Minor Projects PA Category(ies) and Type(s) INDOT Approval Date(s) N/A

Full 106 Effect Finding
 No Historic Properties Affected No Adverse Effect Adverse Effect

Eligible and/or Listed Resources Present
 NRHP Building/Site/District(s) Archaeology NRHP Bridge(s)

Documentation Prepared (mark all that apply)		ESD Approval Date(s)	SHPO Approval Date(s)
APE, Eligibility and Effect Determination	<input checked="" type="checkbox"/>	November 15, 2021	November 30, 2021
800.11 Documentation	<input checked="" type="checkbox"/>	November 15, 2021	November 30, 2021
Historic Properties Report or Short Report	<input checked="" type="checkbox"/>	April 13, 2021	May 5, 2021
Archaeological Records Check and Assessment	<input checked="" type="checkbox"/>	April 13, 2021	May 5, 2021
Archaeological Phase Ia Survey Report	<input type="checkbox"/>		
Archaeological Phase Ic Survey Report	<input type="checkbox"/>		
Other: Section 800.11 Note to File	<input checked="" type="checkbox"/>	April 8, 2022	NA

Memorandum of Agreement (MOA) **MOA Signature Dates** (List all signatories)

If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.

Area of Potential Effect (APE):
 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 a buffer zone based on topography and vegetation surrounding the proposed pedestrian bridge location. The APE takes into account the potential

Indiana Department of Transportation

County Vanderburgh Route US 41 Des. No. 1902709

direct and indirect effects of the proposed project within the immediate contextual setting, which is comprised of heavily urbanized area with paved parking lots and scattered trees surrounding the intersection, while the Archaeological APE is defined as the project area that consists of the permanent and temporary right-of-way required for this project (Appendix D, page 1).

Coordination with Consulting Parties:

An early coordination letter was uploaded to INSCOPE (INDOT's public Section 106 consultation website) on January 8, 2021, and sent to potential consulting parties and Tribal Historic Preservation Officers (THPOs) via email the same day (Appendix D, pages 32-45). Hard copies of these materials were mailed to the SHPO on January 11, 2021. Below is a list of the organizations invited to participate as consulting parties. The organizations identified in bold print are participating consulting parties.

State Historic Preservation Officer (automatic consulting party)

Benjamin Bosse High School

Christopher Meyers, City of Evansville Historic Preservation Officer

Greater Lincolnshire Neighborhood Association

James Cruse, Traffic Engineering Foreman

Downtown Evansville, Inc.

Economic Development Coalition of Southwest Indiana

Evansville Historic Preservation Commission

Evansville Metropolitan Planning Organization (EMPO)

Evansville-Vanderburgh School Corporation

Historic Southern Indiana

Indiana Landmarks Southwest Field Office

Old Evansville Historic Association

Preservation Alliance of Evansville

Presidents Neighborhood Association

Vanderburgh County Commissioners

Vanderburgh County Highway Engineer

Vanderburgh County Highway Superintendent

Vanderburgh County Historian

Vanderburgh County Historical Society

Lloyd Winnecke, Mayor of Evansville

Absentee Shawnee Tribe of Oklahoma

Eastern Shawnee Tribe of Oklahoma

Delaware Tribe of Indians, Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Shawnee Tribe

United Keetoowah Band of Cherokee Indians

The following responses were received from the January 8, 2021, correspondence:

On January 8, 2021, the Southwest Regional Office of Indiana Landmarks, accepted consulting party status and provided previously surveyed resources near the project area.

On January 12, 2021, the Historic Preservation Officer for Evansville stated that the Chair of the Historic Preservation Department listed in the early coordination letter was inaccurate and should be revised. The ECL was forwarded to the correct recipient, and they accepted consulting party status on January 14, 2021. They asked about the pedestrian bridge design and visual effects to the surrounding area, especially in regard to Enlow Field and Benjamin Bosse High School. A responding email on January 14, 2021, stated that a preliminary visual depiction of the pedestrian bridge would be available in the spring at a public information meeting, and the bridge would look similar to other pedestrian crossings present in Evansville. It also stated the designers would welcome any design suggestions from consulting parties.

On January 25, 2021, SHPO staff acknowledged the project and commenced a Dual Review.

The Miami Tribe of Oklahoma stated that they would like to be a consulting party on February 3, 2021.

Indiana Department of Transportation

County Vanderburgh

Route US 41

Des. No. 1902709

The Shawnee Tribe accepted consulting party status on February 8, 2021.

Archaeology:

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 Indiana Historic Building, Bridges, and Cemeteries (IHBBC) Map, and the Vanderburgh County Interim Report were consulted. As a result of this review, there were no archaeological sites identified within the APE.

A qualified professional archaeologist reviewed the proposed project area and determined the proposed pedestrian bridge over US 41 in Vanderburgh County will not likely affect archaeological resources due to the project setting.

On May 5, 2021, SHPO staff stated, "Regarding archaeology, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") within the proposed project area. However, this identification is subject to the ground disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature. Please be advised that archaeological resources may exist underneath modern development," (Appendix D, page 74).

Historic Properties:

The Lincolnshire Historic District (NR-0908) was identified as being listed in the NRHP. In January 2021, CRA conducted a site visit of the APE and documented all above-ground resources that will be 50 years of age or older at the time of project letting (2023). The APE was investigated for the existence of any buildings, structures, objects, or districts listed in or eligible for listing in the NRHP. As a result of this field survey, only one previously surveyed aboveground resource was documented within the APE, the Lincolnshire Historic District (NR-0908), an NRHP-listed property.

A Historic Property Short Report (HPSR) was completed (Reynolds, March 26, 2021). A report distribution letter was sent to consulting parties on April 13, 2021; the letter also included the archaeological assessment. CRA recommended that the Lincolnshire Historic District (NR-0908) remain listed in the NRHP under Criteria A and C. The summary of the HPSR is found in Appendix D, pages 104-106.

On May 5, 2021, SHPO staff responded to the HPSR. They agreed with the size of the APE and the conclusions presented in the HPSR. No additional responses to the HPSR were received.

The Lincolnshire Historic District (NR-0908) was listed in the NRHP in 1989 under Criteria A and C for its significance relating to commerce, community planning and development, and architecture with a period of significance between 1913 and 1940. The district consists of a mix of Bungalow, Craftsman, Colonial Revival, and vernacular residences and Collegiate Gothic public resources. The 55-acre district contains 97 contributing buildings and 22 non-contributing buildings. Publicly owned resources within the district include Benjamin Bosse High School (IHSSI No. 163-196-41045), "Outstanding;" and Enlow Field (IHSSI No. 163-196-41044), "Outstanding."

The project intends to construct a pedestrian bridge over US 41 just north of its intersection with Washington Avenue. As previously mentioned, the length of the ramps will be approximately 117 feet and run north-south along the US 41 northbound and southbound lanes. The ramps will be constructed of solid concrete with see-through metal fencing and rails. The total height of the pedestrian bridge will be approximately 26 feet and will be built outside of the Lincolnshire Historic District's boundary. The Lincolnshire Historic District and its "Outstanding" resource, Enlow Field, will remain visible from both US 41 and Washington Avenue. The Lincolnshire Historic District features an insular viewshed.

Enlow Field, the football stadium associated with Benjamin Bosse High School both of which are publicly owned, is the only resource that is adjacent/visible from the project area. While the ramps will be constructed of solid concrete, the larger Lincolnshire Historic District will be hidden from view. The new structure will only be visible from Enlow Field. The bridge deck will be enclosed with a metal chain-link cage that will be see-through, and the ramps will also have a see-through, metal fence. The introduction of the pedestrian bridge near the southwestern boundary of the district will not diminish the integrity or significance of the historic district. The proposed bridge will slightly alter the setting of Enlow Field. However, given the insular nature of the historic district's viewshed, this minor change is not considered adverse. For detailed plans and the proposed bridge design, please see Appendix B.

Permanent right-of-way will be acquired only outside of the historic district. Permanent and temporary right-of-way will be acquired from the Enlow Field parking lot on the east side of US 41 outside of the boundaries of the historic district. In total, 0.011 acre of permanent right-of-way and 0.012 acre of temporary right-of-way is needed from the east side of US 41 to reconstruct the right-of-way fence (Appendix D, pages 44 and 131-132). The parking lot, outside of the historic district but associated with Enlow Field, will

Indiana Department of Transportation

County Vanderburgh

Route US 41

Des. No. 1902709

be minimally affected as the chain link fence will be reset in a new location. However, the parking lot does not contribute to Enlow Field's significance nor to the overall significance of the Lincolnshire Historic District.

Overall, the proposed project will have minimal visual effects to the Lincolnshire Historic District and its "outstanding" structure, Enlow Field. The overall historic integrity of the district will remain. The district will still maintain its association with architecture, community planning and development, and commerce as the resources themselves will not be altered.

Documentation Finding:

According to 36 CFR 800.5(a)(1) "An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association."

According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply. The proposed bridge will not alter the Lincolnshire Historic District's setting as its viewshed is insular. It will alter the viewshed of Enlow Field slightly. However, given the insular nature of the historic district's viewshed, this minor change is not considered adverse.

The introduction of a pedestrian bridge will not affect Enlow Field's function as a sports complex. 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 Lincolnshire Historic District is significant under Criteria A and C for its association with community planning and development, commerce, and architecture. The district features an insular viewshed, and Enlow Field is the only resource that is adjacent/visible from the project area. The introduction of the pedestrian bridge near the southwestern boundary of the district will not diminish the integrity or significance of the historic district. The proposed bridge will not alter the Lincolnshire Historic District's setting as its viewshed is insular, as previously mentioned. It will alter the viewshed of Enlow Field slightly. However, given the insular nature of the historic district's viewshed, this minor change is not considered adverse.

On November 30, 2021, SHPO staff responded to the Finding of Section 800.11 finding of No Adverse Effect (Appendix D, page 124). They indicated their concurrence with "the INDOT's November 15, 2021, Section 106 finding of "No Adverse Effect" on behalf of FHWA for this federal undertaking. Furthermore, since there will be no adverse impact to the Lincolnshire Historic District (NR-0908), we have determined, pursuant to 312 IAC 20-4-11.5(f), that with a finding of "No Adverse Effect" under 36 C.F.R. 800, a certificate of approval from the Review Board is not necessary. Accordingly, this letter serves as a director's letter of clearance."

Since the finding of "No Adverse Effect" was issued and Section 106 documentation completed, design plans were updated to reflect a lengthening of the pedestrian bridge and an increase in the total right-of-way to be acquired. The INDOT-CRO reviewed the change and approved the Note to file on April 7, 2022. The Section 106 Finding of "No Adverse Effect" to the Lincolnshire Historic District (NR-0908) remains valid (Appendix D, pages 127-133).

There will be no adverse effects to the Lincolnshire Historic District (NR-0908) as a result of this project.

Public Involvement:

To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Adverse Effect" was published in *The Courier & Press*, with circulation in and around Evansville, Indiana, on November 19, 2021, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(c), and 800.6(a)(4). The public comment period closed 30 days later on December 20, 2021. No comments were received. The text of the public notice and the affidavit of publication appear in Appendix D, pages 122-123.

No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

Indiana Department of Transportation

County Vanderburgh

Route US 41

Des. No. 1902709

SECTION E – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

	<u>Presence</u>	<u>Use</u>	
		<u>Yes</u>	<u>No</u>
Parks and Other Recreational Land			
Publicly owned park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Publicly owned recreation area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wildlife and Waterfowl Refuges			
National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Historic Properties			
Site eligible and/or listed on the NRHP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Evaluations Prepared</u>			
Programmatic Section 4(f)	<input type="checkbox"/>		
“De minimis” Impact	<input checked="" type="checkbox"/>		
Individual Section 4(f)	<input type="checkbox"/>		
Any exception included in 23 CFR 774.13	<input type="checkbox"/>		

Discuss Programmatic Section 4(f) and “de minimis” Section 4(f) impacts in the discussion below. Individual Section 4(f) documentation must be included in the appendix and summarized below. Discuss proposed alternatives that satisfy the requirements of Section 4(f). FHWA has identified various exceptions to the requirement for Section 4(f) approval. Refer to 23 CFR § 774.13 - Exceptions.

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and NRHP eligible or listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources.

Based on a desktop review, the aerial map of the project area (Appendix B, page 2), and the RFI report (Appendix E, pages 2 and 8), there are seven recreational facilities, trails, or managed lands, which are potential 4(f) resources located within the 0.5 mile search radius. There are two potential recreational 4(f) facilities within the project area: Benjamin Bosse High School and the Hi-Rail Trail. There is one historic 4(f) facility, Lincolnshire Historic District, within the project area. Benjamin Bosse High School and Enlow Field are contributing resources within the Lincolnshire Historic District.

Lincolnshire Historic District

This undertaking will not convert property from the Lincolnshire Historic District, a Section 4(f) historic property, to a transportation use and therefore there is no Section 4(f) use of the historic district. There will be temporary right-of-way required from the corner of the Enlow field parking lot; however, this parking lot is not within the boundaries of the Lincolnshire Historic District and therefore there is no Section 4(f) use. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect" and that the project will not result in substantial impairment to the historic district's activities, features, or attributes that qualify the district for protection under Section 4(f). For more information about Lincolnshire Historic District, see the Cultural Resources section above and Appendix D, page 6.

Benjamin Bosse High School and Enlow Field

Benjamin Bosse High School is an outstanding resource within the Lincolnshire Historic District and is a publicly owned high school located on the northeast corner of US 41 and Washington Avenue. Enlow Field is the football stadium associated with the Benjamin Bosse High School. These resources are considered Section 4(f) resources as part of the Lincolnshire Historic District. There is no public recreational use of the high school or Enlow Field that would qualify for protection under Section 4(f). Public access to the school and the recreational fields is limited, and Enlow Field, including the parking lot, is gated and locked prohibiting public access except during specific times.

Indiana Department of Transportation

County Vanderburgh

Route US 41

Des. No. 1902709

Acquisition of 0.011 acre of permanent right-of-way and 0.012 acre of temporary right-of-way is needed to rebuild a fence along the school property at the edge of the parking lot for Enlow Field (Appendix D, pages 44 and 112). The parking lot and fence are outside of the historic district and do not contribute to Enlow Field’s significance, nor to the overall significance of the Lincolnshire Historic District (Appendix D, page 6) and therefore would not qualify for protection under Section 4(f). Therefore, there is no Section 4(f) use.

Hi-Rail Trail

As a publicly-owned and/or managed trail that is open to the public, the Hi-Rail Trail is considered to be a Section 4(f) resource. The Hi-Rail Trail is located on the west side of US 41 extending from Riverside Drive to Walnut Street. This trail is a multi-use asphalt path with occasional park benches and amenities. Due to the construction of this project, 0.086 acre of temporary right-of-way from the Hi-Rail Trail and 0.118 acre of permanent right-of-way from the trail will be necessary. Permanent and temporary right-of-way is required for relocation of 200 linear feet of the trail around the pedestrian bridge and ramp. The Hi-Rail Trail will be straightened and will be relocated to be adjacent to the existing right-of-way fence north of Washington Avenue. The Hi-Rail Trail will pass under the new pedestrian bridge between the right-of-way fence and the ramp to the pedestrian bridge. The pedestrian ramp connection to the trail will be at the south end of the ramp. The trail crossing at Washington Avenue will be straightened and upgraded on both sides of Washington Avenue to be compliant with current American with Disability Act (ADA) design standards (Appendix B, page 9). In addition, the trail will be temporarily closed during construction. The temporary closure will not be required for the entire duration of the project construction. These impacts will result in a Section 4(f) use of the trail.

The project is anticipated to be a *de minimis* use to the trail. A *de minimis* use is one that, after taking into account any measure to minimize harm (such as avoidance, minimization, mitigation, or enhancement measures), the project will not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f). A *de minimis* use determination requires public involvement and concurrence from the official with jurisdiction. The official with jurisdiction for the trail is the City of Evansville. HNTB provided the above information to the City of Evansville Parks Department in a letter dated October 19, 2021. A representative for the City of Evansville Parks Department signed and returned the letter to HNTB dated October 20, 2021, concurring with the *de minimis* use (Appendix H, pages 1-3).

Since that time the bridge design has been updated and impacts to the trail include relocation of the trail to the east. HNTB provided the OWJ an updated *de minimis* use concurrence request letter during the public hearing comment period and requested their concurrence after the public involvement process was completed in a letter dated July 20, 2022. A representative for the City of Evansville Parks Department signed and returned the letter to HNTB dated August 8, 2022, concurring with the *de minimis* use (Appendix H, pages 5-16).

A notice requesting public comment on the Section 4(f) *de minimis* use determination was published in *The Courier & Press* on June 13 and 21, 2022 as part of the notice for the public hearing. The notice was also emailed to the project stakeholders and public who had provided contact information at previous meetings. No comments regarding the Section 4(f) *de minimis* use determination were received.

FHWA’s approval of this CE document will constitute approval of the *de minimis* finding.

Section 6(f) Involvement

Section 6(f) Property

Presence

Use

Yes

No

Discuss Section 6(f) resources present or not present. Discuss if any conversion would occur as a result of this project. If conversion will occur, discuss the conversion approval.

The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.

A review of 6(f) properties on the INDOT ESD website revealed a total of sixteen grants in Vanderburgh County (Appendix H, page 34). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

Indiana Department of Transportation

County Vanderburgh

Route US 41

Des. No. 1902709

SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project

	Yes	No
Is the project in the most current STIP/TIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the project located in an MPO Area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the project in an air quality non-attainment or maintenance area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If Yes, then:		
Is the project in the most current MPO TIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the project exempt from conformity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If No, then:		
Is the project in the Transportation Plan (TP)?	<input type="checkbox"/>	<input type="checkbox"/>
Is a hot spot analysis required (CO/PM)?	<input type="checkbox"/>	<input type="checkbox"/>

Location in STIP: Appendix C - EMPO
 Name of MPO (if applicable): Evansville Metropolitan Planning Organization
 Location in TIP (if applicable): Appendix G, page 1

Level of MSAT Analysis required?

Level 1a Level 1b Level 2 Level 3 Level 4 Level 5

Describe if the project is listed in the STIP and if it is in a TIP. Describe the attainment status of the county(ies) where the project is located. Indicate whether the project is exempt from a conformity determination. If the project is not exempt, include information about the TP and TIP. Describe if a hot spot analysis is required and the MSAT Level.

This project is included in the Fiscal Year (FY) 2022-2026 Evansville Metropolitan Planning Organization Transportation Improvement Program (MPO TIP) (Appendix G, page 1), which has been directly incorporated into the FY 2022-2026 Statewide Transportation Improvement Program (STIP) (Appendix G, pages 2-5).

This project is located in Vanderburgh County, which is currently a maintenance area for Ozone, under the 1997 8-hour Ozone, which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision. The project’s design concept and scope are accurately reflected in both the Evansville Metropolitan Planning Organization Transportation Plan (TP) and the Transportation Improvement Program (TIP), and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.

This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics analysis is not required.

SECTION G - NOISE

Noise

	Yes	No
Is a noise analysis required in accordance with FHWA regulations and INDOT’s traffic noise policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date Noise Analysis was approved/technically sufficient by INDOT ESD: <u> N/A </u>		

Describe if the project is a Type I or Type III project. If it is a Type I project, describe the studies completed to date and if noise impacts were identified. If noise impacts were identified, describe if abatement is feasible and reasonable and include a statement of likelihood.

This project is a Type III project. In accordance with 23 CFR 772 and the current *Indiana Department of Transportation Traffic Noise Analysis Procedure*, this action does not require a formal noise analysis.

Indiana Department of Transportation

County Vanderburgh

Route US 41

Des. No. 1902709

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

- Will the proposed action comply with the local/regional development patterns for the area?
- Will the proposed action result in substantial impacts to community cohesion?
- Will the proposed action result in substantial impacts to local tax base or property values?
- Will construction activities impact community events (festivals, fairs, etc.)?
- Does the community have an approved transition plan?
If No, are steps being made to advance the community's transition plan?
- Does the project comply with the transition plan? (explain in the discussion below)

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discuss how the project complies with the area's local/regional development patterns; whether the project will impact community cohesion; and impact community events . Discuss how the project conforms with the ADA Transition Plan.

The project is located in the City of Evansville. The proposed project will require acquisition of approximately 0.118 acre of new permanent right-of-way from the Hi-Rail Trail, which is located on private property in the northwest quadrant of the intersection, and 0.011 acre of permanent right-of-way from the Enlow Field parking lot in the northeast quadrant of the intersection. The right-of-way acquisition is not anticipated to have a substantial impact on the tax base or property values. The project will not result in substantial negative impacts to community cohesion, there will be no relocations, and the project will not divide existing neighborhoods or change community access. The project is expected to have positive impacts to community cohesion and safety. There may be temporary inconveniences associated with construction, such as increased travel times, construction, noise, and fugitive dust. However, these will cease upon completion of construction activities.

According to the Fairs and Festivals website (www.fairsandfestivals.net) and the Indiana Festivals website (<https://www.indianafestivals.org/>) there are various recurring fairs and festivals planned in Evansville and the surrounding areas, including county fairs, craft fairs, and music festivals. The MOT for this project is anticipated to use a temporary closure of US 41 to erect the new prefabricated bridge. The majority of construction is anticipated to occur outside of the travel way. The project should not substantially impair travel routes to these fairs, as they will be short in duration. Access to individual properties will be maintained, but typical delays in construction zones with reduced speeds and potential restrictions can be expected during construction of the project.

The City of Evansville's most recent Americans with Disabilities (ADA) transition/accessibility implementation plan was adopted in 2017 (<https://www.evansvillegov.org/egov/apps/document/center.egov?view=detail&id=98>). The project will be designed in accordance with the plan and all applicable ADA requirements.

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

PUBLIC FACILITIES AND SERVICES

Discuss what public facilities and services are present in the project area and impacts (such as MOT) that will occur to them. Include how the impacts have been minimized and what coordination has occurred. Some examples of public facilities and services include health facilities, educational facilities, public and private utilities, emergency services, religious institutions, airports, transportation or public pedestrian and bicycle facilities.

Based on a desktop review, the aerial map of the project area (Appendix B, page 2), and the RFI report (Appendix E, pages 2 and 8), there are nine religious facilities, one school, four recreational facilities, one railroad, one trail, and two managed lands located within 0.5 mile of the project. One religious facility, one school, one recreational facility, one inactive railroad, and one trail lie within or adjacent to the project area. That number was confirmed by the site visit on September 26, 2020, by HNTB. As discussed above, the Hi-Rail Trail and Benjamin Bosse High school will incur minor right-of-way impacts. Traffic on US 41 is anticipated to be maintained during construction with the exception of a single overnight closure of US 41 to erect the new prefabricated bridge. The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however,

Indiana Department of Transportation

County Vanderburgh

Route US 41

Des. No. 1902709

Relocation of People, Businesses or Farms

Will the proposed action result in the relocation of people, businesses or farms?
Is a BIS or CSRS required?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Number of relocations: Residences: 0 Businesses: 0 Farms: 0 Other: 0

Discuss any relocations that will occur due to the project. If a BIS or CSRS is required, discuss the results in the discussion below.

No relocations of people, businesses, or farms will take place as a result of this project.

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)

Documentation

- Red Flag Investigation (RFI)
- Phase I Environmental Site Assessment (Phase I ESA)
- Phase II Environmental Site Assessment (Phase II ESA)
- Design/Specifications for Remediation required?

<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

Date RFI concurrence by INDOT SAM (if applicable): April 17, 2021

Include a summary of the potential hazardous material concerns found during review. Discuss in depth sites found within, directly adjacent to, or ones that could impact the project area. Refer to current INDOT SAM guidance. If additional documentation (special provisions, pay quantities, etc.) will be needed, include in discussion. Include applicable commitments.

Based on a review of GIS and available public records, a RFI was completed on April 16, 2021, by HNTB (Appendix E, pages 1-9). One State Cleanup Site, three Underground Storage Tank (UST) sites, five Leaking Underground Storage (LUST) Sites, one Institutional Controls site, and six National Pollutant Discharge Elimination System (NPDES) Facilities are located within 0.5 mile of the project area.

One State Cleanup site is located within the project limits and could potentially affect this project. Clayton’s 1 (AI #40425) is located at 1400 Washington Avenue at the northeast corner of Washington Avenue and Lodge Avenue, approximately 0.21 mile east of the project area. Although not mapped in the GIS layer, this site is also a Voluntary Remediation Program site. The site was used as a dry-cleaning facility from sometime prior to 1956 until 1982. Contaminants of Concern (COCs), including tetrachloroethylene (TCE) and its degradation products, were discovered in November 2008 during a limited subsurface investigation. The dissolved chlorinated solvent plume is widespread on and off-site, extending several blocks southwest of the site. The groundwater flow is to the southwest and the depth of groundwater varies between 8 and 17 feet below ground surface. Excavation is not anticipated to extend below 6 feet; however, should the design change and require excavation that extends past 15 feet below ground surface or if dewatering is required, the project design team or contractor will coordinate with Site Assessment & Management (SAM) to determine any construction requirements.

One NPDES facility, Benjamin Bosse High School, is located adjacent to the project area. The permit is in effect and expires May 8, 2022. An early coordination letter was sent to Benjamin Bosse High School on November 25, 2020. No response was received.

Indiana Department of Transportation

County Vanderburgh

Route US 41

Des. No. 1902709

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Other	<input type="checkbox"/>

IN Department of Environmental Management (401/Rule 5)

Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Isolated Wetlands	<input type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>

IN Department of Natural Resources

Construction in a Floodway	<input type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>
Other	<input type="checkbox"/>

Mitigation Required

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the discussion below)

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

List the permits likely required for the project and summarize why the permits are needed, including permits designated as "Other."

The project does not meet the threshold for a Rule 5 Sediment and Erosion Control Permit. However, this project will be constructed at the same time as the US 41 RCI project, which will also involve ground disturbance. Therefore, there may be a need for a Rule 5 permit if both projects together meet the permit impact threshold.

Applicable recommendations provided by resource agencies are included in the Environmental Commitments section of this document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations.

It is the responsibility of the project sponsor to identify and obtain all required permits.

Indiana Department of Transportation

County Vanderburgh

Route US 41

Des. No. 1902709

ENVIRONMENTAL COMMITMENTS

List all commitments and include the name of agency/organization requesting/requiring the commitment(s). Listed commitments should be numbered.

Firm:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. One State Cleanup site is located within the project limits and could potentially affect this project. Clayton's 1 (AI #40425) is located at 1400 Washington Avenue at the northeast corner of Washington Avenue and Lodge Avenue, approximately 0.21 mile east of the project area. Although not mapped in the GIS layer, this site is also a Voluntary Remediation Program site. The site was used as a dry-cleaning facility from sometime prior to 1956 until 1982. Contaminants of Concern (COCs), including tetrachloroethylene (TCE) and its degradation products, were discovered in November 2008 during a limited subsurface investigation. The dissolved chlorinated solvent plume is widespread on and off-site, extending several blocks southwest of the site. The groundwater flow is to the southwest and the depth of groundwater varies between 8 and 17 feet below ground surface. If excavation extends past 15 ft-bgs or if dewatering is required, the designer will coordinate with INDOT SAM. (INDOT SAM)
4. Excavation is not anticipated to extend below 6 feet; however, should the design change and require excavation that extends past 15 feet below ground surface or if dewatering is required, the project design team or contractor will coordinate with INDOT Site Assessment & Management (SAM) to determine any construction requirements. (INDOT SAM)

For Further Consideration:

5. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30. (IDNR-DFW)
6. Plant five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height. (IDNR-DFW)

Appendix Table of Contents

Appendix A: INDOT Supporting Documentation

Categorical Exclusion Level Thresholds Table 1

Appendix B: Graphics

Project Location Map 1
Project Aerial Map 2
USGS 7.5 Minute Topographic Quadrangle Map 3
Indiana Department of Natural Resources Floodplain Map 4
Photo Location Map 5
Site Photos 6
Preliminary Design Plans 8

Appendix C: Early Coordination

Sample Early Coordination Letter 1
INDOT Office of Aviation 5
Indiana Department of Environmental Management (Automated Response) 6
City of Evansville Parks and Recreation 14
Indiana Department of Natural Resources, Division of Fish and Wildlife 15
Evansville Water & Sewer Utility 17
U.S. Fish and Wildlife Service 20
Indiana Geological and Water Survey 22
Natural Resources Conservation Service 25
INDOT Vincennes District USFWS Bat Database Check 26
USFWS Official Species List 27
USFWS Range-wide Programmatic Informal Consultation Consistency Letter 33

Appendix D: Section 106 of the NHPA

FHWA's Section 4(f) Compliance and Section 106 Findings and Determinations 1
Transmittal of Section 106 Findings and Determinations to Consulting Parties 121
Legal Notice to comment on Section 106 Findings and Determinations 122
SHPO Concurrence with Section 106 Findings and Determinations 124
Section 800.11 Note to File Documentation 127

Appendix E: Red Flag and Hazardous Materials

Red Flag Investigation 1

Appendix F: Public Involvement

Sample Notice of Survey Letter 1
Public Stakeholder Meeting #1 3
Public Meeting #1 10
Public Stakeholder Meeting #2 155
Public Meeting #2 160
Public Hearing 186

Appendix G: Air Quality

Evansville Metropolitan Planning Organization Transportation Improvement Program 2022-2026..... 1
INDOT letter to FHWA on April 26, 2022 2
FHWA/FTA to INDOT approving the STIP June 17, 2022 4

Appendix H: Additional Studies

Section 4(f) Documentation 1
Abbreviated Engineer’s Assessment (Excerpt) 17
Land and Water Conservation Fund (LWCF) County Listing 34
Preliminary Alternatives Report (Excerpt) 35
Abbreviated Engineering Review for Traffic Safety (Excerpt) 49

APPENDIX A: INDOT SUPPORTING DOCUMENTATION

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement ²
Stream Impacts³	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit ⁴
Wetland Impacts³	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way⁵	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)*	“No Effect”, “Not likely to Adversely Affect” (With select AMMs ⁶)	“Not likely to Adversely Affect” (With any AMMs or commitments)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic ⁷
Threatened/Endangered Species (Any other species)*	Falls within guidelines of USFWS 2013 Interim Policy or “No Effect”	“Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁸
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any ⁹
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ¹⁰
Approval Level					
<ul style="list-style-type: none"> • District Env. (DE) • Env. Serv. Div. (ESD) • FHWA 	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA

¹ Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

² Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

³ Total permanent impacts to streams (linear feet) and wetlands (acres).

⁴ US Army Corps of Engineers Individual 404 Permit

⁵ Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.

⁶ Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

⁷ Projects that do not fall under a Species Specific Programmatic and results in a “Likely to Adversely Affect”. Other findings can be processed as a lower level CE.

⁸ Potential for causing a disproportionately high and adverse impact.

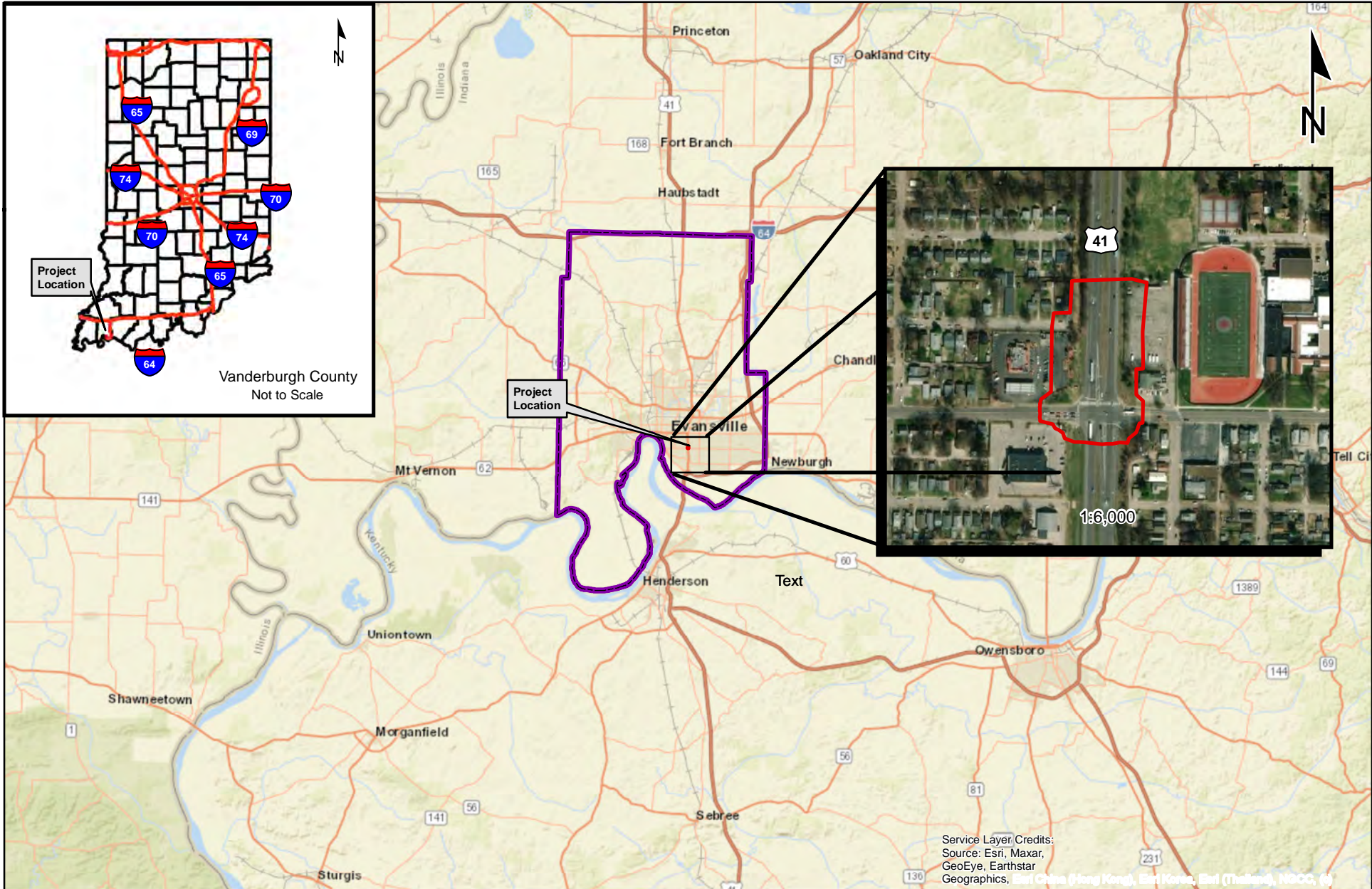
⁹ Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

¹⁰ Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

* Includes the threatened/endangered species critical habitat

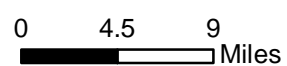
Note: Substantial public or agency controversy may require a higher-level NEPA document.

APPENDIX B: GRAPHICS



Service Layer Credits:
 Source: Esri, Maxar,
 GeoEye, Earthstar
 Geographics, CNR Aero, Swire,
 DigitalGlobe, GeoEye, Earthstar
 Geographics, CNR Aero, Swire, CNR
 (Hong Kong), Swire, CNR
 (Thailand), NOAA, CNR

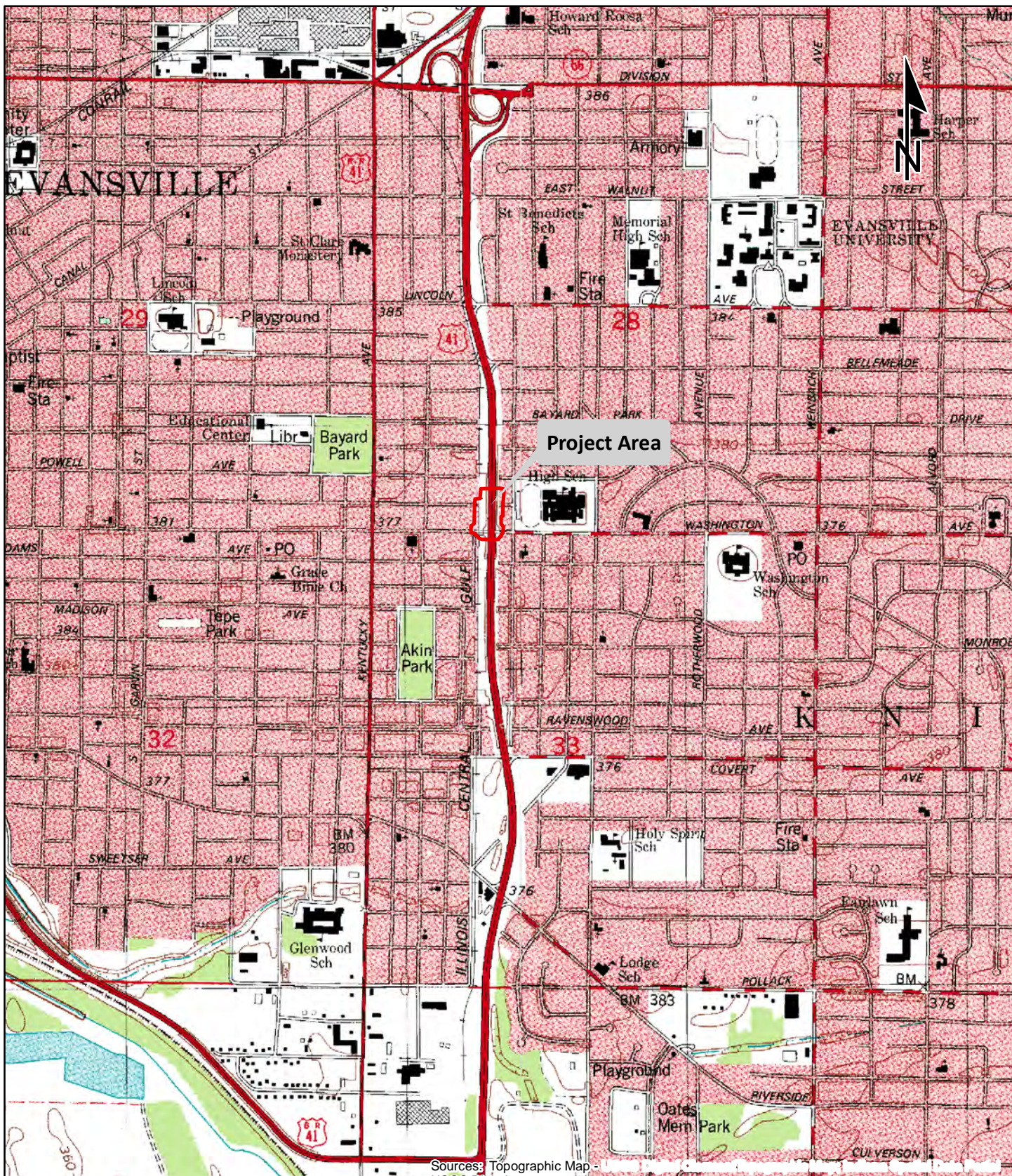
- Project Area
- Vanderburgh County



Project Location Map	
US 41 at Washington Avenue Grade Separation Pedestrian Crossing Vanderburgh County, Indiana	
Des. No. 1902709	HNTB
1 in = 9 miles	Graphics created by HNTB Corporation (2020)



Project Area	Project Aerial Map	
PLSS Sections	US 41 at Washington Avenue Grade Separation Pedestrian Crossing Vanderburgh County, Indiana	
Hydrography Flowlines	Des. No. 1902709	HNTB
0 250 500 Feet	1 inch = 500 feet	Graphics created by HNTB Corporation (2020)



Sources: Topographic Map - USGS Digital

Project Area	<p align="center">Evansville South 7.5 Minute USGS Topographic Quadrangle Map US 41 at Washington Avenue Grade Separation Pedestrian Crossing Vanderburgh County, Indiana</p>	
<p align="center">0 1,000 2,000 Feet</p>	Des. No. 1902709	 Graphics created by HNTB Corporation (2020)
		1 inch = 2,000 feet



Find an address

Example: 300 Michigan Avenue, Auburn, IN, 46706

Go To Address

Jump to a county

- or -

Select your county from below

Adams

Want to use the [eFARA Wizard](#) to submit a floodplain information request to the State of

Indiana, IDNR, Division of Water?

[< Previous Tips](#)

[Next Tips >](#)

[Map](#) [FEMA Flood Insurance Study](#) [Floodplain Layers](#) [Frequently Asked Questions](#)

Minimize

[Profile Charter](#)

[Layers](#)

[Legend](#)

[Help](#)

Click on the map or enter an address to view Floodplain Information at that Point of Interest.
[Click to return to the instructions](#)

Below is the available floodplain information for your Point of Interest. If you would like to request a Floodplain Analysis / Regulatory Assessment (FARA) from the IDNR, Division of Water, click on "eFARA Wizard".

Point of Interest

Effective Flood Zone:

Effective Zone X

Preliminary Zone 0.2 PCT ANNUAL CHANCE FLOOD HAZARD

[eFARA Wizard](#)

Local Ordinance Information

Local floodplain regulations may be more restrictive than that of federal and state government. **ALL REGULATIONS MUST BE MET.** Please contact your local floodplain administrator for further information.

Floodplain Administrator:

David Ballew

Title:

Building Commissioner

Phone Number: (812) 436-7872

E-Mail: dballew@evansville.in.gov



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user

Project Area	Photo Location Map US 41 at Washington Avenue Grade Separated Pedestrian Crossing Vanderburgh County, Indiana	
Photo Location	Des. No. 1902709	 Graphics created by HNTB Corporation (2020)
0 100 200 Feet	1 inch = 200 ft	



1. Looking southeast at the potential pedestrian crossing location from Blackford Avenue.



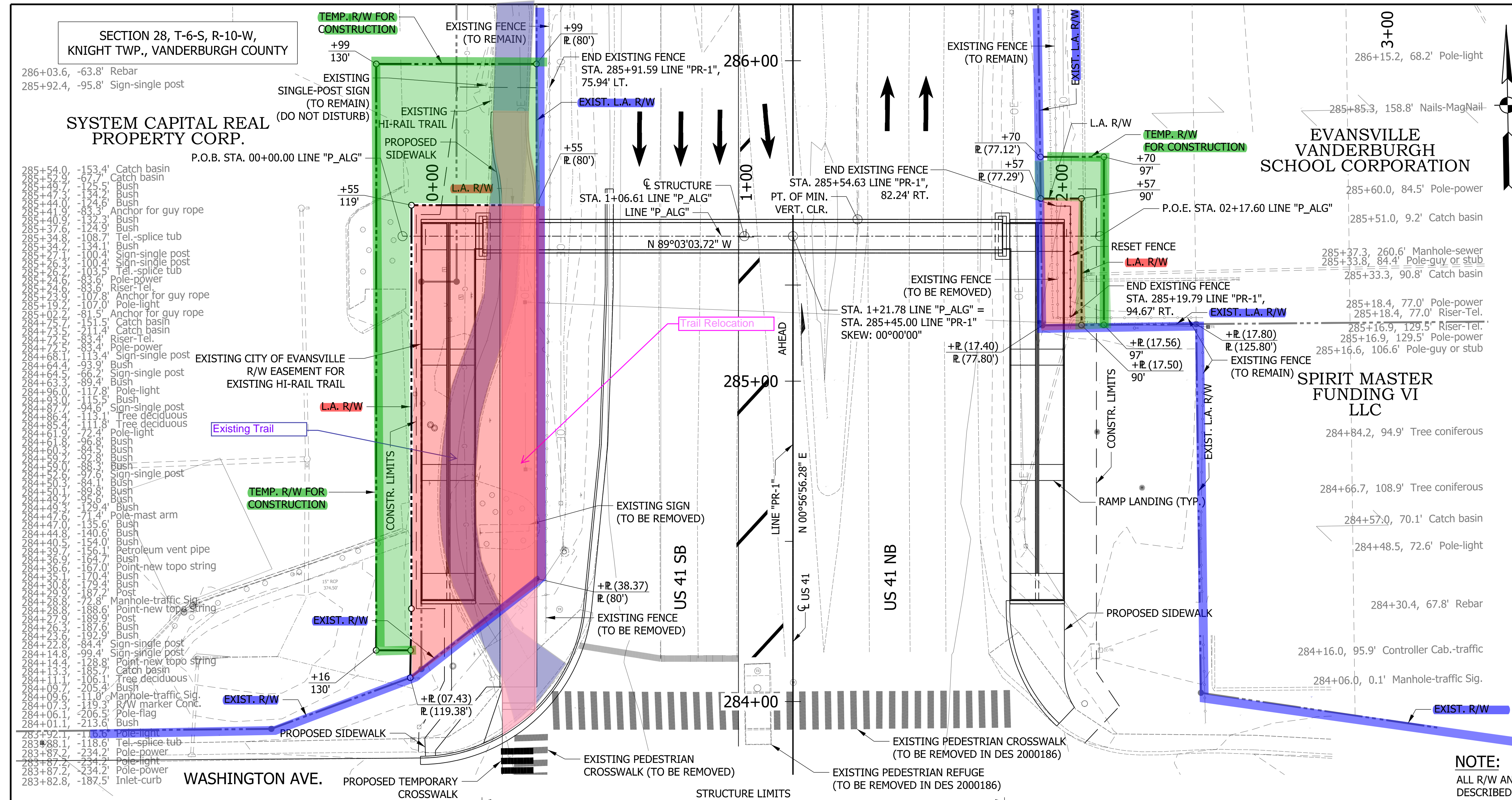
2. Looking northeast towards the potential pedestrian crossing.



3. Looking northeast towards the potential pedestrian crossing.



4. Looking northwest towards the location of the potential pedestrian bridge.

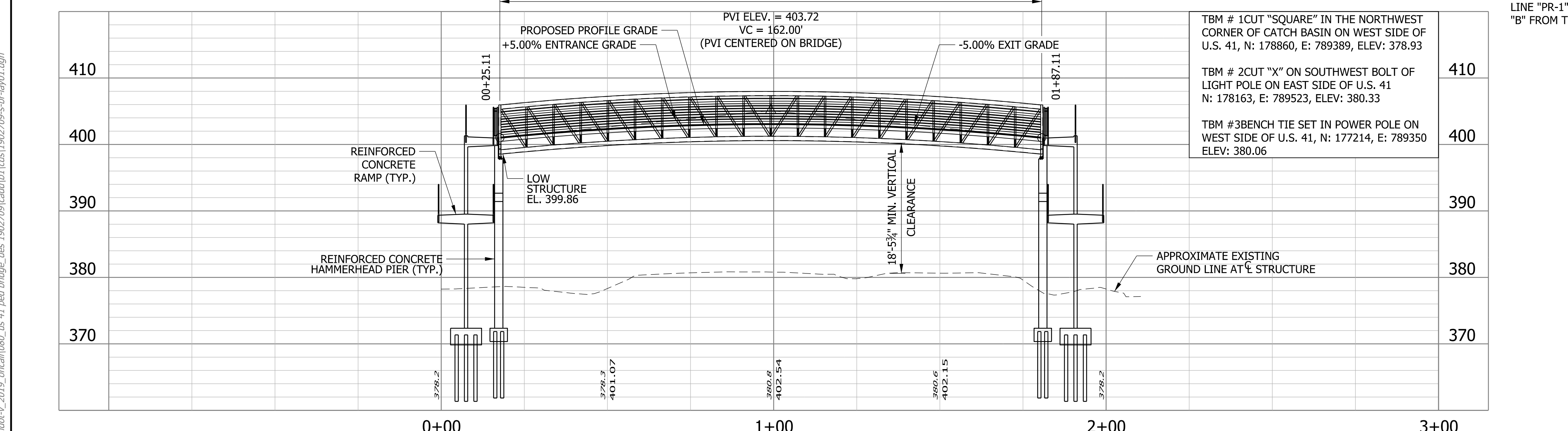


EXISTING STRUCTURE
NO EXISTING STRUCTURE AT PROPOSED LOCATION.

EARTHWORK TABULATION

FILL + 20%	XXX CYS
COMMON EXCAVATION	70 CYS
SURPLUS FOUNDATION EXCAVATION (70%)	XXX CYS
BORROW	XXX CYS

Blue - Existing Right of Way
Green - Temporary Right of Way
Red - New Permanent Right of Way



NOTE TO REVIEWER

THE PROFILE DEFINED ALONG THE BRIDGE IS USED TO FABRICATE THE SUPERSTRUCTURE TO THE PROPER CAMBER. FINAL STEEL TRUSS DIMENSIONS WILL BE DETERMINED BY THE FABRICATOR. EARTHWORK WILL BE TABULATED BEFORE THE NEXT SUBMITTAL

STEEL TRUSS PEDESTRIAN BRIDGE
1 SPAN: 162'-0"
SKEW: SQUARE
8'-6" CLEAR WIDTH
PEDESTRIAN BRIDGE OVER US 41 NB/SB
VANDERBURGH COUNTY

<p>101 PRIMARY CONTROL N: 178,702.8160 E: 789,467.2710</p>	<p>102 PRIMARY CONTROL N: 178,039.8240 E: 789,467.7600</p>	<p>103 PRIMARY CONTROL N: 177,635.9640 E: 789,380.4600</p>	<p>104 PRIMARY CONTROL N: 177,460.5838 E: 789,509.2093</p>	<p>105 PRIMARY CONTROL N: 177,243.0290 E: 789,431.1000</p>
--	--	--	--	--

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JEB	DRAWN: CLF	
CHECKED: ALM	CHECKED: JEB	

INDIANA DEPARTMENT OF TRANSPORTATION	
LAYOUT	
HORIZONTAL SCALE	BRIDGE FILE
1" = 20'-0"	P041-82-10705
VERTICAL SCALE	DESIGNATION
1" = 10'-0"	1902709
SURVEY BOOK	SHEETS
ELECTRONIC	6 of 11
CONTRACT	PROJECT
B-42876	1902709

DRAFT
NOT FOR CONSTRUCTION

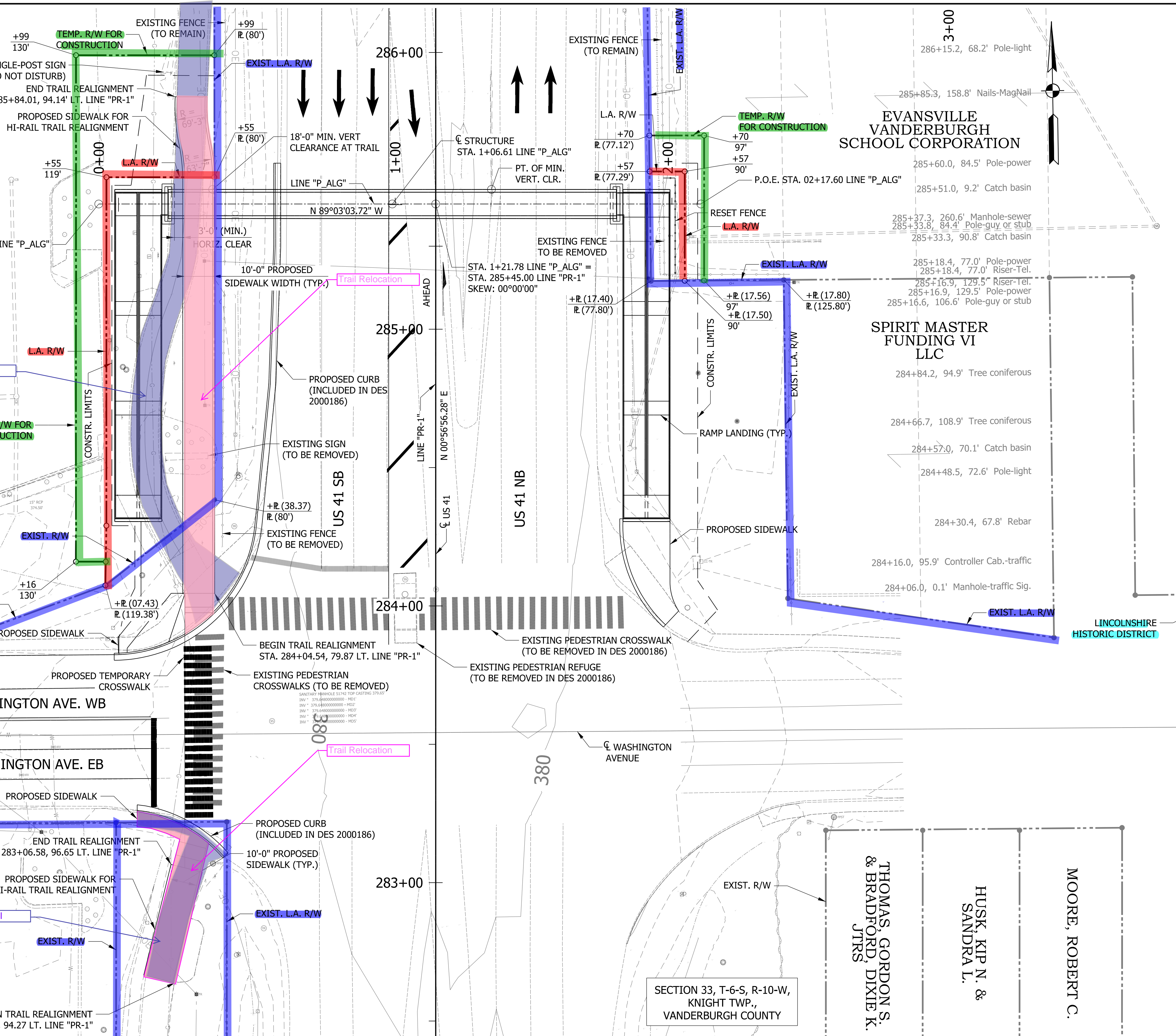
SECTION 28, T-6-S, R-10-W,
KNIGHT TWP., VANDERBURGH COUNTY

SYSTEM CAPITAL REAL
PROPERTY CORP.

- 286+03.6, -63.8' Rebar
- 285+92.4, -95.8' Sign-single post
- 285+54.0, -153.4' Catch basin
- 285+52.9, -67.7' Catch basin
- 285+49.7, -175.2' Bush
- 285+47.3, -163.2' Bush
- 285+44.0, -124.6' Bush
- 285+41.0, -83.3' Anchor for guy rope
- 285+40.9, -132.2' Bush
- 285+37.6, -124.9' Bush
- 285+34.8, -108.7' Tel.-splice tub
- 285+34.7, -171.3' Bush
- 285+26.3, -100.4' Sign-single post
- 285+26.2, -103.5' Tel.-splice tub
- 285+24.6, -83.6' Pole-power
- 285+23.9, -107.8' Anchor for guy rope
- 285+19.2, -107.0' Pole-light
- 284+02.2, -81.5' Anchor for guy rope
- 284+75.7, -151.5' Catch basin
- 284+73.2, -83.4' Catch basin
- 284+72.5, -83.4' Riser-Tel.
- 284+68.1, -113.4' Sign-single post
- 284+64.4, -113.4' Bush
- 284+63.3, -89.4' Sign-single post
- 284+60.0, -117.8' Pole-light
- 284+59.3, -113.5' Sign-single post
- 284+58.7, -94.6' Tree deciduous
- 284+56.4, -113.1' Tree deciduous
- 284+51.0, -93.9' Pole-light
- 284+49.9, -89.8' Bush
- 284+49.8, -156.6' Post
- 284+47.6, -71.4' Pole-mast arm
- 284+47.0, -135.6' Bush
- 284+44.8, -140.9' Bush
- 284+40.8, -154.0' Bush
- 284+39.7, -156.1' Petroleum vent pipe
- 284+36.9, -167.0' Bush
- 284+35.1, -170.4' Bush
- 284+30.8, -179.4' Bush
- 284+29.6, -167.4' Post
- 284+28.8, -72.8' Manhole-traffic Sig.
- 284+28.8, -188.6' Point-new topo string
- 284+27.3, -189.9' Bush
- 284+25.9, -187.5' Bush
- 284+23.6, -192.9' Bush
- 284+22.8, -84.4' Sign-single post
- 284+14.8, -99.4' Point-new topo string
- 284+13.3, -185.7' Catch basin
- 284+11.1, -105.1' Tree deciduous
- 284+09.7, -205.4' Bush
- 284+09.6, -11.0' Manhole-traffic Sig.
- 284+07.3, -119.3' R/W marker Cont.
- 284+06.1, -206.5' Pole-flag
- 284+01.1, -213.6' Bush
- 283+92.1, -116.3' Pole-light
- 283+88.1, -118.6' Tel.-splice tub
- 283+87.2, -234.2' Pole-power
- 283+87.2, -234.2' Pole-light
- 283+87.2, -234.2' Pole-power
- 283+82.8, -187.5' Inlet-curb

WARREN
WASHINGTON AVENUE
PROPERTY LLC

SECTION 33, T-6-S, R-10-W,
KNIGHT TWP.,
VANDERBURGH COUNTY



Blue - Existing Right of Way
Green - Temporary Right of Way
Red - New Permanent Right of Way

NOTE:
ALL R/W AND EXISTING TOPO
DESCRIBED FROM LINE "PR-1".
LINE "PR-1" IS THE SAME AS LINE
"B" FROM THE LCRS.

amatumgwa
 1/27/2022 8:33:12 pm
 model: Pedestrian Trail details
 file: \\indw001\289\projects\74055\ndot-v_2019_oncall\080_us_41_ped_brdge_des_1902709\cadd\bl\cadd\1902709-br-msbl.dgn

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ALM	DRAWN: ALM	
CHECKED: XXX	CHECKED: XXX	

INDIANA
DEPARTMENT OF TRANSPORTATION

PEDESTRIAN TRAIL
REALIGNMENT DETAILS

HORIZONTAL SCALE	BRIDGE FILE
XXX	P041-82-10705
VERTICAL SCALE	DESIGNATION
XXX	1902709
SURVEY BOOK	SHEETS
ELECTRONIC	6 of 11
CONTRACT	PROJECT
B-42876	1902709

APPENDIX C: EARLY COORDINATION



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

Eric J. Holcomb, Governor
Joe McGuinness, Commissioner

November 25, 2020

Ronald Bales
Environmental Services Division
Indiana Department of Transportation
100 N. Senate Ave. Room N642-RE
Indianapolis, IN 46204

Sample Early Coordination Letter

Via Email: rbales@indot.in.gov

Re: Early Coordination Letter
Des. No. 1902709
U.S. 41 at Washington Avenue
Pedestrian Grade Separation
Vanderburgh County, Indiana

Dear Mr. Bales:

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a project involving the construction of a grade separated pedestrian crossing of US 41 near Washington Avenue, located 1.00 mile south of the intersection of US 41 and SR 66/SR 62 (Lloyd Expressway) in the city of Evansville, Vanderburgh County, Indiana. This letter is part of the early coordination phase of the environmental review process. We request comments from you within your area of expertise regarding any potential environmental or community effects associated with this proposed project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental effects.

Project Location: This project is located on Us 41, approximately 1.00 mile south of the intersection of US 41 and SR 66/SR 62 (Lloyd Expressway) in an urban portion of Vanderburgh County, Indiana. More specifically, the project is located in Sections 28 and 33, Township 6 South, Range 10 West in Knight Township.

Existing Conditions: US 41 is an urban principal arterial and is part of the US National Highway System (NHS). Within the project limits, US 41 includes four 12 foot through lanes and two turning lanes of varying width. Washington Avenue is an urban minor arterial, not on the NHS, and includes four through lanes and a turning lane at the intersection.

The High-Rail Pedestrian Trail runs along the west side of US 41 within the project limits and connects to the sidewalks on the north and south side of Washington Avenue.

Purpose and Need: The need for this project is due to the high potential for pedestrian-vehicle conflicts based on the high pedestrian use combined with busy existing intersection and strong local support for this project. The purpose of this project is to reduce the potential for pedestrian conflicts at this intersection.

www.in.gov/dot/
**An Equal
Opportunity
Employer**



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

Eric J. Holcomb, Governor
Joe McGuinness, Commissioner

Proposed Project: A Preliminary Alternatives Report has been prepared for this project and circulated to the project partners and the public for comment. The report recommends a grade separated crossing to provide for pedestrian traffic crossing US 41. Two alternative structure configurations were considered, a below ground tunnel and a pedestrian bridge. Both options were considered at four locations within the project area; at East Chandler Avenue, at East Powell Avenue, at East Blackford Avenue, and the north side of the intersection of US 41 and Washington Avenue. Each location was analyzed for the several key factors. Key factors for evaluation including right-of-way acquisition, utility impacts, convenience and frequency of use, safety and impacts on future intersection improvements. Of these alternatives, three were advanced for investigation in detail. The attached graphics encompass the footprint for all three Alternates. These include the following:

- Alternate 1 - Pedestrian Tunnel at Blackford Avenue,
- Alternate 2 - Pedestrian Bridge at Blackford Avenue, and
- Alternate 3 - Pedestrian Bridge at Washington Avenue.

Considering the project key factors and the comparative cost, Alternate 3: a pedestrian bridge at Washington Avenue, is the recommended alternate. A more detailed analysis of structure characteristics including structure type, span arrangement, and ramp layout will be evaluated as part of the project development process. Proposed activities include the construction of a pedestrian crossing US 41 at just north of Washington Avenue. For reference to the full Preliminary Alternatives Report see the project documents on the INDOT Vincennes District Webpage at <https://www.in.gov/indot/4099.htm>.

Right-of-Way: This project is anticipated to require less than 0.5 acres of permanent right-of-way.

Maintenance of Traffic (MOT): Traffic will be maintained during construction utilizing a detour for pedestrians to the intersection with Bellemeade Avenue. Also, US 41 will have temporary closures to erect new bridge.

Surrounding Resources: Land use in the vicinity of the project is primarily residential and commercial business. Bosse High School located at the northeast corner of US 41 and Washington Street. School property extends along the east side of US 41 from Washington Avenue north to Chandler Avenue. The project is located within the city of Evansville.

An evaluation of natural resources in the project study area did not identify any waters and wetlands. This project qualifies for the application of the United States Fish and Wildlife Service (USFWS) range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat. The USFWS Information, Planning, and Consultation System (IPaC) will be utilized to determine the project's potential to affect the Indiana bat and northern long-eared bat.

Comments Request: You are asked to review this information and provide any comments you may have relative to the anticipated effects of the project on areas which you have jurisdiction or special expertise. Please send your comments to Christine Meador, of HNTB Corporation, at cmeador@HNTB.com or 317-917-5338. Should we not receive your response **within thirty (30) calendar days** from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result

www.in.gov/dot/
**An Equal
Opportunity
Employer**



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

Eric J. Holcomb, Governor
Joe McGuinness, Commissioner

of the proposed project. However, should you find that an extension to the response time is necessary; a reasonable amount may be granted upon request.

If you have any questions regarding this matter, please feel free to contact Christine Meador at cmeador@HNTB.com or 317-917-5338, or Troy Arnold, INDOT Project Manager at tarnold1@indot.in.gov or 812-895-7348. Thank you in advance for your input.

Sincerely,

HNTB CORPORATION

Christine Meador
Environmental Scientist

Attachments: Figure 1: Project Location Map
Figure 2: Project Area Aerial
Figure 3: USGS 7.5 Minute Topographic Quad Map
Figure 4: Photo Location Map
Project Location Photographs

Letter attachments have been removed to avoid duplication. Graphics can be found in Appendix B.

Cc: Troy Arnold, INDOT Project Manager
Alex Burton, Council Member, City Common Council - Ward 4
Steve Schaefer, Deputy Mayor, City of Evansville
Brent Schmitt, City Engineer, City of Evansville
Lloyd Winnecke, Mayor, City of Evansville
Brian Holtz, Executive Director, City of Evansville Parks and Recreation
Police Chief, City of Evansville Police Department
Todd Robertson, Executive Director, City of Evansville Transportation and Services
Kelley Coures, Executive Director, Evansville Department of Metropolitan Development
David Smith, Superintendent, Evansville Vanderburgh School Corp.
Interim Director, Metropolitan Evansville Transit System (METS)
Ronald S. London, Executive Director, Area Plan Commission
Cliff Weaver, Director, City of Evansville/Vanderburgh County Emergency Management Agency
Seyed Shokouhzadeh, Executive Director, Evansville Metropolitan Planning Organization
Pamela Drach, Deputy Director, Evansville Metropolitan Planning Organization
Karan Barnhill, Storm Water Coordinator, Storm Water Management
Teri Lukeman, County Council Executive Assistant, County Council
Scott Wischer, Superintendent, Highway Department
Jeff Mueller, Vanderburgh County Surveyor, Surveyor's Office
Jeff Hatfield, President, Vanderburgh County Board of Commissioners
John Stoll, County Engineer, Vanderburgh County Engineers Office

www.in.gov/dot/
**An Equal
Opportunity
Employer**



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

Eric J. Holcomb, Governor
Joe McGuinness, Commissioner

Dave Wedding, Sheriff, Vanderburgh County Sheriff's Office
Kari Carmany-George, Federal Highway Administration
Erica Tait, Planning Specialist - Vincennes District, Federal Highway Administration
Greg McKay, Chief, North Section, Louisville District, USACE Environmental Analysis Branch,
Rick Neilson, Indiana State Conservationist, USDA Natural Resources Conservation Service
Julian Courtade, Indiana Department of Transportation, Office of Aviation
Robin McWilliams-Munson, Field Supervisor, US Fish and Wildlife Service
Aaron Huff, Principal, Bosse High School
Gale Brocksmith, Director, Community Action Program of Evansville (CAPE)
Tim Hobbs, Pastor, Crossroads Community Baptist Church
Amy DeVries, Lead Organizer, Congregations Acting for Justice and Empowerment
Jared Florence, Vice President, Business Development, Deaconess Health System
Eastside Baptist Church
Chris Metz, Executive Director, ECHO Housing Corporation
Lorie Van Hook, Executive Director, Evansville Area Trails Coalition
Kevin Otolski, President, Evansville Bicycle Club
Jim Wood, President & CEO, Evansville Convention and Visitors Bureau
Kelley Coures, Evansville Promise Zone, Evansville Department of Metropolitan Development
Silas Matchem, Director, Evansville Promise Zone
Andrea Lendy, President, Growth Alliance for Greater Evansville
Daniela Vidal, President, HOLA Evansville
Brant Flores, Chairman, Latino Chamber Alliance
Gerald Arnold, President, NAACP, Evansville Chapter
Tara Barenly, President and CEO, Southwest Indiana Chamber of Commerce
Christie Stanifer, Environmental Coordinator, Indiana Department of Natural Resources
Ronald Bales, Environmental Services Division, Indiana Department of Transportation
Kristin Brier, Multimodal Director, Indiana Department of Transportation
Jason Tiller, Communications Director, Indiana Department of Transportation
Mike Jett, Utilities and Railroads, Indiana Department of Transportation
Anuradha Kumar, Historian, Indiana Department of Transportation - Cultural Resources
Karen Reising, President, Indivisible Evansville
William Payne, Minister, BOSS, Inc.
William Payne, Evansville Black Chamber
Greg Wathen, President and CEO, Economic Development Coalition of Southwest Indiana
Timothy Zifer, Greater Lincolnshire Neighborhood Association
Indiana Department of Environmental Management, via webform
Indiana Geological Survey, via webform

www.in.gov/dot/
**An Equal
Opportunity
Employer**

From: Courtade, Julian <JCourtade@indot.IN.gov>
Sent: Monday, November 30, 2020 8:06 AM
To: Christine Meador
Subject: RE: Early Coordination Letter - Des. No. 1902709 - U.S. 41 at Washington Avenue Pedestrian Grade Separation

Christine –

I reviewed the Early Coordination Letter and found no issues with surrounding airspace or airports. This is due to the project meeting the required glideslope requirements to the nearest public-use facility. Please let me know if you have any questions!

Thanks,

Julian L. Courtade

Chief Airport Inspector

100 North Senate Ave, N955

Indianapolis, IN 46204

Cell: (317) 954-7385

Email: jcourtade@indot.in.gov



From: Christine Meador <CMeador@HNTB.com>
Sent: Wednesday, November 25, 2020 4:05 PM
To: Courtade, Julian <JCourtade@indot.IN.gov>
Subject: Early Coordination Letter - Des. No. 1902709 - U.S. 41 at Washington Avenue Pedestrian Grade Separation

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a project involving the construction of a grade separated pedestrian crossing of US 41 near Washington Avenue, located 1.00 mile south of the intersection of US 41 and SR 66/SR 62 (Lloyd Expressway) in the city of Evansville, Vanderburgh County, Indiana. This letter is part of the early coordination phase of the environmental review process. We request comments from you within your area of expertise regarding any potential environmental or community effects associated with this proposed project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental effects.

Thank you with your assistance with this project and have a great day.

Chris



Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

100 North Senate Avenue - Indianapolis, IN 46204
(800) 451-6027 - (317) 232-8603 - www.idem.IN.gov

Indiana Department of Transportation
Troy Arnold
3650 S US Highway 41
Vincennes , IN 47591
Date 12/30/20

HNTB Corporation
Shampayne Jeffries
111 Monument Circle, Suite 1200
Indianapolis , IN 46204

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The project will include the construction of a grade separated pedestrian facility at US 41 near Washington Avenue, approximately 1.00 mile south of the intersection of US 41 and SR 66/SR 62. This location includes a principal arterial segment of US 41 and a minor arterial segment of Washington Avenue. The pedestrian facility will be connected to the Phase 3D - Hi- Rail Corridor, a multi-use trail that is present within the project area on the west side of US 41. Temporary closure of the trail may be required during construction in order to connect the pedestrian crossing to the multi-use trail.

This letter from the Indiana Department of Environmental Management (IDEM) serves as a standardized response to enquiries inviting IDEM comments on roadway construction, reconstruction, or other improvement projects within existing roadway corridors when the proposed scope of the project is beneath the threshold requiring a formal National Environmental Policy Act-mandated Environmental Assessment or Environmental Impact Statement. As the letter attempts to address all roadway-related environmental topics of potential concern, it is possible that not every topic addressed in the letter will be applicable to your particular roadway project.

For additional information on specific roadway-related topics of interest, please visit the appropriate Web pages cited below, many of which provide contact information for persons within the various program areas who can answer questions not fully addressed in this letter. Also please be mindful that some environmental requirements may be subject to change and so each person intending to include a copy of this letter in their project documentation packet is advised to download the most recently revised version of the letter; found at: <http://www.in.gov/idem/5283.htm> (<http://www.in.gov/idem/5283.htm>).

To ensure that all environmentally-related issues are adequately addressed, IDEM recommends that you read this letter in its entirety, and consider each of the following issues as you move forward with the planning of your proposed roadway construction, reconstruction, or improvement project:

WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE Permits and Public Notices (<http://www.lrl.usace.army.mil/orf/default.asp>) (<http://www.lrl.usace.army.mil/orf/default.asp>) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.

Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciusko, and Wells counties; smaller portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana) are served by the USACE Louisville District Office (502-315-6733).

Additional information on contacting these U.S. Army Corps of Engineers (USACE) District Offices, government agencies with jurisdiction over wetlands, and other water quality issues, can be found at <http://www.in.gov/idem/4396.htm> (<http://www.in.gov/idem/4396.htm>). IDEM recommends that impacts to wetlands and other water resources be avoided to the fullest extent.

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>).
3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana . A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.

4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>) for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the follow statutes:
 - IC 14-26-2 Lakes Preservation Act 312 IAC 11
 - IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
 - IC 14-28-1 Flood Control Act 310 IAC 6-1
 - IC 14-29-1 Navigable Waterways Act 312 IAC 6
 - IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
 - IC 14-29-4 Construction of Channels Act No related code

For information on these Indiana (statutory) Code and Indiana Administrative Code citations, see the DNR Web site at: <http://www.in.gov/dnr/water/9451.htm> (<http://www.in.gov/dnr/water/9451.htm>) . Contact the DNR Division of Water at 317-232-4160 for further information.

The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. The shade provided by the large overhanging trees helps maintain proper stream temperatures and dissolved oxygen for aquatic life.

6. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for of a Rule 5 Storm Water Runoff Permit. Visit the following Web page
 - <http://www.in.gov/idem/4902.htm> (<http://www.in.gov/idem/4902.htm>)

To obtain, and operate under, a Rule 5 permit you will first need to develop a Construction Plan (<http://www.in.gov/idem/4917.htm#constreq> (<http://www.in.gov/idem/4917.htm#constreq>)), and as described in 327 IAC 15-5-6.5 (<http://www.in.gov/legislative/iac/T03270/A00150> [PDF] (<http://www.in.gov/legislative/iac/T03270/A00150.PDF>), pages 16 through 19). Before you may apply for a Rule 5 Permit, or begin construction, you must submit your Construction Plan to your county Soil and Water Conservation District (SWCD) (<http://www.in.gov/isda/soil/contacts/map.html> (<http://www.in.gov/isda/soil/contacts/map.html>)).

Upon receipt of the construction plan, personnel of the SWCD or the Indiana Department of Environmental Management will review the plan to determine if it meets the requirements of 327 IAC 15-5. Plans that are deemed deficient will require re-submittal. If the plan is sufficient you will be notified and instructed to submit the verification to IDEM as part of the Rule 5 Notice of Intent (NOI) submittal. Once construction begins, staff of the SWCD or Indiana Department of Environmental Management will perform inspections of activities at the site for compliance with the regulation.

Please be mindful that approximately 149 Municipal Separate Storm Sewer System (MS4) areas are now being established by various local governmental entities throughout the state as part of the implementation of Phase II federal storm water requirements. All of these MS4 areas will eventually take responsibility for Construction Plan review, inspection, and enforcement. As these MS4 areas obtain program approval from IDEM, they will be added to a list of MS4 areas posted on the IDEM Website at: <http://www.in.gov/idem/4900.htm> (<http://www.in.gov/idem/4900.htm>).

If your project is located in an IDEM-approved MS4 area, please contact the local MS4 program about meeting their storm water requirements. Once the MS4 approves the plan, the NOI can be submitted to IDEM.

Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns. Information and assistance regarding storm water related to construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for addition project input.
8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.
9. For projects involving effluent discharges to waters of the State of Indiana , contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.
10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

AIR QUALITY

The above-noted project should be designed to minimize any impact on ambient air quality in, or near, the project area. The project must comply with all federal and state air pollution regulations.

Consideration should be given to the following:

1. Regarding open burning, and disposing of organic debris generated by land clearing activities; some types of open burning are allowed (<http://www.in.gov/idem/4148.htm>) (<http://www.in.gov/idem/4148.htm>) under specific conditions. You also can seek an open burning variance from IDEM.

However, IDEM generally recommends that you take vegetative wastes to a registered yard waste composting facility or that the waste be chipped or shredded with composting on site (you

must register with IDEM if more than 2,000 pounds is to be composted; contact 317/232-0066). The finished compost can then be used as a mulch or soil amendment. You also may bury any vegetative wastes (such as leaves, twigs, branches, limbs, tree trunks and stumps) onsite, although burying large quantities of such material can lead to subsidence problems, later on.

Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized.

Additionally, if construction or demolition is conducted in a wooded area where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for 3-5 years precautionary measures should be taken to avoid an outbreak of histoplasmosis. This disease is caused by the fungus *Histoplasma capsulatum*, which stems from bird or bat droppings that have accumulated in one area for 3-5 years. The spores from this fungus become airborne when the area is disturbed and can cause infections over an entire community downwind of the site. The area should be wetted down prior to cleanup or demolition of the project site. For more detailed information on histoplasmosis prevention and control, please contact the Acute Disease Control Division of the Indiana State Department of Health at (317) 233-7272.

2. The U.S. EPA and the Surgeon General recommend that people not have long-term exposure to radon at levels above 4 pCi/L. (For a county-by-county map of predicted radon levels in Indiana, visit: <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>.)

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit:

http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf

(http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf.) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure visit:

<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>

(<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>), <http://www.in.gov/idem/4145.htm>

(<http://www.in.gov/idem/4145.htm>), or <http://www.epa.gov/radon/index.html>

(<http://www.epa.gov/radon/index.html>).

3. With respect to asbestos removal: all facilities slated for renovation or demolition (except residential buildings that have (4) four or fewer dwelling units and which will not be used for commercial purposes) must be inspected by an Indiana-licensed asbestos inspector prior to the commencement of any renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, any subsequent demolition, renovation, or

asbestos removal activities must be performed in accordance with the proper notification and emission control requirements.

If no asbestos is found where a renovation activity will occur, or if the renovation involves removal of less than 260 linear feet of RACM off of pipes, less than 160 square feet of RACM off of other facility components, or less than 35 cubic feet of RACM off of all facility components, the owner or operator of the project does not need to notify IDEM before beginning the renovation activity.

For questions on asbestos demolition and renovation activities, you can also call IDEM's Lead/Asbestos section at 1-888-574-8150.

However, in all cases where a demolition activity will occur (even if no asbestos is found), the owner or operator must still notify IDEM 10 working days prior to the demolition, using the form found at <http://www.in.gov/icpr/webfile/formsdiv/44593.pdf> (<http://www.in.gov/icpr/webfile/formsdiv/44593.pdf>).

Anyone submitting a renovation/demolition notification form will be billed a notification fee based upon the amount of friable asbestos containing material to be removed or demolished. Projects that involve the removal of more than 2,600 linear feet of friable asbestos containing materials on pipes, or 1,600 square feet or 400 cubic feet of friable asbestos containing material on other facility components, will be billed a fee of \$150 per project; projects below these amounts will be billed a fee of \$50 per project. All notification remitters will be billed on a quarterly basis.

For more information about IDEM policy regarding asbestos removal and disposal, visit: <http://www.in.gov/idem/4983.htm> (<http://www.in.gov/idem/4983.htm>).

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978 , or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2 , Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF> (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).
6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.ai.org/legislative/iac/t03260/a00020.pdf (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.

7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

LAND QUALITY

In order to maintain compliance with all applicable laws regarding contamination and/or proper waste disposal, IDEM recommends that:

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm> (<http://www.in.gov/idem/4998.htm>).
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.
5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).
6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: <http://www.in.gov/idem/4999.htm> (<http://www.in.gov/idem/4999.htm>).

FINAL REMARKS

Should you need to obtain any environmental permits in association with this proposed project, please be mindful that IC 13-15-8 requires that you notify all adjoining property owners and/or occupants within ten days your submittal of each permit application. However, if you are seeking multiple permits, you can still meet the notification requirement with a single notice if all required permit applications are submitted with the same ten day period.

Should the scope of the proposed project be expanded to the extent that a National Environmental Policy Act Environmental Assessment (EA) or Environmental Impact Statement (EIS) is required, IDEM will actively participate in any early interagency coordination review of the project.

Meanwhile, please note that this letter does not constitute a permit, license, endorsement or any other form of approval on the part of the Indiana Department of Environmental Management regarding any project for which a copy of this letter is used. Also note that it is the responsibility of the project engineer or consultant using this letter to ensure that the most current draft of this document, which is located at <http://www.in.gov/idem/5284.htm> (<http://www.in.gov/idem/5284.htm>), is used.

Signature(s) of the Applicant

I acknowledge that the following proposed roadway project will be financed in part, or in whole, by public monies.

Project Description

The project will include the construction of a grade separated pedestrian facility at US 41 near Washington Avenue, approximately 1.00 mile south of the intersection of US 41 and SR 66/SR 62. This location includes a principal arterial segment of US 41 and a minor arterial segment of Washington Avenue. The pedestrian facility will be connected to the Phase 3D - Hi- Rail Corridor, a multi-use trail that is present within the project area on the west side of US 41. Temporary closure of the trail may be required during construction in order to connect the pedestrian crossing to the multi-use trail.

With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environment that appears directly above. In addition, I understand that in order to complete that project in which I am interested, with a minimum of impact to the environment, I must consider all the issues addressed in the aforementioned letter, and further, that I must obtain any required permits.

Date: 01/04/2021

Signature of the INDOT
Project Engineer or Other Responsible Agent

Troy Arnold

Troy Arnold

Date: 12/30/2020

Signature of the
For Hire Consultant

Shampayne Jeffries

Shampayne Jeffries

From: Holtz, Brian <bkholtz@evansville.in.gov>
Sent: Monday, November 30, 2020 8:40 AM
To: Christine Meador
Subject: RE: Early Coordination Letter - Des. No. 1902709 - U.S. 41 at Washington Avenue Pedestrian Grade Separation

Christine,

Good Morning. No part of LWCF is associated with the trail along 41.

Thanks, Brian

From: Christine Meador <CMeador@HNTB.com>
Sent: Wednesday, November 25, 2020 3:52 PM
To: Holtz, Brian <bkholtz@evansville.in.gov>
Subject: RE: Early Coordination Letter - Des. No. 1902709 - U.S. 41 at Washington Avenue Pedestrian Grade Separation

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

Brian as a follow up to this I noted that the Pigeon Creek Greenway, Stream Valley Park has received Land and Water Conservation Funding and I would like to confirm if any portion of the trail along US 41 near Washington Street is associated with that funding.

Thank you again for your assistance with this project and have a great day.

Chris

Christine Meador
Senior Project Manager
Environmental Planning
Cell (317) 459-3629 Direct (317) 917-5338 Email: cmeador@hntb.com

From: Christine Meador
Sent: Wednesday, November 25, 2020 4:12 PM
To: Holtz, Brian <bkholtz@evansville.in.gov>
Subject: Early Coordination Letter - Des. No. 1902709 - U.S. 41 at Washington Avenue Pedestrian Grade Separation

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a project involving the construction of a grade separated pedestrian crossing of US 41 near Washington Avenue, located 1.00 mile south of the intersection of US 41 and SR 66/SR 62 (Lloyd Expressway) in the city of Evansville, Vanderburgh County, Indiana. This letter is part of the early coordination phase of the environmental review process. We request comments from you within your area of expertise regarding any potential environmental or community effects associated with this proposed project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental effects.

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

DNR #: ER-23250

Request Received: November 25, 2020

Requestor: HNTB Corporation
Christine Meador
111 Monument Circle, Suite 1200
Indianapolis, IN 46204-5178

Project: Construction of a grade separated pedestrian crossing over US 41 at Washington Avenue, about 1.00 mile south of SR 66/62 (Lloyd Expressway), Evansville; Des #1902709

County/Site info: Vanderburgh

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

Regulatory Assessment: Formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project.

Natural Heritage Database: The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

Fish & Wildlife Comments: The measures below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas with a mixture of native grasses, sedges, wildflowers, and also native hardwood trees and shrubs if any woody plants are disturbed during construction as soon as possible upon completion. Do not use any varieties of Tall Fescue or other non-native plants, including prohibited invasive species (see 312 IAC 18-3-25).
2. Minimize and contain within the project limits all tree and brush clearing.
3. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
4. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
5. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.
6. Plant five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height.

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

Contact Staff:

Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife
Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.

Christie L. Stanifer

Date: December 23, 2020

Christie L. Stanifer
Environ. Coordinator
Division of Fish and Wildlife

November 24, 2020

Ryan Mayer
Evansville Water & Sewer Utility
1 S.E. 9th Street Suite 200
Evansville, IN 47708

Subject: Initial Notice of Proposed Improvement Project Des. No. 1902709

Dear Mr. Mayer,

Our firm has been assigned the task of utility coordination for the project referenced above by the Indiana Department of Transportation. In accordance with 105 IAC 13-3-1(c), this letter serves as your initial notice of the proposed improvement project Des. No. 1902709 on US 41 in Vanderburgh County, Indiana.

In accordance with 105 IAC 13-3-1(c), the following information is provided. The dates listed in items (4) and (5) below are the currently scheduled dates.

- | | |
|---|--|
| (1) Name or route number: | US 41 |
| (2) Geographical limits: | Pedestrian Bridge over US 41 near Washington Ave., approx. 1.0 miles south of intersection of US 41 and SR 66/62 (the Lloyd Expressway), Knight Township, Vanderburgh County, Indiana. |
| (3) General description of work: | Pedestrian Bridge |
| (4) Date approved work plan will be needed: | 08/01/2022 |
| (5) Ready for contracts date: | 12/07/2022 |
| (6) Name of designer and contact information: | Erica Haas, P.E., chaas@hntb.com , HNTB Corporation, 111 Monument Circle, Suite 1200, Indianapolis, IN 46204 |
| (7) Major or minor project: | Minor |

In accordance with 105 IAC 13-3-1(d), within 30 days after receiving the initial notice, the utility shall respond in writing with a:

- (1) Description of the type and location of its facilities within the geographical limits of the proposed improvement project; or
- (2) If the utility has determined to the best of their abilities that they do not have facilities within the geographical limits of the improvement project; complete, sign, and return Page 1 of the attached Work Plan.

Additionally, please provide us the name, telephone number, postal address and email address of the person selected as your designated contact for this project to expedite future communications. We will contact Indiana 811 and request locates for this project prior to our survey. If you would prefer to provide us location information by some other means please contact this office to discuss.

Please send your response to Jason McCort, P.S., HNTB Corporation, 111 Monument Circle, Suite 1200, Indianapolis, IN 46204, telephone: 317-636-4682, jmccort@hntb.com. Thank you for your attention to these matters.

Sincerely;

Jason McCort, PS
Utility Coordinator

Cc: Erica Haas, P.E., HNTB Corporation
Katerina Sparks, INDOT
Cc: File

April 15, 2021

Ryan Mayer
Evansville Water & Sewer
1 S.E. 9th Street Suite 200
Evansville, IN 47720

Subject: Request Verification of Existing Facilities and Conflict Analysis for Project Des. No. 1902709

Dear Mr. Mayer,

The contents in this letter are in accordance with 105 IAC 13-3. We are sending you plan sheets for proposed project Des. No. 1902709 on U.S. 41 in Vanderburgh County, Indiana. Please review the plan sheets and verify the location of your existing facilities and any conflicts for the proposed project.

The following information is provided. The dates listed in items (4) and (5) below are the currently scheduled dates.

- | | |
|---|--|
| (1) Name or route number: | U.S. 41 |
| (2) Geographical limits: | Pedestrian Bridge over US 41 near Washington Ave., approx. 1.0 miles south of intersection of US 41 and SR 66/62 (the Lloyd Expressway), Knight Township, Vanderburgh County, Indiana. |
| (3) General description of work: | Pedestrian Bridge |
| (4) Date approved work plan will be needed: | 08/01/2022 |
| (5) Ready for contracts date: | 12/07/2022 |
| (6) Name of designer and contact information: | Erica Haas, P.E., chaas@HNTB.com , HNTB Corporation, 111 Monument Circle, Suite 1200, Indianapolis, IN 46204 |
| (7) Major or minor project: | Minor |

We are sending you a copy of the plan sheets that show all existing facilities known to the department that are within the right of way or geographical limits of the proposed improvement project.

After receiving the letter and plans, each utility shall do the following within 30 days for a minor project or 60 days for a major project:

- (1) Review the accuracy of the plan as to the location of its existing facilities
- (2) Declare in writing to the department whether the information is accurate or inaccurate.
- (3) Detail in writing to the department any inaccuracies in the information.
- (4) Declare in writing to the department whether there are or are not conflicts between its facilities and the improvement project.
- (5) Detail in writing to the department any conflicts between its facilities and the proposed improvement project within.

Failure to reply within the allotted time shall be deemed verification that the information is accurate and indication of no conflicts.

One way to correct inaccuracies is to send back the enclosed plans with corrections clearly marked on the plans. Please include a cover letter so we can identify the utility providing the corrections.

In the event of conflicts, the utility may recommend design changes for the improvement project to minimize utility costs or delays. The department will review the recommended changes and implement the changes where appropriate.

We are not requesting a utility relocation plan or a work plan at this time. This notice is given so that the utility has an opportunity to inform us of potential conflicts with our project so we can minimize impacts as we move forward with our design.

Where your facilities exist on private property by virtue of a compensable land right, the cost of preliminary engineering expenses are eligible for reimbursement. If you are eligible for reimbursement, contact me for authorization prior to incurring any expenses. The use of a consultant to provide review of these plans or preliminary engineering must also be authorized before incurring expenses. Cost incurred prior to written authorization will not be reimbursed.

Please send your response to Jason McCort, P.S., HNTB Corporation, 111 Monument Circle, Suite 1200, Indianapolis, IN 46204, telephone: 317-636-4682, jmccort@hntb.com. Thank you for your attention to these matters.

Sincerely,



Jason McCort, PS
Utility Coordinator

Cc: Erica Haas, P.E., HNTB Corporation
Katerina Sparks, INDOT

Christine Meador

From: McWilliams, Robin <robin_mcwilliams@fws.gov>
Sent: Tuesday, December 1, 2020 3:44 PM
To: Christine Meador
Subject: Re: [EXTERNAL] Early Coordination Letter - Des. No. 1902709 - U.S. 41 at Washington Avenue Pedestrian Grade Separation

This responds to your recent letter requesting our comments on the aforementioned project.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The project is within the range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) and should follow the new Indiana bat/northern long-eared bat programmatic consultation process, if applicable (i.e. a federal transportation nexus is established). The Service has 14 days after a "Not Likely to Adversely Affect" determination letter is generated to review the project and provide additional comments or request additional information; if you do not receive a response from us within 14 days, we have no additional comments.

Based on a review of the information you provided, the U.S. Fish and Wildlife Service has no other comments on the project as currently proposed. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation. Standard recommendations are provided below.

We appreciate the opportunity to comment at this early stage of project planning. If you have any questions about our recommendations, please call (812) 334-4261 x. 207.

Sincerely,
Robin McWilliams Munson

Standard Recommendations:

1. Do not clear trees or understory vegetation outside the construction zone boundaries. **(This restriction is not related to the "tree clearing" restriction for potential Indiana Bat habitat.)**
2. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.
3. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure.
4. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.
5. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT's standard specifications.
6. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams.

7. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing

Robin McWilliams Munson
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, IN 46142
812-334-4261

Mon-Tues 8-3:30p
Wed-Thurs 8:30-3p Telework

From: Christine Meador <CMeador@HNTB.com>
Sent: Wednesday, November 25, 2020 4:32 PM
To: McWilliams, Robin <robin_mcwilliams@fws.gov>
Subject: [EXTERNAL] Early Coordination Letter - Des. No. 1902709 - U.S. 41 at Washington Avenue Pedestrian Grade Separation

This email has been received from outside of DOI -Use caution before clicking on links, opening attachments, or responding.

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a project involving the construction of a grade separated pedestrian crossing of US 41 near Washington Avenue, located 1.00 mile south of the intersection of US 41 and SR 66/SR 62 (Lloyd Expressway) in the city of Evansville, Vanderburgh County, Indiana. This letter is part of the early coordination phase of the environmental review process. We request comments from you within your area of expertise regarding any potential environmental or community effects associated with this proposed project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental effects.

Thank you with your assistance with this project and have a great day.

Chris

Christine Meador
Senior Project Manager
Environmental Planning
Tel (317) 636-4682 Direct (317) 917-5338 Email cmeador@hntb.com

HNTB CORPORATION – CELEBRATING 80 YEARS IN INDIANA
111 Monument Circle, Suite 1200, Indianapolis, IN 46204 | www.hntb.com

 **100+ YEARS OF INFRASTRUCTURE SOLUTIONS**



 Please consider the environment before printing this email

Organization and Project Information

Project ID:
Des. ID: Des. No. 1902709
Project Title: U.S. 41 at Washington Avenue Pedestrian Grade Separation
Name of Organization: HNTB Corporation
Requested by: Shampayne Jeffries

Environmental Assessment Report

1. Geological Hazards:
 - Moderate liquefaction potential
 - 0.2% Annual Chance Protected by Levee
2. Mineral Resources:
 - Bedrock Resource: High Potential
 - Sand and Gravel Resource: High Potential
3. Active or abandoned mineral resources extraction sites:
 - None documented in the area

*All map layers from Indiana Map (maps.indiana.edu)

DISCLAIMER:

This document was compiled by Indiana University, Indiana Geological Survey, using data believed to be accurate; however, a degree of error is inherent in all data. This product is distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability to a particular purpose or use. No attempt has been made in either the design or production of these data and document to define the limits or jurisdiction of any federal, state, or local government. The data used to assemble this document are intended for use only at the published scale of the source data or smaller (see the metadata links below) and are for reference purposes only. They are not to be construed as a legal document or survey instrument. A detailed on-the-ground survey and historical analysis of a single site may differ from these data and this document.

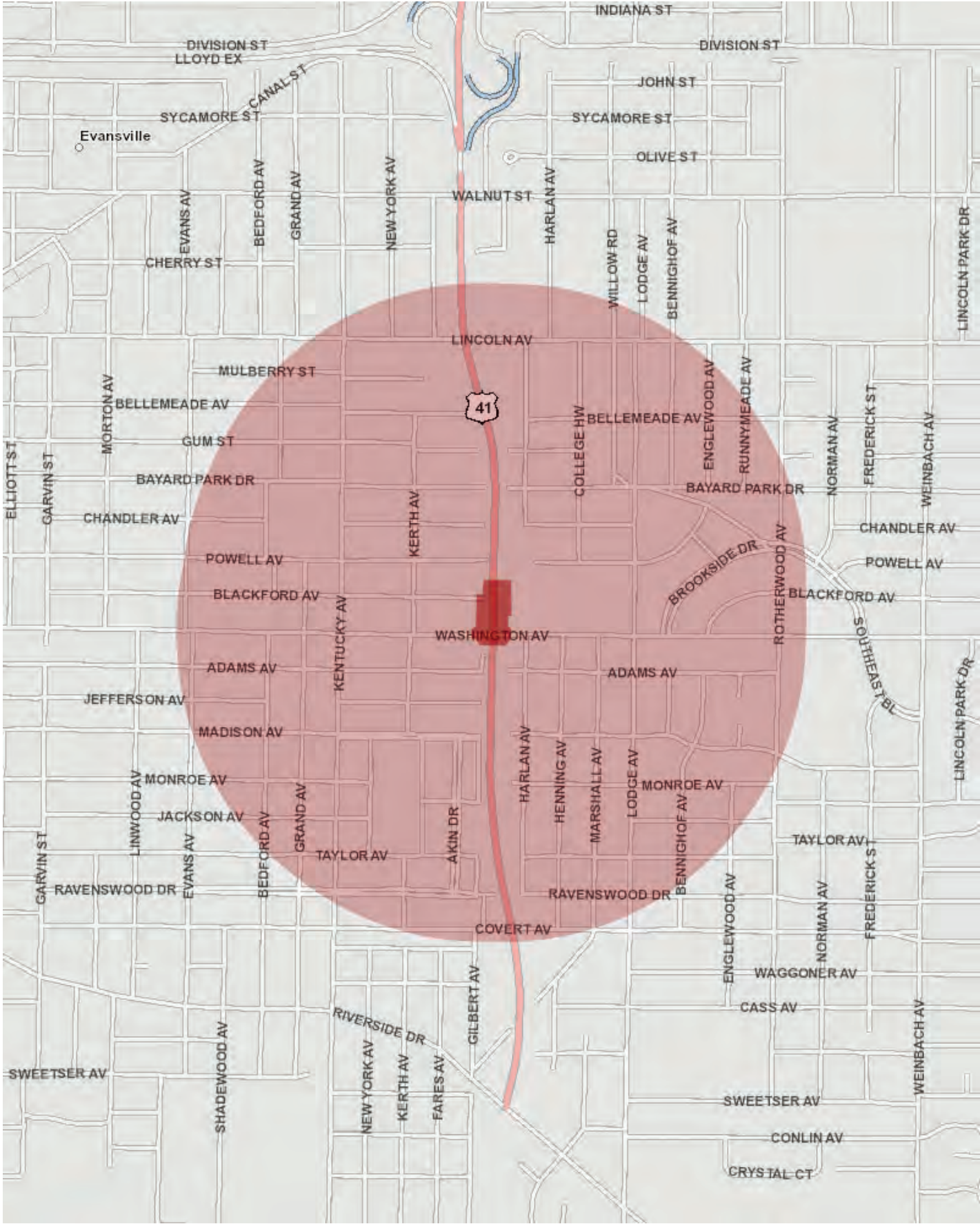
This information was furnished by Indiana Geological Survey

Address: 420 N. Walnut St., Bloomington, IN 47404

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: December 31, 2020



Metadata:

- https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html
- https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html
- https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html
- https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html

November 30, 2020

Christine Meador
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204

Dear Ms. Meador:

The proposed project to proceed with the construction of a grade separated pedestrian crossing of US 41 near Washington Avenue in Vanderburgh County, Indiana, (Des No 1902709), as referred to in your letter received November 25, 2020, will not cause a conversion of prime farmland.

If you need additional information, please contact John Allen at 317-295-5859.

Sincerely,

RICHARD Digitally signed by
RICHARD NEILSON
NEILSON Date: 2020.12.02
13:48:16 -05'00'

RICK NEILSON
State Soil Scientist



From: Falls, Ryan G <RFalls@indot.IN.gov>
Sent: Monday, December 7, 2020 8:11 AM
To: Shampayne Jeffries
Cc: Christine Meador
Subject: RE: 1902709 US 41 at Washington Avenue, Pedestrian Bridge, Bat Check - negative (updated)

An updated review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

Ryan Falls

Capital Program Management-Senior Environmental Manager Supervisor

Indiana Department of Transportation

3650 South US Highway 41

Vincennes, IN 47591

Email: rfalls@indot.IN.gov

Cell: 812-582-1387

Office: 812-895-7326



From: Shampayne Jeffries <sjeffries@HNTB.com>
Sent: Friday, December 4, 2020 2:13 PM
To: Falls, Ryan G <RFalls@indot.IN.gov>
Cc: Christine Meador <CMeador@HNTB.com>
Subject: RE: 1902709 US 41 at Washington Avenue, Pedestrian Bridge, Bat Check - negative

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

Good afternoon Mr. Falls,

Due to an updated project area, would you mind performing an addition Bat Check on the US 41 at Washington Avenue Pedestrian Grade Separation? Updated figures depicting the location of the project are attached. Please let me know if you have any questions or require additional information.

Thank you.

Shampayne Jeffries

Environmental Planning Intern

Environmental Planning

Tel (317) 636-4682 Direct (574) 222-6589 Email sjeffries@hntb.com



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

June 02, 2021

Consultation Code: 03E12000-2021-SLI-1373

Event Code: 03E12000-2021-E-06431

Project Name: US 41 Pedestrian Bridge, Des # 1902709

Subject: Updated list of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service’s Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act (16 U.S.C. 703 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261

Project Summary

Consultation Code: 03E12000-2021-SLI-1373

Event Code: 03E12000-2021-E-06431

Project Name: US 41 Pedestrian Bridge, Des # 1902709

Project Type: TRANSPORTATION

Project Description: This project is located on US 41, approximately 1.00 mile south of the intersection of US 41 and SR 66/SR 62 (Lloyd Expressway) in an urban portion of Evansville in Vanderburgh County, Indiana. The primary surrounding land use is residential and commercial, with Bosse High School on the east side of US 41, north of Washington Avenue.

Proposed work includes construction of a new pre-fabricated steel truss pedestrian bridge, connecting the existing High-Rail Pedestrian Trail and sidewalk along the west of US 41 to the sidewalk on the east side of US 41, running parallel to Washington Avenue. Reinforced concrete approach ramps will be constructed on both sides of the bridge, and adjustments will be made to the approach grading to tie-in the ramps to the existing sidewalks and trail. Placement of the bridge north of Washington Avenue may block visibility of the existing intersection traffic signals for southbound vehicles approaching on US 41. To address this, additional traffic signals will be mounted to the outside of the bridge and synced with the existing intersection traffic signals.

There are narrow corridors of urban trees lining the roadway both north and south of the intersection. These trees are not suitable for bat habitat. Approximately 0.1 acre of unsuitable tree habitat will be removed. The project will install new lighting, and temporary lighting may also be needed during construction.

An email inquiry with INDOT Vincennes District Environmental Staff on December 7, 2020, concluded that a review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

The project is scheduled for letting in February 2023, with construction occurring during spring and summer of 2023.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@37.96330675,-87.54297052637084,14z>



Counties: Vanderburgh County, Indiana

Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

IPaC Record Locator: 137-102471323

June 02, 2021

Subject: Consistency letter for the 'US 41 Pedestrian Bridge, Des # 1902709' project (no current TAILS record) under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **US 41 Pedestrian Bridge, Des # 1902709** (Proposed Action) may rely on the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action will have no effect on the endangered Indiana bat (*Myotis sodalis*) or the threatened Northern long-eared bat (*Myotis septentrionalis*). If the Proposed Action is not modified, **no consultation is required for these two species.**

For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities: If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please advise the lead Federal action agency accordingly.

Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

Name

US 41 Pedestrian Bridge, Des # 1902709

Description

This project is located on US 41, approximately 1.00 mile south of the intersection of US 41 and SR 66/SR 62 (Lloyd Expressway) in an urban portion of Evansville in Vanderburgh County, Indiana. The primary surrounding land use is residential and commercial, with Bosse High School on the east side of US 41, north of Washington Avenue.

Proposed work includes construction of a new pre-fabricated steel truss pedestrian bridge, connecting the existing High-Rail Pedestrian Trail and sidewalk along the west of US 41 to the sidewalk on the east side of US 41, running parallel to Washington Avenue. Reinforced concrete approach ramps will be constructed on both sides of the bridge, and adjustments will be made to the approach grading to tie-in the ramps to the existing sidewalks and trail. Placement of the bridge north of Washington Avenue may block visibility of the existing intersection traffic signals for southbound vehicles approaching on US 41. To address this, additional traffic signals will be mounted to the outside of the bridge and synced with the existing intersection traffic signals.

There are narrow corridors of urban trees lining the roadway both north and south of the intersection. These trees are not suitable for bat habitat. Approximately 0.1 acre of unsuitable tree habitat will be removed. The project will install new lighting, and temporary lighting may also be needed during construction.

An email inquiry with INDOT Vincennes District Environmental Staff on December 7, 2020, concluded that a review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

The project is scheduled for letting in February 2023, with construction occurring during spring and summer of 2023.

Determination Key Result

Based on the information you provided, you have determined that the Proposed Action will have no effect on the endangered Indiana bat and/or the threatened Northern long-eared bat. Therefore, no consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required for these two species.

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

Yes

2. Is the project within the range of the Northern long-eared bat^[1]?

[1] See [Northern long-eared bat species profile](#)

Automatically answered

Yes

3. Which Federal Agency is the lead for the action?

A) Federal Highway Administration (FHWA)

4. Are *all* project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

No

8. Is there *any* suitable^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

No

9. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

No

10. Does the project include slash pile burning?

No

11. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

No

12. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

No

13. Will the project involve the use of **temporary** lighting *during* the active season?

Yes

14. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?

No

15. Will the project install new or replace existing **permanent** lighting?

Yes

16. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **permanent** lighting will be installed or replaced?

No

17. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

No

18. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

Yes

19. Will the project raise the road profile **above the tree canopy**?

No

20. Is the location of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the project action area is not within suitable Indiana bat and/or NLEB summer habitat and is outside of 0.5 miles of a hibernaculum.

21. Is the temporary lighting portion of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the lighting will be more than 1,000 feet from the nearest suitable habitat

22. Is the permanent lighting portion of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the lighting will be more than 1,000 feet from the nearest suitable habitat

Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on April 22, 2021. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

APPENDIX D: SECTION 106 OF NHPA

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

**US 41 AT WASHINGTON AVENUE PEDESTRIAN BRIDGE PROJECT
VANDERBURGH COUNTY, INDIANA
DES. NO.: 1902709**

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

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 a buffer zone based on topography and vegetation surrounding the proposed pedestrian bridge location. The APE takes into account the potential direct and indirect effects of the proposed project within the immediate contextual setting, which is comprised of heavily urbanized area with paved parking lots and scattered trees surrounding the intersection, while the Archaeological APE is defined as the project area that consists of the permanent and temporary right-of-way required for this project (Appendix A).

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

The Lincolnshire Historic District (NR-0908) was listed in the National Register of Historic Places (NRHP) in 1989 under Criteria A and C for its significance relating to commerce, community planning and development, and architecture with a period of significance between 1913 and 1940. The district consists of a mix of Bungalow, Craftsman, Colonial Revival, and vernacular residences and Collegiate Gothic public resources. The 55-acre district contains 97 contributing buildings and 22 non-contributing buildings. The public resources are the Benjamin Bosse High School (IHSSI No. 163-196-41045), “Outstanding;” and Enlow Field (IHSSI No. 163-196-41044), “Outstanding.”

EFFECT FINDING

Lincolnshire Historic District (NR-0908) – “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)

Lincolnshire Historic District (NR-0908) – This undertaking will not convert property from the Lincolnshire Historic District, a Section 4(f) historic property, to a transportation use; 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 for the Lincolnshire Historic District (NR-0908).

Susan R. Branigin
for Anuradha V.
Kumar

Digitally signed by Susan R.
Branigin for Anuradha V.
Kumar
Date: 2021.11.15 15:29:40
-05'00'

Anuradha V. Kumar, for FHWA
Manager
INDOT Cultural Resources

Approved Date

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

**US 41 AT WASHINGTON AVENUE PEDESTRIAN BRIDGE PROJECT
VANDERBURGH COUNTY, INDIANA
DES. NO.: 1902709**

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), on behalf of the Federal Highway Administration (FHWA), proposes to proceed with a pedestrian bridge project (Des. No. 1902709).

The proposed undertaking is located over US 41 at its intersection with Washington Avenue in the City of Evansville, Vanderburgh County, Indiana. It is within Knight Township, as shown on the Evansville, South, Indiana, USGS Topographic Quadrangle, in Sections 28 & 33, Township 6 South, Range 10 West (Appendix A).

The purpose of this project is to reduce the potential for pedestrian conflicts at this intersection. The need for this project is due to the high potential for pedestrian-vehicle conflicts based on the high pedestrian use combined with busy existing intersection and strong local support for this project.

In order to meet the project purpose and need, a pedestrian bridge will be constructed over US 41 just to the north of Washington Avenue. The proposed bridge length, spanning across US 41, will be approximately 132 feet. The proposed bridge ramps will be approximately 117 feet in length and approximately 26 feet in total height. The proposed bridge will have three ramps constructed to reach the deck of the pedestrian bridge. The ramps will be constructed on top of solid concrete that extends the full length of the ramp (Appendix F).

The project will require approximately 0.01 acre (382 square feet) of additional, temporary right-of-way on a portion of the east side of US 41 and approximately 0.018 acre (775 square feet) of additional, permanent right-of-way and 0.116 acre (5038 square feet) of temporary right-of-way on the west side. The amount of right-of-way has been updated as the project design has progressed.

The proposed project area for the pedestrian bridge project, located at the intersection of US 41 and Washington Avenue, begins on US 41 approximately 490 feet north of its intersection with Washington Avenue and extends south along US 41 for approximately 600 feet. The project also begins along Washington Avenue approximately 210 feet west of its intersection with US 41 and extends approximately 385 feet east along Washington Avenue.

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

According to 36 CFR Section 800.16(d), the 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 a buffer zone based on topography and vegetation surrounding the proposed pedestrian bridge location. The APE takes into account the potential direct and indirect effects of the proposed project within the immediate contextual setting, which is comprised of heavily urbanized area with paved parking lots and scattered trees surrounding the intersection, while the Archaeological APE is defined as the project area that consists of the permanent and temporary right-of-way required for this project (Appendices A [maps] & B [photos]).

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 Indiana Historic Building, Bridges, and Cemeteries (IHBBC) Map, and the *Vanderburgh County Interim Report* were consulted. As a result of this review, there were no archaeological sites identified within the APE. The Lincolnshire Historic District (NR-0908) was identified as being listed in the NRHP.

The early coordination letter (ECL) was sent to consulting parties on January 8, 2021. The ECL requested the project be subject to a Dual Review. A list of consulting parties is identified in Appendix C with consulting party correspondence listed in Appendix D.

On January 8, 2021, Candice Croix, Director of the Southwest Regional Office of Indiana Landmarks, accepted consulting party status. She also listed previously surveyed resources near the project area.

On January 12, 2021, Christopher Meyers, Historic Preservation Officer for Evansville, stated that the Chair of the Historic Preservation Commission listed in the early coordination letter was inaccurate and should be Joseph Flauto, Jr. with the email address of jf33@evansville.edu. The ECL was forwarded by Reynolds to Flauto, Jr. Meyers accepted consulting party status on January 14, 2021. He asked about the pedestrian bridge design and visual effects to the surrounding area, especially in regards to Enlow Field and Benjamin Bosse High School. A responding email on January 14, 2021, stated that a preliminary visual depiction of the pedestrian bridge would be available in the spring at a public information meeting, and the bridge would look similar to other pedestrian crossings present in Evansville. It also stated the designers would welcome any design suggestions from consulting parties.

On January 25, 2021, State Historic Preservation Office (SHPO) staff acknowledged the project and commenced a Dual Review.

The Miami Tribe of Oklahoma stated that they would like to be a consulting party on February 3, 2021.

The Shawnee Tribe accepted consulting party status on February 8, 2021.

No further responses to the early coordination letter were received.

In January 2021, CRA conducted a site visit of the APE and documented all above-ground resources that will be 50 years of age or older at the time of project letting (2023). The APE was investigated for the existence of any buildings, structures, objects, or districts listed in or eligible for listing in the NRHP. As a result of this field survey, only one previously surveyed above-ground resource was documented within the APE, the Lincolnshire Historic District (NR-0908), an NRHP-listed property.

Kevin Cupka Head, a qualified professional archaeologist, reviewed the proposed project area and determined the proposed pedestrian bridge over US 41 in Vanderburgh County will not likely affect archaeological resources due to the project setting. The archaeological assessment is described in the following four paragraphs.

The project area is located on topography mapped as Weinbach silt loam, a somewhat poorly drained Alfisol unlikely to contain buried archaeological deposits. Furthermore, the soils throughout the project area have likely been disturbed by earth moving associated with a series of construction and demolition episodes occurring around the intersection during the late twentieth and early twenty-first centuries, as well as previous maintenance and improvements to the intersection itself and the installation and maintenance of buried utilities. Surficial evidence of these disturbances were noted during a visual inspection of the project area.

According to the State Historic Architectural and Archaeological Database (SHAARD), two previously recorded archaeological sites (12Vg1824 and 12Vg1825) are located within or adjacent to the project area. Site 12Vg1824 is a historic industrial site associated with machinist, elevator, and hot water apparatus manufacturing operations. Site 12Vg1825 is a historic lumber mill site. Both of these sites were recorded by McGregor based solely on historic map data and given the extent of subsequent disturbances at this location, it is unlikely that any intact archaeological deposits associated with these sites remain. The project area does not appear to have been previously surveyed for archaeological resources.

A review of historic map data revealed that an abandoned interurban line may transect the project area. This line followed Washington Avenue, running east and west, and is mapped within the roadway. It was established by the Evansville Railroad Company in 1866 and operated until 1939. At the time of abandonment, the line was owned by Southern Indiana Gas and Electric Co. An abandoned segment of the Illinois Central Railroad also transects the project area, extending north-south along the west side of US 41. What remained of the track bed at this location has been repurposed as a trail for cyclist and pedestrian use.

Given the disturbed character of the project area and its correspondingly low potential to contain intact archaeological deposits, it was recommended that the project be allowed to proceed without additional archaeological study. However, state law (Indiana Code 14-21-1-27 and -29) requires that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, that the discovery must be reported to the Department of Natural Resources within two (2) business days.

A Historic Property Short Report (HPSR) was completed (Reynolds, March 26, 2021). A report distribution letter was sent to consulting parties on April 13, 2021; the letter also included the archaeological assessment. CRA recommended that the Lincolnshire Historic District

(NR-0908) remain listed in the NRHP under Criteria A and C. The summary of the HPSR is found in Appendix E.

On May 5, 2021, SHPO staff responded to the HPSR. They agreed with the size of the APE and the conclusions presented in the HPSR. With regards to archaeology, SHPO staff stated, “Regarding archaeology, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places (“NRHP”) within the proposed project area. However, this identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature. Please be advised that archaeological resources may exist underneath modern development,” (Appendix D).

No additional responses to the HPSR were received.

3. DESCRIBE AFFECTED HISTORIC PROPERTIES

The Lincolnshire Historic District (NR-0908) was listed in the National Register of Historic Places (NRHP) in 1989 under Criteria A and C for its significance relating to commerce, community planning and development, and architecture with a period of significance between 1913 and 1940. The district consists of a mix of Bungalow, Craftsman, Colonial Revival, and vernacular residences and Collegiate Gothic public resources. The 55-acre district contains 97 contributing buildings and 22 non-contributing buildings. The public resources are the Benjamin Bosse High School (IHSSI No. 163-196-41045), “Outstanding;” and Enlow Field (IHSSI No. 163-196-41044), “Outstanding.”

4. DESCRIBE THE UNDERTAKING'S EFFECTS ON HISTORIC PROPERTIES

The project intends to construct a pedestrian bridge over US 41 just north of its intersection with Washington Avenue. As previously mentioned, the length of the ramps will be approximately 117 feet and run north-south along the US 41 northbound and southbound lanes. The ramps will be constructed of solid concrete with see-through metal fencing and rails. The total height of the pedestrian bridge will be approximately 26 feet and will be built outside of the Lincolnshire Historic District’s boundary. The Lincolnshire Historic District and its “Outstanding” resource, Enlow Field, will remain visible from both US 41 and Washington Avenue. The Lincolnshire Historic District features an insular viewshed. Enlow Field is the only resource that is adjacent/visible from the project area. While the ramps will be constructed of solid concrete, only a small portion of Enlow Field and the larger Lincolnshire Historic District will be hidden from view. The new structure will only be visible from Enlow Field. The bridge deck will be enclosed with a metal chain-link cage that will be see-through and the ramps will also have a see-through, metal fence. The introduction of the pedestrian bridge near the southwestern boundary of the district will not diminish the integrity or significance of the historic district. The proposed bridge will slightly alter the setting of Enlow Field. However, given the insular nature of the historic district's viewshed, this minor change is not considered adverse. For detailed plans and the proposed bridge design, please see Appendix F. For photographs of the resources, please see Appendix B.

Permanent right-of-way will be acquired only outside of the historic district and not from the Enlow Field parking lot on the east side of US 41. In total, 382 square feet of temporary ROW is needed from the east side of US 41. Only a temporary, 10-square foot (0.01 acre) portion along the east side of US 41 will be acquired from the parking lot. The parking lot, outside of the historic district but associated with Enlow Field, will be minimally affected as the chain link fence will be reset in a new location. However, the parking lot does not contribute to Enlow Field's significance nor to the overall significance of the Lincolnshire Historic District.

Overall, the proposed project will have minimal visual effects to the Lincolnshire Historic District and its "outstanding" structure, Enlow Field. The overall historic integrity of the district will remain. The district will still maintain its association with architecture, community planning and development, and commerce as the resources themselves will not be altered.

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 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."

Lincolnshire Historic District (NR-0908) – According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply.

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." None of the NRHP-listed district resources will be damaged. No permanent or temporary ROW will be acquired from the historic district.

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."

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. The proposed bridge will not alter the Lincolnshire Historic District's setting as its viewshed is insular. It will alter the viewshed of Enlow Field slightly. However, given the insular nature of the historic district's viewshed, this minor change is not considered adverse. The introduction of a pedestrian bridge will not affect Enlow Field's function as a sports complex.

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 Lincolnshire Historic District is significant under Criteria A and C for its association with community planning and development, commerce, and architecture. The district features an insular viewshed, and Enlow Field is the only resource that is adjacent/visible from the project area. The introduction of the pedestrian bridge near the southwestern boundary of the

district will not diminish the integrity or significance of the historic district. The proposed bridge will not alter the Lincolnshire Historic District's setting as its viewshed is insular, as previously mentioned. It will alter the viewshed of Enlow Field slightly. However, given the insular nature of the historic district's viewshed, this minor change is not considered adverse.

Per 36 CFR 800.5(a)2(vi), the undertaking will not cause the "Neglect of a property which causes its deterioration..."

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 to the Lincolnshire Historic District (NR-0908) as a result of this project.

6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

An early coordination letter was uploaded to INSCOPE (INDOT's public Section 106 consultation website) on January 8, 2021 and sent to potential consulting parties via email the same day. Hard copies of these materials were mailed to SHPO on January 11, 2021. Below is a list of the organizations invited to participate as consulting parties. The organizations identified in bold print are participating consulting parties. Please also see Appendix C for a list of consulting parties.

State Historic Preservation Officer (automatic consulting party)

Benjamin Bosse High School

Christopher Meyers, City of Evansville Historic Preservation Officer

Greater Lincolnshire Neighborhood Association

James Cruse, Traffic Engineering Foreman

Downtown Evansville, Inc.

Economic Development Coalition of Southwest Indiana

Evansville Historic Preservation Commission

Evansville Metropolitan Planning Organization (EMPO)

Evansville-Vanderburgh School Corporation

Historic Southern Indiana

Indiana Landmarks Southwest Field Office

Old Evansville Historic Association

Preservation Alliance of Evansville

Presidents Neighborhood Association

Vanderburgh County Commissioners

Vanderburgh County Highway Engineer

Vanderburgh County Highway Superintendent

Vanderburgh County Historian

Vanderburgh County Historical Society

Lloyd Winnecke, Mayor of Evansville

Absentee Shawnee Tribe of Oklahoma

Eastern Shawnee Tribe of Oklahoma

Delaware Tribe of Indians, 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 January 8, 2021, Candice Croix, Director of the Southwest Regional Office of Indiana Landmarks, accepted consulting party status. She also listed previously surveyed resources near the project area.

On January 12, 2021, Christopher Meyers, Historic Preservation Officer for Evansville, stated that the Chair of the Historic Preservation Commission listed in the early coordination letter was inaccurate and should be Joseph Flauto, Jr. with the email address of jf33@evansville.edu. The ECL was forwarded to Flauto, Jr. by Reynolds. Meyers accepted consulting party status on January 14, 2021. He asked about the pedestrian bridge design and visual effects to the surrounding area, especially in regards to Enlow Field and Benjamin Bosse High School. A responding email on January 14, 2021, stated that a preliminary visual depiction of the pedestrian bridge would be available in the spring at a public information meeting, and the bridge would look similar to other pedestrian crossings present in Evansville. It also stated the designers would welcome any design suggestions from consulting parties.

On January 25, 2021, State Historic Preservation Office (SHPO) staff acknowledged the project and commenced a Dual Review.

The Miami Tribe of Oklahoma stated that they would like to be a consulting party on February 3, 2021.

The Shawnee Tribe accepted consulting party status on February 8, 2021.

No further responses to the early coordination letter were received. Please see Appendix D for all consulting party correspondence.

In January 2021, CRA conducted a site visit of the APE and documented all above-ground resources that will be 50 years of age or older at the time of project letting (2023). The APE was investigated for the existence of any buildings, structures, objects, or districts listed in or eligible for listing in the NRHP. As result of this field survey, only one previously surveyed above-ground resource was documented within the APE, the Lincolnshire Historic District (NR-0908), an NRHP-listed property.

Kevin Cupka Head, a qualified professional archaeologist, reviewed the proposed project area and determined the proposed pedestrian bridge over US 41 in Vanderburgh County will not likely affect archaeological resources due to the project setting. Please see Appendix D above for a detailed description of efforts relating to archaeology.

An HPSR was uploaded to INSCOPE on April 12, 2021. A report distribution letter was sent to

consulting parties on April 13, 2021, notifying them of the availability of the HPSR on IN SCOPE and providing them with the archaeological assessment. Hard copies of these reports were mailed to the SHPO on April 13, 2021. The summary of the HPSR is found in Appendix E.

On May 5, 2021, State Historic Preservation Office (SHPO) staff responded to the HPSR. They agreed with the size of the APE and the conclusions presented in the HPSR. With regards to archaeology, SHPO staff stated, "Regarding archaeology, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") within the proposed project area. However, this identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature. Please be advised that archaeological resources may exist underneath modern development." Please see Appendix D for all consulting party correspondence

No additional comments pertaining to the APE or the recommendations made in the HPSR were received.

An Effects Letter was uploaded to INSCOPE and sent to consulting parties on June 29, 2021. A hard copy was mailed to SHPO the same day. CRA recommended that there would be a finding of "No Adverse Effect" to the Lincolnshire Historic District.

SHPO staff responded to the Effects Letter on July 19, 2021. They agreed with the "No Adverse Effect" finding. SHPO staff recommended that INDOT proceed with an 800.11 document, "... at which time we [SHPO] will decide whether it is appropriate to issue a Director's Letter of Clearance for the project, indicating compliance with Indiana Code 14-21-1-18."

The Eastern Shawnee Tribe of Oklahoma responded to the project in general on September 13, 2021. They agreed with the "No Adverse Effect" finding and to proceed with the project. However, if an archaeological site or object is discovered during the project, they wished to be notified immediately.

No additional responses to the Effects Letter were received.

A public notice of the "No Adverse Effect" will be published in *The Courier & Press* 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 publication of the notice. If any substantive comments are received during this period, this document will be revised to include them.

APPENDIX A: MAPS

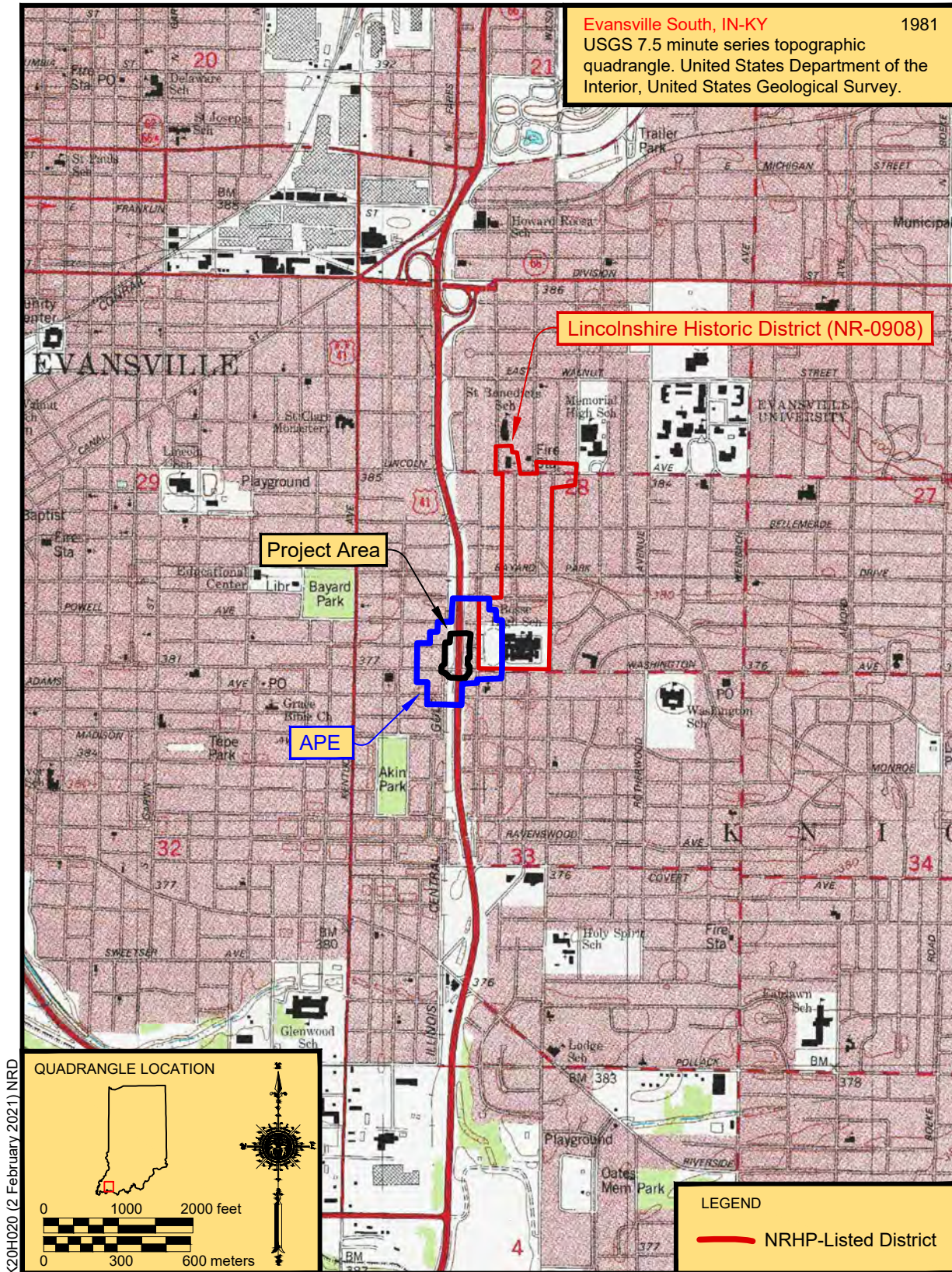


Figure 1a. Topographic quadrangle showing the location of the proposed project, the APE, and NRHP-listed district.

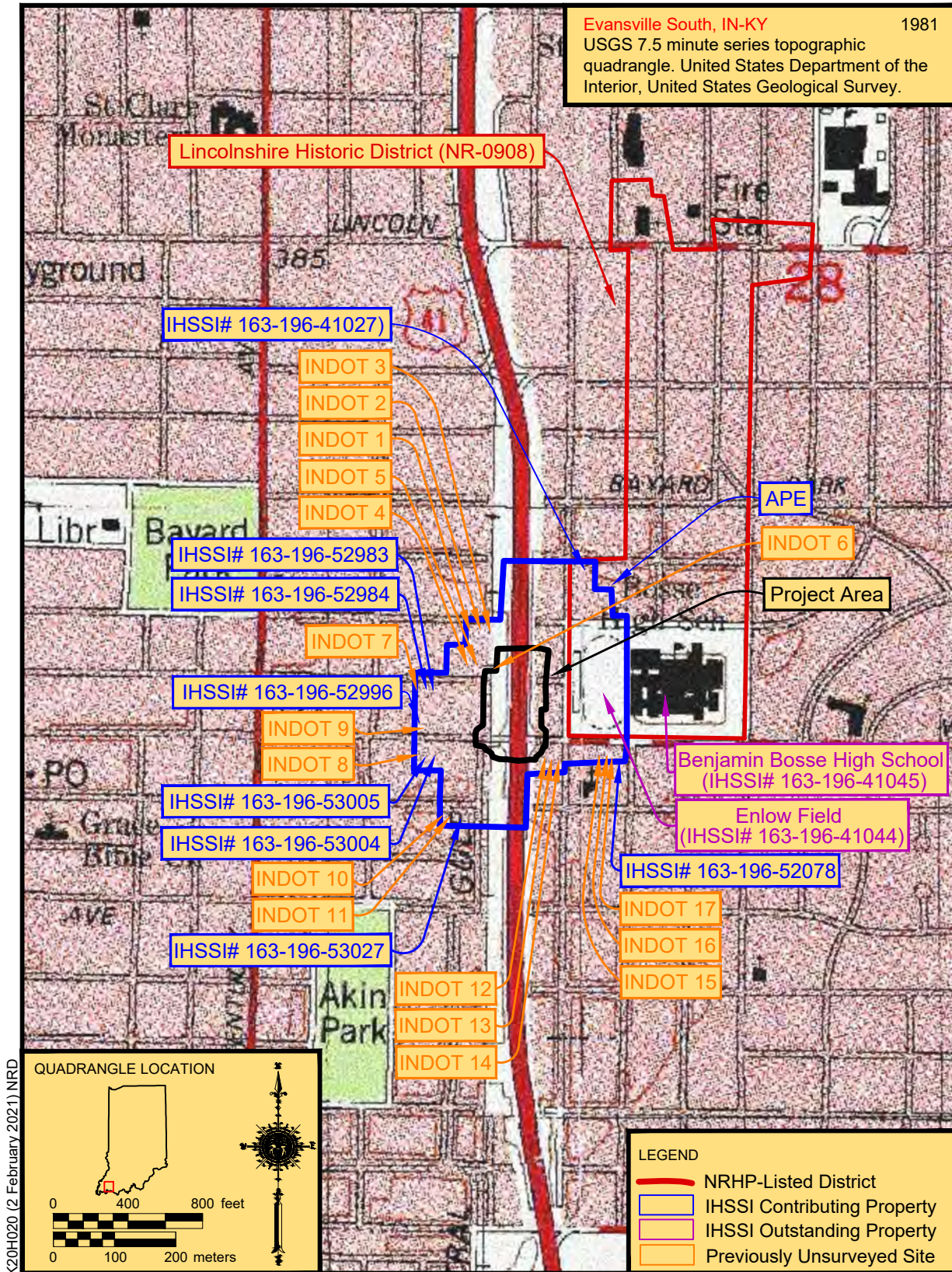


Figure 1b. Topographic quadrangle showing the location of the proposed project, the APE, and survey sites.

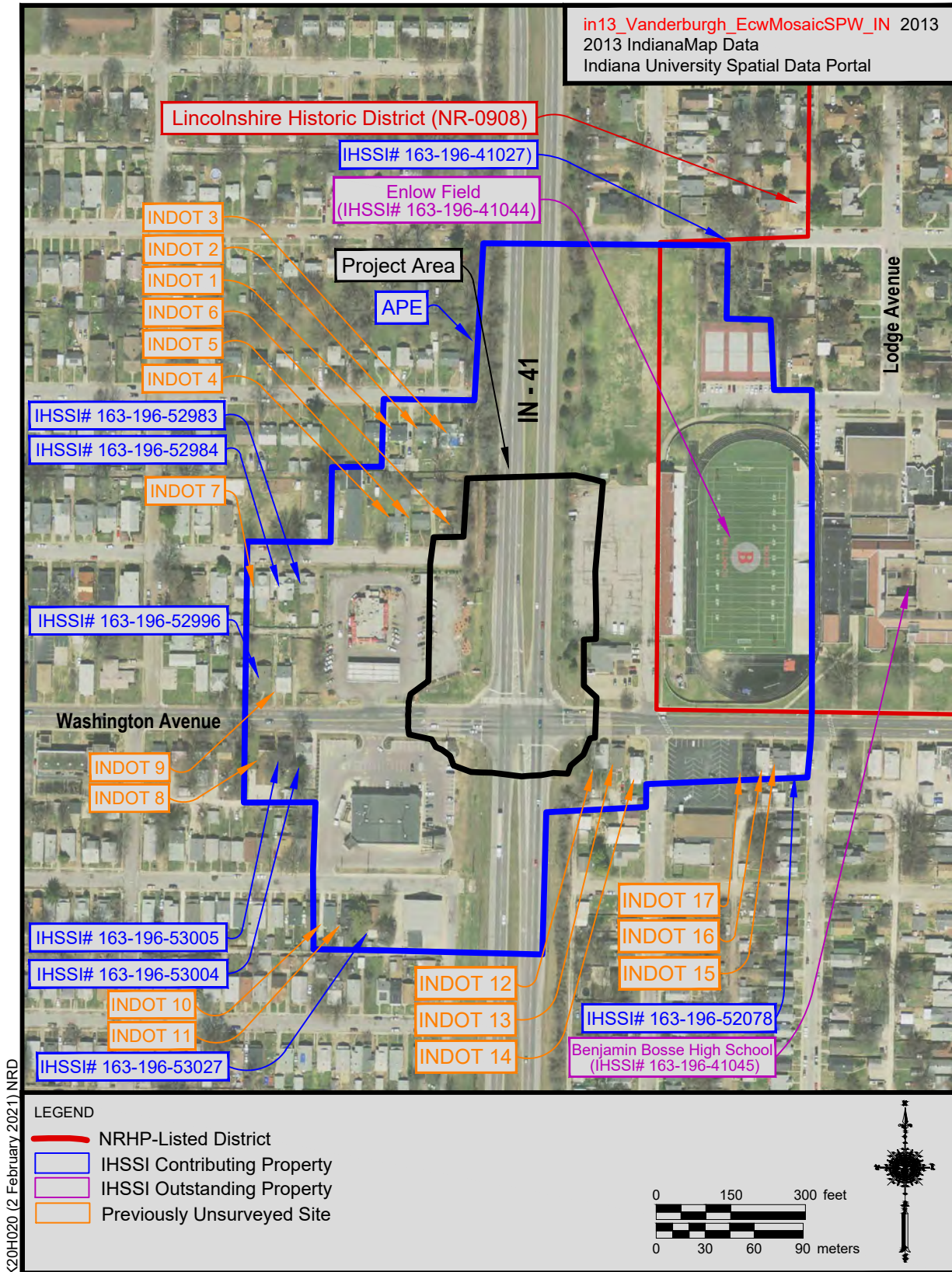


Figure 2. Aerial map showing the location of the proposed project, APE, and survey sites.

APPENDIX B: PHOTOGRAPHS

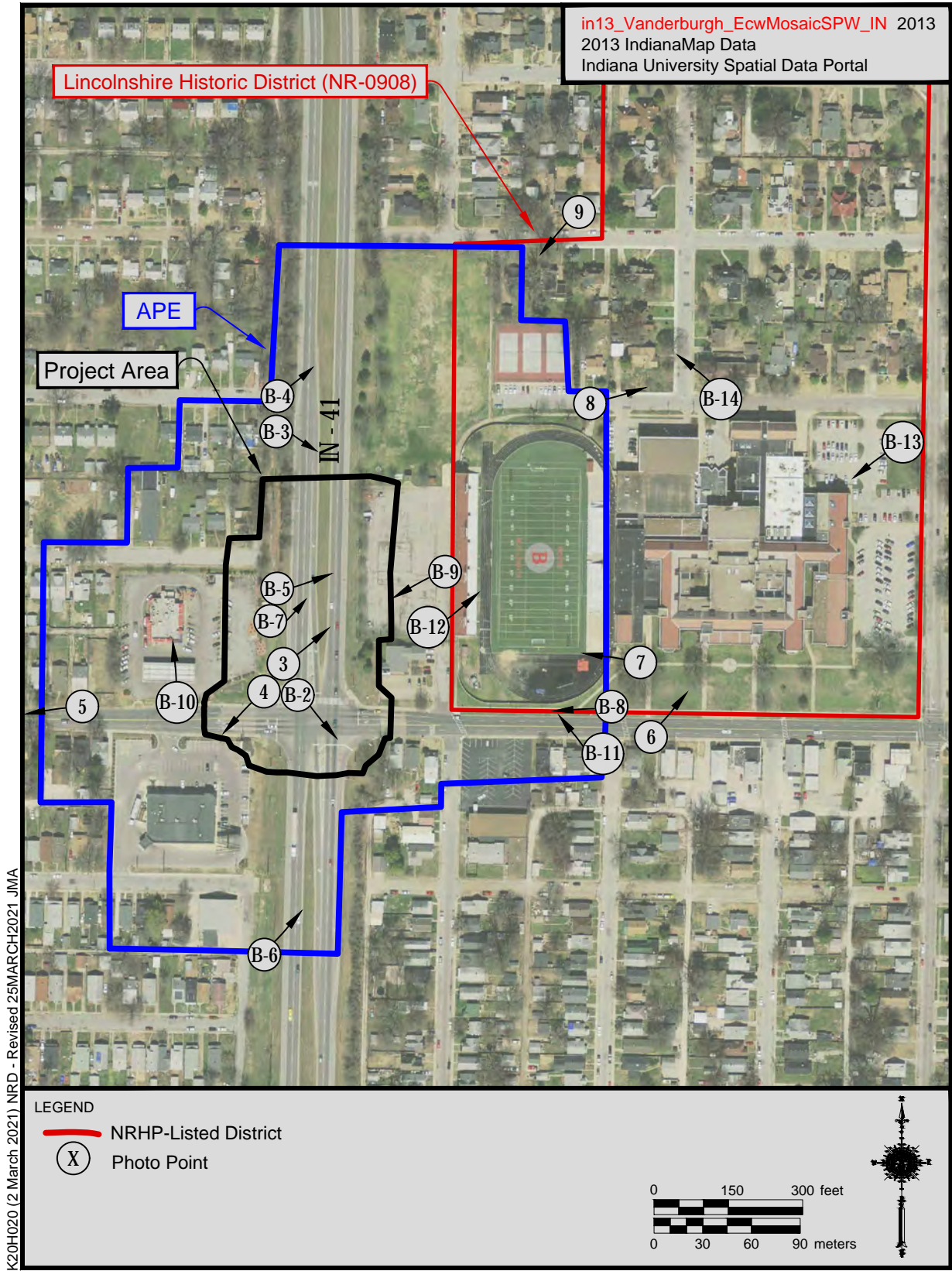


Figure B-1. Washington Avenue and US 41 pedestrian bridge project photomap.



Figure 3. Overview of project area at the intersection of Washington Avenue and US 41, looking northeast.

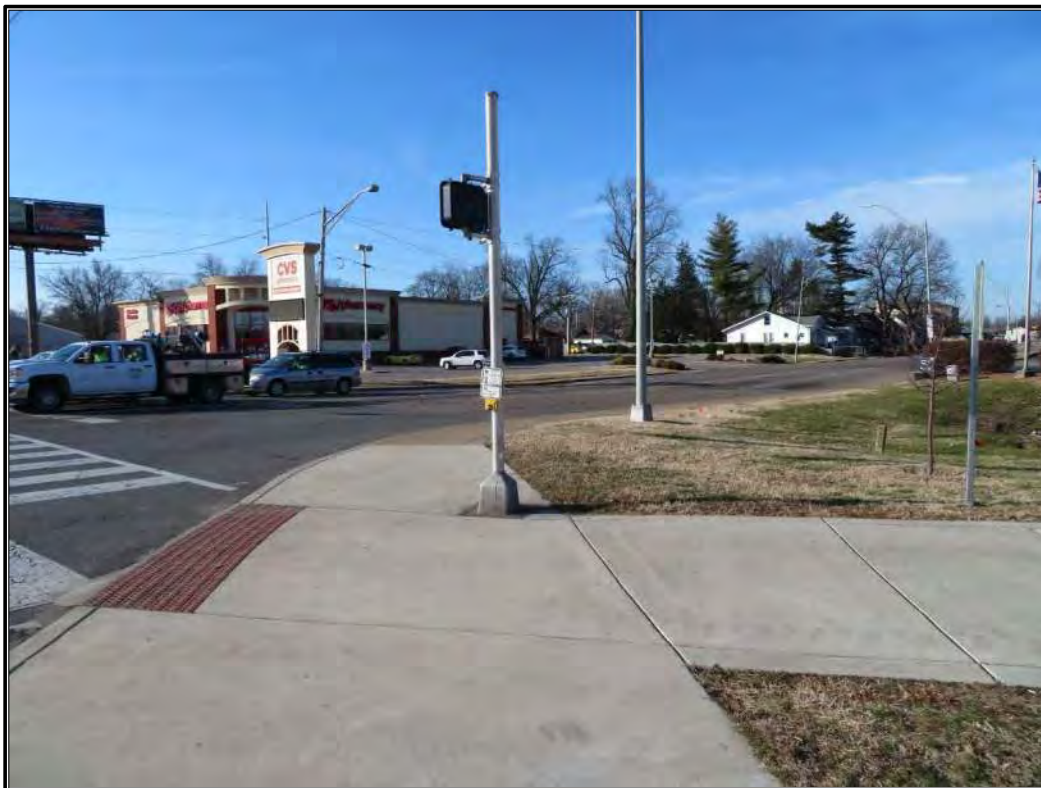


Figure 4. Overview of project area at the intersection of Washington Avenue and US 41, looking southwest.



Figure 5. Overview of APE with examples of “Contributing” vernacular residences constructed between 1920 and 1950 along Washington Avenue, facing southwest.



Figure 6. Benjamin Bosse High School (IHSSI No. 163-196-41045), “Outstanding,” located within the Lincolnshire Historic District (NR-1908), facade (south) elevation, facing northeast.



Figure 7. Overview of the interior of Enlow Field (IHSSI No. 163-196-41044), “Outstanding,” located within the Lincolnshire Historic District (NR-0908), facing northwest.



Figure 8. Overview of a portion of the Lincolnshire Historic District (NR-0908) located just outside of the APE, facing northeast.



Figure 9. House (IHSSI No. 163-196-41027), "Contributing," located within a portion of the Lincolnshire Historic District (NR-0908) within the APE facing southwest.



Figure B-2. Overview of project area at the intersection of US 41 and Washington Avenue, facing southeast.



Figure B-3. Overview of APE along the west side of US 41, facing southeast.



Figure B-4. Overview of APE along the west side of US 41, facing northeast.



Figure B-5. View of project area toward the Lincolnshire Historic District (NR-0908) with Enlow Field (IHSSI No. 163-196-41044), "Outstanding" in the foreground, facing northeast.



Figure B-6. Overview of APE along US 41, facing northeast.



Figure B-7. Overview of project area along west side of US 41, facing northeast.



Figure B-8. Overview of APE along Washington Avenue, facing west.

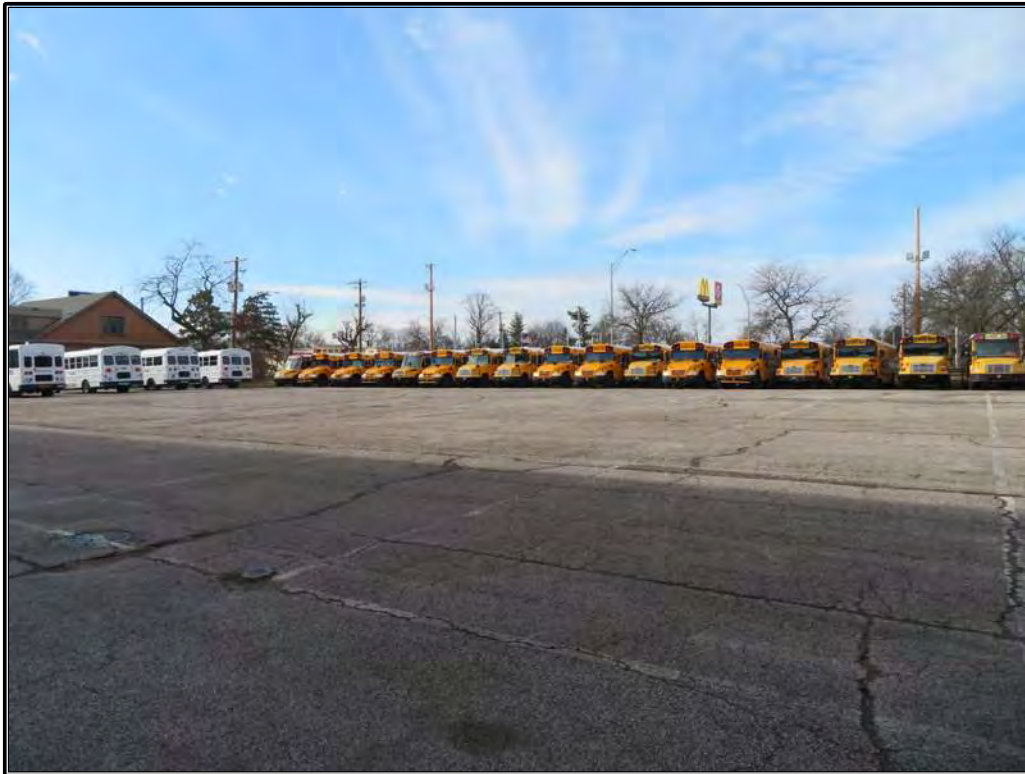


Figure B-9. Overview of project area from the Enlow Field parking lot, facing southwest.



Figure B-10. Example of a property constructed during the early twenty-first century at the intersection of US 41 and Washington Avenue, facing northwest.



Figure B-11. Exterior of Enlow Field (IHSSI No. 163-196-41044), part of the Lincolnshire Historic District (NR-0908) along Washington Avenue, facing northwest.



Figure B-12. Exterior of Enlow Field (IHSSI No. 163-196-41044), part of the Lincolnshire Historic District (NR-0908) from the parking lot, facing northeast.



Figure B-13. Rear (north) and west elevation of Benjamin Bosse High School (IHSSI No. 163-196-41045), "Outstanding," located within a part of the Lincolnshire Historic District (NR-0908), facing southwest.



Figure B-14. Overview of a portion of the Lincolnshire Historic District (NR-0908) located within and just outside of the APE along East Powell Avenue, facing northwest.

APPENDIX C: CONSULTING PARTY LIST

**Consulting Party Early Coordination
(acceptance is highlighted)**

**Automatic Section 106 Consulting Parties:
Indiana Department of Natural Resources,
Division of Historic Preservation &
Archaeology, Indiana State Historic
Preservation Office (SHPO)**

402 W. Washington St., Room W274
Indianapolis, Indiana 46204

January 8, 2020

Invited Consulting Parties:

Benjamin Bosse High School

Aaron Huff, Principal
1300 Washington Avenue
Evansville, IN 47714
812.435.8889

**Greater Lincolnshire Neighborhood
Association**

Betsy Pruitt
{glnaevansville@gmail.com}

James Cruse, Traffic Engineering Foreman

1 NW Martin Luther King, Jr. Boulevard, Room
302
Evansville, IN 47708
812.435.6003
{jcruse@evansville.in.gov}

Downtown Evansville, Inc.

Kathleen Lane
209 Main Street
Evansville, IN 47708
812.424.2986
{kathleenlane@downtownevansville.org}

**Economic Development Coalition of
Southwest Indiana**

Greg Wathen, President
318 Main Street, Suite 400
Evansville, IN 47708
812.423.2020
{dbennett@southwestindiana.org}

Evansville Historic Preservation Commission

Joseph Flauto, Jr., Chair
1 NW Martin Luther Kind Drive, Suite 306
Evansville, IN 47706
812.435.6030
{jf33@evansville.edu}

**Evansville Metropolitan Planning
Organization (EMPO)**

Seyed Shokouhzadeh, Executive Director
Civic Center Complex, Room 316
1 NW Martin Luther King Boulevard
Evansville, IN 47708
812.436.7833
{shokouhzadeh@evansvillempo.com}
{pdrach@evansvillempo.com}

Evansville-Vanderburgh School Corporation

David B. Smith, Superintendent
951 Walnut Street
Evansville, IN 47713

Historic Southern Indiana

Leslie Townsend, Director
University of Southern Indiana
8600 University South Boulevard
Evansville, IN 47712
812.465.7013
{ltownsen@usi.edu}

Indiana Landmarks Southwest Field Office

Candice Croix, Director
PO Box 297
Evansville, IN 47702
812.423.2988
{ccroix@indianalandmarks.org}

**Christopher Meyers, City of Evansville
Historic Preservation Officer**

812.435.6030
{cmeyers@evansville.in.gov}

Old Evansville Historic Association

Cathie Hite
PO Box 1012
606 SE First Street
Evansville, IN 47706
812.425.9909
{pguth1950@aol.com}

Preservation Alliance of Evansville

Dennis Au
PO Box 1322
Evansville, IN 47706
812.426.1871
{info@PreserveEvansville.org}

Presidents Neighborhood Association

Brent Jackson, President
320 SE Martin Luther King, Jr Boulevard
Suite B
Evansville, IN 47713
812.428.4243
{brent@bdjackson.com}

Vanderburgh County Commissioner

Jeff Hatfield
1 NW Martin Luther King Jr. Boulevard
Civic Center Complex, Room 305
Evansville, IN 47708
812.435.5241
{jhatfield@vanderburghgov.org}

Vanderburgh County Commissioner

Cheryl Musgrave
1 NW Martin Luther King Jr. Boulevard
Civic Center Complex, Room 305
Evansville, IN 47708
812.435.5241
{cwmusgrave@vanderburghgov.org}

Vanderburgh County Commissioner

Ben Shoulders
1 NW Martin Luther King Jr. Boulevard
Civic Center Complex, Room 305
Evansville, IN 47708
812.435.5241
{bshoulders@vanderburghgov.org}

Vanderburgh County Highway Engineer

John Stoll, P.E.
201 NW 4th Street, Room 306
Evansville, IN 47708
812.435.5773
{jstoll@vanderburghgov.org}

Vanderburgh County Highway Superintendent

Scot Wichser
5105 N Saint Joseph Avenue
Evansville, IN 47720
812.435.5777
{swichser@vanderburghgov.org}

Vanderburgh County Historian

Stan Schmitt
2900 N Fulton, #F1
Evansville, IN 47710
812.423.6815
{stanleya53@juno.com}

Vanderburgh County Historical Society

Terry Hughes, President
PO Box 2626
Evansville, IN 47728
812.401.1112
{thughes5109@gmail.com}

Lloyd Winnecke, Mayor of Evansville

1 NW Martin Luther King, Jr. Boulevard, Room
302
Evansville, IN 47708
812.436.4962
{mayor@evansville.in.gov}

Absentee Shawnee Tribe of Oklahoma

Eastern Shawnee Tribe of Oklahoma

Delaware Tribe of Indians, Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Shawnee Tribe

United Keetowah Band of Cherokee Indians

APPENDIX D: CORRESPONDENCE

Alyssa Reynolds

From: Alyssa Reynolds <adreynolds@crai-ky.com>
Sent: Friday, January 8, 2021 8:25 AM
To: glnaevansville@gmail.com; jcruse@evansville.in.gov; kathleenlane@downtownevansville.org; dbennett@southwestindiana.org; mrowe@reitzhome.com; pdrach@evansvillempo.com; shokouhzadeh@evansvillempo.com; ltownsen@usi.edu; ccroix@indianalandmarks.org; cmeyers@evansville.in.gov; pguth1950@aol.com; info@PreserveEvansville.org; brent@bdjackson.com; jhatfield@vanderburghgov.org; cwmusgrave@vanderburghgov.org; bshoulders@vanderburghgov.org; jstoll@vanderburghgov.org; swichser@vanderburghgov.org; thughes5109@gmail.com; stanleya53@juno.com; mayor@evansville.in.gov
Cc: Andrew Martin; 'Branigin, Susan'; 'Miller, Shaun (INDOT)'; 'Kumar, Anuradha'; Robert Ball; 'Christine Meador'; 'Erica Haas'; Jtiller@indot.IN.gov; 'Arnold, Troy'
Subject: Dual Review FHWA Project: Des No 1902709; US 41 at Washington Avenue Pedestrian bridge crossing, Vanderburgh County, Indiana
Attachments: US 41_Pedestrian Bridge_Des 1902709_ECL_2021_1_8.pdf

All,

Des. No.: 1902709

Project Description: Pedestrian bridge crossing at US 41 and Washington Avenue

Location: Evansville, Knight Township, Vanderburgh County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a pedestrian bridge construction at Washington Avenue over US 41; Des. No. 1902709

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

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

Benjamin Bosse High School

Christopher Meyers, City of Evansville Historic Preservation Officer

Greater Lincolnshire Neighborhood Association

James Cruse, Traffic Engineering Foreman

Downtown Evansville, Inc.

Economic Development Coalition of Southwest Indiana

Evansville Historic Preservation Commission

Evansville Metropolitan Planning Organization (EMPO)

Evansville-Vanderburgh School Corporation

Historic Southern Indiana

Indiana Landmarks Southwest Field Office

Old Evansville Historic Association

Preservation Alliance of Evansville

Presidents Neighborhood Association

Vanderburgh County Commissioners

Vanderburgh County Highway Engineer

Vanderburgh County Highway Superintendent

Vanderburgh County Historian

Vanderburgh County Historical Society

Lloyd Winnecke, Mayor of Evansville

Absentee Shawnee Tribe of Oklahoma

Eastern Shawnee Tribe of Oklahoma

Delaware Tribe of Indians, Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Shawnee Tribe

United Keetowah Band of Cherokee Indians

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with 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.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your 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 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 comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience by contacting Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari-Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-266-5629.

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>



Celebrating 33 Years in Business!

Alyssa Reynolds

From: Branigin, Susan <SBranigin@indot.IN.gov>
Sent: Friday, January 8, 2021 9:00 AM
To: snease@astribe.com; thpo@estoo.net; tonya@shawnee-tribe.com; bobermeyer@delawaretribe.org; Diane Hunter; lpappenfort@peoriatribe.com; Matthew.Bussler@pokagonband-nsn.gov; wwarrior@ukb-nsn.gov
Cc: Miller, Shaun (INDOT); Carmany-George, Karstin (FHWA); Arnold, Troy; Branigin, Susan; Alexander, Kelyn; 'Alyssa Reynolds'
Subject: Dual Review FHWA Project: Des No 1902709; US 41 at Washington Avenue Pedestrian bridge crossing, Vanderburgh County, Indiana
Attachments: US 41_Pedestrian Bridge_Des 1902709_ECL_2021_1_8.pdf

Dear Consulting Parties:

Des. No.: 1902709

Project Description: Pedestrian bridge crossing at US 41 and Washington Avenue

Location: Evansville, Knight Township, Vanderburgh County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a pedestrian bridge construction at Washington Avenue over US 41; Des. No. 1902709.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

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

Benjamin Bosse High School

Christopher Meyers, City of Evansville Historic Preservation Officer

Greater Lincolnshire Neighborhood Association

James Cruse, Traffic Engineering Foreman

Downtown Evansville, Inc.

Economic Development Coalition of Southwest Indiana

Evansville Historic Preservation Commission

Evansville Metropolitan Planning Organization (EMPO)

Evansville-Vanderburgh School Corporation

Historic Southern Indiana

Indiana Landmarks Southwest Field Office

Old Evansville Historic Association

Preservation Alliance of Evansville

Presidents Neighborhood Association

Vanderburgh County Commissioners

Vanderburgh County Highway Engineer

Vanderburgh County Highway Superintendent

Vanderburgh County Historian

Vanderburgh County Historical Society

Lloyd Winnecke, Mayor of Evansville

Absentee Shawnee Tribe of Oklahoma

Eastern Shawnee Tribe of Oklahoma

Delaware Tribe of Indians, Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Shawnee Tribe

United Keetowah Band of Cherokee Indians

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with 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.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your 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 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 comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience by contacting Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari-Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-266-5629.

Thank you in advance for your input,

Susan R. Branigin

History Team Lead

Cultural Resources Office

Environmental Services

100 N. Senate Ave., Rm.*N758-ES

Indianapolis IN 46204

Office: *317.417.1622

Email: sbranigin@indot.in.gov



****Please note new office address and phone number**

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

January 8, 2021

This letter was sent to the listed parties.

RE: Dual Review FHWA Project: Des No 1902709; US 41 at Washington Avenue
Pedestrian bridge crossing, Vanderburgh 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 construction of an added pedestrian bridge crossing over US 41 at Washington Avenue (Des. No. 1902709) in Evansville, Vanderburgh 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 early coordination phase of the environmental review process requesting comments associated with the project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. No. and project description in your reply and your comments will be incorporated into the formal environmental study.

The proposed undertaking is located over US 41 at its intersection with Washington Avenue in the City of Evansville, Vanderburgh County, Indiana. It is within Knight Township, as shown on the Evansville, South, Indiana, USGS Topographic Quadrangle, in Sections 28 & 33, Township 6 South, Range 10 West.

The purpose of this project is to reduce the potential for pedestrian conflicts at this intersection. The need for this project is due to the high potential for pedestrian-vehicle conflicts based on the high pedestrian use combined with busy existing intersection and strong local support for this project.

In order to meet the project purpose and need, a pedestrian bridge will be constructed over US 41 just to the north of Washington Avenue. A more detailed analysis of structure characteristics including structure type, span arrangement, and ramp layout will be evaluated as part of the project development process. The project is anticipated to require less than 0.5 acres of permanent right-of-way.

Traffic for the proposed pedestrian bridge on US 41 just north of Washington Avenue will be maintained during construction utilizing a detour for pedestrians to the intersection with

Bellemeade Avenue. Also, US 41 will have temporary closures to erect the new pedestrian bridge.

The proposed project area for the pedestrian bridge project, located at the intersection of US 41 and Washington Avenue, begins on US 41 approximately 490 feet north of its intersection with Washington Avenue and extends south along US 41 for approximately 600 feet. The project also begins along Washington Avenue approximately 210 feet west of its intersection with US 41 and extends approximately 385 feet east along Washington Avenue.

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. In accordance with 36 CFR 800.2 (c), you are hereby requested to be a consulting party to participate in the Section 106 process. Entities that have been invited to participate in the Section 106 consultation process for this project are identified in the attached list. Per 36 CFR 800.3(f), we hereby request that the Indiana State Historic Preservation Officer (SHPO) notify this office if the SHPO staff is aware of any other parties that may be entitled to be consulting parties or should be contacted as potential consulting parties for the project.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Please note that per the permanent rule issued by the Indiana Department of Natural Resources effective August 14, 2013 (312 IAC 20-4-11.5), INDOT is requesting that this project be subjected to "dual review"; that is, reviewed by the Division of Historic Preservation and Archaeology simultaneously under 54 U.S.C. 306108 (Section 106) and IC 14-21-1-18 (Indiana Preservation and Archaeology Law dealing with alterations of historic sites and structures requiring a Certificate of Approval). Pursuant to Section 11.5(f) of this rule, at the conclusion of the review process we anticipate that the Division Director would issue a letter of clearance exempting this project from obtaining a Certificate of Approval under IC 14-21-1-18. Enclosed with this letter is a detailed list of the consulting parties, including contact information including email addresses, for processing the dual review submission.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. At this time, no cultural resource investigations have occurred; however, the results of cultural resource identification and

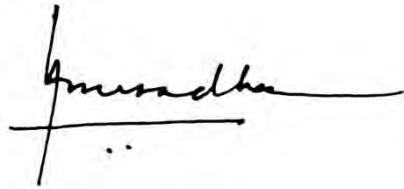
evaluation efforts, both above-ground and archaeological, will be forthcoming. Consulting parties will receive notification when these reports are completed.

For questions concerning specific project details, you may contact Alyssa Reynolds of Cultural Resource Analysts, Inc. (CRA) 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

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Sincerely,

A handwritten signature in black ink, appearing to read "Anuradha", with a horizontal line underneath and a vertical line extending downwards from the left side.

Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures: Distribution List, USGS Topographic map, and Aerial View Map.

Consulting Party Early Coordination

Automatic Section 106 Consulting Parties:
**Indiana Department of Natural Resources,
Division of Historic Preservation &
Archaeology, Indiana State Historic
Preservation Office (SHPO)**

402 W. Washington St., Room W274
Indianapolis, Indiana 46204

January 8, 2020

Invited Consulting Parties:

Benjamin Bosse High School

Aaron Huff, Principal
1300 Washington Avenue
Evansville, IN 47714
812.435.8889

**Greater Lincolnshire Neighborhood
Association**

Betsy Pruitt
{glnaevansville@gmail.com}

James Cruse, Traffic Engineering Foreman

1 NW Martin Luther King, Jr. Boulevard, Room
302
Evansville, IN 47708
812.435.6003
{jcruse@evansville.in.gov}

Downtown Evansville, Inc.

Kathleen Lane
209 Main Street
Evansville, IN 47708
812.424.2986
{kathleenlane@downtownevansville.org}

**Economic Development Coalition of
Southwest Indiana**

Greg Wathen, President
318 Main Street, Suite 400
Evansville, IN 47708
812.423.2020
{dbennett@southwestindiana.org}

Evansville Historic Preservation Commission

Matt Rowe, Chair
224 SE First Street
Evansville, IN 47706
812.426.1871
{mrowe@reitzhome.com}

**Evansville Metropolitan Planning
Organization (EMPO)**

Seyed Shokouhzadeh, Executive Director
Civic Center Complex, Room 316
1 NW Martin Luther King Boulevard
Evansville, IN 47708
812.436.7833
{shokouhzadeh@evansvillempo.com}
{pdrach@evansvillempo.com}

Evansville-Vanderburgh School Corporation

David B. Smith, Superintendent
951 Walnut Street
Evansville, IN 47713

Historic Southern Indiana

Leslie Townsend, Director
University of Southern Indiana
8600 University South Boulevard
Evansville, IN 47712
812.465.7013
{ltownsen@usi.edu}

Indiana Landmarks Southwest Field Office

Candice Croix, Director
PO Box 297
Evansville, IN 47702
812.423.2988
{ccroix@indianalandmarks.org}

**Christopher Meyers, City of Evansville
Historic Preservation Officer**

812.435.6030
{cmeyers@evansville.in.gov}

Old Evansville Historic Association

Cathie Hite
PO Box 1012
606 SE First Street
Evansville, IN 47706
812.425.9909
{pguth1950@aol.com}

Preservation Alliance of Evansville

Dennis Au
PO Box 1322
Evansville, IN 47706
812.426.1871
{info@PreserveEvansville.org}

Presidents Neighborhood Association

Brent Jackson, President
320 SE Martin Luther King, Jr Boulevard
Suite B
Evansville, IN 47713
812.428.4243
{brent@bdjackson.com}

Vanderburgh County Commissioner

Jeff Hatfield
1 NW Martin Luther King Jr. Boulevard
Civic Center Complex, Room 305
Evansville, IN 47708
812.435.5241
{jhatfield@vanderburghgov.org}

Vanderburgh County Commissioner

Cheryl Musgrave
1 NW Martin Luther King Jr. Boulevard
Civic Center Complex, Room 305
Evansville, IN 47708
812.435.5241
{cwmusgrave@vanderburghgov.org}

Vanderburgh County Commissioner

Ben Shoulders
1 NW Martin Luther King Jr. Boulevard
Civic Center Complex, Room 305
Evansville, IN 47708
812.435.5241
{bshoulders@vanderburghgov.org}

Vanderburgh County Highway Engineer

John Stoll, P.E.
201 NW 4th Street, Room 306
Evansville, IN 47708
812.435.5773
{jstoll@vanderburghgov.org}

Vanderburgh County Highway Superintendent

Scot Wichser
5105 N Saint Joseph Avenue
Evansville, IN 47720
812.435.5777
{swichser@vanderburghgov.org}

Vanderburgh County Historian

Stan Schmitt
2900 N Fulton, #F1
Evansville, IN 47710
812.423.6815
{stanleya53@juno.com}

Vanderburgh County Historical Society

Terry Hughes, President
PO Box 2626
Evansville, IN 47728
812.401.1112
{thughes5109@gmail.com}

Lloyd Winnecke, Mayor of Evansville

1 NW Martin Luther King, Jr. Boulevard, Room
302
Evansville, IN 47708
812.436.4962
{mayor@evansville.in.gov}

Absentee Shawnee Tribe of Oklahoma

Eastern Shawnee Tribe of Oklahoma

Delaware Tribe of Indians, Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Shawnee Tribe

United Keetowah Band of Cherokee Indians

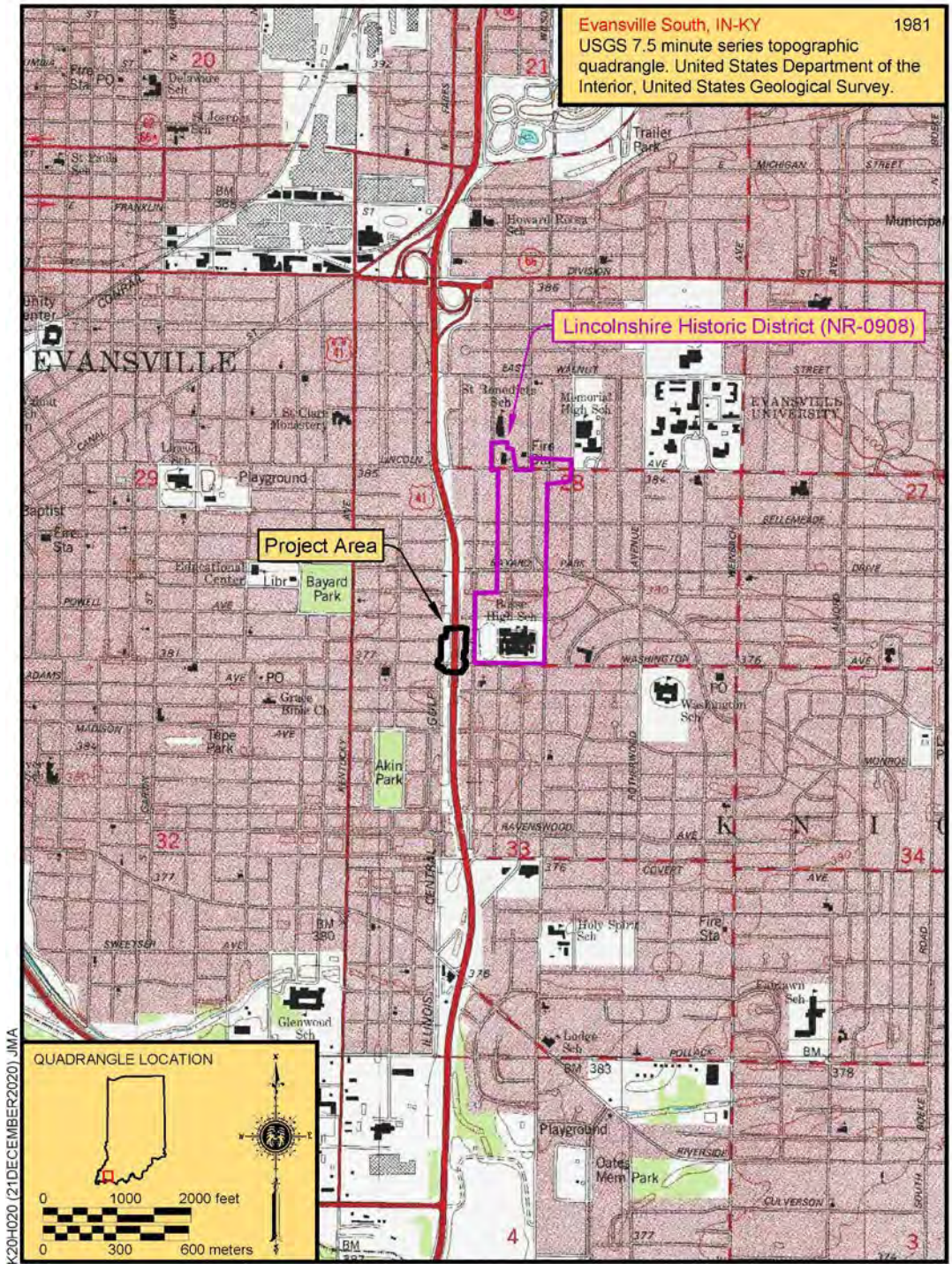


Figure 1. Topographic quadrangle showing the location of the project area and the Lincolnshire Historic District (NR-0908).



Figure 2. Aerial map showing the location of the project area the Lincolnshire Historic District (NR-0908).



Figure 3. Preferred location (Alternate 3) of pedestrian bridge provided by HNTB, Corporation.

Alyssa Reynolds

From: Candice Croix <ccroix@indianalandmarks.org>
Sent: Friday, January 8, 2021 3:52 PM
To: Alyssa Reynolds
Subject: RE: Dual Review FHWA Project: Des No 1902709; US 41 at Washington Avenue Pedestrian bridge crossing, Vanderburgh County, Indiana

Hello Alyssa,

There are a few residential properties currently rated as Contributing near the project boundary (listed below), and Enlow field is rated Outstanding on SHAARD. However, I don't have any concerns at this time. Please continue to include me as a consulting party on this project.

1125 Washington Ave
1129 Washington Ave
1122 Washington Ave
1119 Blackford Ave
1123 Blackford Ave

Have a great weekend!

.....

Candice Croix
Director

.....

Indiana Landmarks
Southwest Field Office
P.O. Box 297
Evansville, IN 47702
Office: 812-423-2988
Cell: 714-653-3377
www.indianalandmarks.org

Indiana Landmarks revitalizes communities, reconnects us to our heritage, and saves meaningful places.

[Become a member](#) | [Subscribe to our e-letter](#) | [Find us on Facebook](#) | [Follow us on Twitter](#)

From: Alyssa Reynolds <adreynolds@crai-ky.com>
Sent: Friday, January 8, 2021 8:25 AM
To: glnaevansville@gmail.com; jcruse@evansville.in.gov; kathleenlane@downtownevansville.org; dbennett@southwestindiana.org; mrowe@reitzhome.com; pdrach@evansvillempo.com; shokouhzadeh@evansvillempo.com; ltownsen@usi.edu; Candice Croix <ccroix@indianalandmarks.org>; cmeyers@evansville.in.gov; pguth1950@aol.com; info@PreserveEvansville.org; brent@bdjackson.com; jhatfield@vanderburghgov.org; cwmusgrave@vanderburghgov.org; bshoulders@vanderburghgov.org; jstoll@vanderburghgov.org; swichser@vanderburghgov.org; thughes5109@gmail.com; stanleya53@juno.com; mayor@evansville.in.gov
Cc: Andrew Martin <amartin@crai-ky.com>; 'Branigin, Susan' <SBranigin@indot.IN.gov>; 'Miller, Shaun (INDOT)' <smiller@indot.IN.gov>; 'Kumar, Anuradha' <akumar@indot.IN.gov>; Robert Ball <rball@crai-ky.com>; 'Christine Meador' <CMeador@HNTB.com>; 'Erica Haas' <ehaas@hntb.com>; Jtiller@indot.IN.gov; 'Arnold, Troy' <TArnold1@indot.IN.gov>
Subject: Dual Review FHWA Project: Des No 1902709; US 41 at Washington Avenue Pedestrian bridge crossing, Vanderburgh County, Indiana

All,

Des. No.: 1902709

Project Description: Pedestrian bridge crossing at US 41 and Washington Avenue

Location: Evansville, Knight Township, Vanderburgh County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a pedestrian bridge construction at Washington Avenue over US 41; Des. No. 1902709

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

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

Benjamin Bosse High School

Christopher Meyers, City of Evansville Historic Preservation Officer

Greater Lincolnshire Neighborhood Association

James Cruse, Traffic Engineering Foreman

Downtown Evansville, Inc.

Economic Development Coalition of Southwest Indiana

Evansville Historic Preservation Commission

Evansville Metropolitan Planning Organization (EMPO)

Evansville-Vanderburgh School Corporation

Historic Southern Indiana

Indiana Landmarks Southwest Field Office

Old Evansville Historic Association

Preservation Alliance of Evansville

Presidents Neighborhood Association

Vanderburgh County Commissioners

Vanderburgh County Highway Engineer

Vanderburgh County Highway Superintendent

Vanderburgh County Historian

Vanderburgh County Historical Society

Lloyd Winnecke, Mayor of Evansville

Absentee Shawnee Tribe of Oklahoma

Eastern Shawnee Tribe of Oklahoma

Delaware Tribe of Indians, Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Shawnee Tribe

United Keetowah Band of Cherokee Indians

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with 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.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your 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 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 comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience by contacting Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari-Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-266-5629.

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>



Celebrating 33 Years in Business!

Alyssa Reynolds

From: Meyers, Christopher <cmeyers@evansville.in.gov>
Sent: Tuesday, January 12, 2021 9:25 AM
To: adreynolds@crai-ky.com
Cc: Flauto, Joseph

Ms. Reynolds:

Good day. I am writing in reference to the proposed undertaking DES NO 1902709, pedestrian bridge at US 41 and Washington Avenue, and recently received correspondence. In the invited consulting parties list, the Chair of our Historic Preservation Commission is inaccurate. Our chair is Joseph Flauto, Jr. Joe's email is jf33@evansville.edu.

Thank you in advance for making this correction. I have cc'd him as well on this email.



CHRISTOPHER A. MEYERS
HISTORIC PRESERVATION OFFICER
Department of Metropolitan Development
City of Evansville
1 N.W. Martin Luther King Drive, Suite 306
Evansville, IN 47708-1869
P: 812.435.6030
F: 812.436.7809

Alyssa Reynolds

From: Alyssa Reynolds <adreynolds@crai-ky.com>
Sent: Thursday, January 14, 2021 4:39 PM
To: 'Meyers, Christopher'; 'Flauto, Joseph'; chameyer@sbcglobal.net
Cc: 'Branigin, Susan'; 'Alexander, Kelyn'
Subject: RE: Dual Review FHWA Project: Des No 1902709; US 41 at Washington Avenue Pedestrian bridge crossing, Vanderburgh County, Indiana

Christopher,

Thank you for your interest in the project. I have forwarded your response to INDOT CRO. The client has considered what it will look like, but at this time, they do not have any details. However, it will look similar to other pedestrian crossings in Evansville. They are certainly welcome to any suggestions from consulting parties. The client expects to have more project details in the spring when they will have a public information meeting. A date has yet to be set. Their plan is to share some concepts of what the bridge will look like then. All of the consulting parties will be invited to the meeting.

I hope this answers your questions and have a great rest of your day.

Thanks,

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>



Celebrating 33 Years in Business!

We have considered what it will look like but at this time we do not have any details. Our initial assumptions are that it will look similar to other pedestrian crossings in Evansville. If we have suggestions from Consulting parties it would appreciate be appreciated.

At this time we expect to have more project details in the spring and will have a public information meeting. Hopefully at that meeting we can share some concepts of what the bridge will look like. All Consulting Parties will be invited to that meeting so we look forward to their participation.

From: Meyers, Christopher <cmeyers@evansville.in.gov>
Sent: Thursday, January 14, 2021 3:54 PM
To: Alyssa Reynolds <adreynolds@crai-ky.com>
Cc: Flauto, Joseph <jf33@evansville.edu>; chameyer@sbcglobal.net
Subject: RE: Dual Review FHWA Project: Des No 1902709; US 41 at Washington Avenue Pedestrian bridge crossing, Vanderburgh County, Indiana

Ms. Reynolds:

Thank you for the invitation to consult on DES 1902709, Pedestrian Bridge Crossing US 41 and Washington Avenue.

Please include our office as a consulting party. At the current time and based upon supporting documentation received, our staff does not have any additional comments regarding effect on nearby resources.

We understand that the consultation request represents the start of the consultation. One question is when will a visual depiction of the pedestrian bridge be developed? We are inquiring as the bridge will be visible from the historic Bosse High School. Has any discussion taken place to consider any indirect effect and consider a design that is compatible to the nearby high school as well as the surrounding residential neighborhoods?

Best,

Christopher



CHRISTOPHER A. MEYERS
HISTORIC PRESERVATION OFFICER
Department of Metropolitan Development
City of Evansville
1 N.W. Martin Luther King Drive, Suite 306
Evansville, IN 47708-1869
P: 812.435.6030
F: 812.436.7809

From: Alyssa Reynolds <adreynolds@crai-ky.com>
Sent: Friday, January 8, 2021 8:25 AM
To: glnaevansville@gmail.com; Cruse, Jim <jcruse@evansville.in.gov>; kathleenlane@downtownevansville.org; dbennett@southwestindiana.org; mrowe@reitzhome.com; Drach, Pamela <pdrach@evansvillempo.com>; shokouhzaadeh@evansvillempo.com; ltownsen@usi.edu; ccroix@indianalandmarks.org; Meyers, Christopher <cmeyers@evansville.in.gov>; pguth1950@aol.com; info@PreserveEvansville.org; brent@bdjackson.com; Hatfield, Jeff <jhatfield@vanderburghgov.org>; Musgrave, Cheryl <cwmusgrave@vanderburghgov.org>; Ben Shoulders <bshoulders@vanderburghgov.org>; Stoll, John <JStoll@vanderburghgov.org>; Wichser, Scot <SWichser@vanderburghgov.org>; thughes5109@gmail.com; stanleya53@juno.com; Mayor Lloyd Winnecke <mayor@evansville.in.gov>
Cc: Andrew Martin <amartin@crai-ky.com>; 'Branigin, Susan' <SBranigin@indot.IN.gov>; 'Miller, Shaun (INDOT)' <smiller@indot.IN.gov>; 'Kumar, Anuradha' <akumar@indot.IN.gov>; Robert Ball <rball@crai-ky.com>; 'Christine Meador' <CMeador@HNTB.com>; 'Erica Haas' <ehaas@hntb.com>; jtiller@indot.IN.gov; 'Arnold, Troy' <TArnold1@indot.IN.gov>
Subject: Dual Review FHWA Project: Des No 1902709; US 41 at Washington Avenue Pedestrian bridge crossing, Vanderburgh County, Indiana

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

All,

Des. No.: 1902709

Project Description: Pedestrian bridge crossing at US 41 and Washington Avenue

Location: Evansville, Knight Township, Vanderburgh County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a pedestrian bridge construction at Washington Avenue over US 41; Des. No. 1902709

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

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

Benjamin Bosse High School

Christopher Meyers, City of Evansville Historic Preservation Officer

Greater Lincolnshire Neighborhood Association

James Cruse, Traffic Engineering Foreman

Downtown Evansville, Inc.

Economic Development Coalition of Southwest Indiana

Evansville Historic Preservation Commission

Evansville Metropolitan Planning Organization (EMPO)

Evansville-Vanderburgh School Corporation

Historic Southern Indiana

Indiana Landmarks Southwest Field Office

Old Evansville Historic Association

Preservation Alliance of Evansville

Presidents Neighborhood Association

Vanderburgh County Commissioners

Vanderburgh County Highway Engineer

Vanderburgh County Highway Superintendent

Vanderburgh County Historian

Vanderburgh County Historical Society

Lloyd Winnecke, Mayor of Evansville

Absentee Shawnee Tribe of Oklahoma

Eastern Shawnee Tribe of Oklahoma

Delaware Tribe of Indians, Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Shawnee Tribe

United Keetowah Band of Cherokee Indians

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with 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.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your 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 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 comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience by contacting Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari-Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-266-5629.

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>



Celebrating 33 Years in Business!



January 25, 2021

Alyssa Reynolds
Cultural Resources Analysts, Inc.
201 NW 4th Street, Suite 204
Evansville, Indiana 47708

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

Re: DUAL REVIEW: Early coordination letter and proposal for dual review for the US 41 at Washington Avenue Pedestrian Bridge Crossing in Knight Township, Vanderburgh County (Des. No. 1902709; DHPA No. 26884)

Dear Ms. Reynolds:

The Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (“DNR-DHPA”), which also serves as the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”), is in receipt of INDOT’s early coordination letter, dated January 8, 2021, transmitting your proposal for a dual review, pursuant to 312 Indiana Administrative Code (“IAC”) 20-4-11.5, of the aforementioned project in Knight Township, Vanderburgh County.

The Indiana SHPO/DNR-DHPA will review the information submitted under Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), implementing regulations at 36 C.F.R. Part 800, as well as Indiana Code 14-21-1-18 and 312 IAC 20-4. By copy of this letter, DNR-DHPA is providing notification of the commencement of the dual review to interested persons and members of the Indiana Historic Preservation Review Board (“Review Board”). Notice of the commencement will also be posted on the division’s website (www.in.gov/dnr/historic/7440.htm).

For the purposes of Indiana Code 14-21-1-18 and 312 IAC 20-4, we have added the members of the Review Board and additional, potentially interested parties to the list of parties we intend to copy with our comment letters. Anyone receiving an e-mailed copy of this letter who *does not wish to receive future copies of our correspondence about this project* is asked to reply by e-mail to dkauffmann@dnr.in.gov or to (317) 232-0582 or by letter to the address in our letterhead and advise us that he or she does not wish to receive any further copies of our e-mails on this project.

In your next regular submission, please include which consulting parties agree to participate in the consultation of this dual review.


As INDOT’s January 8 letter indicates, additional information regarding aboveground historic resources and archaeological resources are forthcoming. Once the indicated information is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

For the benefit of those recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that a copy of INDOT’s January 8 letter can be found online at [http://erms.indot.in.gov/Section 106Documents/](http://erms.indot.in.gov/Section%20106Documents/). From there, search by this project’s designation number: 1902709.

If you have questions regarding our dual review of the aforementioned project, please contact DNR-DHPA. Questions about archaeological issues should be directed to contact Rachel Sharkey at (317) 234-5254 or rsharkey@dnr.IN.gov. Questions about historic buildings or structures pertaining to this review should be directed to Danielle Kauffmann at (317) 232-0582 or dkauffmann@dnr.IN.gov.

In all future correspondence regarding the dual review of the US 41 at Washington Avenue Pedestrian Bridge Crossing in Knight Township, Vanderburgh County (Des. No. 1902709), please refer to DHPA No. 26884.

Very truly yours,


Beth K. McCord
Deputy State Historic Preservation Officer
Director, Division of Historic Preservation and Archaeology

BKM:DMK:dmk

EMC to federal and state agency or consultant staff members:

Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Alyssa Reynolds, Cultural Resources Analysts, Inc.
Danielle Kauffmann, DNR-DHPA
Rachel Sharkey, DNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:

J. Scott Keller, Review Board
Anne Shaw Kingery, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Beth K. McCord, DNR-DHPA, Review Board
April Sievert, Ph.D., Review Board
Christopher Smith, Deputy Director, IDNR, and Chairman, Review Board

EMC to potentially interested persons:

Absentee Shawnee Tribe of Oklahoma
Eastern Shawnee Tribe of Oklahoma
Delaware Tribe of Indians, Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
United Keetowah Band of Cherokee Indians

Benjamin Bosse High School
Greater Lincolnshire Neighborhood Association
James Cruse, Traffic Engineering Foreman
Downtown Evansville, Inc.
Economic Development Coalition of Southwest Indiana
Evansville Historic Preservation Commission
Evansville Metropolitan Planning Organization
Evansville-Vanderburgh School Corporation
Historic Southern Indiana
Candace Croix, Indiana Landmarks, Southwest Field Office
Christopher Meyers, City of Evansville Historic Preservation Officer
Old Evansville Historic Association
Dennis Au, Preservation Alliance of Evansville
Brent Jackson, Presidents Neighborhood Association
Jeff Hatfield, Vanderburgh County Commissioner
Cheryl Musgrave, Vanderburgh County Commissioner
Bend Shoulders, Vanderburgh County Commissioner
Vanderburgh County Highway Engineer
Vanderburgh County Highway Superintendent
Vanderburgh County Historian
Vanderburgh County Historical Society
Honorable Lloyd Winnecke, Mayor of Evansville



Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 • P.O. Box 1326, Miami, OK 74355
Ph: (918) 541-1300 • Fax: (918) 542-7260
www.miamination.com



Via email: smiller@indot.in.gov

February 3, 2021

Shaun Miller, Archaeological Team Lead
Cultural Resources Office
Indiana DOT
575 North Pennsylvania Street
Indianapolis, IN 46204

Re: Des. No. 1902709, Vanderburgh County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Miller:

Aya, kikwehsitoole – I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Des. No. 1902709 in Vanderburgh County, Indiana.

The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, given the Miami Tribe's deep and enduring relationship to its historic lands and cultural property within present-day Indiana, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at dhunter@miamination.com to initiate consultation.

The Miami Tribe accepts the invitation to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter
Tribal Historic Preservation Officer

CC: Carol Nagel, Wisconsin FSA State Coordinator, carol.nagel@usda.gov

Alyssa Reynolds

From: Miller, Shaun (INDOT) <smiller@indot.IN.gov>
Sent: Wednesday, February 10, 2021 9:52 AM
To: Alyssa Reynolds
Cc: Ross, Anthony
Subject: FW: Dual Review FHWA Project: Des No 1902709; US 41 at Washington Avenue Pedestrian bridge crossing, Vanderburgh County, Indiana

Hi Alyssa,

Please find below a response to the ECL from the Shawnee Tribe.

Thank you,

Shaun Miller
INDOT, Cultural Resources Office
Archaeology Team Lead
(317)416-0876

From: Tonya Tipton <tonya@shawnee-tribe.com>
Sent: Monday, February 8, 2021 9:49 PM
To: Miller, Shaun (INDOT) <smiller@indot.IN.gov>
Subject: RE: Dual Review FHWA Project: Des No 1902709; US 41 at Washington Avenue Pedestrian bridge crossing, Vanderburgh County, Indiana

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

This letter is in response to the above referenced project.

The Shawnee Tribe's Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project.

We have no issues or concerns at this time, but in the event that archaeological materials are encountered during construction, use, or maintenance of this location, please re-notify us at that time as we would like to resume immediate consultation under such a circumstance.

If you have any questions, you may contact me via email at tonya@shawnee-tribe.com

Thank you for the opportunity to comment on this project.

Sincerely,



Tonya Tipton

Tribal Historic Preservation Officer

Phone: (918)542-2441

Email: tonya@shawnee-tribe.com

29 S Highway 69A
Miami, OK 74354

www.Shawnee-Tribe.org

From: Miller, Shaun (INDOT) <smiller@indot.IN.gov>

Sent: Friday, January 8, 2021 8:58 AM

To: tpho@estoo.net; Diane Hunter <dhunter@miamination.com>; Matthew.Bussler@pokagonband-nsn.gov; Tonya Tipton <tonya@shawnee-tribe.com>; snease@astribe.com; Larry Heady <lheady@delawaretribe.org>; Erica Gorsuch <egorsuch@ukb-nsn.gov>

Cc: Alyssa Reynolds <adreynolds@crai-ky.com>; Ross, Anthony <ARoss3@indot.IN.gov>; Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>

Subject: Dual Review FHWA Project: Des No 1902709; US 41 at Washington Avenue Pedestrian bridge crossing, Vanderburgh County, Indiana

CAUTION: External email. Do not click links or open attachments unless you are confident the content is safe.

Dear consulting parties,

Des. No.: 1902709

Project Description: Pedestrian bridge crossing at US 41 and Washington Avenue

Location: Evansville, Knight Township, Vanderburgh County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a pedestrian bridge construction at Washington Avenue over US 41; Des. No. 1902709.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

Indiana Department of Natural Resources

Division of Historic Preservation & Archaeology Indiana State Historic Preservation Office (SHPO)

Benjamin Bosse High School

Christopher Meyers, City of Evansville Historic Preservation Officer

Greater Lincolnshire Neighborhood Association

James Cruse, Traffic Engineering Foreman

Downtown Evansville, Inc.

Economic Development Coalition of Southwest Indiana

Evansville Historic Preservation Commission

Evansville Metropolitan Planning Organization (EMPO)

Evansville-Vanderburgh School Corporation

Historic Southern Indiana

Indiana Landmarks Southwest Field Office

Old Evansville Historic Association

Preservation Alliance of Evansville

Presidents Neighborhood Association

Vanderburgh County Commissioners

Vanderburgh County Highway Engineer

Vanderburgh County Highway Superintendent

Vanderburgh County Historian

Vanderburgh County Historical Society

Lloyd Winnecke, Mayor of Evansville

Absentee Shawnee Tribe of Oklahoma

Eastern Shawnee Tribe of Oklahoma

Delaware Tribe of Indians, Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Shawnee Tribe

United Keetoowah Band of Cherokee Indians

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with 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.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your 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 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 comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience by contacting Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari-Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-266-5629.

Thank you in advance for your input,

Shaun Miller
INDOT, Cultural Resources Office
Archaeology Team Lead
(317)416-0876

Alyssa Reynolds

From: Alyssa Reynolds <adreynolds@crai-ky.com>
Sent: Tuesday, April 13, 2021 8:43 AM
To: 'Meyers, Christopher'; ccroix@indianalandmarks.org
Cc: Andrew Martin; 'Alexander, Kelyn'; 'Miller, Shaun (INDOT)'; 'Christine Meador'; 'Arnold, Troy'; Robert Ball; 'Branigin, Susan'; 'Kumar, Anuradha'
Subject: Dual Review FHWA Project: Des No 1902709; HPSR, US 41 at Washington Avenue Pedestrian bridge crossing, Vanderburgh County, Indiana
Attachments: US 41_Pedestrian Bridge_Des 1902709_HPSR_2021_4_12.pdf; US 41_Pedestrian Bridge_Des 1902709_RDL_2021_4_12.pdf

All,

Des. No.: 1902709

Project Description: Pedestrian bridge crossing at US 41 and Washington Avenue

Location: Evansville, Knight Township, Vanderburgh County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a pedestrian bridge construction at Washington Avenue over US 41; Des. No. 1902709. The Section 106 Early Coordination Letter for this project was originally distributed on January 8, 2021.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Short Report has been prepared and is ready for review and comment by consulting parties. In addition, an archaeological assessment has been prepared and is included in the attached Report Distribution Letter.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari-Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 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>



Celebrating 38 Years in Business!

Alyssa Reynolds

From: Alexander, Kelyn <KAlexander3@indot.IN.gov>
Sent: Tuesday, April 13, 2021 8:53 AM
To: Diane Hunter; tonya@shawnee-tribe.com
Cc: Miller, Shaun (INDOT); Carmany-George, Karstin (FHWA); Alyssa Reynolds
Subject: Dual Review FHWA Project: Des No 1902709; HPSR, US 41 at Washington Avenue Pedestrian bridge crossing, Vanderburgh County, Indiana
Attachments: US 41_Pedestrian Bridge_Des 1902709_RDL_2021_4_12.pdf

Des. No.: 1902709

Project Description: Pedestrian bridge crossing at US 41 and Washington Avenue

Location: Evansville, Knight Township, Vanderburgh County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a pedestrian bridge construction at Washington Avenue over US 41; Des. No. 1902709. The Section 106 Early Coordination Letter for this project was originally distributed on January 8, 2021.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Short Report has been prepared and is ready for review and comment by consulting parties. In addition, an archaeological assessment has been prepared and is included in the attached Report Distribution Letter.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari-Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Kelyn Alexander

Historian

Cultural Resources Office

Environmental Services

100 N. Senate Ave., Room N758-ES

Indianapolis, IN 46204

Office: (317) 519-7759

Remote: 8am-4pm

Email: kalexander3@indot.in.gov

****Please note, mailing address and phone number have been updated**

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

Alyssa Reynolds

From: Alyssa Reynolds <adreynolds@crai-ky.com>
Sent: Tuesday, April 13, 2021 8:43 AM
To: 'Slider, Chad (DNR)'; 'McCord, Beth K'; 'Burkett, Miriam'; dhparchive
Cc: 'Alexander, Kelyn'; 'Branigin, Susan'; 'Kumar, Anuradha'; 'Miller, Shaun (INDOT)'
Subject: Dual Review FHWA Project: Des No 1902709; HPSR, US 41 at Washington Avenue
Pedestrian bridge crossing, Vanderburgh County, Indiana
Attachments: US 41_Pedestrian Bridge_Des 1902709_HPSR_2021_4_12.pdf; US 41_Pedestrian
Bridge_Des 1902709_DHPA review form_2021_4_12.pdf; US 41_Pedestrian Bridge_Des
1902709_RDL_2021_4_12.pdf

All,

A hard copy of the attached items will be mailed by the end of the week.

Des. No.: 1902709

Project Description: Pedestrian bridge crossing at US 41 and Washington Avenue

Location: Evansville, Knight Township, Vanderburgh County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a pedestrian bridge construction at Washington Avenue over US 41; Des. No. 1902709. The Section 106 Early Coordination Letter for this project was originally distributed on January 8, 2021.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Short Report has been prepared and is ready for review and comment by consulting parties. In addition, an archaeological assessment has been prepared and is included in the attached Report Distribution Letter.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari-Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 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>



Celebrating 38 Years in Business!

April 13, 2021

This letter was sent to the listed parties.

RE: Dual Review FHWA Project: Des No 1902709, DHPA No 26884; US 41 at Washington Avenue Pedestrian bridge crossing, Vanderburgh 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 construction of an added pedestrian bridge crossing over US 41 at Washington Avenue (Des. No. 1902709) in Evansville, Vanderburgh County.

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.

A Section 106 early coordination letter was distributed on January 8, 2021.

The proposed undertaking is located over US 41 at its intersection with Washington Avenue in the City of Evansville, Vanderburgh County, Indiana. It is within Knight Township, as shown on the Evansville, South, Indiana, USGS Topographic Quadrangle, in Sections 28 & 33, Township 6 South, Range 10 West.

The purpose of this project is to reduce the potential for pedestrian conflicts at this intersection. The need for this project is due to the high potential for pedestrian-vehicle conflicts based on the high pedestrian use combined with busy existing intersection and strong local support for this project.

In order to meet the project purpose and need, a pedestrian bridge will be constructed over US 41 just to the north of Washington Avenue. A more detailed analysis of structure characteristics including structure type, span arrangement, and ramp layout will be evaluated as part of the project development process. The project is anticipated to require less than 0.5 acre of permanent right-of-way.

Traffic for the proposed pedestrian bridge on US 41 just north of Washington Avenue will be maintained during construction utilizing a detour for pedestrians to the intersection with Bellemeade Avenue. Also, US 41 will have temporary closures to erect the new pedestrian bridge.

The proposed project area for the pedestrian bridge project, located at the intersection of US 41 and Washington Avenue, begins on US 41 approximately 490 feet north of its intersection with Washington Avenue and extends south along US 41 for approximately 600 feet. The project also begins along Washington Avenue approximately 210 feet west of its intersection with US 41 and extends approximately 385 feet east along Washington Avenue.

Cultural Resource Analysts (CRA) is acting on behalf of HNTB Corporation (HNTB), who is under contract with INDOT to advance the environmental documentation for the referenced project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Please note that per the permanent rule issued by the Indiana Department of Natural Resources effective August 14, 2013 (312 IAC 20-4-11.5), INDOT is requesting that this project be subjected to "dual review"; that is, reviewed by the Division of Historic Preservation and Archaeology simultaneously under 54 U.S.C. 306108 (Section 106) and IC 14-21-1-18 (Indiana Preservation and Archaeology Law dealing with alterations of historic sites and structures requiring a Certificate of Approval). Pursuant to Section 11.5(f) of this rule, at the conclusion of the review process we anticipate that the Division Director would issue a letter of clearance exempting this project from obtaining a Certificate of Approval under IC 14-21-1-18. Enclosed with this letter is a detailed list of the consulting parties, including contact information including email addresses, for processing the dual review submission.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains one resource listed

in the National Register of Historic Places (NRHP), the Lincolnshire Historic District (NR-0908) (IHSSI No. 41000-106).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, no new above-ground resources are recommended as eligible for listing in the NRHP.

Kevin Cupka Head, a qualified professional archaeologist, reviewed the proposed project area and determined the proposed pedestrian bridge over US 41 in Vanderburgh County will not likely affect archaeological resources due to the project setting.

The project area is located on topography mapped as Weinbach silt loam, a somewhat poorly drained Alfisol unlikely to contain buried archaeological deposits. Furthermore, the soils throughout the project area have likely been disturbed by earth moving associated with a series of construction and demolition episodes occurring around the intersection during the late twentieth and early twenty-first centuries, as well as previous maintenance and improvements to the intersection itself and the installation and maintenance of buried utilities. Surficial evidence of these disturbances were noted during a visual inspection of the project area.

According to the State Historic Architectural and Archaeological Database (SHAARD), two previously recorded archaeological sites (12Vg1824 and 12Vg1825) are located within or adjacent to the project area. Site 12Vg1824 is a historic industrial site associated with machinist, elevator, and hot water apparatus manufacturing operations. Site 12Vg1825 is a historic lumber mill site. Both of these sites were recorded by McGregor based solely on historic map data and given the extent of subsequent disturbances at this location, it is unlikely that any intact archaeological deposits associated with these sites remain. The project area does not appear to have been previously surveyed for archaeological resources.

A review of historic map data revealed that an abandoned interurban line may transect the project area. This line followed Washington Avenue, running east and west, and is mapped within the roadway. It was established by the Evansville Railroad Company in 1866 and operated until 1939. At the time of abandonment, the line was owned by Southern Indiana Gas and Electric Co. An abandoned segment of the Illinois Central Railroad also transects the project area, extending north-south along the west side of US 41. What remained of the track bed at this location has been repurposed as a trail for cyclist and pedestrian use.

Given the disturbed character of the project area and its correspondingly low potential to contain intact archaeological deposits, it is recommended that the project be allowed to proceed without additional archaeological study. However, state law (Indiana Code 14-21-1-

27 and -29) requires that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, that the discovery must be reported to the Department of Natural Resources within two (2) business days.

On January 8, 2021, Candice Croix, Director of the Southwest Regional Office of Indiana Landmarks, accepted consulting party status. She also listed previously surveyed resources near the project area, all of which were surveyed.

On January 12, 2021, Christopher Meyers, Historic Preservation Officer for Evansville, stated that Chair of the Historic Preservation Department listed in the early coordination letter was inaccurate. The correct person is Joseph Flauto, Jr. with the email address of jf33@evansville.edu. Meyers accepted consulting party status on January 14, 2021. One question that was asked in this email was concerning the pedestrian bridge design and visual effects to the surrounding area, especially in regards to Enlow Field and Benjamin Bosse High School. HTNB stated that they will likely have a preliminary visual depiction of the pedestrian bridge in the spring. They will also hold a public meeting and will welcome any design suggestions.

On January 25, 2021, DHPA acknowledged the project, accepting consulting party status.

The Miami Tribe of Oklahoma stated that they would like to be a consulting party on February 3, 2021.

The Shawnee Tribe accepted consulting party status on February 10, 2021.

The Historic Property Short Report is available for review in IN SCOPE at <http://erms.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 with your request as soon as you can.

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 consulting parties may enter the process at any time

and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

For questions concerning specific project details, you may contact Alyssa Reynolds of Cultural Resource Analysts, Inc. (CRA) 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

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Sincerely,

A handwritten signature in black ink, appearing to read "Anuradha", written over a horizontal line. There are some small dots below the line.

Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures: Distribution List, USGS Topographic map, Aerial View Map, Consulting Party Emails

USGS topographic map, aerial map, and consulting party emails removed to avoid duplication

Accepted Consulting Parties

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

402 W. Washington St., Room W274
Indianapolis, Indiana 46204

Indiana Landmarks Southwest Field Office

Christopher Meyers, City of Evansville Historic Preservation Officer

Miami Tribe of Oklahoma

Shawnee Tribe



May 5, 2021

Alyssa Reynolds
Architectural Historian
Cultural Resource Analysts, Inc.
201 NW 4th Street, Suite 204
Evansville, Indiana 47708

State Agency: Indiana Department of Transportation (“INDOT”)

Federal Agency: Federal Highway Administration, Indiana Division (“FHWA”)

Re: DUAL REVIEW: Historic property short report (Reynolds, 3/26/2021) for the US 41 at Washington Avenue Pedestrian Bridge Crossing, Evansville, Vanderburgh County, Indiana (Des. No. 1902709; DHPA No. 26884)

Dear Ms. Reynolds:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 36 C.F.R. Part 800; 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 that Implementation of the Federal Aid Highway Program In the State of Indiana” (“Indiana Minor Projects PA”); and also pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code (“IAC”) 20-4, the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your April 12, 2021 submission which enclosed the historic property short report (“HPSR”; Reynolds, 3/26/2021) for the aforementioned project.

The proposed area of potential effects (“APE”) appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur.

We agree with the conclusions in the HPSR that the Lincolnshire Historic District (NR-0908) which was listed in the National Register of Historic Places (“NRHP”) on October 2, 1989, is the only historic property listed or eligible for inclusion within the project’s APE.

Regarding archaeology, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places (“NRHP”) within the proposed project area. However, this identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature. Please be advised that archaeological resources may exist underneath modern development.

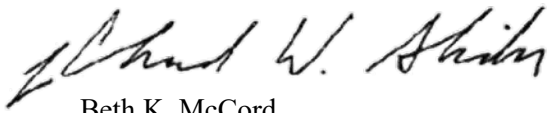
If you have questions regarding our dual review of the aforementioned project, please contact DHPA. Questions about archaeological issues should be directed to Rachel Sharkey at (317) 234-5254 or rsharkey@dnr.IN.gov. Questions about

historic buildings or structures pertaining to this review should be directed to Danielle Kauffmann at (317) 232-0582 or dkauffmann@dnr.IN.gov.

For the benefit of those recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that the documents discussed here can be found online in IN SCOPE at [http://erms.indot.in.gov/Section 106Documents/](http://erms.indot.in.gov/Section%20106Documents/). From there, search by this project's designation number: 1902709. Anyone receiving an e-mailed copy of this letter who does *not* wish to receive future copies of our correspondence about this bridge project is asked to reply to dkauffmann@dnr.IN.gov and so advise us.

In all future correspondence regarding the dual review of this project in Evansville, Vanderburgh County (Des. No. 1902709), please continue to refer to DHPA No. 26884.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:RAS:ras

EMC to federal and state agency or consultant staff members:

Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Alyssa Reynolds, Cultural Resources Analysts, Inc.
Danielle Kauffmann, DNR-DHPA
Rachel Sharkey, DNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:

J. Scott Keller, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Beth K. McCord, DNR-DHPA, Review Board
Ryan Mueller Deputy Director, DNR and Chairman, Review Board
Anne Shaw, Review Board
April Sievert, Ph.D., Review Board

EMC to potentially interested persons:

Absentee Shawnee Tribe of Oklahoma
Eastern Shawnee Tribe of Oklahoma
Delaware Tribe of Indians, Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
United Keetowah Band of Cherokee Indians

Benjamin Bosse High School
Greater Lincolnshire Neighborhood Association
James Cruse, Traffic Engineering Foreman
Downtown Evansville, Inc.
Economic Development Coalition of Southwest Indiana
Evansville Historic Preservation Commission
Evansville Metropolitan Planning Organization
Evansville-Vanderburgh School Corporation
Historic Southern Indiana
Candace Croix, Indiana Landmarks, Southwest Field Office
Christopher Meyers, City of Evansville Historic Preservation Officer
Old Evansville Historic Association
Dennis Au, Preservation Alliance of Evansville
Brent Jackson, Presidents Neighborhood Association
Jeff Hatfield, Vanderburgh County Commissioner
Des No 1902709

Cheryl Musgrave, Vanderburgh County Commissioner
Bend Shoulders, Vanderburgh County Commissioner
Vanderburgh County Highway Engineer
Vanderburgh County Highway Superintendent
Vanderburgh County Historian
Vanderburgh County Historical Society
Honorable Lloyd Winnecke, Mayor of Evansville

From: [Alyssa Reynolds](#)
To: "[Meyers, Christopher](#)"; "[Candice Croix](#)"
Cc: "[Alexander, Kelyn](#)"; "[Miller, Shaun \(INDOT\)](#)"; "[Kumar, Anuradha](#)"; "[Christine Meador](#)"; "[Arnold, Troy](#)"; [Robert Ball](#); "[Branigin, Susan](#)"
Subject: Dual Review FHWA Project: Des No 1902709; Effects Letter, US 41 at Washington Avenue Pedestrian bridge crossing, Vanderburgh County, Indiana
Date: Tuesday, June 29, 2021 8:20:31 AM
Attachments: [US 41 Pedestrian Bridge Des 1902709 EL 2021 6 29.pdf](#)

All,

Des. No.: 1902709

Project Description: Pedestrian bridge crossing at US 41 and Washington Avenue

Location: Evansville, Knight Township, Vanderburgh County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a pedestrian bridge construction at Washington Avenue over US 41; Des. No. 1902709. The Section 106 Early Coordination Letter for this project was originally distributed on January 8, 2021.

As part of Section 106 of the National Historic Preservation Act, an Effects Letter has been prepared and is ready for review and comment by consulting parties.

Please review the documentation, which is also located in IN SCOPE at <https://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design.

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 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>



Celebrating 38 Years in Business!

From: [Alyssa Reynolds](#)
To: "[Slider, Chad \(DNR\)](#)"; "[McCord, Beth K.](#)"; [dhporeview](#); "[Burkett, Miriam](#)"; "[Kauffmann, Danielle M.](#)"; "[Sharkey, Rachel](#)"
Cc: "[Kumar, Anuradha](#)"; "[Miller, Shaun \(INDOT\)](#)"; "[Branigin, Susan](#)"; "[Alexander, Kelyn](#)"; [Robert Ball](#); [Andrew Martin](#); "[Arnold, Troy](#)"; "[Christine Meador](#)"; "[Erica Haas](#)"
Subject: Dual Review FHWA Project: Des No 1902709; Effects Letter, US 41 at Washington Avenue Pedestrian bridge crossing, Vanderburgh County, Indiana
Date: Tuesday, June 29, 2021 8:21:24 AM
Attachments: [US 41 Pedestrian Bridge Des 1902709 DHPA review form 2021 6 29.pdf](#)
[US 41 Pedestrian Bridge Des 1902709 EL 2021 6 29.pdf](#)

All,

Des. No.: 1902709

Project Description: Pedestrian bridge crossing at US 41 and Washington Avenue

Location: Evansville, Knight Township, Vanderburgh County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a pedestrian bridge construction at Washington Avenue over US 41; Des. No. 1902709. The Section 106 Early Coordination Letter for this project was originally distributed on January 8, 2021.

As part of Section 106 of the National Historic Preservation Act, an Effects Letter has been prepared and is ready for review and comment by consulting parties.

Please review the documentation, which is also located in IN SCOPE at <https://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design.

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 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>



Celebrating 38 Years in Business!

Alyssa Reynolds

From: Alexander, Kelyn <KAlexander3@indot.IN.gov>
Sent: Tuesday, June 29, 2021 8:41 AM
To: Diane Hunter; tonya@shawnee-tribe.com
Cc: Miller, Shaun (INDOT); Carmany-George, Karstin (FHWA); Alyssa Reynolds
Subject: Dual Review FHWA Project: Des No 1902709; Effects Letter, US 41 at Washington Avenue Pedestrian bridge crossing, Vanderburgh County, Indiana
Attachments: US 41 Pedestrian_Bridge_Des 1902709_EL_2021_6_29.pdf

Des. No.: 1902709

Project Description: Pedestrian bridge crossing at US 41 and Washington Avenue

Location: Evansville, Knight Township, Vanderburgh County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a pedestrian bridge construction at Washington Avenue over US 41; Des. No. 1902709. The Section 106 Early Coordination Letter for this project was originally distributed on January 8, 2021.

As part of Section 106 of the National Historic Preservation Act, an Effects Letter has been prepared and is ready for review and comment by consulting parties.

Please review the documentation, which is also located in IN SCOPE at <https://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design.

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Kelyn Alexander

Historian

Cultural Resources Office

Environmental Services

100 N. Senate Ave., Room N758-ES

Indianapolis, IN 46204

Office: (317) 519-7759

Remote: 8am-4pm

Email: kalexander3@indot.in.gov

****Please note, mailing address and phone number have been updated**

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

June 29, 2021

This letter was sent to the listed parties.

RE: Dual Review FHWA Project: Des No 1902709, DHPA No 26884; US 41 at Washington Avenue Pedestrian bridge crossing, Vanderburgh 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 construction of an added pedestrian bridge crossing over US 41 at Washington Avenue (Des. No. 1902709) in Evansville, Vanderburgh County.

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.

A Section 106 early coordination letter was distributed on January 8, 2021. In addition, a letter distributed on April 13, 2021 notified consulting parties that a historic property short report (HPSR) was available for review and comment.

The proposed undertaking is located over US 41 at its intersection with Washington Avenue in the City of Evansville, Vanderburgh County, Indiana. It is within Knight Township, as shown on the Evansville, South, Indiana, USGS Topographic Quadrangle, in Sections 28 & 33, Township 6 South, Range 10 West.

The purpose of this project is to reduce the potential for pedestrian conflicts at this intersection. The need for this project is due to the high potential for pedestrian-vehicle conflicts based on the high pedestrian use combined with busy existing intersection and strong local support for this project.

In order to meet the project purpose and need, a pedestrian bridge will be constructed over US 41 just to the north of Washington Avenue. The proposed bridge length, spanning across US 41, will be approximately 132 feet. The proposed bridge ramps will be approximately 117 feet in length and approximately 26 feet in total height. The proposed bridge will have three ramps constructed to reach the deck of the pedestrian bridge. The ramps will be constructed on top of solid concrete that extends the full length of the ramp. Attached below are the proposed designs plans that were presented at a public meeting on May 12, 2021. These plans are included in this letter based on previous correspondences that expressed concern over the design/aesthetics of the proposed bridge.

The project will require approximately 10 feet (0.01 acre) of additional, permanent right-of-way on a portion of the east side of US 41 and approximately 40 feet (0.16 acre) of additional, permanent right-of-way on the west side.

Traffic for the proposed pedestrian bridge on US 41 just north of Washington Avenue will be maintained during construction utilizing a detour for pedestrians to the intersection with Bellemeade Avenue. Also, US 41 will have temporary closures to erect the new pedestrian bridge.

The proposed project area for the pedestrian bridge project, located at the intersection of US 41 and Washington Avenue, begins on US 41 approximately 490 feet north of its intersection with Washington Avenue and extends south along US 41 for approximately 600 feet. The project also begins along Washington Avenue approximately 210 feet west of its intersection with US 41 and extends approximately 385 feet east along Washington Avenue.

Cultural Resource Analysts (CRA) is acting on behalf of HNTB Corporation (HNTB), which is under contract with INDOT to advance the environmental documentation for the referenced project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Please note that per the permanent rule issued by the Indiana Department of Natural Resources effective August 14, 2013 (312 IAC 20-4-11.5), INDOT is requesting that this project be subjected to "dual review"; that is, reviewed by the Division of Historic Preservation and Archaeology simultaneously under 54 U.S.C. 306108 (Section 106) and IC 14-21-1-18 (Indiana Preservation and Archaeology Law dealing with alterations of historic sites and structures requiring a Certificate of Approval). Pursuant to Section 11.5(f) of this rule, at the conclusion of the review process we anticipate that the Division Director would issue a letter of clearance exempting this project from obtaining a Certificate of Approval under IC 14-21-1-18. Enclosed with this letter is a detailed list of the consulting parties, with contact information, including email addresses, for processing the dual review submission.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains one resource listed in the National Register of Historic Places (NRHP), the Lincolnshire Historic District (NR-0908) (IHSSI No. 163-196-41000-106).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, no new above-ground resources are recommended as eligible for listing in the NRHP.

Kevin Cupka Head, a qualified professional archaeologist, reviewed the proposed project area and determined the proposed pedestrian bridge over US 41 in Vanderburgh County will not likely affect archaeological resources due to the project setting.

The project area is located on topography mapped as Weinbach silt loam, a somewhat poorly drained Alfisol unlikely to contain buried archaeological deposits. Furthermore, the soils throughout the project area have likely been disturbed by earth moving associated with a series of construction and demolition episodes occurring around the intersection during the late twentieth and early twenty-first centuries, as well as previous maintenance and improvements to the intersection itself and the installation and maintenance of buried utilities. Surficial evidence of these disturbances were noted during a visual inspection of the project area.

According to the State Historic Architectural and Archaeological Database (SHAARD), two previously recorded archaeological sites (12Vg1824 and 12Vg1825) are located within or adjacent to the project area. Site 12Vg1824 is a historic industrial site associated with machinist, elevator, and hot water apparatus manufacturing operations. Site 12Vg1825 is a historic lumber mill site. Both of these sites were recorded by McGregor based solely on historic map data and given the extent of subsequent disturbances at this location, it is unlikely that any intact archaeological deposits associated with these sites remain. The project area does not appear to have been previously surveyed for archaeological resources.

A review of historic map data revealed that an abandoned interurban line may transect the project area. This line followed Washington Avenue, running east and west, and is mapped within the roadway. It was established by the Evansville Railroad Company in 1866 and operated until 1939. At the time of abandonment, the line was owned by Southern Indiana Gas and Electric Co. An abandoned segment of the Illinois Central Railroad also transects the project area, extending north-south along the west side of US 41. What remained of the track bed at this location has been repurposed as a trail for cyclist and pedestrian use.

Given the disturbed character of the project area and its correspondingly low potential to contain intact archaeological deposits, it is recommended that the project be allowed to proceed without additional archaeological study. However, state law (Indiana Code 14-21-1-27 and -29) requires that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, that the discovery must be reported to the Department of Natural Resources within two (2) business days.

On May 5, 2021, SHPO staff responded by letter to the HPSR. They agreed with the size of the APE and the conclusions presented in the HPSR. With regards to archaeology, SHPO staff stated, "Regarding archaeology, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") within the proposed project area. However, this identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature. Please be advised that archaeological resources may exist underneath modern development."

No additional responses to the HPSR were received.

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 National Register 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 project intends to construct a pedestrian bridge over US 41 just north of its intersection with Washington Avenue. As previously mentioned, the length of the ramps will be approximately 117 feet and run north-south along the US 41 northbound and southbound lanes. The total height of the pedestrian bridge will be approximately 26 feet and will be built outside of the Lincolnshire Historic District’s boundary. The Lincolnshire Historic District and its “outstanding” resource, Enlow Field, will remain mostly visible from both US 41 and Washington Avenue. The Lincolnshire Historic District features an insular viewshed and is significant under Criteria A and C for its association with community planning and development, commerce, and architecture. Enlow Field is the only resource that is adjacent/visible from the project area. While the ramps will be constructed of solid concrete, only a small portion of Enlow Field and the larger Lincolnshire Historic District will be hidden from view. The bridge deck will be enclosed with a metal chain-link cage that will be see-through and the ramps will also have a see-through, metal fence. The introduction of the pedestrian bridge along the outside of the southwestern boundary of the district will not diminish the integrity or significance of the historic district. The proposed bridge will not alter the Lincolnshire Historic District’s setting as its viewshed is insular, as previously mentioned.

Permanent right-of-way will be acquired only outside of the historic district on the east side of US 41. Only a 10 feet (0.01 acre) portion along the east side of US 41 will be acquired. The parking lot, outside of the historic district and associated with Enlow Field, will be minimally affected as the chain link fence will be reset in a new location. However, the parking lot does not contribute to Enlow Field’s significance nor to the overall significance of the Lincolnshire Historic District.

Overall, the proposed project will have minimal visual effects to the Lincolnshire Historic District and its “outstanding” structure, Enlow Field. The overall historic integrity of the district will remain. The district will still be able to maintain its association with architecture, community planning and development, and commerce as the resources themselves will not be altered. A “No Adverse Effect” finding is recommended.

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 consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

For questions concerning specific project details, you may contact Alyssa Reynolds of Cultural Resource Analysts, Inc. (CRA) 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

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Sincerely,

A handwritten signature in black ink, appearing to read "Anuradha", written over a horizontal line. There are two small dots below the line.

Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures: Distribution List ,USGS Topographic map and Aerial View Map, Consulting Party Letter, Pedestrian Bridge Plans and a Rendering

Accepted Consulting Parties

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

402 W. Washington St., Room W274
Indianapolis, Indiana 46204

Indiana Landmarks Southwest Field Office

Christopher Meyers, City of Evansville Historic Preservation Officer

Miami Tribe of Oklahoma

Shawnee Tribe

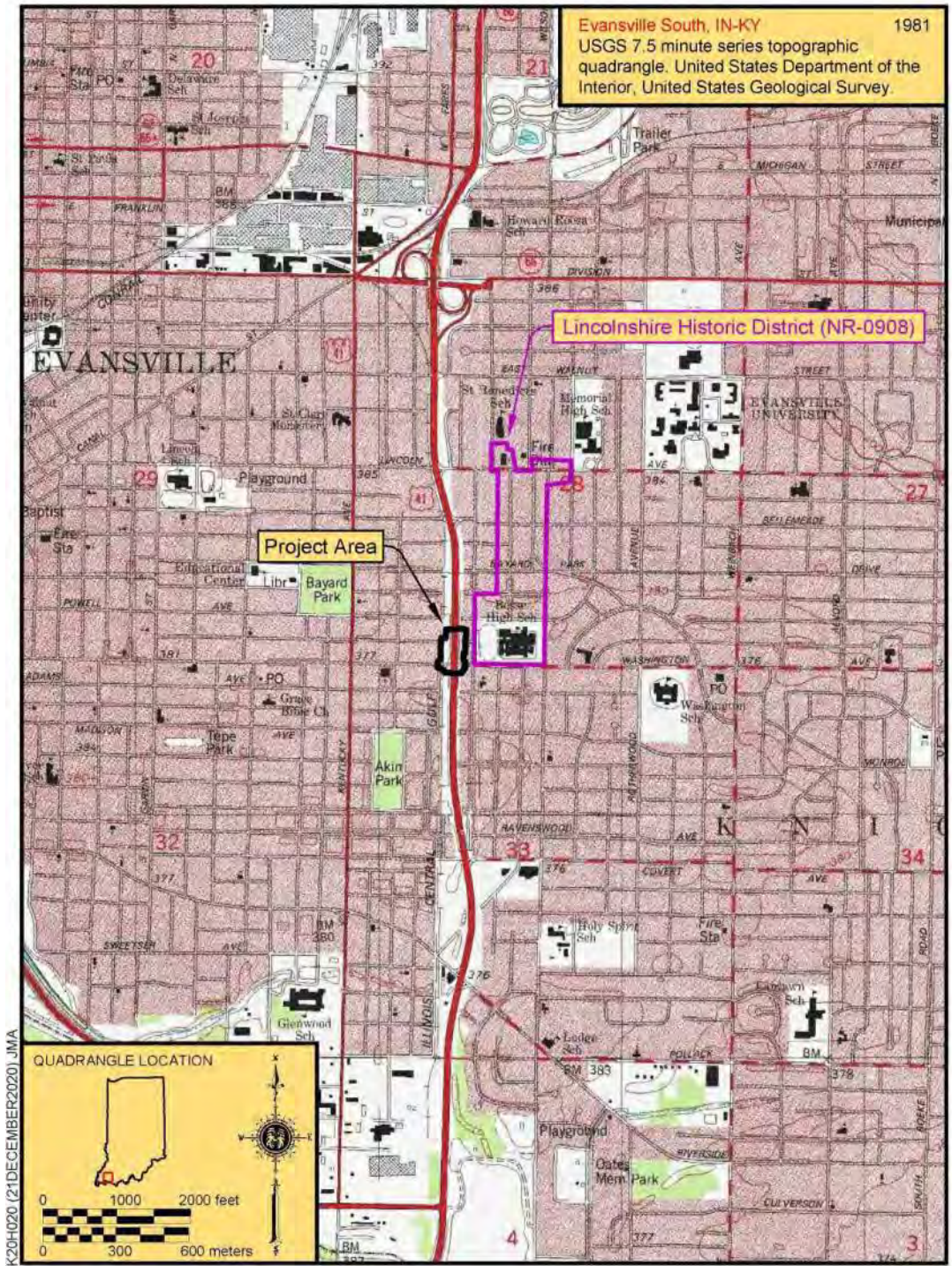


Figure 1. Topographic quadrangle showing the location of the project area and the Lincolnshire Historic District (NR-0908).



Figure 2. Aerial map showing the location of the project area the Lincolnshire Historic District (NR-0908).



May 5, 2021

Alyssa Reynolds
Architectural Historian
Cultural Resource Analysts, Inc.
201 NW 4th Street, Suite 204
Evansville, Indiana 47708

State Agency: Indiana Department of Transportation (“INDOT”)

Federal Agency: Federal Highway Administration, Indiana Division (“FHWA”)

Re: DUAL REVIEW: Historic property short report (Reynolds, 3/26/2021) for the US 41 at Washington Avenue Pedestrian Bridge Crossing, Evansville, Vanderburgh County, Indiana (Des. No. 1902709; DHPA No. 26884)

Dear Ms. Reynolds:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 36 C.F.R. Part 800; 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 that Implementation of the Federal Aid Highway Program In the State of Indiana” (“Indiana Minor Projects PA”); and also pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code (“IAC”) 20-4, the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your April 12, 2021 submission which enclosed the historic property short report (“HPSR”; Reynolds, 3/26/2021) for the aforementioned project.

The proposed area of potential effects (“APE”) appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur.

We agree with the conclusions in the HPSR that the Lincolnshire Historic District (NR-0908) which was listed in the National Register of Historic Places (“NRHP”) on October 2, 1989, is the only historic property listed or eligible for inclusion within the project’s APE.

Regarding archaeology, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places (“NRHP”) within the proposed project area. However, this identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature. Please be advised that archaeological resources may exist underneath modern development.

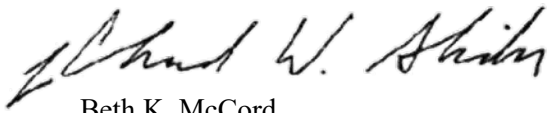
If you have questions regarding our dual review of the aforementioned project, please contact DHPA. Questions about archaeological issues should be directed to Rachel Sharkey at (317) 234-5254 or rsharkey@dnr.IN.gov. Questions about

historic buildings or structures pertaining to this review should be directed to Danielle Kauffmann at (317) 232-0582 or dkauffmann@dnr.IN.gov.

For the benefit of those recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that the documents discussed here can be found online in IN SCOPE at [http://erms.indot.in.gov/Section 106Documents/](http://erms.indot.in.gov/Section%20106Documents/). From there, search by this project's designation number: 1902709. Anyone receiving an e-mailed copy of this letter who does *not* wish to receive future copies of our correspondence about this bridge project is asked to reply to dkauffmann@dnr.IN.gov and so advise us.

In all future correspondence regarding the dual review of this project in Evansville, Vanderburgh County (Des. No. 1902709), please continue to refer to DHPA No. 26884.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:RAS:ras

EMC to federal and state agency or consultant staff members:

Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Alyssa Reynolds, Cultural Resources Analysts, Inc.
Danielle Kauffmann, DNR-DHPA
Rachel Sharkey, DNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:

J. Scott Keller, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Beth K. McCord, DNR-DHPA, Review Board
Ryan Mueller Deputy Director, DNR and Chairman, Review Board
Anne Shaw, Review Board
April Sievert, Ph.D., Review Board

EMC to potentially interested persons:

Absentee Shawnee Tribe of Oklahoma
Eastern Shawnee Tribe of Oklahoma
Delaware Tribe of Indians, Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
United Keetowah Band of Cherokee Indians

Benjamin Bosse High School
Greater Lincolnshire Neighborhood Association
James Cruse, Traffic Engineering Foreman
Downtown Evansville, Inc.
Economic Development Coalition of Southwest Indiana
Evansville Historic Preservation Commission
Evansville Metropolitan Planning Organization
Evansville-Vanderburgh School Corporation
Historic Southern Indiana
Candace Croix, Indiana Landmarks, Southwest Field Office
Christopher Meyers, City of Evansville Historic Preservation Officer
Old Evansville Historic Association
Dennis Au, Preservation Alliance of Evansville
Brent Jackson, Presidents Neighborhood Association
Jeff Hatfield, Vanderburgh County Commissioner
Des No 1902709

Cheryl Musgrave, Vanderburgh County Commissioner
Bend Shoulders, Vanderburgh County Commissioner
Vanderburgh County Highway Engineer
Vanderburgh County Highway Superintendent
Vanderburgh County Historian
Vanderburgh County Historical Society
Honorable Lloyd Winnecke, Mayor of Evansville

Pedestrian Bridge - Location Plan



US 41 Pedestrian Grade Separation - Public Information Meeting #2

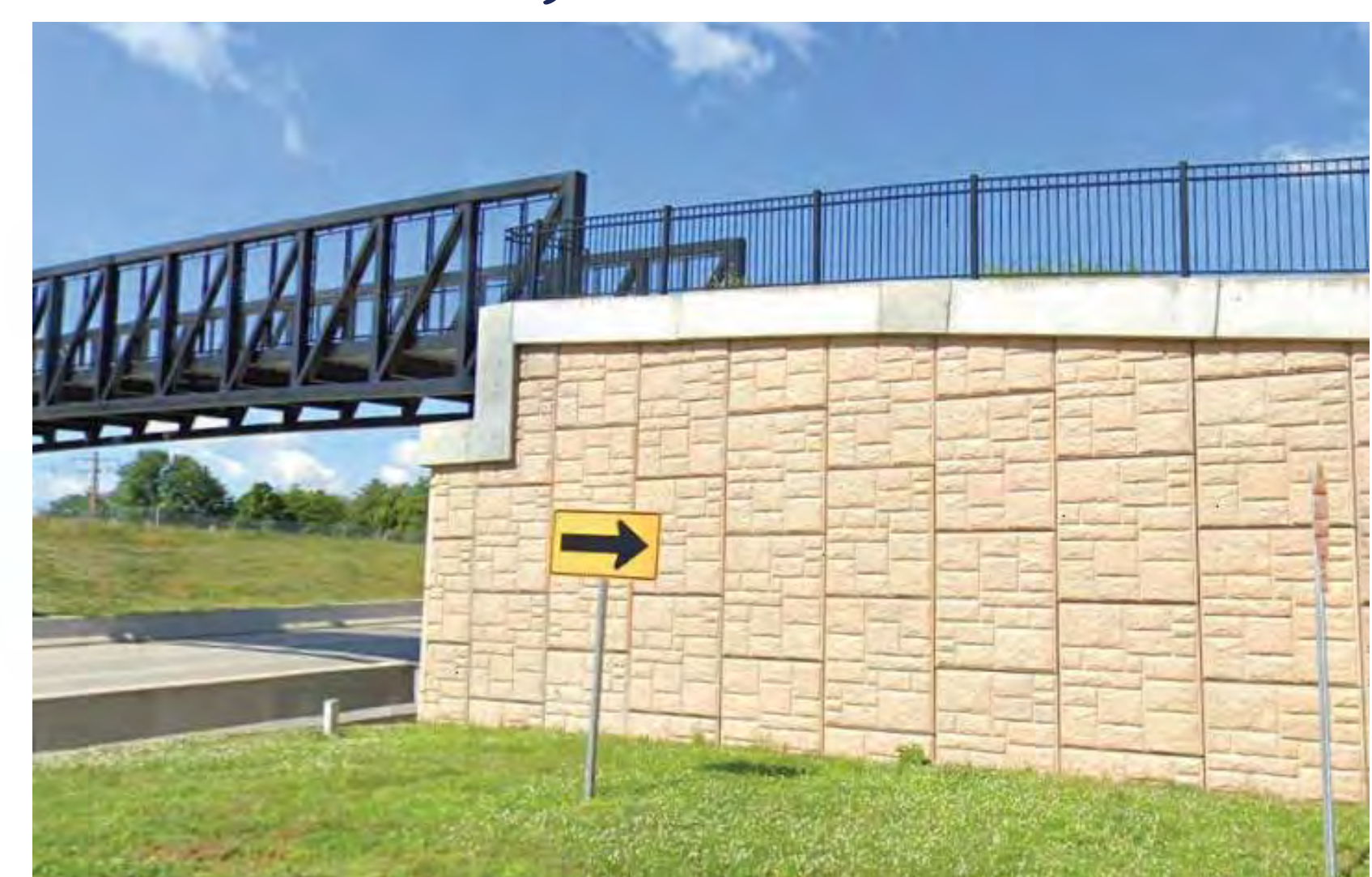


Railing Options

Standard Railing



Precedent Image:



Local Example: Lloyd Expressway Pedestrian Bridge

Other Railing Options:

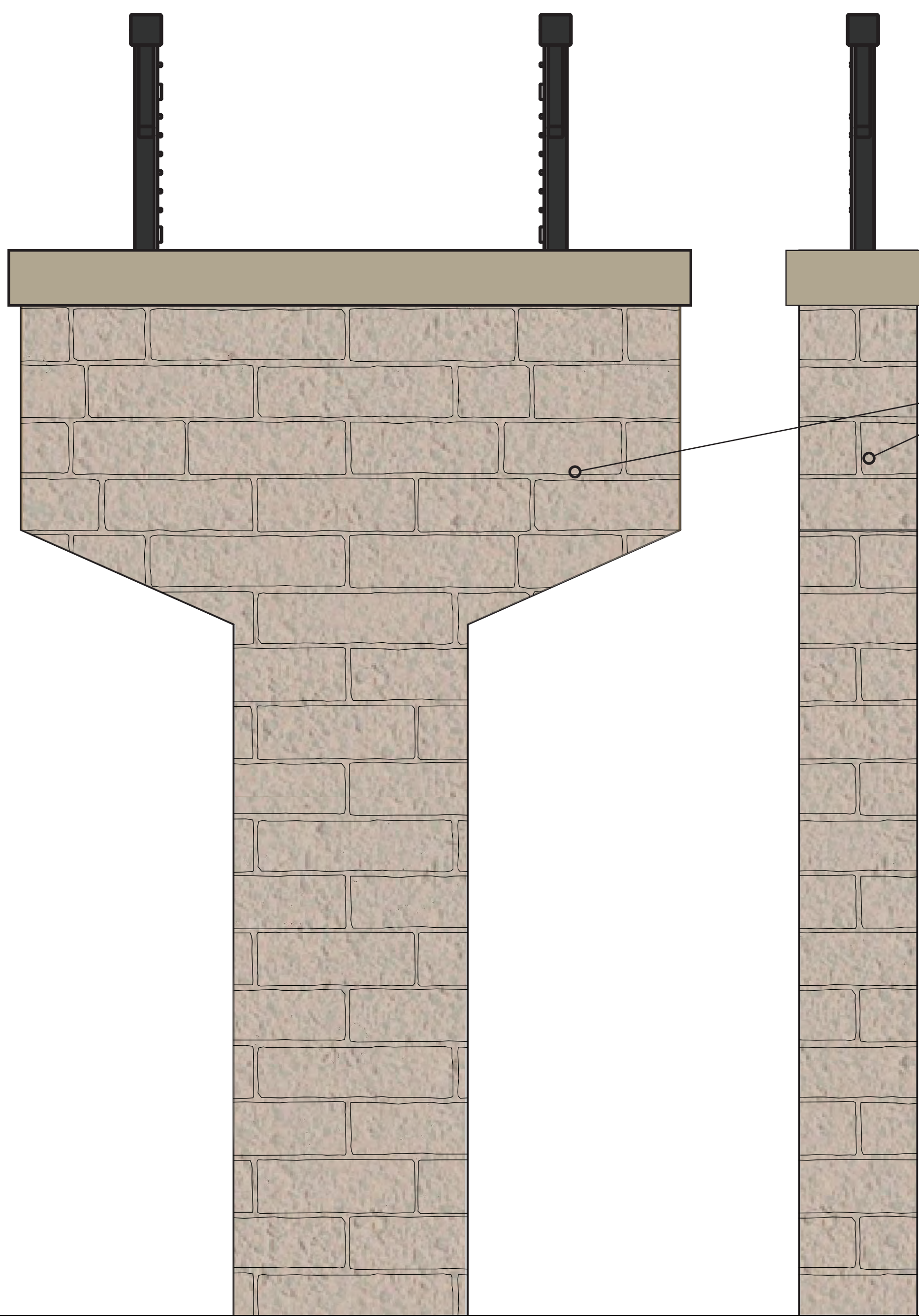


US 41 Pedestrian Grade Separation - Public Information Meeting #2



Bridge Pier Option

Traditional Design



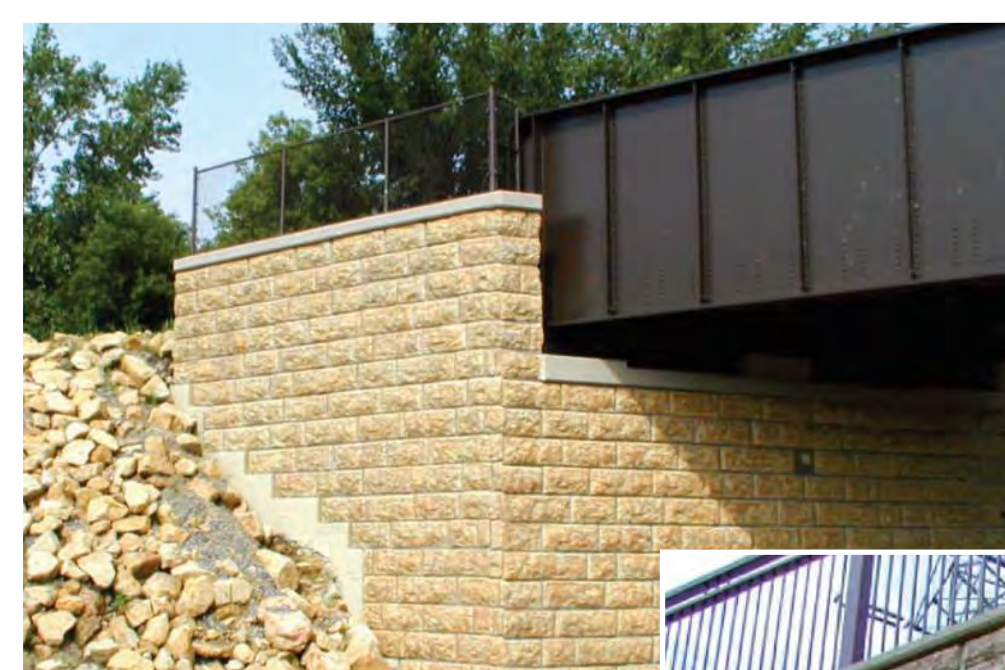
Chiseled Limestone w/ Joints

Concrete Bridge Pier, w/ Formliner Texture

Precedent Images:



Formliner Pattern Options:



Random Cut Stone



Large Sandstone Ashlar



Blackhawk Stone



Ashlar Stone

Primary Formliner Color Options:



Gray Stone Cool Gray Winter Beige Spring Beige Autumn Beige

Accent Formliner Color Options:



Sorrento Red Burnt Red Charcoal Westwood Brown Adobe Tan Brownstone

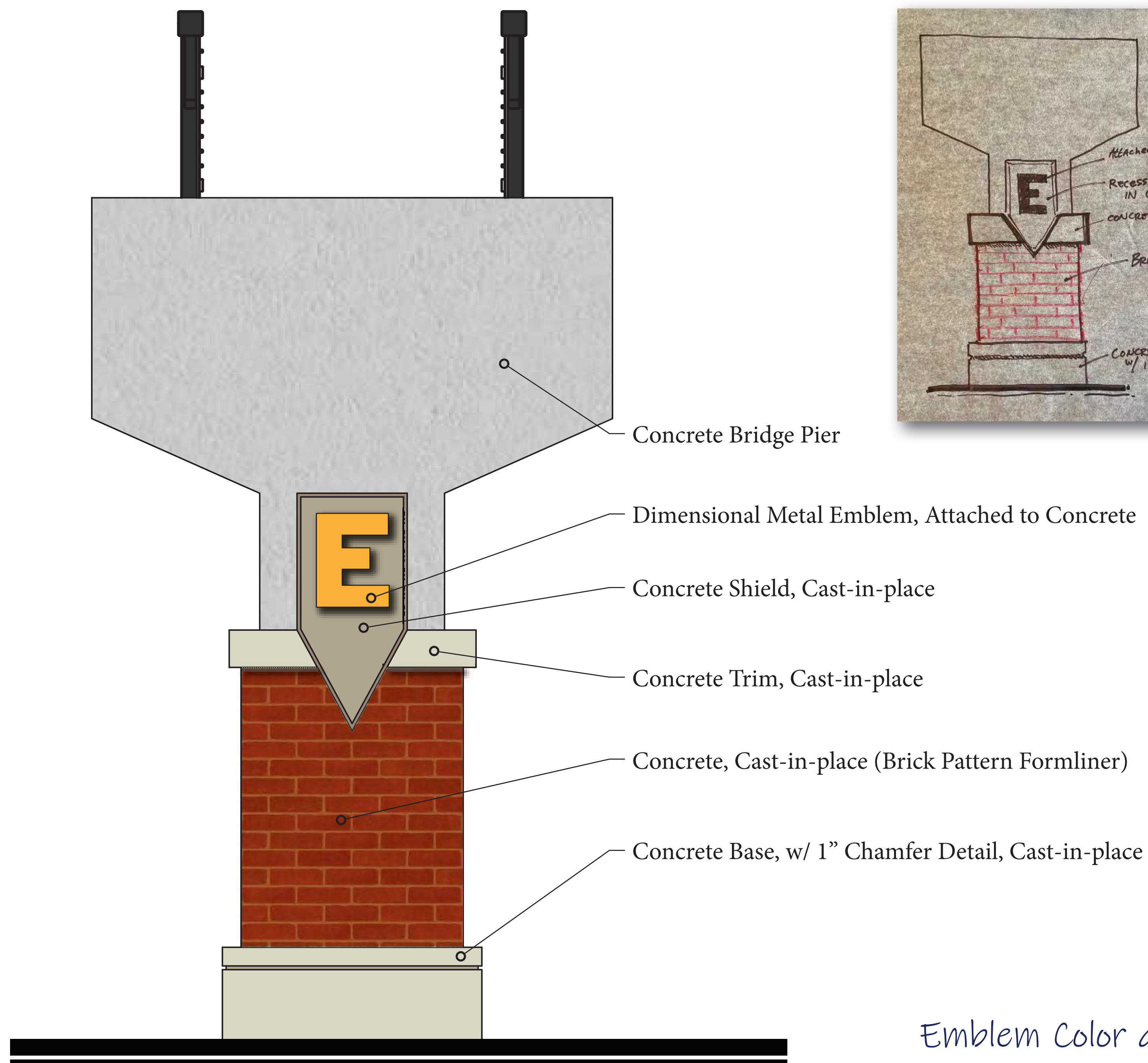


US 41 Pedestrian Grade Separation - Public Information Meeting #2

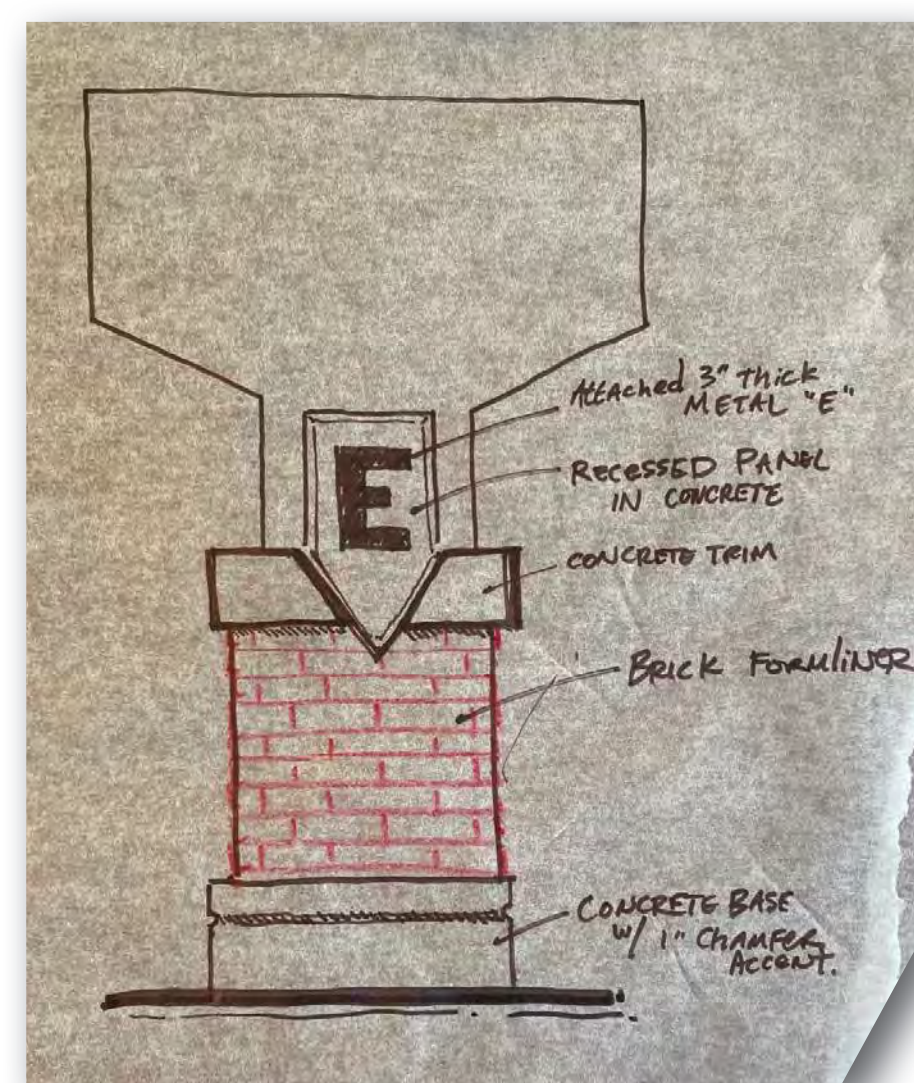


Bridge Pier Option

Architectural Design



Hand Sketch Concept:

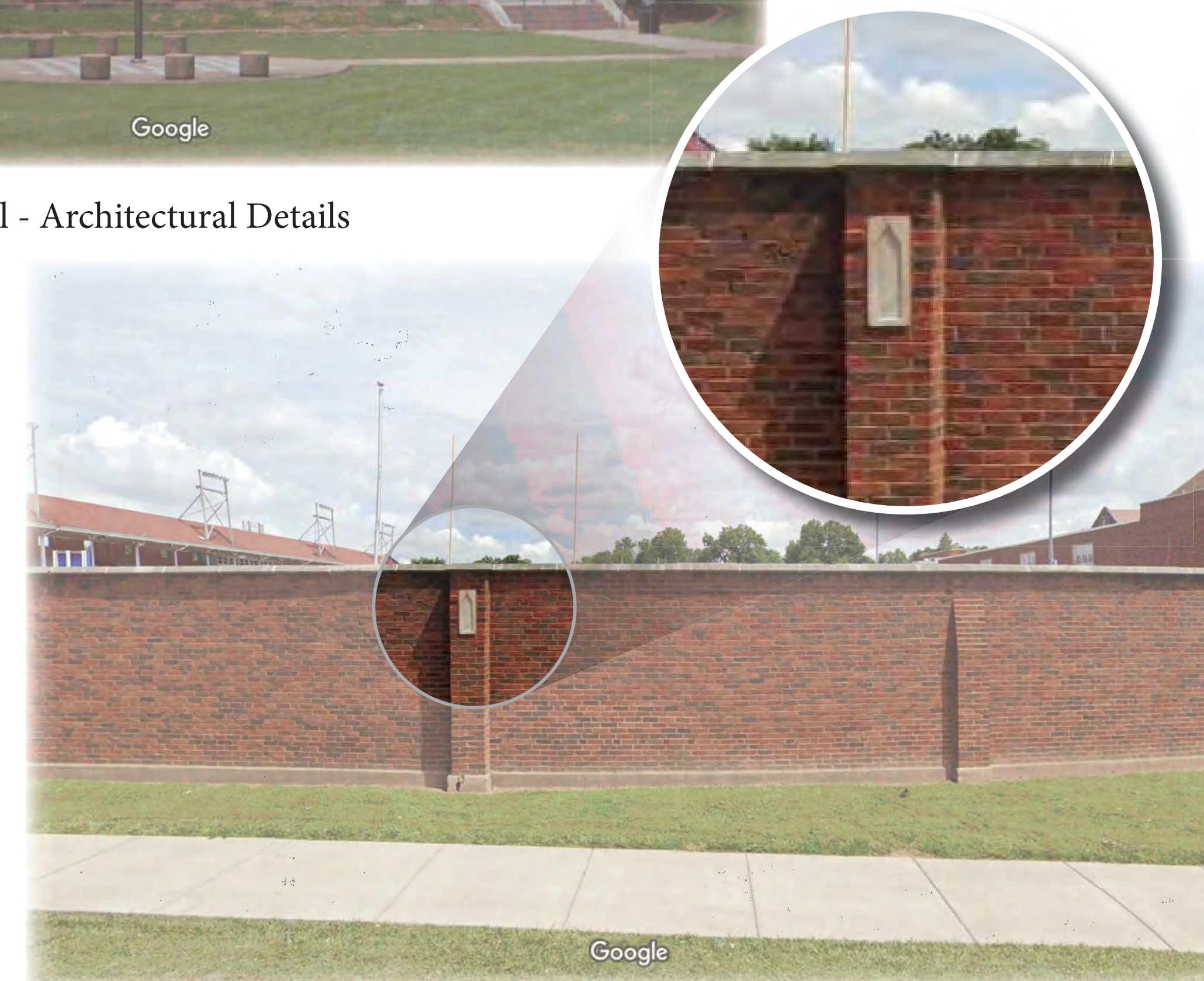


Precedent Images:



Benjamin Bosse High School - Architectural Details

- Brick
- Limestone Shield
- Limestone Trim



Emblem Color and Font Options:



US 41 Pedestrian Grade Separation - Public Information Meeting #2

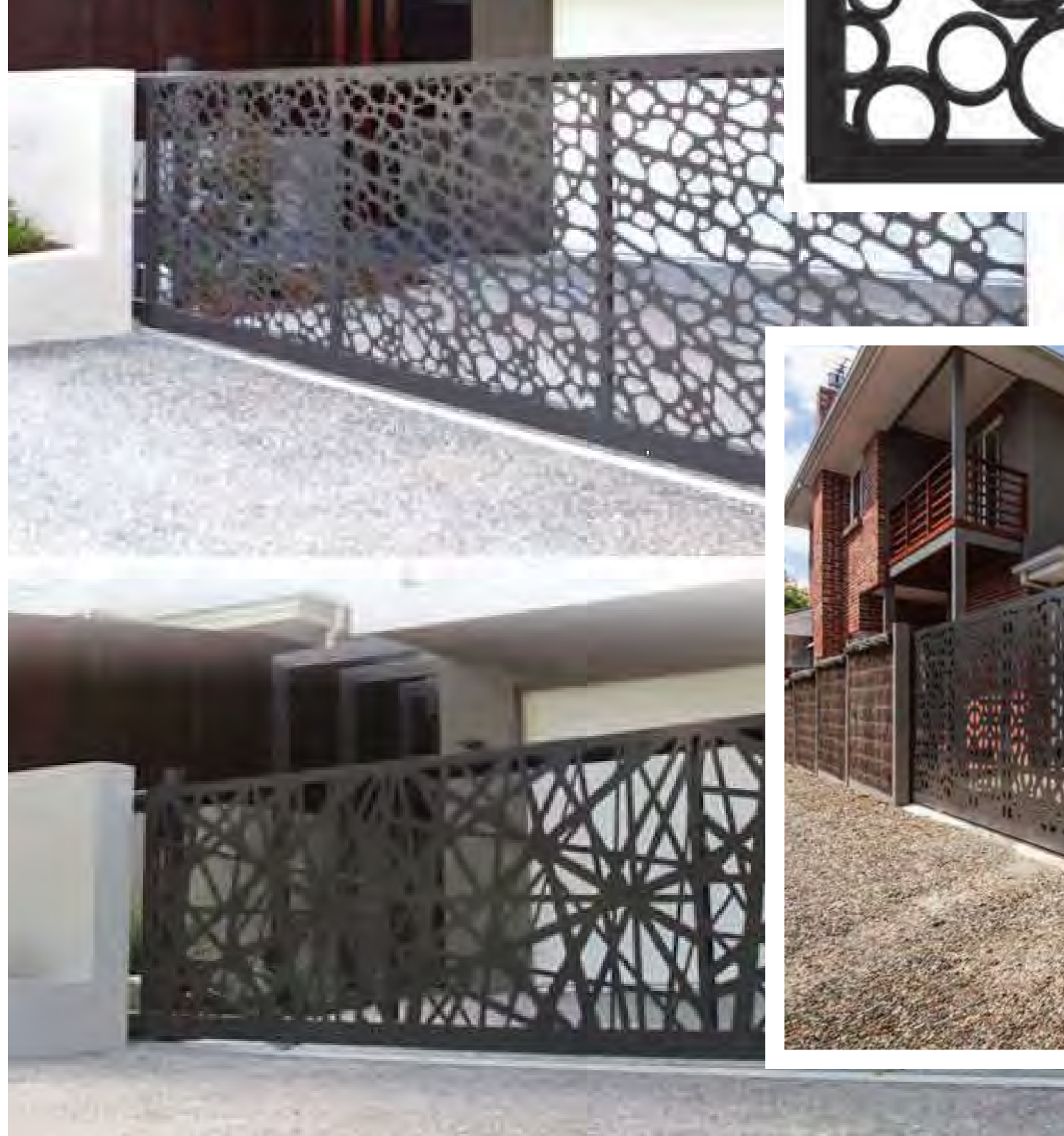
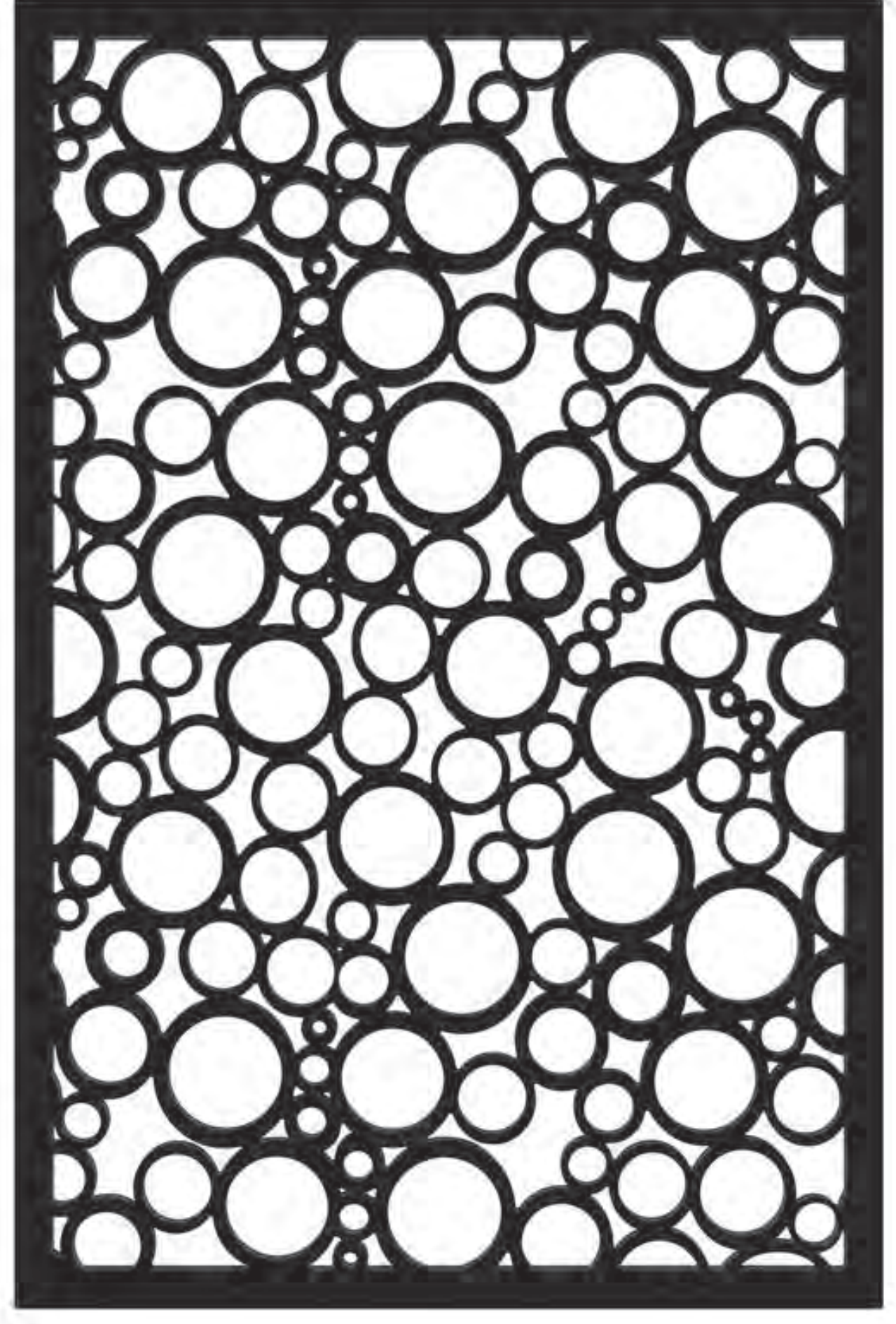
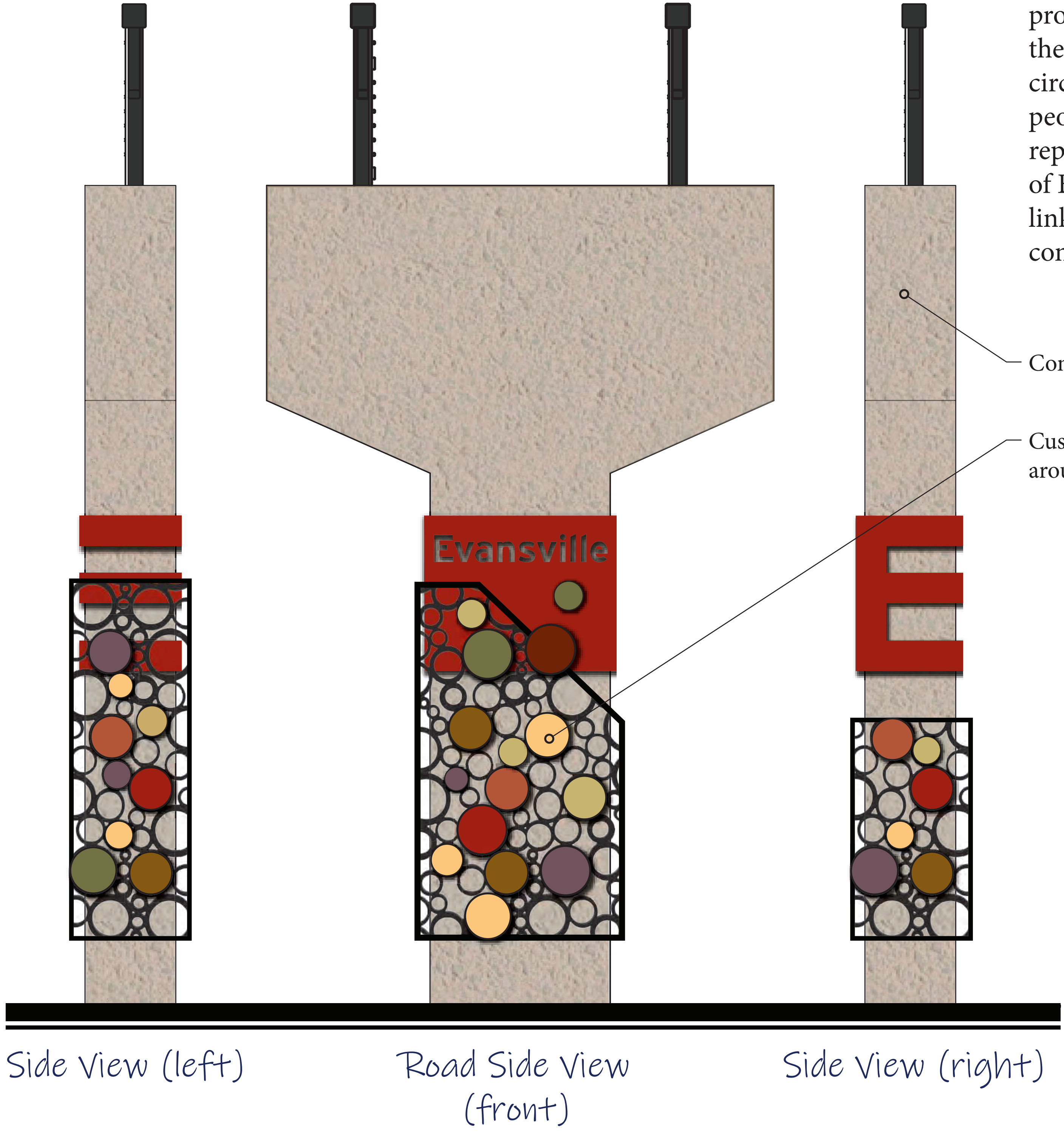


Bridge Pier Option

Community Design

This design was inspired by the community students and parents who linked arms to make this project a reality. In the same way, the metal shroud with individual circles represents this group of people and the red metal "E" represents the diverse population of Evansville. They both are linked together and encompass the concrete pier.

Precedent Images:



US 41 Pedestrian Grade Separation - Public Information Meeting #2

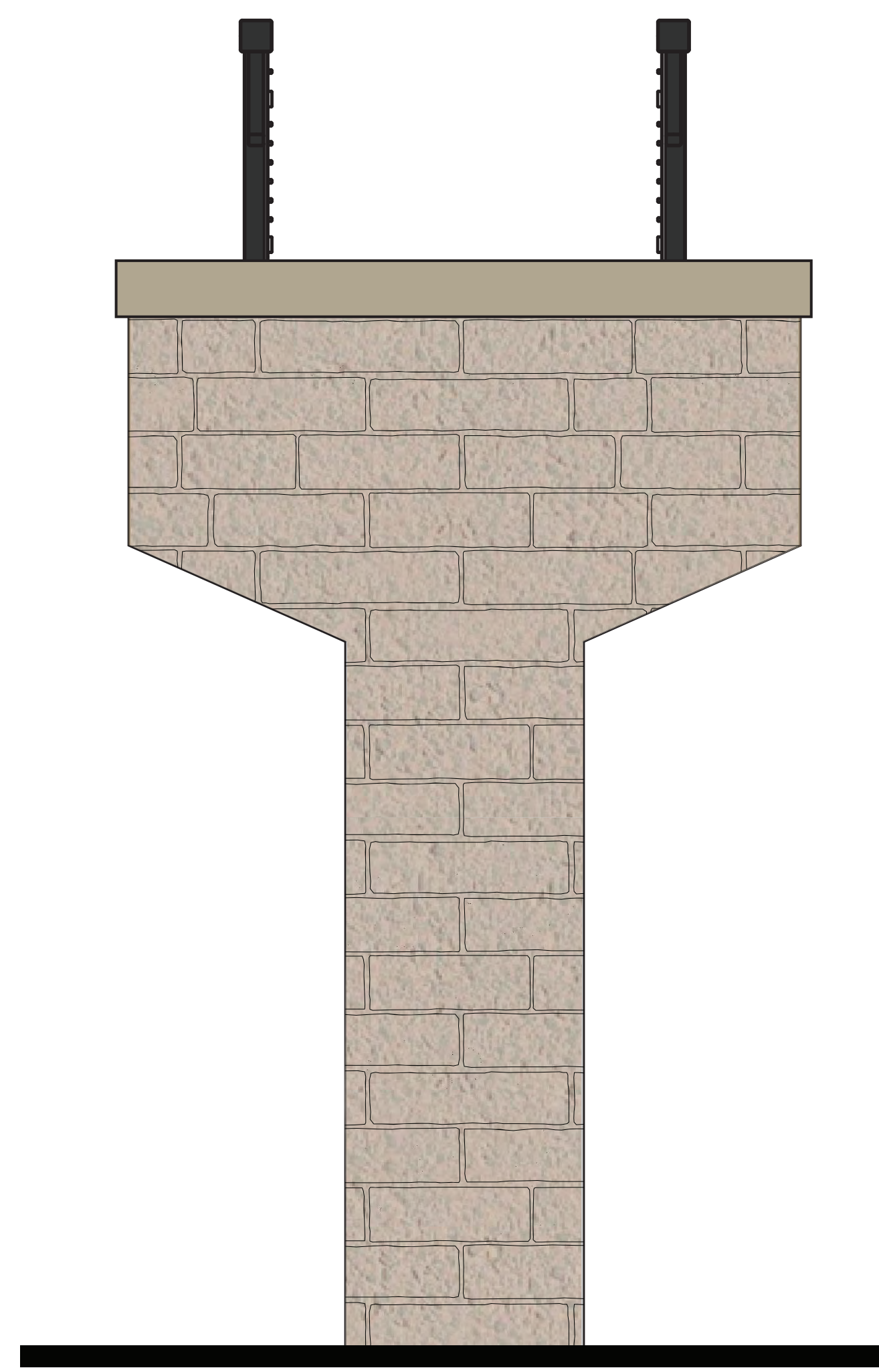


Bridge Pier - Preference Board

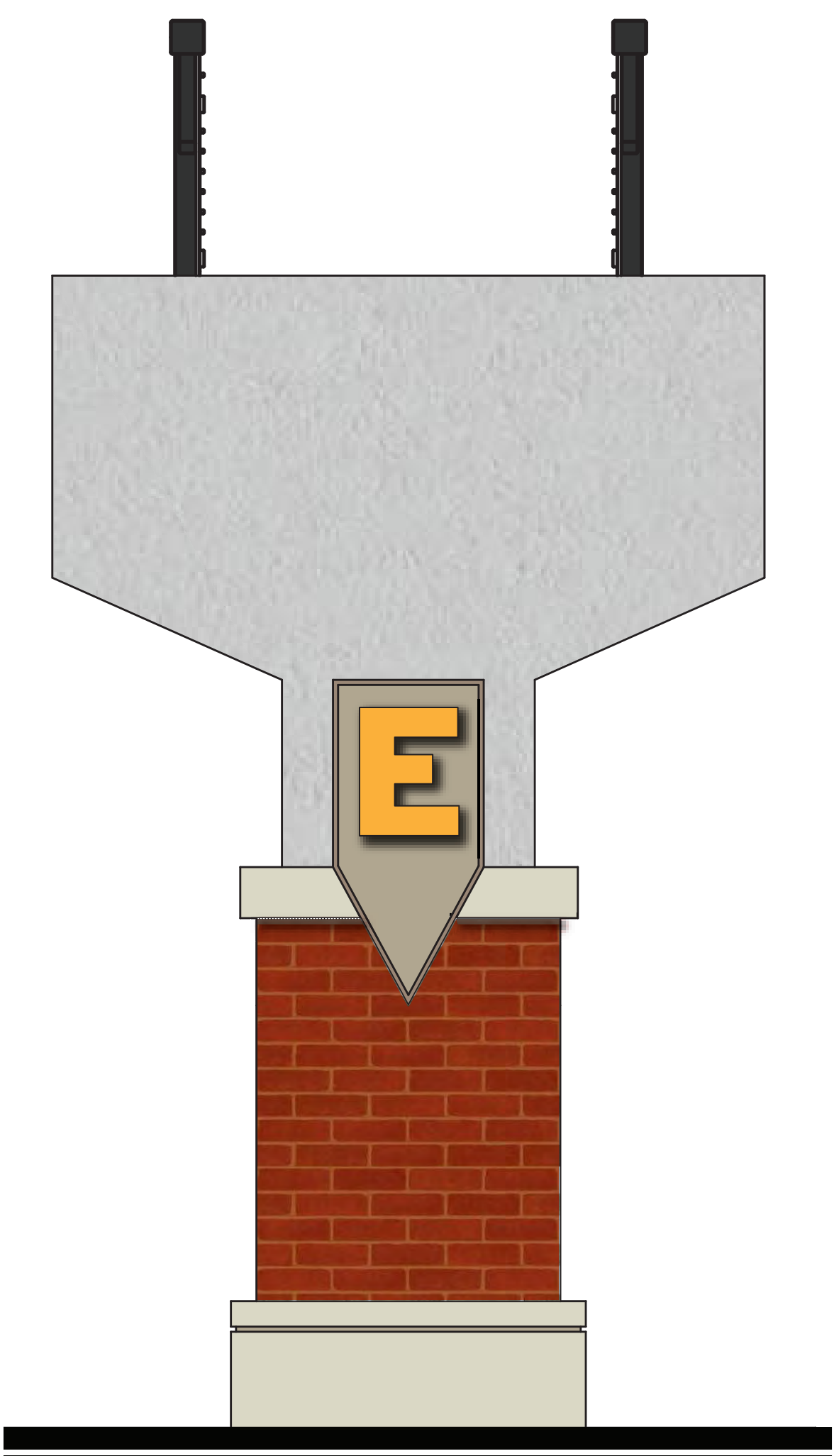
Place (1) Dot on the Design you Prefer!

NOTE: Images shown are for example only to portray design intent and are not the final design.

Traditional Design



Architectural Design



Community Design



US 41 Pedestrian Grade Separation - Public Information Meeting #2





July 19, 2021

Alyssa Reynolds
Architectural Historian
Cultural Resource Analysts, Inc.
201 NW 4th Street, Suite 204
Evansville, Indiana 47708

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

Re: DUAL REVIEW: Effects letter for the US 41 at Washington Avenue Pedestrian Bridge
Crossing, Evansville, Vanderburgh County, Indiana (Des. No. 1902709; DHPA No.
26884)

Dear Ms. Reynolds:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 36 C.F.R. Part 800; 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 that Implementation of the Federal Aid Highway Program In the State of Indiana” (“Indiana Minor Projects PA”); and also pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code (“IAC”) 20-4, the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your June 29, 2021 submission which enclosed the effects letter for this project in Vanderburgh County.

As previously indicated, the Lincolnshire Historic District (NR-0908) is the only historic property listed in the National Register of Historic Properties (“NRHP”) located within the project’s area of potential effects. Based on the information provided in the effects letter, we agree that the proposed project will not adversely affect the NRHP-listed historic district.

Furthermore, as previously indicated, regarding archaeology, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. However, this identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature. Please be advised that archaeological resources may exist underneath modern development.

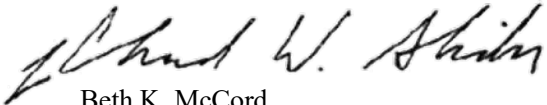
Unless another consulting party expresses a different opinion about this project’s effects, it might now be appropriate for INDOT to make a finding for this undertaking, at which time we will decide whether it is appropriate to issue a Director’s Letter of Clearance for the project, indicating compliance with Indiana Code 14-21-1-18.

If you have questions regarding our dual review of the aforementioned project, please contact DHPA. Questions about archaeological issues should be directed to Rachel Sharkey at (317) 234-5254 or rsharkey@dnr.IN.gov. Questions about historic buildings or structures pertaining to this review should be directed to Danielle Kauffmann at (317) 232-0582 or dkauffmann@dnr.IN.gov.

For the benefit of those recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that the documents discussed here can be found online in IN SCOPE at [http://erms.indot.in.gov/Section 106Documents/](http://erms.indot.in.gov/Section%20106Documents/). From there, search by this project's designation number: 1902709. Anyone receiving an e-mailed copy of this letter who does *not* wish to receive future copies of our correspondence about this bridge project is asked to reply to dkauffmann@dnr.IN.gov and so advise us.

In all future correspondence regarding the dual review of this project in Evansville, Vanderburgh County (Des. No. 1902709), please continue to refer to DHPA No. 26884.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

EMC to federal and state agency or consultant staff members:

- Kari Carmany-George, FHWA
- Anuradha Kumar, INDOT
- Shaun Miller, INDOT
- Susan Branigin, INDOT
- Alyssa Reynolds, Cultural Resources Analysts, Inc.
- Danielle Kauffmann, DNR-DHPA
- Rachel Sharkey, DNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:

- J. Scott Keller, Review Board
- Daniel Kloc, AIA, Review Board
- Jason Larrison, AIA, Review Board
- Chandler Lighty, Review Board
- Beth K. McCord, DNR-DHPA, Review Board
- Ryan Mueller Deputy Director, DNR and Chairman, Review Board
- Anne Shaw, Review Board
- April Sievert, Ph.D., Review Board

EMC to potentially interested persons:

- Absentee Shawnee Tribe of Oklahoma
- Eastern Shawnee Tribe of Oklahoma
- Delaware Tribe of Indians, Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Shawnee Tribe
- United Keetowah Band of Cherokee Indians
- Benjamin Bosse High School
- Greater Lincolnshire Neighborhood Association
- Charles Farmer Traffic Engineering Foreman
- Downtown Evansville, Inc.
- Economic Development Coalition of Southwest Indiana
- Evansville Historic Preservation Commission
- Evansville Metropolitan Planning Organization
- Evansville-Vanderburgh School Corporation
- Historic Southern Indiana
- Candace Croix, Indiana Landmarks, Southwest Field Office
- City of Evansville Historic Preservation Officer
- Old Evansville Historic Association
- Dennis Au, Preservation Alliance of Evansville
- Brent Jackson, Presidents Neighborhood Association
- Jeff Hatfield, Vanderburgh County Commissioner
- Cheryl Musgrave, Vanderburgh County Commissioner
- Bend Shoulders, Vanderburgh County Commissioner
- Vanderburgh County Highway Engineer
- Vanderburgh County Highway Superintendent
- Vanderburgh County Historian
- Vanderburgh County Historical Society
- Honorable Lloyd Winnecke, Mayor of Evansville



**EASTERN SHAWNEE
CULTURAL PRESERVATION DEPARTMENT**

70500 East 128 Road, Wyandotte, OK 74370

September 13, 2021

Indiana Department of Natural Resources
402 W. Washington St., Rm W274
Indianapolis, IN 46204

RE: DHPA No. 26884, Vanderburgh County, Indiana

Dear Ms. Sharkey,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Vanderburgh 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,

A handwritten signature in blue ink that reads "Paul Barton".

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

APPENDIX E: REPORT ABSTRACT

HISTORIC PROPERTY SHORT REPORT FOR THE
PROPOSED US 41 AT WASHINGTON AVENUE
PEDESTRIAN BRIDGE PROJECT IN KNIGHT TOWNSHIP,
VANDERBURGH COUNTY, INDIANA
(INDOT DES. NO. 1902709; DHPA NO. 26884)



Des No 1902709

by
Alyssa Reynolds, MS

Prepared for

**HNTB
Corporation**

Prepared by



Kentucky | West Virginia | Wyoming
Indiana | Louisiana | Tennessee | Virginia

**HISTORIC PROPERTY SHORT REPORT FOR THE
PROPOSED US 41 AT WASHINGTON AVENUE
PEDESTRIAN BRIDGE PROJECT IN KNIGHT TOWNSHIP,
VANDERBURGH COUNTY, INDIANA
(INDOT DES. NO. 1902709; DHPA NO. 26884)**

by

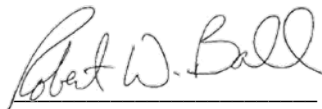
Alyssa Reynolds, MS

Prepared for

Christine Meador
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, Indiana
Phone: (317) 917-5338
Email: cmeador@hntb.com

Prepared by

Cultural Resource Analysts, Inc.
201 NW 4th Street, Suite 204
Evansville, Indiana 47708
E-mail: amartin@crai-ky.com
Phone: (812) 253-3009
Fax: (812) 253-3010
CRA Project No.: I20H020



Robert Ball, MHP
Principal Investigator

March 26, 2021

INDOT Des. No.: 1902709
DHPA No.: 26884

ABSTRACT

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the proposed US 41 at Washington Avenue Pedestrian Bridge Project in Vanderburgh County, Indiana (INDOT Des. No. 1902709). Above-ground resources located within the project APE were identified and evaluated in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

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

The APE contains one property listed in the NRHP, the Lincolnshire Historic District; NR-0908. The APE contains no additional properties that are recommended eligible for listing in the NRHP.