

US 31 Intersection Improvements, Culvert Replacement, and Bridge Rehabilitation Project

800.11(e) Documentation and Effect Finding

Pleasant and Franklin townships, Johnson County, Indiana Des. No. 1800082,
DHPA No. 25285

April 2022



Prepared for:
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**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
Intersection Improvement, Culvert Replacement, and Bridge Rehabilitation Project
DES. NO.: 1800082; DHPA NO. 25285**

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

The Area of Potential Effects (APE) of the project includes all properties adjacent to the project and those with a proximate viewshed of the project. Land use within the APE consists primarily of agricultural fields, residential properties, commercial properties, industrial properties, and a cemetery. The dimensions of the APE are defined by urban development and the open spaces of agricultural fields. The APE is approximately 5.7 miles long and approximately 0.5-mile-wide at its widest point. The Archaeological APE consists of 159 acres, including all proposed new, temporary, and existing right-of-way as well as any additional area investigated beyond it. See Appendix A for a map of the APE.

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

One (1) property is listed in the National Register of Historic Places (NRHP):

Greenlawn Cemetery (NR-2278, IHSSI No. 081-222-29075), listed on the NRHP in 2013, is significant under Criteria A and C for its embodiment of distinctive characteristics of cemetery design from the late 19th and early 20th centuries. The platting and development of the cemetery is a significant demonstration of the city's growth from a pioneer village to a market town. The cemetery grounds also have buildings that are significant examples of Gothic Revival and Romanesque Revival architecture. Many grave markers in the cemetery are excellent examples of Victorian-era funerary art with archetypal symbols and icons prevalent during that period.

Four (4) properties are recommended eligible for listing in the NRHP:

Lochry Addition No. 5 Historic District –is significant under Criteria A and C for its effective demonstration of the influence of community planning and its representation of the distinctive characteristics of Ranch style construction within a large and well-developed neighborhood. The neighborhood is a demonstration of the community's answer to population growth during the post-war years with a planned neighborhood of many pre-fabricated houses at affordable prices, wide streets, and sidewalks to encourage a family-oriented atmosphere.

Wishing Well Motel –is significant under Criteria A and C for its association with transportation growth and development in Indiana and the United States during the 1950s, its establishment of a historical feeling associated with the peak of the roadside motel era of the 1950s and 1960s, and its retention of the original signage and many of the elements of Ranch style construction popular during the period of construction. The low-rise construction and "L" shape of the building favored having rooms open right to the parking lot so the guests had easy access from automobile to room.

Daily Journal Building – is significant under Criterion C as an excellent example of a Modern/New Formalist building that is relatively unaltered since its construction c. 1963. The single-story structure still retains its original windows and doors.

Tearman Motel – is significant under Criteria A and C as a good example of a mid-20th century roadside motel during the peak of the roadside motel era of the 1950s and 1960s. Although it has been altered since its original construction in c. 1950, the resource clearly conveys its original use through its type.

EFFECT FINDING

Greenlawn Cemetery (NR-2278, IHSSI No. 081-222-29075) - The undertaking will have “No Adverse Effect” on the Greenlawn Cemetery.

Lochry Addition No. 5 Historic District – The undertaking will have “No Adverse Effect” on the Lochry Addition No. 5 Historic District.

Wishing Well Motel – The undertaking will have “No Adverse Effect” on the Wishing Well Motel.

Daily Journal Building – The undertaking will have “No Adverse Effect” on the Daily Journal Building.

Tearman Motel – The undertaking will have “No Adverse Effect” on the Tearman Motel.

The Indiana Department of Transportation (INDOT), acting on the Federal Highway Administration’s (FHWA) behalf, has determined a "No Adverse Effect" finding is appropriate for this undertaking. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

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

Greenlawn Cemetery (NR-2278, IHSSI No. 081-222-29075) - This undertaking will convert property from the Greenlawn Cemetery, 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, FHWA hereby intends to issue a "de minimis" finding for the Greenlawn Cemetery, pursuant to SAFETEA-LU, thereby satisfying FHWA's responsibilities under Section 4(f) for this historic property.

Lochry Addition No. 5 Historic District – This undertaking will not convert property from the Lochry Addition No. 5 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 Lochry Addition No. 5 Historic District.

Wishing Well Motel – This undertaking will not convert property from the Wishing Well Motel, 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 Wishing Well Motel.

Daily Journal Building – This undertaking will convert property from the Daily Journal Building, 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, FHWA hereby intends to issue a "de minimis" finding for the Daily Journal Building, pursuant to SAFETEA-LU, thereby satisfying FHWA's responsibilities under Section 4(f) for this historic property.

Tearman Motel – This undertaking will temporarily occupy land from the Tearman Motel, a Section 4(f) historic property. INDOT, acting on FHWA’s behalf, has determined the appropriate Section 106 finding is “No Adverse Effect.” FHWA believes that the temporary occupancy will not constitute a Section 4(f) use because all of the conditions listed in 23 CFR 774.13(d) are satisfied:

- (1) Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
- (2) Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
- (3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- (4) The land being used must be fully restored, i.e. , the property must be returned to a condition which is at least as good as that which existed prior to the project; and
- (5) There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

The fulfillment of conditions 1-4 detailed in Section 4 of the attached documentation, “Describe the Undertaking’s Effects on Historic Properties.” With regard to condition 5, FHWA respectfully requests the Indiana State Historic Preservation Officer provide written concurrence that they are in agreement that the above criteria have been met and that the impacts to the Tearman Motel constitute a temporary occupancy.

Anuradha V. Kumar

Anuradha V. Kumar, for FHWA
Manager
INDOT Cultural Resources

04/05/2022

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO ADVERSE EFFECT
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.5(c)
Intersection Improvement, Culvert Replacement, and Bridge Rehabilitation Project
DES. NO.: 1800082 (lead), DHPA NO. 25285**

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the US 31 Intersection Improvements, Culvert Replacement, and Bridge Rehabilitation project, Des. No. 1800082. The proposed undertaking is on US 31, beginning approximately 1.05 miles south of SR 44/SR 144 and extending approximately 430 feet north of Israel Lane, 4.35 miles north of SR 44/SR 144 in the City of Franklin, Johnson County, Indiana. It is within Pleasant and Franklin townships, Greenwood and Franklin USGS Topographic Quadrangles, Sections 3, 11, 12, 14, 23, 27, 28, and 34, Township 12 North, Range 4 East.

The purpose of this project is to address intersection congestion and safety for pedestrian and vehicular traffic along the corridor in the City of Franklin. The need for the project arises from high volumes of traffic and left turns through the corridor during peak rush hours resulting in a high number of collisions and six (6) intersections have a level of service (LOS) of E or F. Rear-end collisions made up roughly half of the total crashes that occurred during 2014-2016, with an average of one (1) rear-end collision occurring every three (3) days. The need for improved non-motorized transportation and pedestrian access arises due to limited amounts of existing infrastructure throughout the project corridor and to meet the City of Franklin's goal of improving and expanding its sidewalk and recreational trail system.

Under Des. No. 1800082 (lead), the proposed project encompasses the roadway improvement for the entire length of the project, which begins approximately 900 feet south of South Main Street and will end approximately 430 feet north of Israel Lane. The proposed project will use a combination of median U-turn, green T, reduced conflict intersections (previously identified as a J-turn), restricted crossing U-turn, and boulevard left intersection styles throughout the project corridor. Also, the project proposes to install traffic loons in conjunction with median U-turns at various points throughout the project corridor. (A traffic loon is pavement that is constructed outside of normal traffic lanes to allow for larger vehicles to safely make a U-turn on a divided roadway.) Improvements to non-motorized transportation access will occur by updating and extending sidewalks, installing 10-foot-wide paved trails parallel to both sides of US 31, and installing pedestrian crossing infrastructure at some intersections. Improvements to the storm drainage system and pipe replacements under driveway entrances where necessary will be made along both sides of US 31 through the entire project area. Existing concrete curb and gutters will be updated and installed where not currently existing.

Under Des. No. 1800272, the project proposes to replace the culvert (Structure Number 031-41-03534) that carries Canary Creek under US 31. Under Des. No. 2001610, the project proposes to

rehabilitate the bridge that carries US 31 over Youngs Creek (Structure Numbers 031-41-07875 NBL & SBL) in order to accommodate the proposed trails on the outside. See plan sheets in Appendix E.

Since the Archaeology Report and Effects Letter were distributed on December 6, 2021, the project area has been refined, resulting in an overall decrease in right-of-way acquisition. The original project area anticipated that approximately 10.3 acres temporary and 3.3 acres permanent right-of-way acquisition, totaling 13.6 acres, would be required. Now, it is anticipated that approximately 6.37 acres of temporary and 6.8 acres of permanent right-of-way acquisition, totaling 13.17 acres, will be required. The letting is anticipated in 2022. No relocations are anticipated.

The Area of Potential Effects (APE), as defined in 36 CFR 800.16(d), 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 of the project includes all properties adjacent to the project and those with a proximate viewshed of the project. The APE is defined by open spaces of agricultural fields and urban development. The APE is approximately 5.7 miles long and approximately 0.5-mile-wide at its widest point. The Archaeological APE refers to the area in which a project would have the potential to impact eligible or potentially eligible archaeological sites, if any were present. The Archaeological APE consists of 159 acres, including all proposed new, temporary, and existing right-of-way as well as any additional area investigated beyond it. See Appendix A for a map of the APE.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

Research indicated that previous Section 106 investigations had not occurred within the project APE. 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), Indiana Historic Bridges, Buildings, and Cemetery Map (IHBBC Map), and the *Johnson County Interim Report* (1985) were consulted. There is one property listed in the NRHP: Greenlawn Cemetery, NR-2278, listed in 2013. Ten (10) previously surveyed properties are present within the APE, of which six (6) have been demolished.

There are no Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER)/Historic American Landscapes Survey (HALS) resources identified within the vicinity of the project. The INDOT-sponsored *Indiana Historic Bridge Inventory* (February 2009) by M&H Architecture, Inc. was reviewed, and no historic bridges were listed within the APE.

On November 28, 2018, Connie Zeigler, a Qualified Professional (QP) historian, who meets the Secretary of Interior Standards, conducted a site visit of the project area. The APE was investigated for the existence of any historic properties, structures, objects, or districts listed in or eligible for listing in the NRHP. The historian walked and/or drove the entire project alignment and the APE and took photographs of all resources meriting a Contributing or higher rating per the IHSSI criteria and all those that had been previously documented in the IHSSI. Please see Appendix B for photographs.

The project was put on hold until early 2020. At that time, SJCA Inc. (then Green 3, LLC) resumed work on the project.

On March 25, 2020, an early coordination letter was distributed to consulting parties, inviting them to participate in the Section 106 process for this project. The Indiana State Historic Preservation Officer (SHPO) is an automatic consulting party; that office and others that accepted consulting party status are shown in boldface type below. All consulting party correspondence is located in Appendix D.

Indiana State Historic Preservation Officer
Indiana Landmarks, Central Office
Indianapolis Metropolitan Planning Organization
Johnson County Historian
Johnson County Historical Society and Museum
Franklin Heritage, Inc.
Johnson County Highway Director
Johnson County Commissioners
Johnson County Planning Department
City of Franklin Mayor's Office
Franklin Street Department
Franklin Planning Commission
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe

On March 26, 2020, Indiana Landmarks accepted consulting party status.

On April 2, 2020, Joanna Myers of the Franklin Planning Commission responded via email stating that "The City of Franklin is not aware of any environmental and historic resource impacts."

In a letter dated April 13, 2020, SHPO staff state that they were "not aware of any parties who should be invited to participate in the Section 106 consultation on this federal undertaking, beyond those whom INDOT already has invited. However, if right-of-way is likely to be taken from a potentially historic property, it might be advisable to invite the owner of that property as soon as possible."

On April 15, 2020, the Miami Tribe of Oklahoma accepted consulting party status. They offered no objection to the project, since they were "not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site."

On July 9, 2020, Karen Wood and Scott Henley, both QP historians, who meet the Secretary of Interior Standards, conducted an additional site visit. The historians investigated the APE for the existence of any historic properties, structures, objects, or districts listed in or eligible for listing

in the NRHP. The historians walked and/or drove the entire project alignment and the APE, documenting above-ground resources. All resources that will be at least 50 years of age at the time of project letting, anticipated 2022, were surveyed. Photographic documentation of “contributing” resources and representative “non-contributing” resources was prepared. Please see Appendix B for photographs. The APE contains one resource listed in the NRHP: Greenlawn Cemetery, NR-2278, listed in 2013, remaining eligible for listing. Two resources were recommended eligible for listing in the NRHP: Wishing Well Motel and Lochry Addition No. 5 Historic District. Please see Appendix D for a summary of the findings in the HPR.

A Historic Property Report (HPR) was prepared by SJCA Inc. (Henley, 1/2021). This report accompanied by a report distribution letter (RDL) dated January 5, 2021 was distributed to invited consulting parties for review and comment.

On January 5, 2021, Indiana Landmarks responded to the HPR stating they had no comments on the report and wished to continue as a consulting party.

In a letter dated February 1, 2021, SHPO staff responded to the HPR concurring with the size of the APE. SHPO also concurred “with the conclusions of the HPR that the Greenlawn Cemetery (NR-2278; CR-41-18) is listed in the [NRHP] and located within the project’s APE. SHPO also agreed that “the Wishing Well Motel is eligible for inclusion in the NRHP under Criterion A and C.” See Appendix A for historic property boundary maps.

SHPO staff also agreed with the conclusion of the HPR that the Lochry Addition No. 5 Historic District is eligible for inclusion in the NRHP; however, due to an upcoming Johnson County Survey--part of the I-69 mitigation that SHPO is administering--SHPO staff noted that “the district boundaries are larger than provided in the HPR.” SHPO staff stated, “We recommend the district boundary to include the following: starting at east side of N. Main Street opposite Lemley Street, follow a line due east to the railroad tracks. From the railroad tracks move northwest to also include the subdivision of Bryan [sic] Drive and Bryant Court east of the tracks. Continue northwest along the railroad tracks to include the parcels on the north side of Parkview Court south of Scott Park. Turn west along the southern border of Scott Park to Canary Ditch. Follow Canary Ditch southwest to US 31. From the east side of US 31, move southeast to the southwest corner with Schoolhouse Road. Including the parcels on both sides of Schoolhouse Road and Lochry Road, move southeast to also include the parcels on both sides of Crescent Street. Turn southwest to N. Main Street and include the parcels on the east side of N. Main Street to the point of origin.”

Response: The historic district boundary map, as shown in Appendix A, delineates the boundaries as stated above.

SHPO staff asked for additional information to evaluate resource “G1,” as listed in the Contributing Properties Table, to evaluate its SHAARD survey rating.

Response: After additional research and additional photographs of the property, the QP historian confirms the Contributing rating. Please see attached Dairy Farm, 3865 US 31 N (G1) Evaluation in Appendix D (originally distributed with the Effects Letter).

Additionally, SHPO staff concurred that resources labeled “G6” and “G7” in the HPR are not eligible for inclusion in the NRHP; however, they stated, “our office believes that these warrant a Notable rating in SHAARD.” SHPO staff continued, “Resource G6 is a good example of a mid-20th century roadside commercial building that may have previously been a restaurant. It appears to have been somewhat altered but it still reads as a mid-century structure...Resource G7 looks to have been constructed prior to 1959, but rather sometime between the mid-1930s into the 1950s. The barrel vault roof and large display windows are indicative of mid-century auto-related buildings. However, for the purposes of the Section 106 review of this federal undertaking, we agree that they are not eligible for inclusion in the NRHP, but additional information and research may yield our office to reevaluate these resources.”

Regarding resource “G8/Daily Journal Building”, SHPO staff disagreed with the survey assessment of the property. “It is an excellent example of a Modern/New Formalist building that appears to be relatively unaltered. We feel that this resource warrants an Outstanding rating and is eligible for inclusion in the NRHP under Criterion C.”

SHPO staff also stated that “while not included in the HPR, the Tearman Motel at 501 S. Morton Street south of the Greenlawn Cemetery also appears to be a good example of a mid-20th century roadside motel. While not as architecturally detailed as the Wishing Well Motel, the Tearman Motel still clearly conveys its original use through its type. We believe this resource to be eligible under Criterion A & C.”

On March 22, 2021, Scott Henley conducted a site visit to the Dairy Farm to address the request by SHPO staff for additional information and photographs of the property. Henley also conducted research into the history of the property. Please see Appendix D for the summary of the Dairy Farm Evaluation.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards identified 10 sites within the project area (Jackson, 12/3/2021). As a result of these efforts, sites 12-Jo-740 to 12-Jo-749 were recommended as not eligible for listing in the NRHP and no further work is recommended.

On December 6, 2021, a letter was distributed to consulting parties notifying them that an Effects Letter, with evaluation of the Dairy Farm, and Archaeology Report (Tribes only) were available for review and comment. Fifteen (15) historic property owners were invited to become consulting parties (listed below). Those that responded are in bold typeface.

Surya, Inc. – historic property owner of 501 S. Morton St. (Tearman Motel)

KYB Americas Corp. – historic property owner of 2575 N. Morton St. (Daily Journal Building)

Harish C & Vina H Patel – historic property owners of 511 S. US 31 (Wishing Well Motel)

Franklin North Village Apartments – historic property owner within Lochry Addition No. 5 Historic District

Stephen C & Gloria A Davis – historic property owners within Lochry Addition No. 5 Historic District

Thomas R & Lisa B Crowder – historic property owners within Lochry Addition No. 5 Historic District

Jodi L Wickliff – historic property owner within Lochry Addition No. 5 Historic District

William S Cochran & Laura Wilson – historic property owners within Lochry Addition No. 5 Historic District

David Lee & Mary Anne Newton Joint Revocable Trust – historic property owner within Lochry Addition No. 5 Historic District

CSMA BLT LLC – historic property owner within Lochry Addition No. 5 Historic District

Anthony Asher – historic property owner within Lochry Addition No. 5 Historic District

Jennifer Branham – historic property owner within Lochry Addition No. 5 Historic District

Kelly J Edwards – historic property owner within Lochry Addition No. 5 Historic District

Samuel R & Kelly J Shepherd – historic property owner within Lochry Addition No. 5 Historic District

Matthew Glenn – historic property owner within Lochry Addition No. 5 Historic District

It is important to note that the report distribution letter (RDL) dated December 6, 2021, incorrectly stated that the proposed undertaking on US 31 extended north to Israel Lane, 4.35 miles north of SR 44/SR 144 in the City of Franklin, Johnson County, Indiana. The correct northern terminus is approximately 430 feet north of Israel Lane, not ending at Israel Lane. While the maps in the 2021 HPR and 2021 Effects Letter incorrectly showed the northern terminus ending approximately 275 feet north of Israel Lane, the written description of the project's effects upon the Wishing Well Motel—located at 511 S. US 31—was accurate. Additionally, the project area has been refined. Therefore, all the maps have been corrected (see Appendix A).

Regarding the above-ground resources, the APE for the 2021 HPR remains sufficient to encompass the changes to the project area mentioned above. See Appendix A for the APE map showing the revised project area.

Regarding archaeological resources, there is one minor area of expansion beyond the Archaeological survey area, requiring the expansion of the archaeological APE. INDOT Cultural Resources Office's QP archaeologist Matt Coon reviewed the southwest corner of Ironwood Drive and US 31 at the southern end of the project area and determined that the area is visibly disturbed, and no field investigation is necessary due to a lack of potential for intact soils to be present. Therefore, it is recommended that a Phase Ia Archaeological Survey is not required, and no further work is recommended. As a result, the conclusions of both cultural resources identification reports remain valid.

On December 7, 2021, the Peoria Tribe of Indians of Oklahoma responded to the Archaeology Report stating they were unaware of a direct link to the newly proposed project location and that they had no objection to the proposed project at this time.

On December 10, 2021, Dennis W. Anderson of Franklin North Village Apartments, Inc. (historic property owner within the NRHP-eligible Lochry Addition No. 5 Historic District) emailed to accept consulting party status.

On January 4, 2022, the Eastern Shawnee Tribe responded to the Archaeology Report stating that “The project proposes NO Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe.”

On January 6, 2022, SHPO staff responded to the Effects Letter and Archaeology Report stating that “There is insufficient information regarding archaeological sites 12-Jo-0740, 12-Jo-0741, 12-Jo-0742, 12-Jo-0744, 12-Jo-0745, 12-Jo-0747, and 12-Jo-0749 (all of which were identified during these investigations) to determine whether they are eligible for inclusion in the National Register of Historic Places (“NRHP”). However, we concur with the opinion of the archaeologist, as expressed in the Phase Ia archaeological literature review and field reconnaissance survey report (Jackson, 12/03/2021), that the portion of these sites that lie within the proposed project area do not appear to contain significant archaeological deposits, and that no further archaeological investigations appear necessary at the proposed project area.”

SHPO staff added “Additionally, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we concur with the opinion of the archaeologist, as expressed in the Phase Ia archaeological literature review and filed reconnaissance survey report (Jackson, 12/03/2021), that sites 12-Jo-0743, 12-Jo-0746, and 12-Jo-0748 (all of which were identified during these archaeological investigations) do not appear eligible for inclusion in the NRHP; and that no further archaeological investigations appear necessary at the proposed project area.”

Lastly, SHPO staff stated, “Thank you for providing additional information regarding the farm at 3865 N. US 31. While there appear to be no photographs of the c. 1959 drive thru corn crib, based on the additional information and photographs provided, we agree that this resource is not eligible for inclusion in the NRHP.”

None of the other consulting parties provided any additional comments regarding the early coordination letter, HPR, or archaeological investigation. Please see Appendix C for Consulting Party Correspondence.

3. DESCRIBE AFFECTED HISTORIC PROPERTIES

Greenlawn Cemetery (NR-2278, IHSSI No. 081-222-29075) was listed on the NRHP in 2013, as a historic district. It is significant under Criteria A and C for its embodiment of distinctive characteristics of cemetery design from the late 19th and early 20th centuries. The platting and development of the cemetery is a significant demonstration of the city’s growth from a pioneer village to a market town. In addition, the cemetery contains significant examples of Gothic Revival (chapel) and Romanesque Revival (mausoleum) buildings on the property. Many of the grave markers in the cemetery are excellent examples of Victorian-era funerary art with examples of archetypal symbols and icons prevalent during that period. The cemetery is also significant for its landscape architectural design popularized in the mid-19th century.

Lochry Addition No. 5 Historic District is significant under Criteria A and C for its effective demonstration of the influence of community planning and its representation of the distinctive characteristics of Ranch style construction within a large and well-developed neighborhood. A

large number of the homes in the recommended historic district appear to be designed from the National Homes Catalog. National Homes, Inc. played an important role in the manufacture of homes for wartime industrial workers as well as homes for the burgeoning middle-class families of the post-war economic boom. Lochry Addition No. 5 Historic District is an excellent demonstration of well-built and affordable housing joined with community planning and development during the post-war years of the 1950s and 1960s. The recommended historic district also retains much of the Ranch style houses associated with that time period.

Wishing Well Motel is significant under Criteria A and C for its association with transportation growth and development in Indiana and the United States during the 1950s, and its establishment of a historical feeling associated with the peak of the roadside motel era of the 1950s and 1960s. During the post-war economic boom in the United States, motels sprang up along the heavily traveled highways to serve travelers of all types. The design of the motel, and in particular the often unique signage, served as an enticement for the traveler to stop. The Wishing Well Motel retains original signage and many of the elements of Ranch style construction popular during the period of construction. The structure has a long rectangular floor plan that is a single unit deep with an office and living quarters in the center of the building and six units to either side. Specific to the characteristics of the Ranch-style, the structure is a broad, one-story building with a side-gabled, low-pitched, asphalt-shingled roof with a moderate overhang covering a concrete walkway that runs in front of the units on each side.

Daily Journal Building is significant under Criterion C as an excellent example of a Modern/New Formalist building that is relatively unaltered. The c. 1963 structure demonstrates the 20th century effort to apply building technology to styles of the past. The structure displays Classical features such as proportion and scale and emphasis is on the structural grid of the building. Although it does not display the often-found exotic exterior wall surfaces (i.e. marble or stone), it does have walls of glass. New Formalist style buildings are generally found in civic buildings or on college campuses. A small-scale commercial building in the New Formalist style is an uncommon find.

Tearman Motel is significant under Criteria A and C as a good example of a mid-20th century roadside motel and clearly conveys its original use through its type. Although the structure has been altered since its original construction c. 1950, the low-pitched, side-gabled roof and center office with manager living quarters demonstrates the design style of the peak of the roadside motel era with a long rectangular floor plan that is a single unit deep. The easy access from the parking lot to the room is a primary feature of the roadside motel and is present at the Tearman Motel.

4. DESCRIBE THE UNDERTAKING'S EFFECTS ON HISTORIC PROPERTIES

Greenlawn Cemetery (NR-2278, IHSSI No. 081-222-29075) – This undertaking will have “No Adverse Effect” on the resource. No right-of-way is being acquired; however, work is anticipated to take place outside the existing right-of-way in the southwest corner of the cemetery for the installation of concrete curb and gutter along the W. South St. approach to US 31. The work will be done via right-of-entry since the City of Franklin owns the cemetery, and no historic elements of the property will be removed or damaged. The US 31 and W. South

St./Franklin Lakes Blvd. intersection will be reconfigured, and a multi-use path will be installed along US 31, all of which will be visible from the Greenlawn Cemetery.

Lochry Addition No. 5 Historic District – This undertaking will have “No Adverse Effect” on the resource. No temporary or permanent right-of-way will be acquired from the historic district. An access drive from N. Main St. to US 31 will be removed as part of the undertaking; however, research has confirmed this access drive is not original to the neighborhood and not part of the historic elements of the historic district. In addition, other project activities adjacent to the historic district include: 1) Reconstruction of the existing highway and approach to the highway from Schoolhouse Rd.; 2) Installation of a multi-use path on the east side of US 31, including sidewalk, combined curb and gutter, and curb ramps; 3) Reconfiguration of the traffic pattern at Schoolhouse Rd. to through traffic along US 31 and right-turn only onto US 31 – removing left turns; 4) Relocation of median U-turns and installation of traffic loons near the northwestern end of the historic district to provide left turns along US 31.

Wishing Well Motel – This undertaking will have “No Adverse Effect” on the resource. No temporary or permanent right-of-way will be required from the Wishing Well Motel. In the vicinity of the resource, milling and resurfacing of US 31 will occur along with the installation of a new paved multi-use trail, combined curb and gutter along US 31, and a U-turn in the median of US 31 with a traffic loon on the west side of the highway approximately fifty (50) feet south of the southern entrance to the Wishing Well Motel.

Daily Journal Building – This undertaking will have “No Adverse Effect” on the resource. Approximately 0.07 acre of temporary right-of-way and 0.02 acre of permanent right-of-way will be required from the Daily Journal Building property. The permanent right-of-way acquisition will be along the western edge of the property boundary and will be for the construction of a multi-use path. The temporary right-of-way will be for grading and reconstruction of the driveway to the historic property. In addition to the new multi-use path constructed along US 31 adjacent to the historic property, concrete curb and gutter and concrete center curbs will be installed on US 31. The existing median U-turn will be relocated and a traffic loon will be installed that connects to the driveway entrance, slightly altering how motorists access the historic property.

Tearman Motel – This undertaking will have “No Adverse Effect” on the resource. Approximately 0.09 acre of temporary right-of-way will be acquired from the Tearman Motel for grading and reconstruction of the driveway along a portion of the western boundary of the Tearman Motel. In front of the Tearman Motel, US 31 will be reconstructed, a combined curb and gutter will be installed, and a multi-use path outside the historic property boundary will be constructed along US 31. The existing median U-turn will be relocated, and a traffic loon will be installed that connects to the Tearman Motel driveway that will shift slightly how motorists access the historic property.

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 National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property’s eligibility for the National Register. 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.”

Greenlawn Cemetery (NR-2278, IHSSI #081-222-29075) – No Adverse Effect

The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)(i) through (vii), do not apply to the Greenlawn Cemetery.

Per 36 CFR 800.5(a)(2)(i), the undertaking will not cause “physical destruction of or damage to all or part of the property.” While no right-of-way acquisition will be required from this resource, work is expected to occur outside of the existing right-of-way at the southwest corner of the cemetery for the installation of concrete curb and gutter along the W. South St. approach to US 31. The concrete curb and gutter work will be constructed via right-of-entry as the land is owned by the City of Franklin. No historic elements of the property will be removed or damaged. The undertaking will not have a substantial effect, and a Section 4(f) finding of *de minimis* is anticipated.

Per 36 CFR 800.5(a)(2)(ii), “Alteration of the property including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines,” will not occur.

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), there will be a minor change in “the character of the property’s use or of physical features within the property’s setting.” The undertaking will change a small portion of the character of the Greenlawn Cemetery’s use to a transportation use at the southwest corner for the installation of concrete curb and gutter along W. South St. approach to US 31. The undertaking will have a minor change of the physical features within the property’s setting with a construction of a multi-use path on both sides of US 31. The project activities that include removing the traffic signal and installing splitter islands that will only allow right turns from W. South St. or Franklin Lakes Blvd. onto US 31 will not significantly alter the setting due to the presence of the existing highway. However, the installation of concrete center curbs, a multi-use path installed on both sides of US 31, and a new concrete curb and gutter will represent a change to the setting of the historic property. Decorative trees along US 31 and W. South St. will not be removed during this undertaking.

Per 36 CFR 800.5(a)(2)(v), there will not be an “introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” The intersection reconfiguration at US 31 and W. South St./Franklin Lakes Blvd. and multi-use path

will be visible from Greenlawn Cemetery. The combined concrete curb and gutter being installed on the southwest corner of US 31 and W. South St. will encroach on the existing right-of-way and within the historic boundary of the City of Franklin-owned Greenlawn Cemetery. The undertaking will not have a substantial effect.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no “transfer, lease, or sale of the property out of Federal ownership or control.”

Lochry Addition No. 5 Historic District – No Adverse Effect

The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)(i) through (vii), do not apply to the Lochry Addition No. 5 Historic District.

Per 36 CFR 800.5(a)(2)(i), the undertaking will cause no “physical destruction of or damage to all or part of the property.” No temporary or permanent right-of-way will be acquired from the historic district. An access drive from N. Main St. to US 31 will be removed as part of the undertaking; however, it is not original to the neighborhood and is not part of the historic elements of the Lochry Addition No. 5 Historic District. In conversation with the City of Franklin Engineer, it was discovered that this access point was added sometime in the first three years the Lochry Addition No. 5 was platted (1959-1962). Historic aerial photos indicated that it was not there in 1959; however, it was present in photos from 1962. Intersection improvement work, including paving and new curb and gutter, will take place at the approach on Schoolhouse Rd. to US 31.

Per 36 CFR 800.5(a)(2)(ii), “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines” will not occur.

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), there will be a minor change in “the character of the property’s use or of physical features within the property’s setting.” The proposed project will not change the character of the property’s use. The proposed project activities include: 1) Roadway reconstruction of the existing highway and approach to the highway from Schoolhouse Rd.; 2) Installation of a multi-use path on the east side of US 31, including sidewalk, combined curb and gutter, and curb ramps; 3) Reconfiguration of the traffic pattern at Schoolhouse Rd. to through traffic along US 31 and right-turn only onto US 31 – removing left turns; and 4) Relocation of median U-turns and installation of traffic loons near the northwestern end of the historic district to provide left turns along US 31. None of these activities will change the character of any physical features within the setting of the Lochry Addition No. 5 Historic District. However, the project proposes to remove the access drive to N. Main St., located approximately 775 feet north of the intersection with Schoolhouse Rd., which would alter access to the neighborhood and make Schoolhouse Rd. the only access point to the neighborhood. In conversation with the City

of Franklin Engineer, it was discovered that this access point is not original to the neighborhood. It was added sometime in the first three years the Lochry Addition No. 5 was platted (1959-1962). Historic aerial photos indicated that it was not there in 1959; however, it was present in photos from 1962. Although the access point was added likely as an afterthought for easier access to US 31 North, the removal of this drive is not considered a significant alteration to the overall historic district. Also, paving and curb and gutter work will take place at the approach on Schoolhouse Rd. to US 31. Therefore, while the changes will occur to the historic district, they are minor and do not rise to the level of an adverse effect.

Per 36 CFR 800.5(a)(2)(v), there will not be an “introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” No temporary or permanent right-of-way will be required from the Lochry Addition No. 5 Historic District and only a small portion of the Lochry Addition No. 5 Historic District is in the APE of the undertaking. The introduction of the following elements: 1) New paved multi-use path, curb and gutter and traffic loon on the east side of US 31; 2) Roadway reconstruction of the existing highway and approach to the highway from Schoolhouse Rd. including removal of the traffic signal equipment, installing a grass median, and only allowing for right-turns from Schoolhouse Rd. onto US 31; and 3) Removal of the access drive from N. Main St. to US 31 North will result in a minor visual change to the historic district. However, this change does not rise to the level of an adverse effect.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no “transfer, lease, or sale of the property out of Federal ownership or control.”

Wishing Well Motel, 511 S. US 31 – No Adverse Effect

The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)(i) through (vii), do not apply to the Wishing Well Motel.

Per 36 CFR 800.5(a)(2)(i), the undertaking will cause no “physical destruction of or damage to all or part of the property.”

Per 36 CFR 800.5(a)(2)(ii), “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines” will not occur.

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), there will be no change in “the character of the property’s use or of physical features within the property’s setting.” No temporary or permanent right-of-way will be required from the Wishing Well Motel. Project activities include milling and resurfacing US 31, installation of new paved multi-use trail, curb and gutter, and U-turn in the median with traffic

loon on the west side of US 31, all approximately fifty (50) feet south of the southern entrance to the Wishing Well Motel.

Per 36 CFR 800.5(a)(2)(v), there will not be an “introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” No temporary or permanent right-of-way will be required from the Wishing Well Motel. The introduction of a new paved multi-use trail, curb and gutter, and U-turn in the median with traffic loon on the west side of US 31, all approximately fifty (50) feet south of the southern entrance to the Wishing Well Motel, will result in a minor visual change to the historic property. However, this change does not rise to the level of an adverse effect.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no “transfer, lease, or sale of the property out of Federal ownership or control.”

Daily Journal Building, 2625 N. Morton Street – No Adverse Effect

The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)(i) through (vii), do not apply to the Daily Journal Building.

Per 36 CFR 800.5(a)(2)(i), the undertaking will cause no “physical destruction of or damage to all or part of the property.” Approximately 3,223 square feet (0.07 acre) of temporary right-of-way and 941 square feet (0.02 acre) of permanent right-of-way will be required within the boundary of the Daily Journal Building. The permanent right-of-way acquisition will be from the western edge of the property boundary for the construction of the multi-use path. The temporary right-of-way acquisition will be for grading and reconstruction of the driveway to the historic property. No elements of the historic property, such as the KYB sign, will be removed or damaged.

Per 36 CFR 800.5(a)(2)(ii), “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines” will not occur. While there will be a small amount of temporary and permanent right-of-way acquisition for grading and reconstruction of the driveway to the historic property along a portion of the western boundary line of the historic property, there will be no alterations to historic elements of the historic property.

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), there will be a minor change in “the character of the property’s use or of physical features within the property’s setting.” There will be approximately 3,765 square feet (0.08 acre) of temporary right-of-way acquisition for grading and reconstruction of the driveway to the historic property and 941 square feet (0.02 acre) of permanent right-of-way acquisition for the construction of the multi-use path along a portion of the western boundary line of the historic property. The undertaking will change a small portion of the character of the

historic property's use to a transportation use for the installation of a multi-use path on the east side of US 31. The undertaking will have a minor change of the physical features within the property's setting with new construction of a multi-use path, concrete center curbs, and concrete curb and gutter. While the relocation of the existing median U-turn and installation of a traffic loon that connects to the driveway entrance to the historic property slightly shifts how motorists access the historic property, this change is minor and does not result in an adverse effect.

Per 36 CFR 800.5(a)(2)(v), there will not be an "introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features." There will be a small amount of temporary and permanent right-of-way acquisition for grading and reconstruction of the driveway to the historic property and a multi-use path along a portion of the western boundary line of the historic property. Road reconstruction of an existing heavily traveled highway and relocation of a median U-turn; installation of a new traffic loon that connects to the driveway entrance to the historic property, new curb and gutter along US 31, and a new multi-use path will be visible within and from the historic property. However, these project elements will not significantly change the historic configuration within the historic property and will not diminish the integrity of the property's significant historic features. Therefore, these changes will be minor and do not rise to the level of an adverse effect.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no "transfer, lease, or sale of the property out of Federal ownership or control."

Tearman Motel, 501 S. Morton Street – No Adverse Effect

The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)(i) through (vii), do not apply to the Tearman Motel.

Per 36 CFR 800.5(a)(2)(i), the undertaking will cause no "physical destruction of or damage to all or part of the property." Approximately 3,960 square feet (0.09 acre) of temporary right-of-way will be acquired from the Tearman Motel for grading and reconstruction of the driveway to the Tearman Motel along a portion of the western boundary line of the Tearman Motel. No elements of the historic property, such as the Tearman Motel sign, will be removed or damaged.

Per 36 CFR 800.5(a)(2)(ii), "Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines" will not occur. While there will be approximately 3,960 square feet (0.09 acre) of temporary right-of-way for grading and reconstruction of the driveway to the Tearman Motel along a portion of the western boundary line of the historic property, there will be no alterations to historic elements of the historic property.

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), there will be a minor change in “the character of the property’s use or of physical features within the property’s setting.” The Tearman Motel sign located in the northwestern part of the property’s boundary will be avoided and not directly impacted by the undertaking. Project elements, including roadway reconstruction, combined curb and gutter along US 31, multi-use path outside of the historic property boundary, and the acquisition of 3,960 square feet (0.09 acre) of temporary right-of-way for grading and reconstruction of the driveway to the Tearman Motel will not change any features that contribute to its historic significance or change the property’s use. While the relocation of the existing median U-turn and installation of a traffic loon that connects to the driveway entrance to the historic property slightly shifts how motorists access the historic property, this change is minor and does not rise to the level of an adverse effect.

Per 36 CFR 800.5(a)(2)(v), there will not be an “introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” Approximately 3,960 square feet (0.09 acre) of temporary right-of-way will be acquired along the western edge of the property boundary for grading and reconstruction of the driveway to the Tearman Motel. While the undertaking will introduce new visual elements such as a traffic loon that connects to the driveway entrance to the historic property, combined curb and gutter along US 31, and a multi-use path, these project elements will not diminish the integrity of the significant historic features of the Tearman Motel.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no “transfer, lease, or sale of the property out of Federal ownership or control.”

6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

A Section 106 Early Coordination Letter (ECL), dated March 25, 2020, was sent to the following parties: Eastern Shawnee Tribe of Oklahoma; Miami Tribe of Oklahoma; Peoria Tribe of Indians of Oklahoma; Pokagon Band of Potawatomi Indians; Shawnee Tribe; Indiana State Historic Preservation Officer (SHPO); Indiana Landmarks – Central Field Office; Indianapolis Metropolitan Planning Organization; Johnson County Historian; Johnson County Historical Society and Museum; Franklin Heritage, Inc.; Johnson County Highway Director; Johnson County Commissioners; Johnson County Planning Department; City of Franklin Mayor’s Office; Franklin Street Department; and Franklin Planning Commission.

On March 26, 2020, Indiana Landmarks accepted consulting party status. They also noted they were not aware of any resources in the project area or APE they believed eligible for the NRHP.

On April 2, 2020, Joanna Myers, Senior Planner for the City of Franklin, responded to the ECL, stating that, “The City of Franklin is not aware of any environmental and historic resource impacts.”

On April 13, 2020, SHPO staff responded to the ECL noting, that although they are not aware of any additional parties who should be invited to participate as consulting parties, if right-of-way is

to be taken from a potentially historic property, this it may be advisable to invite the owner of that property as soon as possible.

On April 15, 2020, the Miami Tribe of Oklahoma accepted consulting party status.

On January 5, 2021, a letter was distributed notifying consulting parties that a HPR (Henley, 1/2021) was available for review and comment.

On January 5, 2021, Indiana Landmarks responded to the HPR stating they had no comments on the report and wished to continue as a consulting party.

In a letter dated February 1, 2021, SHPO staff responded to the HPR concurring with the size of the APE. SHPO also concurred “with the conclusions of the HPR that the Greenlawn Cemetery (NR-2278; CR-41-18) is listed in the [NRHP] and located within the project’s APE. SHPO also agreed that “the Wishing Well Motel is eligible for inclusion in the NRHP under Criterion A and C.”

SHPO staff also agreed with the conclusion of the HPR that the Lochry Addition No. 5 Historic District is eligible for inclusion in the NRHP. SHPO staff stated resource 'G8/Daily Journal Building' and the Tearman Motel at 501 S. Morton Street were also eligible to the NRHP. SHPO staff also asked for additional information to evaluate resource 'G1/Dariry Farm, 3865 US 31 N' to evaluate its SHAARD survey rating.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards identified 10 sites within the project area (Jackson, 12/3/2021). As a result of these efforts, sites 12-Jo-740 to 12-Jo-749 were recommended as not eligible for listing in the NRHP and no further work is recommended.

On December 6, 2021, a letter was distributed to consulting parties notifying them that an Effects Letter and Archaeology Report (Tribes only) were available for review and comment. Fifteen (15) historic property owners were invited to become consulting parties.

On December 7, 2021, the Peoria Tribe of Indians of Oklahoma responded to the Archaeology Report stating they were unaware of a direct link to the newly proposed project location and that they had no objection to the proposed project at this time.

On December 10, 2021, Dennis W. Anderson of Franklin North Village Apartments, Inc. (historic property owner within the NRHP-eligible Lochry Addition No. 5 Historic District) emailed to accept consulting party status.

In a letter dated January 4, 2022, the Eastern Shawnee Tribe of Oklahoma stated that “The project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe.”

In a letter dated January 6, 2022, Indiana SHPO staff responded to the Effects Letter and Archaeology Report. SHPO staff agreed with the conclusion of the additional information

regarding the farm at 3865 N. US 31 stating, “Based on the additional information and photographs provided, we agree that this resource is not eligible for inclusion in the NRHP.” SHPO staff also agreed with the effects letter conclusion of “No Adverse Effect” stating that “Based on the information provided, we agree with the effects letter that the project as proposed will not adversely affect the historic properties listed above.” Specifically, regarding the removal of the small connector drive between Main St. and US 31, SHPO staff stated, “We note the proposed removal of the small connector road between US 31 and Main Street within the Lochry Addition No. 5 Historic District, and that, while it does remove an access point from US 31 to the district and dates to the district’s period of significance, it is not the primary entrance and does not have a formal designation as a road into the district. Thus, in this instance for this project, removing this small drive does not rise to the level of adverse.”

Furthermore, regarding the Archaeology Report, SHPO staff stated that “There is insufficient information regarding archaeological sites 12-Jo-0740, 12-Jo-0741, 12-Jo-0742, 12-Jo-0744, 12-Jo-0745, 12-Jo-0747, and 12-Jo-0749 (all of which were identified during these investigations) to determine whether they are eligible for inclusion in the National Register of Historic Places (“NRHP”). However, we concur with the opinion of the archaeologist, as expressed in the Phase Ia archaeological literature review and field reconnaissance survey report (Jackson, 12/03/2021) that the portions of these sites that lie within the proposed project area do not appear to contain significant archaeological deposits, and that no further archaeological investigations appear necessary at the proposed project area.” SHPO staff also added that “The portions of these sites that lie outside the proposed project area must either be avoided or subjected to further archaeological investigations. Additionally, those areas of these sites should be clearly marked so that they are avoided by all ground-disturbing project activities.”

SHPO staff also stated, “Based on the submitted information and the documentation available to the staff of the Indiana SHPO, we concur with the opinion of the archaeologist, as expressed in the Phase Ia archaeological literature review and field reconnaissance survey report (Jackson, 12/03/2021), that sites 12-Jo-0743, 12-Jo-0746, and 12-Jo-0748 (all of which were identified during these archaeological investigations) do not appear eligible for inclusion in the NRHP; and that no further archaeological investigations appear necessary at the proposed project area.”

Lastly, SHPO staff noted that, “Portions of the proposed project area lie immediately adjacent to Greenlawn Cemetery (CR-41-18 in the Indiana DHPA SHAARD database system).”

Response: Due to no right-of-way acquisition being acquired from the cemetery and no impacts to the cemetery as a result of the project, a cemetery development plan is not anticipated at this time.

This finding will be advertised as a legal notice in a local paper, *The Daily Journal* (Franklin, IN) and the public will be given a 30-day period in which to comment on the finding of effects. This documentation will be revised to reflect any substantive comments received. No other consulting party comments were received. Copies of all consulting party correspondence are found in Appendix C.

APPENDIX

Appendix A – Maps

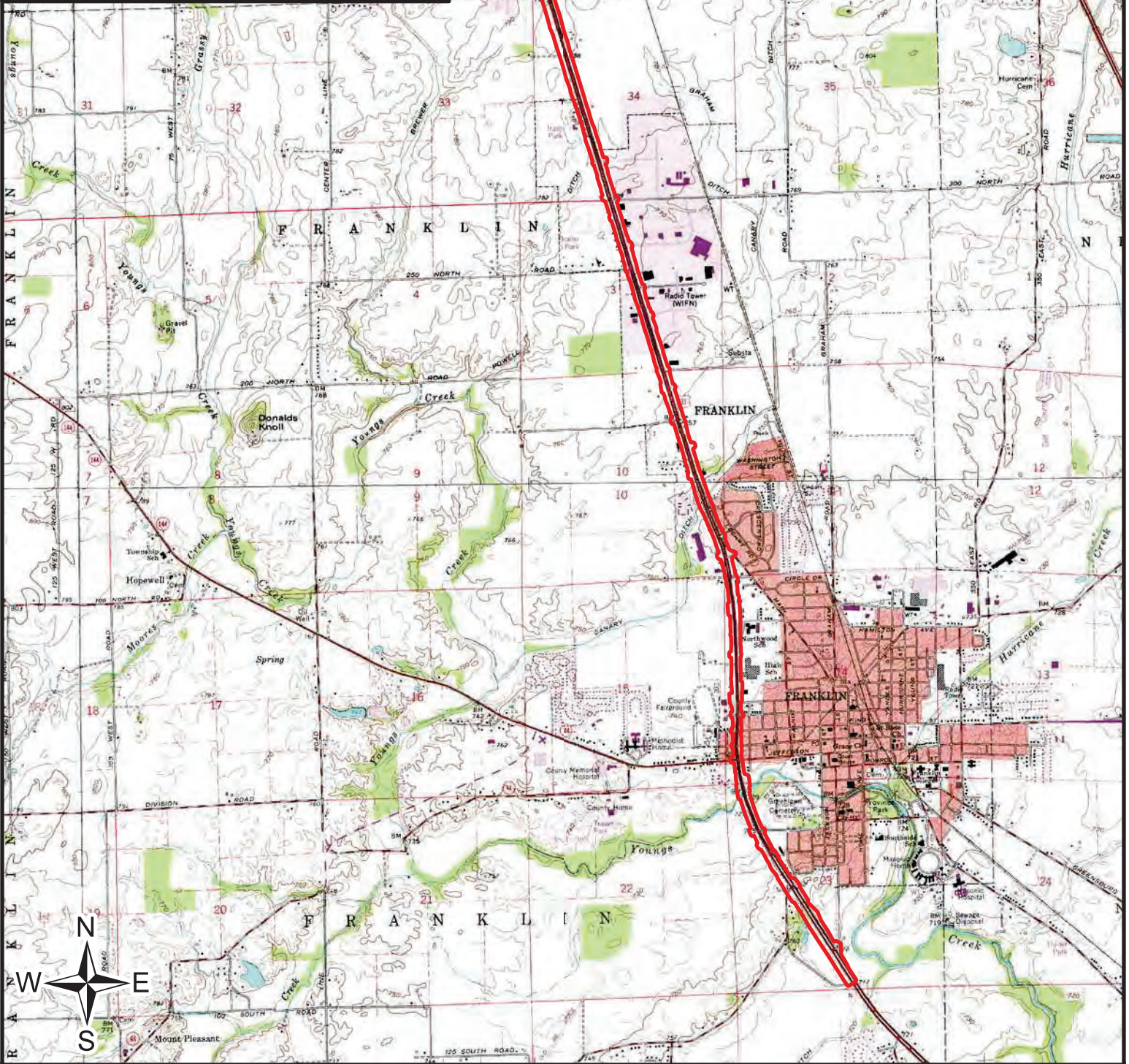
Appendix B – Photographs

Appendix C – List of Consulting Parties and Consulting Party Correspondence

Appendix D – Summaries of the HPR, Dairy Farm evaluation, and Archaeology Report

Appendix E – Plan Sheets

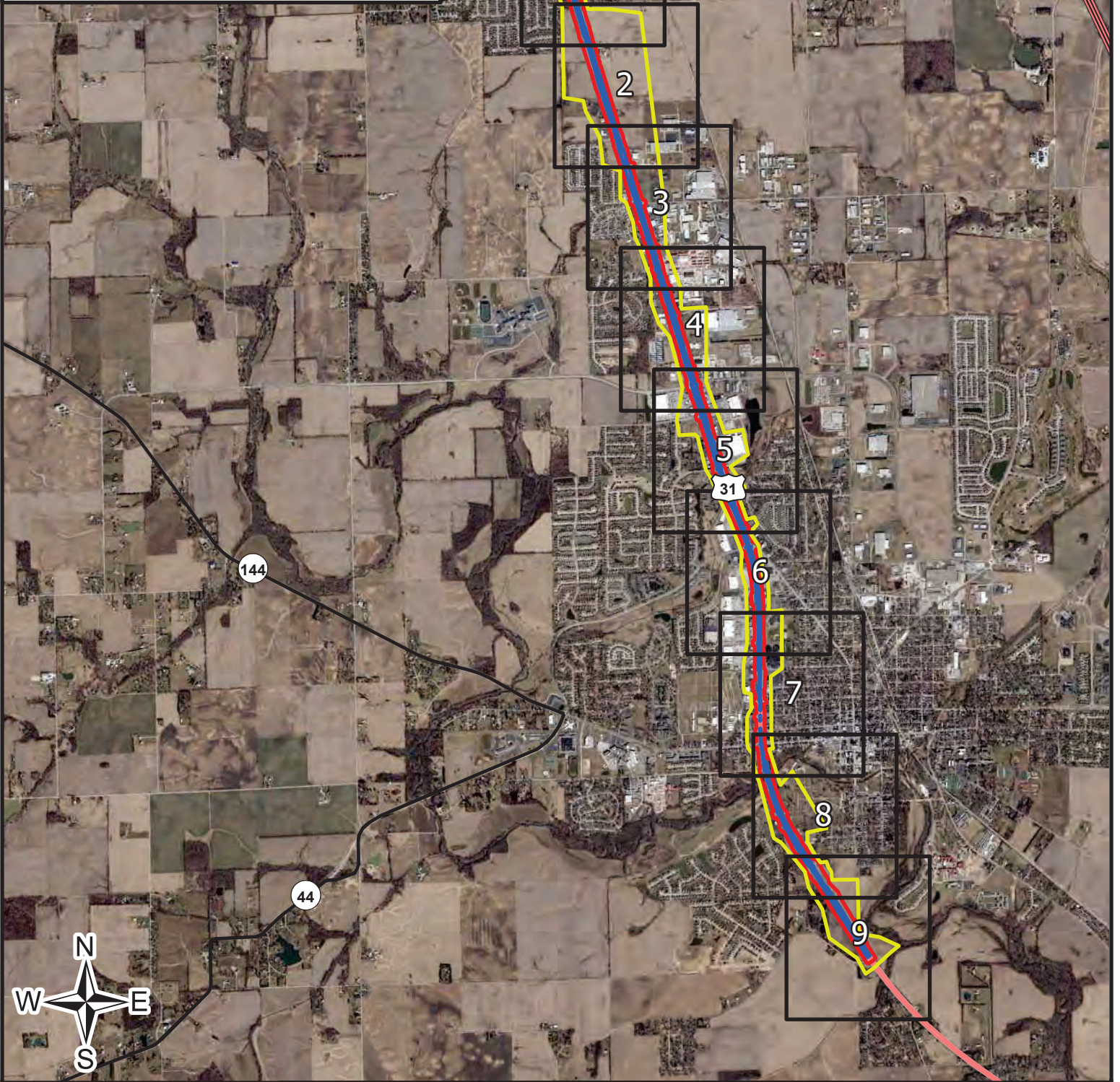
Topographic Map (1:44,000)
 Road Reconstruction Project
 US 31 Reconstruction
 Des. No. 1800081, 1800082, & 1800083
 Greenwood & Franklin Quadrangles,
 Johnson County, Indiana
 Source: US Geological Survey, PLSS



Revised Project Area



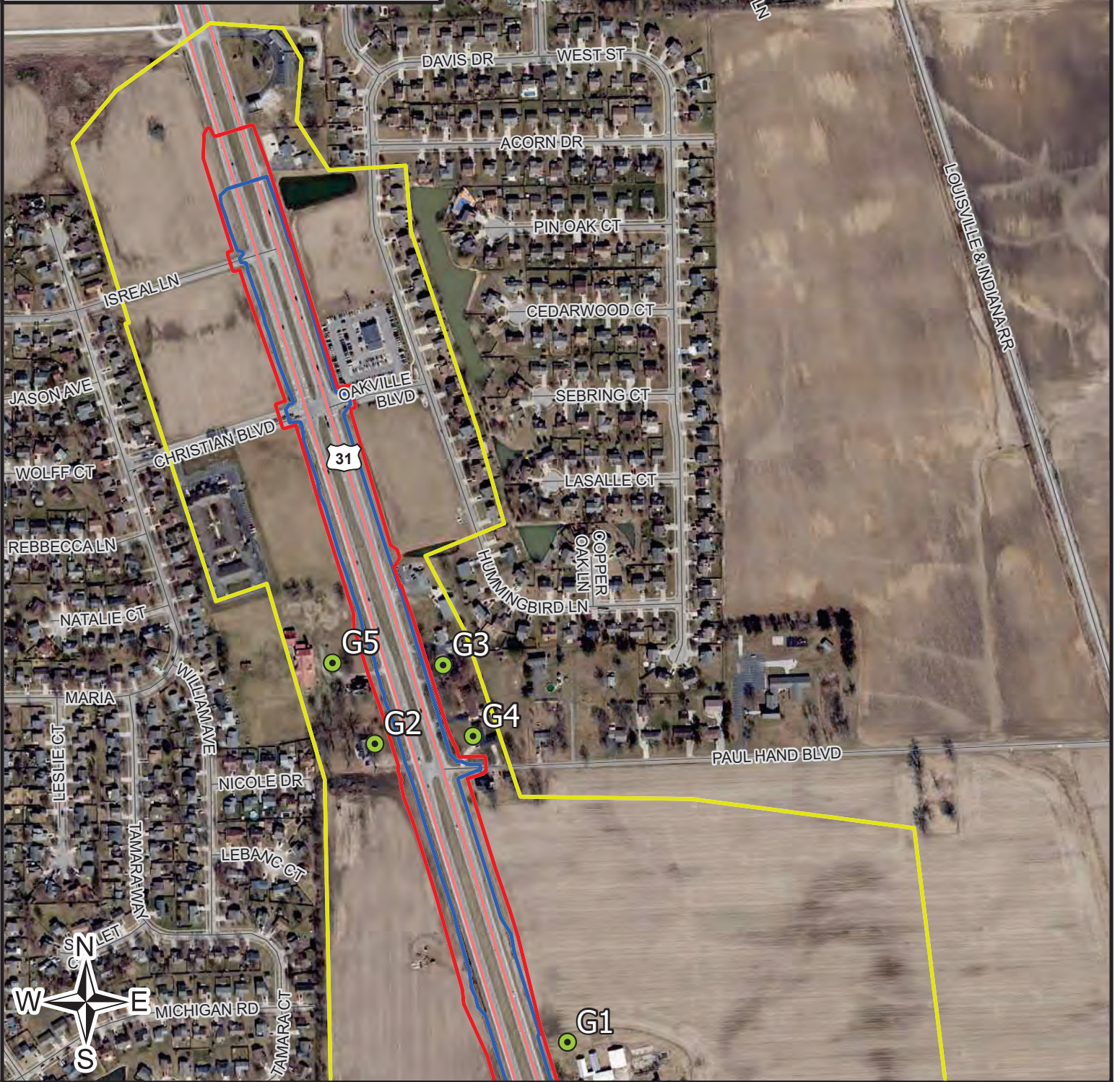
Aerial Map (1:45,000)
 Road Reconstruction Project
 US 31 Reconstruction
 Des. No. 1800082
 Johnson County, Indiana
 Source: Indiana Orthoimagery, 2016-2021



Rev. Project Area	Outstanding	Historic Bridges Outstanding
Prior Project Area	Notable	Historic Bridges Notable
Project APE	Contributing	Historic Bridges Contributing
SJCA Survey Point	Non-Contributing	Historic Bridges Non-Contributing
Historic Districts	Demolished	Historic Bridges Demolished
Cemeteries	Unknown/Not Rated	Historic Bridges Unknown/Not Rated
National Register Site		



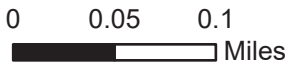
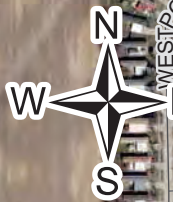
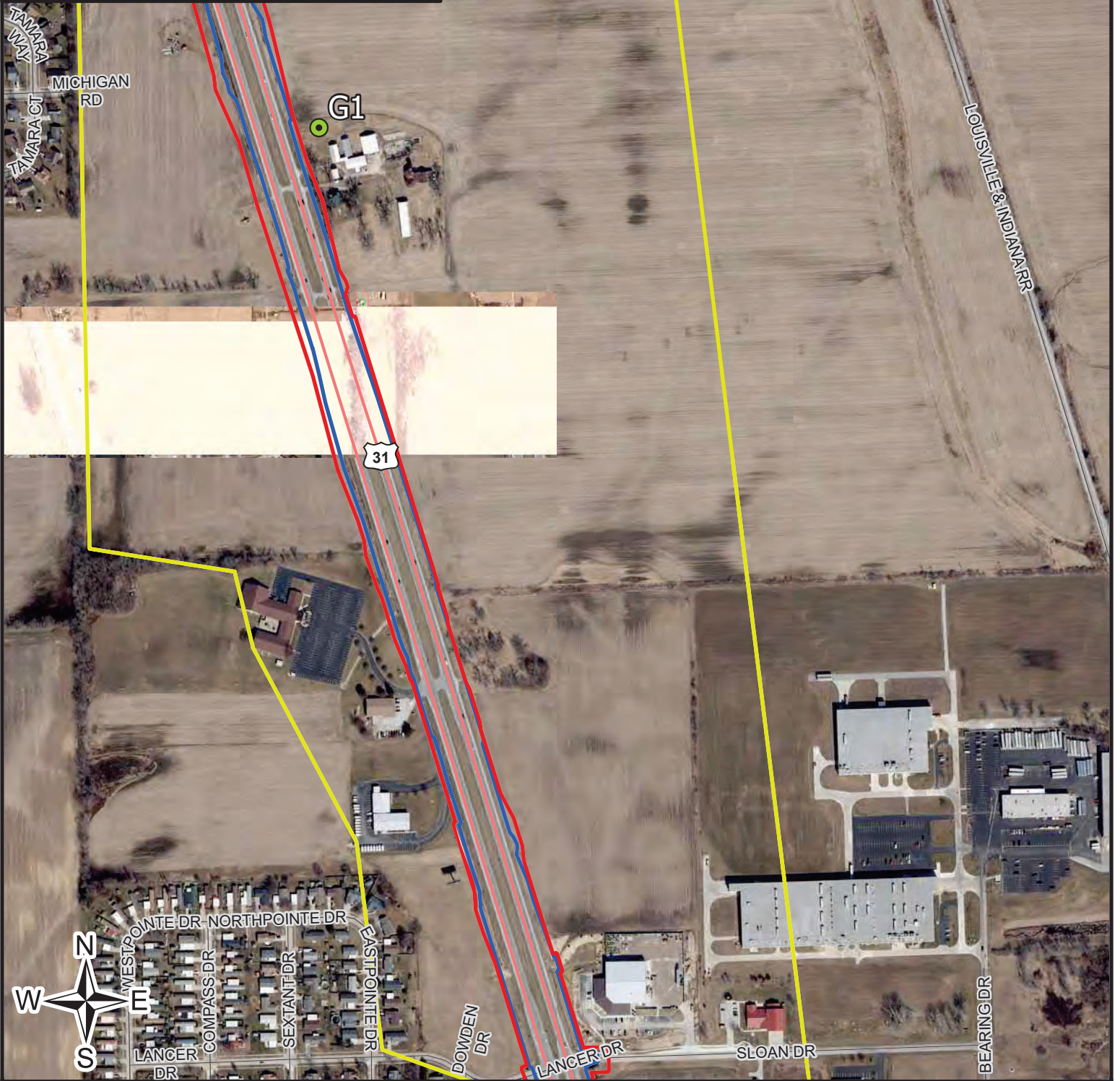
Aerial Map (1:6,000)
 Road Reconstruction Project
 US 31 Reconstruction
 Des. No. 1800082
 Johnson County, Indiana
 Source: Indiana Orthoimagery, 2016-2021



Rev. Project Area	Outstanding	Notable	Outstanding
Prior Project Area	Notable	Contributing	Notable
Project APE	Contributing	Non-Contributing	Contributing
SJCA Survey Point	Non-Contributing	Demolished	Non-Contributing
Historic Districts	Demolished	Unknown/Not Rated	Demolished
Cemeteries	Unknown/Not Rated		Unknown/Not Rated
National Register Site			



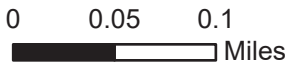
Aerial Map (1:6,000)
 Road Reconstruction Project
 US 31 Reconstruction
 Des. No. 1800082
 Johnson County, Indiana
 Source: Indiana Orthoimagery, 2016-2021



Rev. Project Area	County Survey Sites	Historic Bridges
Prior Project Area	Outstanding	Outstanding
Project APE	Notable	Notable
SJCA Survey Point	Contributing	Contributing
Historic Districts	Non-Contributing	Non-Contributing
Cemeteries	Demolished	Demolished
National Register Site	Unknown/Not Rated	Unknown/Not Rated



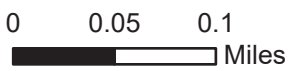
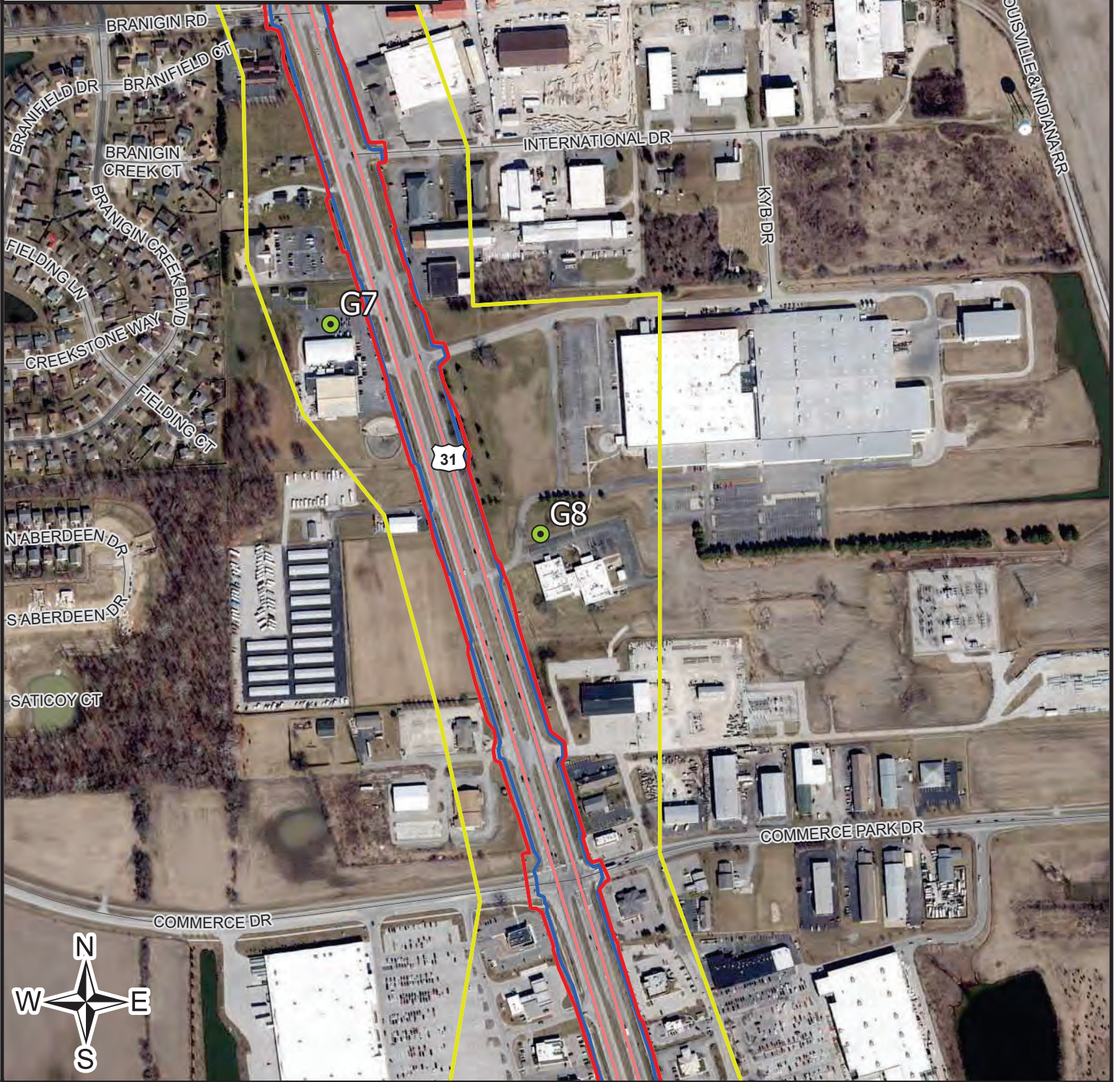
Aerial Map (1:6,000)
 Road Reconstruction Project
 US 31 Reconstruction
 Des. No. 180082
 Johnson County, Indiana
 Source: Indiana Orthoimagery, 2016-2021



Rev. Project Area	County Survey Sites Outstanding	Historic Bridges Outstanding
Prior Project Area	Notable	Notable
Project APE	Contributing	Contributing
SJCA Survey Point	Non-Contributing	Non-Contributing
Historic Districts	Demolished	Demolished
Cemeteries	Unknown/Not Rated	Unknown/Not Rated
National Register Site		



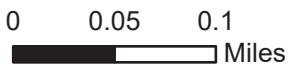
Aerial Map (1:6,000)
 Road Reconstruction Project
 US 31 Reconstruction
 Des. No. 1800082
 Johnson County, Indiana
 Source: Indiana Orthoimagery, 2016-2021



Rev. Project Area	Outstanding	Historic Bridges Outstanding
Prior Project Area	Notable	Historic Bridges Notable
Project APE	Contributing	Historic Bridges Contributing
SJCA Survey Point	Non-Contributing	Historic Bridges Non-Contributing
Historic Districts	Demolished	Historic Bridges Demolished
Cemeteries	Unknown/Not Rated	Historic Bridges Unknown/Not Rated
National Register Site		



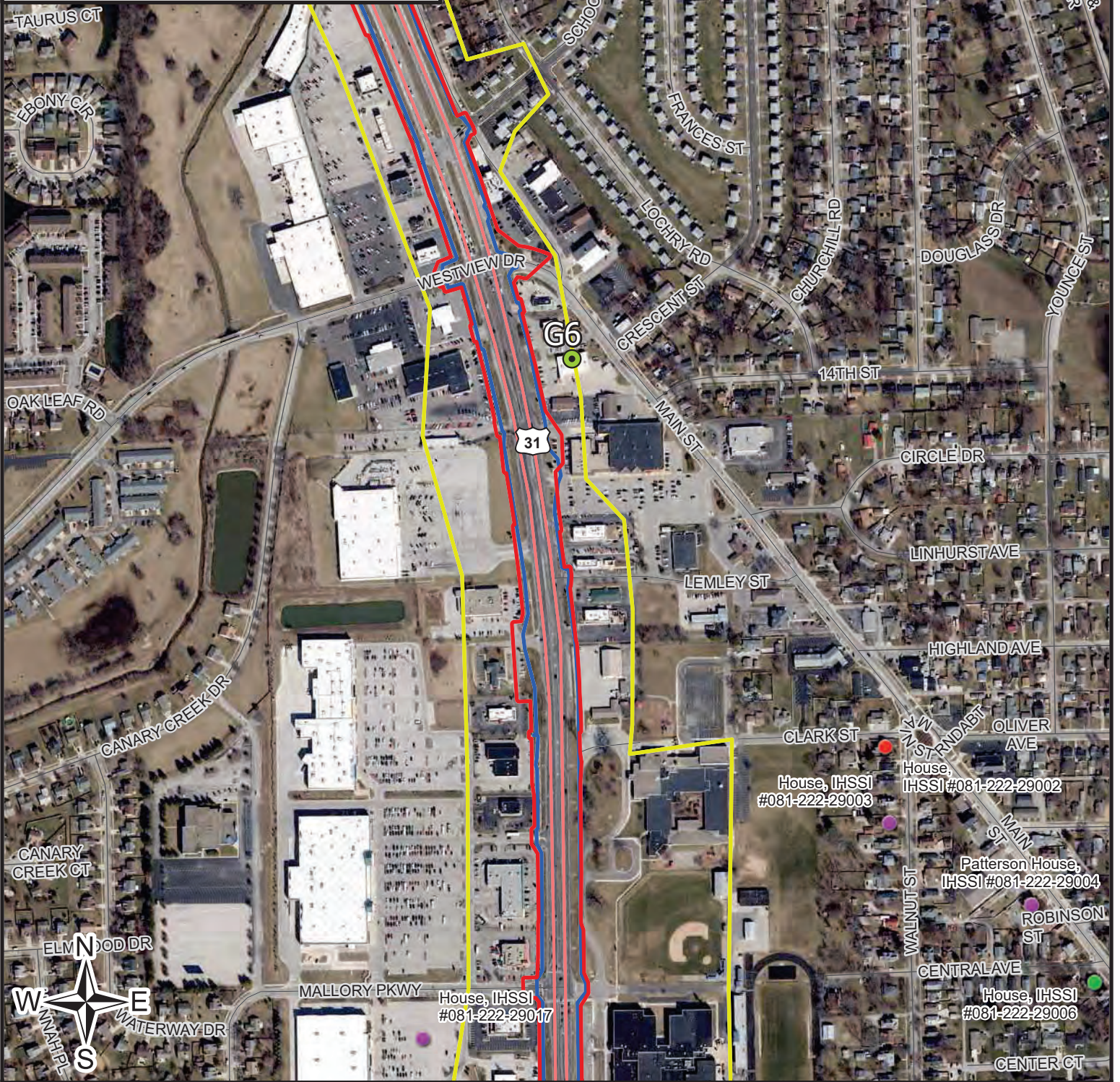
Aerial Map (1:6,000)
 Road Reconstruction Project
 US 31 Reconstruction
 Des. No. 180082
 Johnson County, Indiana
 Source: Indiana Orthoimagery, 2016-2021



Rev. Project Area	County Survey Sites Outstanding	Historic Bridges Outstanding
Prior Project Area	Notable	Notable
Project APE	Contributing	Contributing
SJCA Survey Point	Non-Contributing	Non-Contributing
Historic Districts	Demolished	Demolished
Cemeteries	Unknown/Not Rated	Unknown/Not Rated
National Register Site		



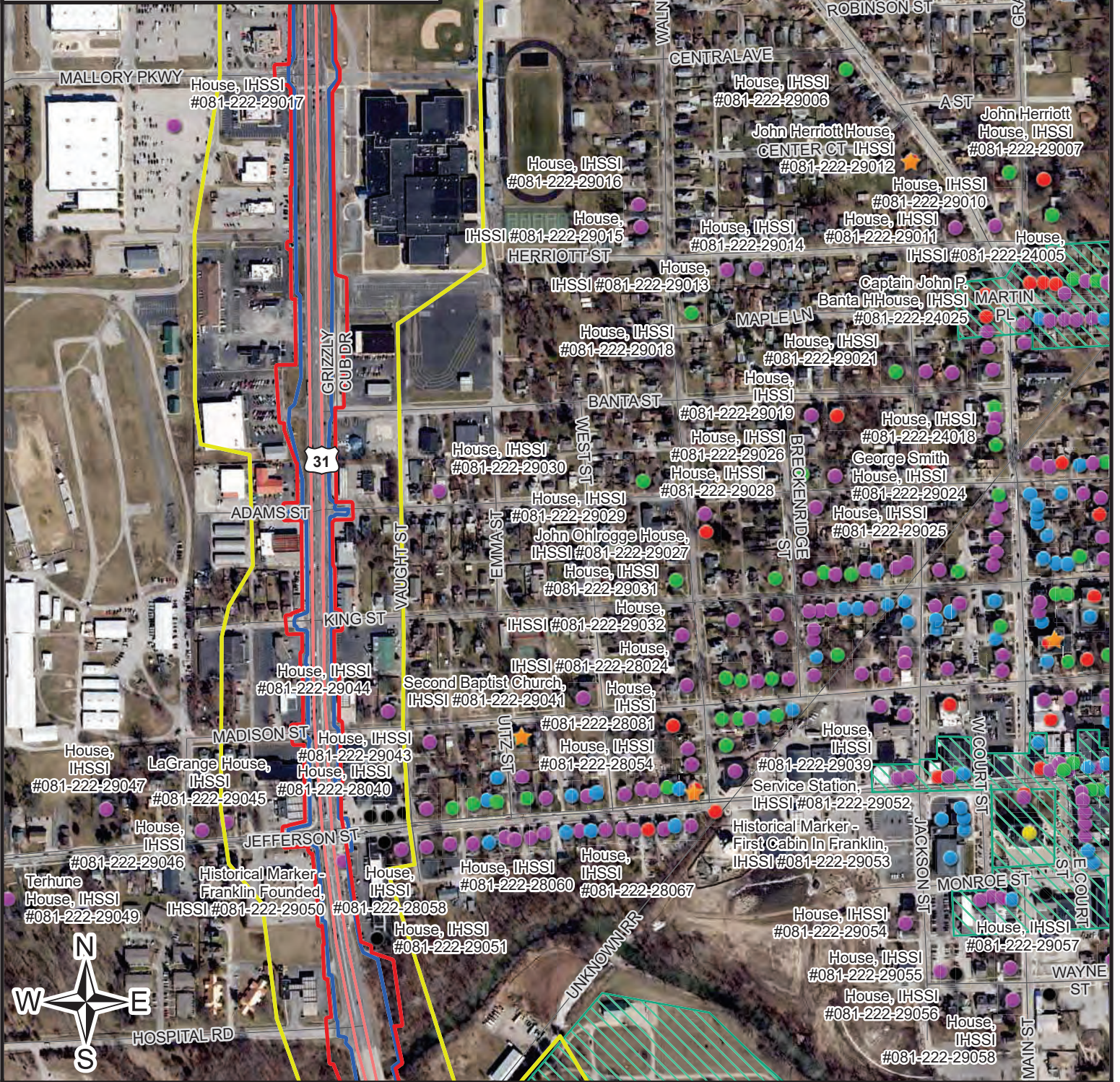
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 Road Reconstruction Project
 US 31 Reconstruction
 Des. No. 1800082
 Johnson County, Indiana
 Source: Indiana Orthoimagery, 2016-2021



	Rev. Project Area		County Survey Sites		Historic Bridges
	Prior Project Area		Outstanding		Outstanding
	Project APE		Notable		Notable
	SJCA Survey Point		Contributing		Contributing
	Historic Districts		Non-Contributing		Non-Contributing
	Cemeteries		Demolished		Demolished
	National Register Site		Unknown/Not Rated		Unknown/Not Rated



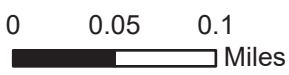
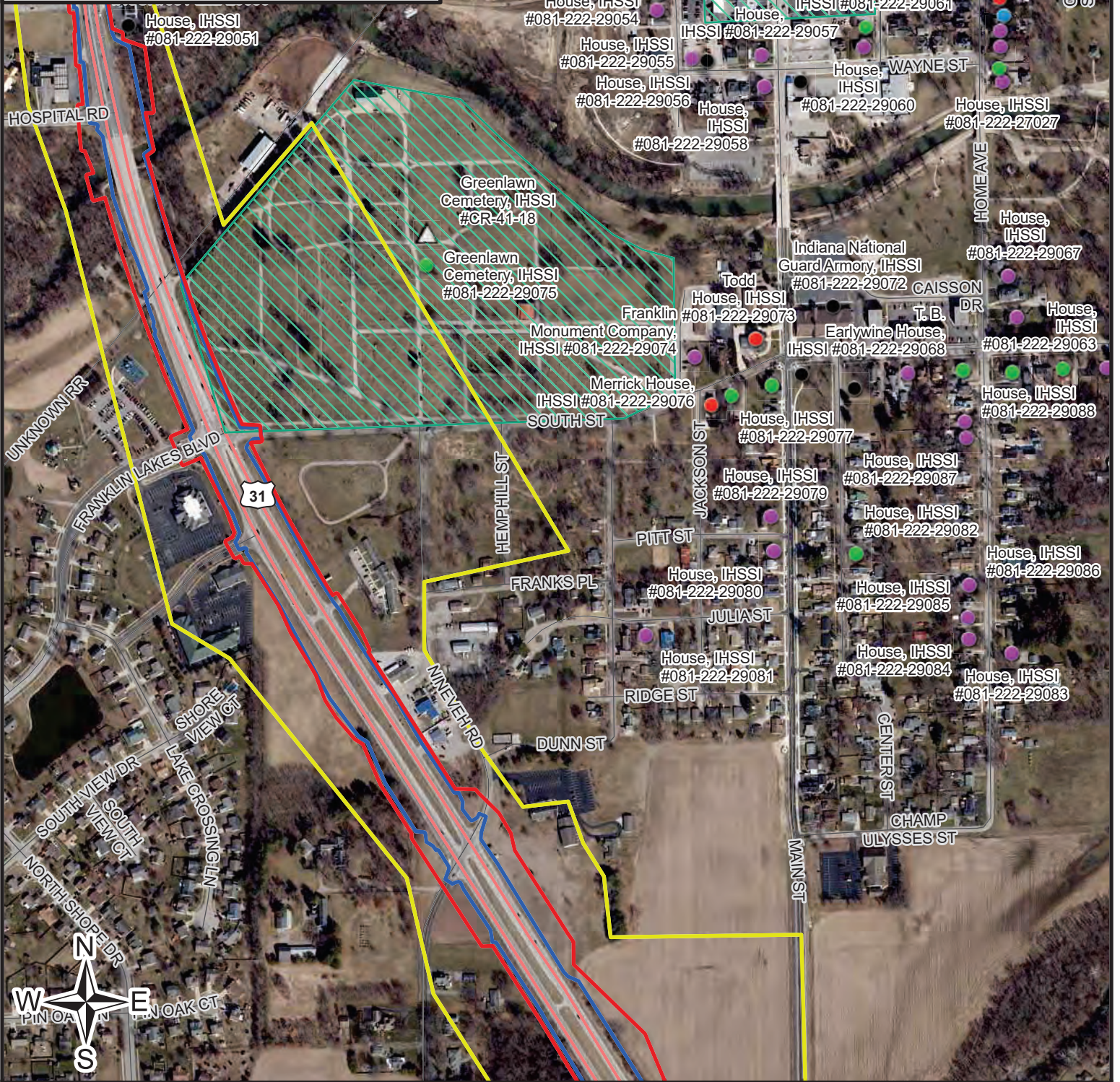
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 Road Reconstruction Project
 US 31 Reconstruction
 Des. No. 180082
 Johnson County, Indiana
 Source: Indiana Orthoimagery, 2016-2021



Rev. Project Area	Outstanding	Historic Bridges Outstanding
Prior Project Area	Notable	Historic Bridges Notable
Project APE	Contributing	Historic Bridges Contributing
SJCA Survey Point	Non-Contributing	Historic Bridges Non-Contributing
Historic Districts	Demolished	Historic Bridges Demolished
Cemeteries	Unknown/Not Rated	Historic Bridges Unknown/Not Rated
National Register Site		



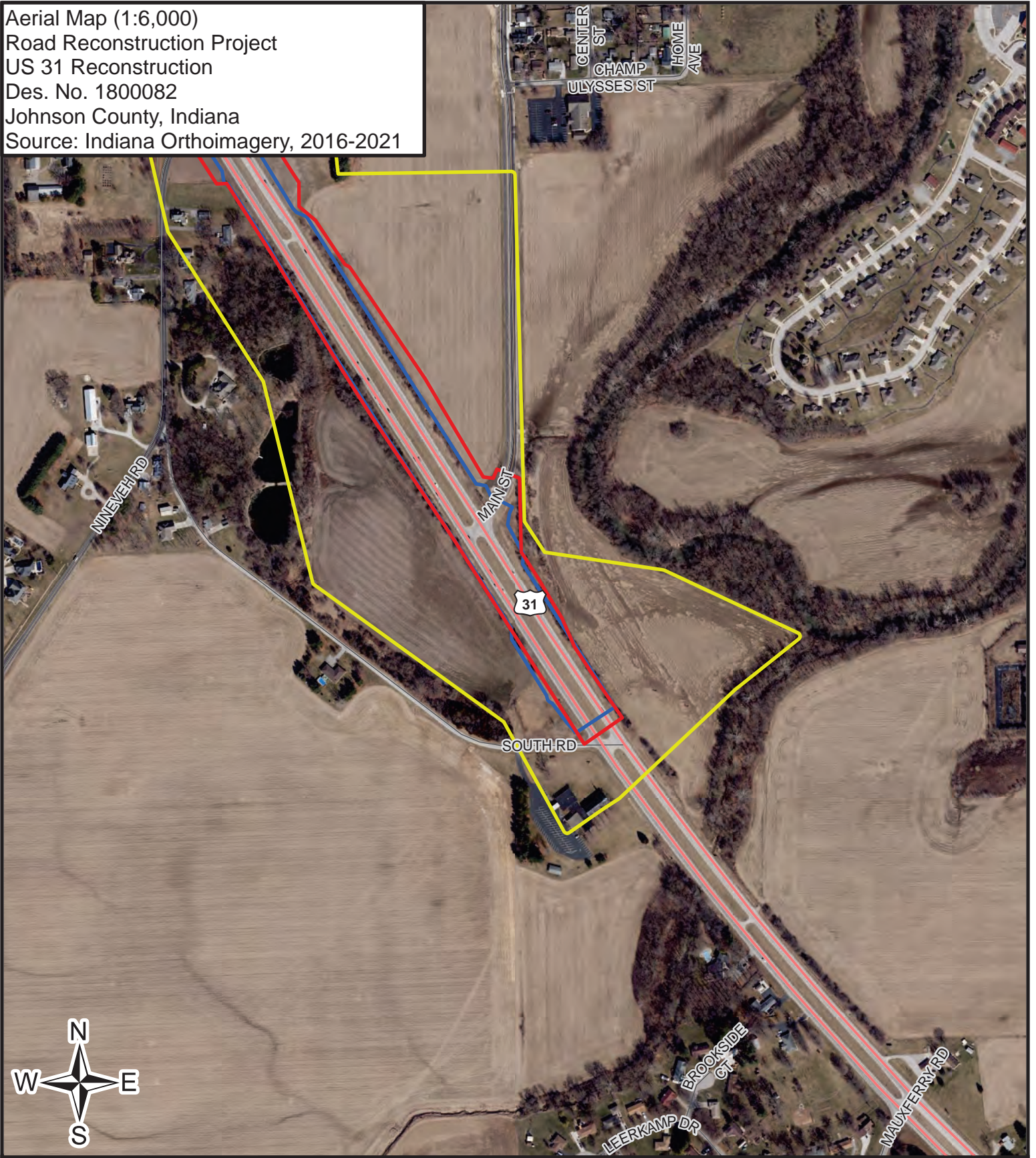
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 Road Reconstruction Project
 US 31 Reconstruction
 Des. No. 180082
 Johnson County, Indiana
 Source: Indiana Orthoimagery, 2016-2021



Rev. Project Area	County Survey Sites	Historic Bridges
Prior Project Area	Outstanding	Outstanding
Project APE	Notable	Notable
SJCA Survey Point	Contributing	Contributing
Historic Districts	Non-Contributing	Non-Contributing
Cemeteries	Demolished	Demolished
National Register Site	Unknown/Not Rated	Unknown/Not Rated



Aerial Map (1:6,000)
 Road Reconstruction Project
 US 31 Reconstruction
 Des. No. 1800082
 Johnson County, Indiana
 Source: Indiana Orthoimagery, 2016-2021

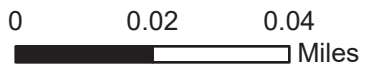
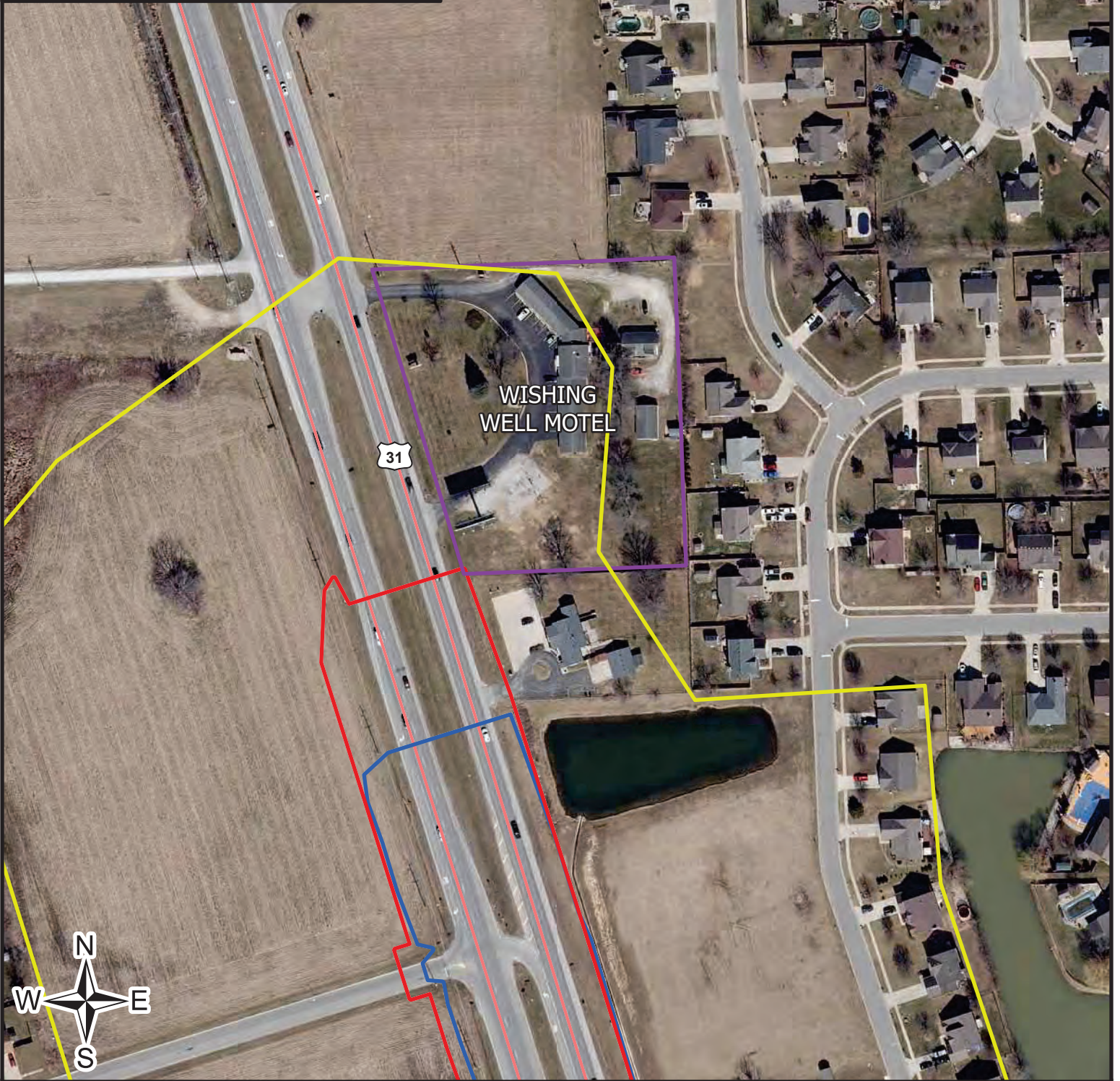






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 Miles

- | | | |
|------------------------|-------------------|------------------------------------|
| Rev. Project Area | Outstanding | Historic Bridges Outstanding |
| Prior Project Area | Notable | Historic Bridges Notable |
| Project APE | Contributing | Historic Bridges Contributing |
| SJCA Survey Point | Non-Contributing | Historic Bridges Non-Contributing |
| Historic Districts | Demolished | Historic Bridges Demolished |
| Cemeteries | Unknown/Not Rated | Historic Bridges Unknown/Not Rated |
| National Register Site | | |



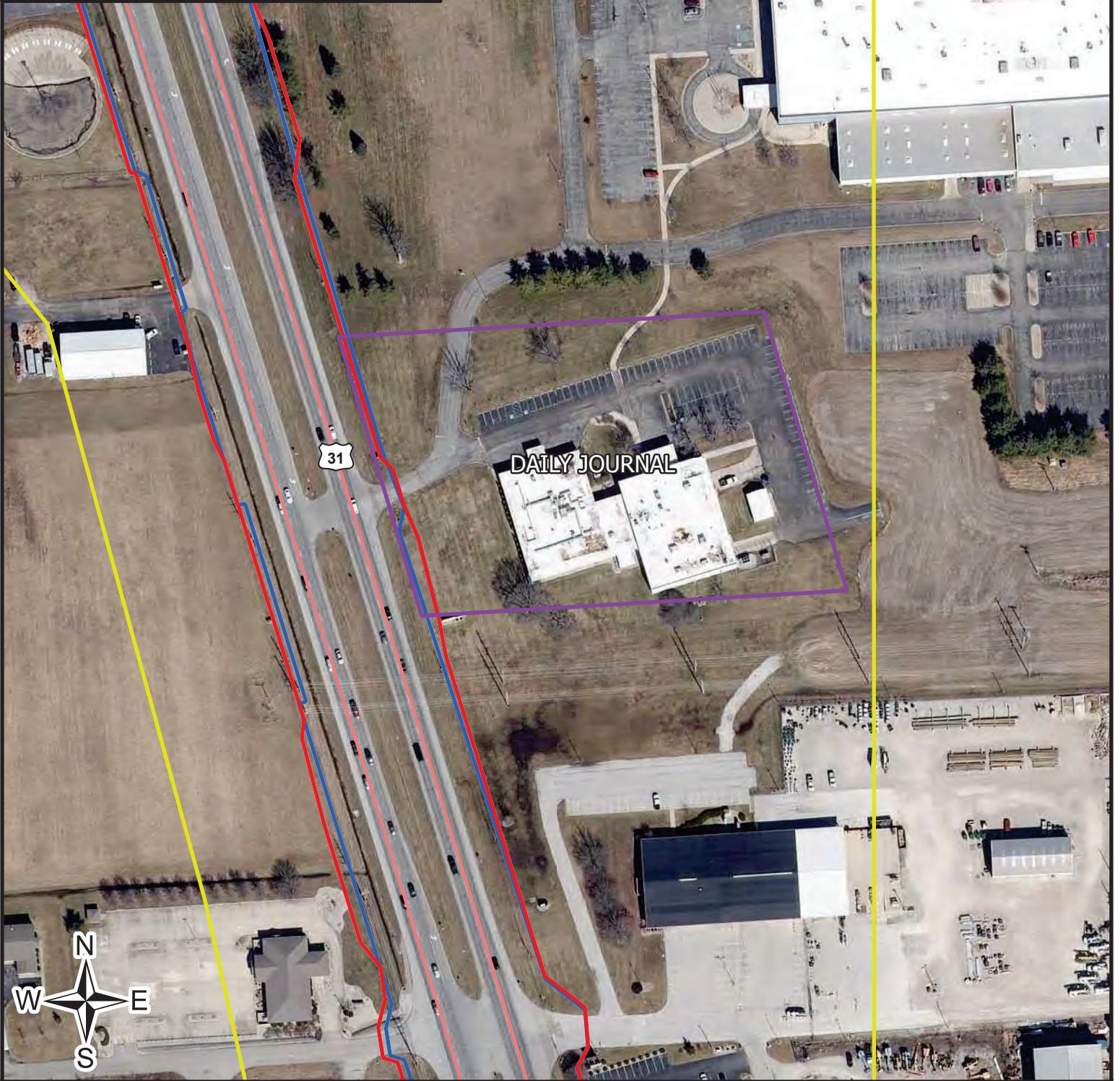
Aerial Map (1:2,000)
Road Reconstruction Project
US 31 Reconstruction
Des. No. 1800082
Johnson County, Indiana
Source: Indiana Orthoimagery, 2016-2021



-  Revised Project Area
-  Prior Project Area
-  Project APE
-  Historic Boundaries



Aerial Map (1:2,000)
Road Reconstruction Project
US 31 Reconstruction
Des. No. 1800082
Johnson County, Indiana
Source: Indiana Orthoimagery, 2016-2021



0 0.02 0.04
Miles

- Revised Project Area
- Prior Project Area
- Project APE
- Historic Boundaries



Aerial Map (1:8,000)
Road Reconstruction Project
US 31 Reconstruction
Des. No. 1800082
Johnson County, Indiana
Source: Indiana Orthoimagery, 2016-2021



LOCHRY
ADDITION
NO. 5

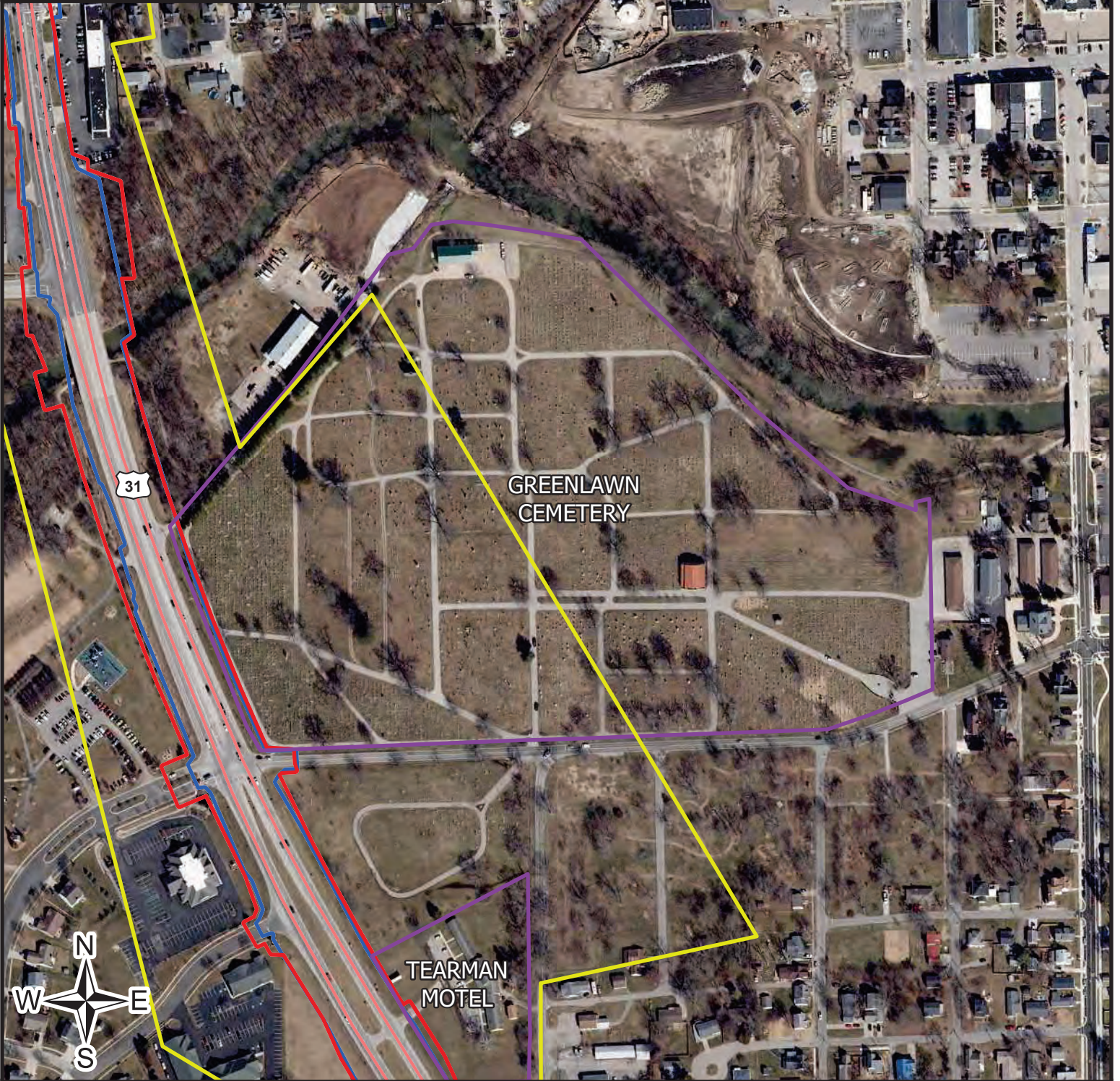


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- Revised Project Area
- Prior Project Area
- Project APE
- Historic Boundaries



Aerial Map (1:4,000)
Road Reconstruction Project
US 31 Reconstruction
Des. No. 180082
Johnson County, Indiana
Source: Indiana Orthoimagery, 2016-2021



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Miles

- Revised Project Area
- Prior Project Area
- Project APE
- Historic Boundaries



Aerial Map (1:2,000)
Road Reconstruction Project
US 31 Reconstruction
Des. No. 1800082
Johnson County, Indiana
Source: Indiana Orthoimagery, 2016-2021

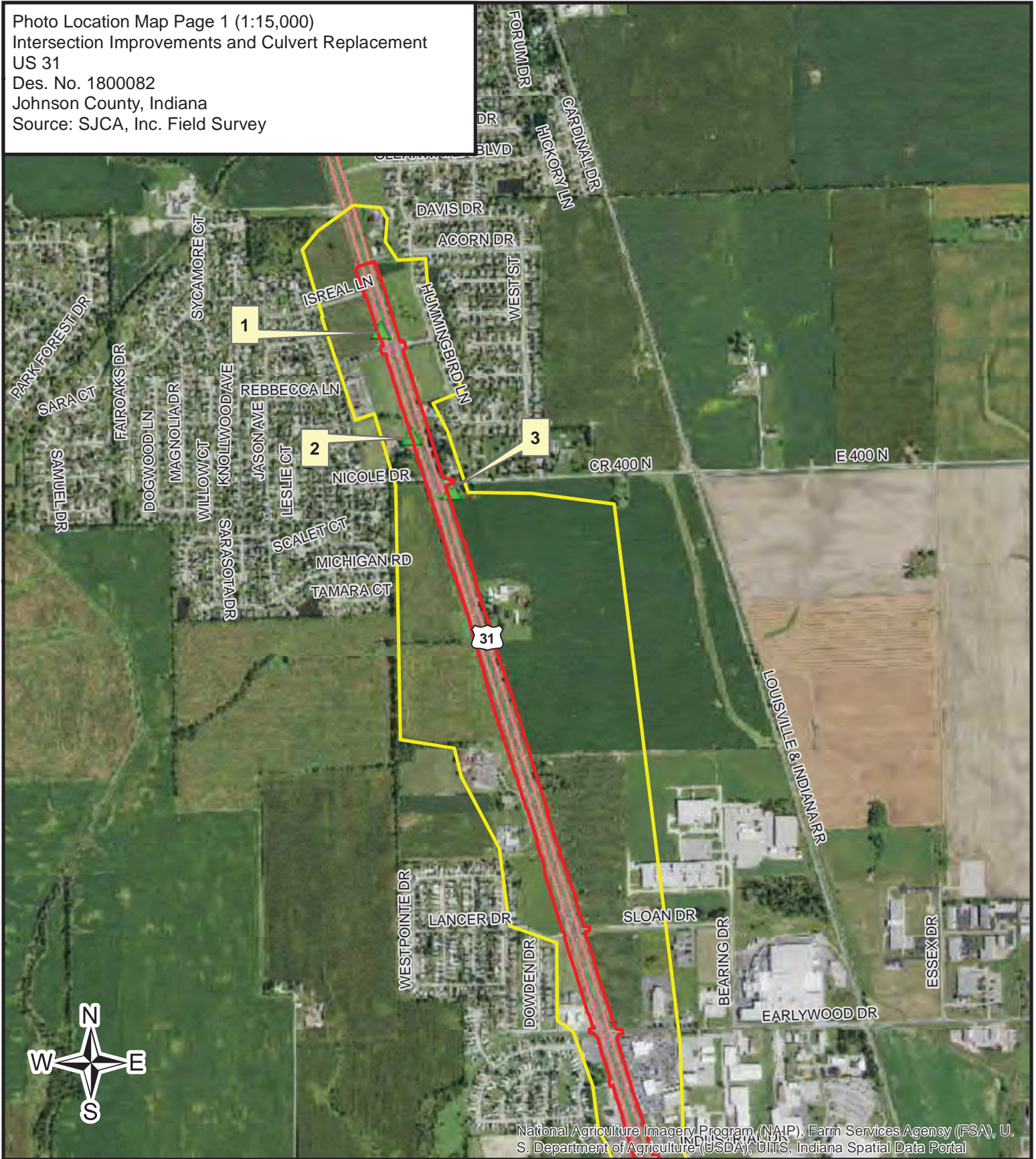


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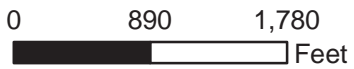
- Revised Project Area
- Prior Project Area
- Project APE
- Historic Boundaries



Photo Location Map Page 1 (1:15,000)
 Intersection Improvements and Culvert Replacement
 US 31
 Des. No. 1800082
 Johnson County, Indiana
 Source: SJCA, Inc. Field Survey



National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U.S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal






-  Project APE
-  Project Location
-  Photo Location



Photo Location Map Page 2 (1:10,000)
 Intersection Improvements and Culvert Replacement
 US 31
 Des. No. 1800082
 Johnson County, Indiana
 Source: SJCA, Inc. Field Survey



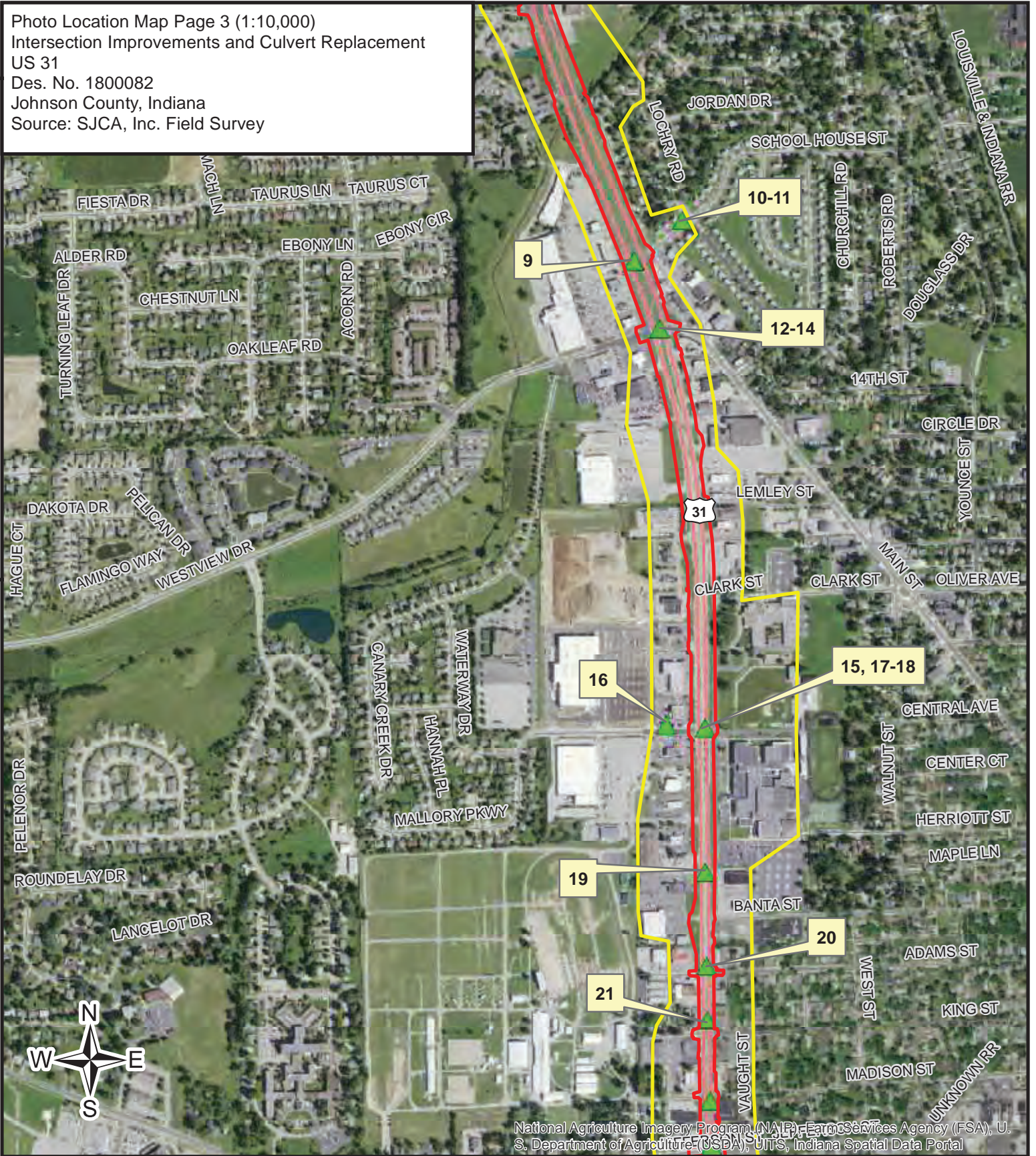
National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U.S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal

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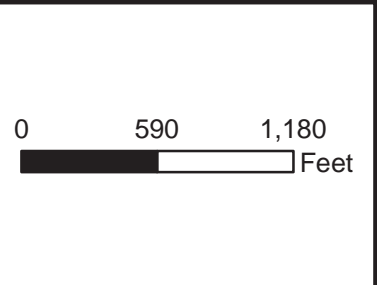
- APE
- Project Location
- ▲ Photo Location



Photo Location Map Page 3 (1:10,000)
 Intersection Improvements and Culvert Replacement
 US 31
 Des. No. 1800082
 Johnson County, Indiana
 Source: SJCA, Inc. Field Survey



National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U.S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal



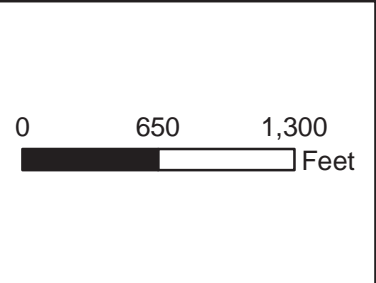
- APE
- Project Location
- ▲ Photo Location



Photo Location Map Page 4 (1:11,000)
 Intersection Improvements and Culvert Replacement
 US 31
 Des. No. 1800082
 Johnson County, Indiana
 Source: SJCA, Inc. Field Survey



National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U.S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal



- APE
- Project Location
- ▲ Photo Location



Project Area Photographs



1. Facing north towards north end of APE from SB lane of US 31



2. Facing south at US 31 from SB lane



3. Facing north from Paul Hand Road at US 31 NB lanes



4. Facing west toward non-contributing residential building at 2820 N. Morton Street (US 31)



5. Facing south from SB lane at N. Morton Street and Commerce Dr. intersection



6. Facing east at Commerce Drive and N. Morton Street intersection



7. Facing north from the NB lane at N. Morton Street and Commerce Drive intersection



8. Facing north from NB lane at intersection of N. Morton Street and CR 175 N (Simon Rd.)



9. Facing south at intersection of N. Morton Street and Schoolhouse Road



10. Facing southeast down Lochry Road from intersection with Schoolhouse Road



11. Facing northeast along Schoolhouse Road from intersection with Lochry Road



12. Facing east at N. Main Street and N. Morton Street intersection



13. Facing south at N. Main Street and N. Morton Street intersection



14. Facing south at N. Morton Street and N. Main Street intersection