

Avoidance Alternatives

All Far East alternatives (A-2, A-9, A-13, **A-15** and A-16) pass through the Swartz Farm Rural Historic District property at approximately the same location just prior to connecting to the S.R. 265/S.R. 62 interchange, as shown on Figure 6.2-1. The Near East alternative (B-1) passes through the District at a different angle, but ties into the interchange at approximately the same point and would use more property (60.2 acres) from the District than any of the Far East alternatives. Alternatives A-13, **A-15** and A-16 would use 55.4 acres. Alternative A-9 would use 56.4 acres and Alternative A-2 would use 57.3 acres. Reconfiguration of the S.R. 265/S.R. 62 interchange is an integral part of each of the East End alternatives, therefore, none of the East End alternatives would avoid the Swartz Farm Rural Historic District. Since the Swartz Farm Rural Historic District property is immediately adjacent to the existing interchange, a shift of **Alternative A-15**, or any East End alternative, far enough to avoid the farm (to either side of the property) would prevent a viable connection to the existing interchange.

If the existing interchange were to be relocated to the north, and **Alternative A-15** (or any East End alternative) were shifted to the north accordingly to avoid the Swartz Farm Rural Historic District, the shifted alternative and the new interchange with connector roads would severely impact the residential communities and other Section 4(f) resources to the north. A shift to the north would displace approximately 100-110 homes, disrupting and dividing the impacted communities. It would also impact a county park (Clark County), which is a Section 4(f) Resource, displace 10-12 businesses and require the relocation of two sets of railroad tracks. A similar shift of the interchange and alternative to the south would have a similar impact to the communities in that area, displacing approximately 95-105 homes, an elementary school, a church, 4-6 businesses, and dividing a neighborhood. Other design alternatives such as a reduced facility, retaining walls, etc., also would not avoid the property. The only avoidance alternatives to a Section 4(f) use of this property would be the No-Action Alternative, the Transportation Management Alternative, and the One Bridge/Highway Alternative (Downtown). None of these alternatives would sufficiently meet the purpose and need for this project, as discussed in Section 6.4.1. The No-Action Alternative and the Transportation Management Alternative (by itself) would not meet any of the needs. The One Bridge/Highway Alternative would not sufficiently meet all of the needs so as to constitute a feasible and prudent long-term solution to the region's cross-river mobility needs. With any of the One Bridge/Highway Alternatives, the total cross river demand-to-capacity ratio would once again be near or above 100 percent by the year 2025, meaning that additional improvements would once again be necessary. The One Bridge/Highway Alternative would not sufficiently resolve the congestion on the Kennedy Bridge and Kennedy Interchange. The LOS on the Kennedy Bridge would remain at E for the One Bridge/Highway Alternative (Downtown), and would only improve to D for the One Bridge/Highway Alternative (East End). The One Bridge/Highway Alternative would also not solve the traffic safety problems in the Kennedy Interchange and on the Kennedy Bridge and approach roadways. The Kennedy Interchange and Kennedy Bridge have a history of high crash rates. Traffic congestion is a contributor to those high crash rates, and the One Bridge/Highway Alternative would not reduce congestion sufficiently to resolve the traffic safety problems on those facilities. The One Bridge/Highway Alternative would not sufficiently meet all of the needs for this project as outlined in Chapter 2 and, therefore, is not a feasible and prudent alternative.

Measures to Minimize Harm

Alternative A-15 is located as far away from the main complex of the Swartz Farm Rural Historic District as practicable, while maintaining a viable connection to the existing S.R. 265/S.R. 62 interchange, and would avoid the main character defining features of the farm including the farmhouse, the outbuildings, the seasonal ford and the farm pond. None of the other East End alternatives would have less harm to the Swartz Farm Rural Historic District than **Alternative A-15**.

The amount of property that would be used by **Alternative A-15** has been minimized by utilizing a reduced width median with a median barrier instead of a wider grassed median that is typical for this type of freeway. The dimensions for elements of the six-lane roadway section used are the minimum values recommended for this type of facility. Within the interchange, the median is transitioned from a 58-foot depressed grass median to a 26-foot raised median, the inside four lanes are shifted with the change in median width and the outside lanes (one on each side) are transitioned into the one-lane collector distributor (CD) roadways. Ramp connections between A-15 and SR 62 and Port Road also are located within this transition area, with those connections directly to and from the CDs.

Because of the transition and ramp connections, there is no “standard” roadway section through the Schwartz Farm. The opportunity for further minimization of impacts to the historic district through some type of change to the roadway section would therefore be limited. The basic section would used through the Schwartz Farm Rural Historic District is the four-lane/CD section. The rural roadway section requires approximately 18 feet less right of way (9 feet each side) and would therefore have to be expanded further into the interchange to gain any width reduction due to the typical section. But the point where the transition should be, is determined by the point where the CD roadways need to begin or end, which is determined by the point where ramps connect to the CD. Some minor adjustment may be possible with the geometry of these ramps and radii requirements, but nothing that would provide any meaningful reduction in right of way requirements through the Schwartz Farm.

Some slight reduction in right of way may be possible by extending the raised median to a point just east of the Utica – Sellersburg overpass. This change would reduce the distance between the outside pavement edges by 32 feet. The distance between outside pavement edge and center of median would be reduced by 16 feet, but the right of way width would be reduced by a lesser amount due to drainage requirements for the outside ditches. This change would also introduce an additional transition in the outside edge of pavement, resulting in the outside pavement edge narrowing as you approach the Utica – Sellersburg Road overpass and then expanding to match the CD roadways included within the interchange. The transition from depressed median to raised median and three-lane roadways to two-lane/CD roadway included in the recommended design concept provides a much smoother transition into the SR265/SR 62/Port Road Interchange. The maximum possible reduction in right of way that could be associated with this change would be approximately 0.46 acres.

During final design, reduced shoulder widths and steeper fill slopes will be utilized to the extent practicable without compromising safety. Drainage requirements are important for the final

roadway and would need to be included in any further minimization of the roadway section. Vegetative screening will be incorporated into the final design, where appropriate, to decrease visual impacts.

The Swartz Farm Rural Historic District and the James Smith Farm (a nearby farm property similar to the Swartz Farm) are both located in an area where planned and future development threatens their farm properties and rural setting. Figure 6.2-8 shows some of the development that is already planned for this area. In view of the threat of development to the rural historic properties in this area, the following measures will be implemented to mitigate impacts to the Swartz Farm Rural Historic District:

1. The INDOT will develop a thematic context study for agriculture in Clark County, Indiana, and surrounding counties to assist with future nominations in the region.
2. The INDOT will, in consultation with the IN SHPO, purchase that portion (approximately 57 acres) of the Swartz Farm lying on the west side of the Project that includes the house, barn, and associated outbuildings.
3. Prior to initiating construction activities, the INDOT will ensure that the construction contractor will develop and implement a blasting/vibration plan for the project to avoid damage to this portion of the Swartz Farm.
4. The INDOT will develop documentation for that portion of the Swartz Farm defined above and seek NRHP nomination of the remaining farmstead.
5. INDOT will delineate a “no-work” zone around the remaining Swartz farmstead.
6. The INDOT will place a preservation easement on the property and sell the property to a historic preservation organization or donate the property to a local government or historic preservation organization. If neither a local government nor preservation organization is willing to accept title to the property, it will be sold to anyone who will accept the property’s preservation easement. If sold, the current owner will have first right of refusal.
7. In consultation with the IN SHPO, INDOT will prepare archival documentation of the Central Passage House prior to its demolition.
8. In consultation with the IN SHPO and FHWA, the INDOT will develop and implement a landscaping plan for the property to minimize visual impacts of the project, paying particular attention to the roadway and SR 62 interchange.
9. The INDOT will accept by donation and preserve that portion of the James Smith Farm that was determined eligible for the NRHP as a rural historic farmstead (approximately 8.3 acres). If the property is donated, the following stipulations will apply:
 - a. In consultation with the IN SHPO, INDOT will develop and implement a plan to stabilize the property to ensure that it retains its historic integrity until such time as it can be transferred to a new owner.
 - b. The INDOT will place a preservation easement on the property and sell the property at fair market value to a preservation organization or other party acceptable to the Bi-State Historic Consultation Team or donate the property to a local government. If sold, the current owner will have first right of refusal.
 - c. Prior to the sale or donation of the property, the INDOT will fund the exterior rehabilitation of the structure to a level consistent with the Secretary’s Standards.

INDIANA

LEGEND

-  Swartz Farm Rural Historic District
-  Preliminary Plat
-  Final Plat
-  New Development

Alignment

-  A15
-  A15

Right-of-Way

-  A15

0  2,000'



Swartz Farm Rural Historic District

Boulder Creek Subdivision

Utica Elementary

Greater Clark County School Admin. Building

Northport Business Center

Bridgeport Business Center

Utica



LOUISVILLE – SOUTHERN INDIANA
OHIO RIVER BRIDGES PROJECT
Environmental Impact Statement/Preliminary Design

**PLANNED DEVELOPMENT NEAR THE
SWARTZ FARM RURAL HISTORIC DISTRICT**

Scale 1:12,000
(Metric)

Figure 6.2-8

- d. The INDOT will develop a Historic Preservation Plan (HPP) for the James Smith Farm. The HPP will include strategies and recommendations for treatment and rehabilitation of the residence and grounds, reuse of the property for public use, and maintenance by a local or regional preservation organization, or local government acceptable to the INDOT and IN SHPO.
- e. The INDOT will develop documentation for and seek NRHP nomination and listing for the James Smith Farm.

Conclusion

Based on the above considerations, there is no feasible and prudent alternative to the use of land from the Swartz Farm Rural Historic District, and the proposed action includes all possible planning to minimize harm to the Swartz Farm Rural Historic District resulting from such use.

Country Estates Historic District (KE-HC-1) - Kentucky

The Country Estates Historic District consists of all or portions of a string of contiguous estates, many with designed landscapes, covering approximately 729.4 acres northeast of Louisville. The estates were developed from circa 1875 to 1938. They stretch in a line along the Ohio River bottomlands and the steep river bluffs behind them. The Country Estates Historic District encompasses the Historic Districts of Nitta Yuma, Harrods Creek, Glenview, and Drumanard. The majority of the residences in the District, dating from 1900 to 1938, are high style two and one-half story, architect-designed houses. The architecturally significant styles range from Colonial, Georgian, and Tudor Revival to Craftsman and to eclectic mixes, which use elements from several of these. Estates may be listed for their architectural or their historical significance, determining to a certain extent the necessary degree of integrity of design, materials, and workmanship required to render the property or its individual elements contributing. This District is included on the NRHP under criteria A and C, events and architecture. Frederick Law Olmsted's firm of landscape architects was engaged by the city of Louisville in 1891 to design its three major public parks. The string of country places along River Road generated one of the Olmsted firm's largest clusters of clients in the area. Marian Cruger Coffin and Arthur Westcott Cowell also designed gardens in the District. The stock market crash in December 1929 and the ensuing depression brought residential construction along River Road to an abrupt halt and also ended the golden age of the country estate.

The portion of the Country Estates Historic District that would be impacted by the East End alternatives, and their proximity to the District, are shown on Figure 6.2-9. Shady Brook Farm, one of the country estates in the District, is also illustrated in the same figure. The individual estates are privately owned, and are used primarily as residences. There are no covenants or restrictions on the ownership. Vehicular and pedestrian access is available; however, the estates are not open to the public for visitation or recreation activities. There is a common relationship between individual estates within the District including their location, the period of construction, large size, landscaping, etc., which provides a unique characteristic to the District.



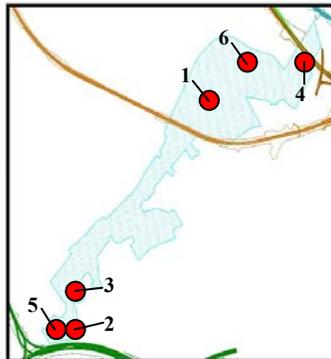
(1)



(2)



(3)



(4)



(5)



(6)

Photographs 1-6 (from left to right and top to bottom: 1) Shady Brook Farm 2) Lyncliffe 3) Ladless Hill 4) Drumanard Estate 5) Blankenbaker Station 6) Ashbourne

Photographs courtesy of River Fields, Inc.

Drumanard Historic District - Kentucky

In addition to being included in the Country Estates Historic District, Drumanard Estate is also listed individually on the NRHP. Drumanard Estate is a representation of the Country Estate property type in the Suburban Development context. The property features a historic landscape designed by the nationally known firm of Olmsted Associates and a formal garden designed by Arthur Cowell of Pennsylvania. It includes a Tudor Revival style architectural cluster, one of several such examples by the locally prominent firm of Nevin and Morgan. The dwelling at Drumanard was initially listed on the NRHP in 1983. The boundary was later expanded to include the entire estate of 42 acres.

Impacts

Alternative A-9: This alternative would use approximately 13.1 acres from the Country Estates Historic District, specifically Shady Brook Farm. The roadway would pass through the western side of the estate, approximately 385 feet from the house. The introduction of a freeway through the Country Estates Historic District would result in visual impacts on the surrounding landscapes. Traffic noise levels from Alternative A-9 are projected to be approximately 60 dBA at this property by the year 2025, which would be an increase of approximately 18 dBA over existing noise levels.

Alternative A-13 and Alternative A-15: Both alternatives would tunnel underneath the Country Estates Historic District at Drumanard. The two alternatives are common at this point. The relationship of Alternatives A-13 and A-15 to the Drumanard property is shown on Figure 6.2-10. The dwelling would be more than 920 feet from the nearest opening of the tunnel, where the roadway would still be well below the ground surface. Due to the dense vegetation and rolling topography on and adjacent to the property, visual impacts from these alternatives would be minimal. The tunnel entrances are located off of the property and are out of view from the house. Traffic noise levels from these alternatives are projected to be approximately 54 dBA at this property by the year 2025, which would be an increase of approximately 6 dBA over existing noise levels. Blasting charges associated with construction of the tunnel would be limited in size to prevent vibration impacts to the property. The tunnel construction and operation would not disturb the surface of Drumanard and would not adversely impact the historic integrity of the site.

Avoidance Alternatives

Alternative A-9 is the only Far East alternative that would use land from this District. Due to the size of the District, an alignment shift of Alternative A-9 in either direction would not avoid the District. Other design alternatives such as a reduced facility, retaining walls, etc., also would not avoid the property. Alternatives A-2, A-13, A-15, A-16 and B-1 would avoid using land from this district. Alternatives A-13 and A-15 include a tunnel underneath the Drumanard property. The tunnel would not disturb the surface of the Drumanard property and would not substantially impair the historic integrity of the site. As noted above, visual impacts from Alternatives A-13 and A-15 would be minimal, noise impacts would be minor and vibration impacts from blasting would be avoided. The combination of proximity impacts from those alternatives would not substantially impair the historic attributes of the Drumanard property that make it eligible for the NRHP. The Drumanard Estate property would continue to be eligible for the NRHP both during

and after construction. Based on the above information, Alternatives A-13 and **A-15** would not substantially impair the historic integrity of Drumanard Estate or the historic attributes that make it eligible for the NRHP and, therefore, would avoid a Section 4(f) use of the property. Alternatives A-2, A-13, **A-15**, A-16 and B-1 would avoid Drumanard Estate, however, Alternatives A-2 and B-1 would have greater impacts to other Section 4(f) properties. Alternatives A-13, **A-15** and A-16 would have the same impacts to other Section 4(f) properties, however, as discussed in Section 6.4.1, Alternative A-13 would have substantially greater community impacts to Utica, while Alternative A-16 would have substantially greater ecological impacts to the Harrods Creek area. Other avoidance alternatives to a Section 4(f) use of this District would be the No-Action Alternative, the Transportation Management Alternative, and the One Bridge/Highway Alternative (Downtown).

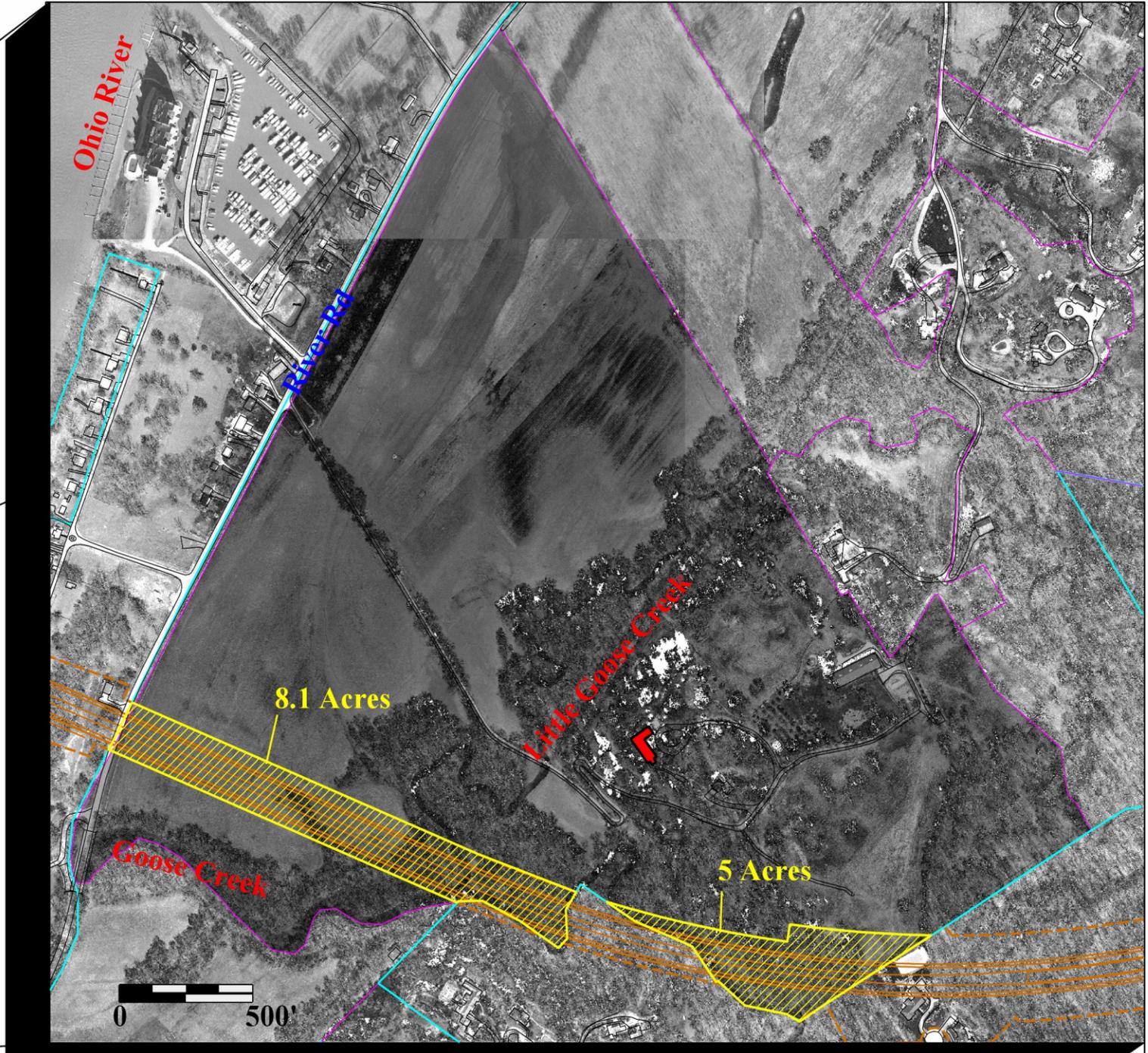
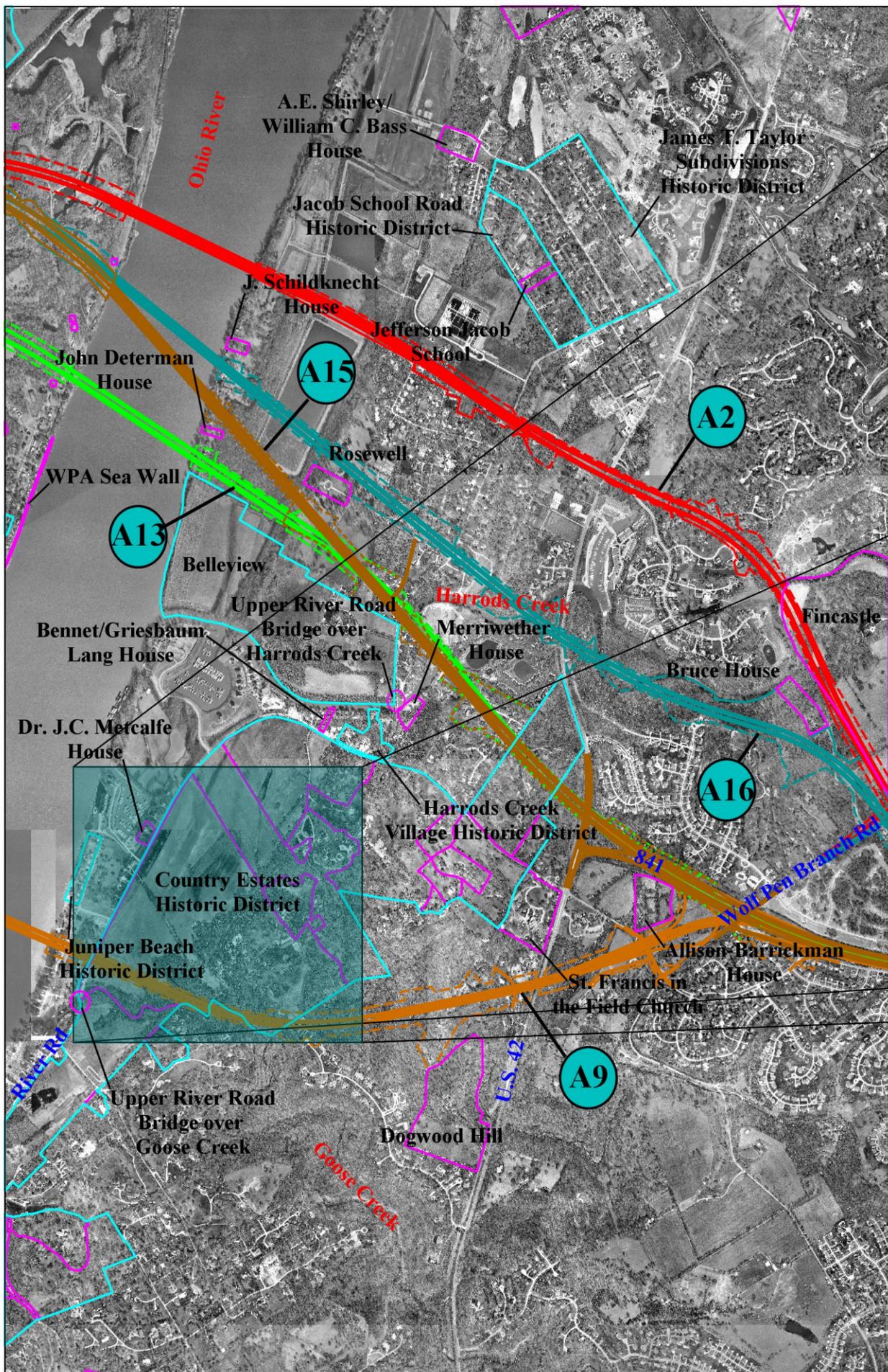
Measures to Minimize Harm

Alternative A-15 will tunnel underneath the Drumanard property (and consequently that portion of the Country Estates Historic District), avoiding any disturbance of the surface during construction and operation. Visual and noise impacts will be minimized by locating the tunnel entrances off of the Drumanard Estate property with the elevation of the roadway well below the elevation of the historic property and separated from the property by rolling terrain and vegetation. Blasting charges associated with construction of the tunnel will be limited in size to prevent vibration impacts to the property. Prior to initiating construction activities on the **A-15** Corridor, FHWA will make every effort to acquire or otherwise establish an historic preservation easement for the entire Drumanard historic property. The Kentucky SHPO will hold the easement. If FHWA cannot acquire an historic preservation easement, then FHWA will acquire the Drumanard property, place an historic preservation easement on the property, transfer the property to KYTC who will seek to sell the property at fair market value to a preservation organization or other party acceptable to the Bi-State Historic Consultation Team or donate the property to a local government. The current owner will have first right of refusal. Prior to initiating construction activities, KYTC will ensure that the construction contractor will develop and implement a blasting/vibration plan for the project to avoid damage to the historic structures within the property. During construction activities near the property, KYTC will monitor the historic buildings to preclude impacts due to blasting or vibration.

In addition, the following measures will be implemented to minimize harm to the Country Estates Historic District and the Drumanard Estate:

Country Estates Historic District:

1. KYTC will develop an HPP which will identify the context and provide recommended measures for context sensitive design, noise abatement, roadway lighting, blasting and vibration plans, and interpretive signage which will be implemented as part of the Project to mitigate adverse impacts to the historic district and individual properties within the vicinity of the construction of the **Alternative A-15** corridor. The HPP will specifically consider and develop recommendations for the following historic properties:
 - a) Country Estates of River Road Historic District, including individually listed NRHP properties within the District
 - b) James T. Taylor/James W. Chandler House
 - c) Merriwether House



LEGEND

- Historic Resource Boundary
- Area of Direct Encroachment
- Historic Structure

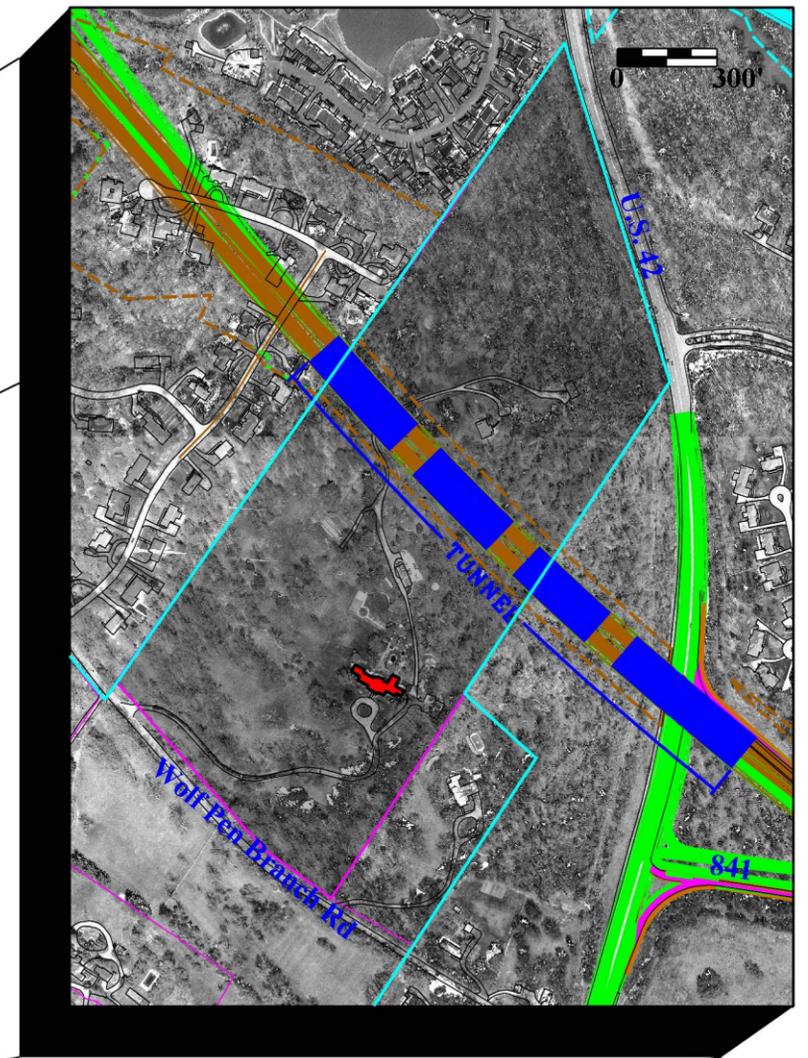
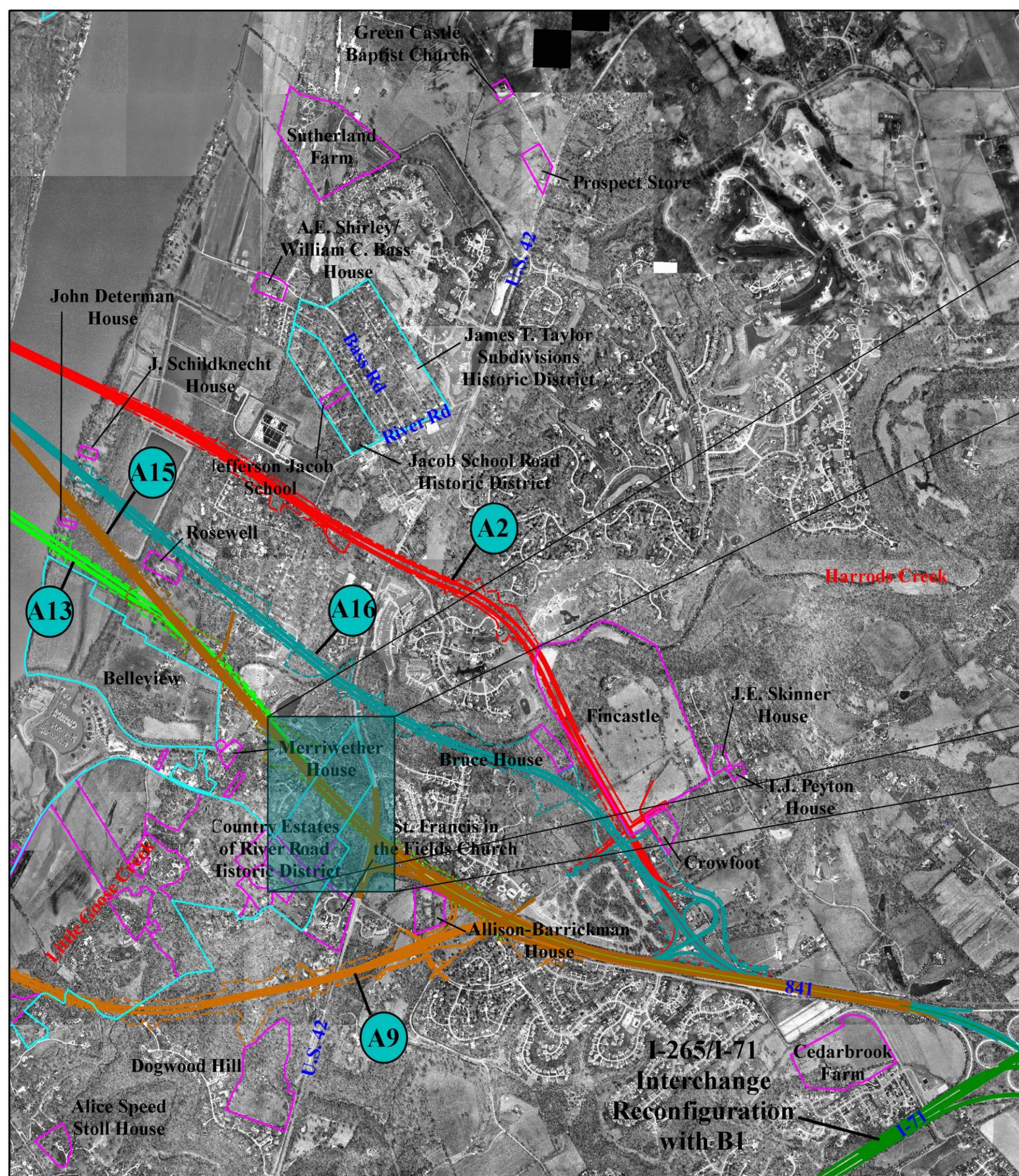
ALIGNMENT	RIGHT-OF-WAY
— A9	- - - A9

LOUISVILLE – SOUTHERN INDIANA
OHIO RIVER BRIDGES PROJECT
Environmental Impact Statement/Preliminary Design

**COUNTRY ESTATES HISTORIC DISTRICT
(SHADY BROOK FARM)**

0 3,000'

FIGURE 6.2-9



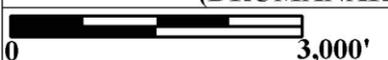
LEGEND

- Historic Resource Boundary
- Historic District Boundary
- Historic Structure

ALIGNMENT	RIGHT-OF-WAY
— A13	- - - A13
— A15	- - - A15




 LOUISVILLE — SOUTHERN INDIANA
 OHIO RIVER BRIDGES PROJECT
 Environmental Impact Statement/Preliminary Design
**COUNTRY ESTATES HISTORIC DISTRICT
 (DRUMANARD)**


FIGURE 6.2-10

- d) Upper River Road Bridge over Harrods Creek
 - e) Harrods Creek Village Historic District
 - f) Schildknecht House
 - g) Determan House
 - h) Allison-Barrickman House
 - i) St. Francis in the Fields Church
 - j) Belleview
 - k) Rosewell
2. KYTC will, in consultation with the Kentucky SHPO and the Kentucky Historic Preservation Advisory Team, design and construct the proposed roadways, bridges, and tunnels from I-71 to the Ohio River taking into consideration the cultural landscapes that are an important contributing element to the Historic District. Special attention will be given to viewsheds that are significantly impacted and will focus on the development and implementation of creative strategies for mitigating those impacts. This may include landscaping of public rights of way and on private land should the property owner's consent be given.
 3. Roadway lighting for the project within the viewshed of historic properties and any navigational lighting required on structures included in the project will be designed and constructed to minimize the dispersion of light beyond the highway right of way and include state-of-the-art techniques and systems, such as Full Cutoff Optics (FCOs) or other similar systems, to the extent allowed by the U. S. Coast Guard requirements and to ensure safe roadway lighting levels.
 4. Noise abatement measures such as innovative pavement designs, bridge decks, bridge joints, berms, barriers and landscaping will be implemented where reasonable and feasible to mitigate noise impacts to the Historic District.
 5. Prior to initiating construction activities, KYTC will ensure that construction contractors will develop and implement blasting/vibration plans for this portion of the Project to avoid damage to listed and eligible properties, including the Strater House.
 6. KYTC will establish a "no-work zone" within the National Register boundary of the listed and eligible properties.

Drumanard Estate:

1. The project through this property will be contained in a tunnel so as to limit adverse effects to the historic property.
2. Prior to initiation of construction activities on the A-15 Corridor, FHWA will make every effort to acquire or otherwise establish an historic preservation easement for the entire Drumanard historic property. The easement will be held by the Kentucky SHPO.
3. If FHWA cannot acquire an historic preservation easement, then FHWA will acquire the Drumanard property, place an historic preservation easement on the property, and transfer the property to KYTC who will seek to sell the property at fair market value to a preservation organization or other party acceptable to the Bi-State Historic Consultation Team or donate the property to a local government. The current owner will have first right of refusal.

4. Prior to initiating construction activities, KYTC will ensure that the construction contractor will develop and implement a blasting/vibration plan for the project to avoid damage to the historic structures within the property. During construction activities near the property, KYTC will monitor the historic buildings to preclude impacts due to blasting or vibration.

Conclusion

Based on the above information, the combined proximity impacts of **Alternative A-15** would not substantially impair the activities, features or attributes that qualify the Drumanard Estate property for inclusion in the NRHP. In accordance with FHWA's "Section 4(f) Policy Paper, revised June 7, 1989", utilizing a tunnel underneath the Drumanard property in this manner for **Alternative A-15** would avoid a Section 4(f) use of the Drumanard Estate property and the Country Estates Historic District. None of the other East End alternatives that would avoid use of the Drumanard Estate and the Country Estates Historic District would have less overall Section 4(f) impacts than **Alternative A-15**. There is no feasible and prudent alternative that would have less use of Section 4(f) property than **Alternative A-15**. Even though **Alternative A-15** would not have a use of Drumanard Estate or the Country Estates Historic District, all possible planning to minimize harm to those historic properties was incorporated into the project.

Crowfoot (KE-HC-9) - Kentucky

Crowfoot is also known as the R.F. Cate House. Wischmeyer, Arrasmith, and Elsmith, a local architectural firm, designed the house on Crowfoot. The dwelling is a one and one-half story, three-bay, side-gabled, brick Colonial Revival saltbox type structure. It was built circa 1936. The house is a significant example of Colonial Revival architecture designed by a prominent local architecture firm. At the northeast corner along Wolf Pen Branch Road, on the adjacent property, is a small family cemetery with the graves of Joseph Miller (1805-1868) and Cristena Miller who died in 1839.

Photograph 1
*View looking north
toward the Crowfoot
House.*



This property is eligible for inclusion on the NRHP under criterion C, architecture. The total size of the property is 4.29 acres. The Crowfoot property and its relationship to the East End alternatives are shown on Figure 6.2-11. The property is privately owned and is used as a residence. There are no covenants or restrictions on the ownership. Vehicular and pedestrian access is available; however, the property is not open to the public for visitation or recreation activities, nor does it have a relationship to other similarly used lands in the vicinity, although it is adjacent to another historic property, Fincastle. There are no other unusual characteristics or features associated with the property.

Impacts

Alternative A-2: This alternative would use approximately 0.5 acres of the property: a strip 32 feet wide along Wolf Pen Branch Road and a strip 20 feet wide along Spring Farm Road. The house is approximately 163 feet from the nearest right-of-way of the alternative, and would have visual impacts. Traffic noise levels from Alternative A-2 are projected to be approximately 62 dBA at this property by the year 2025, which would be an increase of approximately 12 dBA over existing noise levels.

Avoidance Alternatives

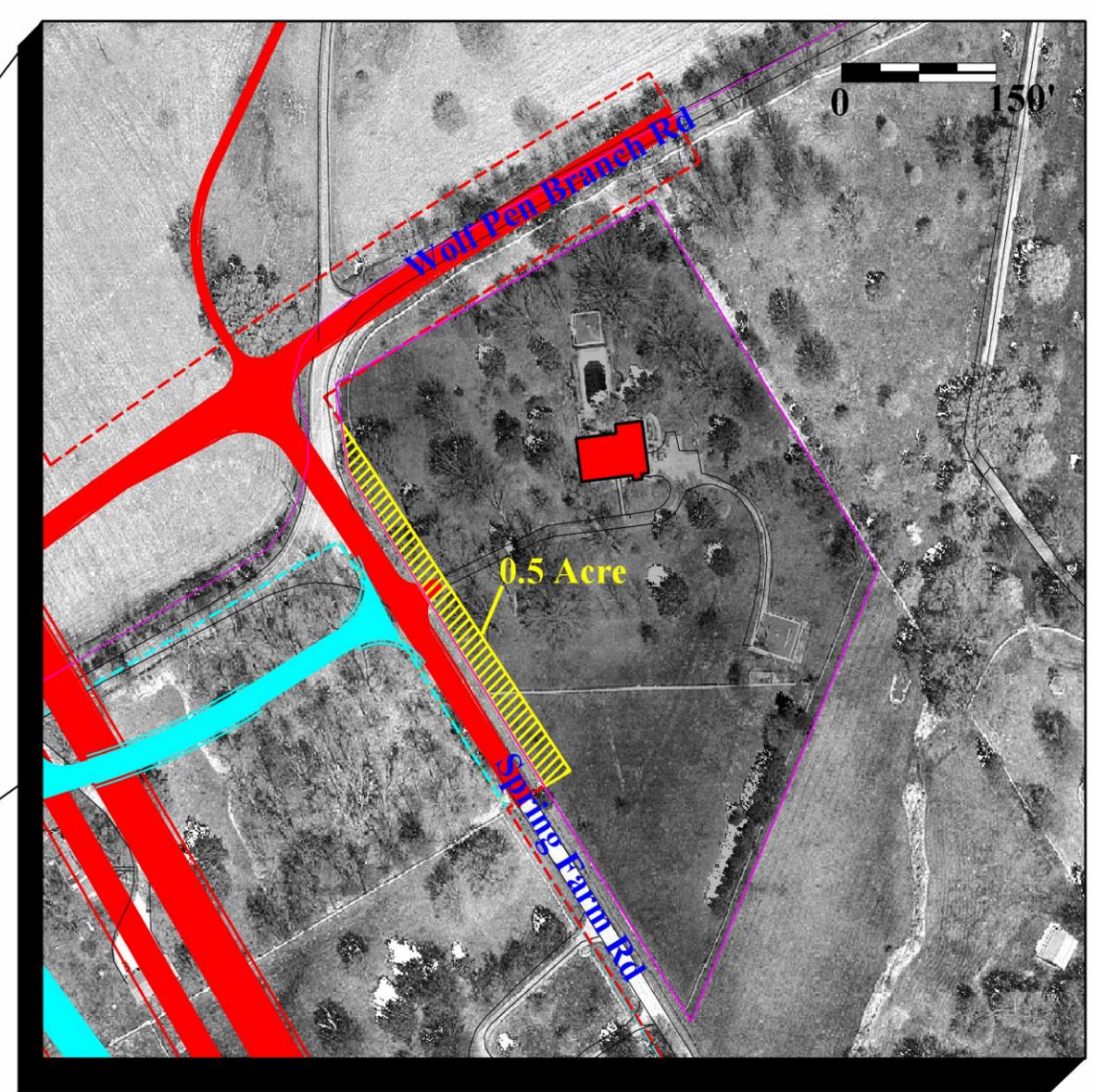
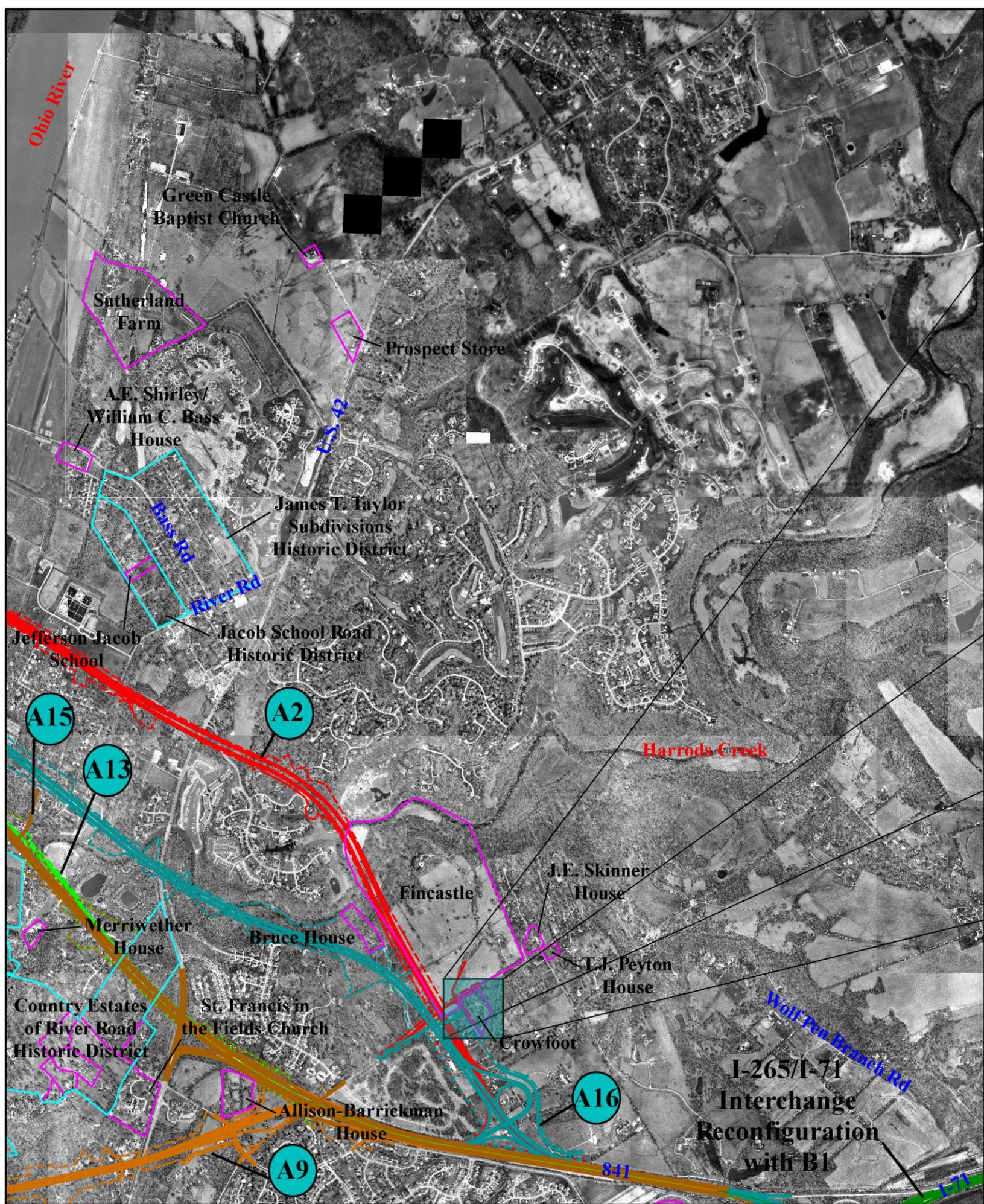
An alignment shift of Alternative A-2 to the west far enough to avoid Crowfoot and the Bruce House, a nearby historic property, would essentially be along Alternative A-16. To then tie back into the remainder of Alternative A-2 would divide and disrupt the community (The Landings) that lies between the two alternatives and east of U.S. 42. An alignment shift of Alternative A-2 far enough to the east to avoid Crowfoot and Fincastle would divide and disrupt the community along Wolf Pen Branch Road and would require the interchange with KY 841 to be shifted toward the I-71 interchange closer than the minimum distance required for a safe connection. With the exception of Alternative A-2, all Far East alternatives, and the Near East alternative (Alternative B-1) would avoid use of property from this resource. Other avoidance alternatives to a Section 4(f) use of this property would be the No-Action Alternative, the Transportation Management Alternative, and the One Bridge/Highway Alternative (Downtown).

Measures to Minimize Harm

The amount of property to be used for the new roadway has been minimized by utilizing a reduced width median with a median barrier instead of a wider grassed median that is typical for this type of freeway. During final design of the project, reduced shoulder widths and steeper fill slopes will be evaluated to determine if they can be implemented without compromising safety. Vegetative screening will also be incorporated into the final design, where appropriate, to decrease visual impacts.

Conclusion

Alternative A-15, the eastern element of the Preferred Alternative, would avoid a Section 4(f) use of the Crowfoot property.



LEGEND

- Historic Resource Boundary
- Area of Direct Encroachment
- Historic Structure

ALIGNMENT	RIGHT-OF-WAY
A2	A2
A16	A16



LOUISVILLE — SOUTHERN INDIANA
 OHIO RIVER BRIDGES PROJECT
Environmental Impact Statement/Preliminary Design
CROWFOOT

FIGURE 6.2-11

Fincastle (KE-HC-JF918) - Kentucky

In 1936, the Chicago architectural firm of Ambrose E. Cramer designed a Colonial Revival dwelling for Fincastle. Ann Bruce Haldeman, a well-known local landscape architect, designed the formal landscape immediately surrounding the home. The land beyond the home was left in a natural state. The house is a two-story Greek Revival style homestead. Fincastle is a significant example of architecture and landscape architecture for the periods 1937-1940. The house is one story on the east elevation and two stories on west elevation, with five bay windows, and central block. This property is included on the NRHP under criterion C, architecture. The total size of this resource is 144 acres. The Fincastle property and its relationship to the East End alternatives are shown on Figure 6.2-12.

The property is privately owned and is used as a residence. There are no covenants or restrictions on the ownership. Vehicular and pedestrian access is available; however, the property is not open to the public for visitation or recreation activities. It has similarities to the other large country estates in this area, although it is not a part of the Country Estates Historic District. There are no other unusual characteristics or features associated with the property.

Impacts

Alternative A-2: This alternative would use approximately 14.1 acres of this property: along the west property boundary a strip varying from 130-295 feet in width would be used, and along Wolf Pen Branch Road a strip varying from 30-200 feet in width would be used. Realignment of the driveway would be required. The dwelling is approximately 725 feet from the nearest right-of-way of the alternative, and would have some visual impacts from the new roadway. Traffic noise levels from Alternative A-2 are projected to be approximately 71 dBA at this property by the year 2025, which would be an increase of approximately 25 dBA over existing noise levels.

Avoidance Alternatives

An alignment shift of Alternative A-2 that would avoid this property would cause a direct use of another historic resource eligible for inclusion on the NRHP, the Bruce House. A shift of Alternative A-2 in the other direction would have greater impacts to Fincastle. With the exception of Alternative A-2, all Far East alternatives, and the Near East alternative (Alternative B-1) would avoid use of property from this resource. Other avoidance alternatives to a Section 4(f) use of this property would be the No-Action Alternative, the Transportation Management Alternative, and the One Bridge/Highway Alternative (Downtown).

Measures to Minimize Harm

The amount of property to be used for the new roadway has been minimized by utilizing a reduced width median with a median barrier instead of a wider grassed median that is typical for this type of freeway. During final design for the project, reduced shoulder widths and steeper fill slopes will be evaluated to determine if they can be implemented without compromising safety. Vegetative screening will also be incorporated into the final design, where appropriate, to decrease visual impacts.