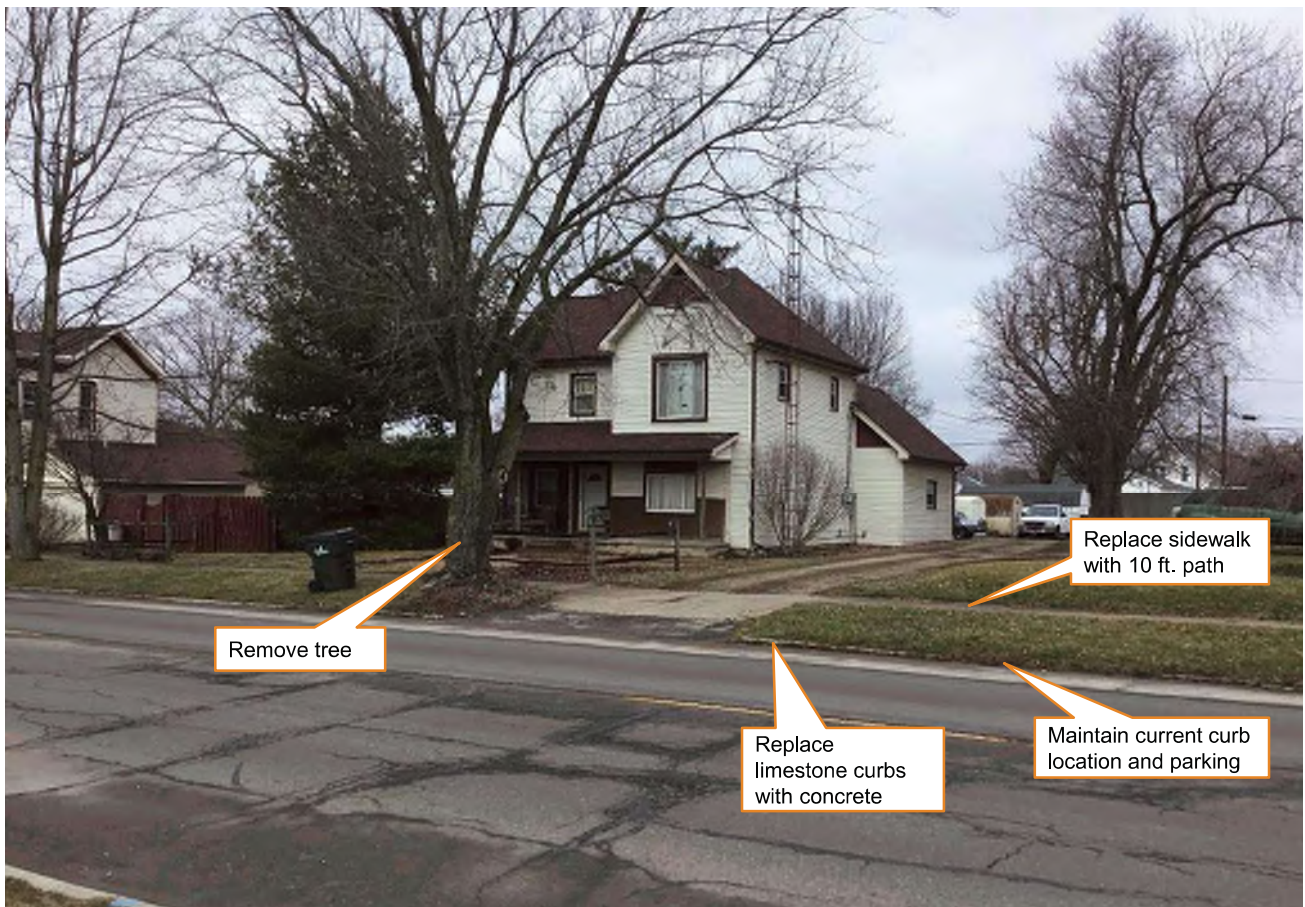




27 Looking southeast across SR 46 at "Contributing" houses within the Greensburg Eastside Residential Historic District.



28 Looking northwest across SR 46 between Wilder Street and Warren Street within the Greensburg Eastside Residential Historic District.



29 Looking northeast across SR 46 towards Warren Street at “Contributing” houses within the Greensburg Eastside Residential Historic District.

Kyle J. Boot

From: Kyle J. Boot
Sent: Thursday, July 22, 2021 8:58 AM
To: Slider, Chad (DNR); Eastern Regional Office; gandjrust@earthlink.net; execdirector@mainstreetgreensburg.com; russell.wilhoit.1@comcast.net; cmitchell@greensburglibrary.org; dechissoc@etczone.com; jbuening6813@gmail.com; rjnobbe@landolakes.com; mkoors@globeasphalt.com; apscholle@yahoo.com; mmohr@decaturcounty.in.gov; rmay@greensburg.in.gov; Joshua Marsh; mklosterkemper@greensburg.in.gov; shamer@greensburg.in.gov; kfleetwood@greensburg.in.gov; vmckenzie@greensburg.in.gov; jcain@greensburg.in.gov; dpoling@greensburg.in.gov; dcovington@greensburg.in.gov; jim@historicmichiganroad.org
Cc: Alexander, Kelyn; erica.tait@dot.gov; 'Kumar, Anuradha (akumar@indot.IN.gov)'; Branigin, Susan; Miller, Shaun (INDOT); Korzeniewski, Patricia J; 'Joseph Dabkowski (jdabkowski@RQAW.com)'; Aaron Lawson; Harlan Ford; Haylee Moscato; Hannah Kopf; Curtis, William; Jack, Laura; Molnar, Katherine J; 'Terry Summers (TSUMMERS@indot.IN.gov)'
Subject: FHWA Project: Des. Nos. 1800255 and 1800256; Effects Letter, SR 46 Pavement Replacement Project, Decatur County, Indiana

Des. Nos.: 1800255 and 1800256

Project Description: SR 46 Pavement Replacement

Location: City of Greensburg, Decatur County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 46 Pavement Replacement project, Des. Nos. 1800255 & 1800256. The Section 106 Early Coordination Letter for this project was originally distributed on February 12th, 2020, and the Historic Property Report was distributed on February 18th, 2021.

As part of Section 106 of the National Historic Preservation Act, an Effects Letter has been prepared and is ready for review and comment by consulting parties.

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

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

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

Thank you in advance for your input,
Kyle

Kyle J. Boot

From: Miller, Shaun (INDOT) <smiller@indot.IN.gov>
Sent: Thursday, July 22, 2021 9:29 AM
To: Diane Hunter
Cc: Alexander, Kelyn; Kyle J. Boot; Carmany-George, Karstin (FHWA)
Subject: [EXT] FW: FHWA Project: Des. Nos. 1800255 and 1800256; Effects Letter, SR 46 Pavement Replacement Project, Decatur County, Indiana

****** Please use caution this is an externally originating email. ******

Do not click on links or open attachments unless you recognize the sender and know the contents is safe.

Des. Nos.: 1800255 and 1800256

Project Description: SR 46 Pavement Replacement

Location: City of Greensburg, Decatur County, Indiana

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Thank you in advance for your input,

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

Kyle J. Boot

From: Alexander, Kelyn <KAlexander3@indot.IN.gov>
Sent: Thursday, July 22, 2021 11:07 AM
To: thpo@estoo.net; Matthew.Bussler@pokagonband-nsn.gov; lheady@delawaretribe.org; tonya@shawnee-tribe.com; lpappenfort@peoriatribe.com
Cc: Kyle J. Boot; Tait, Erica (FHWA)
Subject: [EXT] FW: FHWA Project: Des. Nos. 1800255 and 1800256; Effects Letter, SR 46 Pavement Replacement Project, Decatur County, Indiana

****** Please use caution this is an externally originating email. ******

Do not click on links or open attachments unless you recognize the sender and know the contents is safe.

Des. Nos.: 1800255 and 1800256

Project Description: SR 46 Pavement Replacement

Location: City of Greensburg, Decatur County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 46 Pavement Replacement project, Des. Nos. 1800255 & 1800256. The Section 106 Early Coordination Letter for this project was originally distributed on February 12th, 2020, and the Historic Property Report was distributed on February 18th, 2021.

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

Thank you in advance for your input,

Kelyn Alexander

Historian

Cultural Resources Office

Environmental Services

100 N. Senate Ave., Room N758-ES

Indianapolis, IN 46204

Office: (317) 519-7759

Remote: 8am-4pm

Email: kalexander3@indot.in.gov

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

Kyle J. Boot

Subject: Consulting Party Mtg. SR 46 Pavement Replacement, Greensburg, Des Nos. 1800255 and 1800256

Location: Microsoft Teams Meeting

Start: Wed 8/11/2021 10:00 AM

End: Wed 8/11/2021 12:00 PM

Recurrence: (none)

Meeting Status: Meeting organizer

Organizer: Kyle J. Boot

Required Attendees: Chuck Gmail; Slider, Chad (DNR); Eastern Regional Office; gandjrust@earthlink.net; execdirector@mainstreetgreensburg.com; russell.wilhoit.1@comcast.net; cmitchell@greensburglibrary.org; dechissoc@etczone.com; jbuening6813@gmail.com; mkoors@globeasphalt.com; apscholle@yahoo.com; mmohr@decaturcounty.in.gov; rmay@greensburg.in.gov; Joshua Marsh; mklosterkemper@greensburg.in.gov; shamer@greensburg.in.gov; kfleetwood@greensburg.in.gov; vmckenzie@greensburg.in.gov; jcaain@greensburg.in.gov; dpoling@greensburg.in.gov; dcovington@greensburg.in.gov; jim@historicmichiganroad.org; Alexander, Kelyn; erica.tait@dot.gov; Curtis, William; Terry Summers (TSUMMERS@indot.IN.gov)

Optional Attendees: Kumar, Anuradha (akumar@indot.IN.gov); Branigin, Susan; Miller, Shaun (INDOT); Korzeniewski, Patricia J; Joseph Dabkowski; Aaron Lawson; Harlan Ford; Haylee Moscato; Hannah Kopf; Jack, Laura; Molnar, Katherine J; mobilene@gmail.com; Tharp, Wade

Call Handling Mode 2: 2

Thank you to those that have accepted this meeting invitation. You may find the meeting agenda attached to this calendar invitation. We look forward to your participation next week Wednesday. In the meantime, please let me know if you have any questions.

Thanks again,
Kyle

All,

This is the calendar invitation for the virtual consulting party meeting scheduled for Wednesday, August 11, 2021, at 10:00 AM (EDT) for the SR 46 Pavement Replacement project in Greensburg, IN. The meeting will take place on Teams, an online meeting platform. If you are unfamiliar with this platform, here is a [quick tutorial](#) on how to enter the meeting using the link below.

The email notifying consulting parties that the Effects Letter is available on IN SCOPE (<http://erms.indot.in.gov/Section106Documents/>) was distributed on Thursday, 7/22/2021, and is also attached to this calendar invitation.

Please let me know if there are any questions and please forward this invitation to anyone that I may have missed. This calendar invitation will be updated to include a meeting agenda as the date approaches. We look forward to your participation.

Microsoft Teams meeting

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

[+1 317-643-7993,,291623742#](#) United States, Indianapolis

Phone Conference ID: 291 623 742#

[Find a local number](#) | [Reset PIN](#)

[Learn More](#) | [Meeting options](#)

Thank you,
Kyle



Kyle Boot
Architectural Historian
8770 North St., Ste. 110
Fishers, IN 46038
O: 317.588.1762
www.rqaw.com



Best Places to Work in Indiana, 2018-2020
Indy Star's Top Workplaces, 2019

AGENDA

Consulting Party Meeting

Video Conference Call via Teams

Wednesday, August 11, 2021 at 10:00 AM Eastern Time

SR 46 Pavement Replacement, Greensburg, IN

INDOT Designation Numbers 18800255 & 1800256

DHPA Number 25043

- I. Welcome, Introductions, & Housekeeping**
- II. Section 106 Consultation Process & Purpose of the Meeting**
- III. Proposed Project Overview**
- IV. Historic Resources in Area of Potential Effects (APE)**

Greensburg Downtown Historic District
Charles Zoller House
Greensburg Eastside Historic District
- V. Discussion - Impacts to Historic Resources**
- VI. Discussion - Minimization Efforts & Potential Mitigation**
- VII. Other Questions & Discussion**

such as Section 4(F), Certificate of Appropriateness/Approval, & Dual Review
- VIII. Next Steps, Review, & Conclusion**

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhp@dnr.IN.gov · www.IN.gov/dnr/historic



August 23, 2021

Kyle J. Boot
Architectural Historian
RQAW
8770 North Street, Suite 110
Fishers, Indiana 46038

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

Re: DUAL REVIEW: Effects letter, and consulting party meeting invitation, for SR 46 Pavement Replacement, from the east junction with SR 3 to the west junction with US 421, approximately 1.8 miles in length and from the east junction with US 421 to approximately 0.8 mile east of the east junction with US 421, in the City of Greensburg, Washington Township, Decatur County, Indiana (Des. Nos. 1800255 and 1800256; DHPA No. 25043)

Dear Mr. Boot:

The Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (“Indiana DNR-DHPA”), which also serves as the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”), is in receipt of INDOT’s letter, dated and received on July 22, 2021, enclosing effects assessment, maps, photographs with impact callouts, and project plans, of the aforementioned project in the City of Greensburg, Decatur County.

As previously indicated, in regard to archaeological resources, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, there is insufficient information regarding archaeological sites 12-De-1011, 12-De-1012, and 12-De-1013 (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 records check and field reconnaissance survey report (Martin, 12/18/2020), 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. 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. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the Division of Historic Preservation and Archaeology (“DHPA”) for review and comment. Any further archaeological investigations must be done in accordance with the “Secretary of the Interior’s Standards and guidelines for Archeology and Historic Preservation” (48 F.R. 44716).

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

Furthermore, we previously agreed that the Greensburg Downtown Historic District (NR-1261) is listed in the National Register of Historic Places (“NRHP”); the Charles Zoller House is listed in the Indiana Register of Historic Sites and Structures, and it is eligible for inclusion in the NRHP; and the Greensburg Eastside Residential Historic District appears to be eligible for inclusion in the NRHP.

The DNR mission: Protect, enhance, preserve and wisely use natural, cultural and recreational resources for the benefit of Indiana’s citizens through professional leadership, management and education.

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An Equal Opportunity Employer

We noted that the pavement portion of the undertaking is anticipated to overlap the Gas Creek Culvert Project (Des. No. 1400150), and limestone curbs that are a contributing feature to the Greensburg Eastside Residential Historic District are within the project area. We further noted that the preferred alternative includes replacing existing pavement, replacing curbs and gutters, installing new storm sewer inlets and lines, and replacing/ extending pedestrian facilities. We expressed concern with the protection and avoidance of impacts to historic landscape features, which include mature trees, stone retaining walls, and limestone curbs.

The current information states that the project has changed to include reconstruction of the intersection at the western junction of SR 46 and US 421 (Main and Ireland Streets). The APE was expanded slightly to account for this change; however, no additional historic resources were identified.

Thank you for providing your letter with effects assessment. We agree with your assessment that the Greensburg Downtown Historic District would not be adversely affected by the project as currently designed. We also agree that the Greensburg Eastside Historic District would be adversely affected due to the loss of trees, removal of limestone curbs and other changes in the landscape, such as the introduction of a multi-use path. In regard to the Charles Zoller House, we believe that it may be possible to avoid or greatly minimize potential adverse effects to the property through preservation of the stone retaining wall and steps, replacement of the existing concrete sidewalk in-kind and possible resetting of limestone curb. Within the Greensburg Eastside Historic District, we are concerned about the removal of the existing concrete sidewalk for the placement of a ten-foot-wide multi-use path on the north side of SR 46. We request that consideration be given to reducing the width of the path and using concrete instead of asphalt to more closely resemble the 'higher grade' material and finish of the historic sidewalk. This was discussed briefly during the meeting as a potential strategy to minimize effects within the district, particularly within the setting of the Wilderwood House. Replication of the stamped street names in the sidewalks was not discussed, but we believe doing so would be appropriate, if this is a typical feature within the district.

As mentioned during the consulting parties meeting on August 11, 2021, we look forward to receiving additional information on placement of street lighting and the feasibility of replanting trees and resetting limestone curbs. It was suggested that the Wilderwood House and the Charles Zoller House may be prioritized for (re)placement of limestone curbing given their outstanding historic and architectural significance. Mitigation ideas also included a survey and/or National Register nomination for the Greensburg Eastside Residential Historic District. The Indiana SHPO would be supportive of these mitigation proposals. We are interested to learn the views of residents and affected property owners on the proposed project and the desirability of potential mitigation measures.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Chad Slider. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the SR 46 Pavement Replacement in Greensburg, Decatur County (Des. Nos. 1800255 and 1800256), please refer to DHPA No. 25043.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:CWS:WTT:wtt

cc: Jose & Shirley Pastagal, Property Owners of the Charles Zoller House

emc: Erica Tait, FHWA
Karstin Carmany-George, FHWA
Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Kyle Boot, RQAW
Michael Flowers, Indiana Landmarks, Eastern Regional Office
Judy Rust, Decatur County Alliance for Preservation
Terrah Nunley, Main Street Greensburg
Russell Wilhoit, Decatur County Historian

Charity Mitchell, Greensburg-Decatur County Public Library / Decatur County History Blog
Carrie Shumaker, Historical Society of Decatur County
Jerome Buening, Decatur County Commissioner
Rick J. Nobbe, Decatur County Commissioner
Mark Koors, Decatur County Commissioner
Andrew Scholle, Decatur County Surveyor
Mark A. Mohr, Decatur County Highway Supervisor
Ronald L. May, P.E., Greensburg City Engineer
Joshua Marsh, Greensburg Mayor
Mark Klosterkemper, Greensburg Street Commissioner
Sarah Hamer, Building Commissioner and Greensburg Historic Preservation Committee Chair
Kevin Fleetwood, Greensburg City Council
Vietta McKenzie, Greensburg City Council
Jaime Cain, Greensburg City Council
Darrell Poling, Greensburg City Council
Darren Covington, Greensburg City Council
Jim Grey, Historic Michigan Road
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Indians of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Delaware Tribe of Indians, Oklahoma
Shawnee Tribe

Review Board

J. Scott Keller, Indiana Historic Preservation Review Board
Anne Shaw, Indiana Historic Preservation Review Board
Chandler Lighty, Indiana Historic Preservation Review Board
Daniel Kloc, AIA, Indiana Historic Preservation Review Board
April Sievert, Ph.D., Indiana Historic Preservation Review Board
Jason Larrison, AIA, Indiana Historic Preservation Review Board
Christopher Smith, Deputy Director, Indiana Department of Natural Resources

Beth McCord, Indiana DNR-DHPA
Chad Slider, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

Kyle J. Boot

From: Kyle J. Boot
Sent: Friday, August 27, 2021 1:01 PM
To: Slider, Chad (DNR); Eastern Regional Office; gandjrust@earthlink.net; execdirector@mainstreetgreensburg.com; russell.wilhoit.1@comcast.net; cmitchell@greensburglibrary.org; dechissoc@etczone.com; jbuening6813@gmail.com; mkoors@globeasphalt.com; apscholle@yahoo.com; mmohr@decaturcounty.in.gov; rmay@greensburg.in.gov; Joshua Marsh; mklosterkemper@greensburg.in.gov; shamer@greensburg.in.gov; kfleetwood@greensburg.in.gov; vmckenzie@greensburg.in.gov; jcaïn@greensburg.in.gov; dpoling@greensburg.in.gov; dcovington@greensburg.in.gov; jim@historicmichiganroad.org; Chuck Gmail
Cc: Alexander, Kelyn; erica.tait@dot.gov; 'Kumar, Anuradha (akumar@indot.IN.gov)'; Branigin, Susan; Miller, Shaun (INDOT); Korzeniewski, Patricia J; 'Joseph Dabkowski (jdabkowski@RQAW.com)'; Aaron Lawson; Harlan Ford; Haylee Moscato; Hannah Kopf; Curtis, William; Jack, Laura; Molnar, Katherine J; 'Terry Summers (TSUMMERS@indot.IN.gov)'
Subject: FHWA Project: Des. Nos. 1800255 and 1800256; CP Mtg. Mnts., SR 46 Pavement Replacement Project, Decatur County, Indiana
Attachments: SR 46 Greensburg_Des1800255&1800256_CPMtg.Mnts_2021_08_11.pdf

Des. Nos.: 1800255 and 1800256

Project Description: SR 46 Pavement Replacement

Location: City of Greensburg, Decatur County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 46 Pavement Replacement project, Des. Nos. 1800255 & 1800256. The Section 106 Early Coordination Letter for this project was originally distributed on February 12, 2020, the Historic Property Report was distributed on February 18, 2021, and the Effects Letter was distributed on July 22, 2021.

As part of Section 106 of the National Historic Preservation Act, a consulting party meeting was held on August 11, 2021. Meeting minutes have been prepared and are ready for review and comment by consulting parties.

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

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Thank you in advance for your input,
Kyle

Kyle J. Boot

From: Miller, Shaun (INDOT) <smiller@indot.IN.gov>
Sent: Monday, August 30, 2021 5:22 PM
To: Diane Hunter
Cc: Ross, Anthony; Kyle J. Boot
Subject: [EXT] FW: FHWA Project: Des. Nos. 1800255 and 1800256; CP Mtg. Mnts., SR 46 Pavement Replacement Project, Decatur County, Indiana
Attachments: SR 46 Greensburg_Des1800255&1800256_CPMtg.Mnts_2021_08_11.pdf

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Des. Nos.: 1800255 and 1800256

Project Description: SR 46 Pavement Replacement

Location: City of Greensburg, Decatur County, Indiana

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Thank you in advance for your input,

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

Consulting Party Meeting Minutes

**Re: SR 46 Greensburg
 Greensburg, Decatur County, Indiana
 Des. Nos.: 1800255 and 1800256**

A virtual meeting was held at 10:00 a.m. on Wednesday, August 11, 2021, via Microsoft Teams. Kyle Boot of RQAW facilitated the meeting from their office in Fishers, Indiana.

Those in attendance were as follows:

Name	Representing
Mark Klosterkemper	City of Greensburg
Sarah Hamer	City of Greensburg
Ron May	City of Greensburg
Bill Curtis	Michael Baker
Laura Jack	Michael Baker
Erica Tait	Federal Highway Administration (FHWA)
Chad Slider	Indiana DNR, Division of Historic Preservation and Archaeology (DHPA)
Wade Tharp	Indiana DNR, Division of Historic Preservation and Archaeology (DHPA)
Patricia Korzeniewski	INDOT Cultural Resources
Kelyn Alexander	INDOT Cultural Resources
Anuradha Kumar	INDOT Cultural Resources
Joe Dabkowski	RQAW
Kyle Boot	RQAW
Haylee Moscato	RQAW
Hannah Kopf	RQAW

The following was discussed:

Welcome and Introductions

Meeting Started: 10:02am

1. Mr. Boot welcomed everyone, provided information regarding the use of Teams, started the recording, introduced the project, provided the project numbers, and asked meeting participants to introduce themselves.
2. Mr. Boot informed everyone that the meeting invitation and effects letter were sent out on July 22, 2021 and uploaded to INSCOPE.
3. Mr. Boot shared the meeting agenda with the participants.

Section 106 Consultation and Purpose of the Meeting

1. Section 106

- a. Mr. Boot and Ms. Tait explained the Section 106 process, displayed the Citizen’s Guide for Section 106 by the Advisory Council of Historic Preservation.
[CitizenGuide2021_011321.pdf \(achp.gov\)](#)
- b. Section 106 is a procedural law that requires the consideration of the effects of federal projects on historic properties.
 - i. SR 46 Pavement Replacement project in Greensburg is a federally funded project that requires following this process. It has received funding from the Federal Highway Administration.
- c. There are 4 main steps:
 - i. Identify properties within the Area of Potential Effects that are listed in or eligible for listing in the National Register of Historic Places.
 - ii. Determine how historic properties might be affected.
 - iii. Explore measures to avoid or reduce harm to historic properties.
 - iv. Reach an agreement with the State Historic Preservation Officer. The agreement could be “No Adverse Effects” if the impacts do not become adverse; or if the impacts do become adverse, then an agreement is met through an MOA (Memorandum of Agreement) which is an agreement on how the adverse impacts are mitigated.

2. Meeting Purpose

- a. Mr. Boot explained the main purpose of the meeting was to discuss historic properties and the potential effects of the project on those properties.
- b. Mr. Boot said that if the impacts appear to rise to the level of being adverse, minimization and mitigation will be discussed.

3. Similar/Adjacent Project

- a. Mr. Boot discussed the previous Gas Creek Project (DES. No. 1400150) because it underwent the Section 106 process and meeting participants were likely familiar with it.
- b. This stone structure replacement project was found to have an adverse effect to the Eastside Residential Historic District. Some mitigation included: Historic documentation, sign and sitting area with a limestone bench, replacing the fence at the Zoller house, and Lidar documentation prior to removal.

Proposed Project Description

1. Mr. Curtis explained the proposed project. It is in two sections, the west (DES. No. 1800255) and the east (DES. No. 1800256) projects.
2. Mr. Curtis explained the west project:
 - a. It will be a preventative mill and overlay from State Route 3 to the railroad tracks.
 - b. From the railroad tracks to the West Junction of 421 (Ireland St.) there will be:
 - i. Full reconstruction.

- ii. Two 12 ft travel lanes with curb and gutter.
 - iii. Enclosed drainage.
 - iv. One of the outfalls will be near the railroad tracks and the other will be near Anderson St.
 - v. The project will extend slightly past the intersection of SR 46 and Ireland St. and about 150 ft north on Ireland St. for drainage work and intersection improvements.
 - vi. From the Needler's parking lot to the intersection of SR 46 and Ireland St., there will be sidewalk added to the north and south sides.
 - vii. From the Needler's parking lot, heading west to the railroad tracks, there will be a sidewalk added to the north side only.
 - viii. Access control points will be added on the west side of SR 46 between parts of the railroad tracks and SR 46 and Ireland St. intersection.
 - ix. Watermain and sanitary lines will be replaced throughout the reconstruction corridor.
 - x. Lighting will be added throughout the reconstruction corridor and will match lighting that is along Lincoln St.
- c. Mr. Slider asked if the lighting was new or replacing previous fixtures.
- i. Mr. Curtis responded it would be new lighting.
 - ii. Mr. Boot mentioned an image of the light fixtures to be used is provided in the Effects Letter, which can be found on INSCOPE, that Mr. Slider was aware of.
3. Mr. Curtis explained the east project:
- a. The full depth reconstruction will start just east of East St.
 - i. There will be curb, gutter, and sidewalk replacement. There will be no pavement or signal construction at the East St. intersection.
 - ii. Between East Street and Lincoln St., there will be two travel lanes and two turn lanes.
 - iii. East of the intersection of SR 46 and Lincoln St., there will be just one travel lane in each direction and there will be parking along the south side of SR 46 roughly between Lincoln St. and Vine St. and parking on the north side between Stewart St. and Davidson St.
 - iv. The entire south side of SR 46 will have 5 ft sidewalks and 5 ft grass buffer. The north side will have a 10 ft multi-use path with a buffer.
 - v. On both the north and south sides, the existing back-of-sidewalk will be maintained. Existing retaining walls behind the sidewalk will not be impacted.
 - b. Mr. Slider asked if there was currently parking on both sides of SR 46 and if some is being eliminated.
 - i. Mr. Curtis responded the roadway width is being reduced and the parking is being removed. Wide shoulders are currently present and some residents park on them.

- ii. Mr. May commented that parking typically only occurs on the north side, east of Stewart St. He also noted that the City of Greensburg agreed to get rid of the parking during the Gas Creek project.
- 4. Mr. Curtis discussed the maintenance of traffic during the project:
 - a. Traffic had originally been planned to be maintained in one direction but upon further consideration, detours will be used with full closures.
 - i. The two projects will not be built simultaneously. The west project (DES. No. 1800255) detour will use SR 3 and US 421. The east project (DES. No. 1800256) detour will use SR 3, US 421, and I-74 (New Point).
 - b. For local detours:
 - i. Michael Baker is working with the City of Greensburg to figure out local detours that are just slightly north or south of the project.

Historic Properties in the APE

- 1. Area of Potential Effect (APE)
 - a. Mr. Boot explained that the APE (in the Effects Letter) it is an irregular polygon, generally one property deep, approximately 200 ft from the centerline of the road. The size of the APE can be affected by screening, vegetation, or buildings, limiting views or where open viewsheds occur. Mr. Boot additionally noted the expanded APE at US 421 (Ireland Street).
 - b. There was an above ground and below ground APE. Cultural Resource Analysts (CRA) reported that there were no archaeology impacts and SHPO concurred in a letter dated March 22, 2021.
 - i. Mr. Tharp commented that there are three archaeological sites near the project area but they do not display significance within the project area. The portions outside the project area should be marked and avoided. Mr. Boot responded that there will be a “do not disturb” note on the plans for these areas.¹
- 2. Historic Resources
 - a. Mr. Boot explained that RQAW conducted a field visit, surveyed the project area, and identified the following historic resources.
 - b. The Greensburg Downtown Historic District
 - i. Listed in 1995 on the National Register (NR)
 - ii. The east edge of the historic district is along East Street, adjacent to the west end of our east project. No part of the historic district is within the proposed construction limits or right-of-way (ROW) needed.
 - iii. Generally, the district consists of 1-3 story brick commercial and government buildings constructed between 1854 and 1945 in popular styles such as Italianate, Queen Anne, and Classical Revival.
 - c. Charles Zoller House (east of downtown area)

¹ The site should not be called out as an archaeological site, but defined on project plans as an “environmentally sensitive area-do not disturb.”

- i. Not on the NR but eligible for it and listed on the state register.
 - ii. Determined eligible during the Gas Creek project.
 - iii. The NRHP nomination for the Charles Zoller House began in 1983 but was not completed. It was listed in the State Register in 1980 under Criteria A for Exploration/Settlement and Criteria C for its Neo-Jacobean style architecture. The property occupies approximately 2.5 acres to the southwest of SR 46 and Gas Creek, at the Lincoln Street intersection.
 - iv. Mr. Boot showed images of the house from the Historic Property Report.
 - v. The property retains a carriage house and spring house.
 - vi. Additionally, sections of limestone walls are located behind the sidewalk that are separated by two sets of limestone steps that feature iron handrails.
- d. Greensburg Eastside Residential Historic District
- i. The district was identified in the 1999 Decatur County Interim Report. Determined eligible during the Gas Creek project. It is recommended eligible under Criteria A for its association with the early development of the town of Greensburg and Decatur County. It is recommended eligible under Criterion C because it features good examples of late nineteenth and early twentieth century residential architectural styles in Decatur County which speak to the growth of the city over time. These include Civil War-era Greek Revival; Victorian, Queen Anne and Italianate; middle-class vernacular-type homes of the turn-of-the-century; early-twentieth century bungalows; a few early 1910s and 1920s cottages; and a few Dutch Colonials from the 1910s.
 - ii. The property known as Wilderwood (located at the northwest corner of SR 46 and Lathrop) is an Italianate house constructed in 1865 by Colonel John Wilder. It features a limestone retaining wall, has an Indiana Historical Bureau marker in the grass buffer in front of the house, and there are limestone curbs.
 - iii. In addition to the historic structures within the Greensburg Eastside Residential Historic District, the district features limestone curbs, limestone walks, and street trees.
 - 1. The trees are a mixture of mature overstory (such as red maple, silver maple, a Gingko, a Norway spruce, and a Tulip) and ornamental (such as pear, red bud, dogwood, etc.)
 - 2. The district formally contained the Gas Creek stone structure that has been replaced and its adverse impacts mitigated as discussed prior.
 - iv. Mr. Boot showed a video image (at 1:07) of the mitigation bench and adjacent bungalow along the north side of SR 46 at Gas Creek. He then showed the Google Earth Streetview along the south side of SR 46 showing the stone wall and the previous steel fence in front of the Zoller House.
- e. Mr. Boot asked if anyone had questions regarding resources.
- i. Mr. Slider asked Mr. Boot if he could show current images of the south side of SR 46. Mr. Boot paused the video at 00:23 looking south near Gas Creek

1. Mr. Slider asked what happened to the fence next to the Zoller house and asked what the conclusion was for that. Mr. Boot replied that the video was taken earlier in this year and there was an adverse effect on the fence, and the minimization efforts were to replace that fence. At the time of the video, that had not occurred yet.
2. Mr. Klosterkemper responded that the owner was informed about the adverse effect on the fence, and they had agreed to replace the fence in-kind post construction with compensation from INDOT. The owner of the house passed away before replacing the fence and his widow has been unresponsive in moving forward with the fence replacement.
3. Mr. Boot showed on the video where the fence should be starting at.
4. Mr. Klosterkemper said the owner was responsible for putting the fence back.

Discussion - Potential Effects to Historic Properties

1. Mr. Boot recapped the Section 106 process that had taken place to date.
 - a. The Early Coordination Letter was distributed on February 12, 2020. Responses were received by the Miami Tribe of Oklahoma, DHPA, and the Mayor of Greensburg, Josh Marsh. The SHPO staff responded that the project overlapped with the Gas Creek culvert replacement project and noted where limestone curbs were identified in the district. They requested limestone curbs be evaluated in the HPR.
 - b. The HPR and archaeology reports were completed and distributed February 18, 2020. SHPO concurred with the recommendations in the HPR for the APE and historic resources identified in a letter dated March 22, 2021. They suggested seeing plan sheets to assess the effects on historic properties.
 - c. The effects letter was distributed last month (July 2021) and we are now at this meeting.
2. Definition of adverse effects:
 - a. Mr. Boot defined adverse effect. According to 36 CFR 800.5(a)(1) "An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the NRHP. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative."
 - b. Mr. Boot requested we keep in mind the property's area/s of significance and integrity; and need to ask this question for each resource: "Will the impacts demonstrably diminish the integrity of any characteristics of the property that makes it significant?"
3. Mr. Boot provided examples of adverse effects:
 - a. Physical destruction or damage,

- i. Could be removal of a structure or contributing elements. The removal and replacement of the Gas Creek stone culvert was clearly physical destruction.
 - b. Rehabilitation that is not consistent with the Secretary's standards for the treatment of historic properties,
 - c. Relocation of a property,
 - d. Change in the character of the property's use or of physical features within the properties setting that contribute to its significance
 - i. An example of this could be changes to the roadway features such as width, parking, and removal of street trees.
 - e. Introduction of incompatible visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features,
 - f. Neglect of a property which causes its deterioration,
 - g. Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.
4. Mr. Boot led a discussion of the three resources identified in the proposed project.
 - a. The Greensburg Downtown Historic District
 - i. The east end of the district (near East St.) falls within the APE. This will cause visual changes but no other impacts will occur.
 - ii. Mr. Boot asked Mr. Curtis if there are improvements to the traffic signals at that intersection? Mr. Curtis replied that there will be changes with the loops but not large or significant improvements.
 - iii. Mr. Boot responded that since there are very limited impacts, there will be No adverse effects to the Greensburg Downtown Historic District.
 - b. The Charles Zoller House
 - i. Mr. Boot indicated that this project would require replacing the sidewalks in kind while maintaining the stone wall and steps, replacing the storm sewers, maintaining stone walls, replacing the limestone curbs,² having full depth pavement reconstruction, and replacing traffic signals at the Lincoln Street intersection.³
 - ii. Mr. Boot showed the ROW on his screen via Teams indicating the existing property lines and proposed ROW lines. Mr. Boot mentioned the existing ROW is not consistent and extends into the street and sidewalk, therefore some ROW might be purchased.
 - iii. Mr. Boot asked Mr. Curtis if the temporary ROW could be pulled in at all. Mr. Curtis responded that it could be made smaller.
 - iv. Mr. Slider asked what type of tree or vegetation removal was happening. Mr. Boot responded that no trees in the grass buffer were being removed. Mr. Slider

² The preliminary design anticipates that the limestone curbs would be replaced with concrete curbs.

³ Street lights were not mentioned at this point in the meeting, but it should be noted that street lights are anticipated in front of the Charles Zoller House.

- asked if there was some removal for driveway reconstruction. Mr. Boot responded that some shrubbery may be removed or trimmed.
- v. Mr. Slider asked about streetlights: location, spacing, height, and style. Mr. Curtis responded that there was not a map showing their locations yet, but they will be placed within the grass buffer. Mr. Curtis indicated that they will be placed roughly 150 ft. apart in a zig zag pattern back and forth across the street and are not going to be like typical cobra lights. Mr. May added that they are 20 ft high poles and will be roughly 130 ft apart, like the ones near Lincoln St.⁴
 - vi. Mr. Slider asked if there were lights in this area historically and Mr. Boot responded he did not believe so.
- c. Mr. Boot continued with potential adverse effects.
- i. He suggested the removal of limestone curbs and lighting additions will cause visual changes around the Zoller house, and asked, “will the impacts demonstrably diminish the integrity of any characteristics of the property that makes it significant?”
 - ii. Mr. Boot stated there were adverse effects found during the Gas Creek project.
 - 1. Mr. Slider responded that the DHPA would be concerned about the limestone curbs being impacted. He asked if there was a way to retain or remove and put back the curbs. He indicated that the effects do not seem as severe as they might be to the Greensburg Eastside Residential Historic District and that there were minimization efforts occurring at the Zoller house.
 - 2. Mr. Slider stated that if there is a way to reduce tree removal, replace sidewalks in kind, and keep the lighting far enough apart, then the effects will remain low. He also mentioned that if limestone curb impacts could be reduced it would lower the effects.
 - iii. Ms. Alexander added that there was a cobra head light on the same side as the Zoller house, so lighting is not a new element to the district. Most intersections have a cobra head light.
- d. Greensburg Eastside Residential Historic District
- i. Mr. Boot and Mr. Curtis discussed the work occurring within the district: pavement reconstruction (including width reduction and changes to parking), storm sewer replacement, new lighting, replace southside sidewalks in-kind, and replace northside sidewalk with path. Mr. Curtis noted that only the watermain would be replaced, not the sanitary sewer, within the east project.
 - ii. Mr. Boot began to cover the impacts:
 - 1. Mr. Boot stated that establishing a multi-use path, changes to parking, new lighting, and curb replacements are the most significant concerns for potential effects.⁵

⁴ A photo of this lighting is in the Effects Letter.

⁵ Tree removal was not mentioned here but would be another potential effect of concern.

2. Mr. Boot explained that internally, there was a discussion of replacing the limestone curbs in front of the Wilderwood house and noted that any storm sewer inlets would have to be concrete.
 - a. Mr. Slider replied the DHPA would fully support something like that and that based off the Google Earth images, the curbs appear to be in decent condition and re-setting some of them might be manageable. Mr. Boot agreed that the curbs in front of the Wilderwood house appear to be in better condition than others.
 3. Mr. Boot noted that the Indiana Historic Bureau marker for the Wilderwood house would be reset in the grass buffer.
- iii. The multi-use path was discussed. Mr. Boot concurred for Mr. Slider that the Wilderwood house is on the north side of SR 46 where the multi-use path is proposed. Mr. Slider asked if it would be asphalt or concrete. Mr. Curtis responded that it would be asphalt.
1. Mr. Slider followed up with concern that the reduced size of the curb lawns and wide asphalt path could be a “modern” intrusion to the traditional feel of the concrete sidewalk. He asked if the path could be done in concrete within the district to appear more similar to the sidewalks and/or reduce the width to look and feel more traditional.
 2. Mr. Curtis responded that typically paths are asphalt for recreational use because there are no joints. He also mentioned that the path could be reduced to be 8 ft, but any smaller would “restrict the use as a path.”
 3. Mr. May replied that the city would be disappointed with a narrower path where it would no longer function as a path. The city has an objective to connect paths together. Additionally, asphalt is the typical material and demonstrates to users that it is a multi-use path and connected to the other paths in the city. Mr. May expressed concern for mixing sections of asphalt and concrete.
 4. Mr. Boot chimed in that Mr. Slider was recommending such changes only within the historic district, that would be from Lincoln St. to Warren St. with a concrete or smaller path.
 5. Mr. Slider followed up by saying yes, Mr. Boot was correct, and that using concrete would be a minimization strategy because of the more traditional look or feel for a historic district, particularly in front of the Wilderwood House. Mr. Slider felt that the wider path in asphalt takes some of the formal and traditional feel away from the property.
- iv. Mr. Boot commented that the overall cumulative impacts appeared to rise to the level of being adverse to the Eastside Residential Historic District. The cumulative effects include removing the limestone curbs, the path, changing the width of the roadway, altering parking, and street tree removal.

- v. Mr. Slider asked if there was a way to prevent tree removal, referencing photographs with callouts indicating tree removal in the Effects Letter. Mr. Slider also asked if there was a way to minimize the number of trees removed or avoid removing the trees.
 - 1. Mr. Boot mentioned there was also a map showing the locations of trees to be removed. He indicated there were 17 mature trees and 8 hardwood or ornamental trees. Mr. Boot asked Mr. Curtis to confirm the project was not planning on replanting trees. Mr. Curtis confirmed that the trees were not anticipated to be replanted. He explained that there are a large number of utilities being relocated to the grass buffer.
 - 2. Mr. Slider indicated that sometimes roots can be problems but that it is regrettable to lose all these trees. They contribute to feeling and association with the historic district. He asked how large the buffer space would be. Mr. Curtis responded they were 5 ft and slightly bigger, up to 12 ft in some locations.
 - 3. Mr. Slider followed up by asking if there was space in the grass buffers of both sides of the street for potential tree replanting. Mr. Curtis indicated that where parking is located, the buffer is 5 ft and that space is relatively small for trees, although it has been done occasionally.
 - 4. Mr. Slider asked if they would consider adding some trees back in later. Mr. Curtis agreed that they would consider it.
- e. Mr. Slider asked if there had been citizens feedback on the project.
 - i. Mr. Boot responded that he had not received correspondence from local citizens, but that the mayor had responded to the Early Coordination Letter, and during the preliminary field check meeting, stated he would share some contact information with RQAW. However, no response was received when Mr. Boot reached out to the mayor for that list.
 - ii. Mr. Slider inquired if residents have been contacted, stating concern of residents seeing tree removal and getting upset after the start of the project.
 - iii. Mr. Slider asked if there was a community association. Ms. Hamer responded there is no homeowner's association affiliated with the district.
 - iv. Mr. Slider asked if she had heard from anyone regarding the project. Ms. Hamer replied that she had not heard anything and that this was her first meeting regarding this type of information but that she would contact the mayor when he returned to the office.
 - v. Mr. Slider mentioned that the DHPA would like to get residents' feedback and opinions regarding projects, especially those near SR 46.
 - vi. Ms. Alexander indicated the owner of the Zoller house had been contacted but asked Mr. Boot to verify that there had not been a response. Mr. Boot verified there had not be a response.
 - vii. Ms. Hamer responded that the male owner had been the more responsive one and since his passing, the household has remained relatively quiet.

- f. Mr. Boot brought up more potential mitigation efforts.
 - i. Mr. Boot showed the bench and sign seating area that was constructed from the Gas Creek project, along with before photos.
 - ii. Mr. Boot asked if the City of Greensburg has considered stock piling and reusing the limestone curbs within other areas of the city. He additionally asked if the city would be open to more seating areas.
 - 1. Mr. May responded that the city would be open to discussing stock piling and reusing limestone curbs.
 - 2. Ms. Alexander followed up by asking if they used any limestone curbs salvaged from the Gas Creek project beyond the bench.
 - 3. Mr. May was unsure if the limestone curbs from the Gas Creek project were reused, or salvaged at all.
 - 4. Mr. Slider followed up by asking the city if they considered saving some of the limestone curbing and putting it near the Zoller and Wilderwood houses. Mr. Klosterkemper responded that when the limestone curb was removed during Gas Creek, the limestone was in poor condition. The only part that was able to be saved was used for the bench. Out of a couple hundred feet, only 10% was worth saving. He said he did not know there was enough good limestone to save based off the condition of others.
 - 5. Mr. Slider asked if there was a way to assess the condition to determine if it's salvageable. Mr. Boot replied that a possibility would be calculating the frontage of the properties and calculate linear feet of limestone curbs to be removed and see if 10% of the total amount of curbing to be removed would cover the frontage of the properties. Mr. Curtis followed up that the limestone in front of the Wilderwood property is pretty good. Mr. Boot agreed, saying the limestone in front of these properties looked to be in the best condition.
- g. Mr. Boot asked about other mitigation efforts.
 - i. Mr. Boot mentioned the importance of documentation. He noted the Eastside Residential Historic District is not on the NR and the only survey is in the interim report. Mr. Boot asked if NR nominations were still being used regarding mitigation? Ms. Alexander responded that no, INDOT CRO recommends not doing that since they take a long time⁶ and hard to keep track of. She stated that she does not know if a survey has been proposed as a mitigation effort but it could be something that is done in a more timely manner. Mr. Slider replied that the DHPA would be interested in a survey and the potential for a listed district.
 - ii. Mr. Boot asked if a survey could be completed and then reported for a local designation. He asked if the Greensburg Historic Preservation Commission

⁶ Note that this is post construction.

would have interest and he asked if the downtown district was the only listed one. Ms. Hamer replied that there was not a Historic Preservation Commission anymore given it being disbanded last fall. She confirmed the downtown district was the only one listed and that she would be willing to talk to the mayor and any other interested parties regarding nominations.

1. Mr. Boot asked if a local Certificate of Approval was needed. Ms. Hamer replied they were not. Mr. Slider asked if that meant there was not much local interest or support in a NR nomination. Ms. Hamer responded the community could still be interested in designating a specific historic district.
2. Mr. Boot thanked everyone for discussing mitigation efforts and mentioned the time.

Next Step

1. Mr. Boot asked if anyone had more questions.
 - a. Ms. Alexander asked Mr. Boot to remind her of the right-of-way for the Eastside Residential Historic District. Mr. Boot responded that temporary ROW was needed and that permanent ROW would be re-acquired to the back of the sidewalk.
2. Mr. Boot brought up other regulations.
 - a. Mr. Boot shared the process of Dual Review for IN Code 14-21-1-18 and 312 Indiana Administrative Code 20-4.
 - i. Mr. Boot mentioned that dual review was commenced per the DHPA's letter dated March 22, 2021, and is to satisfy Indiana Code concurrently with Section 106. Mr. Slider mentioned it was an administration code and that allowed the state's review (typically resulting in a Certificate of Approval) to be satisfied by the federal Section 106 review. Members of the state review board will also be kept apprised during the process. The process would end with a DHPA director providing a clearance letter if the federal process met the requirements of the Indiana Administrative Code review requirements.
 - b. Mr. Boot then brought up Section 4(f).
 - i. Mr. Boot shared that Section 4(f) of the DOT Act of 1966 was established to protect certain properties such as historical sites against conversion to transportation. Because there are properties on or eligible for National Register; they would qualify for protection under Section 4(f). Section 4(f) usually only applies when there is a "use" or a conversion of ROW to transportation facility.
 - ii. Three methods available for FHWA to approve a Section 4(f) use
 1. De Minimis impact determination - De Minimis when there is a conversion, but the Section 106 results in "No Adverse effect"
 2. Programmatic Section 4(f)
 - a. Historic Bridge – programmatic agreement for historic bridge.
During the Gas Creek project, the Historic Bridge programmatic

- was used for the conversion to the Eastside Residential Historic District.
- b. Minor involvement - for projects with minor involvements with historic sites (this programmatic replaced by De Minimis)
 - c. Net Benefit – for projects that have a net benefit to Section 4(f) property – rarely used, but used for the impacts to the Zoller House as part of the Gas Creek project.
3. Individual Section 4(f) - when De Minimis and programmatic evaluations don't apply.
- iii. Mr. Boot suggested this project may result in an Individual Section 4(f).
 1. Ms. Alexander replied that reacquiring ROW from the existing sidewalk is not considered a use of the 4(f) resource. She also stated she did not think needing temporary ROW would be considered a Section 4(f) use, even with an "Adverse Effect" finding, but she would check to confirm this.

Mr. Boot concluded the conversation by encouraging any consulting parties to visit the site, to ask questions, and to please send any responses or communication by the end of August 23. We'll continue looking at limestone curbs, path pavement, street trees, and street light locations. The meeting adjourned at 12:01 pm with no other questions or comments.

If there are any errors or omissions to these minutes, please contact Kyle Boot (kboot@rqaw.com).



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (317) 296-0799

Eric Holcomb, Governor
Joe McGuinness, Commissioner

January 11, 2022

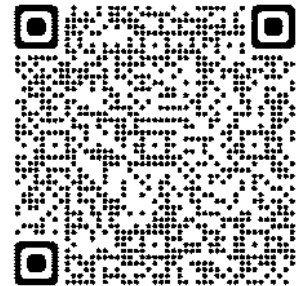
This letter was sent to the listed parties.

RE: Dual Review Project
SR 46 Pavement Replacement
Des. Nos. 1800255 & 1800256
DHPA No. 25043
Greensburg, Decatur County, Indiana

Dear Consulting Party, Property Owner, or Resident (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 46 Pavement Replacement project, Des. Nos. 1800255 & 1800256.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting that you complete the survey (online-see QR code or link: [SR 46 Greensburg Survey](#) OR by return mail-survey form enclosed with this letter) that INDOT has developed to obtain feedback from property owners and residents within the Greensburg Eastside Residential Historic District and consulting parties regarding minimization and mitigation efforts for this project. Please respond within 30 days. All documentation for this project is available at <http://erms.indot.in.gov/Section106Documents/>. Please continue reading below for the project summary to date and additional contact information. Furthermore, we are requesting comments regarding the possible effects of this project. Please use the above Des. Numbers and project description in your reply and your comments will be incorporated into the formal environmental study.



A Section 106 early coordination letter (ECL) was distributed on February 12, 2020. In addition, a letter distributed on February 18, 2021, notified consulting parties that a historic property report (HPR) and archaeology report (tribes only) were available for review and comment. An Effects Letter was distributed to consulting parties on July 22, 2021, and a Consulting Party Meeting held on August 11, 2021. The Consulting Party Meeting minutes were distributed to consulting parties on August 27, 2021. The purpose of this letter is to provide an update and invite property owners and residents of the Greensburg Eastside Residential Historic District to offer input regarding project impacts and mitigation to the historic district.

The proposed undertaking is on SR 46 from the east junction with SR 3 through the west junction with US 421, approximately 1.8 miles in length, and from the east junction with US 421 to approximately 0.8 mile east of the east junction with US 421 in Greensburg, Decatur County, Indiana. It is within Washington Township, Forest Hill, and Greensburg Topographic Quadrangles, in Township 10 North, Range 9 East, Sections 1-3, 9- 12.

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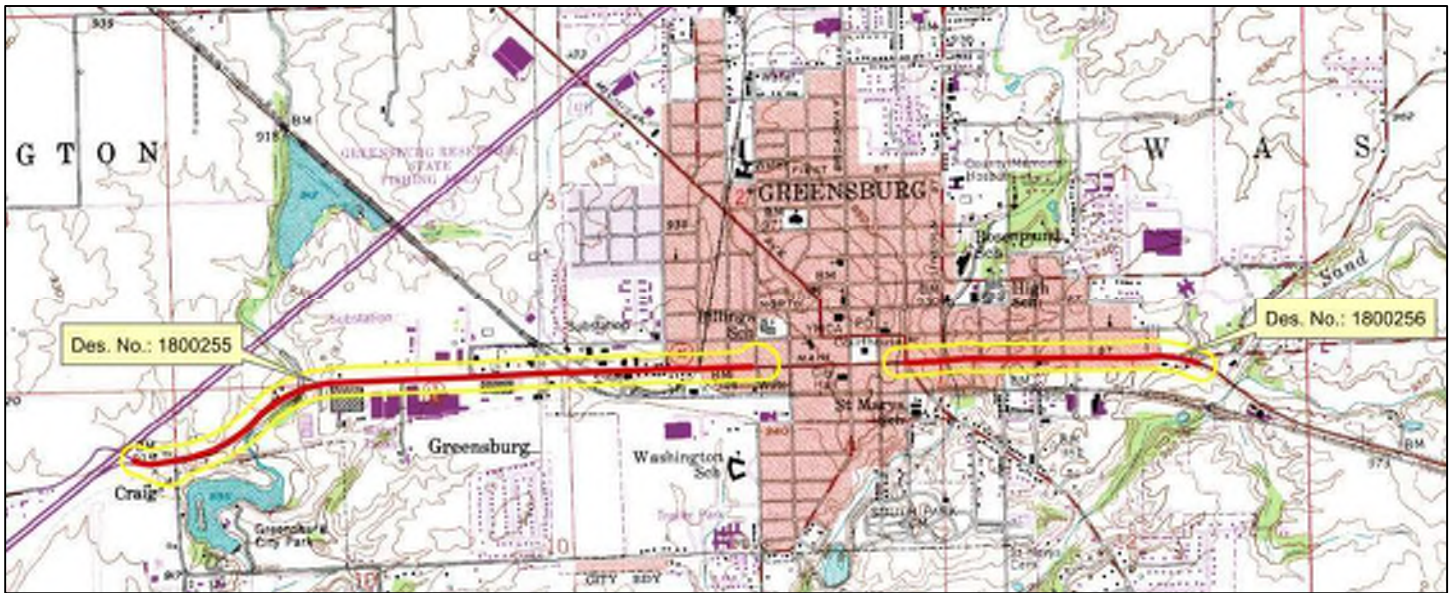


Figure 1: Project location on USGS Topographic Map (1:24,000)

The need for these projects is based on the existing pavement deterioration, insufficient drainage, and lack of Americans with Disabilities Act (ADA)-compliant pedestrian facilities. The pavement failure is exhibited by traverse cracking, rutting, wheel path fatigue cracking, previous patching, and isolated areas with potholes. Water regularly ponds along the project area and contributes to the poor pavement conditions. The pedestrian facilities do not meet current ADA standards.

The purpose of these projects is to add service life to the pavement, improve the overall pavement condition, remove ponding water to further improve pavement life, and upgrade pedestrian facilities to current ADA compliance standards.

The proposed alternative for these projects would involve replacing the existing pavement, replacing the curbs and gutters, installing new storm sewer inlets and lines, and replacing/extending pedestrian facilities. The proposed alternative meets the purpose and the need because it extends the service life of the roadway, addresses water ponding issues, and provides ADA-compliant pedestrian facilities.

Des. No. 1800255 (West of US 421): The proposed alternative from the western limits (SR 3) to the railroad crossing, approximately 1.3 miles, recommends hot mix asphalt (HMA) preventative maintenance milling (1.5 inches) and overlay (including shoulders), with partial and full-depth patching at selected locations. From the railroad crossing through the west junction with US 421-- approximately 0.5 mile-- the recommended alternative involves full-depth reconstruction at or near the existing grade. The recommended typical section is two (2) 12-foot lanes with a curb and gutter. Additional work will include: 1) replacing the curb and gutters (moving in slightly to reduce the overall pavement width); 2) replacing the storm sewer and installing new inlets; 3) replacing all curb ramps to current ADA standards; 4) replacing existing sidewalks and adding sidewalks to current gaps; 5) regrading and reconstructing driveway approaches as necessary; 6) removing four trees in the grass buffer (lawn between back of curb and sidewalk, and trees are not adjacent to any historic resources); and 7) installing street lights and replacing the watermain (funded by the City of Greensburg). Additionally, the intersection at the west junction of SR 46 and US 421 (locally known as Main Street and Ireland Street) will be reconstructed. The intersection work includes new storm sewer and inlets, improved turning radii of the northeast quadrant (moving the new curb to roughly the back of the existing sidewalk), adjusting the signal pole locations, and replacing curb ramps to current ADA standards.

Des. No. 1800256 (East of US 421): The proposed alternative from the western limits (east junction with US 421) to the Greensburg Public Library recommends a full-depth pavement replacement and some reduction to the pavement widths. From the library to the eastern project limits, HMA preventative maintenance overlay is recommended. The recommended typical section is two (2) 12-foot wide travel lanes (and some 8-foot wide parking lanes) with a curb and gutter. Additional work will include: 1) replacing the curb and gutters; 2) replacing the storm sewer and installing new inlets; 3) reconstructing curb ramps to current ADA standards; 4) reconstructing sidewalks (5-foot wide along the south side and expanding to an 8 to 10-foot wide multi-use path along the north side); 5) extending the sidewalk (on the northside) in front of the Greensburg Public Library to Washington Street; 6) replacing walkway approaches between the sidewalk and curb line; 7) regrading driveway approaches; 8) removing trees in the grass buffer (lawn between back of curb and sidewalk); and 9) installing new streetlights (matching those recently installed on Lincoln Street), funded by the City of Greensburg.

The project is anticipated to be let in 2024. At this time, the temporary right-of-way is anticipated for drive reconstruction and grading behind pedestrian facility construction. Due to inconsistent apparent/existing right-of-way, permanent right-of-way is anticipated to be reacquired in various locations throughout the project corridor. Final right-of-way amounts will be determined as the design progresses. At this time, anticipated right-of-way is not expected to exceed approximately 1.1 acres of temporary right-of-way and approximately 2.2 acres of permanent right-of-way (includes reacquisition). Access to residences and businesses along SR 46 will be continuously maintained during construction. At this time, it is anticipated that the road will need to be closed due to the extent of watermain, sanitary, and storm sewer replacement in the project area. Note that the anticipated maintenance of traffic has changed from continuously maintaining one lane of traffic while detouring traffic in the other direction.

Michael Baker International, Inc. and RQAW are under contract with INDOT to advance the environmental documentation for the referenced project. RQAW (above-ground) and CRA (archaeology) have been subcontracted to complete the Section 106 documentation for the project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list at the end of this letter. Parties that previously accepted invitation to participate in Section 106 consultation are identified in bold.

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

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

Certificate of Approval under IC 14-21-1-18. Enclosed with this letter is a detailed list of the consulting parties with contact information, including email addresses, for processing the dual review submission.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains two resources listed in the State Register and/or National Register of Historic Places (“NRHP”): the Greensburg Downtown Historic District (NR-1261) and the Charles Zoller House (NR-0308) at 345 E. Main Street (State Register only).

A historian who meets the Secretary of the Interior’s Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. The Greensburg Eastside Residential Historic District (IHSSI # 031-252-23001 to 068) was previously determined eligible for listing in the NRHP during the SR 46 Small Structure Replacement project (INDOT, Des. No.: 1400150).¹ As a result of the historic property identification and evaluation efforts at this time, the Greensburg Eastside Residential Historic District continues to be recommended as eligible for listing in the NRHP.

For purposes of the Section 106 review, in a letter dated March 22, 2021, the SHPO staff agreed “with the conclusion of the HPR that the Greensburg Downtown Historic District (NR-1261) is listed in the NRHP; the Charles Zoller House is listed in the Indiana Register of Historic Sites and Structures--and it is eligible for inclusion in the NRHP--and the Greensburg Eastside Residential Historic District is eligible for inclusion in the NRHP.”

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards identified three (3) sites within the project area. The current reconnaissance resulted in the documentation of three previously unrecorded archaeological sites (12De1011–12De1013). These three sites are historic artifact scatters that range from the mid-nineteenth through the twentieth centuries. Overall, these sites exhibited poor archaeological integrity and are recommended not eligible for inclusion in the NRHP. Thus, no further work is recommended for the sites, and archaeological clearance is recommended for the proposed project. Please see the Phase Ia report (tribes only) distributed with the letter dated February 18, 2021.

In the same letter dated March 22, 2021, the Indiana SHPO staff confirmed that, based on submitted information, there is insufficient information regarding the archaeological sites to determine whether they are eligible for inclusion in the NRHP. The Indiana SHPO staff concurred with the opinion of the archaeologists “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.” No other responses to the distribution of the HPR and archaeology report were received.

As mentioned previously, an Effects Letter was distributed to consulting parties on July 22, 2021. It was followed by a Consulting Party Meeting held on August 11, 2021. Please visit INDOT’s Section 106 portal “IN SCOPE” at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE) to view the Effects Letter, Consulting Party Meeting minutes, and all other previous Section 106 correspondence. Please note the “Criteria of Adverse Effect” and “Potential effects to historic resources” portions of the Effects Letter.

¹ Sue Becher Gilliam, “Historic Property Report For State Route 46 Small Structure Replacement Project over Gas Creek Greensburg, Washington Township, Decatur County, Indiana (Des. No. 1400150)” (Indianapolis, Indiana: CEC, September 2015); Mitchell K. Zoll, “HPR for SR 46 Small Structure Replacement Project over Gas Creek, (Des. No. 1400150) (DHPA No. 18126),” November 2, 2015.

In a letter dated August 23, 2021, the Indiana SHPO staff responded to the Effects Letter and Consulting Party Meeting. Please see the enclosures for a copy of the letter. The Indiana SHPO staff

“agreed that the Greensburg Downtown Historic District would not be adversely affected by the project as currently designed. . . and that the Greensburg Eastside Historic District would be adversely affected due to the loss of trees, removal of limestone curbs and other changes in the landscape, such as the introduction of a multi-use path. In regard to the Charles Zoller House, we believe that it may be possible to avoid or greatly minimize potential adverse effects to the property through preservation of the stone retaining wall and steps, replacement of the existing concrete sidewalk in-kind and possible resetting of limestone curb. Within the Greensburg Eastside Residential Historic District, we are concerned about the removal of the existing concrete sidewalk for the placement of a ten-foot-wide multi-use path on the north side of SR 46. We request that consideration be given to reducing the width of the path and using concrete instead of asphalt to more closely resemble the ‘higher grade’ material and finish of the historic sidewalk. This was discussed briefly during the meeting as a potential strategy to minimize effects within the district, particularly within the setting of the Wilderwood House [446 E. Main Street]. Replication of the stamped street names in the sidewalks was not discussed, but we believe doing so would be appropriate if this is a typical feature within the district.”

The letter goes on to state

“As mentioned during the consulting parties meeting on August 11, 2021, we look forward to receiving additional information on placement of street lighting and the feasibility of replanting trees and resetting limestone curbs. It was suggested that the Wilderwood House and the Charles Zoller House may be prioritized for (re)placement of limestone curbing given their outstanding historic and architectural significance. Mitigation ideas also included a survey and/or National Register nomination for the Greensburg Eastside Residential Historic District. The Indiana SHPO would be supportive of these mitigation proposals. We are interested to learn the views of residents and affected property owners on the proposed project and the desirability of potential mitigation measures.”

The INDOT and its consultants have continued developing the project in response to the Indiana SHPO staff letter dated August 23, 2021. In regard to the Greensburg Downtown Historic District, INDOT anticipates a “No Adverse Effect” finding as previously discussed in the Effects Letter and Consulting Party Meeting.

In regard to the Charles Zoller House, INDOT also anticipates a “No Adverse Effect” finding due to minimizing project impacts within and adjacent to the historic property. The stone retaining wall and steps will be preserved in place and the 5-foot wide concrete sidewalk will be reconstructed in-kind. Additionally, the potential for reusing the limestone curbs has been evaluated. The project anticipates removing approximately 3,200 linear feet of limestone curbs. INDOT anticipates salvaging as much linear feet of limestone curbs as possible and resetting them (approximately 260 linear feet) in front of the Charles Zoller House. Finally, street lighting was discussed during the Consulting Party Meeting on August 11, 2021. The street lighting placement is under development, and no additional streetlights are anticipated along the Charles Zoller House property at this time. Please see the enclosed graphics showing the preliminary proposed lighting locations.

In regard to the Greensburg Eastside Residential Historic District, INDOT anticipates an “Adverse Effect” finding due to a variety of changes in the landscape within the historic district, as the Indiana SHPO staff mentioned in the letter dated August 23, 2021. These changes include removing limestone curbs, removing street trees in the grass buffer (between the curb and sidewalk), introducing a multi-use path along the north side of SR 46, adding street lighting, and changing the roadway width. In an effort to minimize and mitigate

impacts to the Greensburg Eastside Residential Historic District, INDOT anticipates the following efforts, in coordination with feedback from property owners and residents.

- As mentioned in the previous paragraph, the limestone curbs within the project area will be salvaged as much as possible. INDOT anticipates resetting approximately 180 linear feet of them in front of the Wilderwood House (446 E. Main Street) and the City of Greensburg taking ownership of any additional salvaged limestone curbs in good condition for reuse elsewhere in Greensburg.
- The INDOT requests input from property owners and residents within the historic district on the desirability of replanting trees in the grass buffer following construction. The INDOT, and its consultant, have determined that some particular tree varieties are likely to remain healthy in the grass buffer.
- The location of street light placement is under development. The current street lighting design through the historic district is anticipated to follow a similar sequence and spacing to the lights installed along Lincoln Street. Please see the enclosed Historic Resources Aerial Map depicting the currently proposed lighting design.
- The width and pavement material of the multi-use path within the historic district was discussed during the Consulting Party Meeting. The path was originally proposed to be 10 feet wide and constructed with asphalt. However, INDOT requests feedback from property owners and residents within the historic district on desirability of reducing the pavement width to 8 feet wide and/or changing the pavement to concrete within the Greensburg Eastside Residential Historic District (between Lincoln Street and Warren Street).
- As mentioned by the Indiana SHPO staff, stamped street names are in the concrete sidewalk; only at the northeast corner of SR 46 (Main St) and Stewart Street. This feature can be replicated in the proposed path (if the path material is concrete) and would minimize/mitigation impacts within the historic district. Replicating the stamped street names in an asphalt path is not possible.



Figure 2: Stamped street names in concrete sidewalk.

When a project has an “Adverse Effect” to a historic property, such as the Greensburg Eastside Residential Historic District, in consultation with the Indiana SHPO and other consulting parties, measures are undertaken to minimize and mitigate those effects. These measures are usually formalized through the execution of a Memorandum of Agreement (MOA). In addition to the minimization efforts, described above, the following mitigation efforts are being considered for the anticipated “Adverse Effect” to the Greensburg Eastside Residential Historic District.

- The City of Greensburg taking ownership of the remaining salvaged limestone curbs in good condition that are removed by the project.
- The INDOT conducts a survey of historic resources within the Greensburg Eastside Residential Historic District, as mentioned in the Indiana SHPO staff letter dated August 23, 2021. Please note that this is not anticipated to be a National Register nomination, but rather a survey to serve as an update to the 1999 Indiana Historic Sites and Structures Inventory (IHSSI) documented in the *Decatur County Interim Report*.

- Develop an informational sign with a written and graphical history of the Greensburg Eastside Residential Historic District. The sign would be constructed and installed along the proposed path within the district.

In an effort to obtain feedback regarding minimization and mitigation efforts from property owners and residents within the Greensburg Eastside Residential Historic District, INDOT has developed a survey to be completed online (see QR code or link: [SR 46 Greensburg Survey](#)) or return by mail (survey form enclosed with this letter). We look forward to feedback from property owners and residents. Please respond within 30-days.



This letter and its enclosures are available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request as soon as you can.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further Section 106 information about the project unless the design changes.

For questions concerning specific project details, you may contact Kyle Boot of RQAW at 317-588-1762 or kboot@rqaw.com. All future responses regarding the proposed project should be forwarded to RQAW at the following address:

Kyle Boot
Architectural Historian
RQAW
8770 North Street, Suite 110
Fishers, IN 46038
kboot@rqaw.com.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Anuradha', written over a horizontal line.

Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

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Enclosures:

Greensburg Eastside Residential Historic District Residents Survey

Project Graphics (maps)

Indiana SHPO Response Letter

Removed to Eliminate Duplicates

Distribution List: Entities that have previously accepted consulting party status are in **bold**.

**Chad Slider, for Indiana State Historic Preservation Officer (SHPO), cslider@dnr.in.gov,
wtharp@dnr.in.gov**

Chuck Emsweller, Decatur County Commissioner, chuckemsweller@gmail.com

Ronald L. May, P.E., Greensburg City Engineer, rmay@greensburg.in.gov

Joshua Marsh, Greensburg Mayor, jmarsh@greensburg.in.gov

Mark Klosterkemper, Greensburg Street Commissioner, mklosterkemper@cityofgreensburg.com

**Sarah Hamer, Building Commissioner and Greensburg Historic Preservation Committee Chair,
shamer@greensburg.in.gov**

Jose & Shirley Pastagal, Property Owners of the Charles Zoller House, 345 E Main Street, Greensburg,
IN 47240

Eastern Shawnee Tribe of Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Delaware Tribe of Indians, Oklahoma

Shawnee Tribe

Property owner or resident of the following house numbers on Main Street (SR 46) within the
Greensburg Eastside Residential Historic District:

460, 419, 420, 421, 428, 429, 431, 432, 433, 435, 446, 501, 503, 504, 505, 508, 509, 514, 515, 519,
520, 524, 529, 530, 532, 533, 602, 603, 610, 614, 615, 617, 620, 623, 629, 630, 703, 704, 707, 714,
715, 722, 725, and 730

SR 46 Greensburg Survey

If you have questions please contact Kyle Boot at kboot@rqaw.com



*** Required**

Email *

Name *

Mailing Address *

Please return completed survey to:

Kyle Boot
RQAW
8770 North St., Ste. 110
Fishers, IN 46038

The path is currently proposed to be constructed with asphalt. Do you feel constructing the path with concrete (like existing sidewalks) within the Greensburg Eastside Residential Historic District would mitigate/reduce impacts to the historic district? *

Mark only one oval.

- Yes
- No
- Indifferent

Please provide additional comments.

The path is currently proposed to be 10 feet wide. Do you feel reducing the width to 8 feet would mitigate/reduce impacts to the Greensburg Eastside Residential Historic District? *

Mark only one oval.

- Yes
- No
- Indifferent

Please provide additional comments.

The street trees (between the curb and sidewalk) are anticipated to be removed within the Greensburg Eastside Residential Historic District. Would you like to see the trees replanted, where possible, between the curb and proposed path? *

Mark only one oval.

- Yes
- No
- Indifferent

Please provide additional comments.

The Decatur County Interim Report, 1999 is the most recent comprehensive survey of historic resources within the Greensburg Eastside Residential Historic District. Would you support an updated survey of this district as mitigation for the projects impacts to the district? *

Mark only one oval.

Yes

No

Indifferent

Please provide additional comments.

The informational sign placed next to the sidewalk where the historic Gas Creek stone culvert was replaced was installed as mitigation for the adverse effects to that historic resource. Would you support a similar informational sign for the Greensburg Eastside Residential Historic District to serve as mitigation for the projects impacts to the district? *



Mark only one oval.

- Yes
- No
- Indifferent

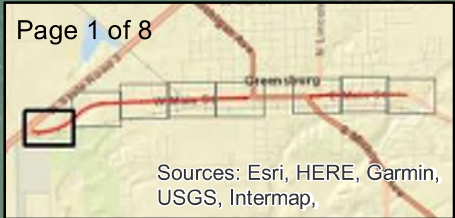
Please provide additional comments.

Please provide any further comments regarding the proposed project and the desirability of potential mitigation measures. Please use blank area on previous sheet if additional space is needed.

Area of Potential Effects
 2019 Aerial Photograph
 SR 46 Pavement Replacement
 Des. Nos.: 1800255 & 1800256
 Greensburg, Decatur County, Indiana



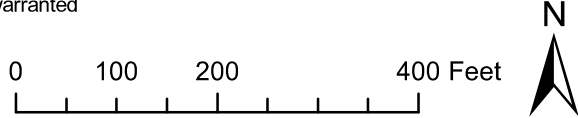
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- Currently Proposed Temporary Right-of-Way
- Currently Proposed Pavement
- Preliminary Proposed Lighting Locations (DES 1800256 only)
- - - Currently Proposed Construction Limits
- - - Existing Right-of-Way
- Area of Potential Effects



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

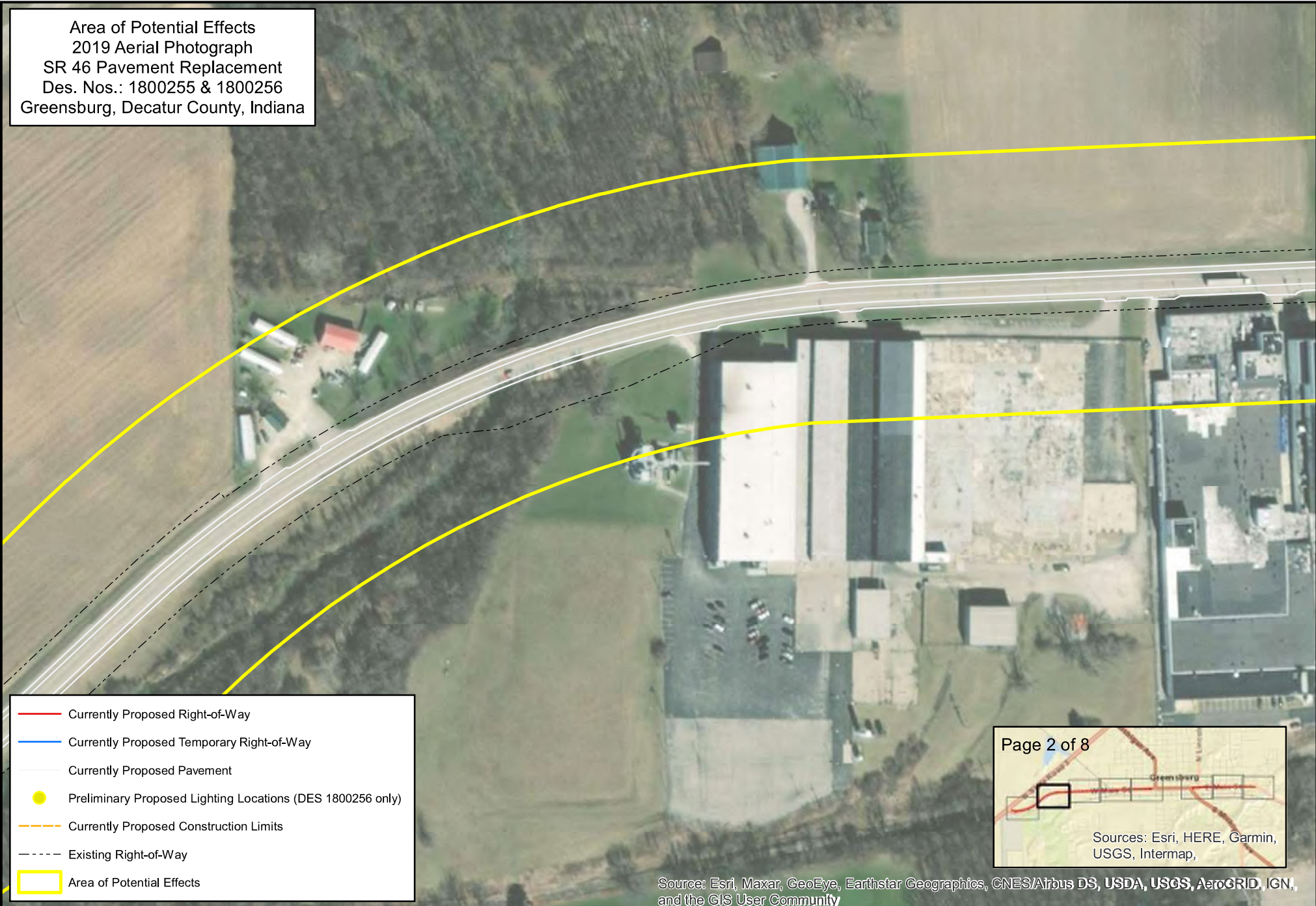
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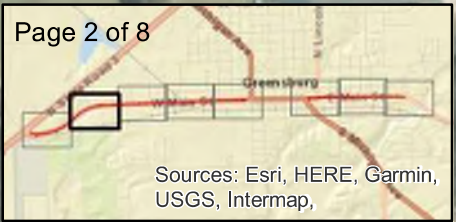


8770 North Street; Suite 110
 Fishers, IN 46038

Area of Potential Effects
 2019 Aerial Photograph
 SR 46 Pavement Replacement
 Des. Nos.: 1800255 & 1800256
 Greensburg, Decatur County, Indiana



- Currently Proposed Right-of-Way
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- Area of Potential Effects



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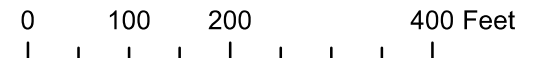


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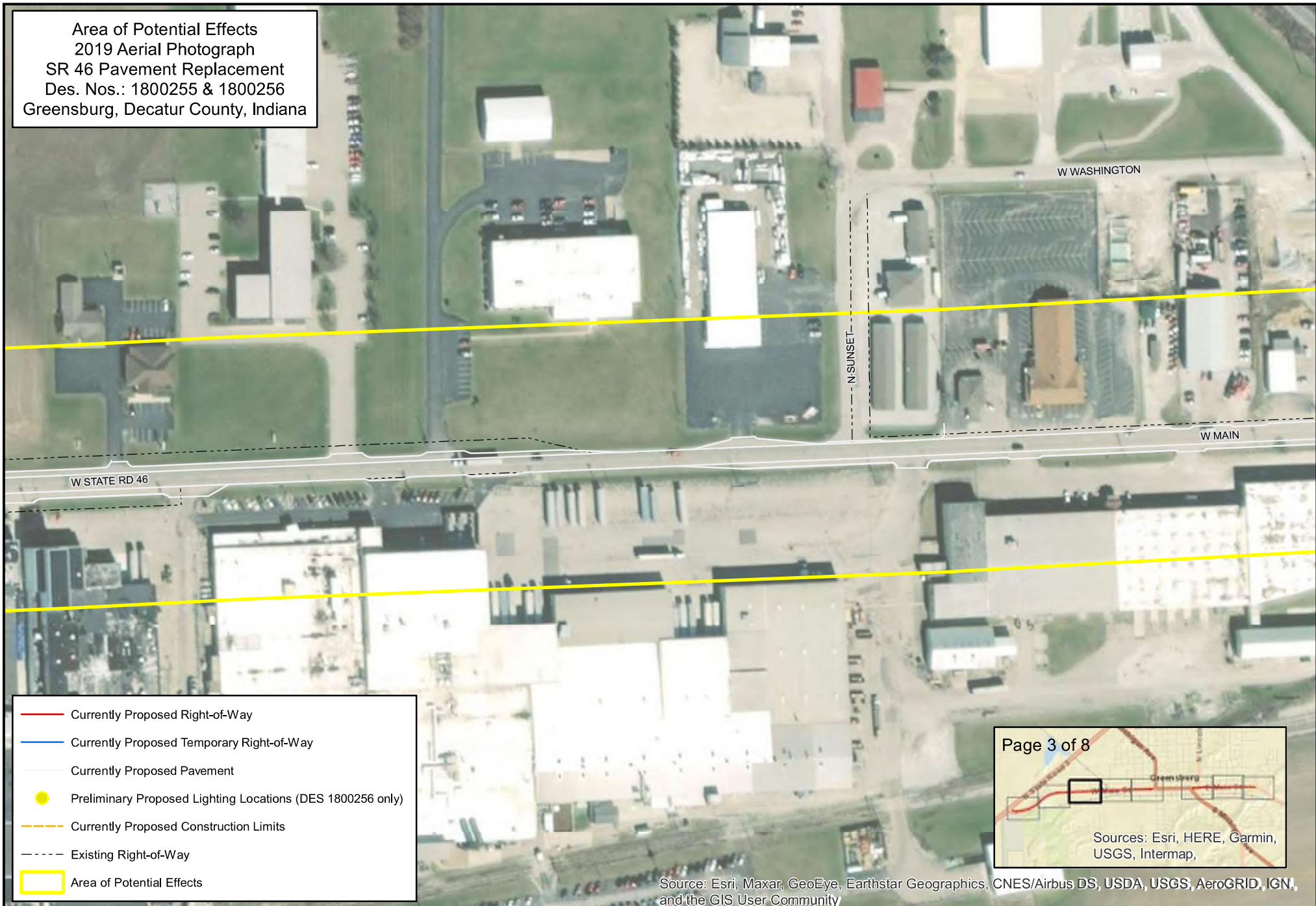
Des No's 1800255 and 1800256

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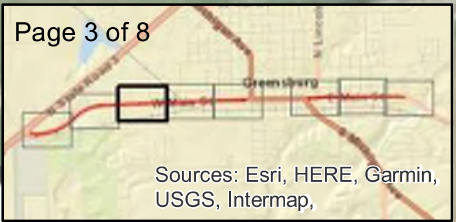
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Area of Potential Effects
 2019 Aerial Photograph
 SR 46 Pavement Replacement
 Des. Nos.: 1800255 & 1800256
 Greensburg, Decatur County, Indiana



- Currently Proposed Right-of-Way
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Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

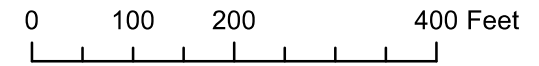


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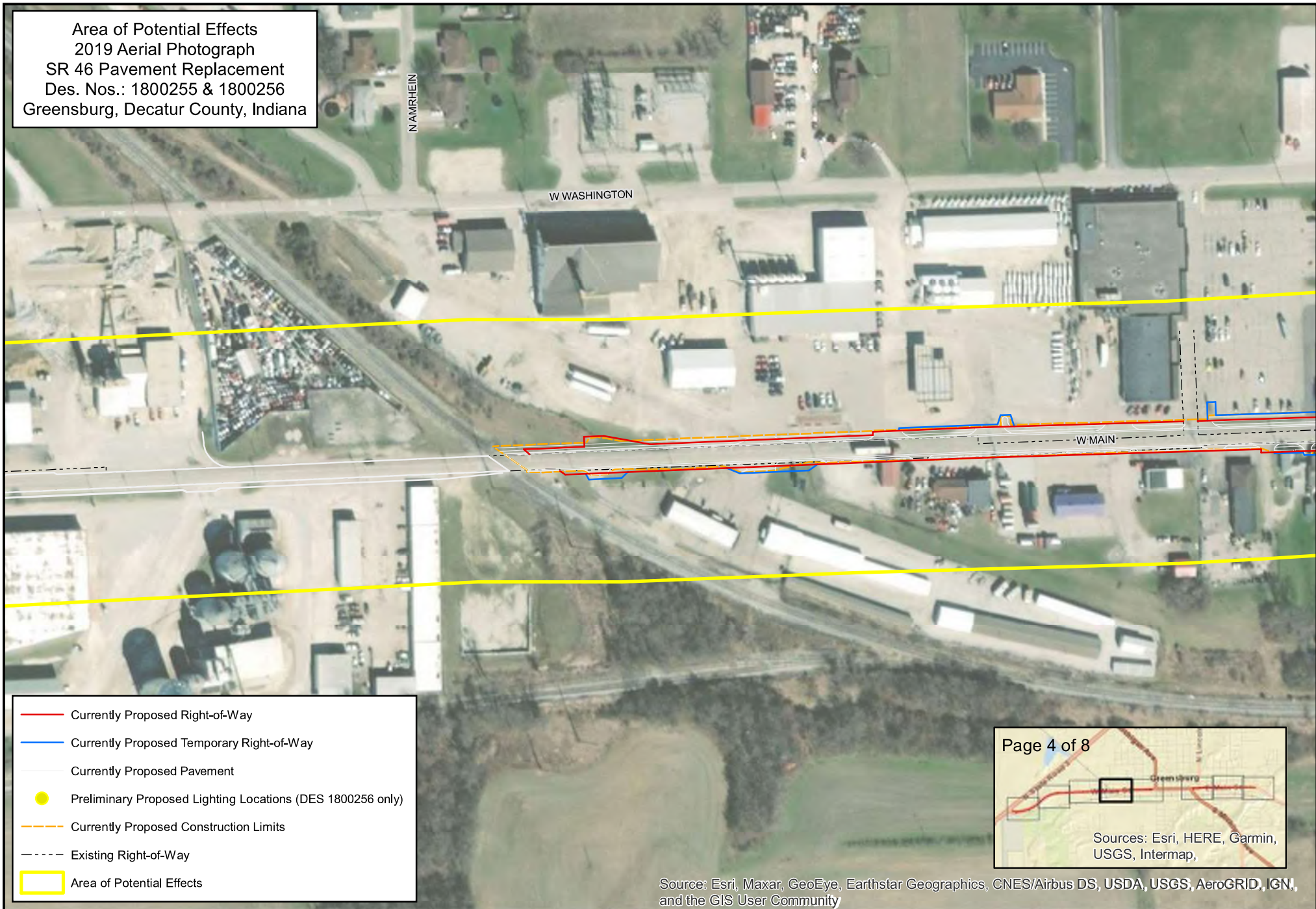
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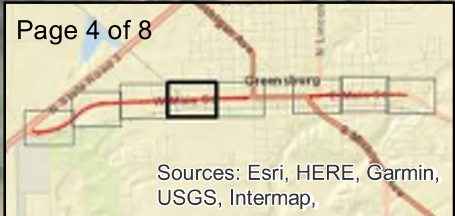
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Area of Potential Effects
 2019 Aerial Photograph
 SR 46 Pavement Replacement
 Des. Nos.: 1800255 & 1800256
 Greensburg, Decatur County, Indiana



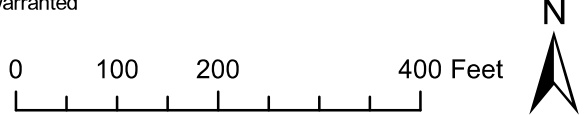
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Area of Potential Effects
 2019 Aerial Photograph
 SR 46 Pavement Replacement
 Des. Nos.: 1800255 & 1800256
 Greensburg, Decatur County, Indiana



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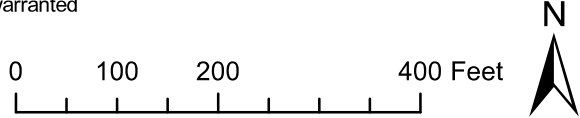
Page 5 of 8

Sources: Esri, HERE, Garmin, USGS, Intermap,

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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Area of Potential Effects
 2019 Aerial Photograph
 SR 46 Pavement Replacement
 Des. Nos.: 1800255 & 1800256
 Greensburg, Decatur County, Indiana

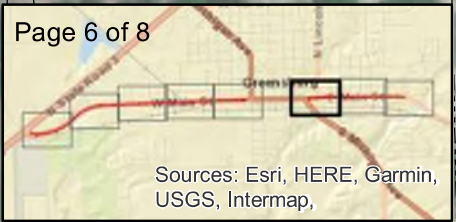
SR 46 over Gas Creek Culvert Project
 (Des. No. 1400150)

**Greensburg Eastside Residential
 Historic District**

**Greensburg Downtown
 Historic District**

**Charles Zoller
 House**

- Currently Proposed Right-of-Way
- Currently Proposed Temporary Right-of-Way
- Currently Proposed Pavement
- Preliminary Proposed Lighting Locations (DES 1800256 only)
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- - - Existing Right-of-Way
- Area of Potential Effects

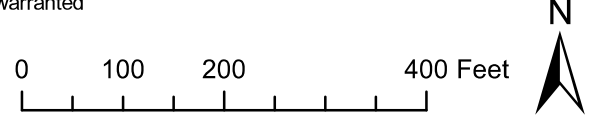


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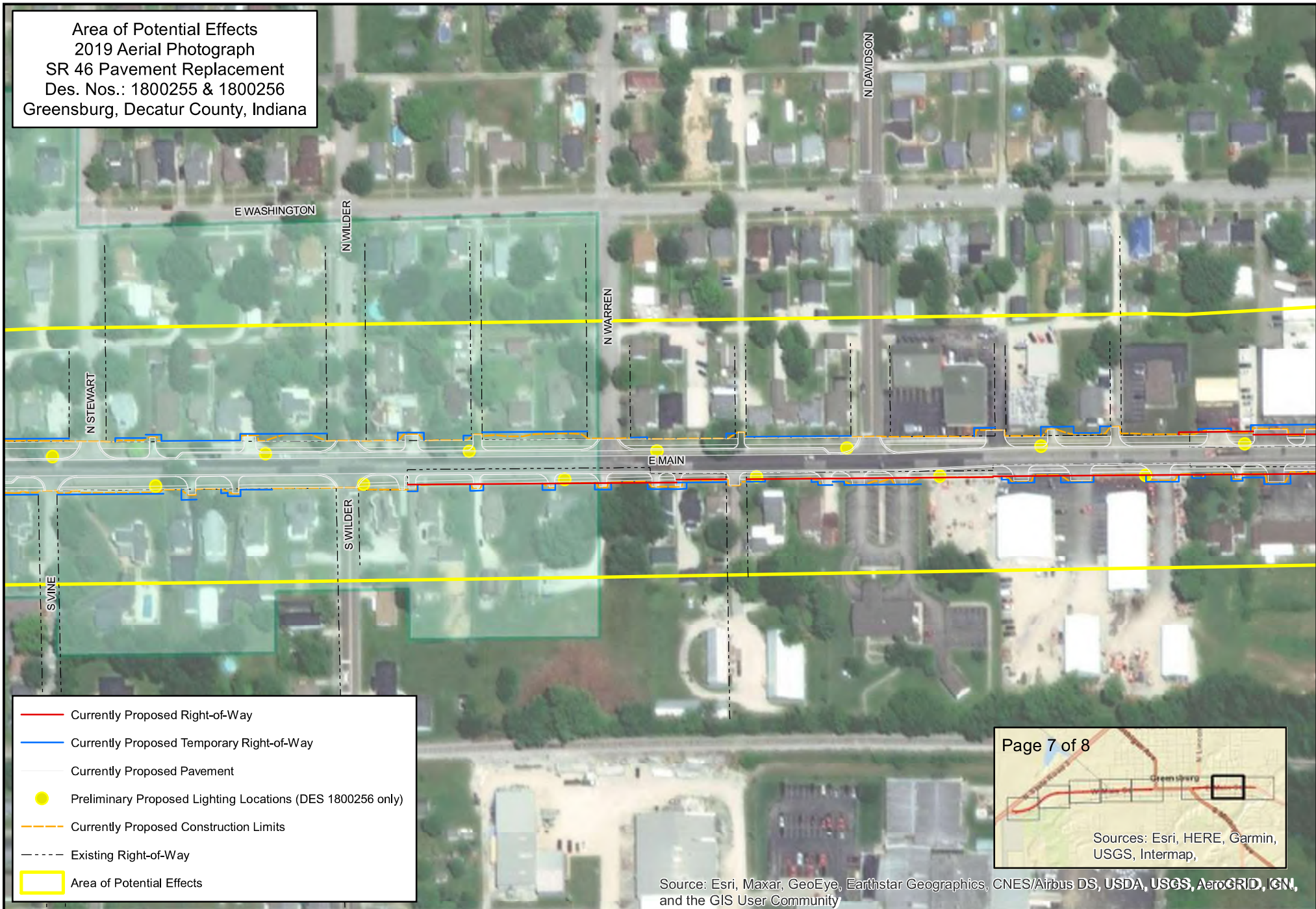
8770 North Street; Suite 110
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Des No's 1800255 and 1800256

Appendix D: Section 106

D213 of 320

Area of Potential Effects
 2019 Aerial Photograph
 SR 46 Pavement Replacement
 Des. Nos.: 1800255 & 1800256
 Greensburg, Decatur County, Indiana



- Currently Proposed Right-of-Way
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- Area of Potential Effects

Page 7 of 8

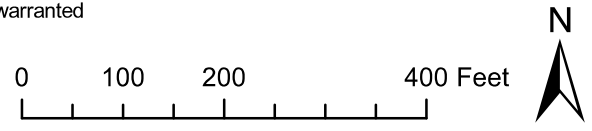
Sources: Esri, HERE, Garmin, USGS, Intermap,

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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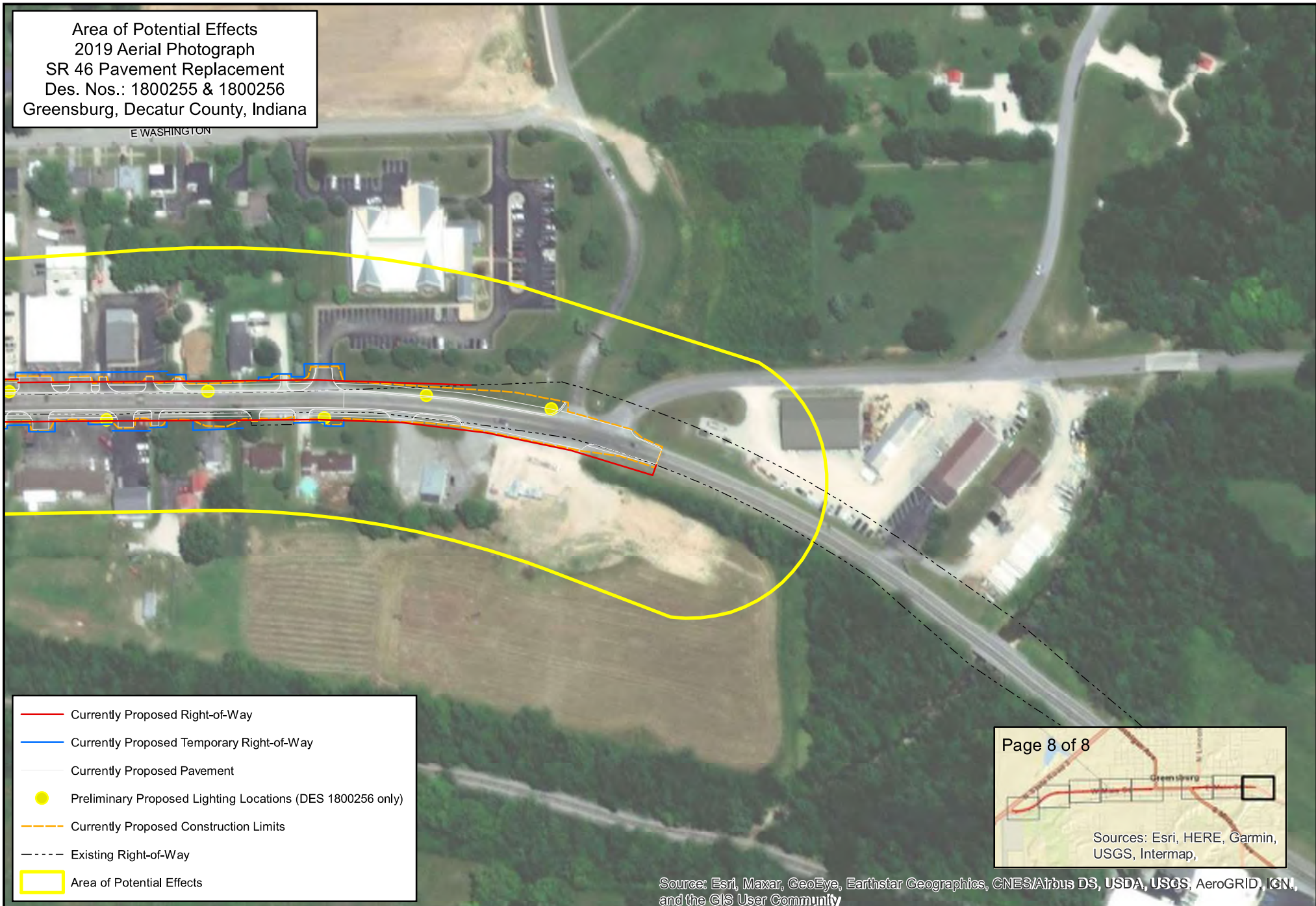
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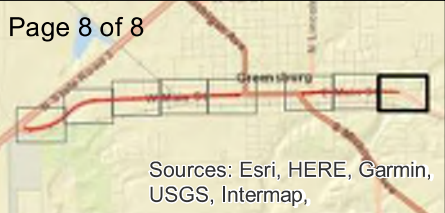


Area of Potential Effects
 2019 Aerial Photograph
 SR 46 Pavement Replacement
 Des. Nos.: 1800255 & 1800256
 Greensburg, Decatur County, Indiana

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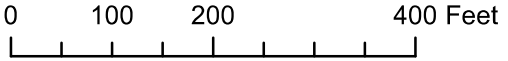
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Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

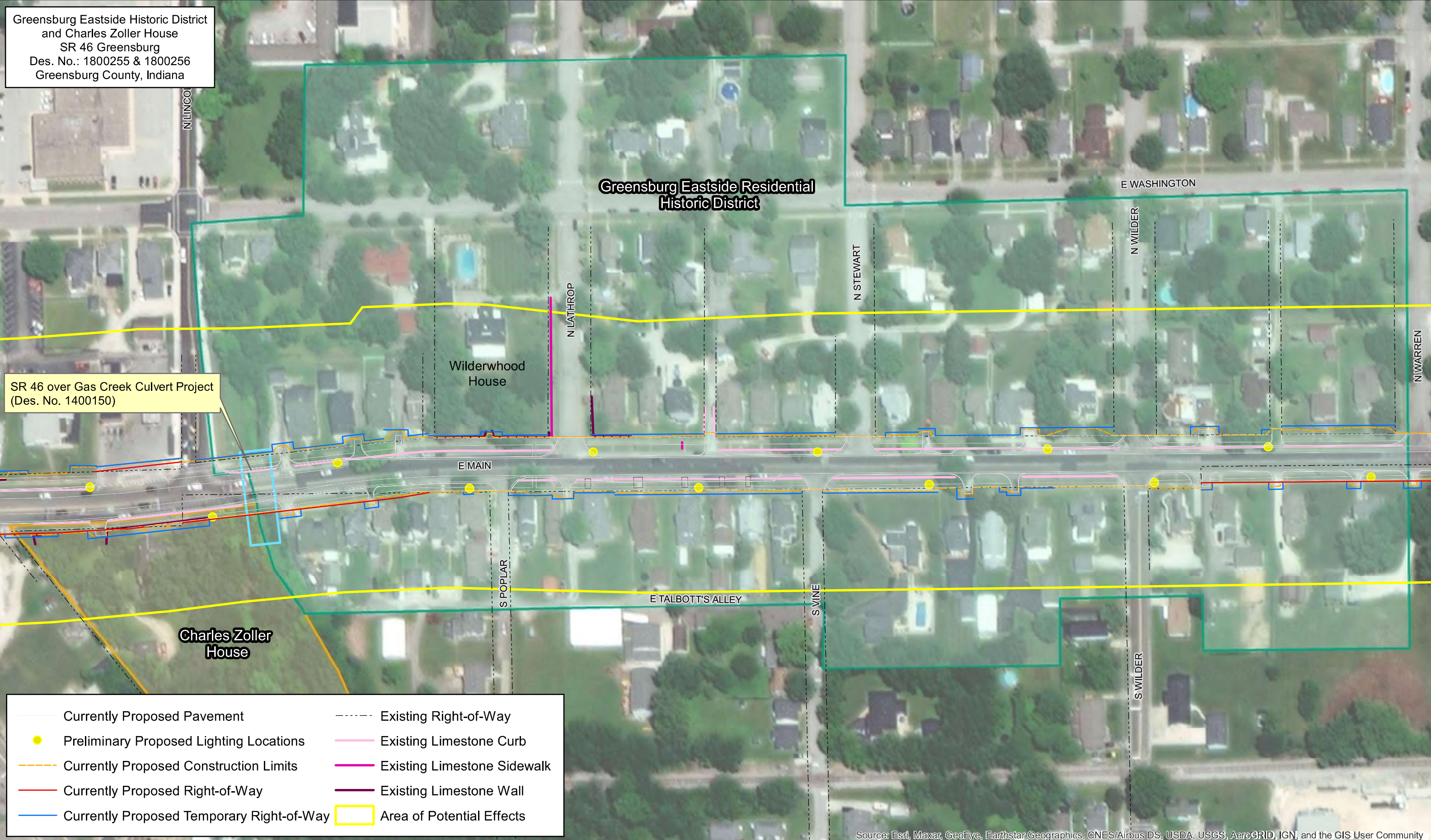
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Map Datum: NAD 83
 Map Projection: UTM Zone 16 North



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Greensburg Eastside Historic District
 and Charles Zoller House
 SR 46 Greensburg
 Des. No.: 1800255 & 1800256
 Greensburg County, Indiana



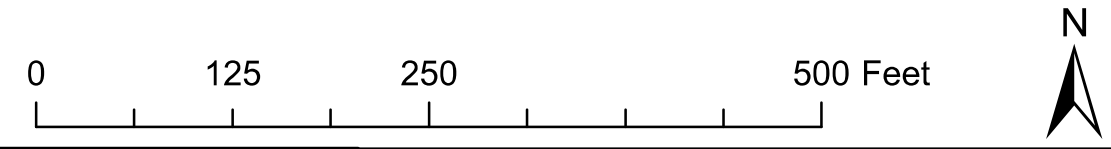
SR 46 over Gas Creek Culvert Project
 (Des. No. 1400150)

Currently Proposed Pavement	Existing Right-of-Way
Preliminary Proposed Lighting Locations	Existing Limestone Curb
Currently Proposed Construction Limits	Existing Limestone Sidewalk
Currently Proposed Right-of-Way	Existing Limestone Wall
Currently Proposed Temporary Right-of-Way	Area of Potential Effects

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

RQAW
 ENVIRONMENTAL
 8770 North Street, Suite 110
 Fishers, IN 46038
 Des No's 1800255 and 1800256

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.
 Map Datum: NAD 83
 Map Projection: UTM Zone 16 North



Kyle J. Boot

From: Kyle J. Boot
Sent: Tuesday, January 11, 2022 2:52 PM
To: Slider, Chad (DNR); Tharp, Wade; chuck emsweller; rmay@greensburg.in.gov; Joshua Marsh; mklosterkemper@cityofgreensburg.com; mklosterkemper@greensburg.in.gov; shamer@greensburg.in.gov
Cc: Alexander, Kelyn; Kumar, Anuradha; Susan Branigin (sbranigin@indot.IN.gov); Shaun Miller (smiller@indot.IN.gov); Korzeniewski, Patricia J; Joseph Dabkowski; Aaron Lawson; Harlan Ford; Haylee Moscato; Hannah Kopf; Curtis, William; Wilcox, Mitchell; Jack, Laura; Molnar, Katherine J; Terry Summers (TSUMMERS@indot.IN.gov); Thurman, Julie A
Subject: FHWA Project: Des. Nos. 1800255 and 1800256; Coordination Letter, SR 46 Pavement Replacement Project, Decatur County, Indiana
Attachments: SR46Greensburg_Des1800255&1800256_CoordinationLetter_2022-01-11.pdf

Des. Nos.: 1800255 and 1800256

Project Description: SR 46 Pavement Replacement

Location: City of Greensburg, Decatur County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 46 Pavement Replacement project, Des. Nos. 1800255 & 1800256. The Section 106 Early Coordination Letter for this project was originally distributed on February 12, 2020, the Historic Property Report was distributed on February 18, 2021, the Effects Letter was distributed on July 22, 2021, and a Consulting Party Meeting held on August 11, 2021.

As part of Section 106 of the National Historic Preservation Act, a Coordination Letter has been prepared and is ready for review and comment by consulting parties.

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

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

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

Thank you in advance for your input,

Thank you,
Kyle



Kyle J. Boot

From: Korzeniewski, Patricia J <PKorzeniewski@indot.IN.gov>
Sent: Tuesday, January 11, 2022 3:26 PM
To: Diane Hunter; thpo@estoo.net; cechohawk@peoriatribe.com; Matthew.Bussler@pokagonband-nsn.gov; lheady@delawaretribe.org; tonya@shawnee-tribe.com; lheady@delawaretribe.org
Cc: Carmany-George, Karstin (FHWA); Miller, Shaun (INDOT); Kyle J. Boot; Alexander, Kelyn
Subject: [EXT] FHWA Project: Des. Nos. 1800255 and 1800256; Coordination Letter, SR 46 Pavement Replacement Project, Decatur County, Indiana
Attachments: SR46Greensburg_Des1800255&1800256_CoordinationLetter_2022-01-11.pdf

****** Please use caution this is an externally originating email. ******

Do not click on links or open attachments unless you recognize the sender and know the contents is safe.

Des. Nos.: 1800255 and 1800256

Project Description: SR 46 Pavement Replacement

Location: City of Greensburg, Decatur County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 46 Pavement Replacement project, Des. Nos. 1800255 & 1800256. The Section 106 Early Coordination Letter for this project was originally distributed on February 12, 2020, the Historic Property Report was distributed on February 18, 2021, the Effects Letter was distributed on July 22, 2021, and a Consulting Party Meeting held on August 11, 2021.

As part of Section 106 of the National Historic Preservation Act, a Coordination Letter has been prepared and is ready for review and comment by consulting parties.

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

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

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

Thank you in advance for your input,

Patricia Jo Korzeniewski
Archaeologist and Environmental Manager
INDOT, Cultural Resources Office
100 North Senate Avenue, N758-ES
Indianapolis, Indiana 46204
PKorzeniewski@indot.in.gov
[1-317-416-4377](tel:1-317-416-4377)



**EASTERN SHAWNEE
CULTURAL PRESERVATION DEPARTMENT**

70500 East 128 Road, Wyandotte, OK 74370

January 11, 2022

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

RE: Des No. 1800255 and 1800256 , Greensburg, Decatur County, Indiana

Dear Ms. Korzeniewski,

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

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

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

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

Sincerely,

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



PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538

P.O. Box 1527

MIAMI, OKLAHOMA 74355

CHIEF
Craig Harper

SECOND CHIEF
Rosanna Dobbs

January 18, 2022

Patricia Korzeniewski, Archaeologist
Tribal Contact
INDOT
100 N Senate Ave., Rm 758-ES
Indianapolis, IN 46204

Re: Des. #1800255 & 1800256, SR 46 Pavement replacement, Decatur Co., IN

Thank you for providing notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is unaware of a direct link to the newly proposed project location.

The Peoria Tribe of Indians of Oklahoma is also unaware of items covered under Native American Graves Protection and Repatriation Act (NAGPRA) to be associated with the proposed project site, including funerary or sacred objects; objects of cultural patrimony; or ancestral human remains.

The Peoria Tribe has no objection at this time to the proposed project. If, however, at any time items are discovered which fall under the protection of NAGPRA, the Peoria Tribe requests immediate notification and consultation. In addition, state, local and tribal authorities should be advised as to the findings and construction halted until consultation with all concerned parties has occurred.

Please feel free to contact me directly at the number above if additional consultation is necessary. Thank you again for your consideration with this matter.

Sincerely,

Charla K. EchoHawk
Director of Cultural Preservation

TREASURER
Hank Downum

SECRETARY
Tonya Mathews

FIRST COUNCILMAN
Carolyn Ritchey

SECOND COUNCILMAN
Kara North

THIRD COUNCILMAN
Isabella Burrell

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov · www.IN.gov/dnr/historic



February 10, 2022

Kyle J. Boot
Architectural Historian
RQAW
8770 North Street, Suite 110
Fishers, Indiana 46038

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

Re: DUAL REVIEW: Notice of consulting party survey for SR 46 Pavement Replacement, from the east junction with SR 3 to the west junction with US 421, approximately 1.8 miles in length and from the east junction with US 421 to approximately 0.8 mile east of the east junction with US, in the City of Greensburg, Washington Township, Decatur County, Indiana (Des. Nos. 1800255 and 1800256; DHPA No. 25043)

Dear Mr. Boot:

The Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (“Indiana DNR-DHPA”), which also serves as the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”), is in receipt of Anuradha V. Kumar’s (INDOT) January 11, 2022, letter, enclosing materials related to the notice of consulting party survey, which we received along with your January 11, 2022, Review Request Form on that day; all of which relate to the SR 46 Pavement Replacement Project, which is located from the east junction with SR 3 to the west junction with US 421, approximately 1.8 miles in length and from the east junction with US 421 to approximately 0.8 mile east of the east junction with US, in the City of Greensburg, Washington Township, Decatur County, Indiana (Des. Nos. 1800255 and 1800256; DHPA No. 25043).

Thank you for your current submission. We appreciate the effort to keep us apprised of the consultation for this project and look forward to learning the views of other consulting parties and residents on the minimization and mitigation proposals. We note that the proposal for a National Register nomination of the Greensburg Eastside Historic District has been modified to instead provide an update to the 1999 survey of the district. Given the structure of our comprehensive program, we would not find an update to the survey for a single district or town to be useful for our purposes, outside of documentation for a National Register nomination.

As previously indicated, in regard to archaeological resources, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, there is insufficient information regarding archaeological sites 12-De-1011, 12-De-1012, and 12-De-1013 (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 records check and field reconnaissance survey report (Martin, 12/18/2020), 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. 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. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the Division of Historic Preservation and Archaeology (“DHPA”) for review and comment. Any further archaeological investigations must be done in accordance with the “Secretary of the Interior’s Standards and guidelines for Archeology and Historic Preservation” (48 F.R. 44716).

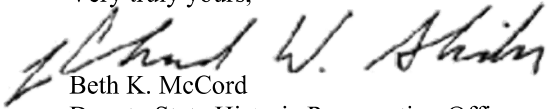
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported

to Indiana Department of Natural Resource, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Chad Slider. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the SR 46 Pavement Replacement in Greensburg, Decatur County (Des. Nos. 1800255 and 1800256), please refer to DHPA No. 25043.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:WTT:CWS:cws

cc: Jose & Shirley Pastagal, Property Owners of the Charles Zoller House

emc: Erica Tait, FHWA
Karstin Carmany-George, FHWA
Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Shaun Miller, INDOT
Matt Coon, INDOT
Susan Branigin, INDOT
Kyle Boot, RQAW
Michael Flowers, Indiana Landmarks, Eastern Regional Office
Judy Rust, Decatur County Alliance for Preservation
Terrah Nunley, Main Street Greensburg
Russell Wilhoit, Decatur County Historian
Charity Mitchell, Greensburg-Decatur County Public Library / Decatur County History Blog
Carrie Shumaker, Historical Society of Decatur County
Jerome Buening, Decatur County Commissioner
Rick J. Nobbe, Decatur County Commissioner
Mark Koors, Decatur County Commissioner
Andrew Scholle, Decatur County Surveyor
Mark A. Mohr, Decatur County Highway Supervisor
Ronald L. May, P.E., Greensburg City Engineer
Joshua Marsh, Greensburg Mayor
Mark Klosterkemper, Greensburg Street Commissioner
Sarah Hamer, Building Commissioner and Greensburg Historic Preservation Committee Chair
Kevin Fleetwood, Greensburg City Council
Vietta McKenzie, Greensburg City Council
Jaime Cain, Greensburg City Council
Darrell Poling, Greensburg City Council
Darren Covington, Greensburg City Council
Jim Grey, Historic Michigan Road
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Indians of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Delaware Tribe of Indians, Oklahoma
Shawnee Tribe

Review Board

J. Scott Keller, Indiana Historic Preservation Review Board
Anne Shaw, Indiana Historic Preservation Review Board
Chandler Lighty, Indiana Historic Preservation Review Board
Daniel Kloc, AIA, Indiana Historic Preservation Review Board
April Sievert, Ph.D., Indiana Historic Preservation Review Board
Jason Larrison, AIA, Indiana Historic Preservation Review Board
Christopher Smith, Deputy Director, Indiana Department of Natural Resources

Beth McCord, Indiana DNR-DHPA
Chad Slider, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

Kyle J. Boot

From: Brittany Miller <bmillier@indianalandmarks.org>
Sent: Thursday, February 17, 2022 1:51 PM
To: Kyle J. Boot
Cc: Haylee Moscato; Hannah Kopf; Harlan Ford; Wilcox, Mitchell; Alexander, Kelyn; Branigin, Susan
Subject: [EXT] RE: [EXT] RE: [EXT] RE: Des. Nos. 1800255 and 1800256 (Indiana SHPO response to notice of consulting party survey for SR 46 Pavement Replacement, Greensburg, Decatur Co., DHPA # 25043)

**** Please use caution this is an externally originating email. ****

Do not click on links or open attachments unless you recognize the sender and know the contents is safe.

Great, thank you so much.

Best,

.....
Brittany Miller (she/her)
Director, Eastern Regional Office

.....
Indiana Landmarks
Ph. 765-478-3172, 800-450-4534
www.indianalandmarks.org

From: Kyle J. Boot <KBoot@RQAW.com>
Sent: Thursday, February 17, 2022 10:48 AM
To: Brittany Miller <bmillier@indianalandmarks.org>
Cc: Haylee Moscato <hmoscato@rqaw.com>; Hannah Kopf <hkopf@rqaw.com>; Harlan Ford <hford@rqaw.com>; Wilcox, Mitchell <Mitchell.Wilcox@mbakerintl.com>; Alexander, Kelyn <kalexander3@indot.in.gov>; Branigin, Susan <SBranigin@indot.IN.gov>
Subject: RE: [EXT] RE: [EXT] RE: Des. Nos. 1800255 and 1800256 (Indiana SHPO response to notice of consulting party survey for SR 46 Pavement Replacement, Greensburg, Decatur Co., DHPA # 25043)

You are welcome, Brittany. If you are okay with the effects/survey letter, we don't need anything from you at this point. However, if you'd like to respond/provide comments on the effects/survey, please do that shortly.

Either way, we'll add you (Indiana Landmarks, Eastern Regional Office) as a consulting party. So you'll receive future correspondence (800.11 and draft MOA) and may respond with comments on those then if you wish.

Thank you,
Kyle

Kyle Boot
Architectural Historian
O: 317.588.1762
www.rqaw.com

From: Brittany Miller <bmillier@indianalandmarks.org>
Sent: Thursday, February 17, 2022 8:34 AM
To: Kyle J. Boot <KBoot@RQAW.com>

Cc: Haylee Moscato <hmoscato@rqaw.com>; Hannah Kopf <hkopf@rqaw.com>; Harlan Ford <hford@rqaw.com>; Wilcox, Mitchell <Mitchell.Wilcox@mbakerintl.com>; Alexander, Kelyn <kalexander3@indot.in.gov>; Branigin, Susan <SBranigin@indot.IN.gov>

Subject: [EXT] RE: [EXT] RE: Des. Nos. 1800255 and 1800256 (Indiana SHPO response to notice of consulting party survey for SR 46 Pavement Replacement, Greensburg, Decatur Co., DHPA # 25043)

**** Please use caution this is an externally originating email. ****

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Hi Kyle,

Thank you again for sending me this information. I have reviewed all of the materials. Since I am coming in late to this project, what do you need from Indiana Landmarks? I'm not sure if it is past the point of us being a consulting party, but I'd like to be included on future communications regarding this project.

Best,

.....
Brittany Miller (she/her)
Director, Eastern Regional Office

.....
Indiana Landmarks
Ph. 765-478-3172, 800-450-4534
www.indianalandmarks.org

From: Kyle J. Boot <KBoot@RQAW.com>

Sent: Wednesday, February 16, 2022 1:33 PM

To: Brittany Miller <bmiller@indianalandmarks.org>

Cc: Haylee Moscato <hmoscato@rqaw.com>; Hannah Kopf <hkopf@rqaw.com>; Harlan Ford <hford@rqaw.com>; Wilcox, Mitchell <Mitchell.Wilcox@mbakerintl.com>; Alexander, Kelyn <kalexander3@indot.in.gov>; Branigin, Susan <SBranigin@indot.IN.gov>

Subject: RE: [EXT] RE: Des. Nos. 1800255 and 1800256 (Indiana SHPO response to notice of consulting party survey for SR 46 Pavement Replacement, Greensburg, Decatur Co., DHPA # 25043)

Hi Brittany,

Sure, no problem. You may find all of the previously distributed Section 106 materials on IN SCOPE: <https://erms.indot.in.gov/Section106Documents/>. Please search by Des. Number 1800255 to find everything, including the most recent Coordination Letter that Chad was responding to. Let me know if you have any further questions or needs.

Thank you,
Kyle

Kyle Boot
Architectural Historian
O: 317.588.1762
www.rqaw.com

From: Brittany Miller <bmiller@indianalandmarks.org>

Sent: Tuesday, February 15, 2022 2:15 PM

To: Kyle J. Boot <KBoot@RQAW.com>

Subject: [EXT] RE: Des. Nos. 1800255 and 1800256 (Indiana SHPO response to notice of consulting party survey for SR 46 Pavement Replacement, Greensburg, Decatur Co., DHPA # 25043)

**** Please use caution this is an externally originating email. ****

Do not click on links or open attachments unless you recognize the sender and know the contents is safe.

Hi Kyle,

I am following up on Chad's email regarding the SR 46 pavement replacement project. So that I can properly review the project, would you please send me the materials that have been previously distributed? I just started at Indiana Landmarks in December and missed earlier communications.

Best,

.....
Brittany Miller (she/her)
Director, Eastern Regional Office

.....
Indiana Landmarks
Ph. 765-478-3172, 800-450-4534
www.indianalandmarks.org

From: Slider, Chad (DNR) <CSlider@dnr.IN.gov>

Sent: Thursday, February 10, 2022 3:26 PM

Subject: Des. Nos. 1800255 and 1800256 (Indiana SHPO response to notice of consulting party survey for SR 46 Pavement Replacement, Greensburg, Decatur Co., DHPA # 25043)

The attached is being provided for information purposes. A hard copy of this letter will not be mailed unless requested. If you have questions or need additional information, please contact the Division of Historic Preservation & Archaeology at 317-232-1646. Thank you.

Indiana Department of Natural Resources
Division of Historic Preservation and Archaeology
402 West Washington Street, Room W274
Indianapolis, Indiana 46204
Phone: 317-232-1646



SR 46 Greensburg Survey

Questions Responses 5 Settings

5 responses



Accepting responses

Summary

Question

Individual

Who has responded?

Email

arika.glenn@gmail.com

braydonholloway@gmail.com

albfonz@myfrontiermail.com

susancwilson602@gmail.com

wosmith@etczone.com

Waiting for 2 responses

[Send email reminder](#)

kboot@rqaw.com

hkopf@rqaw.com

Name

5 responses

Arika Burck

Braydon Holloway

Alvin Joseph Blankman

Susan Wilson

William O. Smith for Wm O and Linda Smith 615 East Main Street, Greensburg, IN

Mailing Address

5 responses

630 East Main Street Greensburg Indiana

420 E Main Street

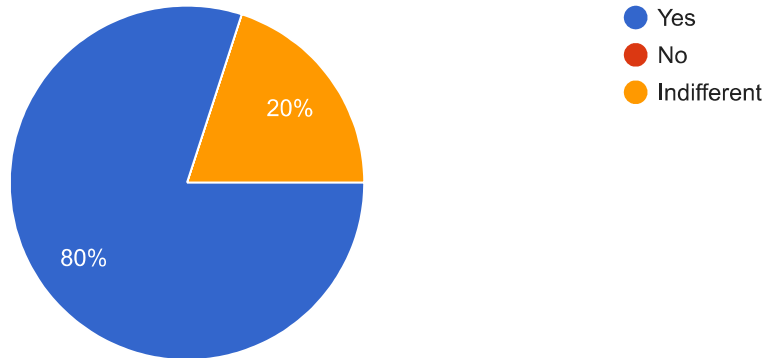
629 E Main St, Greensburg IN

602 E. Main St. Greensburg IN 47240

P.O. Box 283 Greensburg, IN 47240

The path is currently proposed to be constructed with asphalt. Do you feel constructing the path with concrete (like existing sidewalks) within the Greensburg Eastside Residential Historic District would mitigate/reduce impacts to the historic district?

5 responses



Please provide additional comments.

3 responses

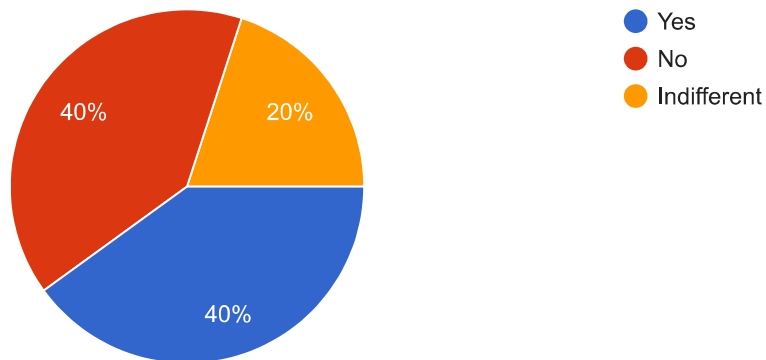
Asphalt is not aesthetic pleasing or complimentary to historic areas. Asphalt would have been a deterrent to us purchasing our home ten years ago.

I think the sidewalk/path on north side of Main street should be constructed out of cement to match south side, and to keep original look.

None

The path is currently proposed to be 10 feet wide. Do you feel reducing the width to 8 feet would mitigate/reduce impacts to the Greensburg Eastside Residential Historic District?

5 responses



Please provide additional comments.

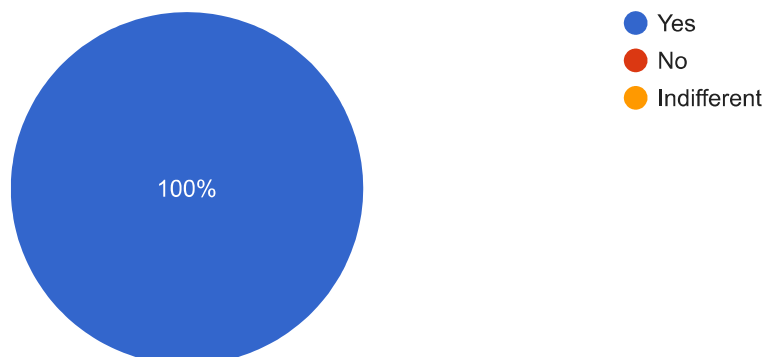
2 responses

10 feet wide in front of a residential area gives the first thought of an eye sore, less greenery is less historic. 8 feet still seems too wide for our aesthetic taste.

8 feet would look more similar to original

The street trees (between the curb and sidewalk) are anticipated to be removed within the Greensburg Eastside Residential Historic District. Would you like to see the trees replanted, where possible, between the curb and proposed path?

5 responses



Please provide additional comments.

4 responses

We have four trees in our strip and enjoy having them do to the increased historical small town feel.

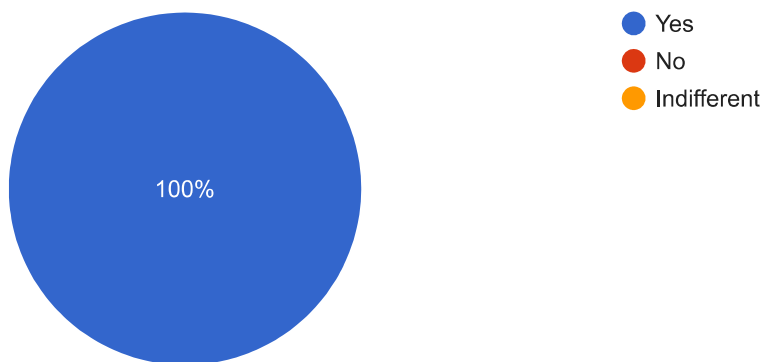
All trees should be replaced unless causing nuisance for property owner. Trees should be replaced with non-invasive, indigenous type. Flowering where applicable. More added if home owner approves at other locations.

I have 2 trees in the tree plot and definitely would like them replaced.

I live at 615 East Main St - on the South side. I have a Ginko tree in front of the house. At one time, it was the only Ginko tree in Greensburg. I assume it will be removed. I have no objection and prefer to have no trees in front of my house. However, replanting trees on the North side of Main Street is appropriate and desirable [If properly located to avoid traffic and intersection obstruction] because there are no utility lines that would be a problem for the trees. The electric/telephone etc. lines are on the south side of street and trees are constantly being trimmed because of conflict with the utilities.

The Decatur County Interim Report, 1999 is the most recent comprehensive survey of historic resources within the Greensburg Eastside Residential Historic District. Would you support an updated survey of this district as mitigation for the projects impacts to the district?

5 responses



Please provide additional comments.

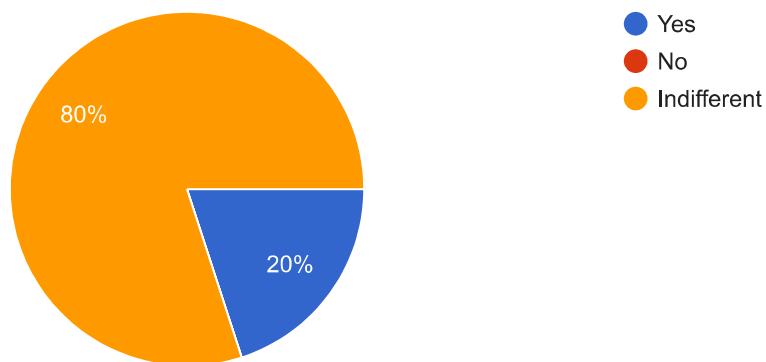
2 responses

A project this large should justify an updated survey.

This is a wonderful old neighborhood and should be maintained as such

The informational sign placed next to the sidewalk where the historic Gas Creek stone culvert was replaced was installed as mitigation for the adverse effects to that historic resource. Would you support a similar informational sign for the Greensburg Eastside Residential Historic District to serve as mitigation for the projects impacts to the district?

5 responses



Please provide additional comments.

2 responses

Who will maintain?

Although I live in a classic midwest bungalow, I am not sure I find much historic ('except Wilder House) in this "Historic" District.

Please provide any further comments regarding the proposed project and the desirability of potential mitigation measures.

2 responses

We are not in favor of the width of the sidewalks/paths on the north side being wider than their current width. In addition to, the most alarming and concerning part of owning a historic home with this major projects and width being a possibility is the possible destruction and deterioration of to our home's foundation, windows and porch. We saw substantial damage occur to homes in Rushville along SR 3 during their project. My parents being one of the homes who had foundational damage due to the road project.

Stone walls in front of 446, 504, 508 E main St should be maintained. All stone steps should be maintained, including the mine at 629 E Main. Limestone gutters should be reused as much as possible and continuous for as long as distance as there is useable stone. New gutters should be of same geometric shape as current to closely match current. If side walks on north side are made bigger extension should be toward north, as to not cut into walls. On north side of main extension should be towards north. I did not receive survey until 1/19/22. Thank you, Alvin Blankman.

Appendix E:

Historic Property Report & Archaeology Report Summaries

SR 46 Pavement Replacement Project
Greensburg, Decatur County, Indiana
INDOT Des. Nos.: 1800255 and 1800256
Indiana DHPA No.: 25043

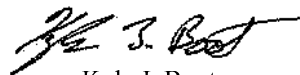


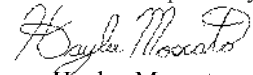
2/17/2021

Historic Property Report

Prepared for:

The Federal Highway Administration
and Seymour District, Indiana
Department of Transportation


Kyle J. Boot
KBoot@RQAW.com

Prepared by:

Haylee Moscato
HMoscato@RQAW.com



8770 North Street, Suite 110
Fishers, IN 46038
Phone: (317) 588-1762
www.rqaw.com

VII. CONCLUSIONS

The APE contains one property listed in the NRHP:

- Greensburg Downtown Historic District (NR-1261 / IHSSI # 031-252-21001 - 21082); and

one property listed in the State Register and recommended eligible for listing in the NRHP:

- Charles Zoller House (NR-0308 / IHSSI # 031-252-24091).

As a result of identification and evaluation efforts for this project, one property was previously determined eligible for listing in the NRHP and continues to be recommended for listing in the NRHP:

- Greensburg Eastside Residential Historic District (IHSSI # 031-252-23001 - 068).

A PHASE IA ARCHAEOLOGICAL RECONNAISSANCE
FOR A PAVEMENT REHABILITATION PROJECT
ON SR 46, FROM E JCT OF SR 3 TO W JCT OF US 421,
IN THE CITY OF GREENSBURG, DECATUR COUNTY,
INDIANA (INDOT DES. NOS. 1800255 AND 1800256)



by
Aaron L. Harth

Prepared for

RQAW Corporation

Prepared by



Kentucky | West Virginia | Wyoming
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VI. CONCLUSIONS AND RECOMMENDATIONS

Between May 11 and 13, 2020, CRA personnel conducted a phase Ia archaeological reconnaissance for a pavement rehabilitation project on SR 46 in Greensburg, Decatur County, Indiana (INDOT Des. Nos. 1800255 and 1800256). The survey was conducted at the request of RQAW Corporation. The proposed pavement rehabilitation will be conducted along two discontinuous segments of SR 46 that have a total length of approximately 4.3 km. The survey area for these two segments encompasses a total of approximately 8.5 ha of new, temporary, and existing ROW, and was investigated in its entirety. Survey methods consisted of systematic screened shovel testing and visual inspection of obviously disturbed areas.

Prior to conducting this survey, an archaeological records review was completed using the Indiana DHPA's SHAARD records. The records review revealed that no previously recorded archaeological sites have been documented within the survey boundaries. The records search also showed that approximately 0.52 ha of the survey area had previously been investigated by three surveys. The previously surveyed areas were not reinvestigated during the current survey.

The current reconnaissance resulted in the documentation of three previously unrecorded archaeological sites (Sites 12De1011–12De1013). These three sites are historic artifact scatters that range from the mid-nineteenth through the twentieth centuries. Overall, these sites exhibited poor archaeological integrity and are recommended not eligible for inclusion in the NRHP. Thus, no further work is recommended for the sites, and archaeological clearance is recommended for the proposed project.

Note that a principal investigator or field archaeologist cannot grant or withhold clearance to a project. Although the decision to grant or withhold clearance is reached, at least in part, on the recommendations made by the