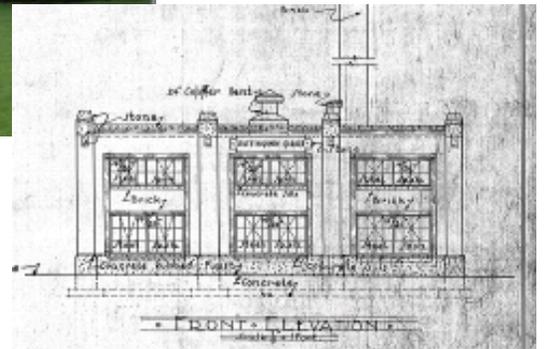
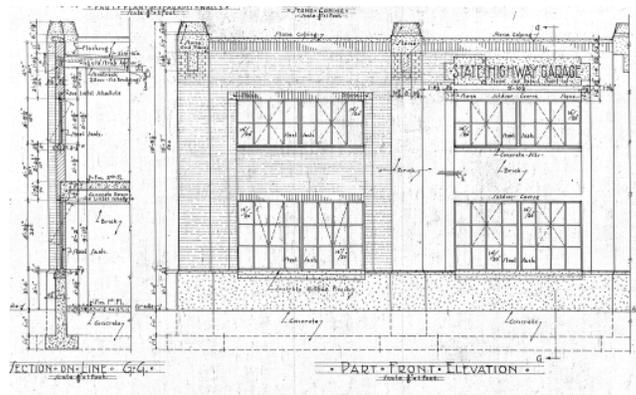


**A HISTORIC SURVEY
AND NATIONAL REGISTER OF HISTORIC PLACES
EVALUATIONS OF THE
INDIANA DEPARTMENT OF TRANSPORTATION'S
DISTRICT GARAGES**

1919-1965



**PREPARED BY
INDIANA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENTAL SERVICES
CULTURAL RESOURCE SECTION**



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ABSTRACT

In the Spring and Summer of 2007, the Cultural Resource Staff of the Indiana Department of Transportation's (INDOT) Office of Environmental Services, conducted a survey and National Register of Historic Places evaluation of INDOT's district garages. The primary purpose of the survey and evaluation is to identify the garages eligible for the National Register, in order that INDOT is in compliance with the Indiana Historic Preservation and Archaeology Law (Indiana Code 14-21-1-18). The report, containing 29 garage evaluations, was submitted to the State Historic Preservation Office on September 18, 2007 for review and concurrence. In a letter dated October 26, 2007, the SHPO concurred to the eligibility recommendations and provided some comments concerning the report. Subsequently, a revision to the report was prepared with an evaluation for the previously unsurveyed Old Dale Subdistrict Garage in Spencer County in the Vincennes District. The Old Dale Subdistrict Garage was recommended eligible. On January 23, 2008, the SHPO concurred to its eligibility.

Since this time, INDOT-CRS was asked to evaluate the existing Madison Subdistrict Garage, which occupies buildings associated with the Jefferson Proving Ground (JPG) in Jefferson County. Consequently, a records check indicated that three buildings (Buildings #223, 227, and 231) on the Madison Subdistrict Garage property were previously determined eligible as part of the Cultural Resource Management Plan for the JPG. As a result, the three buildings are protected under a historic covenant as stipulated in a Memorandum of Agreement between the U.S. Army, the Indiana SHPO and the Advisory Council on Historic Preservation. INDOT-CRS has updated this report to incorporate Buildings #223, 227 and 231 of the Madison Subdistrict Garage as eligible properties. Please see Appendix A, Seymour District Garages for more details.

In summary, the INDOT garages determined eligible include:

Centerville Subdistrict Garage

Madison Subdistrict Garage (Buildings #223, 227, and 231)

New Albany Unit Garage

Old Dale Subdistrict Garage

Old Madison Subdistrict Garage

Old Rensselaer Subdistrict Garage

Tibbs Complex

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1.0 INTRODUCTION

As the Indiana Department of Transportation's (INDOT) operations expand to meet the ever challenging task of maintaining the state's growing road network, accordingly, its equipment and facilities must evolve to meet these demands. Resultantly, a common pattern of modernization has been the gradual replacement of many of INDOT's oldest district garages, including those built during the agency's earliest days, when it was known as the Indiana State Highway Commission (ISHC). Although modernization is necessary to keep pace with the growing transportation network, it is important for INDOT to recognize those structures significant in its history and take appropriate measures to ensure that these properties are not carelessly demolished or allowed to deteriorate past any salvageable function.

Therefore, Patrick Carpenter, meeting the Secretary of the Interior's Professional Qualification Standards for History and Architectural History, of INDOT's Office of Environmental Services, Cultural Resource Section, has prepared *A Historic Survey and National Register of Historic Places Evaluations of the Indiana Department of Transportation's District Garages 1919-1965* to comply with the Indiana Historic Preservation and Archaeology Law. Under Indiana Code 14-21-1-18, a Certificate of Approval must be obtained before using state funds to alter, demolish, or remove a historic site or structure if it is owned by the state and or listed in or eligible for listing in either the Indiana Register of Historic Places or the National Register of Historic Places (Please refer to the INDOT Cultural Resources Manual available at <http://www.in.gov/indot/7287.htm> for further details). As such, *A Historic Survey and National Register of Historic Places Evaluations of the Indiana Department of Transportation's District Garages 1919-1965* provides National Register of Historic Places (NRHP) evaluations for each garage, thereby allowing INDOT to comply with state law and take measures to ensure its NRHP eligible garages are considered for preservation.

As a brief overview, the first district garages were erected in the late 1920s. By 1936, there were 36 garages, six for each district, across the state, plus the Central Garage in Indianapolis. These early garages played a key supporting role in the development and maintenance of the ISHC's Early Formation and Growth Period. After nearly a thirty-year hiatus, the next period of district garage construction began in 1964 with the establishment of the Unit System at the peak of the Interstate Era in Indiana. The garages surveyed and evaluated for the National Register represent these two major periods in INDOT's history.

2.0 RESEARCH DESIGN AND METHODOLOGY

Initially, INDOT Highway Management provided the Cultural Resource Section a photographic inventory of all INDOT facilities and a list of those sites with structures predating 1965. Among the INDOT properties on the list were district garages and interstate rest areas. However, Indiana rest areas have been determined non-exempt from the Interstate Highway System Programmatic Agreement. Thus, the rest areas are not considered under Section 106 of the National Historic Preservation Act of 1966, and therefore INDOT cultural resource staff excluded them from the survey. As a result, the survey focused solely on conducting research and reconnaissance of INDOT district garages.

Primarily, only those garages currently owned by INDOT were intended for survey. However, a few garages transferred out of INDOT ownership were identified in the survey process. These garages were subsequently included in the survey for comparative purposes and to broaden the

historic context and evaluation criteria. For garages discovered subsequent to this study, the evaluation criteria established for this survey will provide a model for determining their National Register eligibility.

Historic research was conducted to develop the historic context from which the garages would be evaluated for the National Register. Critical resources employed during the research process included State of Indiana Yearbooks from 1929-1936 and 1960-1963, which provided yearly updates on ISHC operations, the newspaper clipping files at the Indiana State Library with copious amounts of articles covering the state's transportation history, and plans and drawings for select garages.

Photographs were culled from the Highway Management property inventory and through field visits to garage sites. Due to time limitations and the statewide scope of the survey, not every garage received the same degree of documentation. Nevertheless, the Highway Management inventory photographs provided sufficient conveyance of the garages' form and design. Although interiors were generally not accessed due to time restrictions, a tour of the well-preserved Centerville Subdistrict Garage in Greenfield District provided a helpful template of understanding interior layout and function.

Criterion for evaluating the district garages was developed through the establishment of the historic context. Through research, it became apparent that there were two distinct periods of garage construction, each related to major transformative changes in the state highway system, the Early Formation and Growth Period and the Interstate Era. Therefore, the garages were evaluated within their respective contextual era. Specific criteria established for evaluating the garages for the NRHP is explained in detail in Section 4.0

Based on the historic research and Highway Maintenance Inventory, each INDOT facility with a garage predating 1965 was identified and evaluated for the National Register. In a few locations, the garage has been razed, with only its supporting buildings remaining. Storage sheds and other ancillary buildings without their respective historic period garage are unable to convey historic significance without the context of the original garage. Thus, storage sheds and other support buildings were not evaluated as individual properties.

Although the garages from the Interstate Era built in 1964 and later have not met the 50-year age criteria for eligibility, they were included in the survey to anticipate later evaluation needs. The Interstate Era garages included in this survey are only those built by 1965. The systematic construction of unit garages continued post-1965, and resultantly this survey only captures the first phases of this garage building era. As the Interstate Era garages have not met the NRHP 50-year age criteria and those surveyed do not represent the full collection, they are not likely to be NRHP eligible at this point. Future revisions to this survey may indeed view Interstate Era garage significance from a different perspective.

3.0 HISTORIC CONTEXT

The historic context is not a comprehensive account of INDOT's history. Rather, the focus of the historic context pertains to two distinct periods, the Early Formation and Growth Period 1919-1936 and the Interstate Era 1958-1965 (-and after), which were identified through historic research as the major transformative periods in Indiana's twentieth century transportation history. It is within each

of these periods that the Indiana State Highway Commission (ISHC), which INDOT was once known, undertook major district garage construction. Therefore, the following historic context provides the necessary framework for gauging the potential significance of INDOT's district garages.

A. EARLY FORMATION AND GROWTH PERIOD 1919-1936

With the advent of the automobile in the early twentieth century and improvements in their mass production, many Americans could travel faster and farther than ever before. Indiana residents were no different than the rest of the country in their quick acceptance of the automobile. For instance, in 1920, the number of motor vehicles registered in Indiana totaled 325,992 and by 1930 there were 900,000 registered vehicles.¹ This remarkable increase in automobiles introduced a great strain on existing roads, more accustomed to horse and buggy. The weight, wear and sheer volume of these vehicles required much more durable roads than had previously been expected.

Understanding the importance of a reliable transportation system to sustain the country's development, a Federal government mandate called for states to assume more responsibility in roadway construction and maintenance. Indiana was slower in adopting legislation creating a state highway commission than other states, in some part due to the abundance of gravel in the northern part of the state and crushed stone in the southern part that provided ample supplies for local municipalities and counties to build and maintain roads more easily than other parts of the country.² Eventually however, bowing to national trends, in 1919 the General Assembly formed the Indiana State Highway Commission (ISHC), which was tasked with laying out a system of state highways which would reach every county seat and city of 5,000 inhabitants or more, making a network of highways connecting every market center in the state.³ Once formed, the ISHC was funded by gasoline, license fees and federal aid.⁴

Every year after its formation, the ISHC adopted hundreds of miles of road under its jurisdiction. In 1919, there were 133 miles of road under contract with an additional 400 miles planned for the next year.⁵ By 1926, the ISHC maintained 5,042 miles of road,⁶ and by 1932, road miles had ballooned to 8,422.⁷

In recognition of the critical role maintenance played in the growing transportation system, a central garage was erected in 1920 at West and Market Streets in Indianapolis. The central garage served as the hub for the entire state roadway network and housed the primary administrative, maintenance and materials testing functions for the ISHC. Interestingly, prior to the central garage's construction, ISHC operations were scattered among existing state government buildings. For instance, before moving to the new central garage, the Bureau of Materials and Tests was located in a 12 ft. x 12 ft. room in the basement of the Statehouse.⁸

In addition to the Central Garage, at its formation the ISHC was organized into five maintenance districts with headquarters at Vincennes, Seymour, Greenfield, Ft. Wayne and Monticello with each consisting of five subdistricts⁹. By 1922, it had become apparent that the district territories were too large to adequately cover. Hence, the boundaries were redrawn to incorporate the Crawfordsville District. At the same time, each district was divided into 6 subdistricts.¹⁰ These district boundaries are remarkably similar to today's district configuration, with the exception of the shift from district headquarters from Monticello to LaPorte.

As a further reflection of the rapid increase in maintenance needs, expansion of the central garage was undertaken only ten years after its initial construction. In 1931, the building was reconstructed incorporating the brick walls from the original structure into the first two-stories and described as a three-story monolithic type reinforced concrete measuring 109 ft. by 198 ft.¹¹ Further, by 1936, a new testing laboratory was built at the facility and was described as a, "...building of modern design, housing one of the most complete highway testing laboratories in the middle west, fully equipped for present-day testing methods."¹²

Despite the struggling United States economy due to the stock market crash of 1929 and the resulting Great Depression, the ISHC sustained its remarkable expansion. A key factor in the escalation in the state highway network, in spite of massive economic hardships, is attributed to an aid relief program instituted by the ISHC. Primary facets of the relief program included:

- 1) Adding heavily traveled roads to the system to relieve tax burden on counties
- 2) Hiring as many contract workers as possible, taking advantage of low price levels
- 3) Undertaking day labor projects near centers of population and giving employment to as many as possible by part-time work¹³

As a result of its work relief program, the ISHC became a major employer during the Great Depression. For example, during the months of July and August 1932, the number of men employed by the ISHC was 8,000 while that number had previously never exceeded 3,600.¹⁴ From its work relief program, the ISHC expanded its roadway miles, with 8,983 miles of road in 1936, an increase of over five hundred miles in four years.¹⁵ As evidenced by the increase in road miles, it is clear that even with the economic pressures brought forth by the Great Depression, the ISHC's growth did not stagnate. On the contrary, the Great Depression was a catalyst for the ISHC in creating and maintaining a larger state transportation network.

Of course, with the expansion of roads came a corresponding increase in maintenance work. Another critical factor in the growing maintenance load was the continual increase in automobiles on the roadways. Despite the lingering pressures of the Depression in the 1930s, the public dependency on the automobile was firmly established and had no indication of abating. T. A. Dicus, ISHC chairman, elaborated in 1939,

Maintenance of the state highway system is now of the chief responsibilities of the Commission. With ten-thousand miles of road in the state highway system, maintenance problems have increased materially. The increase of thirty-six percent in traffic volume on the state highway system during the past five years and the increasing use of the system for both passenger and freight transportation makes the maintenance problem one that can not be overlooked.¹⁶

By the late 1920s, it was apparent that the central garage could not solely handle the maintenance needs of the entire state. Moreover, it was apparent that the rented facilities at the districts were not adequate for ISHC operations. Therefore, it was during this period, when the ISHC was rapidly assuming more responsibility that new district garages were constructed.

A.1. District Garages

Prior to the construction of district garages, the ISHC kept its district equipment and offices in rented buildings and warehouses, but it became difficult to secure proper accommodations in these private buildings. An important element missing in the rented buildings was that they were not fireproof. Therefore, the ISHC found that the construction of new fireproof buildings was necessary to meet the specifications particular to roadway maintenance operations.¹⁷

A key role of the ISHC built garages was that more trucks were overhauled in the field garages instead of going to the central garage.¹⁸ In essence, the new garages allowed more work to occur at the district-level instead of transporting equipment to and from the central garage in Indianapolis. ISHC Supervising Architect B.B. Straight explained,

Each garage cares for the equipment in its own sub-district, and all repairs are made at these garages except extensive repairs; these are sent to the central garage in Indianapolis. Because of the distance from Indianapolis, the sub-district garages must carry an adequate stock of repair parts for the different makes of equipment in use.¹⁹

Eventually, all maintenance work was done at the district level, further decentralizing ISHC operations in the expanding statewide road network.

Accordingly, district garages were constructed at a rapid pace. By 1929, the ISHC had begun making plans for the systematic construction of new garages statewide. In fact, by this time, a 40ft. x 100ft. subdistrict garage had been built in Goshen on land donated by the Goshen Chamber of Commerce, and at the same time there were plans for four other garages.²⁰ By 1930, 13 subdistricts had new garages.²¹

By 1932, garages had been built in the following locations:

District	Sub-District	Date of Construction
Crawfordsville	Crawfordsville	1928
Crawfordsville	Fowler	1930
Crawfordsville	Terre Haute (Ft. Harrison)	1930
Ft. Wayne	Bluffton	1932/33
Ft. Wayne	Ft. Wayne	1930
Ft. Wayne	Goshen	1929
Ft. Wayne	Waterloo	1928
Greenfield	Anderson	1932
Greenfield	Indianapolis	1927
Greenfield	Ridgeville	1932/33
LaPorte	LaPorte	1930
LaPorte	Plymouth	1930
LaPorte	Rensselaer	1932
LaPorte	Valparaiso	1932
Seymour	Bloomington	1925
Seymour	New Albany	1932
Vincennes	Dale	1931

Vincennes	Paoli	1930
Vincennes	Vincennes	1932

Table 1: Shaded entries indicates status unknown/non-extant

Although new garages were erected in districts across the state, the need seemed to outweigh the pace of new construction. The Commission reported in 1932,

We are in urgent need of new garage sites and buildings for housing our equipment and offices at 12 other sub-district headquarters...The new fireproof buildings that are being constructed, together with the high-wire fences being constructed around the ground is aiding materially in eliminating many of the troubles experienced in handling the work.²²

The construction of new garages did continue and by 1935 only Frankfort and Columbus were without a garage. The “modern, up-to-date and efficiently constructed” and “for less than \$30,000.00” garages were described as being built in “recognition of the important place that maintenance now occupies in the highway industry.”²³

The ISHC considered the garages a great force in improving not only maintenance operations, but worker quality and morale. B.B. Straight elaborated,

Up to 4 years ago only a few of our garages could be called modern to any great extent, the majority being old factory buildings, livery stables or warehouses-some without floors, so that mechanics had to lie on earth floors when working under a car...With such conditions, the need for better housing for both men and equipment was imperative. The highway commission felt that by providing better housing facilities and a better environment for the workmen, the quality and quantity of work turned out would be improved. After seeing the men at work in their new quarters, I believe that the results are worth the costs. The men seem to take as much pride in their new quarters as they do in their own homes.²⁴



Seymour District Garage. “Modern Garages and Road Maintenance” Indianapolis News, Saturday June 6, 1936.

Remarkably, thirty-six garages were built in the span of eight years. The construction of the district garages was a noteworthy achievement for the ISHC. Indeed, the new district garages were highly regarded and promoted to the general public and highway industry. Arguably, the most impressive aspect of the garages was that they actively served ISHC (and later INDOT) operations until the late twentieth century. In fact, several of these early garages are still actively serving their original function for district maintenance operations. The continuing presence of the majority of these garages until the last decade can likely be attributed to the foresight of the planners and architects responsible for their design and construction.

A.2. Architecture and Design

1928-1932

Designed specifically to accommodate ISHC operations, district garages were tailored to meet a particular function of equipment storage and maintenance. Thus, ISHC district garages were designed to exhibit a straightforward form deliberately maximizing function while minimizing decorative and unnecessary architectural embellishments. Typically, the extant garages erected between 1928 and 1932 consist of brick or tile construction, with a two-story, stepped parapet false front façade fronting a barrel-shaped roof supported by a riveted bowstring steel truss covering the office and service equipment room. Square stone-capped pilasters separate the two-to-three-bay façade, and regularly spaced rectangular steel-sash multi-pane steel-sash casement windows with concrete sills flanking each elevation. Of those extant garages built prior to 1932 it appears that the service room contained two bays for equipment and storage.

These first garages were essentially utilitarian structures, typical of industrial and commercial architecture of the 1920s and 1930s. Despite their ordinary appearance, at least some of these garages were not designed by ordinary architects. In 1932, architectural fees were paid to Vonnegut, Bohn and Mueller for the design of garages at Central, Dale, New Albany, Vincennes, Anderson, Bluffton, Ridgeville and Bloomington.²⁵ Of these eight, only the garages at Anderson, New Albany and Dale are currently owned by INDOT. Another, the former Ridgeville Subdistrict Garage is still extant, but is no longer owned by INDOT. Other garages designed by the firm have likely been demolished. Thus far, records have not indicated if Vonnegut, Bohn and Mueller designed additional ISHC garages prior to 1932. Nevertheless, at least one extant garage at the Evansville Subdistrict shares enough similarities that an association between its design and Vonnegut, Bohn and Mueller seems like a reasonable assumption.

VONNEGUT, BOHN AND MUELLER ARCHITECTS

Vonnegut, Bohn and Mueller were one of the most prominent and prolific architectural firms in Indiana in the late nineteenth century and early-to-mid-twentieth century. The firm was established in 1888 when Bernard Vonnegut and Arthur Bohn formed a partnership that lasted until Vonnegut's death in 1908. One of the firm's first major commissions was the Das Deutsche Haus (the Athenaeum) in downtown Indianapolis, one of the largest clubhouses in the United States.¹ Bernard Vonnegut's son Kurt a MIT graduate joined the firm subsequent to his father's death. That partnership produced the Severin Hotel (Omni Severin), the Kahn Tailor Company Building (Litho Press), and the William H. Block Company Building located in Indianapolis. In the 1920s, the firm gained a new partner, Otto N. Mueller with that incarnation designing Treadwell Hall at Arsenal Technical High School, the first Indiana Bell buildings and the pre-World War II Hook's Drug Stores.² The firm, through its many incarnations was responsible for many landmark buildings in Indianapolis and across the state.

1. Connie J. Zeigler, "Vonnegut and Bohn," *The Encyclopedia of Indianapolis*, eds. David J. Bodenhamer and Robert G. Barrows (Indiana University Press; Indianapolis, Ind., 1994), 1389

2. *Ibid.*



New Albany Subdistrict Garage. Designed by Vonnegut, Bohn and Mueller Architects, 1932.



Evansville Subdistrict Garage. Designed by Vonnegut, Bohn and Mueller Architects? 1933.

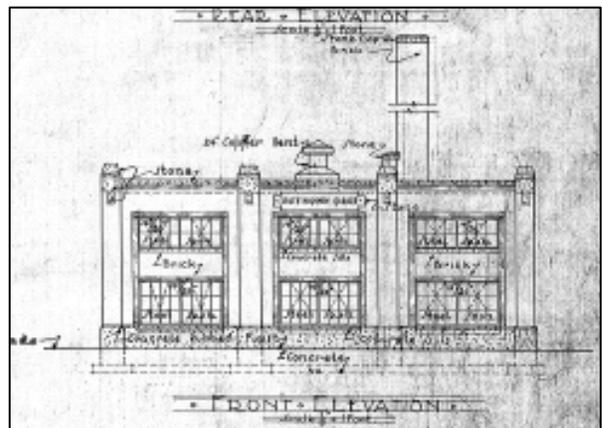
1933-1936

A shift in district garage design occurred when the Standard Sub-District Garage Plans and Standard Storage Buildings Plans prepared by L.A. Turnock were approved by the ISHC in September 1933.²⁶ It appears that after this point, Vonnegut, Bohn and Mueller were no longer involved in garage design, based on lack of subsequent references to the firm and the implication that ISHC was designing its own garages. The standardization of garage plans is not surprising, as highway safety standards and design manuals are fundamental tenants of transportation agencies. Applying standard designs to district garages would have been a logical measure for the ISHC. What may be more surprising is that the ISHC design actually incorporated more architectural ornament than the older garages.

ISHC architect B.B. Straight described the architectural and decorative details of the garages as such,

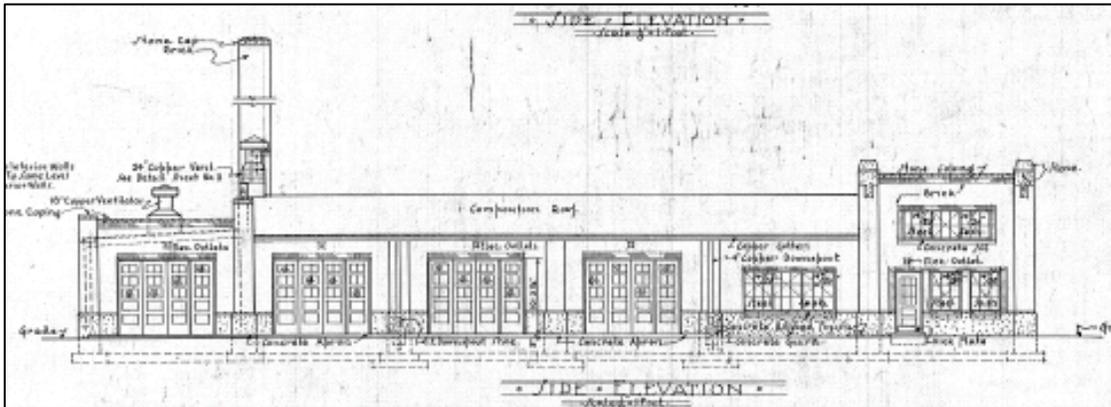
All walls, both exterior and interior, to a height of approximately 3 ft. 6 in. above the floor, are concrete. Wall forms are lined with plywood or masonite, and the surface is finished by rubbing. The sills for the windows are of cast concrete and line up with the top of the wall. The masonry starts on top of the concrete walls. On the outside of the walls are faced with common brick, and all interior walls and the inner sides of the exterior walls are faced with double-brick sized glazed tile. Trimmings, copings and inscription panel are of Bedford stone.²⁷

Although the garages designed after 1933 hewed closely to the earlier garage design, in particular keeping the overall rectangular shape and the bowstring steel truss roof system, a few distinguishing characteristics are apparent by casual observation. In particular, the ISHC designed garages included highly accentuated



Plans for Standard Sub-District Garage. Revised 4-4-1934.

pilasters with ziggurat stone caps, implying a slight Art Deco reference. Moreover, the soldier bond border and square corner stone blocks surrounding the multi-pane casement windows provided further decorative touches, common to this era, not seen on earlier garages. Finally, a defining signature of the ISHC designed garage was the stone inscribed “State Highway Garage” plaque on the facade.



Plans for Standard Sub-District Garage. Revised 4-4-1934.

Not all ISHC garages fit the institutionalized design standard though. Two extant garages, Fowler and Seymour, consist of a false-front façade with the office and service room both contained under the barrel-shaped roof more common to the early garages. Other standard decorative elements of the garages, including the ziggurat capped pilasters appear the same as the Standard Subdistrict Plans. Research to date has not indicated the reason for the design variation or if other no-longer extant garages also exhibited these characteristics.



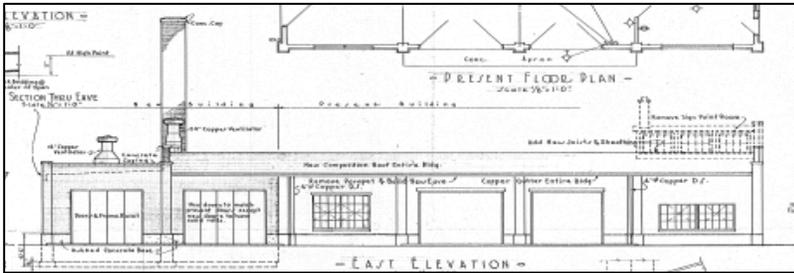
Tipton Subdistrict Garage

Another garage exhibiting a design variant is the Tibbs Complex, built in 1933 in Indianapolis. Like the Standard Sub-district Garage Plans designed garages, Tibbs consists of a two-story, rectangular office block header fronting the equipment service area. Contrastingly, Tibbs features concrete diamond shaped stones regularly spaced below its cornice. Moreover, instead of rising above the parapet, the ziggurat stone capped pilasters taper into the building below the cornice. In addition, where the pilasters begin to taper, a contrasting ziggurat pattern descends down the pilaster. Although no longer extant, a photograph of the former Ft. Wayne District Garage shows a remarkable resemblance to Tibbs, with a zig-zag belt course running between the tapered pilasters. Although the ISHC Standard Plan garages hint at an Art Deco inspiration, Tibbs and the former Ft. Wayne District Garage clearly aspired to a higher-style Art Deco design. Research to date has not indicted why Tibbs and Ft. Wayne featured this architectural embellishment or if other garages no longer extant also exhibited this design.

A.3. Garage Modernizations

Near the end of its garage building phase, the ISHC began systematically modernizing its existing garage facilities. It was during this modernization effort that garages were expanded with additional

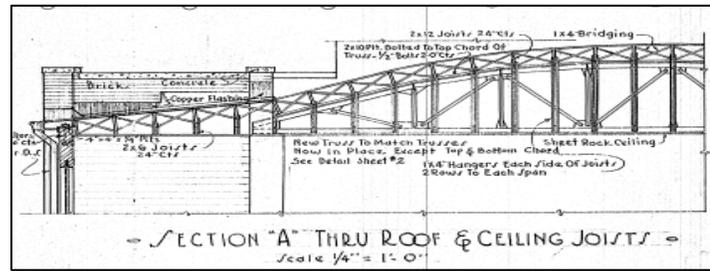
service bays. Extant garages built prior to 1933 exhibit evidence of rear bay additions, as indicated by distinct change in materials with the furthest bay typically housed under a flat-roof section. Drawings for the Rensselaer Subdistrict Garage approved in 1936 show remodeling plans for its facility and offer an illustrative example of the alterations that likely occurred at other garages. As indicated in the plans, the original Rensselaer Garage consisted of the front office block with a raised 2nd story paint room directly above, and two service bays below the barrel-roof section. Primary remodeling consisted of the addition of two service bays at the rear and the removal of the paint room above the office. Based on the extant garages from this era's form and design, it is reasonable to assume that most if not all underwent similar renovations.



Rensselaer Subdistrict Garage. 1936 Remodeling, April 7, 1936.

bays. These service bay additions seemingly indicate that the maintenance demands placed on the subdistrict garages was even more than the ISHC had planned only four years earlier. Therefore, the remodeled garages through their architectural evolution provide a physical representation of the growth and expansion of the state highway system.

A fascinating aspect of the widespread remodeling of the pre-1933 garages is the relatively short time span between their original construction and their expansion in 1936. For instance, Rensselaer Garage was constructed in 1932, making it only four years old before it was expanded with two additional



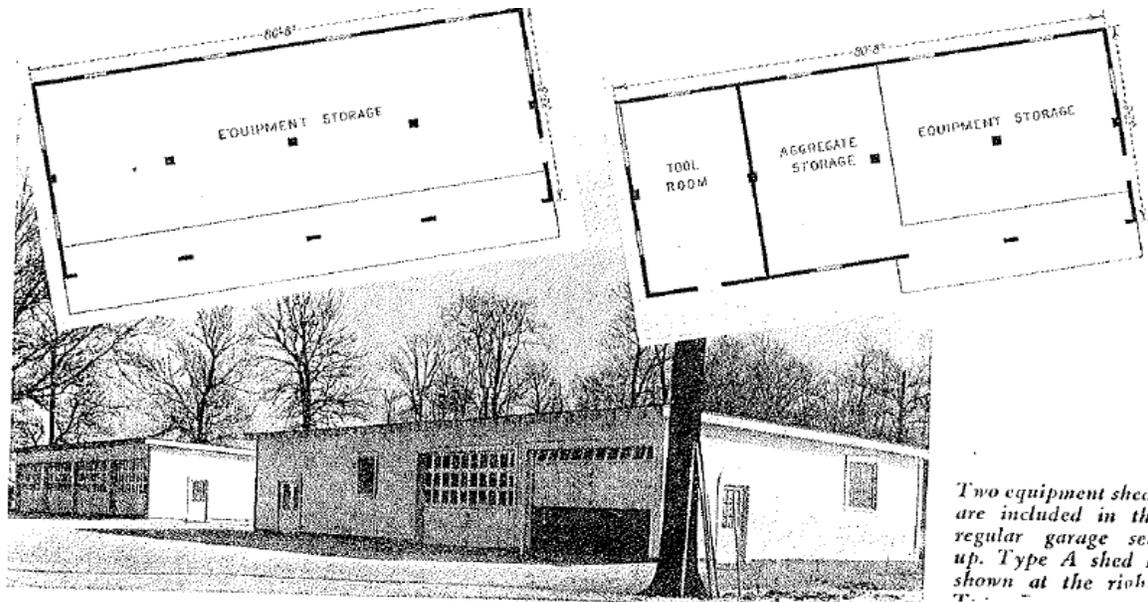
Steel Truss Roof . Rensselaer Subdistrict Garage. 1936 Remodeling, April 7, 1936.

A.4. Interiors

Generally, the garage floor plan was simplistic with few internal divisions, consisting typically of office and stock rooms in the front block, a large open equipment service area, and a paint room and boiler room at the rear. B. B. Straight described the interior layout as such, “On the first floor are the superintendent’s office, stockroom, service room for repairing and servicing cars and equipment, equipment paint room, fuel room and boiler room. Above the superintendent’s office and stockroom is a room for painting signs.”²⁸ Essentially, garages housed four major functions; administrative, equipment repair, painting (sign and equipment) and storage. A few basic features evident in extant garage interiors include the exposed bowstring steel roof trusses, tile walls, metal work benches, a single bathroom, and metal shelving units in the stockroom.

A.5. Support Buildings

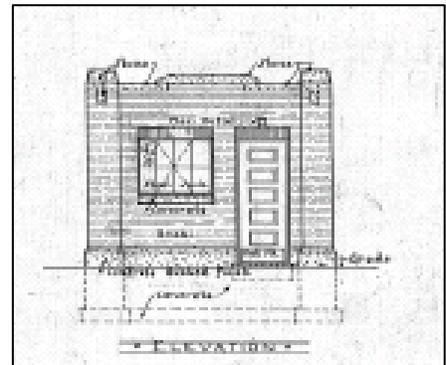
For the earliest garage facilities, wood-frame sheds with open bays for equipment storage were likely the only accompanying support buildings. However, storage sheds were not necessarily built simultaneously with the garages. It seems likely that support buildings were not constructed until either funds were available or specific needs arose. For instance, in October 1931, the ISHC maintenance division was authorized to construct 14 sheds at various garages.²⁹



Storage Sheds. Appearing in Better Roads, May 1937.

After 1933, with the approval of the ISHC designed Standard Storage Shed Plans, two storage sheds and an oil house were erected with each garage. The wood frame, weather boarding covered storage sheds, were described by B.B. Straight as measuring approximately 33' x 81' with concrete foundations. He explained their function, "... to care for the equipment that cannot be stored in the garages. In fact, very little equipment is stored in the garages except in cold weather, when some trucks are kept there for easy starting."³⁰ Storage sheds came in two designs, the Type B shed containing three garage bays, while Type A consisted of two garage bays, a tool room and an aggregate storage room. These standard storage sheds were also constructed at the older garage complexes, likely during the garage modernization efforts in 1936. Remarkably, many of these original storage sheds remain with overall historic integrity intact. Some common alterations include roll-top door replacements, sheathing in vinyl siding, and rear and side additions.

Oil houses have not fared as well, with most now razed. As detailed in the Plans for Standard Sub-District Garages, the oil house was designed as a brick square block, with decorative details matching the garage. Specifically, the oil house featured corner ziggurat stone capped pilasters, steel-sash multi-pane casement windows with concrete sills, and stone coping on the parapet.



Oil House. Plans For Sub-District Garage.

A.6. Summary

Today, the extant Early Formation and Growth Period garages have experienced various sorts of fates. Some have been abandoned while others remain active and continue to serve district maintenance operations. Active garage facilities exhibit a range of the evolution of district maintenance operations, with the additions of modern prefabricated metal buildings and salt storage domes. Only a few garages, such as the Centerville Garage, retain much of their historic integrity

with minimal modern alterations. It is often times those garages that are still active where most alterations have occurred, as they have had to remain viable. Although all the existing district garages built in the Early Formation and Growth Period played an important role in INDOT's history, those garages that display the most historic integrity are best able to convey that significance. Thus, the garages with intact historic integrity are recommended eligible for the National Register of Historic Places (Refer to Section IV. National Register of Historic Places Eligibility for evaluation criteria).

B. INTERSTATE ERA 1956-1965

By the post-World War II era, tremendous changes in settlement patterns, brought forth by a population boom and rampant suburbanization, introduced a major shift in the nation's transportation system. In Indiana, the resulting increase in traffic congestion and accidents became a growing concern for the ISHC. Accordingly, the ISHC began making major improvements to the state's highway system in the post-war period, including the construction of bypasses around towns and the dualization of existing roads. By 1960, the ISHC maintained 11,000 miles of roadway in Indiana.³¹ For perspective, at its formation in 1919, the ISHC maintained only 133 miles of road-an increase of over 10,000 miles. In effect, Indiana had one of the largest state roadway networks at the time, and according to John Peters, Chairman of the ISHC in 1960, it had climbed to one of the top ten states in highway development.³²

The new and dualized highways provided faster and safer routes, and ushered in a new era of road construction in Indiana eventually culminating in the development of the Interstate Highway System that produced an explosion of highway construction never before seen in Indiana. Although plans for a national interstate system had been discussed since the 1930s funding was not provided until President Dwight D. Eisenhower signed the Federal-Aid Highway Act of 1956. Eisenhower had championed the need for an interstate system after witnessing the deplorable conditions of the nation's roads and being impressed with Germany's Autobahn highway. The resulting Act was considered "... essential to the national interest to provide for the early completion of the "National System of Interstate and Defense Highways.""³³

Although interstates were introduced across the country and produced great changes to transportation and economic systems wherever they passed, Indiana was especially affected. In part due to its central location in the Midwest, by the 1950s several interstates were planned for Indiana. The routing of interstates through Indiana was due largely to its location, but another critical factor may have been the push provided by lobbyists and industry organizations. One such group was Indiana Highways for Survival, Inc. a self-described, "non-profit, non-political group" that produced literature promoting interstates. A brochure released from the group in 1958, exclaimed: "Indiana must modernize its highway system to:

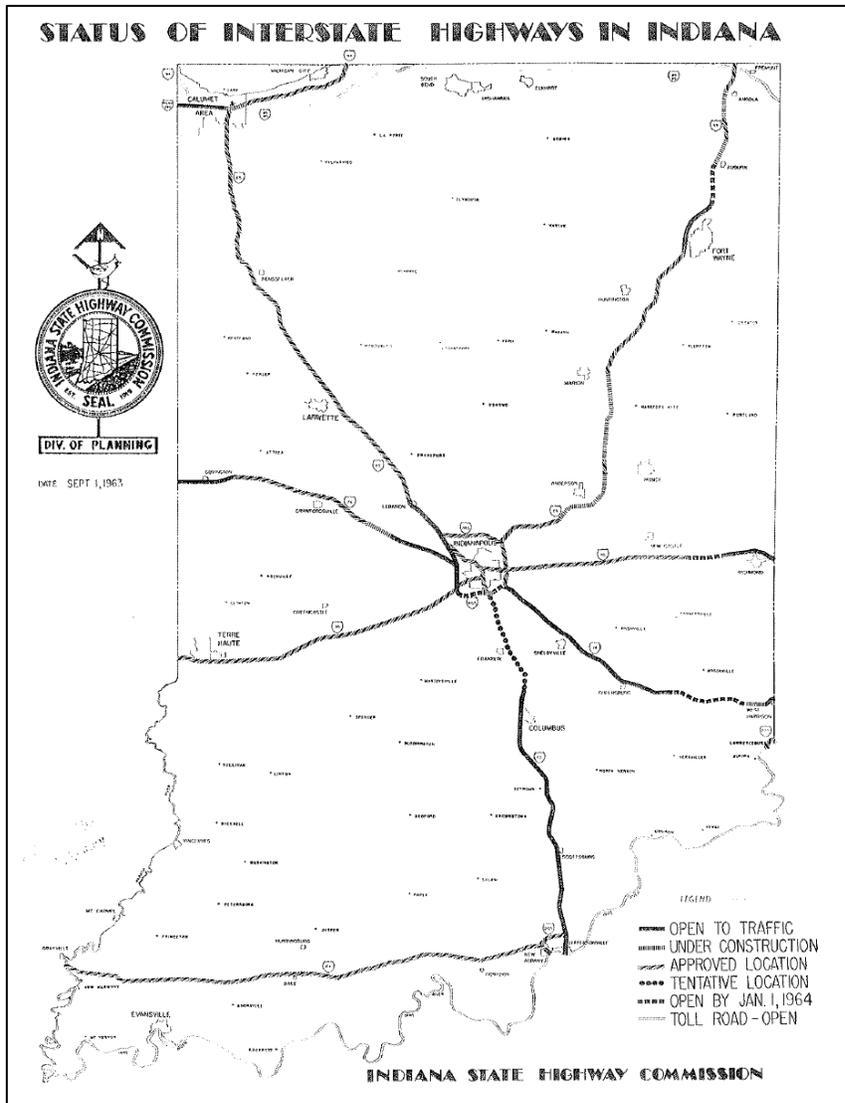
**MEET INDUSTRIAL GROWTH
SOLVE HIGHWAY CONGESTION
IMPROVE TRAFFIC CONTROL
HANDLE INCREASED POPULATION
MAKE OUR HIGHWAYS SAFE³⁴**

The state's central location and private lobbying efforts no doubt encouraged new interstate routes through Indiana. By 1960, only 11 states had a greater number of miles of the Interstate System allocated than Indiana.³⁵ The state became a literal crossroads of some of the major interstates in the country, with Indianapolis as the center spoke. In fact, more interstate spokes entered Indianapolis than any other city in the United States.³⁶ A 1963 map showing the completed and planned interstates in Indiana illustrates the central role the state played in the Interstate Highway System.

With the Interstate System construction program in full gear, the State Highway Commission operations had to adapt to the increasing challenges of construction and maintenance. The ISHC commissioners remarked, "The spiraling growth of population, motor vehicles, and leisure time outraced the pace of highway improvements made in the Depression 1930's, the War and Post-War 40's."³⁷ A key response to these rising demands was the introduction of the unit system in 1963.

In the unit system, each subdistrict was divided into four or more units, each responsible for approximately 75 miles of road. Previous to the unit system, each subdistrict handled responsibility across an area of approximately 300 miles, with small patrol units confined to a 15-mile area of road, each with a 2.5 ton truck and crew. The workings of the unit system was explained thusly,

The 2 ½ ton truck, expensive to operate and maintain, and too slow to patrol the 75-mile unit, is replaced by one-man in a pick-up truck. This man, the unit patrolman, keeps daily check of his unit's highways, reporting to the unit foreman. The patrolman lines up the work and determines what equipment is needed. The crews are then in a position to concentrate on one phase of maintenance. It might be road patching, bridge painting road shoulder repair or right-of-way repair. Now equipment goes farther, because it is not tied up in



Interstate Highways in Indiana-1963.

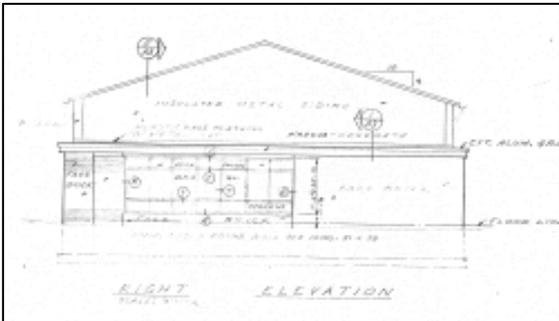
incidental work, but is used over a large area. ...Better quality of work has been obtained because the same operator is assigned to a piece of equipment.³⁸

B.1. Unit and Interstate Maintenance Buildings

After the establishment of the unit system in 1963, new garages were built at each unit, the first facility construction program since the 1930s. Like their 1930s predecessors, the unit garages were built in a period of major changes in the state's highway network. And like the older garages, the unit facilities were built in rapid succession. Typically, there were two types of unit facilities. The primary type of unit consisted of either a singular metal building that generally functioned as equipment storage and supported minor maintenance repairs or a concrete block garage with two-three equipment bays. Many of these unit facilities were located near interstates to provide convenient access when maintenance was required. The other primary type of unit facility was the interstate maintenance building, which housed maintenance, storage and administrative activities for units responsible for interstates. The erection of these unit facilities began in 1964 and continued until at least 1966.

B.2. Architecture and Design

Most units originally consisted of only a front-gable metal building with an equipment bay and pedestrian entrance at its façade or concrete block building with two-three equipment bays. These buildings are plain, undistinguished and architecturally unadorned. The primary plan for the interstate



Interstate Maintenance Building. Façade.

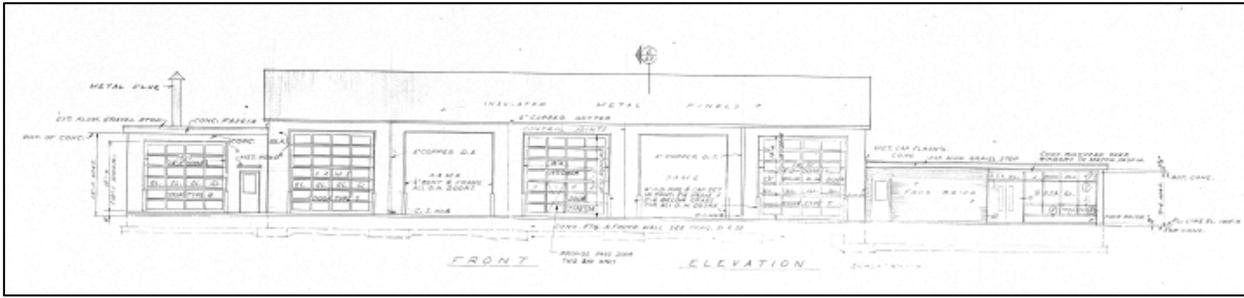
housing the pedestrian entrance under a side covered porch. Long vertical ribbon casement windows define much of the side elevations and façade. Abutting the front office is the maintenance shop, a rectangular concrete block with three to five service equipment bays. At the rear of the maintenance shop is a small rectangular concrete flat roofed block housing the paint and boiler rooms. According to plan sheets, the interstate maintenance garages were designed by Fink, Roberts and Petrie, Inc. consulting engineers of Indianapolis.

FINK, ROBERTS AND PETRIE, INC.

The interstate maintenance garages were constructed by the firm of Fink, Roberts and Petrie, Inc. of Indianapolis. The firm began in December 1944 when George Fink and LeRoy Roberts formed a partnership as consultants to architects, engineers, fabricators and contractors. One of their earliest projects was rehabilitation of the Indiana State Fair Coliseum in Indianapolis. The firm was named Fink, Roberts and Petrie, Inc. after Russ Petrie joined the partnership in 1952. During the 1960s, the firm was involved in such notable projects as the City-County Building and Indiana Convention Center in Indianapolis and portions of the Indiana Interstate Highway System. More recently, the firm is associated with the RCA Dome, Circle Centre Mall, the Indiana State Museum and the Eiteljorg Museum in Indianapolis.

1

1 Fink, Roberts and Petrie, Inc. Website,
<http://www.frpinc.com/History/History.htm>



Interstate Maintenance Building. Service Bays, Front Elevation.

B.3. Interiors

Similar to the garages of the Early Formation and Growth Period, the interior of the interstate maintenance buildings follow a simple floor plan. The brick front block contains the administrative offices and stockroom. The maintenance shop, with concrete block walls consists of an open floor plan with three to five service bays. A paint and boiler room are generally located in the rear block. A feature of the Interstate Era buildings missing in the early garages is the inclusion of a separate women's bathroom. Surely, the women's bathroom was a welcome change for female employees, and an indication of the changing workforce of the 1960s.

B.4. Support Buildings

Original drawings for the interstate maintenance buildings indicate that at least two metal pole storage sheds, one with open bays and the other with roll-top doors, were planned for facilities. In more recent years, salt storage domes and storage sheds have been added to unit complexes. For units originally consisting of only a metal unit building, modern salt storage domes, salt bed racks and other winter ice and snow equipment storage buildings have been added to their operations.

B.5. Summary

The majority of Interstate Era unit metal buildings and interstate maintenance buildings are still in active operation. Since their original construction, the units have usually incorporated modern salt storage domes, salt bed racks, and metal frame sheds. Although these structures are associated with a significant period in Indiana's transportation history, they are relatively young and usually contain many post-1965 period additions to their complex. As time passes and the full spectrum of interstate related facilities meet the 50-year age criteria, those units that best represent the Interstate Era, the interstate maintenance buildings, may indeed be found significant for that association. However, as discussed in the following section, these facilities are young, most if not all examples of this type are still extant, and the systematic construction of the garages continued until well after the survey period. Therefore, unless a unit rises to the level of exceptional importance, they are not likely to be eligible for the National Register. Nevertheless, a revision and update of this historic context in 10 years will likely be necessary when the full collection of ISHC Interstate Era garages meets the age criteria for eligibility.

4.0 NATIONAL REGISTER OF HISTORIC PLACES- EVALUATION OF INDOT GARAGES

The National Register of Historic Places (NRHP) is the Federal list of our Nation’s historic properties worthy of preservation. A property’s listing on or eligibility for listing on the National Register of Historic Places is an honorary designation that also provides a property added protection from Federal undertakings. In order for a property to be considered eligible for listing in the NRHP, an evaluation of the property within its historic context is necessary to determine if it is significant. Thereby, the previous sections of this study have established the historic context in which INDOT garages will be evaluated. Hereafter, the focus is on understanding the evaluation process and establishing criteria for evaluating the garages within their respective historic context to determine if they are eligible for listing in the National Register of Historic Places.

A. PREVIOUSLY SURVEYED AND EVALUATED GARAGES

A.1. Indiana Historic Sites and Structures Inventory

Select INDOT garages have been surveyed in the Indiana Historic Sites and Structures Inventory. The Indiana Historic Sites and Structures Inventory is a survey of the historic properties in the state. For most Indiana Counties, an interim report with a survey and rating of its historic properties has been completed. Inventoried properties in the interim report can receive a rating of (O) Outstanding, (N) Notable or (C) Contributing. Properties receiving an O rating are likely individually eligible for the National Register, an N rating indicates that the property may require more research to determine eligibility, and a C rating generally implies the property is not individually eligible. Although the interim reports are important resources for identifying historic properties, they do not supersede a formal NRHP evaluation. More specifically, an inventory recommendation is often made without the benefit of in-depth background research of specific properties. Further, some interim reports are at least 20 years old, making their data outdated and not reflective of present-day preservation philosophy.

Based on these reasons, the NRHP evaluations for INDOT garages are not determined by the inventory rankings. Instead, the survey of garages provides an overview and guide for a general understanding of how preservationists across the state have interpreted these types of properties. Below are those known extant garages that have been surveyed as part of the Indiana Historic Sites and Structures Inventory.

Garage	Survey #	Rating	County	District
Old Frankfort Subdistrict	023-221-40786	Notable	Clinton	Crawfordsville
Veedersburg Unit	045-644-26075	Notable	Fountain	Crawfordsville
Old Frankfort	023-221-40786	Notable	Clinton	Crawfordsville
Centerville	177-536-60070	Contributing	Wayne	Greenfield
Tibbs Complex	097-296-55828	Contributing	Marion	Greenfield
Old Rensselaer	073-533-44007	Contributing	Jasper	LaPorte
Old Madison	077-119-32011	Notable	Jefferson	Seymour
New Albany Unit	043-446-34021	Contributing	Floyd	Seymour

Old Evansville	163-196-54047	Contributing	Vanderburgh	Vincennes
Old Linton	055-362-27100	Notable	Greene	Vincennes*

* Not evaluated in this survey (property no longer owned by INDOT).

A.2. Previously NRHP Evaluated Garages

Two garages have been previously evaluated for the National Register at Old Frankfort and New Albany Subdistrict. In an Early Coordination letter from INDOT dated April 30, 2003 in association with the SR 38 Road Rehabilitation project in Frankfort (Des. #. 0012760 and 0012770), the Old Frankfort Subdistrict Garage (at that time an active INDOT garage) was listed as an eligible property within the project APE. No basis for that recommendation was given other than its Notable ranking. Nevertheless, in a letter dated June 3, 2003, the SHPO did not include the garage as an eligible property. Moreover, in subsequent correspondence and Section 106 documentation, the garage is not considered an eligible property although its status was not specifically stated. It appears from the lack of references for the garage in project correspondence, that the SHPO did not consider the garage eligible.

Most recently, the New Albany Subdistrict Garage was determined eligible under Criterion A for transportation and Criterion C for architecture in association with a Historic Property Report (Weintraut and Associates Historians, Inc.) prepared for a Section 106 undertaking, SR 111 Added Travel Lanes in Floyd County (Des. No. 9902920). The Department of Natural Resources, Division of Historic Preservation and Archaeology (DHPA) subsequently concurred to the determination. As detailed in New Albany's individual evaluation in Section 5.0 and Appendix A, this study agrees with the property's eligibility under Criterion A and C.

B. NATIONAL REGISTER OF HISTORIC PLACES CRITERIA

The National Register of Historic Places identifies four criteria in which a property may be significant. A property only needs to meet one of the four criteria to be eligible. The NRHP Criteria include properties that:

- A. Are associated with events that have made a significant contribution to the broad patterns of our history; or**
- B. Are associated with the lives of persons significant in our past; or**
- C. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or**
- D. Have yielded or may be likely to yield, information important in prehistory or history.**

Beyond having significance under one of more of these criteria, properties must also possess integrity of *location, design, setting, materials, workmanship, feeling, and association*. Therefore, for a garage to be determined eligible for the National Register of Historic Places, it must first be

considered significant under one of the NRHP criteria of eligibility and also possess its historic integrity. The following section describes under which Criteria the garages, of each time period, may be significant and what levels of integrity they must retain to be determined eligible.

C. EVALUATION CRITERIA FOR EARLY FORMATION AND GROWTH PERIOD GARAGES

District garages from the Early Formation and Growth Period may be eligible if they meet at least one of the following criteria:

Criterion A

The garages of the Early Formation and Growth Period are representative of the early development of the state road network and were a functional supporting ingredient in its formation and sustained growth. These garages are the earliest extant structures built by the ISHC and are tangible reminders of Indiana's transportation history. Therefore, these district garages are likely significant under Criterion A for association with the ISHC Early Formation and Growth Period.

Criterion B

District garages are not likely to be considered eligible under Criterion B. Based on historic research there is no evidence to suggest the garages are associated with people significant in local or state history. Rather, the garages are the result of the ISHC as a government entity, not attributed to a specific individual or group of individuals.

Criterion C

Architecturally, the district garages are utilitarian structures common to early twentieth century commercial, industrial and automobile service related buildings. Overall, the garages are not meant to exhibit high artistic style. However, if a garage maintains a high level of historic integrity, particularly its historic design and materials, significance under C is appropriate as it would exhibit a distinctive functional architectural type, indicative of the early twentieth century.

A demonstrated link showing architects Vonnegut, Bohn and Mueller as designers of a garage would support eligibility under Criterion C. At least three extant garages, those at New Albany, Ridgeville and Anderson, were designed by the architectural firm. Although not evidenced by research done for this survey, other extant garages built by 1933 may have also been designed by the firm. Establishing Vonnegut, Bohn and Mueller as architects of a garage would support eligibility under Criterion C.

Criterion D

Since these structures were built in the twentieth century and are extant with accessible interiors, they are unlikely to yield new information for their type or method of construction. Moreover, due to extensive groundwork for utilities, gas tanks and construction disturbance, significant intact underground resources are not anticipated.

C.1 ASSESSING INTEGRITY

After significance of a garage has been established, the evaluation must consider if the garage retains enough integrity of *location, design, setting, materials, workmanship, feeling, and*

association to convey why and when it was significant. Fundamentally, a garage must maintain certain essential physical features to convey its significance.

For the Early Formation and Growth Period garages, the essential physical features necessary to retain its integrity of **location, setting, feeling** and **association** include:

- Garage remaining in historic location
- Site contains at least one support building from historic period
- Garage retains its historic grounds, including its physical relationship to the adjacent roadway and support buildings
- Site contains a greater proportion of historic period structures than modern structures.

For integrity of **design, material** and **workmanship** a garage must retain:

- Original configuration with distinct office block and service room
- Original form, without front additions or large side additions obscuring design
- Majority of original steel-sash multi-pane casement windows-especially at facade
- Historic equipment bays and window openings without enclosures
- Fenestration pattern
- Original decorative elements

Essentially, the most important aspects of integrity that the garages from this time period must retain are its **design, material, location** and **association**. Essentially, it is critical that a garage reflects its original function through its **design**-exhibiting its barrel-roofed covered equipment bays and maintaining where administrative and equipment repair activities occurred. Moreover, the garage's **materials** should be indicative of its historic period-the original casement windows are powerful indicators of the garage's age. In addition, the retention of pilasters, coping, exterior brick or tile patterns are necessary to provide conveyance of its contextual time period. Furthermore, maintaining **location** and **association** provides evidence that the garage functioned in highway maintenance operations. This association is shown through retention of original grounds, support buildings and relationship to the adjacent roadway. Although all seven aspects of integrity are important, retention of historic **design, materials, location** and **association**, is critical for a garage to convey significance.

Assessment of integrity should take into account the type and condition of the extant garages in each district. For districts where there are more than two garages from the time period, a more stringent assessment should be applied. More forgiveness of integrity loss may be appropriate depending on the rarity of garages extant in a district. Nevertheless, a garage, even if a rare district example, must still convey when and why it is significant. When considering integrity and comparing district garages, those garages with less modern alterations and intrusions more reflective of the Early Formation and Growth Period will have more ability to convey significance.

D. EVALUATION CRITERIA FOR INTERSTATE ERA GARAGES

Evaluating Interstate Era Garages poses a challenge in that these facilities are not yet fifty-years old. Moreover, the systematic construction of unit garages continued post-1965 and as a result this survey only captures the beginnings of this garage building era. Therefore, due to the a limited

survey of this type resource and their relatively young age, not yet meeting the 50-year age criteria, the Interstate Era Garages are not likely to be considered significant unless they have achieved exceptional importance under NRHP Criteria Consideration G. However, based on research conducted to date, there appears to be no basis for an Interstate Era garage achieving exceptional importance. Future revisions to this survey may indeed view the evaluation from a different perspective.

Criterion A

Two primary types of unit facilities were erected by the ISHC in the Interstate Era. The most common type of unit facility consisted of a singular metal building used mostly for storage purposes. At some locations, a concrete block building with three service and storage bays was constructed. The other major unit facility type consisted of an interstate maintenance building that served administrative, repair and storage functions. As the metal and concrete block unit buildings are nondescript and do not have distinctive characteristics indicating their association with the ISHC, only those interstate maintenance building units, consisting of an office, maintenance shop and support functions from the historic period have potential to be considered significant under Criterion A. However, as these garages are not representative of the total collection of interstate maintenance buildings and are not yet fifty-years old, and have not reached exceptional importance, significance under A is not expected.

Criterion B

District garages are not likely to be considered eligible under Criterion B. Based on historic context research there is no evidence to suggest the garages are associated people significant in local or state history. Rather, the garages are the result of the ISHC as a government entity, not attributed to a specific individual or group individuals.

Criterion C

The interstate maintenance garages built in the Interstate Era are utilitarian with a modest office section that invokes the minimal, International Style influenced architecture common to government buildings of the 1960s. The interstate garages of the time period are not individually distinctive and do not exhibit high artistic values. The maintenance shop is a basic, utilitarian form that has been replicated still today and is not specific to a particular time period. Furthermore, since many of the support buildings were constructed after the survey period, most complexes as a whole do not reflect their historic time period. Significance for association with Fink, Roberts and Petrie, Inc. may be a future consideration, but not enough time has passed to judge the firm's specific role and contributions to Indiana's architectural legacy. Ultimately, the Interstate Era garages will not be considered eligible under Criterion C for embodying the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

Criterion D

Since these structures were built in the twentieth century and are extant with accessible interiors, they are unlikely to yield new information for their type or method of construction. Moreover, due to extensive groundwork for utilities and gas tanks significant intact resources are not likely.

D.1 ASSESSING INTEGRITY

Unless an Interstate Era garage is determined to have exceptional importance, assessment of integrity is not necessarily required as the property is not significant. However, as a means to weigh the different types of integrity levels exhibited by garages of the era, the evaluations in this survey do apply an assessment of integrity. For Interstate Era garages, a strict interpretation of integrity should be applied as they are less than 50-years old and most if not all are still extant. The interstate maintenance buildings must retain all of elements of integrity, *location, design, setting, materials, workmanship, feeling, and association*, with very minimal modern alterations. Essentially, all original windows, fenestration patterns, equipment bay doors must be intact to be considered for significance. For the complex as a whole, all of their pre-1965 support buildings must be extant, with minimal modern buildings. As the full collection of this era of garages meets the fifty-year age criteria starting in 2014, a better understanding of overall changes and assessment of allowable types of integrity loss may provide a less restrictive interpretation.

E. DETERMINING NATIONAL REGISTER BOUNDARIES

For those garage sites determined eligible, National Register boundaries must be delineated. In most cases, the historic boundary should include the garage and its support buildings. It is important for the boundary to convey the garage's historic feeling and association as a transportation maintenance facility. Therefore, the existing legal property boundary will likely suffice to cover the garage's grounds. However, if the property contains more modern outbuildings than historic or there are large expanses of the property without contributing features, a smaller boundary may be appropriate. In the rare case that a garage is determined eligible without contributing support buildings, the boundary can be decreased significantly, but adequate attention should be made to ensure that any landscaping or other defining features surrounding the garage are considered. A map with the delineated boundaries should be provided for those garages determined eligible.

5.0 GARAGE EVALUATION SUMMARY

The extant INDOT garages that were constructed before 1965 were evaluated for the NRHP following the criteria established in Section 4.0. The individual NRHP eligibility evaluations, arranged by district, are contained in Appendix A. The following table provides a summary of garage eligibility determinations.

Facility	Eligibility Recommendation	NRHP Criteria
Crawfordsville District		
Old Crawfordsville District Office	Not Eligible	
Fort Harrison Unit Garage	Not Eligible	
Old Frankfort Subdistrict Garage	Not Eligible	
Fowler Subdistrict Garage	Not Eligible	
Veedersburg Subdistrict Garage	Not Eligible	

Fort Wayne District

Old Goshen Subdistrict Garage	Not Eligible	
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Greenfield District

Old Anderson Subdistrict Garage	Not Eligible	
Centerville Subdistrict Garage	Eligible	A and C
Fortville Unit Garage	Not Eligible	
Old Indianapolis Subdistrict Garage	Not Eligible	
Old Ridgeville Subdistrict Garage	Not Eligible	
Shelbyville Unit Garage	Not Eligible	
Tibbs Complex	Eligible	A and C
Tipton Subdistrict Garage	Not Eligible	

LaPorte District

Gary Unit Garage	Not Eligible	
Kentland Unit Garage	Not Eligible	
Old Hanna Unit Garage	Not Eligible	
Old Rensselaer Subdistrict Garage	Eligible	A
Old Winamac Subdistrict Garage	Not Eligible	

Seymour District

Amity Unit Garage	Not Eligible	
Greensburg Unit Garage	Not Eligible	
New Madison Subdistrict Garage	Eligible	A and C
Old Madison Subdistrict Garage	Eligible	A and C
New Albany Unit Garage	Eligible	A and C
Scottsburg Unit	Not Eligible	
Old Seymour Subdistrict Garage	Not Eligible	

Vincennes District

Old Dale Subdistrict Garage	Eligible	A and C
Old Evansville Subdistrict Garage	Not Eligible	
Old Paoli Subdistrict Garage	Not Eligible	
Old Petersburg Subdistrict Garage	Not Eligible	
Washington Unit Garage	Not Eligible	

See Appendix A for individual evaluations.

6.0 CONCLUSION

The Indiana Department of Transportation has grown into one of the largest and well-funded state highway departments in the country. Plans for the extension of Interstate 69 between Indianapolis and Evansville and countless other major highways across the state ensure that INDOT’s operations will continue unabated into the foreseeable future. As a consequence, new modern facilities are replacing the older district garages. Subsequently, those garages eligible for the National Register are in danger of abandonment or demolition. Hence, this report will serve as a planning tool in INDOT’s facilities management process.

In compliance with Indiana Historic Preservation and Archaeology Law, a Certificate of Approval must be obtained before using state funds to alter, demolish, or remove a garage determined eligible

for the National Register of Historic Places. A Certificate of Approval (COA) is granted by the State Historic Preservation Review Board. The application for a Certificate of Approval is available at the following website <http://www.in.gov/dnr/historic/bin/certapproval.doc>. As the Review Board process may take many months, adequate planning is necessary. The Office of Environmental Services encourages INDOT's Facility Management to consult with our staff when future actions are proposed involving eligible garages.

In summary, those garages recommended eligible to the NRHP include:

Centerville Subdistrict Garage*

New Albany Unit Garage*

New Madison Subdistrict Garage (Buildings #223, 227, and 231)***

Old Dale Subdistrict Garage**

Old Madison Subdistrict Garage*

Old Rensselaer Subdistrict Garage*

Tibbs Complex*

Although preserving the eligible garages for their original use may not be practical in all situations, INDOT should seek avenues of maintaining the garages for transportation functions. In those cases where the garages can no longer meet existing needs, then seeking an appropriate state or local government entity willing to adaptively reuse the garage is a preferable option over demolition. Moreover, allowing abandoned garages to deteriorate without stabilization prevents their potential preservation. As our transportation system continues to evolve, INDOT garages will offer insight to the earliest stages of the state road network. Ultimately, as those eligible district garages are demolished or allowed to deteriorate beyond repair, Indiana risks losing an important resource in its transportation history.

** SHPO concurred with eligibility via October 26, 2007 letter*

*** SHPO concurred with eligibility on January 23, 2008*

**** Determined eligible as part of Cultural Resource Management Plan for Jefferson Proving Ground. A historic covenant has been placed on these buildings. See individual write-up in Appendix A for more details.*

ENDNOTES

¹ Ben H. Petty, "Indiana's Road Problem," *Indianapolis Star*, 3 September 1931.

² J.M. Henry, *A Short History of the Indiana State Highway Commission* (Indianapolis, 1926), 1.

³ "Report of the State Highway Commission," in *Yearbook of the State of Indiana for the Year 1919* (Fort Wayne, Ind.: Fort Wayne Printing Company, 1920), 559.

⁴ Henry, 2.

⁵ "Report of the State Highway Commission," in *Yearbook of the State of Indiana for the Year 1919*, 559.

⁶ "Report of the State Highway Commission," in *Yearbook of the State of Indiana for the Year 1929* (Indianapolis, Ind.: William B. Burford, 1930), 1113.

⁷ "Report of the State Highway Commission," in *Yearbook of the State of Indiana for the Year 1932* (Indianapolis, Ind.: William B. Burford, 1933), 1076.

⁸ Arthur R. Smith, "Indiana Testing Bureau Occupies New Quarters," *Better Roads*, March 1937, 35.

⁹ "Report of the State Highway Commission," in *Yearbook of the State of Indiana for the Year 1920*, 1142.

¹⁰ "Report of the State Highway Commission," in *Yearbook of the State of Indiana for the Year 1922*. 1008.

¹¹ "Report of the State Highway Commission," in *Yearbook of the State of Indiana for the Year 1932*, 1169.

¹² Smith, 35.

¹³ "Report of the State Highway Commission," in *Yearbook of the State of Indiana for the Year 1932*, 1076.

¹⁴ Ibid.

¹⁵ "Report of the State Highway Commission," in *Yearbook of the State of Indiana for the Year 1935* (Indianapolis, Ind.: William B. Burford, 1936), 536.

¹⁶ T.A. Dicus, Chairman, Indiana State Highway Commission, *Press Release*, 9 February 1939.

¹⁷ "Report of the State Highway Commission," in *Yearbook of the State of Indiana for the Year 1930* (Indianapolis, Ind.: William B. Burford, 1931), 1213.

¹⁸ Ibid, 1185.

¹⁹ B.B. Straight, "Modern Housing for Road Equipment," *Better Roads*, March 1937, 25.

²⁰ "Report of the State Highway Commission," in *Yearbook of the State of Indiana for the Year 1929* (Indianapolis, Ind.: William B. Burford, 1930), 1183.

²¹ "Report of the State Highway Commission," in *Yearbook of the State of Indiana for the Year 1930* (Indianapolis, Ind.: William B. Burford, 1931), 1213.

²² "Report of the State Highway Commission," in *Yearbook of the State of Indiana for the Year 1932* (Indianapolis, Ind.: William B. Burford, 1933), 1963.

²³ "Report of the State Highway Commission," in *Yearbook of the State of Indiana for the Year 1935* (Indianapolis, Ind.: William B. Burford, 1936), 479.

²⁴ Ibid.

²⁵ “Report of the State Highway Commission,” in *Yearbook of the State of Indiana for the Year 1932*, 1963.

²⁶ *Indiana State Highway Commission Minutes of Meetings*, Volume 4-Index 1/4/1928-Volume 9-12/29/1933, 11 August 1933, 86.

²⁷ Straight, 26.

²⁸ Ibid, 27.

²⁹ *Indiana State Highway Commission Minutes of Meetings*, 21 October 1931, 146.

³⁰ Straight, 27.

³¹ Progress Report of the Indiana State Highway Commission 1960 (Indianapolis, Ind.: 1961), 11.

³² Ibid, 3.

³³ Richard F. Weingroff, “The Year of the Interstate,” *Public Roads*, January/February 2006, Vol. 69, No. 4.

³⁴ Indiana Highways for Survival, Inc. Brochure, Indiana Newspaper Clipping File, Indiana Roads, 1950-59 (Indiana State Library).

³⁵ *Indianapolis Star*, 4 September 1960, Indiana Newspaper Clipping File, Indiana Roads, 1960-69 (Indiana State Library).

³⁶ Indiana State Highway Commission, Annual Report of the Indiana State Highway Commission for the Fiscal Year Ended June 30, 1963 (Indianapolis, Ind., 1964), 3.

³⁷ Ibid, 8.

³⁸ Ibid, 10.

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APPENDIX A

NATIONAL REGISTER OF HISTORIC PLACES ELIGIBILITY EVALUATIONS

CRAWFORDSVILLE DISTRICT GARAGES

Fort Harrison Unit Garage

(former Terre Haute Subdistrict Garage)

Location: Terre Haute, Vigo County

Date of Construction: 1930

Eligibility Determination: Not Eligible

HISTORY

The Fort Harrison Unit Garage (formally the Terre Haute Subdistrict Garage) was constructed in 1930 during the Indiana State Highway Commission's (ISHC) Early Growth and Formation Period. When constructed, the Garage was described as a tile, 40'x80' building, with a frame storage shed and tile oil house constructed concurrently with the garage.¹ This is one of four garages from the Early Formation and Growth Period in the Crawfordsville District, with others including Frankfort, Fowler and Veedersburg. A new subdistrict garage has been constructed for the Terra Haute Subdistrict, with this facility serving as a unit garage.

DESCRIPTION

The Ft. Harrison garage consists of a two-story tile header office block, with a false-front parapet facade capped with terra cotta tile and covered by a barrel-shaped roof. The façade is defined by three bays, separated by plain, flat-capped square pilasters. The rear service room, covered by a barrel-shaped roof contains five equipment bays, with three of these bays likely added in 1936 when the ISHC systematically modernized its existing garages. The original steel-sash, multi-pane casement windows and openings in the primary header block have been replaced with unsympathetic materials. Specifically, the new windows are one-over-one vinyl with siding covering the remaining window opening. The concrete lintels and sills surrounding the windows are intact.

SUPPORT BUILDINGS

Two storage sheds, both examples of the ISHC Standard Storage Shed Type A and B, remain on the garage complex and retain much of their historic integrity. The Type A shed consists of a pedestrian entrance, square multiple casement windows and two service bays. The Type B shed consists of four service bays. Both sheds retain their wood siding, original windows and doors, and exposed rafters. The roll-top doors have been replaced.



Fort Harrison Unit Garage. Façade



Fort Harrison Unit Garage. Equipment Service Bays and Rear Office Block



Fort Harrison Unit Garage. Façade, Prior to Window Replacements.

¹ "Report of the State Highway Commission" in *Yearbook of the State of Indiana for the Year 1932*, (Indianapolis, Ind: William B. Burford, 1933), 1198.

CRAWFORDSVILLE DISTRICT GARAGES

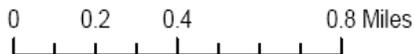
EVALUATION

The Ft. Harrison Garage has a significant association with the ISHC's Early Growth and Formation Period. It was one of the first garages built by the ISHC and is representative of the original subdistricts. However, the Garage's integrity has been diminished by the replacement of original windows and enclosing of openings. Moreover, the rear windows and a service bay have been enclosed. As detailed in Section 4.C., *Evaluation Criteria for Early Formation and Growth Period Garages*, the levels of integrity loss exhibited by the Ft. Harrison Garage, inhibit it from conveying significance under the ISHC's Early Formation and Growth Period. Therefore, the Fort Harrison Garage is recommended not eligible for the National Register of Historic Places.

LOCATION MAP



Rosedale and New Goshen Quadrangle Maps
1:24,000



CRAWFORDSVILLE DISTRICT GARAGES

Old Frankfort Subdistrict Garage

Location: Frankfort, Clinton County

Date of Construction: 1936

Eligibility Determination: Not Eligible

HISTORY

The Frankfort Subdistrict Garage, built in 1936, was one of the last two garages built by the Indiana State Highway Commission (ISHC) in the Early Formation and Growth Period. Other extant garages from the time period in the Crawfordsville District include those at Ft. Harrison, Fowler and Veedersburg. A new subdistrict garage has been built in Frankfort, and this facility is now owned by Clinton County Emergency Management.



Old Frankfort Subdistrict Garage. Façade

DESCRIPTION

The Old Frankfort Subdistrict Garage is an example of the ISHC Standard Sub-District Garage Plan, and consists of a brick, two-story, three-bay rectangular office header block fronting a barrel-roof covered service room with five equipment bays with modern roll-top doors. The three-bays of the façade are separated by stone ziggurat capped pilasters rising above the parapet. A stone inscribed, “State Highway Garage” plaque is located on the top, central bay. The original multiple casement windows on the facade have been replaced with much smaller one over one vinyl, and the openings have been filled with vinyl siding. The remaining window openings on the side elevations have been completely encased with vinyl siding. Original window surrounds, consisting of the soldier bond border, square corner stones and concrete sills are intact.



Old Frankfort Subdistrict Garage. Lateral View, façade and north Elevation.

SUPPORT BUILDINGS

One rectangular multi-bay garage wood frame shed roof storage building and a brick oil house remain on the premises. Both structures retain decent integrity, with their original form and most historic materials intact.

EVALUATION

The Frankfort Subdistrict Garage was one of the last two garages built during the ISHC’s Early Formation and Growth Period, and is one of only four extant garages from the period in the Crawfordsville District. Although the garage has significant associations with the ISHC’s Early Formation and Growth Period, its historic integrity has been severely diminished by the wholesale replacement of its original rectangular, steel-sash casement windows. In their place, much smaller vinyl one over one windows, with vinyl siding have filled the openings. On the side elevation, vinyl siding fills the entire original window openings. In summary, as detailed in Section 4.C., *Evaluation Criteria for Early Formation and Growth Period Garages*, the levels of integrity loss exhibited by the Old Frankfort

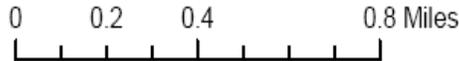
CRAWFORDSVILLE DISTRICT GARAGES

Subdistrict Garage inhibits it from conveying significance in the ISHC's Early Formation and Growth Period, and is therefore recommended not eligible for the National Register of Historic Places.

LOCATION MAP



Frankfort USGS Quadrangle
1:24,000



CRAWFORDSVILLE DISTRICT GARAGES

Fowler Subdistrict Garage

Location: Fowler, Benton County

Date of Construction: 1930

Eligibility Determination: Not Eligible

HISTORY

The Fowler Subdistrict Garage was built in 1930 during the Indiana State Highway Commission's Early Formation and Growth Period, and was one of the first in the Crawfordsville District. When constructed the garage was described as a tile, 40'x80' building, with an accompanying frame storage shed and tile oil house.¹ In 1936, the garage was remodeled with the addition of two service bays, removal of the 2nd story paint room, and alterations to the façade; including the lowering of the parapet, and enclosing of the windows and pedestrian entrance. Other extant garages from the period in the Crawfordsville District include those at Ft. Harrison, Frankfort and Veedersburg. The Fowler Garage remains an active subdistrict garage.

DESCRIPTION

The tile-block Fowler Subdistrict Garage consists of a false-front parapet façade, with concrete flat-capped corner pilasters, fronting a barrel-roof shaped covered office area and the five-equipment bay service room. The far west service bay door has been enclosed with concrete and the far east door has become a pedestrian entrance. The former steel-sash multi-pane casement windows across the entire structure have been filled and replaced with modern vinyl windows. Portions of the window openings on the side elevations have been enclosed with vinyl siding. Minimal decorative details of the structure include the corner pilasters, the raised 3' concrete foundation extending around the structure, and concrete window sills.

SUPPORT BUILDINGS

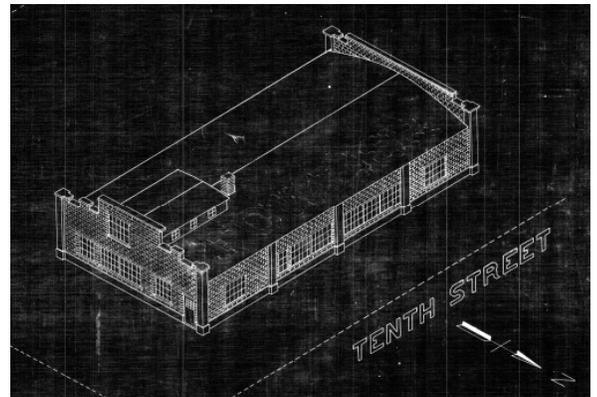
Three storage sheds from the Garage's historic period remain on the complex. However, they have all been entirely encased in vinyl siding, obscuring the original weather-boarding and exposed rafters. In addition, the roll-top doors have been replaced. In effect, the sheds have lost resemblance of their historic appearance.

EVALUATION

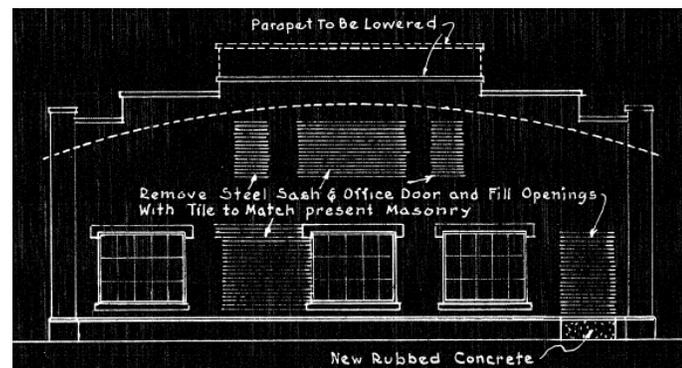
The Fowler Subdistrict Garage is associated with the Early Formation and Growth Period of the ISHC. Originally constructed in 1930 and remodeled in 1936, the Garage is representative of the expanding road network and maintenance operations. However, since its remodeling in 1936, the Garage's historic



Fowler Subdistrict Garage. Façade.



Fowler Subdistrict Garage. 1929 Plan Profile.



Fowler Subdistrict Garage. 1936 Remodeling Plan.

¹ "Report of the State Highway Commission" in *Yearbook of the State of Indiana for the Year 1932*, (Indianapolis, Ind: William B. Burford, 1933), 1198.

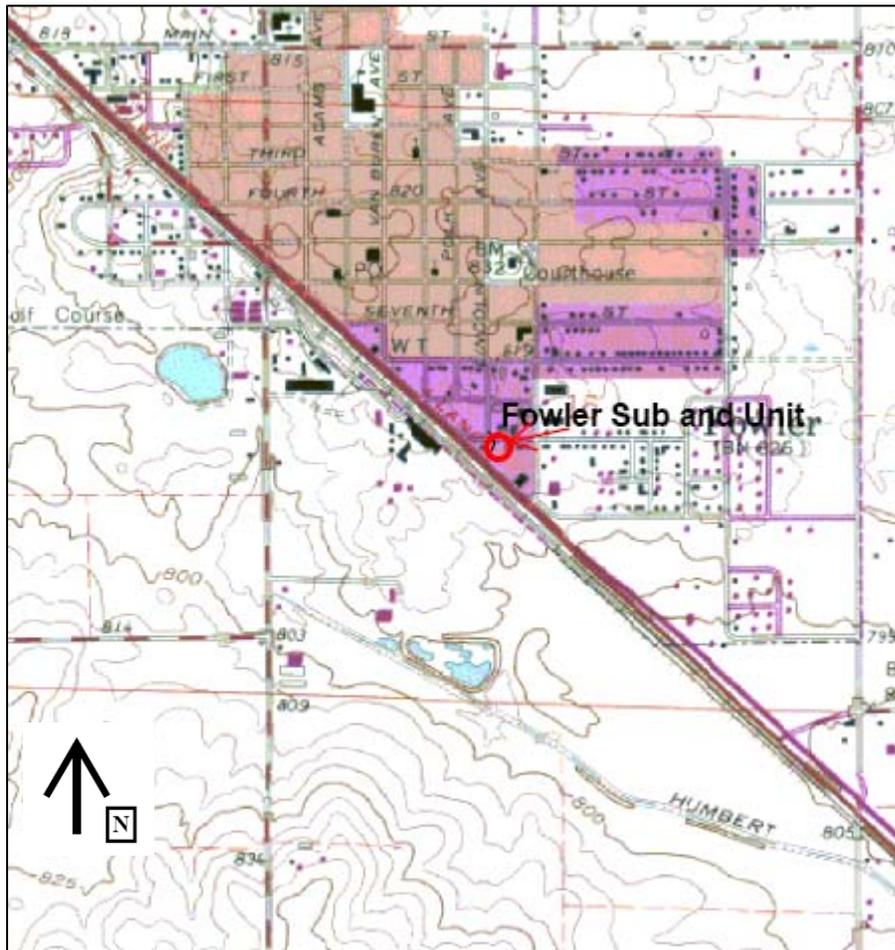
CRAWFORDSVILLE DISTRICT GARAGES

integrity has been diminished by the replacement of all its original windows with unsympathetic materials, enclosure of a service bay door, and conversion of a service bay door with a pedestrian entrance. Moreover, although three of its older storage sheds are extant, they have been sheathed in vinyl siding, obscuring any indication of their age and time period. As detailed in Section 4.C., *Evaluation Criteria for Early Formation and Growth Period Garages*, the levels of integrity loss exhibited by the Fowler Garage inhibit it from conveying significance under the ISHC's Early Formation and Growth Period, and therefore it is recommended not eligible for the National Register of Historic Places.



Fowler Subdistrict Garage. Service Room Bays.

LOCATION MAP



Fowler USGS Quadrangle
1:24,000

0 0.2 0.4 0.8 Miles

CRAWFORDSVILLE DISTRICT GARAGES

Veedersburg Subdistrict Garage

Location: Veedersburg, Fountain County

Date of Construction: 1934

Eligibility Determination: Not Eligible

HISTORY

The Veedersburg Subdistrict Garage was constructed in 1934, during the Indiana State Highway Commission's (ISHC) Early Formation and Growth Period. It is one of four extant garages, including Old Frankfort, Fowler and Ft. Harrison, from this time period in the Crawfordsville District. Today, the garage continues to operate as the Veedersburg Subdistrict Garage.

DESCRIPTION

The Old Veedersburg Subdistrict Garage is an example of the ISHC Standard Sub-District Garage Plan, and consists of a brick, two-story, three-bay rectangular office header block fronting a barrel-roof covered service room with five equipment bays with modern roll-top doors. The three-bays of the façade are separated by stone ziggurat capped pilasters rising above the parapet. A stone inscribed, "State Highway Garage" plaque is located on the top, central bay. The original multiple casement windows on the facade have been replaced with much smaller one-over-one and sliding-sash vinyl windows, and the openings have been filled with vinyl siding. Original window surrounds, consisting of the soldier bond border, square corner stones and concrete sills are intact.

SUPPORT BUILDINGS

Two wood frame storage sheds were constructed with the garage in 1934. Both sheds appear to be extant, but have been greatly altered by vinyl sheathing and removal of the exposed rafters. An oil house was likely built at this same time, but is not longer extant.

EVALUATION

The garage has significant associations with the Early Formation and Growth Period of the ISHC, and is one of only four extant garages from the period in Crawfordsville District. However, it exhibits diminished integrity from the wholesale unsympathetic replacements of its original steel sash, rectangular casements with smaller sliding sash windows. The remaining window openings are filled with vinyl siding. Moreover, its original storage sheds have been entirely covered in vinyl siding, including the exposed rafters. Further, the oil house has been removed. As detailed in Section 4.C., *Evaluation Criteria for Early Formation and Growth Period Garages*, the levels of integrity loss exhibited by the Veedersburg Garage inhibit it from conveying significance under the ISHC's Early Formation and Growth Period, and therefore it is recommended not eligible for the National Register of Historic Places.



Veedersburg Subdistrict Garage. Façade.



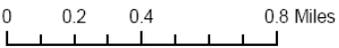
Veedersburg Subdistrict Garage. Storage Shed.

CRAWFORDSVILLE DISTRICT GARAGES

LOCATION MAP



Veedersburg and Hillsboro USGS Quadrangles
1:24,000



CRAWFORDSVILLE DISTRICT GARAGES

Old Crawfordsville District Office

Location: Crawfordsville, Montgomery County

Date of Construction: 1959

Eligibility Determination: Not Eligible



Old Crawfordsville District Office

HISTORY

The Old Crawfordsville District Office was constructed in 1959 during the Indiana State Highway Commission's (ISHC) Interstate Era. The building's exact function within the Crawfordsville District has not been determined. The facility no longer serves as a district office for Crawfordsville District.

DESCRIPTION

This former Crawfordsville district office consists of a brick, flat-roofed rectangular office block with a central pedestrian entrance flanked with a series of ribbon windows shaded by metal awnings.

EVALUATION

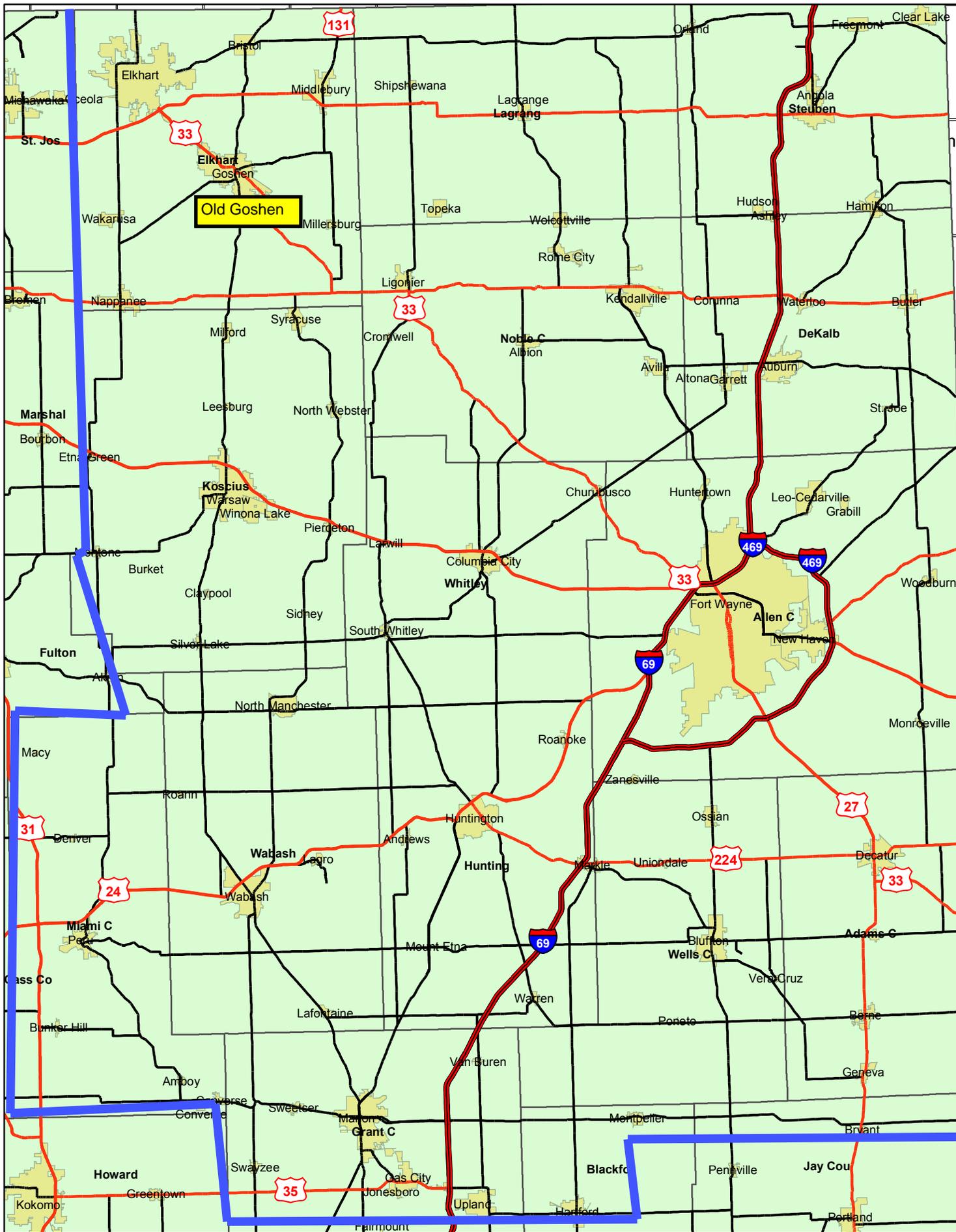
The Old Crawfordsville District Office is associated with the ISHC's Interstate Era. As detailed in Section 4.D., *Evaluation Criteria for Interstate Era Garages*, only those facilities exhibiting the full range of ISHC maintenance operations tied to an interstate have potential for significance. This facility does not maintain a significant relationship with the Interstate Era, as it does not maintain support buildings or other structures associated with the time period. Moreover, its function and association with the ISHC is not apparent. The building is nondescript, typical of 1950s era government and institutional architecture, with no visible relationship with ISHC operations. Therefore, the former Crawfordsville District Office is recommended not eligible for the National Register of Historic Places.

LOCATION MAP



Crawfordsville USGS Quadrangle
1:24,000

FORT WAYNE DISTRICT GARAGES



 District Boundaries

FORT WAYNE DISTRICT GARAGES

Old Goshen Subdistrict Garage

Location: Goshen, Elkhart County

Date of Construction: 1929

Eligibility Recommendation: Not Eligible

HISTORY

The Goshen Subdistrict Garage was built in 1929 during the Indiana State Highway Commission's (ISHC) Early Formation and Growth Period. When built, the garage was described as a tile building measuring 40' x 100'.¹ As discussed in more detail in the description section, the brick office block appears to be of a later period than the service room. The Goshen facility is currently vacant, but is still owned by INDOT.

DESCRIPTION

The Old Goshen Subdistrict Garage is composed of a flat-roofed two-story brick rectangular office block with metal sliding glass windows with concrete sills, fronting a barrel-roofed service room with five equipment bays. Due to the strikingly different styles of the brick office block and the rear tile service room, it is probable that the office block is not original to the garage. The office block, with its rectangular sliding sash windows, flat roof and straight clean lines suggest a 1950s -1960s era construction. Integrity has been diminished by the likely removal of the casement windows in the garage section and the conversion of a garage bay into a pedestrian entrance.

SUPPORT BUILDINGS

Two frame storage sheds, measuring 26 x 26 and 28 x77 were built in 1931-1932.² The smaller shed is wood frame with four garage bays. The larger of the sheds has 6 bays with a pedestrian entrance. The sheds appear to maintain their integrity.

EVALUATION

The Old Goshen Subdistrict Garage, built in 1929, is the only extant garage from the Early Formation and Growth Period still owned by INDOT in the Ft. Wayne District. The garage has significant associations with the ISHC's Early Formation and Growth Period and was one of the earliest garages



Old Goshen Subdistrict Garage. Façade.



Old Goshen Subdistrict Garage. Juncture of Office Block and Service Room.



Old Goshen Subdistrict Garage. Side Elevation.

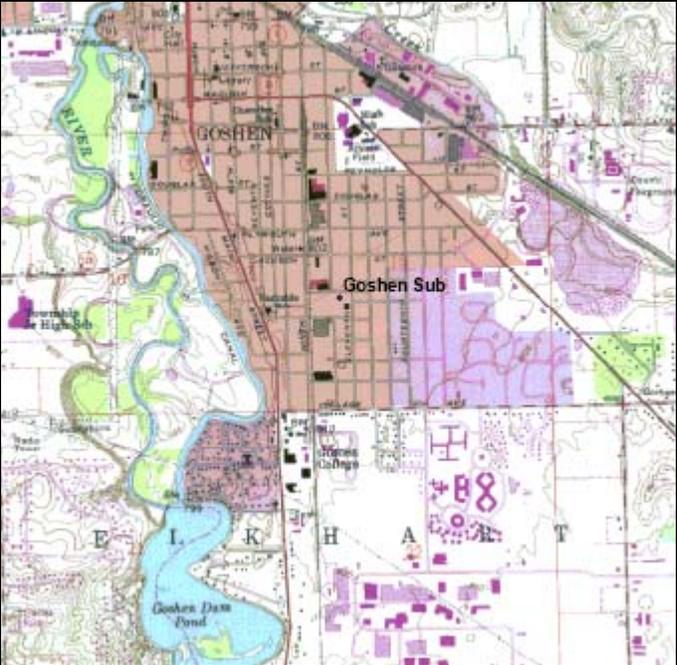
¹ "Report of the State Highway Commission" in *Yearbook of the State of Indiana for the Year 1932*, (Indianapolis, Ind: William B. Burford, 1933), 1198.

² Ibid.

FORT WAYNE DISTRICT GARAGES

built during this time. However, its integrity has been diminished by the replacement of its original office block. Although the replacement in and of itself may impart significance with later historic trends in the 1950s/1960s, no evidence thus far has suggested such an association. Ultimately, the replaced office is not reflective of the Early Formation and Growth time period. Moreover, an equipment bay door has been converted into a pedestrian entrance and the original windows have been boarded with their condition unknown. Therefore, as detailed in Section 4.C., *Evaluation Criteria for Early Formation and Growth Period Garages*, the Old Goshen Subdistrict Garage is recommended not eligible for listing in the National Register of Historic Places due to the loss of integrity inhibiting it from convey significance as a subdistrict garage in the ISHC's Early Formation and Growth Period.

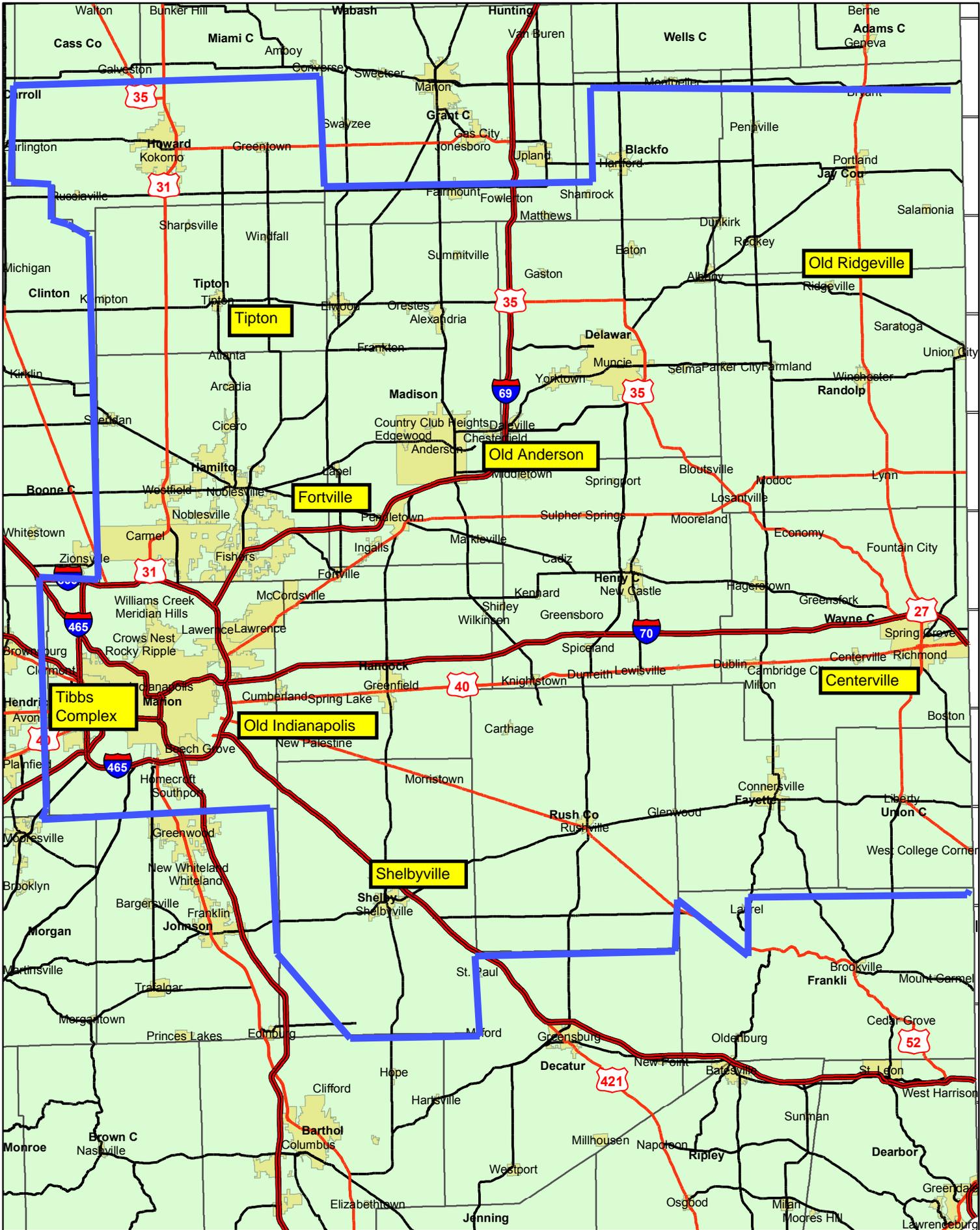
LOCATION MAP



Goshen USGS Quadrangle
1:24,000



GREENFIELD DISTRICT GARAGES



District Boundaries

GREENFIELD DISTRICT GARAGES

Old Anderson Subdistrict Garage

Location: Anderson, Madison County

Date of Construction: 1932

Eligibility Determination: Not Eligible

HISTORY

The Anderson Subdistrict Garage was constructed in 1932 during the Indiana State Highway Commission's (ISHC) Early Formation and Growth Period. It was one of eight known garages designed by prominent architects, Vonnegut, Bohn and Mueller of Indianapolis. When constructed, the garage was described as a 50'x100' brick building, with an accompanying brick oil house and frame storage shed.¹ This is one of five garages from the ISHC Early Formation and Growth Period in the Greenfield District, with others at Tipton, Ridgeville, Centerville, and the Tibbs Complex in Indianapolis. Although still owned by INDOT, the building is now leased to the East Central Indiana Solid Waste District.

DESCRIPTION

The garage consists of a modern, brick one-story, flat-roofed, office attached to the original brick, three-bay façade. Although partially obscured, the original façade appears to consist of a two-story false-front parapet, with square flat capped pilasters with steel-sash multi-pane casement windows. Behind the façade, is the barrel-shaped roof covered service room with five equipment bays. At least two service bays were probably added in 1936 when ISHC systematically modernized its garages. The far end equipment bay was likely added simultaneously with the front addition, as they share the same brick color and composition. The original casement windows on the side elevations and the top story of the historic façade are intact. The former paint room, a small wood frame square structure, elevated above the roof is located behind the façade parapet.

SUPPORT BUILDINGS

Two wood frame shed-roofed storage buildings, one with four open bays and the other with five open bays, remain on the garage grounds. Both sheds appear to maintain most of their material integrity. The oil house is no longer extant.



Old Anderson Subdistrict Garage. Modern Addition Façade.



Old Anderson Subdistrict Garage. Equipment Bays.

¹ "Report of the State Highway Commission" in *Yearbook of the State of Indiana for the Year 1932*, (Indianapolis, Ind: William B. Burford, 1933), 1198.

GREENFIELD DISTRICT GARAGES

EVALUATION

The Anderson Subdistrict Garage is one of five extant garages in the Greenfield district from the ISHC's Early Formation and Growth Period. The Garage has significant association both with the Early Formation and Growth Period under Criterion A and with prominent architects, Vonnegut, Bohn and Muller under Criterion C. However, its historic integrity has been severely diminished by the modern brick, flat-roofed office addition on its façade that obscures its original design and materials. In summary, as detailed in Section 4.C., *Evaluation Criteria for Early Formation and Growth Period Garages*, the levels of integrity loss exhibited by the Old Anderson Subdistrict Garage inhibit it from conveying significance under Criterion A for its association with the ISHC's Early Formation and Growth Period and under Criterion C for its association with prominent architects, Vonnegut, Bohn and Mueller. Therefore, the Old Anderson Subdistrict Garage is recommended not eligible for the National Register of Historic Places.

LOCATION MAP



Anderson South USGS Quadrangle
1:24,000

GREENFIELD DISTRICT GARAGES

Centerville Subdistrict Garage

Location: Centerville, Wayne County

Date of Construction: 1935

Eligibility Determination: Eligible

HISTORY

The Centerville Subdistrict Garage was built in 1935 during the Indiana State Highway Commission's (ISHC) Early Formation and Growth Period. The subdistrict headquarters was located to Centerville from Richmond after its construction. A reason for the relocation may be the strategic placement of the garage on US 40, the National Road, a major route in the region. This facility is one of five extant garages from the Early Formation and Growth Period in the Greenfield District, including those at Anderson, Tibbs, Ridgeville and Tipton. The Centerville Garage remains in active operation by INDOT, although there are plans to construct a new facility near Cambridge City.

DESCRIPTION

The Centerville Subdistrict Garage is an example of the ISHC Standard Sub-District Garage Plan, and consists of a brick, two-story, three-bay rectangular office header block, with a side pedestrian entrance, fronting a barrel-roof covered service room with four equipment bays with modern roll-top doors. The three-bays of the façade are separated by stone ziggurat capped pilasters rising above the parapet. A stone inscribed, "State Highway Garage" plaque is located on the top, central bay. Original regularly spaced rectangular steel-sash multi-pane casement windows remain extant across the façade and side elevations. Original window surrounds, consisting of a soldier bond border, square corner stones and concrete sills are also intact. On the exterior, the spruce trees flanking the center bay are thought to be original.

According to the current operations manager, Jerome Swim, the garage has not undergone many changes. Some notable alterations include the installation of a partition wall in the office and office space in the equipment room. Much of the original workbenches, doors, and other hardware remain intact. The vent hoods and some original interior plumbing and piping are still evident. Mr. Swim explained that since roadway equipment has gotten larger since the garage was built, two of the



Centerville Subdistrict Garage. Façade.



Centerville Subdistrict Garage. Lateral View, Façade and Side Elevation.



Centerville Subdistrict Garage. Workbench-Service Room.

GREENFIELD DISTRICT GARAGES

bays were heightened. The metal roof trusses and tile walls remain on the interior.

SUPPORT BUILDINGS

The complex contains two shed-roof frame storage buildings with exposed rafters, examples of the ISHC Standard Storage Shed Type A and B. The Type A shed consists of a pedestrian entrance, a square multi-pane casement window on the facade and two service bays. The Type B shed consists of four service bays. Some of the original doors with their intact mechanisms remain. Both sheds retain good integrity. Additionally, the original brick oil house sits near the side, west elevation of the garage. The square brick oil house shares similar design characteristics with the garage including stone capped pilasters and casement windows with stone sills. Currently, the oil house functions as both a smoking area and temporary storage.



Centerville Subdistrict Garage. Storage Shed. Note Original Door.

EVALUATION

The Centerville Subdistrict Garage has significant association with the ISHC's Early Formation and Growth Period. The garage maintains much of its historic integrity, with its original form, design and materials intact. Moreover, the complex retains its original support buildings, which exhibit a great degree of historic integrity. Therefore, as detailed as detailed in Section 4.C., *Evaluation Criteria for Early Formation and Growth Period Garages*, the Centerville Subdistrict Garage retains its historic integrity and is likely the best preserved garage in the state. Therefore, the Centerville Subdistrict Garage is eligible under Criterion A for its association with the ISHC's Early Formation and Growth Period and Criterion C as a near complete example of an ISHC subdistrict garage clearly conveying its function and association.

HISTORIC BOUNDARY

The historic boundary of the Centerville Subdistrict Garage comprises its legal property boundary, which sufficiently incorporates its contributing support buildings and grounds. The boundary includes the historic land associated with the facility, and conveys its feeling, association and location as a state highway garage.



Centerville Subdistrict Garage. National Register Historic Boundary. (c)-Contributing.

GREENFIELD DISTRICT GARAGES

LOCATION MAP



Richmond USGS Quadrangle
1:24,000

GREENFIELD DISTRICT GARAGES

Old Ridgeville Subdistrict Garage

Location: Ridgeville, Randolph County

Date of Construction: 1932

Eligibility Determination: Not Eligible

HISTORY

The Old Ridgeville Subdistrict Garage was built in 1932 during the Indiana State Highway Commission's (ISHC) Early Formation and Growth Period. Once constructed, the Ridgeville facility took over subdistrict operations from Portland. It was one of eight known garages designed by prominent architects, Vonnegut, Bohn and Mueller of Indianapolis. When constructed, the garage was described as a 50' x 100' brick building with a 40' x 100' frame storage shed.² The facility sits on a large lot, with mature trees providing a park like setting. In addition, rubble stone masonry pillars and walls mark the facility's main entrance. It is possible that this site may have had a former use before the garage was constructed. This is one of five garages, with others including the Tibbs Complex in Indianapolis, Tipton, Anderson and Centerville in the Greenfield District. The garage is no longer active and is now currently owned by a private company.

DESCRIPTION

The brick Old Ridgeville Subdistrict Garage consists of a two-story, three-bay, false-front façade with square flat capped pilasters. Behind the façade, is the barrel roof covered service room with three equipment bays. A shed roof addition has been attached to the rear service room. The original windows and openings on each elevation have been filled and replaced by modern, vinyl double-hung sash windows. These alterations are evidenced by the windows' style and materials, and the contrast in brick surrounding the openings. On the façade, the original multi-pane, steel-sash casements on the second story remain. The contrast between the second and first story windows offers powerful evidence of the significant changes that has occurred to the building's original fenestration patterns.

SUPPORT BUILDINGS

The garage is accompanied by a square brick oil house and two rectangular wood frame, shed-roof storage sheds. All of the support buildings maintain overall integrity, with form and



Old Ridgeville Subdistrict Garage. Façade.



Old Ridgeville Subdistrict Garage. East elevation.

² "Report of the State Highway Commission" in *Yearbook of the State of Indiana for the Year 1932*, (Indianapolis, Ind: William B. Burford, 1933), 1198

GREENFIELD DISTRICT GARAGES

materials intact. In particular, the four-bay storage shed, an example of the Type B shed, retains its original doors with rectangular grid of three rows of window panes on the top half of the door.

EVALUATION

The Old Ridgeville Subdistrict Garage is one of five extant garages in the Greenfield district from the ISHC's Early Formation and Growth Period. The Garage has significant association both with the Early Formation and Growth Period under Criterion A and with prominent architects, Vonnegut, Bohn and Muller under Criterion C. However, its historic integrity has been severely diminished by unsympathetic window replacements and enclosing of openings across its bottom story elevations. This is particularly noticeable on the façade, where the original rectangular casements have been replaced by two paired vinyl double-hung sashes. The alteration in materials, design and fenestration patterns limits the Garage's ability to exhibit when and why it is significant. Moreover, the alterations cause the Garage to lose its ability to convey its association with the original design by Vonnegut, Bohn and Mueller. In summary, as detailed in Section 4.C., *Evaluation Criteria for Early Formation and Growth Period Garages*, the levels of integrity loss exhibited by the Old Ridgeville Subdistrict Garage inhibit it from conveying significance under Criterion A for its association with the ISHC's Early Formation and Growth Period and under Criterion C for its association with prominent architects, Vonnegut, Bohn and Mueller. Therefore, the Old Ridgeville Subdistrict Garage is recommended not eligible for the National Register of Historic Places.



Old Ridgeville Subdistrict Garage. Storage Shed.

LOCATION MAP



Ridgeville USGS Quadrangle
1:12,000

0 0.1 0.2 0.4 Miles

GREENFIELD DISTRICT GARAGES

Tibbs Complex

Location: Indianapolis, Marion County

Date of Construction: 1933

Eligibility Determination: Eligible

HISTORY

The Tibbs Complex in Indianapolis, was built in 1933, and likely served as the Indianapolis Subdistrict Garage in the Indiana State Highway Commission's (ISHC) Early Formation and Growth Period. Today, the facility operates as a unit garage. It is one of only five garages remaining from the Early Formation and Growth Period in the Greenfield, including others at Anderson, Centerville, Ridgeville and Tipton.

DESCRIPTION

The Tibbs Garage consists of a brick, flat-roofed two story rectangular header block with a side pedestrian entrance, backed by a barrel roofed covered service room with four garage bays. The front office block is composed of three façade bays, separated by stone ziggurat capped pilasters, tapering into the building below the cornice line. Diamond shaped stones punctuate the top of each façade bay below the cornice. Original regularly spaced, steel-sash multi-pane casement windows with concrete sills remain intact across the building elevation. A stone panel inscribed with, "State Highway Garage," is located on the top of the east elevation.

SUPPORT BUILDINGS

A brick testing lab with a false front façade and barrel roof shaped rectangular block, dating to 1937, is located north of the garage and has been partially sheathed in vinyl siding. In addition, the original windows have been replaced with unsympathetic windows with the openings enclosed with vinyl siding. A brick storage building, likely used for a different function historically has been attached to the testing lab by a series of extensions. A rectangular wood frame shed storage building, with modern replacement bay doors, is located on the grounds behind the garage. The site contains many post-1965 structures, including a salt storage dome.



Tibbs Complex. Façade and Equipment Bay Elevation.



Tibbs Complex. Office Block.



Tibbs Complex. Testing Lab.

GREENFIELD DISTRICT GARAGES

EVALUATION

The Tibbs Garage has a significant association with the ISHC's Early Formation and Growth Period. The garage, the most ornate of extant garages from this time period maintains much of its historic integrity, with its original form, design and materials intact. Therefore, as detailed Section 4.D., *Evaluation Criteria for Early Formation and Growth Period Garages*, the Tibbs Garage retains enough historic integrity, likely the second best preserved garage in the state after the Centerville Subdistrict Garage, to convey its significance under Criterion A for its association with the ISHC's Early Formation and Growth Period. Moreover, as the most ornate extant garage, the Tibbs Garage is eligible under Criterion C as a near complete example of its type and for conveying significance for its Art Deco influenced utilitarian design. Therefore, the Tibbs Garage is eligible under National Register of Historic Places, Criterion A and C.

HISTORIC BOUNDARY

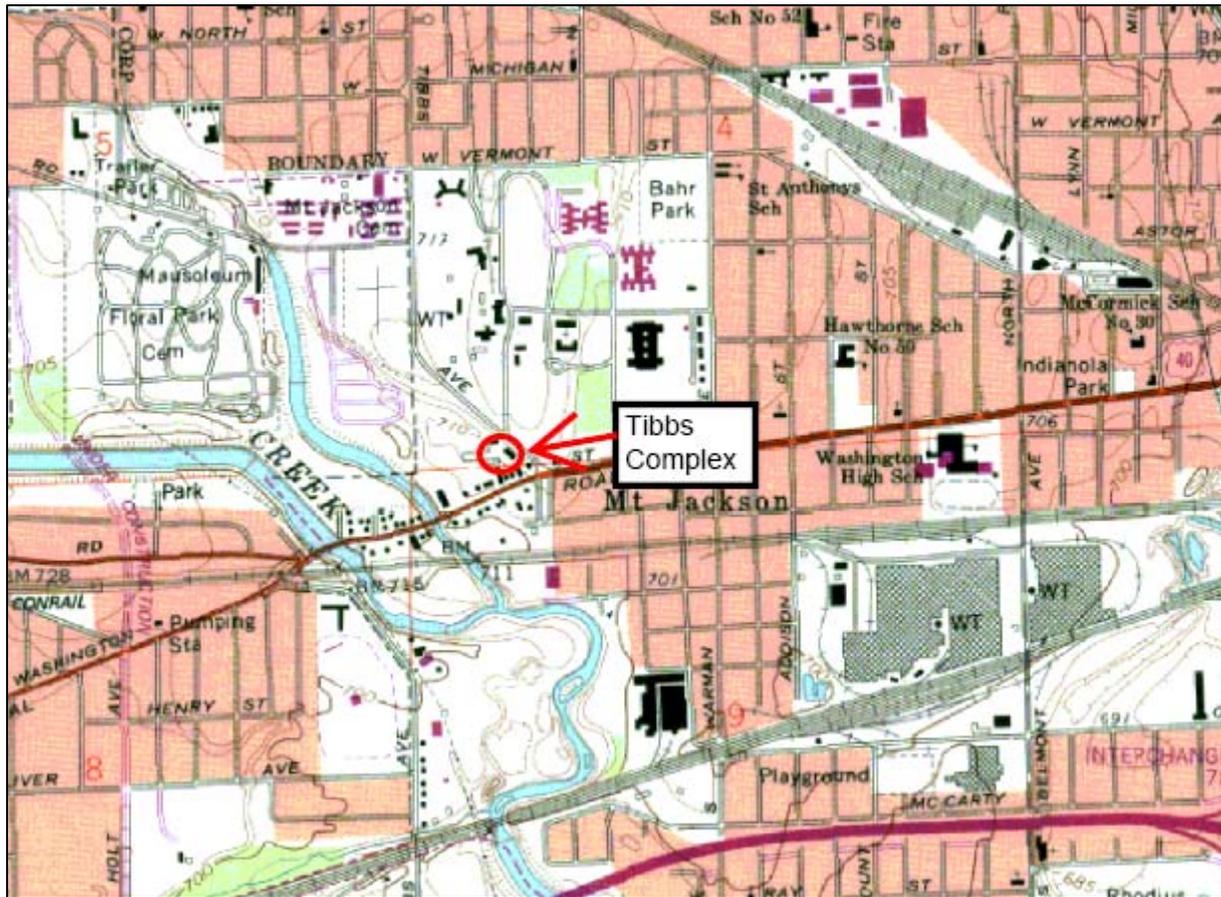
The historic boundary includes the garage and the contributing shed. The testing lab, although from the same time period as garage, has severely diminished integrity and therefore does not contribute to the property. As this 1933 shed is the only outbuilding with integrity remaining on the complex, it is the only contributing building included within the historic boundary. Therefore, the boundary includes a portion of the eastern legal boundary, from the fence on Tibbs Avenue, extending south to the property line, running west of the contributing shed, extending north along the fence line and thereafter extending east on the fence line terminating at beginning of boundary. The boundary includes a portion of the historic land associated with the facility, and conveys its feeling, association and location as a state highway garage.



Tibbs Complex. Historic Boundary.

GREENFIELD DISTRICT GARAGES

LOCATION MAP



Indianapolis West USGS Quadrangle
1:24,000

0 0.2 0.4 0.8 Miles

GREENFIELD DISTRICT GARAGES

Tipton Subdistrict Garage

Location: Tipton, Tipton County

Date of Construction: 1934

Eligibility Determination: Not Eligible

HISTORY

The Tipton Subdistrict Garage was built in 1934 during the Indiana State Highway Commission's Early Formation and Growth Period, and is one of five garages from the period extant in the Greenfield District, with others located at Anderson, Centerville, Ridgeville and the Tibbs Complex in Indianapolis. Tipton remains an active subdistrict garage, although a new facility is under construction nearby.

DESCRIPTION

The Tipton Garage consists of a stepped parapet false front façade, with a barrel roof covering its office and equipment service areas. The three-bay façade is separated by ziggurat shaped stone capped pilasters rising above the parapet. A stone inscribed "State Highway Garage" plaque located on the central bay. Original steel-sash multi-pane casements remain extant on the second story, while the first story windows have been replaced with modern, sliding-sashes. On the side elevation, paired vinyl windows have replaced the original casements, and the remaining openings have been sheathed with vinyl siding. A shed roof addition has been attached to the side elevation. On the west elevation, there are four equipment bays with an additional equipment bay having been partially enclosed and converted into a pedestrian entrance.

SUPPORT BUILDINGS

The only remaining building from this early period is a shed roof wood frame storage shed built approximately 1940. The shed maintains two bays on its west side and four bays at its east, with two pedestrian entrances between the equipment bays.

EVALUATION

The Tipton Subdistrict Garage has a significant association with the ISHC's Early Formation and Growth Period, and is one of only four extant garages from the period in the Greenfield District. Although the garage has significant associations with the ISHC's Early Formation and Growth Period, its historic integrity has been severely diminished by the replacement of its original windows, enclosing of side elevation window openings, a modern side addition, and fenestration alterations on the equipment service bay elevation. In summary, as detailed in Section 4.C., *Evaluation Criteria for Early Formation and Growth Period Garages*, the levels of integrity loss exhibited by the Tipton Subdistrict Garage inhibits it from conveying significance in the ISHC's Early Formation and Growth Period, and it is therefore recommended not eligible for the National Register of Historic Places.



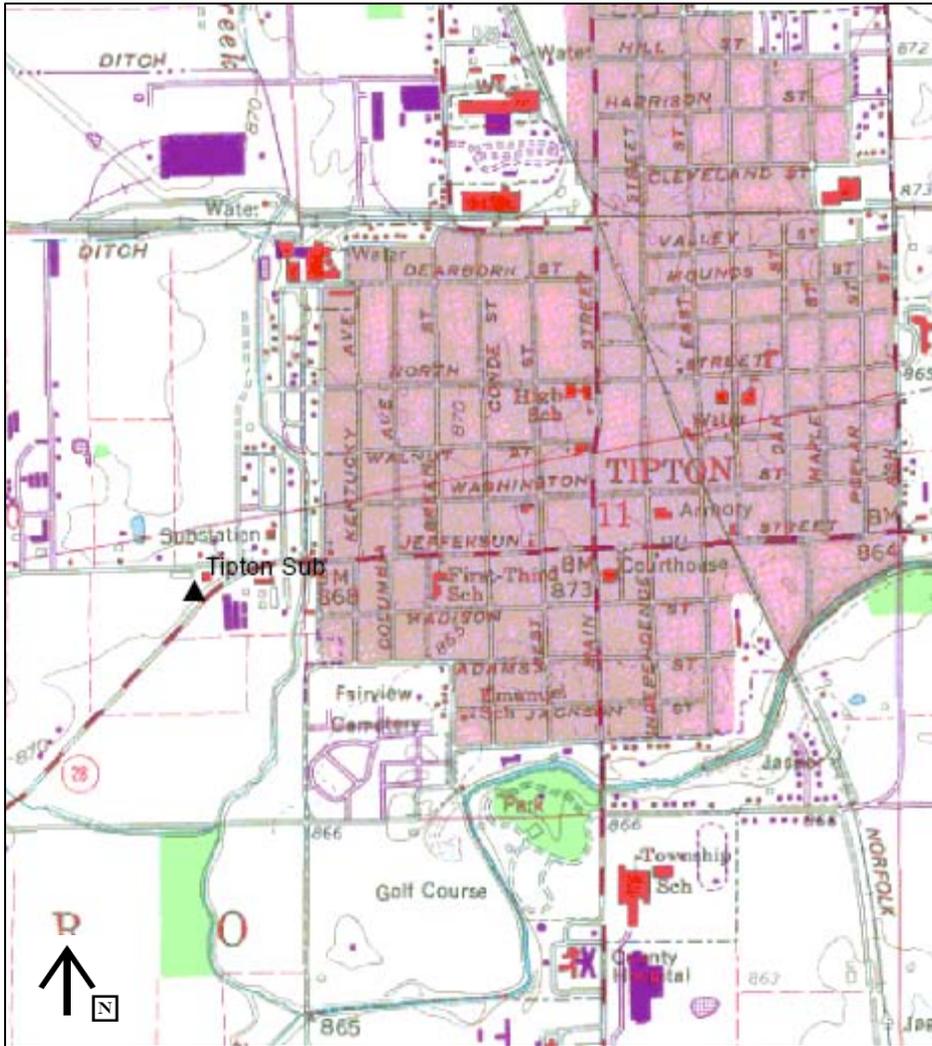
Tipton Subdistrict Garage. Façade.



Tipton Subdistrict Garage. Façade and Side Elevation.

GREENFIELD DISTRICT GARAGES

LOCATION MAP



Tipton USGS Quadrangle
1:24,000



GREENFIELD DISTRICT GARAGES

Fortville Unit Garage

Location: Fortville, Madison County

Date of Construction: 1965

Eligibility Determination: Not Eligible



HISTORY

The Fortville Unit Garage was constructed in 1965 during the Indiana State Highway Commission's (ISHC) Interstate Era. Located off Exit 14 of Interstate 69, northeast of Indianapolis, the facility serves the Tipton Subdistrict.

DESCRIPTION

The plain, unadorned garage is a side gable concrete block rectangular shape covered structure by a metal roof, with three large equipment service bays and a pedestrian bay located at same elevation.

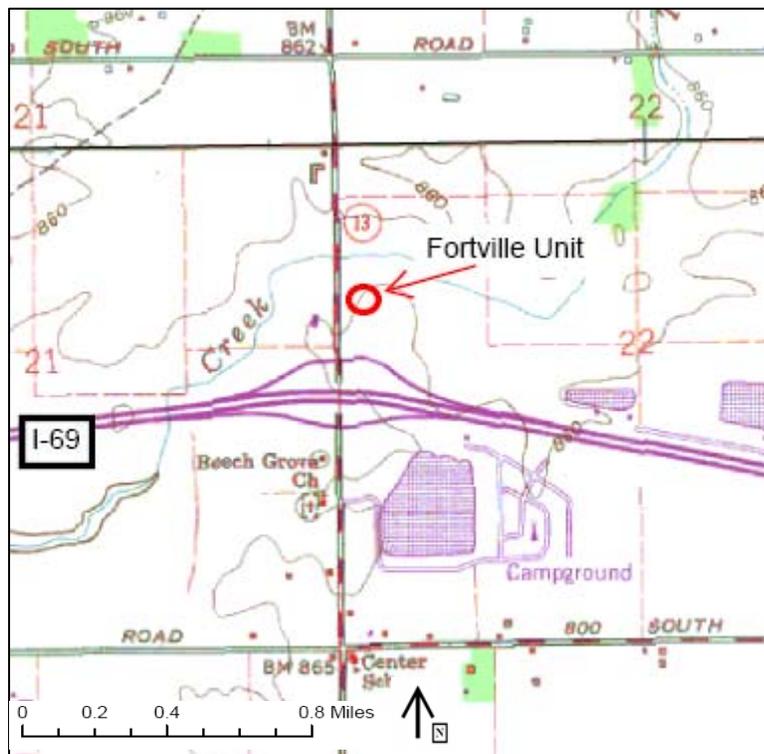
SUPPORT BUILDINGS

No other structures from historic period are located on premises.

EVALUATION

Although the Fortville Unit Garage is associated with the ISHC's Interstate Era, it does not have significance. The garage itself is utilitarian with no distinctive architectural elements. As detailed in *Section 4.D. Evaluation Criteria for Interstate Era Garages* singular unit garages without ancillary functions from the historic period are not significant for their association to the ISHC's Interstate Era. Therefore, the Fortville Unit Garage is recommended not eligible for the National Register of Historic Places.

LOCATION MAP



Ingalls and Lapel USGS Quadrangle
1:24,000

GREENFIELD DISTRICT GARAGES

Old Indianapolis Subdistrict Garage

Location: Indianapolis, Marion County

Date of Construction: 1965

Eligibility Determination: Not Eligible

HISTORY

The Old Indianapolis Garage was built in 1965 during the Indiana Highway Commission's (ISHC) Interstate Era. The facility is located at the interchange of I-465 and I-74 on the city's eastside. An interstate maintenance building, the facility served administrative, repair and storage functions. The building was designed by Fink, Roberts, and Petrie, Inc. of Indianapolis. This facility is no longer active, but is still owned by INDOT.

DESCRIPTION

The Old Indianapolis Garage consists of a large concrete-block, front-gable service room with five bays. Opposite the bays are regularly spaced five large casement windows with 24 panes. A brick flat-roofed office block fronts the garage facing towards I-465. At the rear of the maintenance shop is a concrete block, flat-roofed block that housed the paint and boiler rooms. The original office windows, likely, vertical casements have been replaced with much smaller windows and the remaining opening is boarded. In addition, it appears that a portion of the brick exterior has been covered by wood siding.

SUPPORT BUILDINGS

One large rectangular metal frame, five-open-bay building on a concrete foundation, constructed in 1965, is the sole remaining storage building from the survey period. A large modern salt storage dome dominates the facility grounds.

EVALUATION

The Old Indianapolis Unit, an interstate maintenance building, was constructed during the Interstate Era. As detailed in Section 4.D., *Evaluation Criteria for Interstate Era Garages*, interstate maintenance buildings from this period are not expected to have reached significance with the Interstate Era, as they are not fifty-years old and most if not all examples of this type are still extant, unless of exceptional importance.

Due to the replacement of its office windows with unsympathetic materials and likely sheathing of a portion of the original brick exterior, the Old Indianapolis Unit is not of exceptional importance and does not convey significance for its association with the Interstate Era. Therefore, the Old Indianapolis Unit is recommended not eligible for the National Register of Historic Places.



Old Indianapolis Subdistrict Garage. Equipment Bays.



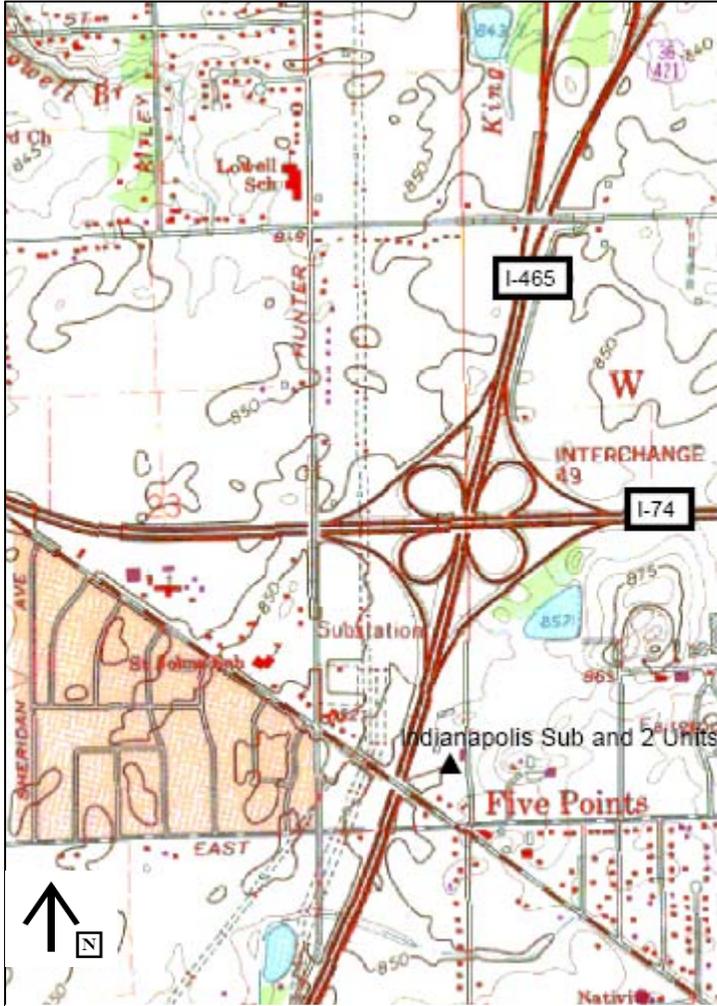
Old Indianapolis Subdistrict Garage. Rear Maintenance Shop.



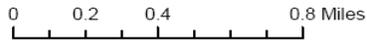
Old Indianapolis Subdistrict Garage. From Across I-465.

GREENFIELD DISTRICT GARAGES

LOCATION MAP



Ingalls and Lapel USGS Quadrangles
1:24,000



GREENFIELD DISTRICT GARAGES

Shelbyville Unit Garage

Location: Shelbyville, Shelby County

Date of Construction: 1964

Eligibility Determination: Not Eligible

HISTORY

The Shelbyville Unit, located adjacent to Interstate 74 was constructed in 1964, during the Indiana State Highway Commission's (ISHC) Interstate Era. An interstate maintenance building, the facility serves administrative, repair and storage functions under the Greenfield Subdistrict. The building was designed by Fink, Roberts, and Petrie, Inc. of Indianapolis.

DESCRIPTION

The unit consists of a brick, rectangular, flat-roofed one story office block, fronting a large rectangular front-gable concrete block maintenance shop, divided into four equipment bays.

SUPPORT BUILDINGS

A block gas house and open bay metal building dating to 1964 accompany the garage. Both the block gas house and storage shed appear to maintain their integrity. The facility contains a modern salt storage dome and modern sheds.

EVALUATION

The Shelbyville Unit was built as an interstate maintenance building during the ISHC's Interstate Era, and maintains its association with this important event in Indiana's transportation history. However, as detailed in Section 4.D., *Evaluation Criteria for Interstate Era Garages*, interstate maintenance buildings from this period are not expected to have reached significance within the Interstate Era, as they are not fifty-years old and most if not all examples of this type are still extant, unless of exceptional importance. The Shelbyville Unit is not of exceptional importance. Moreover, due to the enclosure of the pedestrian entrance, the Shelbyville Unit is unable to convey significance for its association with the Interstate Era. Therefore, the Shelbyville Unit is recommended not eligible for the National Register of Historic Places.



Shelbyville Unit Garage. Façade.

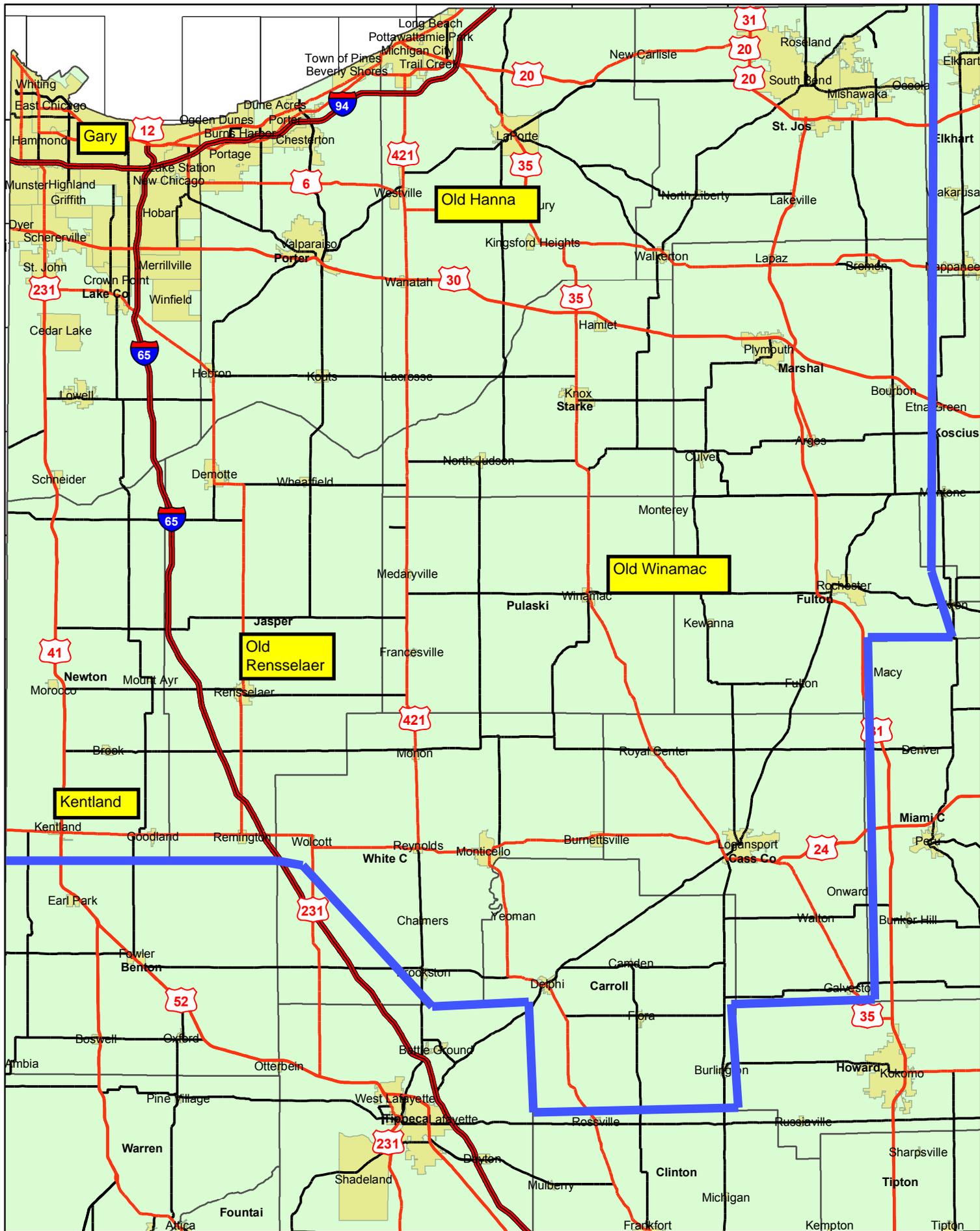


Shelbyville Unit Garage. Façade and Equipment Service Bays.



Shelbyville USGS Quadrangle 1:24,000

LAPORTE DISTRICT GARAGES



 District Boundaries

LAPORTE DISTRICT GARAGES

Old Rensselaer Subdistrict Garage

Location: Rensselaer, Jasper County

Date of Construction: 1932

Eligibility Determination: Eligible

HISTORY

The Rensselaer Subdistrict Garage was built in 1932 during the Indiana State Highway Commission's (ISHC) Early Growth and Formation Period. When constructed, the garage was described as a 40 ft. x 80 ft. tile building with an accompanying storage shed.¹ Two service bays were added in 1936 as indicated in Standard Sub-District Garage Plans dated 4/6/1936. Rensselaer and Winamac are the only known extant garages from the Early Growth and Formation Period remaining in LaPorte District. The Rensselaer Garage is currently vacant, but is still owned by INDOT.

DESCRIPTION

The tile Rensselaer Subdistrict Garage, consists of a three-bay false-front façade, with a barrel-shaped roof covering its office and service room areas. The façade features three concrete pilasters with flat caps, a pedestrian entrance at the west bay, and original steel-sash multi-pane casement windows with concrete sills. The service room contains four equipment bays. The third service room bay has been enclosed with a metal passageway linking it with the brick oil house. Original regularly spaced casement windows flank each elevation. In 1936, during the ISHC's systematic modernization of its existing garages, the parapet façade was lowered and two brick equipment bays were attached. Large trees and vegetation surround the garage.

SUPPORT BUILDINGS

The Rensselaer Garage is accompanied by two wood frame storage sheds and an oil house. Both sheds retain most of their integrity. The oil house, retaining most of its integrity, has been attached to the garage by a metal passageway. Interestingly, the brick oil house is cornered by ziggurat stone capped pilasters, a design feature of the post-1933 ISHC designed garages and indicating that it was constructed during the 1936 remodeling.

EVALUATION

The Rensselaer Garage, built in 1932 and remodeled in 1936, has a significant association with the ISHC's Early Formation and Growth Period. The addition of service bays and lowering of the parapet in 1936 actually enhances the Garage's association, as it physically reflects the growing maintenance needs in the expanding road network during this period. The garage's integrity has been



Old Rensselaer Subdistrict Garage. Façade.



Old Rensselaer Subdistrict Garage. Original Façade Profile.

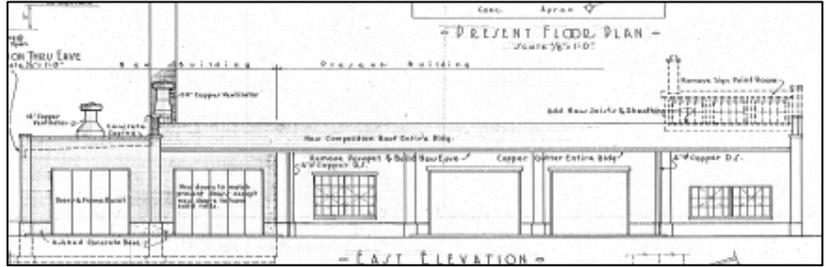


Old Rensselaer Subdistrict Garage. Side Elevation.

¹ "Report of the State Highway Commission" in *Yearbook of the State of Indiana for the Year 1932*, (Indianapolis, Ind: William B. Burford, 1933), 1200.

LAPORTE DISTRICT GARAGES

diminished however with the attachment of the oil house. Nevertheless, almost all other aspects of integrity are intact, including its windows, storage sheds and grounds. Moreover, in comparison, the Rensselaer Garage maintains more integrity than the only remaining garage at Winamac from the Early Formation and Growth Period in the LaPorte District. As detailed in Section 4.C. *Evaluation Criteria for Early Formation and Growth Period Garages*, the facility maintains enough integrity to convey its significance. Therefore, the Old Rensselaer Subdistrict Garage is recommended eligible for the National Register of Historic Places under Criterion A for its association with the ISHC's Early Formation and Growth Period.



Old Rensselaer Subdistrict Garage. 1936 Remodeling. Standard Sub-District Garage Plans, Dated 4 April 1936.

HISTORIC BOUNDARY

The historic boundary encompasses the property's legal boundary, which includes its contributing structures, landscape features and grounds.



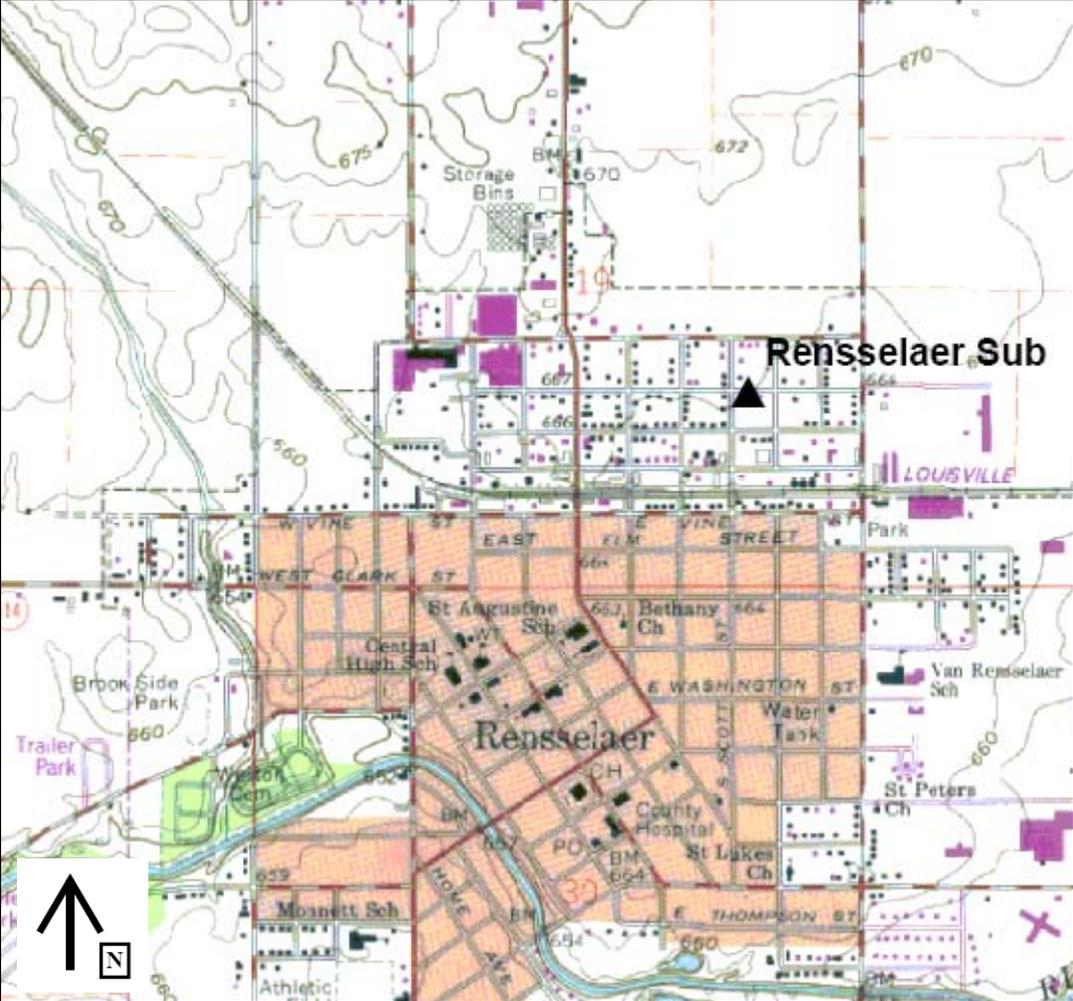
Old Rensselaer Subdistrict Garage. Attached Oil House.



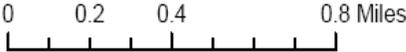
Old Rensselaer Subdistrict Garage. Historic Boundary.

LAPORTE DISTRICT GARAGES

LOCATION MAP



Rensselaer USGS Quadrangle
1:24,000



LAPORTE DISTRICT GARAGES

Old Winamac Subdistrict Garage

Location: Winamac, Pulaski County

Date of Construction: 1935

Eligibility Determination: Not Eligible

HISTORY

The Winamac Subdistrict Garage was built during the ISHC's Early Formation and Growth Period. The Winamac Garage was designed per the Standard Sub-District Garage Plans, approved March 22, 1934. The only other extant garage from this era in the La Porte District is the Old Rensselaer Garage. Today, the Winamac facility is vacant, but is still owned by INDOT.

DESCRIPTION

The garage is composed of a primary header brick office and rear barrel-shaped roof covering its service bays. The header is a brick, two-story, three bay rectangular block separated by brick pilasters which are topped by a stone ziggurat shaped coping. Original steel-sash multi-pane casements are extant on the second story façade, while the first story windows are replaced tripartite vertical casements. The primary pedestrian entrance is located on the south, side elevation. On the opposite elevation is a one-story concrete block shed addition. On this same side, the windows have been boarded.

SUPPORT BUILDINGS

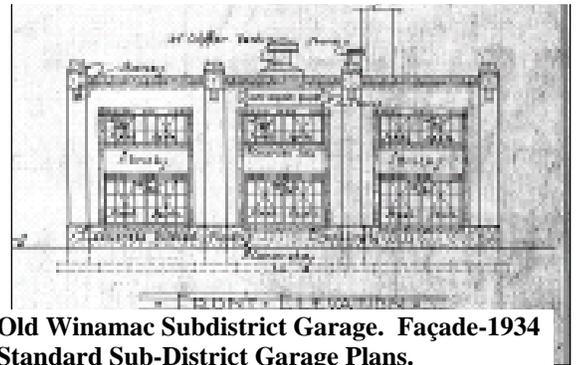
One Type A storage shed remains on the property. The shed roof, one story, wood frame shed with two equipment bays remains remarkably intact. Moreover, the garage roll top doors appear to be original, with 30 square panes on each door as indicated in the Standard Storage Shed plans. The site plan approved February 8, 1935 shows a Type B storage shed and an oil house on the premises. These structures are no longer extant.

EVALUATION

The Winamac Subdistrict Garage has a significant association with the ISHC's Early Formation and Growth Period. However, the garage's integrity has been greatly diminished by the replacement of its original multi-pane steel-sash windows on the first story with unsympathetic vertical tripartite casements. The boarded windows on the side elevation may have also been replaced. In addition, the shed roof one-story addition detracts from the main block's design. Furthermore, the overall complex only contains one supporting building, which indicates that other buildings have been



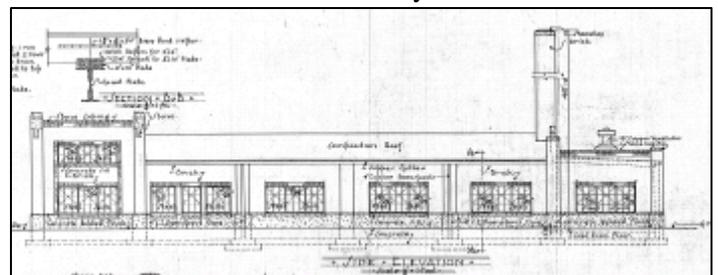
Old Winamac Subdistrict Garage. Façade.



Old Winamac Subdistrict Garage. Façade-1934 Standard Sub-District Garage Plans.



Old Winamac Subdistrict Garage. Side Elevation.



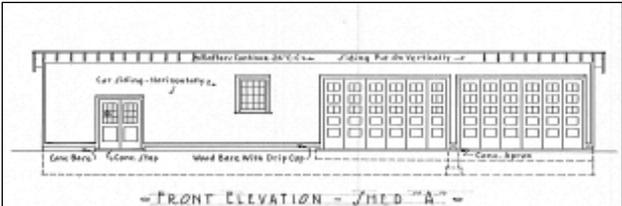
Old Winamac Subdistrict Garage. 1934 Standard Sub-District Garage Plans.

LAPORTE DISTRICT GARAGES

razed. As detailed in Section 4.C. *Evaluation Criteria for Early Formation and Growth Period Garages*, the garages from the Early Formation and Growth Period must retain much of the historic integrity to convey significance. Ultimately, with the diminishment of its historic design and materials, and the loss of supporting buildings, the Winamac Subdistrict Garage is recommended not eligible for the National Register of Historic Places.

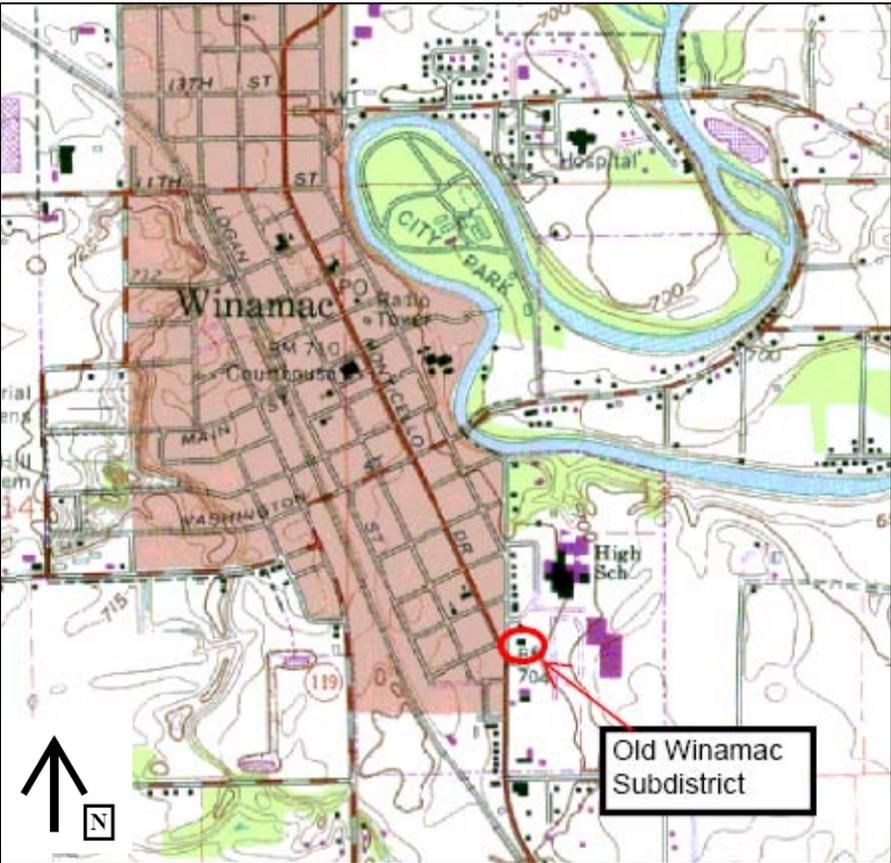


Old Winamac Subdistrict Garage. Storage Shed.

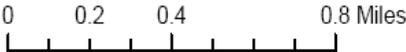


Old Winamac Subdistrict Garage. 1934 Plans for Storage Sheds.

LOCATION MAP



Winamac USGS Quadrangle
1:24,000



Gary Unit Garage

Location: Gary, Lake County

Date of Construction: 1965

Eligibility Determination: Not Eligible

HISTORY

The Gary Unit, an interstate maintenance building was constructed in 1965 near Interstate 94 during the Indiana State Highway Commission's Interstate Era. The still-active facility was designed by Fink, Roberts and Petrie, Inc. of Indianapolis.

DESCRIPTION

The Gary Unit consists of a rectangular brick flat-roofed front office block followed by a large, concrete gabled maintenance shop, with a rear one-story flat-roofed block originally housing the paint and boiler rooms. The maintenance shop is divided into five large bays with roll-top doors. At the opposite elevation are five large casement windows, divided into 24 panes. The office façade consists of a set of seven vertical windows, divided into three panels. The original side porch housing the pedestrian entrance has been enclosed. A small addition, likely for additional office space, has been built adjacent to the porch. At the rear, two shed-roof storage additions have been attached.

SUPPORT BUILDINGS

Two original metal storage sheds, one with open bays and the other with roll-top doors, remain on the Gary Unit complex. Both sheds appear in poor condition.

EVALUATION

The Gary Unit was built during the ISHC's Interstate Era and maintains its association with this important event in Indiana's transportation history. However, as detailed in Section 4.D., *Evaluation Criteria for Interstate Era Garages*, interstate maintenance buildings from this period are not expected to have reached significance within the Interstate Era, as they are not fifty-years old and most if not all examples of this type are still extant, unless of exceptional importance. The Gary Unit is not of exceptional importance. Moreover, due to the enclosure of the original pedestrian entrance and the installation of the side office addition and poor condition of the support buildings, the Gary Unit is unable to convey significance for its association with the Interstate Era.

Therefore, the Gary Unit is recommended not eligible for the National Register of Historic Places.



Gary Unit Garage. Façade.



Gary Unit Garage. Side Elevation.



Gary Unit Garage. Storage Shed.

LAPORTE DISTRICT GARAGES

Kentland Unit Garage

Location: Kentland, Newton County

Date of Construction: 1965

Eligibility Determination: Not Eligible

HISTORY

The Kentland Unit Garage was built in 1965 during the Indiana State Highway Commission's (ISHC) Interstate Era. The facility serves maintenance unit operations for the Rensselaer Subdistrict. The Kentland Unit Garage is not located near an interstate.



Kentland Unit

DESCRIPTION

The Kentland Unit consists of a rectangular front-gable metal garage with large equipment bay on facade with an adjacent pedestrian entrance.

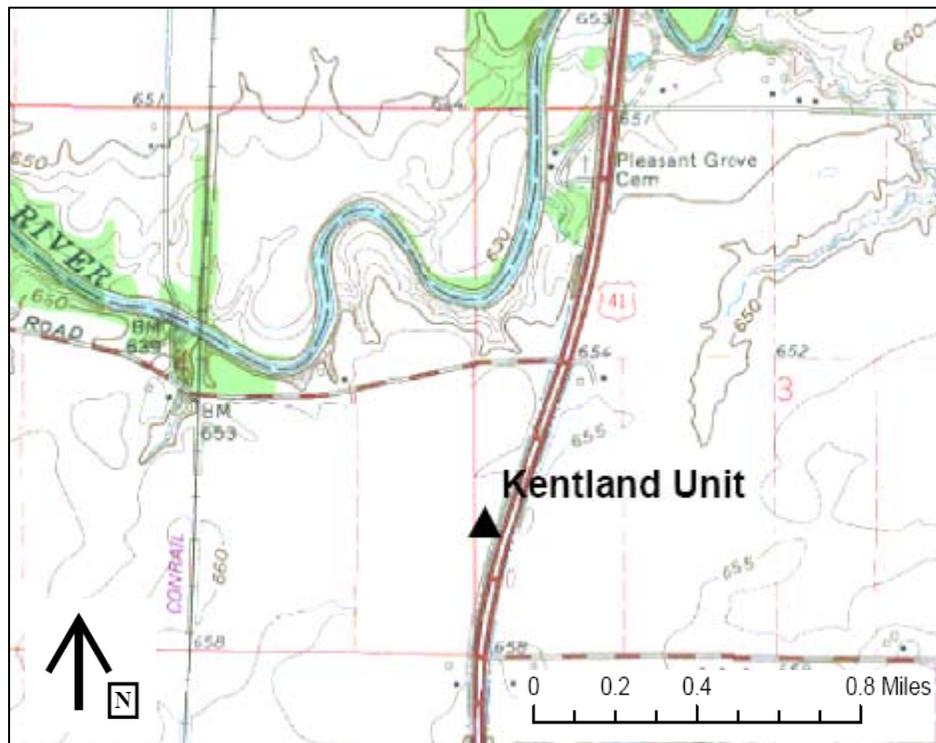
SUPPORT BUILDINGS

No extant buildings dating to historic period.

EVALUATION

The Kentland Unit Garage is not associated with interstate maintenance operations and is does not contain an office or other functions. The garage itself is utilitarian, with no distinctive architectural elements. As detailed in Section 4.D. *Evaluation Criteria for Interstate Era Garages*, singular unit garages not adjacent to an interstate and without ancillary functions from the historic period, such as offices, maintenance repair shops or storage sheds are not significant for their association to the Interstate Era. Therefore, the Kentland Unit Garage is recommended not eligible for the National Register of Historic Places.

LOCATION MAP



Kentland USGS Quadrangle
1:24,000

LAPORTE DISTRICT GARAGES

Old Hanna Unit Garage

Location: Hanna, La Porte County

Date of Construction: 1965

Eligibility Determination: Not Eligible

HISTORY

The Old Hanna Unit Garage was constructed in 1965 during the Indiana State Highway Commission's (ISHC) Interstate Era. The complex contains another metal storage building and salt storage dome, post-dating the survey period. The complex is no longer in operation, but is still owned by INDOT.



Old Hanna Unit

DESCRIPTION

The facility consists of a singular, front gable metal garage, with a roll-top door at the façade. The pedestrian entrance is located adjacent to the bay door. Rectangular casement windows are interspersed around the elevation.

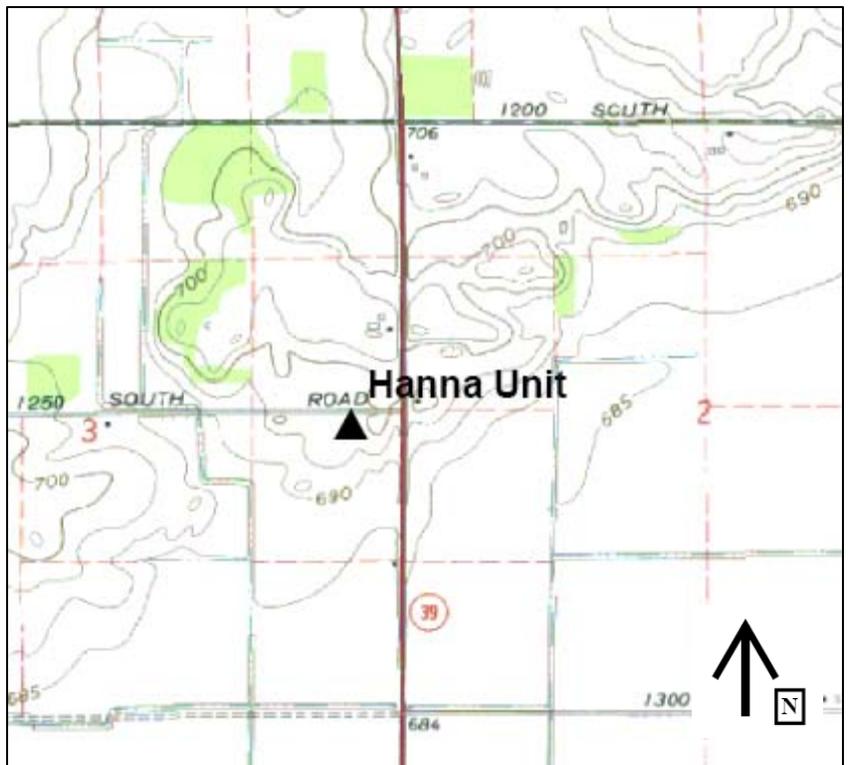
SUPPORT BUILDINGS

A metal storage building and salt-storage dome post-dating the survey period are located on the premises.

EVALUATION

The Old Hanna Unit Garage is not associated with interstate maintenance operations and does not contain an office or other functions. The garage itself is utilitarian with no distinctive architectural elements. As detailed in Section 4.D. *Evaluation Criteria for Interstate Era Garages*, singular unit garages without ancillary administrative, maintenance repair and storage functions are not significant for their association to the Interstate Era. Therefore, the Old Hanna Unit Garage is recommended not eligible for the National Register of Historic Places.

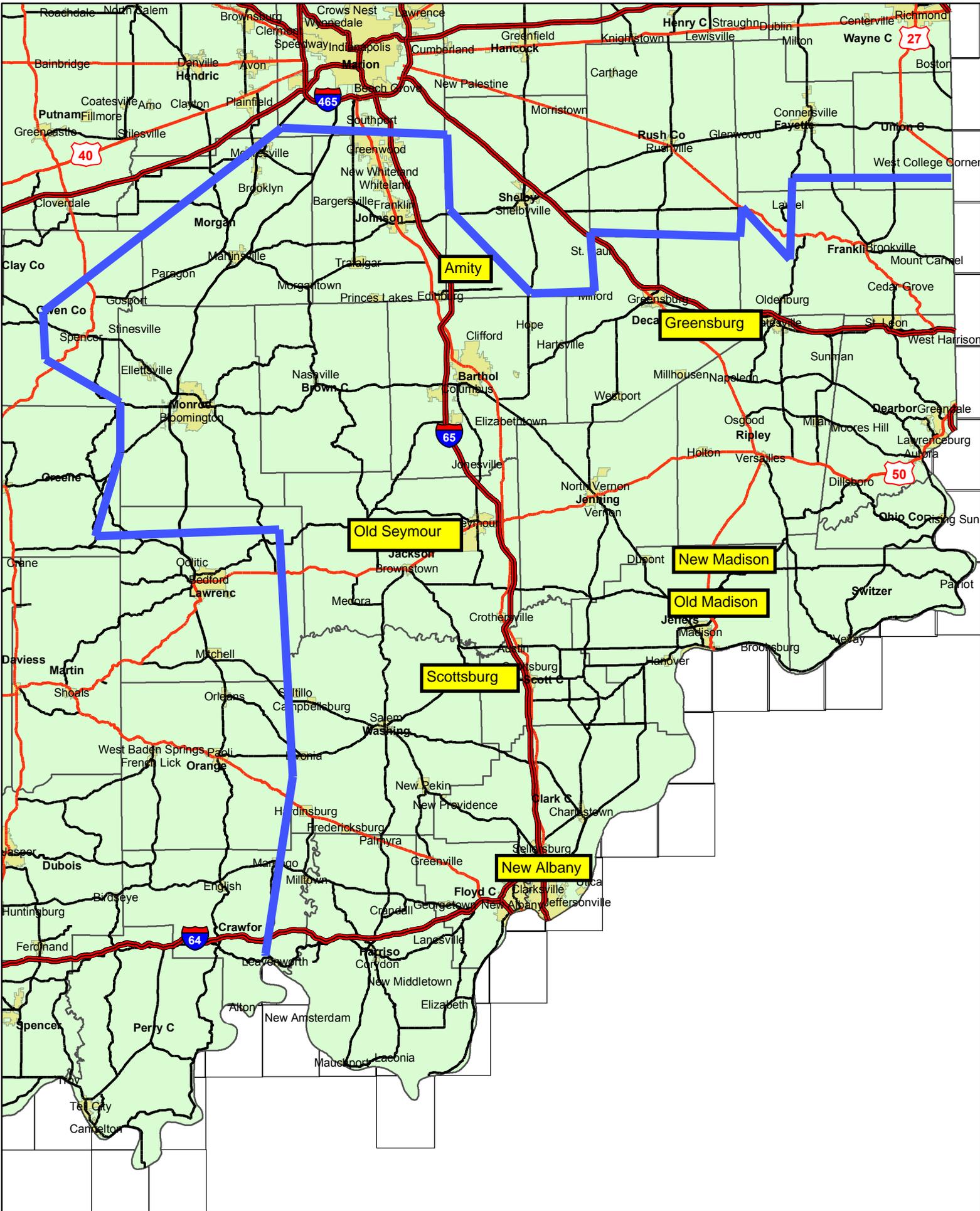
LOCATION MAP



Kingsford Heights USGS Quadrangle
1:24,000

0 0.2 0.4 0.8 Miles

SEYMOUR DISTRICT GARAGES



 District Boundaries

SEYMOUR DISTRICT GARAGES

New Madison Subdistrict Garage

Location: Madison, Jefferson County

Date of Construction: 1941

Eligibility Determination: Eligible (Buildings #223, 227 and 231)

HISTORY

The Madison Subdistrict Garage occupies land once part of the Jefferson Proving Ground (JPG). The JPG was established in 1941 as a facility to test ammunition, playing a critical role in the testing of weapons during the course of World War II. By 1994, the JPG began the process of shutting-down, with much of its structures and lands transferred to Federal and State agencies. In 1997, INDOT purchased approximately 37 acres from the JPG, which included buildings associated with JPG functions. Three of these buildings (Buildings #223, 227 and 231) were determined eligible in the Cultural Resource Management Plan prepared for the JPG.

DESCRIPTION

Building 223: At the time of the Jefferson Proving Ground's closing, Building #223 was classified as vehicle storage. The building consists of a side-gable rectangular brick block with eight garage bays on its north façade. Several of the bays have been enclosed with concrete blocks. At the rear, a series of bays corresponding to those on the façade face abandoned railroad tracks. Rectangular metal casement windows extend around the remaining portions of the building.

Building 227: At the time of the Jefferson Proving Ground's closing, Building #227 was classified as a heavy gun shop. The building consists of a high-pitched side-gable rectangular brick block with a fenestration consisting of two garage bays on the façade and regularly spaced long vertical casement windows flanking the perimeter of the building.

Building 231: At the time of the Jefferson Proving Ground's closing, Building #231 was classified as general purpose warehouse. Currently, the building functions as the subdistrict's office. The building consists of a side-gable rectangular brick block with a central pedestrian entrance at the gable ends and at the façade. The remaining fenestration is defined by regularly spaced long vertical metal casement windows.



Building 223



Building 227



Building 231

SEYMOUR DISTRICT GARAGES

EVALUATION

In 1996, a Cultural Resource Management Plan for the JPG identified Buildings #223, 227 and 231 as eligible for the National Register of Historic Places as part of a historic district under Criterion A and C. At the time of INDOT's purchase of this property, a few modifications were undertaken. The SHPO concurred that the modifications were consistent with the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*. Therefore, the buildings were still considered eligible after the alterations. Currently, the buildings continue to retain their integrity and are still recommended eligible for the National Register.

STANDARD PRESERVATION COVENANT

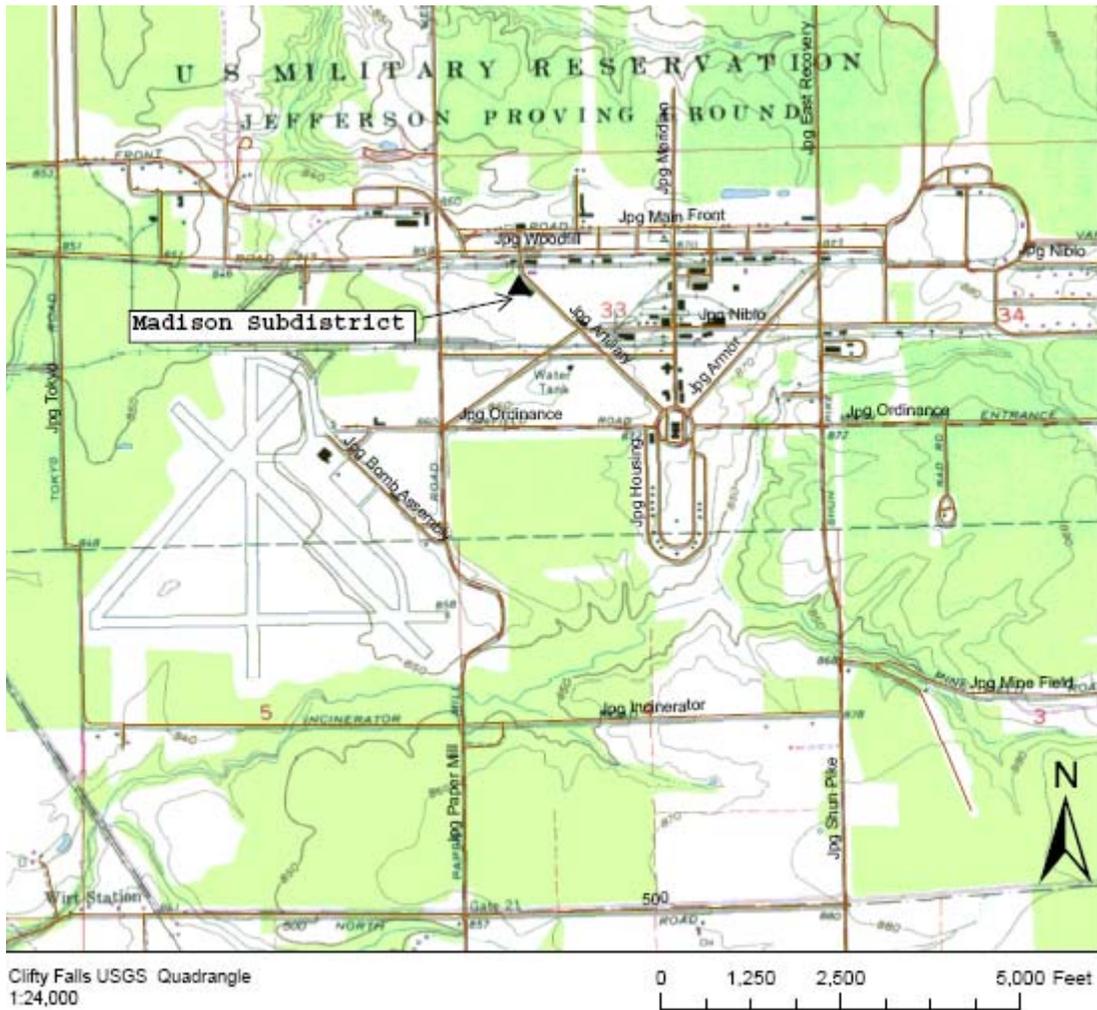
As stipulated in Stipulation III.B.2. of a Memorandum of Agreement (MOA) between the U.S. Army, the Indiana State Historic Preservation Officer (IN SHPO) and the Advisory Council on Historic Preservation (ACHP), a historic covenant has been placed on these buildings. The Standard Preservation Covenant (Attachment G of the MOA) commits the recipient of the National Register eligible property, and its heirs, successors, and assigns, to preserve and maintain the property in accordance with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings <http://www.nps.gov/history/hps/tps/tax/rehabstandards.htm>. The historic covenant applies only to Buildings #223, 227 and 231. The other buildings on the facility have either been determined not eligible in the Cultural Resources Management Plan or do not meet the fifty-year age criteria for eligibility.

HISTORIC BUILDING LOCATIONS



SEYMOUR DISTRICT GARAGES

LOCATION MAP



Old Madison Subdistrict Garage

Location: Madison, Jefferson County

Date of Construction: 1935

Eligibility Determination: Eligible

HISTORY

The Madison Subdistrict Garage was built in 1935 during the Indiana State Highway Commission's (ISHC) Early Formation and Growth Period. This is one of three extant garages from the time period in the Seymour District, with others at New Albany and Seymour. The Madison Garage is vacant and no longer in operation, but is still owned by INDOT.



Old Madison Subdistrict Garage. Façade.

DESCRIPTION

The Madison Subdistrict Garage consists of a brick, two-story rectangular façade header office block, fronting a barrel-roof covered service room with four equipment bays. The façade's three bays are separated by ziggurat stone capped pilasters rising above the stone-coping parapet. Original rectangular steel-sash, multi-pane casement windows resting on concrete sills punctuate each elevation. Soldier brick bond borders the façade windows and stone squares anchor the top window corners. A stone inscribed, "State Highway Garage" plaque is located at the top, central bay. The most rear equipment bay has been enclosed.

SUPPORT BUILDINGS

A long rectangular wood frame storage shed with five bays is the sole remaining support building extant from the survey period. The shed appears to have most of its integrity.

EVALUATION

The Madison Garage has a significant association with the Early Formation and Growth Period of the ISHC. In terms of integrity, it maintains nearly all of its historic integrity, excepting the enclosure of the most rear equipment bay. There appears to be no additions and the original casement windows are intact. The facility has lost its historic oil house and storage shed. Overall, the Old Madison Subdistrict Garage maintains a great degree of integrity.



Old Madison Subdistrict Garage. Equipment Bays.

As detailed in Section 4.C. *Evaluation Criteria for Early Formation and Growth Period Garages*, the garage maintains sufficient integrity to convey its association with the ISHC's Early Formation and Growth Period. Therefore, the Madison Subdistrict Garage is recommended eligible for the National Register of Historic Places under Criterion A and Criterion C as a near complete example of an ISHC subdistrict garage clearly conveying its function and association.

SEYMOUR DISTRICT GARAGES

HISTORIC BOUNDARY

The historic boundary of the Old Madison Subdistrict Garage comprises an area consisting of the garage, its contributing support building and a circa 1945 metal storage building. As the entire legal parcel includes a large expanse of land without contributing structures, the historic boundary has excluded this area. The historic boundary follows the property's front legal boundary, adjacent to SR 7, and extends southward along a fence line, westward to a point corresponding to the rear of the storage shed, and runs north, west of the shed and garage and terminating at the northwest corner of its legal boundary. The historic boundary includes the garage, supporting buildings, and enough of its grounds to adequately convey the facilities feeling, association and location as an Early Formation and Growth Period District Garage.



Old Madison Subdistrict Garage. Historic Boundary.

LOCATION MAP



Clifty Falls USGS Quadrangle
1:24,000

0 0.2 0.4 0.8 Miles



SEYMOUR DISTRICT GARAGES

New Albany Unit Garage

Location: New Albany, Floyd County

Date of Construction: 1932

Eligibility Determination: Eligible

HISTORY

The New Albany Unit Garage, a former Subdistrict Garage, was built in 1932, during the Indiana State Highway Commission's (ISHC) Early Formation and Growth Period. The garage was designed by prominent architects Vonnegut, Bohn and Mueller of Indianapolis. Still in operation, the New Albany Garage is one of three garages, with others located at Seymour and Madison, from the Early Formation and Growth Period remaining in the Seymour District.

DESCRIPTION

The brick New Albany Garage consists of a two-story, three-bay false front façade, separated by square stone-capped pilasters. Regularly spaced rectangular multi-pane casement windows with concrete sills flank each elevation. Behind the façade, is the barrel roof covered service room, with five equipment bays.

SUPPORT BUILDINGS

A wood frame, weatherboarded covered storage shed, with wooden panel doors, remains on the site and maintains good integrity.

EVALUATION

The New Albany Garage has previously been determined eligible for the National Register of Historic Places in a Historic Property Report (Weintraut and Associates, Inc., February 2007) in association with a Section 106 undertaking, SR 111 Added Travel Lanes Project (Des # 9902920). The garage was recommended eligible under A for its association with transportation and under Criterion C for association with prominent architects Vonnegut, Bohn and Mueller. SHPO responded in an email dated March 23, 2007 that they agreed that the garage is National Register eligible under Criterion A and C.



New Albany Unit Garage. Façade.



New Albany Unit Garage. Equipment Bays.



New Albany Unit Garage. Storage Shed.

SEYMOUR DISTRICT GARAGES

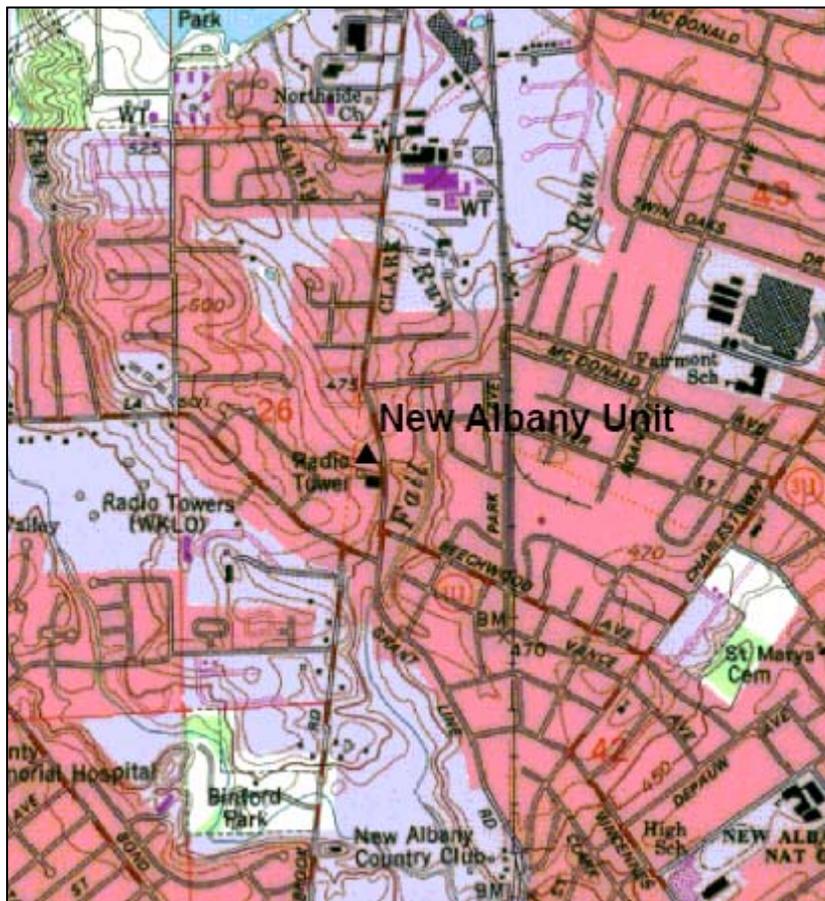
HISTORIC BOUNDARY

The historic boundary starts at the northeast property corner at SR 111, and follows the fence westward to a point, then southward and eventually east following the fence line. From the southeastern point, the boundary extends northward on the legal property parcel, adjacent to right-of-way line of SR 111. The boundary includes the garage, its contributing shed and enough grounds to convey the property's significance.



New Albany Subdistrict Garage. Historic Boundary.

LOCATION MAP



New Albany USGS Quadrangle
1:24,000



SEYMOUR DISTRICT GARAGES

Old Seymour Subdistrict Garage

Location: Seymour, Jackson County

Date of Construction: 1935

Eligibility Determination: Not Eligible

HISTORY

The Seymour Subdistrict Garage was built in 1935 during the Indiana State Highway Commission's (ISHC) Early Formation and Growth Period. Two other garages from this time period remain extant in the Seymour District, New Albany and Old Madison. This facility is abandoned due to the construction of a modern Seymour Subdistrict building, but it is still owned by INDOT.

DESCRIPTION

The brick Seymour Subdistrict Garage consists of a stepped parapet false-front façade with a central pedestrian entrance and ziggurat stone capped pilasters separating its three-bays. Behind the false fronted façade is the office and equipment service room covered by a barrel roof. The service room contains three equipment bays with modern roll-top doors. A concrete block, shed roof addition abuts the west rear block of the garage. At the rear of the garage is a two-story block with raised pilasters at the corners capped with stone. The east elevation maintains its original steel sash, multi-pane casement windows. The façade windows have been boarded. A stone inscribed, "State Highway Garage" plaque is located at the top, central bay.

SUPPORT BUILDINGS

Only one support building, a square brick oil house, remains on the complex. The oil house's windows have been boarded and the pilaster caps removed.

EVALUATION

The Seymour Subdistrict Garage has a significant association with the ISHC's Early Formation and Growth Period. However, its historic integrity has been diminished. In particular, the garage's windows on the façade have been boarded, a side concrete block addition abuts the service room, all its storage buildings have been razed and the oil house has lost its windows and stone pilaster caps. In comparison with the two remaining garages of the Early Formation and Growth Period remaining in the Seymour District, this one has the most diminished integrity. The New Albany and Madison Garages are much better examples of the early garages. As detailed in Section 4.C. *Evaluation Criteria for Early Formation and Growth Period Garages*, the Seymour Garage does not have sufficient integrity to convey significance with the ISHC's



Old Seymour Subdistrict Garage. Façade.



Old Seymour Subdistrict Garage. Side Extension.

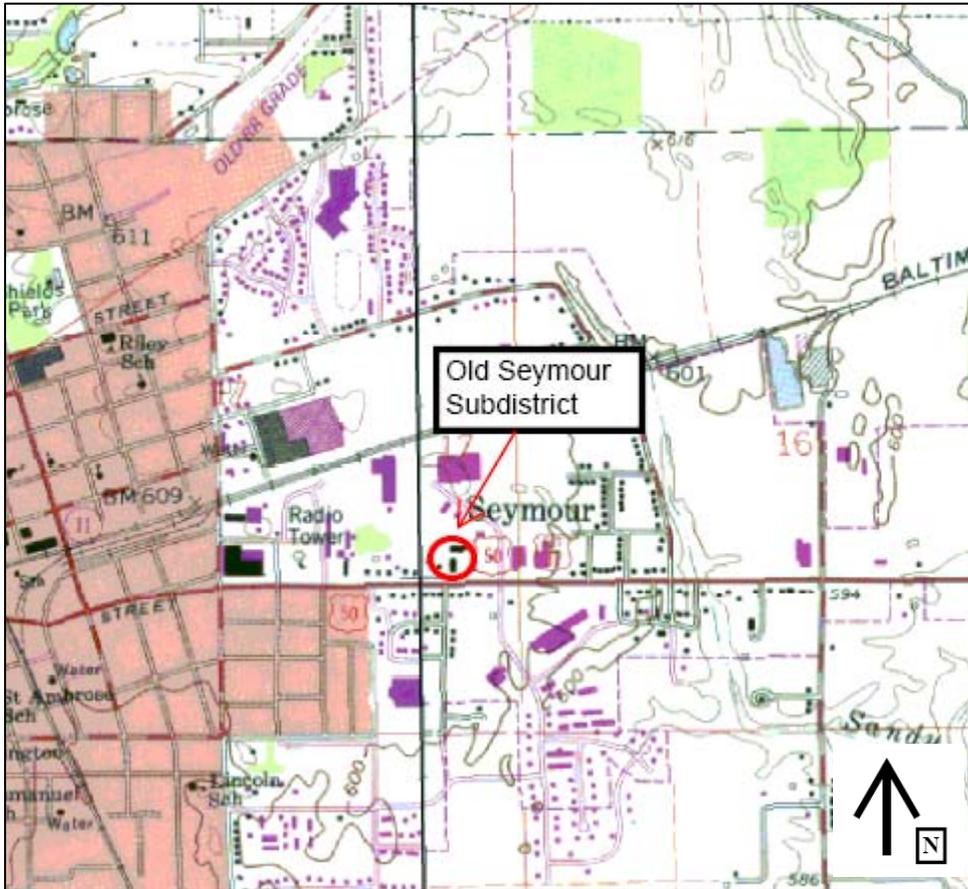


Old Seymour Subdistrict Garage. Façade and Side Elevation.

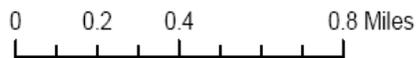
SEYMOUR DISTRICT GARAGES

Early Formation and Growth Period. Therefore, the Seymour Subdistrict Garage is recommended not eligible for the National Register.

LOCATION MAP



Chestnut Ridge USGS Quadrangle
1:24,000



SEYMOUR DISTRICT GARAGES

Amity Unit Garage

Location: Amity, Johnson County

Date of Construction: 1965

Eligibility Determination: Not Eligible

HISTORY

The Amity Unit Garage was built in 1965 during the Indiana State Highway Commission's (ISHC) Interstate Era. The facility is located on US 31 south of Franklin. Today, the still active complex contains a modern salt dome and other small structures supporting maintenance operations.

DESCRIPTION

The Amity Unit garage is a metal frame and sided front-gable rectangular building, with a roll-top door equipment bay and adjacent pedestrian entrance on the façade. Small rectangular casement windows are found on the side and rear.

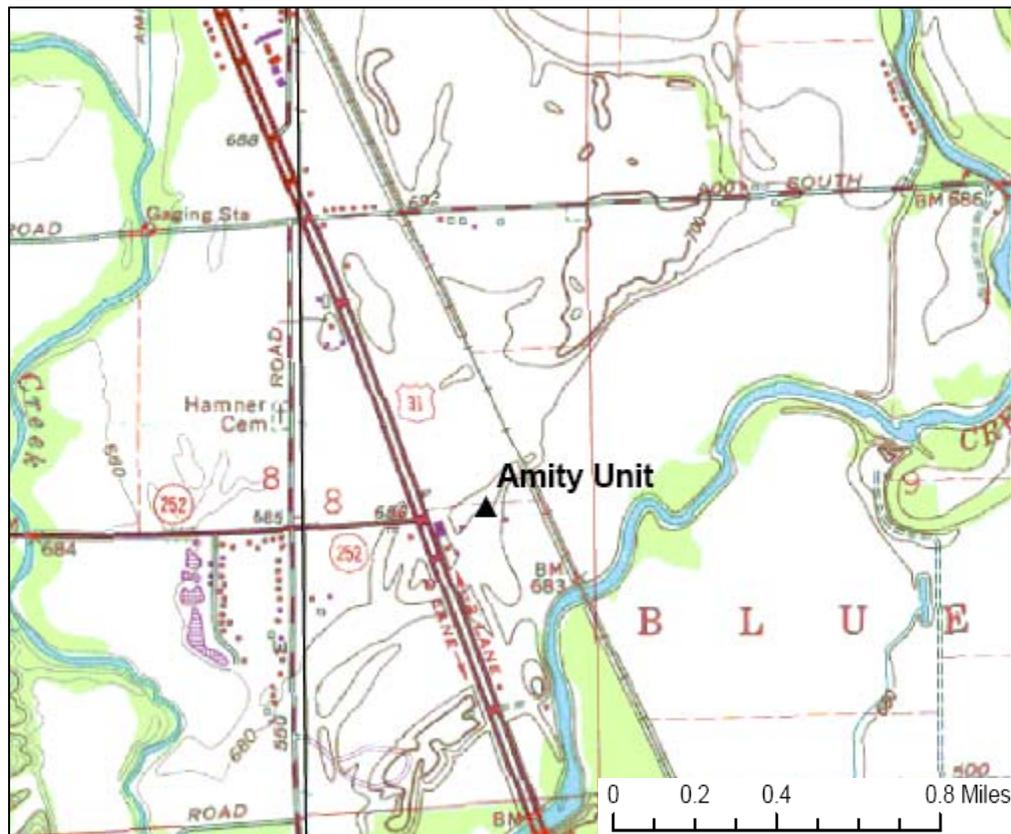


Amity Unit Garage

EVALUATION

The Amity Unit Garage was built in the ISHC's Interstate Era, but it is not associated with interstate maintenance operations. The garage itself is utilitarian with no distinctive architectural elements. As detailed in Section 4.D. *Evaluation Criteria for Interstate Era Garages*, singular unit garages without accompanying ancillary functions from the historic period are not significant for their association to the Interstate Era. Therefore, the Amity Unit Garage is recommended not eligible for the National Register of Historic Places.

LOCATION MAP



Marietta USGS Quadrangle
1:24,000

SEYMOUR DISTRICT GARAGES

Greensburg Unit Garage

Location: Greensburg, Decatur County

Date of Construction: 1965

Eligibility Determination: Not Eligible

HISTORY

The Greensburg Unit Garage was constructed in 1965 during the Indiana State Highway Commission's (ISHC) Interstate Era. The garage is located adjacent to Interstate-65 demonstrating its maintenance operations function. Today, the complex contains a salt dome and other small structures supporting maintenance operations.



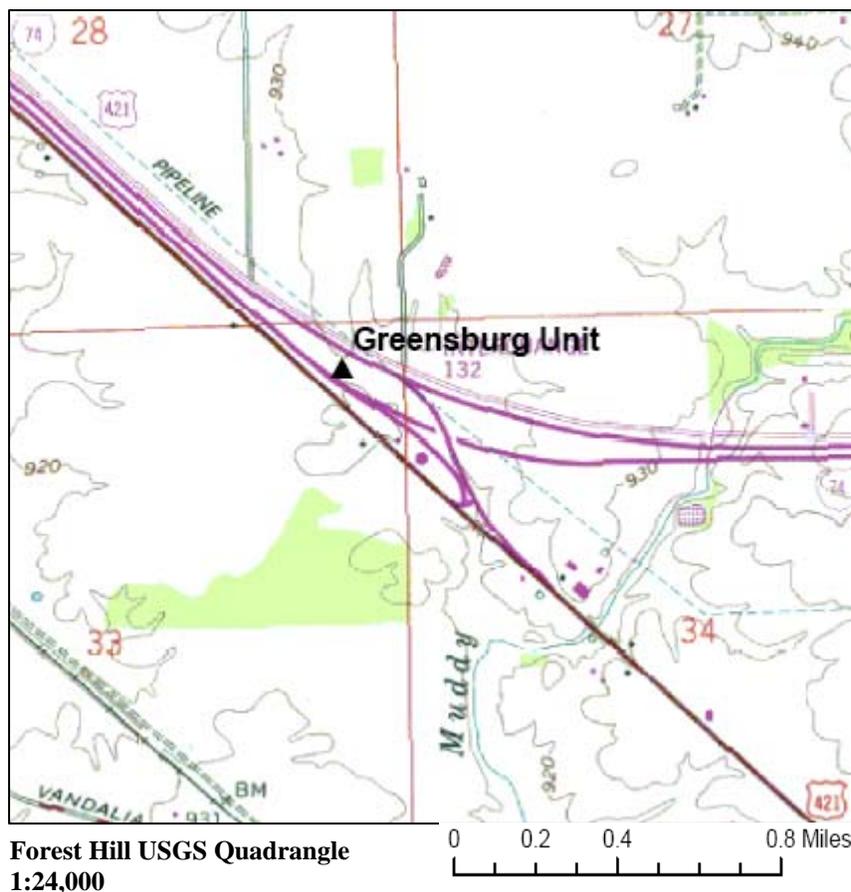
DESCRIPTION

The Greensburg Unit Garage is a metal frame and sided front-gable rectangular building, with large roll-top door on the façade. Small rectangular casement windows are found on the side and rear. The pedestrian entrance is located adjacent to the equipment bay door.

EVALUATION

The Greensburg Unit Garage, built in 1964 and adjacent to I-65, is associated with ISHC's Interstate Era. The garage itself is utilitarian with no distinctive architectural elements. As detailed in Section 4.D. *Evaluation Criteria for Interstate Era Garages*, singular Unit Garages without ancillary functions from the historic period, including offices, maintenance repair shops or storage sheds are not significant for their association to the Interstate Era. Therefore, the Greensburg Unit Garage is recommended not eligible for the National Register of Historic Places.

LOCATION MAP



SEYMOUR DISTRICT GARAGES

Scottsburg Unit Garage

Location: Scottsburg, Scott County

Date of Construction: 1964

Eligibility Determination: Not Eligible

HISTORY

The Scottsburg Unit, an interstate maintenance building, was constructed in 1964 during the Indiana State Highway Commission's (ISHC) Interstate Era.

The still active facility, designed by Fink, Roberts & Petrie, Inc. consulting engineers from Indianapolis, is located off Interstate-69, Exit #29.

DESCRIPTION

The Scottsburg Unit consists of a brick one-story, flat-roofed, rectangular office block, with a large gabled maintenance shop. The office block contains a pedestrian entrance on the side elevation, housed under a porch supported by a rectangular brick column. Office windows are tripartite vertical casements. A wood grained map of the state showing the interstate system and a star indicating Scottsburg's location is attached on the façade. Four equipment bays enter the maintenance shop, with an additional bay located at a rear flat-roof concrete block.

SUPPORT BUILDINGS

The facility retains two metal storage buildings and a wood frame shed from its historic period. The site also contains numerous modern buildings.

EVALUATION

The Scottsburg Unit office and garage is associated with the ISHC's Interstate Era. As detailed in Section 4.D., *Evaluation Criteria for Interstate Era Garages*, interstate maintenance buildings from this period are not expected to have reached significance within the Interstate Era, as they are not fifty-years old and most if not all examples of this type are still extant, unless they are of exceptional importance. The Scottsburg Unit maintains good integrity, but it does not rise to the level of exceptional importance, under NRHP Criterion Consideration G. Nevertheless, future revisions of this survey, may indeed consider this facility NRHP, if it retains its present levels of integrity. Nevertheless, at this time, the Scottsburg Unit is recommended not eligible for the National Register.

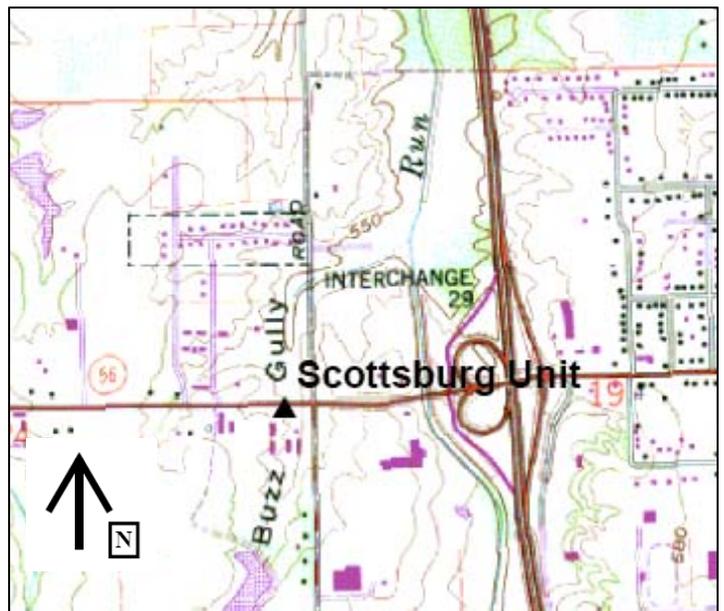


Scottsburg Unit. Façade.



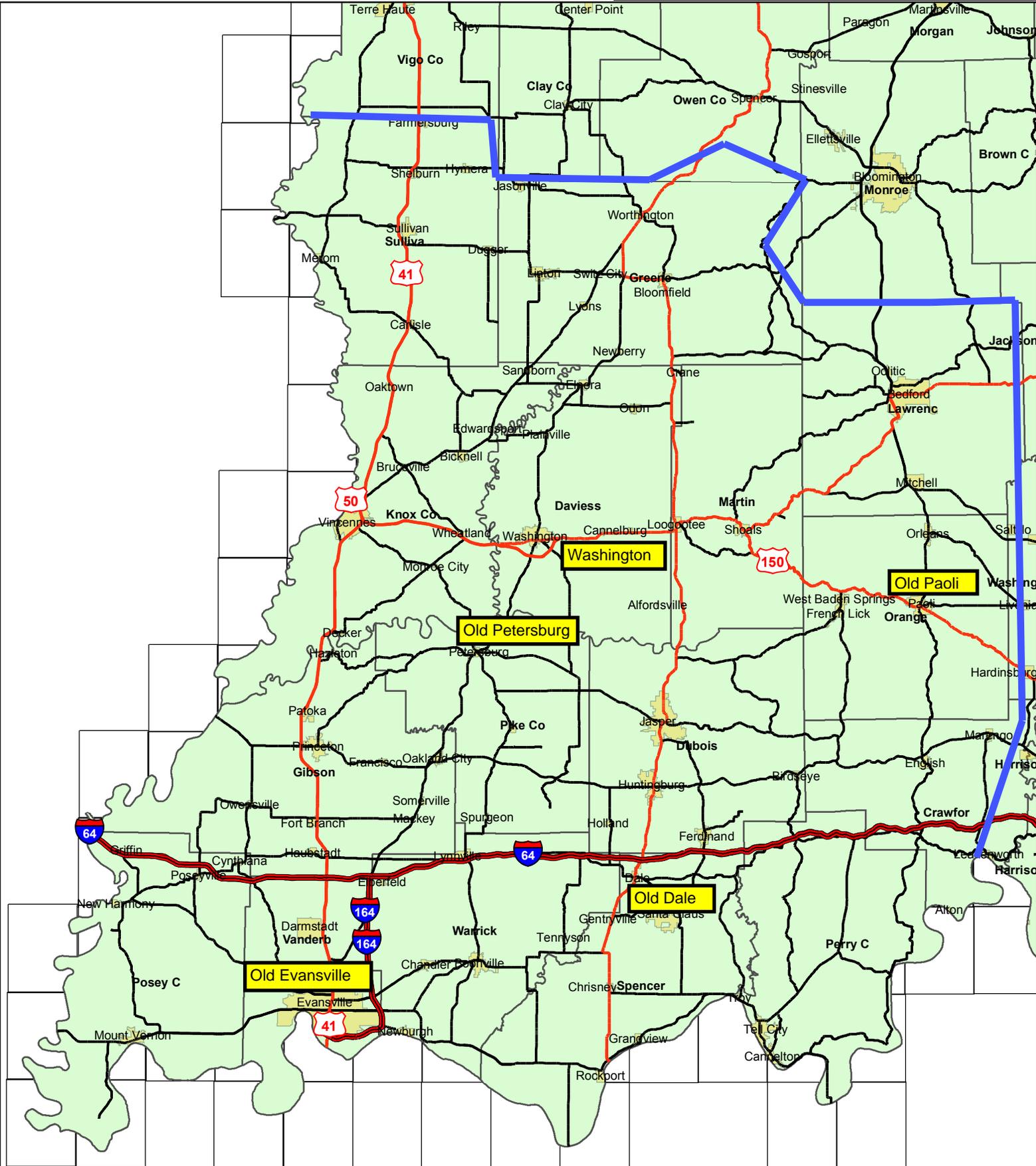
Scottsburg Unit. Entrance, Side Elevation.

LOCATION MAP



Scottsburg USGS Quadrangle 1:24,000 0 0.2 0.4 0.8 Miles

VINCENNES DISTRICT GARAGES



 District Boundaries

Old Dale Subdistrict Garage

Location: Dale, Spencer County

Date of Construction: 1931

Eligibility Determination: Eligible

HISTORY

The Old Dale Subdistrict Garage was constructed in 1931 during the Indiana State Highway Commission's (ISHC) Early Formation and Growth Period. It is one of eight known garages designed by prominent architects, Vonnegut, Bohn and Mueller of Indianapolis. In 1932, the garage was described as a tile 50ft. x 80ft. building accompanied by two storage sheds.¹ The two rear bays were likely added in 1936 when the ISCH systematically modernized garages, but no known plans indicate this addition. The facility is one of four extant garages in the Vincennes District from the Early Formation and Growth Period, with others at Evansville, Paoli, and Petersburg. A new Dale Subdistrict Garage has been constructed, and this facility though still owned by INDOT is no longer active.

DESCRIPTION

The tile Old Dale Subdistrict Garage consists of a two-story, three-bay false front façade, separated by square stone-capped pilasters. Regularly spaced rectangular multi-pane casement windows with concrete sills flank each elevation. Behind the façade, is the barrel roof covered service room, with four equipment bays. The service bay closest to the façade has been filled and converted into a pedestrian entrance. A few of the window panes have been painted white, but all windows appear to be original. A small metal shed addition has been installed on the side elevation.

SUPPORT BUILDINGS

The two frame shed-roof storage sheds are likely original to the garage property. The largest, is a frame L-shape shed, with double-wood bay doors. When constructed, the shed's dimensions were listed at 24ft. x 192ft.² which generally corresponds to this building. Interestingly, this shed is much larger than others built during this time. Another small four-bay shed also likely dates to the historic period. However, this smaller shed has suffered major integrity diminishment with two of its bays enclosed and partial sheathing in vinyl. A brick oil house, depicted on 2003 aerials (see historic boundary map) west of the garage, has been demolished.



Old Dale Subdistrict Garage. Façade and Side Elevation.



Old Dale Subdistrict Garage. Service Bays, Side Elevation.

¹ "Report of the State Highway Commission" in Yearbook of the State of Indiana For the Year 1932, (Indianapolis, Ind: William B. Burford, 1933), 1202.

² Ibid, 1203.

VINCENNES DISTRICT GARAGES

EVALUATION

The Old Dale Subdistrict Garage is one of four extant garages in the Vincennes District from the ISHC's Early Formation and Growth Period. The garage has significant association with both the Early Formation and Growth Period under Criterion A and with prominent architects, Vonnegut, Bohn and Mueller under Criterion C. The garage retains much of its historic integrity, with no major additions and original windows intact. Although a service bay has been enclosed, this alteration is not uncommon in garages of this period and does not diminish the overall integrity of the garage. One of the two original storage sheds located on the grounds displays unusual length for support buildings of this era and maintains a good degree of integrity, thereby contributing to the garage's significance. As detailed in Section 4.C. Evaluation Criteria for Early Formation and Growth Period Garages, the garage maintains sufficient integrity to convey its significant association with the ISHC's Early Formation and Growth Period under Criterion A and with prominent architects, Vonnegut, Bohn and Mueller under Criterion C.



Old Dale Subdistrict Garage. L-Shaped Storage Shed

HISTORIC BOUNDARY

The historic boundary of the Old Dale Subdistrict Garage comprises an area consisting of the garage and its one contributing support building. As the entire legal parcel includes a large expanse of land without contributing buildings, the historic boundary excludes this area. The excluded portion of the parcel includes a shed from the historic period which has severe integrity diminishment and modern salt storage barn, neither contributing to the garage's significance. Specifically, the historic boundary, starting at the northeast corner of the legal



tax parcel travels south following the east tax parcel boundary extending westward from the south end of the storage shed to the southwest corner of the tax parcel boundary. From that point, the boundary travels north then east following the remaining tax parcel boundary terminating again at the northeast corner of the property. The historic boundary includes the garage and L-shaped storage shed, and enough of its grounds to adequately convey the facilities' feeling, association and location as an Early Formation and Growth Period District Garage.

VINCENNES DISTRICT GARAGES

Location Map



Dale USGS Quadrangle
1:24,000



VINCENNES DISTRICT GARAGES

Old Evansville Subdistrict Garage

Location: Evansville, Vanderburgh County

Date of Construction: 1933

Eligibility Determination: Not Eligible

HISTORY

The Evansville Subdistrict Garage was built in 1933 during the Indiana State Highway Commission's (ISHC) Early Formation and Growth Period. Evansville may be the last garage built before the ISHC took over district garage design in 1933. As it exhibits similar characteristics to the Anderson and New Albany Garages, the Evansville Garage may have been designed by prominent architects, Vonnegut, Bohn and Mueller, although that linkage can not be demonstrated at this point. The Dale, Paoli and Petersburg Subdistrict Garages are the only other remaining extant garages from the Early Formation and Growth Period remaining in the Vincennes District. A new Evansville Subdistrict Garage has been constructed, and this facility, still owned by INDOT, is no longer active, except for storage functions.

DESCRIPTION

The brick Evansville Subdistrict Garage consists of a two-story, three-bay false front façade, separated by square stone-capped pilasters. Regularly spaced rectangular steel-sash multi-pane casement windows with concrete sills flank each elevation on the first story. Behind the façade is the service room, with five equipment bays, covered by a barrel shaped roof. At the second-story center bay, a set of modern one-over-one double-hung sash vinyl windows have replaced the original casement window. The remaining window opening has been enclosed with vinyl siding. The small rectangular window openings on the end bays have been entirely enclosed with vinyl siding. Although it appears that the original casement windows on the first story have been preserved, they are covered by white paint.

SUPPORT BUILDINGS

Two wood frame storage sheds remain from the garage's historic period. One of the storage shed's windows have been boarded. The overall form and materials of the sheds maintain overall integrity. The oil house has been removed. The site also contains modern structures, including a large salt storage Quonset hut.

EVALUATION

The Old Evansville Subdistrict Garage is one of three extant district garages in the Vincennes District from the ISHC's Early Formation and Growth Period. The garage has significant association with the Early Formation and Growth Period. However, its historic integrity has been diminished by unsympathetic window replacements on the façade's second story, the painting of the original casement windows with white paint (although reversible), and minor fenestration alterations on the side elevations. In summary, as detailed in Section 4.C., *Evaluation Criteria for Early Formation and Growth Period*



Old Evansville Subdistrict Garage. Façade.

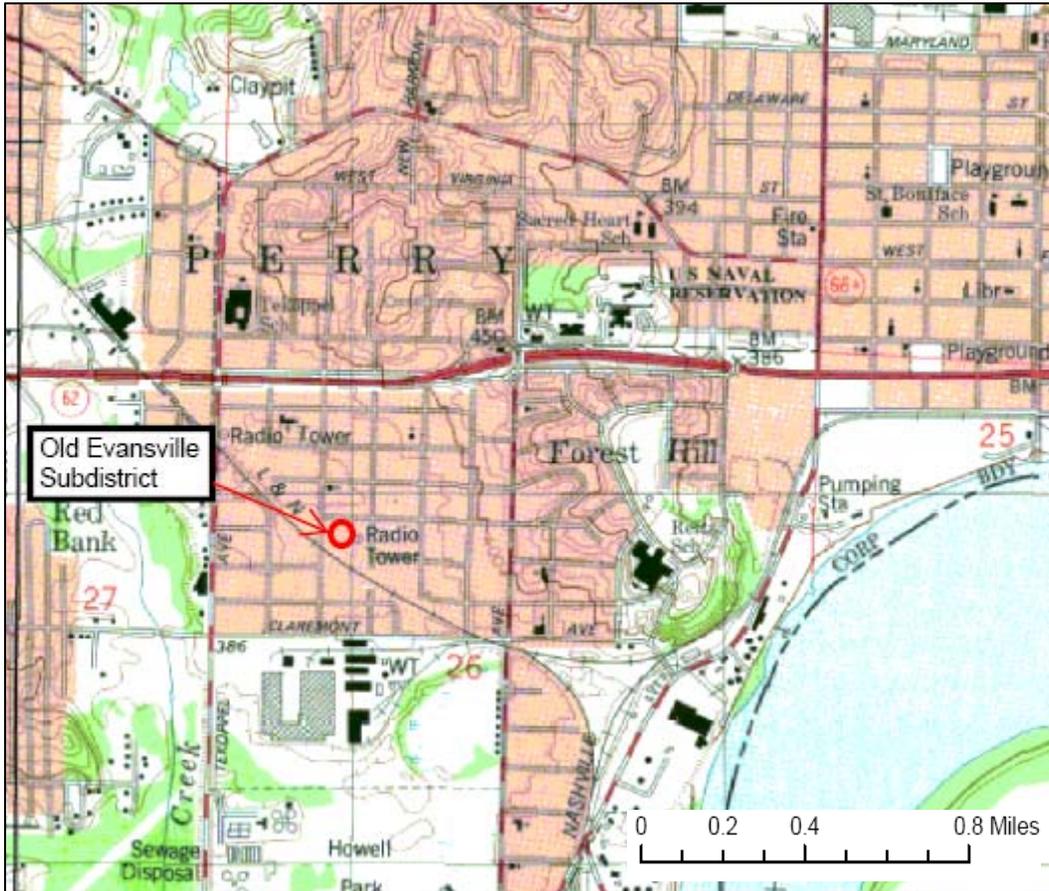


Old Evansville Subdistrict Garage. Side Elevation.

VINCENNES DISTRICT GARAGES

Garages, the levels of integrity loss exhibited by the Old Evansville Subdistrict Garage inhibit it from conveying significance for its association with the ISHC's Early Formation and Growth Period. Ultimately, it is unable to convey when and why it is significant. Therefore, the Old Evansville Subdistrict Garage is recommended not eligible for the National Register of Historic Places.

LOCATION MAP



Evansville South USGS Quadrangle
1:24,000

VINCENNES DISTRICT GARAGES

Old Paoli Subdistrict Garage

Location: Paoli, Orange County

Date of Construction: 1930

Eligibility Determination: Not Eligible

HISTORY

The Old Paoli Subdistrict Garage was built in 1930, during the Indiana State Highway Commission's (ISHC) Early Formation and Growth Period. In 1932, the garage was described as a tile, 40ft. x 80ft. building accompanied by three storage sheds with a 6ft. x 8ft. concrete building for storing explosives.³ The facility is one of four remaining extant garages in the Vincennes District, with others including garages at Dale, Evansville and Petersburg. A new Paoli subdistrict garage has been constructed and this site is now vacant, but is still owned by INDOT.

DESCRIPTION

The Old Paoli facility consists of a garage with a tile, two-story façade with square corner pilasters, fronting the barrel-shaped roof covered service room, containing three equipment bays. The garage has undergone some significant alterations, including the replacement of its 1st story steel-sash casements with unsympathetic vinyl windows and enclosing of the remaining window opening, sheathing in vinyl siding of the side elevations, and conversion of an equipment bay into a pedestrian entrance.

SUPPORT BUILDINGS

Two wood frame storage sheds remain on the facility. The sheds appear to have been sheathed in vinyl siding obscuring their historic appearance.

EVALUATION

The Old Paoli Subdistrict Garage has a significant association with the ISHC's Early Formation and Growth Period. It was one of the first garages built by the ISHC and is representative of an original subdistrict. However, the garage's integrity has been diminished by the loss of the 1st story casement windows with unsympathetic materials, the sheathing of the side elevations in vinyl siding, and the conversion of an equipment bay into a pedestrian entrance. Moreover, the storage sheds from its historic period appear to have been covered in vinyl siding, thereby obscuring their historic appearance. As detailed in Section 4.C., *Evaluation Criteria for Early Formation and Growth Period Garages*, the levels



Old Paoli Subdistrict Garage.



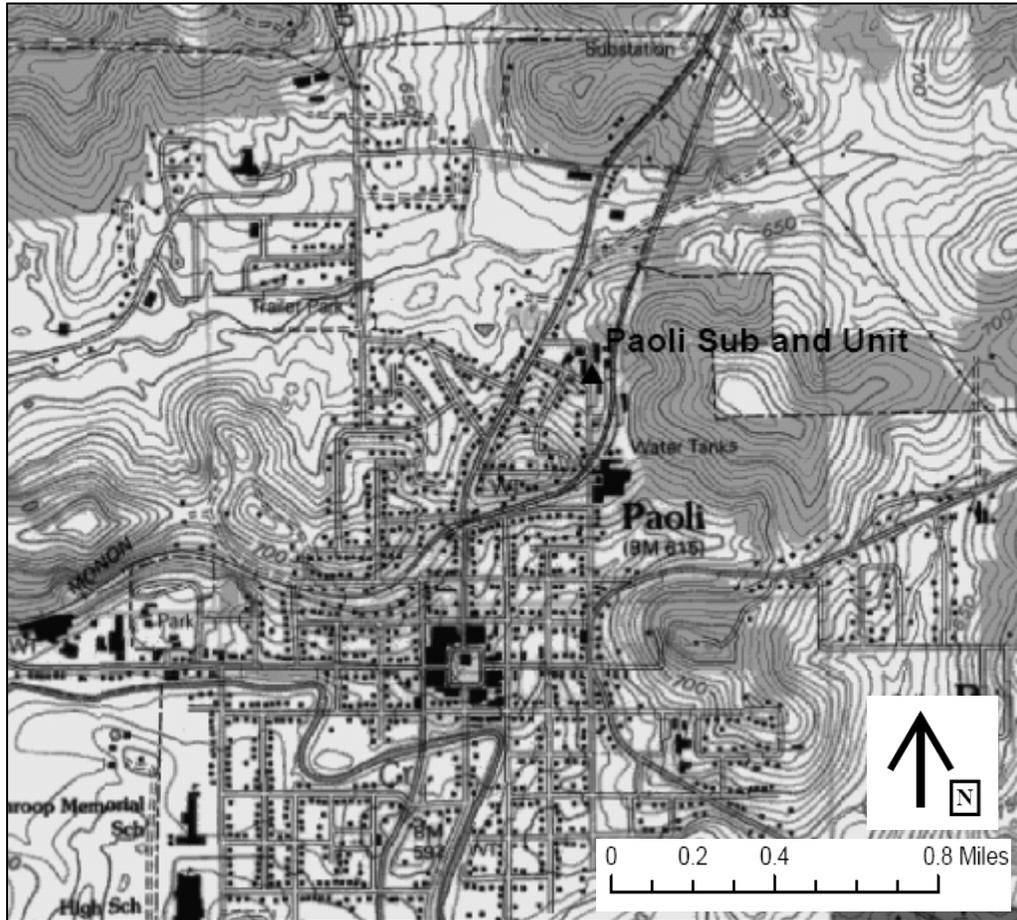
Old Paoli Subdistrict Garage. Enclosed Service Bay.

³ "Report of the State Highway Commission" in *Yearbook of the State of Indiana for the Year 1932*, (Indianapolis, Ind: William B. Burford, 1933), 1202.

VINCENNES DISTRICT GARAGES

of integrity loss exhibited by the Old Paoli Subdistrict Garage, inhibit it from conveying significance under the ISHC's Early Formation and Growth Period. Therefore, the Old Paoli Subdistrict Garage is recommended not eligible for the National Register of Historic Places.

LOCATION MAP



Paoli USGS Quadrangle
1:24,000

VINCENNES DISTRICT GARAGES

Old Petersburg Subdistrict Garage

Location: Petersburg, Pike County

Date of Construction: 1933

Eligibility Determination: Not Eligible

HISTORY

The Old Petersburg Subdistrict Garage was built in 1933 during the Indiana State Highway Commission's (ISHC) Early Formation and Growth Period. It is one of four garages, along with Dale, Evansville and Paoli, from the time period extant in Vincennes District. The facility is now owned by the Indiana Department of Environmental Management (IDEM).

DESCRIPTION

The Old Petersburg Subdistrict Garage conforms to the ISHC Plans for Standard Subdistrict Garages and is composed of a primary two-story, three-bay rectangular header brick office block, fronting a barrel shaped roof covered service room with four equipment bays. The façade bays are separated by brick, ziggurat shaped stone capped pilasters rising above the flat-roof coping. The main pedestrian entrance is located on the side elevation. The original steel-sash multi-pane casement windows have been replaced, but the openings are intact. Original window surrounds, consisting of the soldier bond border, square corner stones and concrete sills are intact. On the side elevation, the second story fenestration has been altered to accommodate a pedestrian door and metal fire escape stairway.

SUPPORT BUILDINGS

A wood frame, weather boarding covered storage shed remains extant on the site. The shed appears to have been modified with alterations to its door openings. The original brick oil-house is extant. The oil house, with its original casement windows and corner ziggurat capped pilasters maintains nearly all of its integrity.

EVALUATION

The Old Petersburg Subdistrict Garage has a significant association with the ISHC's Early Formation and Growth Period. In terms of integrity, alterations include replacement of its original casement windows with rectangular, Chicago-Style windows (a large plate glass flanked on each side by a one-over-one double hung sash windows), the enclosure of its rear service bay, enclosing of casement windows on the side elevations, and fenestration changes on the second story side elevation to incorporate the fire escape stairway. The complex does retain a storage shed and oil house from the historic period. However, as detailed in Section 4.C., *Evaluation Criteria for Early Formation and Growth Period*



Old Petersburg Subdistrict Garage. Façade.



Old Petersburg Subdistrict Garage. Side Elevation.



Old Petersburg Subdistrict Garage. Storage Sheds.

VINCENNES DISTRICT GARAGES

Garages, the Old Petersburg Subdistrict Garage does not retain enough historic integrity to convey its significant association with the ISHC's Early Formation and Growth Period. Therefore, the Old Petersburg Subdistrict Garage is not eligible for the National Register of Historic Places under Criterion A.

LOCATION MAP



Monroe City USGS Quadrangle
1:24,000

VINCENNES DISTRICT GARAGES

Washington Unit Garage

Location: Washington, Daviess County

Date of Construction: 1964

Eligibility Determination: Not Eligible

HISTORY

The Washington Unit Garage was built in 1964 during the Indiana State Highway Commission's (ISHC) Interstate Era. The unit is located adjacent to SR 57 and serves under the Vincennes Subdistrict. The facility contains a modern salt storage dome and other materials aiding in winter maintenance operations. The Washington Unit Garage is not located near an interstate.



Washington Unit Garage.

DESCRIPTION

The Washington Unit consists of a large, rectangular, front-gable metal frame building with a large equipment bay and pedestrian entrance at its façade. A shed addition is attached on the side elevation.

SUPPORT STRUCTURES

No other support structures at site from historic period.

EVALUATION

Although the Washington Unit Garage is associated with the ISHC's Interstate Era, it does not have significance. The metal building is utilitarian with no distinctive architectural elements. As detailed in Section 4.D., *Evaluation Criteria for Interstate Era Garages*, singular unit garages without ancillary functions from the historic period, including administrative offices and storage sheds are not significant for their association to the ISHC's Interstate Era. Therefore, the Washington Unit Garage is recommended not eligible for the National Register of Historic Places.

LOCATION MAP



Washington USGS Quadrangle
1:24,000