



191. Looking SW at the intersection of US 27 (Meridian Street) and Rogers Street



192. Looking NW at the intersection of US 27 (Meridian Street) and Rogers Street



193. Looking NE at the intersection of US 27 (Meridian Street) and Washington Street



194. Looking SE at the intersection of US 27 (Meridian Street) and Washington Street



195. Looking SW at the intersection of US 27 (Meridian Street) and Washington Street



196. Looking NW at the intersection of US 27 (Meridian Street) and Washington Street



197. Looking NE at the intersection of US 27 (Meridian Street) and Lafayette Street



198. Looking SE at the intersection of US 27 (Meridian Street) and Lafayette Street



199. Looking SW at the intersection of US 27 (Meridian Street) and Lafayette Street



200. Looking NW at the intersection of US 27 (Meridian Street) and Lafayette Street



201. Looking NE at the intersection of US 27 (Meridian Street) and Penn Street



202. Looking SE at the intersection of US 27 (Meridian Street) and Penn Street



203. Looking SW at the intersection of US 27 (Meridian Street) and Penn Street



204. Looking NW at the intersection of US 27 (Meridian Street) and Penn Street



205. Looking NE at the intersection of US 27 (Meridian Street) and Lincoln Street



206. Looking SE at the intersection of US 27 (Meridian Street) and Lincoln Street



207. Looking SW at the intersection of US 27 (Meridian Street) and Lincoln Street



208. Looking NW at the intersection of US 27 (Meridian Street) and Lincoln Street



209. Looking NE at the intersection of US 27 (Meridian Street) and Industrial Drive



210. Looking SE at the intersection of US 27 (Meridian Street) and Industrial Drive



211. Looking SW at the intersection of US 27 (Meridian Street) and Industrial Drive



212. Looking NW at the intersection of US 27 (Meridian Street) and Industrial Drive



213. Looking NE at the intersection of US 27 (Meridian Street) and County Road 100 N



214. Looking SE at the intersection of US 27 (Meridian Street) and County Road 100 N



215. Looking SW at the intersection of US 27 (Meridian Street) and County Road 100 N



216. Looking NW at the intersection of US 27 (Meridian Street) and County Road 100 N



217. Looking S at the N end of the project limits on US 27 (Meridian Street)



218. Looking S at the N end of the APE on US 27

Section 106 800.11(e)

Appendix C

Consulting Parties List

Consulting Party List

Des. Nos. 1700811, 1702940 & 1800009
US 27 Road and Bridge Maintenance Project
Williamson Drive to W CR 100 N
City of Portland, Jay County, Indiana

Automatic Section 106 Consulting Party:

**Indiana Department of Natural Resources
Division of Historic Preservation & Archaeology
Chad Slider, Assistant Director for Environmental Review
402 W. Washington St., Room W274
Indianapolis, Indiana 46204
cslider@dnr.in.gov**

Invited Consulting Parties:

Jay County Historian
Jane Spencer
1400 S. Meridian Street
Portland, IN 47371
jane.a.spencer@gmail.com

Jay County Historical Society
Larry Hiatt and Kay Locker, Co-presidents
903 E. Main Street
Portland, IN 47371
research@jaycountyhistory.org

Jay County Commissioner
Richard L. Huffman, President, South District
120 N. Court Street
Portland, IN 47371
mail hard copy

**Jay County Commissioner
Chad Aker, Middle District
120 N. Court Street
Portland, IN 47371
ch_aker@yahoo.com**

Jay County Commissioner
Mike Leonhard, North District
120 N. Court Street
Portland, IN 47371
leonhard.mike@gmail.com

Jay County Highway Supervisor
Kenneth Wellman
1035 East 200 North
Portland, IN 47371
jchighway@gmail.com

*Participating Consulting Parties in **BOLD**

Consulting Party List

Des. Nos. 1700811, 1702940 & 1800009
US 27 Road and Bridge Maintenance Project
Williamson Drive to W CR 100 N
City of Portland, Jay County, Indiana

Invited Consulting Parties (Continued):

Mayor of Portland
Randy Geesaman
321 N. Meridian Street
Portland, IN 47371
mayorgeesaman@thecityofportland.net

Portland Street Department
Superintendent of Streets & Parks
215 S Wayne Street
Portland, IN 47371
streetsuperintendent@thecityofportland.net

Portland Historic Preservation Commission
Ami M. Huffman
Director, Jay County Community Development
118 South Meridian Street
Portland, IN 47371
ahuffman@jaycodev.org

Portland Historic Preservation Commission
Pati McLaughlin
Jay/Portland Building & Planning Department
118 S. Meridian Street, Suite E
Portland, IN 47371
jaycobldg@gmail.com

Portland Historic Preservation Commission
Randy Geesaman, Mayor of Portland
321 N. Meridian Street
Portland, IN 47371
mayorgeesaman@thecityofportland.net

Indiana Landmarks – Eastern Regional Office
Jessie Russett, Director
838 National Road, PO Box 284
Cambridge City, IN, 47327
jrussett@indianalandmarks.org

Historic Spans Task Force
Dr. James Cooper
jlcooper@ccrtc.com

Historic Spans Task Force
Paul Brandenburg, Chair
indianabridges@sbcglobal.net

*Participating Consulting Parties in **BOLD**

Consulting Party List

Des. Nos. 1700811, 1702940 & 1800009
US 27 Road and Bridge Maintenance Project
Williamson Drive to W CR 100 N
City of Portland, Jay County, Indiana

Invited Consulting Parties (Continued):

Delaware Tribe of Indians, Oklahoma

Eastern Shawnee Tribe of Oklahoma

Forest County Potawatomi

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

*Participating Consulting Parties in **BOLD**

Section 106 800.11(e)

Appendix D

Consulting Parties Correspondence

Hannah Blad

From: Blad, Hannah
Sent: Tuesday, June 25, 2019 2:26 PM
To: cslider@dnr.in.gov; jane.a.spencer@gmail.com; research@jaycountyhistory.org; ch_aker@yahoo.com; leonhard.mike@gmail.com; jchighway@gmail.com; mayorgeesaman@thecityofportland.net; streetsuperintendent@thecityofportland.net; huffman@jaycodev.org; pati@jpbp.comcastbiz.net; jrussett@indianalandmarks.org; jlcooper@ccrtc.com; indianabridges@sbcglobal.net
Cc: Miller, Shaun (INDOT); SBranigin (SBranigin@indot.IN.gov); Kennedy, Mary (MKENNEDY@indot.IN.gov); Kelly, Clint; Costa, Chad; Quigg, Gary; Arterbery, Brian; Kattmann, Angie; Mustard, Susan; Carmanygeorge, Karstin M
Subject: FHWA Project: Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project, Jay County, Indiana
Attachments: US27RoadandBridgeMaintenanceProject_Des1700811, 1702940 & 1800009_Early Coordination_2019-06-25.pdf

Dear Consulting Party,

Des. Nos.: 1700811, 1702940 & 1800009

Project Description: US 27 Road and Bridge Maintenance Project

Location: Williamson Drive to S CR 100 N, City of Portland, Jay County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with US 27 Road and Bridge Maintenance Project (Des. Nos. 1700811, 1702940 & 1800009).

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

State Historic Preservation Officer, Jay County Historian, Jay County Historical Society, Jay County Commissioners, Jay County Highway Supervisor, Mayor of Portland, Portland Street Department, Portland Historic Preservation Commission, Indiana Landmarks – Eastern Regional Office, Dr. James Cooper, Historic Spans Task Force, Delaware Tribe of Indians, Oklahoma, Eastern Shawnee Tribe of Oklahoma, Forest County Potawatomi, Miami Tribe of Oklahoma, Peoria Tribe of Indians of Oklahoma, Pokagon Band of Potawatomi Indians.

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Numbers and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. Nos. are the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Hannah Blad

Historian/Section 106 Specialist

Lochmueller Group

3502 Woodview Trace

Suite 150, Indianapolis, IN 46268

317.334.6826 (direct) | 574.248.2121 (mobile)

HBlad@lochgroup.com

<http://lochgroup.com>

This e-mail message is for the sole use of the intended recipient(s), and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient(s), please contact the sender by reply e-mail and destroy all copies of the original message. Thank you!

Blad, Hannah

From: Kennedy, Mary <MKENNEDY@indot.IN.gov>
Sent: Tuesday, June 25, 2019 3:05 PM
To: thpo@estoo.net; Diane Hunter; 'lpappenfort@peoriatribe.com'; Matthew.Bussler@pokagonband-nsn.gov; lheady@delawaretribe.org; Michael LaRonge
Cc: Miller, Shaun (INDOT); Allen, Michelle (FHWA); Kelly, Clint; Blad, Hannah
Subject: FHWA Project: Des. Nos. 1700811, 1702940 & 1800009; US 27 Road & Bridge Maintenance Project, Jay Co, IN - ECL
Attachments: We found suspicious links

Des. Nos.: 1700811, 1702940 & 1800009

Project Description: US 27 Road and Bridge Maintenance Project

Location: Williamson Drive to S CR 100 N, City of Portland, Jay County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with US 27 Road and Bridge Maintenance Project (Des. Nos. 1700811, 1702940 & 1800009).

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

State Historic Preservation Officer, Jay County Historian, Jay County Historical Society, Jay County Commissioners, Jay County Highway Supervisor, Mayor of Portland, Portland Street Department, Portland Historic Preservation Commission, Indiana Landmarks – Eastern Regional Office, Dr. James Cooper, Historic Spans Task Force, Delaware Tribe of Indians, Oklahoma, Eastern Shawnee Tribe of Oklahoma, Forest County Potawatomi, Miami Tribe of Oklahoma, Peoria Tribe of Indians of Oklahoma, Pokagon Band of Potawatomi Indians.

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Numbers and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. Nos. are the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Mary E. Kennedy
Historic Bridge Specialist
100 N. Senate Ave., Room N642-ES



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

June 25, 2019

This letter was sent to the listed parties.

RE: Dual Review: US 27 Road and Bridge Maintenance Project
City of Portland, Jay County, Indiana
Des. Nos. 1700811, 1702940 & 1800009

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with Des. Nos. 1700811, 1702940 & 1800009. Lochmueller Group is under contract with INDOT to advance the environmental documentation for the referenced project.

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Numbers and project description in your reply and your comments will be incorporated into the formal environmental study.

The proposed undertaking is on US 27 from Williamson Drive to W CR 100 N in the City of Portland in Jay County, Indiana. It is within Wayne Township, Portland USGS Topographic Quadrangle, in Sections 16, 17, 20, 21, 28, 29, Township 23 N, and Range 14 E.

The purpose of the proposed project is to extend the lifespan of this section of roadway, improve the overall safety and pedestrian accessibility, and to preserve the structural integrity of the Meridian Street Bridge. The need for this project stems from the deteriorating condition of the existing roadway, pedestrian facilities, and bridge, in addition to a higher than expected frequency and severity in crashes within the downtown corridor. Between 2014 and 2016, there have been three (3) fatal and incapacitating injury crashes, eleven (11) non-incapacitating injury crashes, and sixty-five (65) property damage only (PDO) crashes within the downtown corridor. Also, the current four lane section allows for higher speeds and does not adequately serve pedestrians trying to cross at intersections.

The scope of work along the project area includes curb ramp upgrades to meet ADA standards, as well as a mill and overlay of the existing pavement. Des. No. 1700811 is a mill and overlay of the existing pavement along US 27 starting from Williamson Drive to SR 26 (Water Street) and from SR 67 (Votaw Street) to W CR 100N. Des. No. 1702940 is a mill and overlay of the existing deck associated with the Meridian Street Bridge over the Salamonie River (INDOT Bridge No. 027-38-06182 B, NBI No. 007350, IHSSI #075-521-33086). The Meridian Street Bridge, a reinforced concrete through arch bridge, was constructed in 1914 and reconstructed in 1997. The project will also repair a concrete column, clean and paint the steel railing, power wash the entire bridge, and clean and repair the concrete railing pedestals. Patching of any peeling or chipped sections of the masonry coating will occur following the cleaning of the bridge and then sealed. Des. No. 1800009 involves a

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mill and overlay of the existing pavement, in addition to the right sizing of US 27 through downtown Portland from SR 26 (Water Street) to SR 67 (Votaw Street). The “right sizing” of a road involves adjusting the section width and lane assignments to better accommodate pedestrian needs while still being able to sustain current and 20-year design-year traffic volumes (i.e., reducing the number of travel lanes due to lower traffic volumes). The number of lanes in this section of US 27 will be reduced from two in each direction to one in each direction. One side of the street will retain its parallel parking, while the other side will include back-in angled parking. An alternating left turn lane will also be provided. Curb bump-outs will be provided on most corners to narrow the cross section and to improve pedestrian safety and accessibility. The traffic signals on US 27 at Walnut Street and at High Street will be removed. This project may also include the installation of seating, art, or landscaping. No additional right-of-way will be needed for this project. There will be a public information meeting advertise in the near future for this project.

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

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

Per the terms of the “Programmatic Agreement Regarding Management and Preservation of Indiana’s Historic Bridges” (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving “Select” and “Non-Select” bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because INDOT Bridge No. 027-38-06182 B is a “Select” bridge, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA’s Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: <http://www.in.gov/indot/2530.htm>).

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

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. A historian who meets the Secretary of the Interior’s Professional Qualification Standards is conducting a survey of above-ground resources within the APE for potential eligibility for the National Register of Historic Places (NRHP). A report of that investigation is forthcoming and will be distributed to the appropriate consulting parties for review at a later date.

With regards to archaeological resources, Gary Francis Quigg, an INDOT Qualified Professional archaeologist reviewed the proposed project area and determined the US 27 HMA overlay and right sizing project in Portland will not likely affect archaeological resources due to the project scope and setting. All work will occur within previously disturbed soils. The portions of the project area from Williamson Drive to SR 26/Water Street and from SR 67/Votaw Street to W CR 100 N consist of a two lane undivided highway and paved shoulders, raised road berm, roadside ditches, lane tapering and utility easements. The portions of the project area from SR 26/Water Street to SR 67/Votaw Street) consist of a four lane undivided highway, turn lanes, curb and curb ramps, sidewalks, storm sewers, cut soils, traffic/pedestrian poles and boxes, and utility easements. The majority of the curb ramps within the project area have been previously updated and any work to improve curb ramps, install curb bump-outs, and install seating, art, and landscaping will not extend deeper than previous construction of curbs and sidewalks. According to SHAARD, there are no archaeological sites recorded within or adjacent to the project area. Since the proposed project is confined to repaving and reducing the number of lanes on US 27, related curb bump-outs, related seating, art, and landscaping with excavation work in previously disturbed soils, there are no archaeological concerns and no further work is recommended. However, state law (Indiana Code 14-21-1-27 and -29) requires that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, that the discovery must be reported to the Department of Natural Resources within two (2) business days.

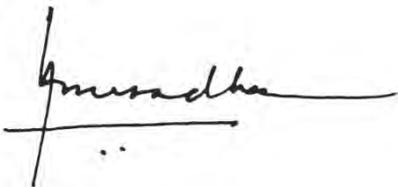
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time allotted, the project will proceed consistent with the proposed design and you will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Hannah Blad of Lochmueller Group at 317.334.6826 or hblad@lochgroup.com. All future responses regarding the proposed project should be forwarded to Lochmueller Group at the following address:

Hannah Blad
Section 106/Historian
Lochmueller Group
3502 Woodview Trace, Suite 150
Indianapolis, IN, 46268
hblad@lochgroup.com

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services



Enclosures:

- USGS Topographic Map

Enclosures removed to
prevent duplication

Distribution List:

- State Historic Preservation Officer
- Jay County Historian
- Jay County Historical Society
- Jay County Commissioners
- Jay County Highway Supervisor
- Mayor of Portland
- Portland Street Department
- Portland Historic Preservation Commission
- Indiana Landmarks – Eastern Regional Office
- Dr. James Cooper
- Historic Spans Task Force
- Delaware Tribe of Indians, Oklahoma
- Eastern Shawnee Tribe of Oklahoma
- Forest County Potawatomi
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians

Blad, Hannah

From: Chad Aker <ch_aker@yahoo.com>
Sent: Tuesday, July 9, 2019 1:01 PM
To: Karen Wood
Subject: Re: FHWA Project: Des. No. 1600828; SR 26 over Salamonie River, Bridge 026-38-03430 A (NBI 007040), Portland, Jay County, Indiana

I feel this project would be a bad idea for the city of Portland. This will cause congestion throughout the downtown area as well as create emergency response problems. Your numbers are wrong as for the traffic deaths and incapacitating injuries in the downtown area. I would like to be notified as to a public hearing on this project.

Thank you,
Chad Aker
Jay County Commissioner

Sent from my iPad

On Jun 28, 2019, at 3:31 PM, Karen Wood <karen@green3studio.com> wrote:

Des. No.: 1600828
Project Description: a historic bridge project
Location: SR 26 over Salamonie River, 0.75 mile east of SR 27, Portland, Jay County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with SR 26 over Salamonie River, Bridge No. 026-38-03430A (NBI 007040) Project, Des. No. 1600828.

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

Indiana State Historic Preservation Officer
Indiana Landmarks Eastern Regional Office
Jay County Historian
Jay County Historical Society
Mayor of Portland
Portland Street Department
Portland Historic Preservation Commission
Jay County Commissioners
Jay County Highway Department
Dr. James Cooper
Historic Spans Task Force
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Delaware Tribe of Indians, Oklahoma
Forest County Potawatomi Community

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days. A hard copy has been mailed to SHPO on 6.28.2019.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Karen Wood

Environmental and Cultural Resources Manager



"Let the science and research of the historian find the fact and let his imagination and art make clear its significance."

George Trevelyan

<SR26overSalamonieRiver_des1600828_ECL_2019-6-28.pdf>



Miami Tribe of Oklahoma

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



July 19, 2019

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

Re: Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project, Jay County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Miller:

Aya, kikwehsitoole – I show you respect. My name is Diane Hunter, and I am the Tribal Historic Preservation Officer for the Federally Recognized Miami Tribe of Oklahoma. In this capacity, I am the Miami Tribe's point of contact for all Section 106 issues.

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

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

Respectfully,

Diane Hunter
Tribal Historic Preservation Officer



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



July 22, 2019

Hannah Blad
Section 106/Historian
Lochmueller Group
3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268

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

Re: DUAL REVIEW: Early coordination letter and proposal for dual review for
the US 27 Road and Bridge Maintenance Project, from Williamson Drive to
W CR 100 N, in the City of Portland, Wayne Township, Jay County, Indiana
(Des. Nos. 1700811, 1702940, and 1800009; DHPA No. 24065)

Dear Ms. Blad:

The Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology ("INDNR-DHPA"), which serves as the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO"), is in receipt of INDOT's early coordination letter, dated June 25, 2019, transmitting INDOT's proposal for a dual review, pursuant to 312 Indiana Administrative Code ("IAC") 20-4-11.5, of the aforementioned project in Portland. We received this submission on June 27.

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

Initially, we are using the list of "consulting party" invitees for federal Section 106 review purposes as the list of potentially "interested persons" for 312 Indiana Administrative Code ("IAC") 20-4-11.5 purposes. However, *unless an invited consulting party accepts INDOT's invitation (by responding to you) or unless a potentially interested person replies to INDNR-DHPA's e-mail conveying this letter and indicating his or her interest, we will assume that the party or person is not interested in receiving future communications about this project, and we will no longer share copies of correspondence with that party or person.* We will continue to copy Review Board members, however, so they can follow the progress of this dual review.

We appreciate having been provided the names and contact information for those parties whom INDOT already has invited to participate in this Section 106 consultation. In addition to those parties already invited, we recommend inviting the Jay County Chamber of Commerce and The Jay School Corporation. It appears that this project will extend through much of Portland's commercial area. Also we note that a middle school lies near the project area, so we recommend inviting the school corporation, because both student bus riders and walkers could either be affected by or benefit from the project. After allowing a reasonable period for responses, please advise us as to which of all of the invited parties has accepted.

For the benefit of anyone else who may read this letter, we mention that one may view INDOT's June 25 early coordination letter online on IN SCOPE by going to <http://erms.indot.in.gov/Section106Documents/> and searching in the DES

Number field by the first INDOT designation number for this project, 1700811. *We encourage readers who might have an interest in, or concern about, the project to read INDOT's June 25 early coordination letter on IN SCOPE. The project includes a lengthy list of improvements, including curb ramp upgrades, milling and overlaying the pavement, construction of curb bump-outs to narrow the street at intersections, modification of on-street parking, "right sizing" the street (reduction from two lanes in each direction to one in each direction), removal of some traffic signals, possible installation of seating, art, or landscaping along the street, and repairs to the South Meridian Street Bridge over the Salamonie River.*

Based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") within the proposed project area. However, this identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature. If archaeological deposits are encountered from the post-contact period, they will be evaluated regarding their eligibility for the NRHP in consultation with the staff of the Indiana SHPO. Please contact our office if such deposits are encountered. The archaeological recording must be done in accordance with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716) and a report of the archaeological documentation must be submitted to our office for review and comment.

This identification is subject to the following condition:

- The project activities remain within areas disturbed by previous construction.

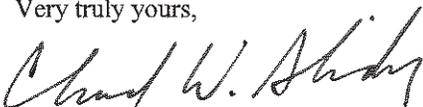
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to INDNR-DHPA within two (2) business days. In that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

As you probably know, from Arch Street to the south end of the South Meridian Street Bridge over the Salamonie River, the project area would pass through the Portland Commercial Historic District, which was listed in the National Register of Historic Places in 1996. There may be other historic properties within the project's area of potential effects ("APE"), as well. It is our understanding that a report identifying above-ground historic resources within the APE will be forthcoming, and we look forward to reviewing it. Please keep in mind that we may request additional information in the future.

The structures reviewer on the Indiana SHPO staff for this project is John Carr, and the archaeological reviewer is Beth McCord. However, if you have a question about our comments or about the review process, we ask that you initially direct your question to a staff member of the INDOT Cultural Resources Office who has been assigned to this project.

In all future correspondence regarding the US 27 Road and Bridge Maintenance Project in Portland, Jay County, Indiana (Des. Nos. 1700811, 1702940, and 1800009), please refer to DHPA No. 24065.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:JLC:jlc

E-mail copies to federal and state agency or consultant staff members:

Robert Dirks, P.E., FHWA
Michelle Allen, FHWA
Anuradha Kumar, INDOT
Susan Branigin, INDOT
Shaun Miller, INDOT
Mary Kennedy, INDOT
Shirley Clark, INDOT
Hannah Blad, Lochmueller Group

E-mail copies to Indiana Historic Preservation Review Board members:

J. Scott Keller, Review Board
Anne Shaw Kingery, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Joshua Palmer, AIA, Review Board
April Sievert, Ph.D., Review Board
Christopher Smith, Deputy Director, INDNR,
and Chairman, Review Board

E-mail copies to potentially interested persons:

Delaware Tribe of Indians, Oklahoma
Eastern Shawnee Tribe of Oklahoma
Forest County Potawatomi
Miami Tribe of Oklahoma
Peoria Tribe of Oklahoma
Pokagon Band of Potawatomi Indians
The Honorable Randy Geesaman, Mayor, City of Portland,
and member, Portland Historic Preservation Commission
Ami Huffman, Portland Historic Preservation Commission
Pati McLaughlin, Portland Historic Preservation Commission
Portland Street Department
Board of Commissioners of Jay County,
c/o Anna Culy, Jay County Auditor
Kenneth Wellman, Jay County Highway Supervisor
Jane Spencer, Jay County Historical Society
Jay County Historical Society
Dean Sanders, Executive Director, Jay County Chamber of Commerce
Jeremy Gulley, Superintendent, The Jay School Corporation
Jessie Russett, Indiana Landmarks, Eastern Regional Office
James L. Cooper, Ph.D., Professor Emeritus of History,
DePauw University
Paul Brandenburg, Indiana Historic Spans Task Force

Hannah Blad

From: Blad, Hannah
Sent: Tuesday, July 23, 2019 6:58 AM
To: 'deansanders@jaycountychamber.com'; 'jgulley@jayschools.k12.in.us'; 'aculy@co.jay.in.us'
Cc: jcarr (JCarr@dnr.IN.gov); SBranigin (SBranigin@indot.IN.gov); Kennedy, Mary (MKENNEDY@indot.IN.gov); Kelly, Clint; 'Miller, Shaun (INDOT)'; Costa, Chad; Quigg, Gary; Kattmann, Angie
Subject: FHWA Project: Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project, Jay County, Indiana
Attachments: US27RoadandBridgeMaintenanceProject_Des1700811, 1702940 & 1800009_Early Coordination_2019-07-22.pdf

Dear Consulting Party,

Des. Nos.: 1700811, 1702940 & 1800009

Project Description: US 27 Road and Bridge Maintenance Project

Location: Williamson Drive to S CR 100 N, City of Portland, Jay County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with US 27 Road and Bridge Maintenance Project (Des. Nos. 1700811, 1702940 & 1800009).

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

State Historic Preservation Officer, Jay County Historian, Jay County Historical Society, Jay County Commissioners, Jay County Highway Supervisor, Mayor of Portland, Portland Street Department, Portland Historic Preservation Commission, Indiana Landmarks – Eastern Regional Office, Dr. James Cooper, Historic Spans Task Force, Jay County Chamber of Commerce, Jay County School Corporation, Delaware Tribe of Indians, Oklahoma, Eastern Shawnee Tribe of Oklahoma, Forest County Potawatomi, Miami Tribe of Oklahoma, Peoria Tribe of Indians of Oklahoma, Pokagon Band of Potawatomi Indians.

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Numbers and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. Nos. are the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Blad, Hannah

From: Blad, Hannah
Sent: Thursday, November 21, 2019 12:48 PM
To: jcarr (JCarr@dnr.IN.gov); BMCcord@dnr.IN.gov
Cc: SBranigin (SBranigin@indot.IN.gov); Kennedy, Mary (MKENNEDY@indot.IN.gov); Kelly, Clint; Miller, Shaun (INDOT); Costa, Chad; Quigg, Gary; JeGreene@indot.IN.gov; Arterbery, Brian; Kattmann, Angie
Subject: FHWA Project: Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project, Jay County, Indiana

Des. Nos.: 1700811, 1702940 & 1800009

Project Description: US 27 Road and Bridge Maintenance Project

Location: Williamson Drive to S CR 100 N, City of Portland, Jay County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with US 27 Road and Bridge Maintenance Project (Des. Nos. 1700811, 1702940 & 1800009). The Section 106 Early Coordination Letter for this project was originally distributed on June 25, 2019.

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

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Hannah Blad

Historian/Section 106 Specialist

Lochmueller Group

3502 Woodview Trace

Suite 150, Indianapolis, IN 46268

317.334.6826 (direct) | 574.248.2121 (mobile)

HBlad@lochgroup.com

<http://lochgroup.com>

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Blad, Hannah

From: Kennedy, Mary <MKENNEDY@indot.IN.gov>
Sent: Thursday, November 21, 2019 1:24 PM
To: 'Diane Hunter'; Chad Aker
Cc: Miller, Shaun (INDOT); Allen, Michelle (FHWA); Kelly, Clint; Blad, Hannah; Costa, Chad; Greene, Jeremy
Subject: FHWA Project: Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project, Jay County, Ind--HPR

Des. Nos.: 1700811, 1702940 & 1800009

Project Description: US 27 Road and Bridge Maintenance Project

Location: Williamson Drive to S CR 100 N, City of Portland, Jay County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with US 27 Road and Bridge Maintenance Project (Des. Nos. 1700811, 1702940 & 1800009). The Section 106 Early Coordination Letter for this project was originally distributed on June 25, 2019.

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

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Mary E. Kennedy

Historic Bridge Specialist

100 N. Senate Ave., Room N642-ES

Indianapolis, IN 46204

Office: (317) 232-5215

Email: mkennedy@indot.in.gov



****Updated guidance for historic bridge projects can be found in the links below:**

[Overview-Indiana Historic Bridges Program](#)

[Historic Bridge Project Development Process](#)

[Procedures for Public Hearings under the Historic Bridges PA](#)

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



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

November 11, 2019

This letter was sent to the listed parties.

RE: Dual Review: US 27 Road and Bridge Maintenance Project
City of Portland, Jay County, Indiana
Des. Nos. 1700811, 1702940 & 1800009

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with Des. Nos. 1700811, 1702940 & 1800009. Lochmueller Group is under contract with INDOT to advance the environmental documentation for the referenced project.

This letter is part of the Section 106 review process for this project. A Section 106 early coordination letter was distributed on June 25, 2019. A public information meeting was held on August 13, 2019 at the John Jay Center for Learning in Portland. Of those sent early coordination material, the Miami Tribe of Oklahoma requested consulting party status. The State Historic Preservation Officer is an automatic Consulting Party for all undertakings.

We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

The proposed undertaking is on US 27 from Williamson Drive to W CR 100 N in the City of Portland in Jay County, Indiana. It is within Wayne Township, Portland USGS Topographic Quadrangle, in Sections 16, 17, 20, 21, 28, 29, Township 23 North, and Range 14 East.

The scope of work along the project area includes curb ramp upgrades to meet ADA standards, as well as a mill and overlay of the existing pavement. Des. No. 1700811 is a mill and overlay of the existing pavement along US 27 starting from Williamson Drive to SR 26 (Water Street) and from SR 67 (Votaw Street) to W CR 100N. Des. No. 1702940 is a mill and overlay of the existing deck associated with the Meridian Street Bridge over the Salamonie River (INDOT Bridge No. 027-38-06182 B, NBI No. 007350, IHSSI #075-521-33086). The Meridian Street Bridge, a reinforced concrete through arch bridge, was constructed in 1914 and reconstructed in 1997. The project will also repair a concrete column, clean and paint the steel railing, power wash the entire bridge, and clean and repair the concrete railing pedestals. Patching of any peeling or chipped sections of the masonry coating will occur following the cleaning of the bridge and then sealed. Des. No. 1800009 involves a mill and overlay of the existing pavement, in addition to the right sizing of US 27 through downtown Portland from SR 26 (Water Street) to SR 67 (Votaw Street). The "right sizing" of a road involves adjusting the section width and lane assignments to better accommodate pedestrian needs while still being able to sustain current and 20-year design-

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year traffic volumes (i.e., reducing the number of travel lanes due to lower traffic volumes). The number of lanes in this section of US 27 will be reduced from two in each direction to one in each direction. One side of the street will retain its parallel parking, while the other side will include back-in angled parking. An alternating left turn lane will also be provided. Curb bump-outs will be provided on most corners to narrow the cross section and to improve pedestrian safety and accessibility. The traffic signals on US 27 at Walnut Street and at High Street will be removed. This project may also include the installation of seating, art, or landscaping. No additional right-of-way will be needed for this project.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. In accordance with 36 CFR 800.2 (c), you were previously invited to become a consulting party as part of the Section 106 process or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status, as well as additional entities that are being invited to become consulting parties, are identified in the attached list.

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

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because INDOT Bridge No. 027-38-06182 B is a "Select" bridge, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: <http://www.in.gov/indot/2530.htm>).

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

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

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the National Register. As a result of the historic property identification and evaluation efforts, the Dr. Foster House (IHSSI #075-521-33098), House at 834 S. Meridian Street (IHSSI #075-521-33094), and the First United Brethren Church (IHSSI #075-521-33088) are recommended as eligible for listing in the National Register.

With regards to archaeological resources, Gary Francis Quigg, an INDOT Qualified Professional archaeologist reviewed the proposed project area and determined the US 27 HMA overlay and right sizing project in Portland will not likely affect archaeological resources due to the project scope and setting. All work will occur within previously disturbed soils. The portions of the project area from Williamson Drive to SR 26/Water Street and from SR 67/Votaw Street to W CR 100 N consist of a two lane undivided highway and paved shoulders, raised road berm, roadside ditches, lane tapering and utility easements. The portions of the project area from SR 26/Water Street to SR 67/Votaw Street) consist of a four lane undivided highway, turn lanes, curb and curb ramps, sidewalks, storm sewers, cut soils, traffic/pedestrian poles and boxes, and utility easements. The majority of the curb ramps within the project area have been previously updated and any work to improve curb ramps, install curb bump-outs, and install seating, art, and landscaping will not extend deeper than previous construction of curbs and sidewalks. According to SHAARD, there are no archaeological sites recorded within or adjacent to the project area. Since the proposed project is confined to repaving and reducing the number of lanes on US 27, related curb bump-outs, related seating, art, and landscaping with excavation work in previously disturbed soils, there are no archaeological concerns and no further work is recommended. However, state law (Indiana Code 14-21-1-27 and -29) requires that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, that the discovery must be reported to the Department of Natural Resources within two (2) business days.

The Historic Property Report is available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard copy of this material, please respond to this email with your request within seven (7) days.

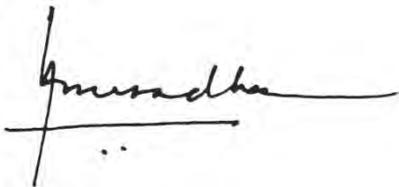
Please review the information and comment within thirty (30) calendar days of receipt.

For questions concerning specific project details, you may contact Hannah Blad of Lochmueller Group at 317.334.6826 or hblad@lochgroup.com. All future responses regarding the proposed project should be forwarded to Lochmueller Group at the following address:

Hannah Blad
Section 106/Historian
Lochmueller Group
3502 Woodview Trace, Suite 150
Indianapolis, IN, 46268
hblad@lochgroup.com

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Sincerely,



Anuradha V. Kumar, Manager

Cultural Resources Office
Environmental Services

Enclosures:

- USGS Topographic Map
- Consulting Party List

Enclosures removed to
prevent duplication

Distribution List:

- State Historic Preservation Officer
- Miami Tribe of Oklahoma
- Donald & Jane Ann Spencer (property owners of 1400 S. Meridian Street)
- Betty & Joseph Riddell (property owners of 834 S. Meridian Street)
- United Brethren Church



December 18, 2019

Hannah Blad
Section 106/Historian
Lochmueller Group
3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268

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

Re: DUAL REVIEW: Historic property report (Blad, 11/20/2019) for the US 27 Road
and Bridge Maintenance Project, from Williamson Drive to W CR 100 N, in the
City of Portland, Wayne Township, Jay County, Indiana (Des. Nos. 1700811,
1702940, and 1800009; DHPA No. 24065)

Dear Ms. Blad:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, the Section 106 "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Office Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," Indiana Code 14-21-1-18, and 312 Indiana Administrative Code ("IAC") 20-4, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO" or "INDNR-DHPA") has reviewed the review request submittal and the Historic Property Report ("HPR") dated November 20, 2019, which we received on November 22.

As stated in our July 22, 2019 letter, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") within the proposed project area. However, this identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature. If archaeological deposits are encountered from the post-contact period, they will be evaluated regarding their eligibility for the NRHP in consultation with the staff of the Indiana SHPO. Please contact our office if such deposits are encountered. The archaeological recording must be done in accordance with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716) and a report of the archaeological documentation must be submitted to our office for review and comment.

This identification is subject to the following condition:

- The project activities remain within areas disturbed by previous construction.

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

The area of potential effects ("APE") proposed in the historic property report (Blad, 11/20/2019) appears to be of appropriate size for a project of this nature.

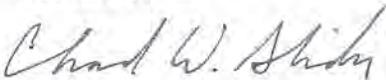
Regarding structures, we agree that Portland Commercial Historic District is listed in the National Register of Historic Places. For purposes of this Section 106 review, we agree with the conclusions of the historic property report that the Dr. Foster House at 1400 S. Meridian Street, House at 834 S. Meridian Street, and the First United Brethren Church at 323 S. Meridian Street are the only other properties within the area of potential effects that appear to be eligible for inclusion in the National Register.

For the benefit of those recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that the documents discussed here can be found online in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/>. From there, search by this project's designation number: 1700811.

The structures reviewers on the Indiana SHPO staff for this project are John Carr and Chad Slider, and the archaeological reviewer is Beth McCord. However, if you have a question about our comments or about the review process, we ask that you initially direct your question to a staff member of the INDOT Cultural Resources Office who has been assigned to this project.

In all future correspondence regarding the US 27 Road and Bridge Maintenance Project in Portland, Jay County, Indiana (Des. Nos. 1700811, 1702940, and 1800009), please refer to DHPA No. 24065.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:CWS:cws

E-mail copies to federal and state agency or consultant staff members:

Robert Dirks, P.E., FHWA
Michelle Allen, FHWA
Anuradha Kumar, INDOT
Susan Branigin, INDOT
Shaun Miller, INDOT
Mary Kennedy, INDOT
Shirley Clark, INDOT
Clint Kelly, INDOT
Hannah Blad, Lochmueller Group
Gary Quigg, Lochmueller Group
Angela Kattmann, Lochmueller Group

E-mail copies to Indiana Historic Preservation Review Board members:

J. Scott Keller, Review Board
Anne Shaw Kingery, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Joshua Palmer, AIA, Review Board
April Sievert, Ph.D., Review Board
Christopher Smith, Deputy Director, INDNR,
and Chairman, Review Board

E-mail copies to potentially interested persons:

Delaware Tribe of Indians, Oklahoma
Eastern Shawnee Tribe of Oklahoma
Forest County Potawatomi
Miami Tribe of Oklahoma
Peoria Tribe of Oklahoma
Pokagon Band of Potawatomi Indians
The Honorable Randy Geesaman, Mayor, City of Portland,
and member, Portland Historic Preservation Commission
Ani Huffinan, Portland Historic Preservation Commission

Pati McLaughlin, Portland Historic Preservation Commission
Portland Street Department
Board of Commissioners of Jay County,
c/o Anna Culy, Jay County Auditor
Kenneth Wellman, Jay County Highway Supervisor
Jane Spencer, Jay County Historical Society
Jay County Historical Society
Dean Sanders, Executive Director, Jay County Chamber of Commerce
Jeremy Gulley, Superintendent, The Jay School Corporation
Jessie Russett, Indiana Landmarks, Eastern Regional Office
James L. Cooper, Ph.D., Professor Emeritus of History,
DePauw University
Paul Brandenburg, Indiana Historic Spans Task Force

Blad, Hannah

From: Blad, Hannah
Sent: Friday, March 20, 2020 7:16 AM
To: ch_aker@yahoo.com; jcarr (JCarr@dnr.IN.gov); cslider@dnr.in.gov; BMCcord@dnr.IN.gov
Cc: Kumar, Anuradha; Miller, Shaun (INDOT); SBranigin (SBranigin@indot.IN.gov); Kennedy, Mary (MKENNEDY@indot.IN.gov); Costa, Chad; Quigg, Gary; Kattmann, Angie; Arterbery, Brian; Shergalis, Katlyn; Kelly, Clint; Greene, Jeremy
Subject: FHWA Project: Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project, Jay County, Indiana

Des. Nos.: 1700811, 1702940 & 1800009

Project Description: US 27 Road and Bridge Maintenance Project

Location: Williamson Drive to S CR 100 N, City of Portland, Jay County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with US 27 Road and Bridge Maintenance Project (Des. Nos. 1700811, 1702940 & 1800009). The Section 106 Early Coordination Letter for this project was originally distributed on June 25, 2019.

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

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Hannah Blad

Historian/Section 106 Specialist

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Blad, Hannah

From: Kennedy, Mary <MKENNEDY@indot.IN.gov>
Sent: Friday, March 20, 2020 7:26 AM
To: 'Diane Hunter'
Cc: Miller, Shaun (INDOT); Allen, Michelle (FHWA); Blad, Hannah
Subject: FHWA Project: Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project, Jay County, Ind--HBAA

Des. Nos.: 1700811, 1702940 & 1800009

Project Description: US 27 Road and Bridge Maintenance Project

Location: Williamson Drive to S CR 100 N, City of Portland, Jay County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with US 27 Road and Bridge Maintenance Project (Des. Nos. 1700811, 1702940 & 1800009). The Section 106 Early Coordination Letter for this project was originally distributed on June 25, 2019.

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

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Mary E. Kennedy
Historic Bridge Specialist
100 N. Senate Ave., Room N642-ES
Indianapolis, IN 46204
Office: (317) 232-5215
Email: mkennedy@indot.in.gov

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INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

March 20, 2020

This letter was sent to the listed parties.

RE: Dual Review Project: US 27 Road and Bridge Maintenance Project
City of Portland, Jay County, Indiana
Des. Nos. 1700811, 1702940 & 1800009
DHPA No. 24065

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with a road reconstruction and bridge maintenance project (Des. Nos. 1700811, 1702940 & 1800009).

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on June 25, 2019. In addition, a letter distributed on November 21, 2019 notified consulting parties that a historic property report was available for review and comment.

The proposed undertaking is on US 27 from Williamson Drive to W CR 100 N in the City of Portland in Jay County, Indiana. It is within Wayne Township, Portland USGS Topographic Quadrangle, in Sections 16, 17, 20, 21, 28, 29, Township 23 North, and Range 14 East.

The scope of work along the project area includes curb ramp upgrades to meet ADA standards, as well as a mill and overlay of the existing pavement. Des. No. 1700811 is a mill and overlay of the existing pavement along US 27 starting from Williamson Drive to SR 26 (Water Street) and from SR 67 (Votaw Street) to W CR 100N. Des. No. 1702940 is a mill and overlay of the existing deck associated with the Meridian Street Bridge over the Salamonie River (INDOT Bridge No. 027-38-06182 B, NBI No. 007350, IHSSI #075-521-33086). The Meridian Street Bridge, a reinforced concrete through arch bridge, was constructed in 1914 and reconstructed in 1997. The project will also repair a concrete column, clean and paint the steel railing, power wash the entire bridge, and clean and repair the concrete railing pedestals. Patching of any peeling or chipped sections of the masonry coating will occur following the cleaning of the bridge and then the masonry coating will be sealed. Des. No. 1800009 involves a mill and overlay of the existing pavement, in addition to the right sizing of US 27 through downtown

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Portland from SR 26 (Water Street) to SR 67 (Votaw Street). The “right sizing” of a road involves adjusting the section width and lane assignments to better accommodate pedestrian needs while still being able to sustain current and 20-year design-year traffic volumes (i.e., reducing the number of travel lanes due to lower traffic volumes). The number of lanes in this section of US 27 will be reduced from two in each direction to one in each direction. One side of the street will retain its parallel parking, while the other side will include back-in angled parking. An alternating left turn lane will also be provided. Curb bump-outs will be provided on most corners to narrow the cross section and to improve pedestrian safety and accessibility. The traffic signals on US 27 at Walnut Street and at High Street will be removed. No additional right-of-way will be needed for this project.

Lochmueller Group is under contract with INDOT to advance the design and environmental documentation for the referenced project.

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

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

Per the terms of the “Programmatic Agreement Regarding Management and Preservation of Indiana’s Historic Bridges” (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving “Select” and “Non-Select” bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because INDOT Bridge No. 027-38-06182 B is a “Select” bridge, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA’s Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: <http://www.in.gov/indot/2530.htm>).

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

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

A historian who meets the Secretary of the Interior’s Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the National Register. As a result of the historic property identification and evaluation efforts, the Dr. Foster House (IHSSI #075-521-33098), House at 834 S. Meridian Street (IHSSI #075-521-33094), and the First United Brethren Church (IHSSI #075-521-33088) are recommended as eligible for listing in the National Register.

With regards to archaeological resources, Gary Francis Quigg, an INDOT Qualified Professional archaeologist reviewed the proposed project area and determined the US 27 HMA overlay and right sizing project in Portland will not likely affect archaeological resources due to the project scope and setting. In a letter dated July 22, 2019, the SHPO staff concurred with the archaeological assessment.

At this time, the Historic Bridge Alternatives Analysis (HBAA) is available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review this document and to respond with comments relevant to materials supplied so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request within seven (7) days.

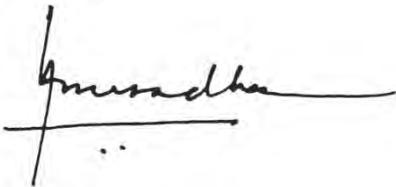
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting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

For questions concerning specific project details, you may contact Hannah Blad of Lochmueller Group at 317.334.6826 or hblad@lochgroup.com. All future responses regarding the proposed project should be forwarded to Lochmueller Group at the following address:

Hannah Blad
Section 106/Historian
Lochmueller Group
3502 Woodview Trace, Suite 150
Indianapolis, IN, 46268
hblad@lochgroup.com

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:

- Consulting Party List
- Historic Bridge Alternatives Analysis

Enclosures removed to
prevent duplication

Distribution List:

- State Historic Preservation Officer



- Jay County Commissioner – Chad Aker
- Miami Tribe of Oklahoma

Blad, Hannah

From: Blad, Hannah
Sent: Thursday, April 9, 2020 10:57 AM
To: Chad Aker; jcarr (JCarr@dnr.IN.gov); cslider@dnr.in.gov; BMCcord@dnr.IN.gov
Cc: Kennedy, Mary (MKENNEDY@indot.IN.gov); Miller, Shaun (INDOT); SBranigin (SBranigin@indot.IN.gov); Costa, Chad; Quigg, Gary; Kattmann, Angie; Arterbery, Brian; Shergalis, Katlyn; Kelly, Clint; Greene, Jeremy
Subject: FHWA Project: Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project, Jay County, Indiana

Des. Nos.: 1700811, 1702940 & 1800009

Project Description: US 27 Road and Bridge Maintenance Project

Location: Williamson Drive to S CR 100 N, City of Portland, Jay County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with US 27 Road and Bridge Maintenance Project (Des. Nos. 1700811, 1702940 & 1800009). The Section 106 Early Coordination Letter for this project was originally distributed on June 25, 2019.

As part of Section 106 of the National Historic Preservation Act, an Effects Letter and 30% Bridge Plans have been prepared and are ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Hannah Blad

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Blad, Hannah

From: Kennedy, Mary <MKENNEDY@indot.IN.gov>
Sent: Thursday, April 9, 2020 11:33 AM
To: Diane Hunter
Cc: Miller, Shaun (INDOT); Blad, Hannah; michelle.allen@dot.gov
Subject: FHWA Project: Des. Nos. 1700811, 1702940 & 1800009; US 27 Road & Bridge Project, Jay County, Ind--Effects letter & 30% plans

Des. Nos.: 1700811, 1702940 & 1800009

Project Description: US 27 Road and Bridge Maintenance Project

Location: Williamson Drive to S CR 100 N, City of Portland, Jay County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with US 27 Road and Bridge Maintenance Project (Des. Nos. 1700811, 1702940 & 1800009). The Section 106 Early Coordination Letter for this project was originally distributed on June 25, 2019.

As part of Section 106 of the National Historic Preservation Act, an Effects Letter and 30% Bridge Plans have been prepared and are ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Mary E. Kennedy

Historic Bridge Specialist

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INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

April 9, 2020

This letter was sent to the listed parties.

Re: Dual Review: US 27 Road and Bridge Maintenance Project
City of Portland, Jay County, Indiana
Des. Nos. 1700811, 1702940 & 1800009
DHPA No. 24065

Dear Consulting Party,

Pursuant to Section 106 of the National Historic Preservation Act (1966) and 36 CFR Part 800 (Revised January 2001 and incorporating amendments effective August 5, 2004), federal agencies are required to take into account the effects of their undertakings on historic and archaeological properties. The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with a bridge and road maintenance project, Des. Nos. 1700811, 1702940, 1800009. Lochmueller Group is under contract with INDOT to advance the environmental documentation for the referenced project. This letter intends to address the anticipated effects from the undertaking, ahead of FHWA's issuance of the formal effects finding and supporting 800.11(e) documentation. Input from participating consulting parties is being sought regarding this preliminary effects determination.

The proposed undertaking is on US 27/Meridian Street from Williamson Drive to W CR 100 N in the City of Portland in Jay County, Indiana. It is within Wayne Township, Portland USGS Topographic Quadrangle, in Sections 16, 17, 20, 21, 28, 29, Township 23 North, and Range 14 East.

Proposed Project

Des. No. 1700811 is a mill and overlay of the existing pavement along US 27/Meridian Street starting from Williamson Drive to SR 26 (Water Street) and from SR 67 (Votaw Street) to W CR 100 N. On the south end of the project area from CR 100 N to 7th Street, US 27/Meridian Street consists of two 14-foot travel lanes (one in each direction). From 7th Street to 2nd Street, US 27/Meridian Street consists of two 12-foot travel lanes (one in each direction) and a 12-foot dual turn lane. From 2nd Street to Water Street, US 27/Meridian Street consists of two 14-foot travel lanes (one in each direction). From Votaw Street to Williamson Drive, US 27/Meridian Street consists of two 12-foot travel lanes (one in each direction) and a 12-foot dual turn lane. The total project length for this Des. No. is 2.06. In accordance with direction from the Greenfield District, Des 1700811 and 1800009 were combined into one set of plans for construction. The Greenfield District did not require a Stage 1 submission for Des 1700811. After Stage 1, both Des Numbers will be added to this one set of plans for the Stage 3 submission. Currently the Stage 1 plan set in Attachment C only shows planned work for Des. No. 1800009. This discrepancy is also indicated on the front page of the Stage 1 plans for Des. Nos. 1700811 and 1800009 in Attachment C.

Des. No. 1702940 is a mill and overlay of the existing deck associated with the Meridian Street Bridge over the Salamonie River (INDOT Bridge No. 027-38-06182 B, NBI No. 007350, IHSSI #075-521-33086). The Meridian Street Bridge, a reinforced concrete through arch bridge, was constructed in 1914 and reconstructed in 1997. The project will also repair a concrete column, clean and paint the steel railing, power wash the entire bridge, and clean and repair the concrete railing pedestals. Patching of any peeling or chipped sections of the masonry coating will occur following the cleaning of the bridge, and then the surface will be sealed. The total project length for this Des. No. is 0.02 mile. For a more in-depth discussion of work on the Meridian Street Bridge please see the Historic Bridge Alternatives Analysis (HBAA) that was sent to consulting parties on March 20, 2020. Since the distribution of the HBAA, 30% plans for the bridge have been finalized. See Attachment D for the 30% bridge plans.

Des. No. 1800009 involves a mill and overlay of the existing pavement, in addition to the right sizing of US 27/Meridian Street through downtown Portland from SR 26 (Water Street) to SR 67 (Votaw Street). From Water Street to Votaw Street, US 27/Meridian Street currently consists of four 12-foot travel lanes (two in each direction) and two 11-foot right turn lanes (one in each direction). The “right sizing” of a road involves adjusting the section width and lane assignments to better accommodate pedestrian needs while still being able to sustain current and 20-year design-year traffic volumes (i.e., reducing the number of travel lanes due to lower traffic volumes). The number of lanes in this section of US 27/Meridian Street will be reduced from two in each direction to one in each direction. One side of the street will retain its parallel parking, while the other side will include back-in angled parking. An alternating left turn lane will also be provided. Curb bump-outs will be provided on most corners to narrow the cross section and to improve pedestrian safety and accessibility. In total, sixteen bump-outs will be added between Water Street and Arch Street within the Portland Commercial Historic District. The total project length for this Des. No. is 0.49 mile. This project will not include the installation of seating, art, or landscaping. No amenities will be incorporated into the projects design. No additional right-of-way (ROW) will be needed for this project. See Attachment C for Stage 1 plans of the roadway work.

Historic Properties

A Historic Properties Report (HPR) was completed for the project and submitted to the State Historic Preservation Officer (SHPO) and other consulting parties for review on November 21, 2019. The Area of Potential Effects (APE) contains one resource listed in the National Register of Historic Places (National Register), Portland Commercial Historic District (NR-1299). As a result of the historic property identification and evaluation efforts, the Dr. Foster House (IHSSI #075-521-33098), House at 834 S. Meridian Street (IHSSI #075-521-33094), and the First United Brethren Church (IHSSI #075-521-33088) are recommended as eligible for listing in the National Register. Please see the maps in Attachment A for the location of these resources.

Consulting Party Responses

In a letter dated December 18, 2019, the SHPO staff responded to the HPR, agreeing to the recommendations therein. The SHPO staff also responded to the archaeological recommendations in the distribution letter agreeing with the recommendation that the scope of the project will remain within areas previously disturbed by previous construction.

No additional comments have been received from the invited consulting parties pertaining to the identification of, or potential effects to, historic properties within the proposed APE since the distribution of the HPR. Lochmueller Group is preparing a finding recommendation of “No Adverse Effect” and presents the following information in support of this anticipated finding.

Effects to Historic Properties

According to CFR 800.5(a)(1), “an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association.” The following discusses potential effects to Portland Commercial Historic District (NR-1299), the Dr. Foster House (IHSSI #075-521-33098), the House at 834 S. Meridian Street (IHSSI #075-521-33094), and the First United Brethren Church (IHSSI #075-521-33088). Please see maps and photographs of these resources in Attachments A and B.

Portland Commercial Historic District (NR-1299/IHSSI #027-663-34331) – The Portland Commercial Historic District was listed in the National Register in 1996 under Criterion A (Commerce and Politics/Government) and Criterion C (Architecture) with a period of significance from 1870-1945. The district encompasses commercial structures largely around Meridian Street and is roughly six blocks along Meridian Street from Arch Street to, and including, the reconstructed Meridian Street Bridge with additional resources west of Meridian on Walnut, Main, Commerce, and Court Streets. This district represents the commercial development that occurred in downtown Portland, the county seat, after the town received its first railroad in 1871. Although five buildings within the district have been demolished since 1996 and one bridge has been reconstructed (while other buildings have undergone exterior changes), the district retains enough of its resources to support sound historic and architectural integrity and convey a level of significance justifying its continued National Register listing.

While located within the National Register boundary of the Portland Commercial Historic District, the proposed undertaking will not directly encroach upon non-transportation elements of the district and will remain within the public ROW of US 27/Meridian Street. The project will reconfigure the current four travel lanes within the historic district into two travel lanes. As a result, sixteen bump-outs at five intersections are expected in order to reduce the amount of distance pedestrians have to cross over the road. Additionally, minor repairs, as well as cleaning and painting, of the Meridian Street Bridge will occur within the district. The project will have “No Adverse Effect” to this resource because the proposed changes will not alter the Portland Commercial Historic District in a manner that would diminish its historic integrity. Please see Attachment A, page 2, for a map of the district, and Attachment B, pages 8-27 for photos of this location. Please see Attachment C, pages 6-9, for plan sheets corresponding to this area of the district.

According to 36 CFR 800.5(a)(1) the criteria of adverse effect does not apply. The undertaking will alter the existing setting within the property beyond its present condition, but it will not alter the Portland Commercial Historic District in a manner that would diminish its historic integrity. The addition of new bump-outs and curbing along US 27, as well as the minor repairs, cleaning and painting of the Meridian Street Bridge, will not adversely alter the setting of the Portland Commercial Historic District. These improvements will take place within the existing ROW of US 27/Meridian Street.

Per 800.5(a)(2)(i), the undertaking will not result in the, “Physical destruction of or damage to all or part of the property.” Although alterations (lane reductions, new bump-outs, and curbing, and minor bridge repairs) will occur within the listed historic district along US 27/Meridian Street, the property will not be destroyed or damaged by this project.

Per 36 CFR 800.5(a)(2)(ii), the undertaking will cause, “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties and/or other applicable guidelines.” The installation of new bump-outs and curbing, the reduction

of lanes, and minor bridge repairs will alter the property along US 27/Meridian Street. However, these alterations will not diminish the integrity of the historic district.

Per 36 CFR 800.5(a)2(iii), the undertaking will not result in the, “Removal of the property from its historic location.”

Per 36 CFR 800.5(a)2(iv), the undertaking will not result in a, “Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance.” Unusual features that contribute to the historic significance of the Portland Commercial Historic District, including the brick-paved alley between Water and Main Streets and decorative cast iron posts supporting the portico at 320 N. Meridian Street (IHSSI # 075-521-31056), will not be altered. The existing modern curbs will be replaced with new curbs and added bump-outs along US 27/Meridian Street, but these elements will not change the character of the historic district and the physical features that contribute to its historic significance in this area such that the overall integrity of the historic district will be diminished. The existing viewshed/streetscape includes modern sidewalks, signage, curb/gutter, curb ramps, pavement markings, utility poles, and lighting which were installed outside the period of significance. Changes to the number of lanes, curbs, the addition of bump-outs, and minor bridge repairs will not diminish the historic integrity of the property.

Per 36 CFR 800.5(a)2(v), the undertaking will not cause the, “Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” Changes in the viewshed/streetscape, such as the reduction in the number of lanes, the addition or replacement bump-outs and curb/gutter along US 27/Meridian Street will introduce visual elements within the historic district. However, these aspects of the proposed project will be very similar to the existing modern elements already present within the district and will not diminish the integrity of the significant historic features of the Portland Commercial Historic District.

Per 36 CFR 800.5(a)2(vi), the undertaking will not result in the, “Neglect of a property which causes its deterioration...” The project will have no effect that will result in neglect.

Per 36 CFR 800.5(a)2(vii), the undertaking will not cause the, “Transfer, lease, or sale of property out of Federal ownership or control...” Ownership of the property will not change as a result of this project.

Dr. Foster House (IHSSI #075-521-33098) – The Dr. Foster House is a c. 1930 Colonial Revival style house located at 1400 S. Meridian Street in Portland. The house is composed of a two-story rectangular main block with a one-story shed roof addition on the west elevation. This property is associated with its original owner, Dr. Lee E. Foster. Dr. Foster was a native of Farmland in Randolph County, Indiana. He graduated from the Indiana Dental College in 1912 and set up his practice in Portland afterward. The Dr. Foster House is eligible for listing in the National Register under Criterion C for its architectural significance.

The proposed undertaking will not encroach upon the recommended National Register boundary of the Dr. Foster House because all related construction will end at the edge of the recommended National Register boundary. The HMA overlay associated with Des. No. 1700811 will be visible from the recommended National Register boundary. No work associated with the two other Des. Nos. will be visible from the recommended National Register boundary of the Dr. Foster House. No temporary or permanent ROW will be acquired from this resource. The project will have “No Adverse Effect” to this resource because the proposed changes will not affect the setting or physical characteristics of the resource from its present

condition in a manner that would diminish its historic integrity. Please see Attachment A, page 3, for a map of the property, and Attachment B, page 5 for a photo of this location.

According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply because the undertaking will not alter the setting of the resource beyond its present condition. The construction activity of the undertaking adjacent to the property's recommended historic boundary is limited to a mill and overlay of the existing pavement.

Per 800.5(a)(2)(i), the undertaking will not result in the, "Physical destruction of or damage to all or part of the property."

Per 36 CFR 800.5(a)(2)(ii), the undertaking will cause no, "Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties and/or other applicable guidelines."

Per 36 CFR 800.5(a)(2)(iii), the undertaking will not result in the, "Removal of the property from its historic location."

Per 36 CFR 800.5(a)(2)(iv), the undertaking will not result in a, "Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance." Although the HMA overlay will be visible from the property, it will not change the character of the resource or the physical features that contribute to its historic significance such that the overall integrity of the property will be diminished.

Per 36 CFR 800.5(a)(2)(v), the undertaking will not cause the, "Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features." As a result of the project, changes in the viewshed/streetscape, limited to the HMA overlay, will occur adjacent to the property's recommended historic boundary. However, this change will be very similar to existing elements, will not be highly visible, and will not diminish the integrity of the property's significant historic features.

Per 36 CFR 800.5(a)(2)(vi), the undertaking will not cause the, "Neglect of a property which causes its deterioration..." The project will have no effect that will result in neglect.

Per 36 CFR 800.5(a)(2)(vii), the undertaking will not cause the, "Transfer, lease, or sale of property out of Federal ownership or control..." Ownership of the historic resource will not change as a result of this project.

House at 834 S. Meridian Street (IHSSI #075-521-33094) – The house at 834 S. Meridian Street is a c. 1899 Folk Victorian style workers cottage located in south Portland. The cottage has a cross gabled roof and the front gable on the east elevation has a lower pent roof. The wraparound front porch is stylized with turned porch posts, a jigsaw cut porch frieze with picket pattern running trim, and stylized spandrel brackets with turned drops on the porch posts. The gables are also stylized with two different sizes of fish scale shingles, the smaller shingles creates a line between the larger shingles. Window styles on the house include one-over-one double-hung, eight-light fixed, six-light fixed, and one-light fixed picture window with a stained-glass transom. The house at 834 S. Meridian Street is eligible for listing in the National Register under Criterion C for its architectural significance.

The proposed undertaking will not encroach upon the recommended National Register boundary of the house at 834 S. Meridian Street because all related construction will end at the recommended National Register boundary. The HMA overlay associated with Des. No. 1700811 will be visible from the recommended National Register boundary. No work from the two other Des. Nos. will be visible from the recommended National Register boundary of the house at 834 S. Meridian Street. No temporary or permanent ROW will be acquired from this resource. The project will have “No Adverse Effect” to this resource because the proposed changes will not affect the setting or physical characteristics of the resource from its present condition in a manner that would diminish its historic integrity. Please see Attachment A, page 4, for a map of the property and Attachment B, page 5-6 for photos of this location.

According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply because the undertaking will not alter the setting of the resource beyond its present condition. The construction activity of the undertaking near the property’s recommended historic boundary is limited to a mill and overlay of the existing pavement.

Per 800.5(a)(2)(i), the undertaking will not result in the, “Physical destruction of or damage to all or part of the property.”

Per 36 CFR 800.5(a)(2)(ii), the undertaking will cause no, “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties and/or other applicable guidelines.”

Per 36 CFR 800.5(a)(2)(iii), the undertaking will not result in the, “Removal of the property from its historic location.”

Per 36 CFR 800.5(a)(2)(iv), the undertaking will not result in a, “Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance.” Although the HMA overlay will be visible from the property, it will not change the character of the resource or the physical features that contribute to its historic significance such that the overall integrity of the property will be diminished.

Per 36 CFR 800.5(a)(2)(v), the undertaking will not cause the, “Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” As a result of the project, changes in the viewshed/streetscape, limited to the HMA overlay, will occur within 15 feet of the property’s recommended historic boundary. However, this change will be very similar to existing elements, will not be highly visible, and will not diminish the integrity of the property’s significant historic features.

Per 36 CFR 800.5(a)(2)(vi), the undertaking will not cause the, “Neglect of a property which causes its deterioration...” The project will have no effect that will result in neglect.

Per 36 CFR 800.5(a)(2)(vii), the undertaking will not cause the, “Transfer, lease, or sale of property out of Federal ownership or control...” Ownership of the historic resource will not change as a result of this project.

First United Brethren Church (IHSSI #075-521-33088) – The First United Brethren Church is a 1916 Classical Revival style church located at 323 S. Meridian Street in Portland. The First United Brethren Church is a prominent example of the Classical Revival architectural style. It displays material integrity by retaining its many pedimented elevations, two story Ionic columns, stained glass windows, and geometric

stone detailing. The First United Brethren Church is eligible for listing in the National Register under Criterion C for its architectural significance.

The proposed undertaking will not encroach upon the recommended National Register boundary of the First United Brethren Church because all related construction will end near the recommended National Register boundary. Work from all three Des. Nos. will be visible from the recommended National Register boundary of the First United Brethren Church. No temporary or permanent ROW will be acquired from this resource. The project will have “No Adverse Effect” to this resource because the proposed changes will not affect the setting or physical characteristics of the resource from its present condition in a manner that would diminish its historic integrity. Please see Attachment A, page 5, for a map of the property and Attachment B, pages 6-8 for photos of this location.

According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply because the undertaking will not alter the setting of the resource beyond its present condition. The construction activity of the undertaking near the property’s recommended historic boundary is limited to a mill and overlay of the existing pavement and minor repairs/cleaning of the Meridian Street Bridge over the Salamonie River.

Per 800.5(a)(2)(i), the undertaking will not result in the, “Physical destruction of or damage to all or part of the property.”

Per 36 CFR 800.5(a)(2)(ii), the undertaking will cause no, “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties and/or other applicable guidelines.”

Per 36 CFR 800.5(a)(2)(iii), the undertaking will not result in the, “Removal of the property from its historic location.”

Per 36 CFR 800.5(a)(2)(iv), the undertaking will not result in a, “Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance.” Although the HMA overlay, bridge repairs, and a portion of the right-sizing project in the historic district will be visible from the property, they will not change the character of the resource or the physical features that contribute to its historic significance such that the overall integrity of the property will be diminished.

Per 36 CFR 800.5(a)(2)(v), the undertaking will not cause the, “Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” As a result of the project, changes in the viewshed/streetscape, including the HMA overlay, bridge repairs, and a portion of the right-sizing project in the historic district, will occur approximately 15 feet west of the property’s recommended historic boundary. However, these elements will be very similar to existing elements, will not be highly visible, and will not diminish the integrity of the property’s significant historic features.

Per 36 CFR 800.5(a)(2)(vi), the undertaking will not cause the, “Neglect of a property which causes its deterioration...” The project will have no effect that will result in neglect.

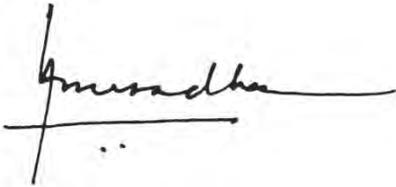
Per 36 CFR 800.5(a)(2)(vii), the undertaking will not cause the, “Transfer, lease, or sale of property out of Federal ownership or control...” Ownership of the historic resource will not change as a result of this project.

This letter and attachments, as well as the 30% bridge plans for the proposed work on the Meridian Street Bridge, may be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. Nos. are the most efficient search terms, once in IN SCOPE). Please use the project identification details provided in the subject heading to search for the documents. A hard copy of the materials will be provided to any invited consulting party who makes such a request within seven (7) days of receipt of this notification.

Please review the attached information and comment at your earliest convenience. In your comments, please indicate if you concur with the effects determinations in this letter. If you have any questions regarding this information, please contact Hannah Blad at 317.222.3880 or hblad@lochgroup.com We appreciate any comments within 30 days of receipt of this information.

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:

- Attachment A – Maps
- Attachment B – Photographs in Areas of Concern
- Attachment C – Stage 1 Plans for Des. Nos. 1700811 and 1800009
- Attachment D – 30% Bridge Plans for Des. No. 1702940

Enclosures removed to
prevent duplication

Distribution List:

- State Historic Preservation Officer
- Jay County Commissioner - Chad Aker
- Miami Tribe of Oklahoma

Blad, Hannah

From: chad aker <ch_aker@yahoo.com>
Sent: Thursday, April 9, 2020 1:58 PM
To: jcarr (JCarr@dnr.IN.gov); cslider@dnr.in.gov; BMCcord@dnr.IN.gov; Blad, Hannah
Cc: Kennedy, Mary (MKENNEDY@indot.IN.gov); Miller, Shaun (INDOT); SBranigin (SBranigin@indot.IN.gov); Costa, Chad; Quigg, Gary; Kattmann, Angie; Arterbery, Brian; Shergalis, Katlyn; Kelly, Clint; Greene, Jeremy
Subject: Re: FHWA Project: Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project, Jay County, Indiana

Hanna,

My biggest concern about this whole project has nothing to do with the arch bridge, but the reduction of lanes through the City of Portland. The proposed lane reduction will congest the downtown area as well as make it less safe for pedestrians and drivers. I've heard two different reasons for the proposed reduction.

The first being due to a decrease in traffic through the city, this is completely false, the traffic has increased tremendously over the past decade with trucking and agriculture increasing daily. As an agricultural county we have tremendous amounts of truck traffic using this downtown area. May I remind you that the downtown area is where three separate highways merge into one. This project would be essentially be reducing these three merging highways into one lane! The mayor has said he wants to divert these trucks around the city onto county roads, as a Jay County Commissioner, this is not plausible, as our county roads are not designed for truck traffic and this will destroy our county roads.

The second reason was for safety and to reduce accidents. There have been very few accidents in the downtown area, I know this because I am a 25 yr veteran of the Portland Fire Department and a past Fire Chief; auto accidents resulting in injury in the downtown area average less than one per year; if you would like numbers, I can get them for you. The proposed reverse angle parking and one lane in each direction will create many more accidents with the amount of large truck traffic having to stop on a dime for the person who decides at the last minute they want to park.

It has also been proposed to remove traffic lights at Walnut and High Streets. Both of these intersections are no turn on red, due to the limited visibility. Now INDOT is wanting to remove these lights, making it even more dangerous for vehicles attempting to turn onto Meridian Street, not to mention the pedestrians trying to cross the street!

During the one public informational meeting last summer about the proposed project, an overwhelming majority objected to the lane reduction. Citizens, including myself gave feedback to INDOT, with 67% of those responses being against the lane reduction and less than 25% in favor. I have talked with a member of the Greenfield office about my concerns, I was told, at the first of the year, that there would be a meeting set up with myself, INDOT, Portland Mayor Boggs and Representative Prescott to discuss our concerns, this has not been done yet. It appears this project is being forced onto the people who do not want it and will have to suffer the consequences of congestion and reduction in safety for years to come.

With the financial hardships Indiana will be facing due to the corona virus outbreak, this would be a major savings for the state, by only doing a resurfacing of Meridian Street rather than a lane reduction with bump outs and other amenities. If your office would like to discuss our concerns further, please contact me.

Sincerely,
Chad Aker
Jay County Commissioner
260-615-2604

On Thursday, April 9, 2020, 10:56:46 AM EDT, Blad, Hannah <hblad@lochgroup.com> wrote:

Des. Nos.: 1700811, 1702940 & 1800009

Project Description: US 27 Road and Bridge Maintenance Project

Location: Williamson Drive to S CR 100 N, City of Portland, Jay County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with US 27 Road and Bridge Maintenance Project (Des. Nos. 1700811, 1702940 & 1800009). The Section 106 Early Coordination Letter for this project was originally distributed on June 25, 2019.

As part of Section 106 of the National Historic Preservation Act, an Effects Letter and 30% Bridge Plans have been prepared and are ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Hannah Blad

Historian/Section 106 Specialist

Lochmueller Group

3502 Woodview Trace

Suite 150, Indianapolis, IN 46268

317.334.6826 (direct) | 574.248.2121 (mobile)

HBlad@lochgroup.com

<http://lochgroup.com>

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April 15, 2020

Hannah Blad
Section 106/Historian
Lochmueller Group
3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268

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

Re: DUAL REVIEW: Historic bridge alternatives analysis for the US 27 Road
and Bridge Maintenance Project, from Williamson Drive to W CR 100 N, in
the City of Portland, Wayne Township, Jay County, Indiana (Des. Nos.
1700811, 1702940, and 1800009; DHPA No. 24065)

Dear Ms. Blad:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, the Section 106 “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Office Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” Indiana Code 14-21-1-18, and 312 Indiana Administrative Code (“IAC”) 20-4, the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO” or “INDNR-DHPA”) has reviewed the review request submittal, INDOT’s March 20, 2020, letter and the historic bridge alternatives analysis, which we received on the March 20.

We also have received Jay County Commissioner Chad Aker’s April 9, 2020, e-mail message to you, in which he raised a number of concerns. While we encourage INDOT to give careful consideration to his concerns, we note that those concerns pertain more directly to the project’s scope and cost, traffic management, and public safety than to effects on historic properties, which is the focus of this Section 106 review.

As INDOT’s letter indicates, the US 27 Meridian Street Bridge (Bridge No. 027-38-06182 C; NBI No. 1702940) is a contributing structure within the Portland Commercial Historic District, which is listed in the National Register of Historic Places (“NRHP”).

We agree with the historic bridge alternatives analysis’s conclusion that Alternative B., Rehabilitation for Continued Vehicular Use, Meeting the Secretary of the Interior’s Standards for Rehabilitation, is appropriate for this bridge. We do not have any questions about the preliminary plans.

As stated in our previous correspondence, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. However, this

identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature.

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

On April 9, 2020, we received INDOT's effects letter for this project, which also includes the 30% design plans for the bridge. We will comment on that submission in a separate letter within the next few weeks.

For the benefit of those recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that the documents discussed here can be found online in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/>. From there, search by one of this project's designation numbers, such as 1700811.

The structures reviewers on the Indiana SHPO staff for this project are John Carr and Chad Slider, and the archaeological reviewer is Beth McCord. However, if you have a question about our comments or about the review process, we ask that you initially direct your question to a staff member of the INDOT Cultural Resources Office who has been assigned to this project.

In all future correspondence regarding the US 27 Road and Bridge Maintenance Project in Portland, Jay County, Indiana (Des. Nos. 1700811, 1702940, and 1800009), please continue to refer to DHPA No. 24065.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:JLC;jlc

E-mail copies to federal and state agency or consultant staff members:

Robert Dirks, P.E., FHWA
Michelle Allen, FHWA
Anuradha Kumar, INDOT
Susan Branigin, INDOT
Shaun Miller, INDOT
Mary Kennedy, INDOT
Shirley Clark, INDOT
Clint Kelly, INDOT
Chad Costa, Lochmueller Group
Hannah Blad, Lochmueller Group
Gary Quigg, Lochmueller Group
Angela Kattmann, Lochmueller Group

E-mail copies to Indiana Historic Preservation Review Board members:

J. Scott Keller, Review Board
Anne Shaw Kingery, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Joshua Palmer, AIA, Review Board
April Sievert, Ph.D., Review Board
Christopher Smith, Deputy Director, INDNR, and Chairman, Review Board

E-mail copies to consulting parties and interested persons:

Miami Tribe of Oklahoma
Chad Aker, Jay County Commissioner
Board of Commissioners of Jay County, c/o Anna Culy, Jay County Auditor
Kenneth Wellman, Jay County Highway Supervisor
John W. Boggs, Mayor, City of Portland
City of Portland Street Department

E-mail copies to Indiana SHPO staff:

Beth McCord, Deputy SHPO and Director, INDNR-DHPA
Chad Slider, INDNR-DHPA
John Carr, INDNR-DHPA



May 5, 2020

Hannah Blad
Section 106/Historian
Lochmueller Group
3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268

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

Re: DUAL REVIEW: Effects letter, including the 30% bridge plans, for the US
27 Road and Bridge Maintenance Project, from Williamson Drive to W CR
100 N, in the City of Portland, Wayne Township, Jay County, Indiana (Des.
Nos. 1700811, 1702940, and 1800009; DHPA No. 24065)

Dear Ms. Blad:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, the Section 106 “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the “Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana’s Historic Bridges” (“Indiana Historic Bridges PA”), Indiana Code 14-21-1-18, and 312 Indiana Administrative Code (“IAC”) 20-4, the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO” or “INDNR-DHPA”) has reviewed the review request submittal, INDOT’s April 9, 2020 effects letter and 30% bridge plans, which we received on April 9.

The effects letter states that, within the Portland Commercial Historic District, “sixteen bump-outs at five intersections are expected in order to reduce the amount of distance pedestrians have to cross over the road.” The letter asserts, however, that those and other changes, such as new curbs, will not diminish the integrity of the district’s significant characteristics or its setting. It strikes us that the installation of sixteen bumpouts along Meridian Street (US 27) at its intersections with five cross streets within the historic district will be a noticeable change to what, for some time apparently, have been a linear configuration of the curb lines and a relatively uniform width of the streets. The National Register of Historic Places (“NRHP”) nomination does not mention the width or configuration of Meridian or other streets, other than indirectly when it notes that “[b]lock sizes are fairly uniform in most of the district” It is not unusual for NRHP nominations not to mention characteristics of streets, however, unless they contain unusual historic materials such as limestone curbs or brick pavers or are laid out with landscape design in mind.

As we mentioned in our April 15, 2020, letter, County Commissioner Chad Aker has expressed concerns about narrowing the street and other aspects of the project scope from the standpoints of traffic management, public safety, and project cost. We note that, other than the Miami Tribe of Oklahoma, no parties with a declared interest in history or historic preservation have accepted the Section 106 consulting party invitation or commented on historic preservation issues as interested persons under 312 IAC20-4.

If a consulting party or an interested person indicates to you or to INDOT that he or she thinks the proposed narrowing of, or other changes to, Meridian Street (US 27) will adversely affect the Portland Commercial Historic District, then further consultation would be necessary on that issue. Otherwise, we do not object to the design of this project, as it has been described verbally and in the Stage 1 Plans for Des. Nos. 1700811 and 180009.

We agree that the current scope of work should have no adverse effect on the Dr. Foster House at 1400 S. Meridian Street, the House at 834 S. Meridian Street, and the First United Brethren Church at 323 S. Meridian Street, which are considered eligible for inclusion in the NRHP. However, if another consulting party disagrees with any of these conclusions, then further consultation would be necessary.

As previously indicated, the US 27 Meridian Street Bridge (Bridge No. 027-38-06182 C; NBI No. 1702940) is a contributing structure within the Portland Commercial Historic District, which is listed in NRHP. We have a question about the 30% Bridge Plans for Des. No. 1702940, Alternative B, Rehabilitation for Continued Vehicular Use, Meeting the Secretary of the Interior's ("SOI") Standards for Rehabilitation. Sheet 6 of 6 contains the inscription "Limits of Surface Seal (Typ.)" on a symbol that makes about a 70-degree arc on the left side of the cross-section drawing. It appears to include the sidewalk, pedestrian rail posts, and arch on that side of the bridge. Does the roughly 70-degree arc have any significance, other than to show where a sealant would be applied to the concrete on the bridge superstructure on that left side and, presumably, on the right side, as well? You may wait to respond to the question when we receive the 60% plans.

As stated in our previous correspondence, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. However, this identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature.

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

At this time, it might be appropriate for INDOT to issue a Section 106 finding of effect for this undertaking, unless comments from other parties require further consultation on effects. Please be aware, however, that because the requirements of the Project Development Process under the Indiana Historic Bridges PA still must be completed as part of this Dual Review, we may not be able to issue a Director's Letter of Clearance under 312 IAC 20-4-11 (assuming it is otherwise applicable) until after we have reviewed the 60% and final plans for work on the US 27 bridge over the Salamonie River. This is because the Indiana Historic Bridges PA takes into account the effects of projects on historic bridges but not on other historic properties within the area of potential effects. On the other hand, the Dual Review rule (312 IAC 20-4-11.5) does not exempt impacts on historic bridges from further review and approval in what is considered a state licensing procedure under Indiana Code 14-21-1-18.

For the benefit of those recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that the documents discussed here can be found online in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/>. From there, search by one of this project's designation numbers, such as 1700811.

The structures reviewers on the Indiana SHPO staff for this project are John Carr and Chad Slider, and the archaeological reviewer is Beth McCord. However, if you have a question about our comments or about the review process, we ask that you initially direct your question to a staff member of the INDOT Cultural Resources Office who has been assigned to this project.

In all future correspondence regarding the US 27 Road and Bridge Maintenance Project in Portland, Jay County, Indiana (Des. Nos. 1700811, 1702940, and 1800009), please continue to refer to DHPA No. 24065.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:JLC:jlc

E-mail copies to federal and state agency or consultant staff members:

Robert Dirks, P.E., FHWA
Michelle Allen, FHWA
Anuradha Kumar, INDOT
Susan Branigin, INDOT
Shaun Miller, INDOT
Mary Kennedy, INDOT
Shirley Clark, INDOT
Clint Kelly, INDOT
Chad Costa, Lochmueller Group
Hannah Blad, Lochmueller Group
Gary Quigg, Lochmueller Group
Angela Kattmann, Lochmueller Group

E-mail copies to Indiana Historic Preservation Review Board members:

J. Scott Keller, Review Board
Anne Shaw Kingery, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Joshua Palmer, AIA, Review Board
April Sievert, Ph.D., Review Board
Christopher Smith, Deputy Director, INDNR, and Chairman, Review Board

E-mail copies to consulting parties and interested persons:

Miami Tribe of Oklahoma
Chad Aker, Jay County Commissioner
Board of Commissioners of Jay County, c/o Anna Culy, Jay County Auditor
Kenneth Wellman, Jay County Highway Supervisor
John W. Boggs, Mayor, City of Portland
City of Portland Street Department

Hannah Blad
May 5, 2020
Page 4

E-mail copies to Indiana SHPO staff:
Beth McCord, Deputy SHPO and Director, INDNR-DHPA
Chad Slider, INDNR-DHPA
John Carr, INDNR-DHPA

Section 106 800.11(e)

Appendix E

Historic Property Report Summary

**US 27 Road and Bridge Maintenance Project:
Williamson Drive to CR 100 N
City of Portland, Jay County, Indiana
Des. Nos. 1700811, 1702940 & 1800009**

Historic Property Report

November 20, 2019



Prepared for:

**Federal Highway Administration
Indiana Department of Transportation**



Hannah Blad

Hannah Blad

**US 27 Road and Bridge Maintenance Project:
Williamson Drive to CR 100 N
City of Portland, Jay County, Indiana
Des. Nos. 1700811, 1702940 & 1800009
Historic Property Report**

I. MANAGEMENT SUMMARY

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the US 27 Project from Williamson Drive to CR 100 N in the City of Portland. Above-ground resources located within the project APE were identified and evaluated in accordance with Section 106, National Historic Preservation Act (NHPA) of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

As a result of the NHPA, as amended, and CFR Part 800, federal agencies are required to take into account the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts that are eligible for or listed in the National Register of Historic Places (National Register). As this project is receiving funding from the Federal Highway Administration (FHWA), it is subject to a Section 106 review.

The APE contains one property listed in the National Register:

- Portland Commercial Historic District

The APE contains three properties that are recommended eligible for listing in the National Register:

- Dr. Foster House; 1400 S. Meridian Street, Portland, IN
- House; 834 S. Meridian Street, Portland, IN
- First United Brethren Church; 323 S. Meridian Street, Portland, IN

II. INTRODUCTION/PROJECT DESCRIPTION

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), is proceeding with a HMA overlay, bridge maintenance, and right sizing project. The proposed project is located within Jay County in the City of Portland. The limits of the project area along US 27 beginning at Williamson Drive and continuing to CR 100 N. The project area is located in a dense urban setting with residential, commercial, religious, governmental, industrial, and educational buildings.

The scope of work along the project area includes curb ramp upgrades to meet ADA standards, as well as a mill and overlay of the existing pavement and bridge repair/cleaning. Des. No. 1700811 is a mill and overlay of the existing pavement along US 27 starting from Williamson Drive to SR 26 (Water Street) and from SR 67 (Votaw Street) to CR 100 N. Des. No. 1702940 is a mill and overlay of the existing deck associated with the Meridian Street Bridge over the Salamonie River (INDOT Bridge No. 027-38-06182 B, NBI No. 007350, IHSSI #075-521-33086). The Meridian Street Bridge, a

Section 106 800.11(e)

Appendix F

Historic Bridge Alternatives Analysis

HISTORIC BRIDGE ALTERNATIVES ANALYSIS

BRIDGE NUMBER: 027-38-06182 C

DESIGNATION NUMBER: 1702940

ROUTE IDENTIFICATION AND FEATURE CROSSED:
US 27 over Salamonie River

COUNTY: Jay

NBI NUMBER: 007350

PROJECT LOCATION: 0.11 miles South of SR 26,
in Section 20 and 21, T-23-N, R-14-E,
Wayne Township, Jay County



PREPARED BY: Jennifer Pittman, PE
Lochmueller Group, Inc.

DATE: December 16, 2019

This bridge was evaluated by personnel from the Indiana Department of Transportation (INDOT) Bridge Design Unit, the District Office and the designer. The attached Draft Historic Bridge Alternatives Analysis has been reviewed by the INDOT Bridge Design Unit and Cultural Resources Office for thoroughness of the rehabilitation option and compliance with INDOT design policies. Concurrence by INDOT with the proposed Scope of Work does not constitute Final Approval of the Historic Bridge Alternatives Analysis. This draft HBAA may now be distributed to the historic consulting parties for review.

Mitigation measures will include photo documentation of the existing bridge in accordance with the Historic Bridge Programmatic Agreement if requested by the Indiana SHPO. INDOT will coordinate with the Indiana SHPO as appropriate. Per the "Standard Treatment Approach for Historic Bridges" from the Historic Bridges Programmatic Agreement, INDOT will provide rehabilitation plans to the Indiana SHPO when the design is approximately 30% complete, 60% complete, and when final design plans are complete. The purpose of these reviews is to ensure compliance with the Secretary of the Interior's Standards for Rehabilitation, and to incorporate context sensitive design features, where practicable. The drawings included in Appendix C are conceptual illustrations and do not represent 30% plans.

VI. PRELIMINARY PREFERRED ALTERNATIVE

Alternative B - Rehabilitation for Continued Vehicular Use (two-lane option) Meeting Secretary of the Interior's Standards for Rehabilitation is considered feasible and prudent and is the preferred alternative for this project.

See Appendix F for the alternatives analysis table.

Hannah Blad

From: Hannah Blad
Sent: Wednesday, May 13, 2020 3:35 PM
To: Chad Aker; cslider@dnr.in.gov; BMCcord@dnr.IN.gov; jcarr (JCarr@dnr.IN.gov)
Cc: Kennedy, Mary (MKENNEDY@indot.IN.gov); Miller, Shaun (INDOT); SBranigin (SBranigin@indot.IN.gov); Kumar, Anuradha; Chad Costa; Gary Quigg; Katlyn Shergalis; Brian Arterbery; Greene, Jeremy; Angie Kattmann; Kelly, Clinton
Subject: FHWA Project: Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project, Jay County, Indiana

Des. Nos.: 1700811, 1702940 & 1800009

Project Description: US 27 Road and Bridge Maintenance Project

Location: Williamson Drive to S CR 100 N, City of Portland, Jay County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the US 27 Road and Bridge Maintenance Project (Des. Nos. 1700811, 1702940 & 1800009).

INDOT, on behalf of FHWA, has signed a determination of “No Adverse Effect” for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other consulting parties that responded to the early coordination letter are being provided the documentation for this finding. You can view the determination of “No Adverse Effect” electronically by accessing INDOT’s Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Hannah Blad

Historian/Section 106 Specialist

Lochmueller Group

3502 Woodview Trace

Suite 150, Indianapolis, IN 46268

317.334.6826 (direct) | 574.248.2121 (mobile)

HBlad@lochgroup.com

<http://lochgroup.com>

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Hannah Blad

From: Kennedy, Mary <MKENNEDY@indot.IN.gov>
Sent: Thursday, May 14, 2020 6:37 AM
To: Diane Hunter
Cc: Miller, Shaun (INDOT); michelle.allen; Hannah Blad
Subject: FHWA Project: Des. Nos. 1700811, 1702940 & 1800009; US 27 Road & Bridge Project, Jay County, Ind.-NAE finding

Des. Nos.: 1700811, 1702940 & 1800009

Project Description: US 27 Road and Bridge Maintenance Project

Location: Williamson Drive to S CR 100 N, City of Portland, Jay County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the US 27 Road and Bridge Maintenance Project (Des. Nos. 1700811, 1702940 & 1800009).

INDOT, on behalf of FHWA, has signed a determination of “No Adverse Effect” for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other consulting parties that responded to the early coordination letter are being provided the documentation for this finding. You can view the determination of “No Adverse Effect” electronically by accessing INDOT’s Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Mary E. Kennedy

Historic Bridge Specialist

100 N. Senate Ave., Room N642-ES

Indianapolis, IN 46204

Office: (317) 232-5215

Email: mkennedy@indot.in.gov



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

Des No 1700811, 1702940 & 1800009

(Governmental Unit)

Jay County, Indiana

To: The Graphic Printing Co., Inc.

P.O. Box 1049
Portland, IN 47371

PUBLISHER'S CLAIM

Public Notice

Des. No. 1700811, 1702940 & 1800009

The Indiana Department of Transportation (INDOT) is planning to undertake a road and bridge maintenance project, funded in part by the Federal Highway Administration (FHWA). The project is located on US 27/Meridian Street from Williamson Drive to W CR 100 N in the City of Portland in Jay County, Indiana.

Under the preferred alternative, Des. No. 1700811 is a mill and overlay of the existing pavement along US 27/Meridian Street starting from Williamson Drive to SR 26 (Water Street) and from SR 87 (Votaw Street) to W CR 100 N. Des. No. 1702940 is a mill and overlay of the existing deck associated with the Meridian Street Bridge over the Salamonie River (INDOT Bridge No. 027-38-06182 B, NBI No. 007350, IHSSI #075-521-33088). The project will also repair a concrete column, clean and paint the steel railing, power wash the entire bridge, and clean and repair the concrete railing pedestals. Des. No. 1800009 involves a mill and overlay of the existing pavement, in addition to the right sizing of US 27/Meridian Street through downtown Portland from SR 26 (Water Street) to SR 87 (Votaw Street). From Water Street to Votaw Street, US 27/Meridian Street currently consists of four 12-foot travel lanes (two in each direction) and two 11-foot right turn lanes (one in each direction). One side of the street will retain its parallel parking, while the other side will include back-in angled parking. An alternating left turn lane will also be provided. Curb bump-outs will be provided on most corners to narrow the cross section and to improve pedestrian safety and accessibility.

Properties listed in or eligible for the National Register of Historic Places (NRHP) located within the Area of Potential Effects (APE) include the Portland Commercial Historic District, Dr. Foster House, House at 834 S. Meridian Street, and First Untied Brethren Church. The proposed action impacts properties listed in or eligible for the NRHP. The INDOT, on behalf of the FHWA, has issued a "No Adverse Effect" finding for the project because the project will not diminish the integrity of the characteristics that qualify the historic properties within the APE for inclusion in the NRHP. The Meridian Street Bridge is classified as a "Select" bridge by the INDOT Historic Bridge Inventory and, thus, the procedures outlined in Stipulation III.A. of the Historic Bridges Programmatic Agreement (HBPA) will be followed to fulfill FHWA's Section 106 responsibilities for the bridge. Per Stipulation III.A. of the HBPA, INDOT will hold a public hearing for the project prior to completion of National Environmental Policy Act (NEPA) studies. The hearing will be advertised at a later date.

In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(2), the 800.11(e) documentation specified in 36 CFR can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents>. Persons with limited internet access may request project information be mailed by contacting Hannah Blad at 317.334.6328, or at hblad@lochgroup.com. This documentation serves as the basis for the "No Adverse Effect" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Hannah Blad, Lochmueller Group, 3502 Woodview Trace, Suite 150, Indianapolis, IN 46288, 317.334.6328, hblad@lochgroup.com no later than June 17, 2020.

In accordance with the "Americans with Disabilities Act", if you have a disability for which INDOT needs to provide accessibility to the document(s) such as interpreters or readers, please contact Rickie Clark at 317-232-6601 or rclark@indot.in.gov.
CR 5-18-2020 HSPAXLF

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..... ses to post the public notice.

2020

Date: _____

Tonia C. Hardy
Tonia C. Hardy
Title: Business Manager



June 10, 2020

Hannah Blad
Section 106/Historian
Lochmueller Group
3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268

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

Re: DUAL REVIEW: INDOT’s finding of “No Adverse Effect and” and 60% bridge plans, for
the US 27 Road and Bridge Maintenance Project, from Williamson Drive to W CR 100 N,
within and near the City of Portland, Wayne Township, Jay County, Indiana (Des. Nos.
1700811, 1702940, and 1800009; DHPA No. 24065)

Dear Ms. Blad:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, the Section 106 “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the “Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana’s Historic Bridges” (“Indiana Historic Bridges PA”), Indiana Code 14-21-1-18, and 312 Indiana Administrative Code (“IAC”) 20-4, the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO” or “INDNR-DHPA”) has reviewed the review request submittal, INDOT’s May 13, 2020 finding and 60% bridge plans, which we received electronically on the same date.

For the benefit of those recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that the documents discussed here can be found online in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/>. From there, search by one of this project’s designation numbers, such as 1700811.

As stated in our previous correspondence, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places (“NRHP”) within the proposed project area. However, this identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature.

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

As we indicated in our May 5, 2020, letter, we agree that the scope of work should have no adverse effect on the Portland Commercial Historic District, which is listed in the NRHP or on the Dr. Foster House at 1400 South Meridian Street, the House at 834 South Meridian Street, and the First United Brethren Church at 323 South Meridian Street, which are considered eligible for inclusion in the NRHP. The Indiana Historic Bridges PA has taken into account the project's effects on the Meridian Street/US 27 bridge over the Salamonie River, which contributes to the significance of the Portland Commercial Historic District.

We are not aware that any consulting party or interested person has expressed disagreement with the proposed findings of effects on historic properties that were discussed in INDOT's April 9, 2020, letter.

Accordingly, we concur with INDOT's May 13, 2020, Section 106 finding, on behalf of FHWA, of "No Adverse Effect" for this federal undertaking.

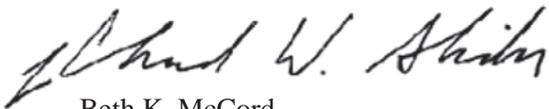
Furthermore, we are satisfied with the 60% bridge plans and look forward to reviewing the final plans, as required by the Project Development Process under the Indiana Historic Bridges PA.

The federal, Section 106 Indiana Historic Bridges PA does not exempt state-funded alterations of a historic bridge from review under Indiana Code 14-21-1-18 and related rules, we will determine whether a Director's Letter of Clearance should be issued after we have received and reviewed the final bridge plans.

The structures reviewers on the Indiana SHPO staff for this project are John Carr and Chad Slider, and the archaeological reviewer is Beth McCord. However, if you have a question about our comments or about the review process, we ask that you initially direct your question to a staff member of the INDOT Cultural Resources Office who has been assigned to this project.

In all future correspondence regarding the US 27 Road and Bridge Maintenance Project in Portland, Jay County, Indiana (Des. Nos. 1700811, 1702940, and 1800009), please continue to refer to DHPA No. 24065.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:JLC:jlc

E-mail copies to federal and state agency or consultant staff members:

Robert Dirks, P.E., FHWA
Michelle Allen, FHWA
Anuradha Kumar, INDOT
Susan Branigin, INDOT
Shaun Miller, INDOT
Mary Kennedy, INDOT
Shirley Clark, INDOT
Clint Kelly, INDOT
Chad Costa, Lochmueller Group
Hannah Blad, Lochmueller Group
Gary Quigg, Lochmueller Group
Angela Kattmann, Lochmueller Group

E-mail copies to Indiana Historic Preservation Review Board members:

J. Scott Keller, Review Board
Anne Shaw Kingery, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Joshua Palmer, AIA, Review Board
April Sievert, Ph.D., Review Board
Christopher Smith, Deputy Director, INDNR, and Chairman, Review Board

E-mail copies to consulting parties and interested persons:

Miami Tribe of Oklahoma
Chad Aker, Jay County Commissioner
Board of Commissioners of Jay County, c/o Anna Culy, Jay County Auditor
Kenneth Wellman, Jay County Highway Supervisor
John W. Boggs, Mayor, City of Portland
City of Portland Street Department

E-mail copies to Indiana SHPO staff:

Beth McCord, Deputy SHPO and Director, INDNR-DHPA
Chad Slider, INDNR-DHPA
John Carr, INDNR-DHPA

Hannah Blad

From: Hannah Blad
Sent: Wednesday, July 1, 2020 10:31 AM
To: BMCcord@dnr.IN.gov; jcarr (JCarr@dnr.IN.gov); jane.a.spencer@gmail.com; research@jaycountyhistory.org; Chad Aker; leonhard.mike@gmail.com; jchighway@gmail.com; mayorgeesaman@thecityofportland.net; streetsuperintendent@thecityofportland.net; ahuffman@jaycodev.org; jaycobldg@gmail.com; mayorgeesaman@thecityofportland.net; jrussett@indianalandmarks.org; jlcooper@ccrtc.com; indianabridges@sbcglobal.net; spansaver@hotmail.com; nathan@historicbridges.org; kitty@historicbridgefoundation.com
Cc: Kennedy, Mary (MKENNEDY@indot.IN.gov); SBranigin (SBranigin@indot.IN.gov); Miller, Shaun (INDOT); Chad Costa; Gary Quigg; Katlyn Shergalis; Brian Arterbery; Greene, Jeremy; Angie Kattmann
Subject: FHWA Project: Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project, Jay County, Indiana
Attachments: US 27 Road and Bridge Maintenance Project_Des1700811, 1702940 & 1800009_Post Finding CP Letter_2020-07-01.pdf

Des. Nos.: 1700811, 1702940 & 1800009

Project Description: US 27 Road and Bridge Maintenance Project

Location: Williamson Drive to S CR 100 N, City of Portland, Jay County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the US 27 Bridge Maintenance Project (Des. No.1702940). Des. Nos. 1700811 and 1800009 have been removed from the contract.

As part of Section 106 of the National Historic Preservation Act, the attached consulting party letter, explaining the reduction in project scope to only include the maintenance activities associated with Bridge No. 027-38-06182B and to eliminate the other project elements, is being provided for information purposes.

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

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Hannah Blad

Historian/Section 106 Specialist

Lochmueller Group

3502 Woodview Trace

Suite 150, Indianapolis, IN 46268

317.334.6826 (direct) | 574.248.2121 (mobile)

HBlad@lochgroup.com

<http://lochgroup.com>

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Hannah Blad

From: Kennedy, Mary <MKENNEDY@indot.IN.gov>
Sent: Wednesday, July 1, 2020 11:06 AM
To: lheady@delawaretribe.org; Michael LaRonge; thpo@estoo.net; Diane Hunter; 'lpappenfort@peoriatribe.com'; 'Matthew.Bussler@pokagonband-nsn.gov'; tonya@shawnee-tribe.com
Cc: Miller, Shaun (INDOT); Allen, Michelle (FHWA); Hannah Blad
Subject: FHWA Project: Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project, Jay County, Indiana-Update letter
Attachments: US 27 Road and Bridge Maintenance Project_Des1700811, 1702940 & 1800009_Post Finding CP Letter_2020-07-01.pdf

Des. Nos.: 1700811, 1702940 & 1800009

Project Description: US 27 Road and Bridge Maintenance Project

Location: Williamson Drive to S CR 100 N, City of Portland, Jay County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the US 27 Bridge Maintenance Project (Des. No.1702940). Des. Nos. 1700811 and 1800009 have been removed from the contract.

As part of Section 106 of the National Historic Preservation Act, the attached consulting party letter, explaining the reduction in project scope to only include the maintenance activities associated with Bridge No. 027-38-06182B and to eliminate the other project elements, is being provided for information purposes.

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

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Mary E. Kennedy

Historic Bridge Specialist

100 N. Senate Ave., Room N642-ES

Indianapolis, IN 46204

Office: (317) 232-5215

Email: mkennedy@indot.in.gov



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



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

July 1, 2020

This letter was sent to the listed parties.

RE: Dual Review: US 27 Road and Bridge Maintenance Project
City of Portland, Jay County, Indiana
Des. Nos. 1700811, 1702940 & 1800009
DHPA No. 24065

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with a bridge maintenance project (Des. No. 1702940).

This letter is provided for informational purposes as part of the continuing Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties.

A Section 106 early coordination letter was distributed on June 25, 2019. In addition, a letter distributed on November 20, 2019, notified consulting parties that a historic property report was available for review and comment. A preliminary effects letter was distributed to consulting parties on April 9, 2020 notifying them of a recommending finding of "No Adverse Effect." On May 13, 2020, the signed "No Adverse Effect" finding documentation was distributed to consulting parties. Since the distribution of the signed finding, the project has been reduced in scope to only include the maintenance activities associated with Bridge No. 027-38-06182 B. The other elements, which are discussed below, have been removed from the contract for financial and project risk reasons.

The proposed undertaking is on US 27/Meridian Street over the Salamonie River in the City of Portland in Jay County, Indiana. It is within Wayne Township, Portland USGS Topographic Quadrangle, in Section 20, Township 23 North, and Range 14 East.

Descriptions of Des. Nos. Eliminated from Contract

- Des. No. 1700811 was a mill and overlay of the existing pavement along US 27/Meridian Street starting from Williamson Drive to SR 26 (Water Street) and from SR 67 (Votaw Street) to W CR 100 N. This also included upgrades to curb ramps at 14 intersections to be compliant with the Americans with Disabilities Act (ADA). The total project length for this Des. No. was 2.06 miles.

- Des. No. 1800009 was a mill and overlay of the existing pavement, in addition to the “right sizing” of US 27/Meridian Street through downtown Portland from SR 26 (Water Street) to SR 67 (Votaw Street). This included the replacement of curb ramps at 11 intersections to be ADA-compliant. The total project length for this Des. No. was 0.49 mile.

Description of Des. No. to be Advanced

- Des. No. 1702940 is a mill and overlay of the existing deck associated with the Meridian Street Bridge over the Salamonie River (INDOT Bridge No. 027-38-06182 B, NBI No. 007350, IHSSI #075-521-33086). The Meridian Street Bridge, a reinforced concrete through arch bridge, was constructed in 1914 and reconstructed in 1997. The project will also repair a concrete column, clean and paint the steel railing, power wash the entire bridge, and clean and repair the concrete railing pedestals. Patching of any peeling or chipped sections of the masonry coating will occur following the cleaning of the bridge, and then the surface will be sealed. For a more in-depth discussion of work on the Meridian Street Bridge please see the Historic Bridge Alternatives Analysis (HBAA) that was sent to consulting parties on March 20, 2020. A public hearing will still be held at a later date to discuss the impacts of the project on this resource. The HBAA is available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE).

Due to the removal of the HMA overlay work included with Des. No. 1700811, an additional 50 feet of HMA overlay has now been added to either side of the bridge. This overlay is needed to provide a smooth transition from the bridge deck back into the existing roadway profile. Including the added limits of HMA overlay at either end of the bridge, the total project length of the reduced project (Des. No. 1702940) is 123.5 feet (0.023 mile).

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list. According to the early coordination letter dated June 25, 2019, if the project scope changes, all previously invited consulting parties will be included in distribution of further information about the project. Due to the elimination of Des. Nos. 1700811 and 1800009 from the project scope, all previously invited consulting parties are included in this correspondence.

Per the terms of the “Programmatic Agreement Regarding Management and Preservation of Indiana’s Historic Bridges” (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving “Select” and “Non-Select” bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because INDOT Bridge No. 027-38-06182 B is a “Select” bridge, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA’s Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: <http://www.in.gov/indot/2530.htm>). As mentioned above, a public hearing will be held for this project. Per Stipulation III.A., all consulting parties will be notified of the hearing once it is scheduled.

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

is a detailed list of the consulting parties with contact information, including email addresses, for processing the dual review submission.

Since the work for Des. No. 1702940 has not changed from what was described in the May 13, 2020 “No Adverse Effect” finding documentation, and the impacts of the work associated with the Meridian Street Bridge on the Portland Commercial Historic District and the First United Brethren Church have not changed from what is described in that documentation, a new finding will not be issued. Any future correspondence pertaining to this project will be sent under the sole active Des. No. and reference the same DHPA No. Should either Des. No. 1700811 or 1800009 be re-activated, separate communication will be provided to consulting parties to re-initiate the Section 106 process independent of this undertaking. This letter is being furnished for informational purposes only. A response is not necessary unless there is a specific element discussed in this communication about which you have questions or concerns.

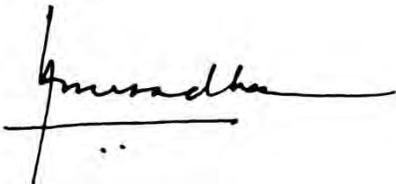
This letter and all previous Section 106 documents related to this project are available in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE).

For questions concerning specific project details, you may contact Hannah Blad of Lochmueller Group at 317.334.6826 or hblad@lochgroup.com. All future responses regarding the proposed project should be forwarded to Lochmueller Group at the following address:

Hannah Blad
Section 106/Historian
Lochmueller Group
3502 Woodview Trace, Suite 150
Indianapolis, IN, 46268
hblad@lochgroup.com

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:

- Project Area Map for Des. No. 1702940

Distribution List:*

- **State Historic Preservation Officer**
- Jay County Historian

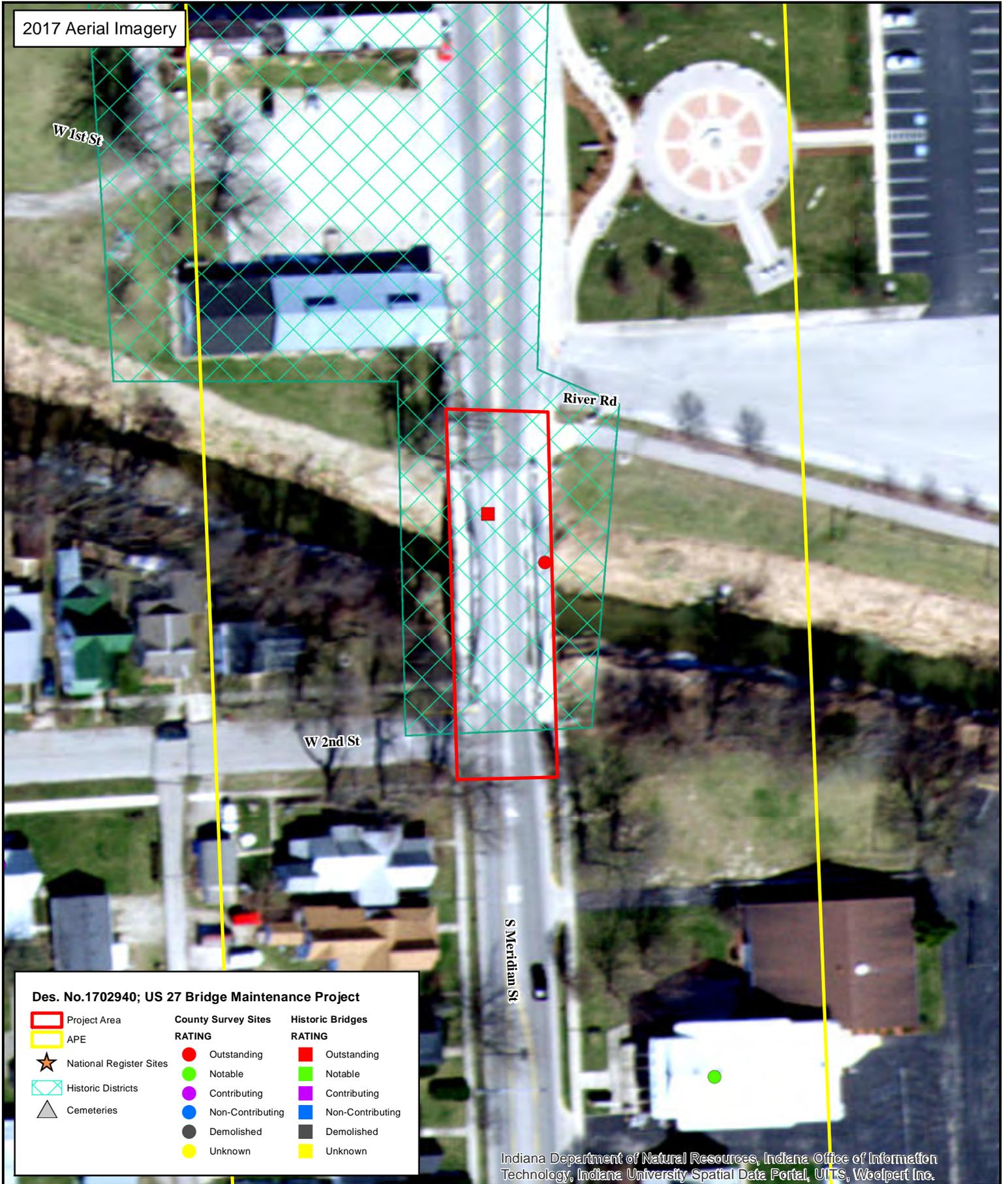
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- **Jay County Commissioners**
- Jay County Highway Supervisor
- Mayor of Portland
- Portland Street Department
- Portland Historic Preservation Commission
- Indiana Landmarks – Eastern Regional Office
- Historic Spans Task Force
- Historic Hoosier Bridges
- Historicbridges.org
- Historic Bridge Foundation
- Donald & Jane Spencer
- Betty & Joseph Riddell
- United Brethren Church
- Delaware Tribe of Indians, Oklahoma
- Eastern Shawnee Tribe of Oklahoma
- Forest County Potawatomi
- **Miami Tribe of Oklahoma**
- Peoria Tribe of Oklahoma
- Pokagon Band of Potawatomi Indians
- Shawnee Tribe

All previously invited consulting parties are included due to changes in the project scope. Additionally, a tribe that recently became a signatory to the Tribal MOU and entities that have recently expressed interest in historic bridge projects in Indiana are included. Entities that have previously accepted consulting party status are in bold. Participating consulting parties are indicated in **BOLD.*

2017 Aerial Imagery



Des. No.1702940; US 27 Bridge Maintenance Project

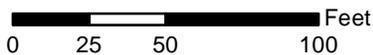
Project Area	County Survey Sites	Historic Bridges
APE	RATING	RATING
National Register Sites	Outstanding	Outstanding
Historic Districts	Notable	Notable
Cemeteries	Contributing	Contributing
	Non-Contributing	Non-Contributing
	Demolished	Demolished
	Unknown	Unknown

Indiana Department of Natural Resources, Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc.



3502 Woodview Trace, Suite 150
 Indianapolis, IN 46268
 Phone: (317) 222-3880
 Fax: (317) 222-3881

Area of Potential Effects



Location: Portland
 County: Jay
 Township: Wayne
 State: Indiana



Date: 6/30/2020

Consulting Party List

Des. Nos. 1700811, 1702940 & 1800009
US 27 Road and Bridge Maintenance Project
Williamson Drive to W CR 100 N
City of Portland, Jay County, Indiana

Automatic Section 106 Consulting Party:

Indiana Department of Natural Resources

Division of Historic Preservation & Archaeology

Chad Slider, Assistant Director for Environmental Review

402 W. Washington St., Room W274

Indianapolis, Indiana 46204

cslider@dnr.in.gov

Invited Consulting Parties:

Jay County Historian

Jane Spencer

1400 S. Meridian Street

Portland, IN 47371

jane.a.spencer@gmail.com

Jay County Historical Society

Larry Hiatt and Kay Locker, Co-presidents

903 E. Main Street

Portland, IN 47371

research@jaycountyhistory.org

Jay County Commissioner

Richard L. Huffman, President, South District

120 N. Court Street

Portland, IN 47371

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Jay County Commissioner

Chad Aker, Middle District

120 N. Court Street

Portland, IN 47371

ch_aker@yahoo.com

Jay County Commissioner

Mike Leonhard, North District

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leonhard.mike@gmail.com

Jay County Highway Supervisor

Kenneth Wellman

1035 East 200 North

Portland, IN 47371

jchighway@gmail.com

*Participating Consulting Parties in **BOLD**

Consulting Party List

Des. Nos. 1700811, 1702940 & 1800009
US 27 Road and Bridge Maintenance Project
Williamson Drive to W CR 100 N
City of Portland, Jay County, Indiana

Invited Consulting Parties (Continued):

Mayor of Portland
Randy Geesaman
321 N. Meridian Street
Portland, IN 47371
mayorgeesaman@thecityofportland.net

Portland Street Department
Superintendent of Streets & Parks
215 S Wayne Street
Portland, IN 47371
streetsuperintendent@thecityofportland.net

Portland Historic Preservation Commission
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Director, Jay County Community Development
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Portland, IN 47371
ahuffman@jaycodev.org

Portland Historic Preservation Commission
Pati McLaughlin
Jay/Portland Building & Planning Department
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Portland, IN 47371
jaycobldg@gmail.com

Portland Historic Preservation Commission
Randy Geesaman, Mayor of Portland
321 N. Meridian Street
Portland, IN 47371
mayorgeesaman@thecityofportland.net

Indiana Landmarks – Eastern Regional Office
Jessie Russett, Director
838 National Road, PO Box 284
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jrussett@indianalandmarks.org

Historic Spans Task Force
Dr. James Cooper
jlcooper@ccrtc.com

Historic Spans Task Force
Paul Brandenburg, Chair
indianabridges@sbcglobal.net

*Participating Consulting Parties in **BOLD**

Consulting Party List

Des. Nos. 1700811, 1702940 & 1800009
US 27 Road and Bridge Maintenance Project
Williamson Drive to W CR 100 N
City of Portland, Jay County, Indiana

Invited Consulting Parties (Continued):

Historic Hoosier Bridges
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spansaver@hotmail.com

Historicbridges.org
Nathan Holth, Author/Photographer/Webmaster
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Okemos, MI, 48864
(269) 290-2593
nathan@historicbridges.org

Historic Bridge Foundation
Kitty Henderson, Executive Director
PO Box 66245
Austin, Texas 78766
(512) 407-8898
kitty@historicbridgefoundation.com

Donald & Jane Ann Spencer
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Portland, IN 47371
mail hard copy

Betty & Joseph Riddell
1710 E. Central Avenue
Miamisburg, OH 45342
mail hard copy

Current Residents/Betty & Joseph Riddell
834 S. Meridian Street
Portland, IN 47371
mail hard copy

United Brethren Church
323 S. Meridian Street
Portland, IN 47371
mail hard copy

Delaware Tribe of Indians, Oklahoma
Eastern Shawnee Tribe of Oklahoma
Forest County Potawatomi
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe

*Participating Consulting Parties in **BOLD**

Categorical Exclusion

Appendix E

**Red Flag Investigation
& Hazardous Materials**

This Appendix references Des. Nos. 1700811 and 1800009. These Des. Nos. have been removed from this project.



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-5113
FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

Date: April 24, 2020

To: Site Assessment & Management
Environmental Policy Office - Environmental Services Division
Indiana Department of Transportation
100 N Senate Avenue, Room N642
Indianapolis, IN 46204

From: Angie Kattmann, LPG
3502 Woodview Trace, Suite 150
Indianapolis, Indiana
AKattmann@lochgroup.com

Re: LIMITED RED FLAG INVESTIGATION
Des. Nos. 1700811, 1800009 & 1702940, State Project
HMA Overlay, Bridge Deck Overlay, and Roadway "Right Sizing"
US 27 – CR 100 N to Williamson Drive
Jay County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: The Indiana Department of Transportation (INDOT) - Greenfield District, with funding from the Federal Highway Administration, is proceeding with a Hot Mix Asphalt (HMA) overlay, pedestrian/bicycle facilities, and bridge project. The proposed project (Des. No. 1700811) will replace the existing insufficient pavement with new pavement along US 27 (Meridian Street) starting from CR 100 N to Williamson Drive. In addition, the associated project (Des. No. 1800009) will reduce the number of travel lanes on US 27 through downtown Portland from two in each direction to one in each direction. One side of the street will retain its parallel parking, while the other side will include back-in angled parking. An alternating left turn lane will also be included. Curb bump-outs will be provided on most corners to narrow the cross section and to improve pedestrian safety and accessibility. The existing sidewalk will be replaced in areas where the sidewalk is below the roadway elevation. Two traffic signals, at Walnut Street and High Street, will be removed as well. This project might also include the installation of seating, art, and/or landscaping. Finally, the project will include the mill and overlay of the existing bridge deck (Des. No. 1702940). The bridge will also be cleaned and repaired. New curb ramps will be installed at the locations outlined in the following chart:

Intersections	Quadrants	Depth of Excavation Feet below ground surface (ft-bgs)
US 27 and 10 th Street	SW corner	2 ft-bgs
US 27 and Floral Avenue	NE and SE corners	2 ft-bgs
US 27 and 9 th Street	SW corner	2 ft-bgs
US 27 and Clark Street	NE and SE corners	2 ft-bgs
US 27 and Elder Street	NE and SE corners	2 ft-bgs

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US 27 and 8 th Street	SW and NW corners	2 ft-bgs
US 27 and 7 th Street	SW and NW corners	2 ft-bgs
US 27 and 6 th Street	SE, NW, and NE corners	2 ft-bgs
US 27 and 5 th Street	SE, NW, and NE corners	2 ft-bgs
US 27 and Union Street	SW, NW, NE, and SE corners	2 ft-bgs
US 27 and Fleming Avenue	NE and SE corners	2 ft-bgs
US 27 and 3 rd Street	SW, NE, and SE corners	2 ft-bgs
US 27 and 2 nd Street	SW corner	2 ft-bgs
US 27 and River Road	NE and SE corners	2 ft-bgs
US 27 and Water St/SR 26	NE and SE corners	2 ft-bgs
US 27 and Main Street	SW, NW, NE, and SE corners	2 ft-bgs
US 27 and Walnut Street	SW, NW, NE, and SE corners	2 ft-bgs
US 27 and High Street	SW, NW, NE, and SE corners	2 ft-bgs
US 27 and Arch Street	SE corner	2 ft-bgs
US 27 and Race Street	SW and NW corners	2 ft-bgs
US 27 and Votaw Street	NW and NE corners	2 ft-bgs
US 27 and McNeil Street	SW, NW, NE, and SE corners	2 ft-bgs
US 27 and Adams Street	NE and SE corners	2 ft-bgs
US 27 and Baker Street	NE and SE corners	2 ft-bgs
US 27 and Rodgers Street	SW, NW, NE, and SE corners	2 ft-bgs
US 27 and Washington Street	NE and SE corners	2 ft-bgs
US 27 and Lafayette Street	SW, NW, NE, and SE corners	2 ft-bgs
US 27 and Penn Street	NE and SE corners	2 ft-bgs
US 27 and Lincoln Street	SW, NW, NE, and SE corners	2 ft-bgs
US 27 and Industrial Drive	SW and SE corners	2 ft-bgs

Bridge and/or Culvert Project: Yes No Structure # #027-38-06182B

If this is a bridge project, is the bridge Historical? Yes No , Select Non-Select

(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

Proposed right of way: Temporary # Acres _____ Permanent # Acres _____, Not Applicable

Type of excavation: The existing pavement will be excavated 1.5 inches and will be replaced with 1.5 inches of HMA. The existing curbs will be removed at the locations listed above, which will result in approximately 2 feet of excavation.

Maintenance of traffic: The maintenance of traffic (MOT) plan for this project will not require road closures. Traffic will be maintained along US 27 during construction. Lane closures will be required; however, standard INDOT signage and flashing beacons will be used to warn motorists and pedestrians of ongoing construction.

Work in waterway: Yes No Below ordinary high water mark: Yes No

State Project: LPA:

Any other factors influencing recommendations: This project is being elevated to a CE-4 due to the bridge deck overlay occurring on a historic bridge. Although this is a CE-4, the nature of the project warrants a Limited RFI.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/ TSD	12*	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Restricted Waste Sites	1
State Cleanup Sites	1	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	1
Underground Storage Tank (UST) Sites	24	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	1	Brownfields	6
Construction Demolition Waste	N/A	Institutional Controls	5
Solid Waste Landfill	1	NPDES Facilities	11
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	13
Leaking Underground Storage (LUST) Sites	16*	Notice of Contamination Sites	N/A

*Sites unmapped on the GIS layers were identified and described below.

Explanation: Proposed excavation activities will occur at the following intersections from south to north along the project area:

US 27 and 10th Street:

No Hazardous Materials Concern sites are mapped or located at this intersection. No impact is expected.

US 27 and Floral Avenue:

No Hazardous Materials Concern sites are mapped or located at this intersection. No impact is expected.

US 27 and 9th Street:

- **UST Site: Richard J. Price, 967 S. Meridian Street, AID#23406:** A UST site was identified in the northeast quadrant of the intersection; two (2) USTs are identified as permanently out-of-service in December 1988. No sampling or testing was conducted since that time. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary.

US 27 and Clark Street:

No Hazardous Materials Concern sites are mapped or located at this intersection. No impact is expected.

US 27 and Elder Street:

No Hazardous Materials Concern sites are mapped or located at this intersection. No impact is expected.

US 27 and 8th Street:

No Hazardous Materials Concern sites are mapped or located at this intersection. No impact is expected.

US 27 and 7th Street:

A UST site is mapped at the northeast quadrant of the intersection. The information related to that GIS point is related to a site in a different location. The correct information is as follows:

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- **UST Site: Circle K, 729 S. Meridian Street, AID #22697:** The UST site is currently in compliance. A LUST release was suspected in 2018, but samples confirmed that a release did not occur. No impact is expected.

US 27 and 6th Street:

No Hazardous Materials Concern sites are mapped or located at this intersection. No impact is expected.

US 27 and 5th Street:

- **LUST Site and Brownfield Site: Witts Knuckle Busters Garage, 611 S. Meridian Street, AID# 18444:** This site was formerly the site of a gas station. According to the No Further Action (NFA) Determination Pursuant to Risk Integrated System of Closure (RISC) issued by IDEM on November 22, 2013, contamination remains in the area surrounding the site, in the southeast quadrant of the intersection. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper handling, removal, and disposal of the soil and/or groundwater will be necessary.

US 27 and Union Street:

No Hazardous Materials Concern sites are mapped or located at this intersection. No impact is expected.

US 27 and Fleming Avenue:

No Hazardous Materials Concern sites are mapped or located at this intersection. No impact is expected.

US 27 and 3rd Street:

No Hazardous Materials Concern sites are mapped or located at this intersection. No impact is expected.

US 27 and 2nd Street:

No Hazardous Materials Concern sites are mapped or located at this intersection. No impact is expected.

US 27 and River Road:

No Hazardous Materials Concern sites are mapped or located at this intersection. No impact is expected.

US 27 and Water Street/SR 26:

- **UST Site: Jay County Motors Incorporated, 215 South Meridian Street, AID #18525:** This site is located on the southwest quadrant of the intersection. According to records available on IDEM's VFC, the site contained one (1) 200-300 gallon used oil UST that was closed-in-place 1988. No sampling or testing was conducted since that time. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary.

US 27 and Main Street:

No Hazardous Materials Concern sites are mapped or located at this intersection. No impact is expected.

US 27 and Walnut Street:

No Hazardous Materials Concern sites are mapped or located at this intersection. No impact is expected.

US 27 and High Street:

- **UST Site: Max J Lyons, Meridian and High Street, AID #23346:** This site contains three (3) gasoline Underground Storage Tank (UST)s that were closed in place prior to 1986. No sampling or testing was conducted since that time, and curb replacement will occur at this intersection with 2 feet of excavation. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary.

- **UST Site: Limberlost Farm & Home, 227 North Meridian Street, AID #19201:** According to records available on IDEM's VFC, this site contained two (2) USTs that were closed and removed in September 1990. Soil samples were taken at the time of removal and total petroleum hydrocarbons (TPH) (GC/FID) were not found above laboratory detection levels. Although curb replacement will occur at this intersection with 2 feet of excavation, no impact is expected.
- **UST Site: Lyons Buick Pontiac GMC Incorporated, AID #19434:** This site is mapped at the US 27 and Arch Street intersection, but according to the IDEM VFC it was located at the US 27 and High Street intersection. The USTs were removed in 1986. No sampling was done at the time of removal. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary.

US 27 and Arch Street:

- **LUST Site: Handy Dandy, 325 N. Meridian Street, AID #20769:** According to records available on IDEM's VFC a release investigation was completed in September of 2019 and contamination was identified in the soil (benzene, acrylonitrile, and methylene chloride). If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary.

US 27 and Race Street:

- **UST Site and Institutional Control Site: Ken Kunkle Chevrolet Oldsmobile Cadillac, 414 North Meridian Street, AID #16570:** According to records available on IDEM's VFC, the site contained three (3) USTs of which two (2) were closed and removed in 1988. IDEM granted NFA status for the site after remediation activities. An Environmental Restrictive Covenant (ERC), recorded on October 31, 2013, is in place as groundwater contamination remains on-site, therefore, the site is also identified as an Institutional Control Site. The site has applied to the Brownfields Program; however, appropriate documentation by the property owner has not been submitted. Although curb ramps will be replaced at this intersection, excavation will only extend 2 feet; therefore, groundwater will not be encountered. Due to the presence of the ERC, coordination with the IDEM Project Manager will occur.

US 27 and Votaw Street:

- **UST Site and LUST Site: Village Pantry 627, 704 North Meridian Street, AID #18707:** According to records available on IDEM's VFC, the active gas station contains three (3) USTs that were installed in 1991 as replacements for removed USTs. This site was the location of a LUST incident #200502058. The active gas station reported Free Product Removal in March 2005. NFA status was requested for the LUST Incident in May 2007; however, contaminated groundwater remains within the area of the former UST pit. A separate LUST incident was deactivated on May 3, 2019.
- **LUST Site and Institutional Control Site: Northside Shell, 620 North Meridian Street, AID #20625:** This site is a historic gas station which currently operates as a car wash. The USTs have been removed, but the fueling operation is still in place. Remediation activities have occurred and NFA status was granted on June 4, 2019. Contaminated groundwater remains on site. An ERC has been recorded on May 1, 2019. Contamination remains in the groundwater on-site; the construction activities in this area will only extend 2 feet below ground surface. Due to the presence of the ERC, coordination with the IDEM Project Manager will occur; however, no impact is expected.

US 27 and McNeil Street:

- **RCRA Generator/TSD:** this site is adjacent to the project, but not mapped in the GIS file: **J&P Custom Plating Inc., 807 North Meridian Street, AID #20163:** According to records available on IDEM's VFC, the site was a Conditionally Exempt SQG on January 7, 2019. No impact is expected.
- **RCRA Generator/TSD:** this site is adjacent to the project, but not mapped in the GIS file: **CVS Pharmacy 6624, 802 North Meridian Street, AID #105228:** According to records available on IDEM's VFC, this site was identified as a Conditionally Exempt Small Quantity Generator (SQG) on January 5, 2018. No impact is expected.

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- **RCRA Generator/TSD:** this site is adjacent to the project, but not mapped in the GIS file: **Family Dollar #1363, 703 North Meridian Street, AID #110702:** According to records available on IDEM's VFC, the site was a Conditionally Exempt SQG on July 9, 2015. No impact is expected.
- **LUST Site: Swifty Service Station, 803 North Meridian Street, AID #10980:** This site is a historic gas station with four (4) USTs which is currently being operated as a metal plating shop. IDEM has requested the closure and removal of the USTs; however, no replies are included in IDEM's VFC. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary.

US 27 and Adams Street:

No Hazardous Materials Concern sites are mapped or located at this intersection. No impact is expected.

US 27 and Baker Street:

No Hazardous Materials Concern sites are mapped or located at this intersection. No impact is expected.

US 27 and Penn Street:

No Hazardous Materials Concern sites are mapped or located at this intersection. No impact is expected.

US 27 and Lincoln Street:

- **UST Site: Totally Fun Entertainment, 1451 North Meridian Street, AID #21407:** According to records available on IDEM's VFC, the site contained two (2) diesel and two (2) gasoline USTs that were closed and removed in June 1995. TPH testing was conducted around the USTs, no results exceeded the requirements in the UST Site Closure Guidelines. No impact is expected.
- **LUST Site: Locker Oil Company Inc., 1450 North Meridian Street, AID #19500:** This site has obtained NFA status from IDEM on January 30, 2007. Residual petroleum contamination remains on site and it is likely that lead would be in the soil/groundwater. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary.
- **UST Site (this site is mapped as a LUST site but is actually a UST Site): Ethy Pump n Go LLC, 103 W Lincoln Street, AID #39545:** According to the IDEM's VFC, the site contains one (1) diesel and one (1) gasoline USTs that are currently in compliance. No impact is expected.

US 27 and Industrial Drive:

- **RCRA Generator/TSD: Hartzell Fan Incorporated, 1700 North Meridian Street, AID #15754:** This site is mapped at this intersection but is actually located at the northern terminus of the project area. No impact is expected.
- **LUST Site: Emro Marketing United #6047, 1601 N. Meridian Street, AID #20116:** This site has obtained NFA status from IDEM on February 3, 2003. Contaminants of concern are below closure levels; no impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Jay County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is attached with ETR species highlighted. A preliminary review of the Indiana Natural Heritage Database by INDOT ES did not indicate the presence of endangered species within the 0.5 mile search radius. Coordination with the U.S. Fish and Wildlife Service (USFWS) and the Indiana Department of Natural Resources (IDNR) will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project area is located in an urban area surrounded by commercial and residential properties. The May 15, 2019 inspection report for Bridge #027-38-06182B states that no evidence of bats was seen or heard under the bridge. The range-wide programmatic consultation for the Indiana bat and northern long-eared bat will be completed according to "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

RECOMMENDATIONS SECTION

Include recommendations from each section. If there are no recommendations, please indicate N/A:

HAZARDOUS MATERIAL CONCERNS:

US 27 and 9th Street:

- **UST Site: Richard J. Price, 967 S. Meridian Street, AID#23406:** A UST site was identified in the northeast quadrant of the intersection; two (2) USTs are identified as permanently out-of-service in December 1988. No sampling or testing was conducted since that time. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary.

US 27 and 5th Street:

- **LUST Site and Brownfield Site: Witts Knuckle Busters Garage, 611 S. Meridian Street, AID# 18444:** This site was formerly the site of a gas station. According to the NFA Determination Pursuant to RISC issued by IDEM on November 22, 2013, contamination remains in the area surrounding the site, in the southeast quadrant of the intersection. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary.

US 27 and Water Street/SR 26:

- **UST Site: Jay County Motors Incorporated, 215 South Meridian Street, AID #18525:** This site is located on the southwest quadrant of the intersection. According to records available on IDEM's VFC, the site contained one (1) 200-300 gallon used oil UST that was closed-in-place 1988. No sampling or testing was conducted since that time. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary.

US 27 and High Street:

- **UST Site: Max J Lyons, Meridian and High Street, AID #23346:** This site contains three (3) gasoline USTs that were closed in place prior to 1986. No sampling or testing was conducted since that time, and curb replacement will occur at this intersection with 2 feet of excavation. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary.
- **UST Site: Lyons Buick Pontiac GMC Incorporated, AID #19434:** This site is mapped at the US 27 and Arch Street intersection, but according to the IDEM VFC it was located at the US 27 and High Street intersection. The USTs were removed in 1986. No sampling was done at the time of removal. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary.

US 27 and Arch Street:

LUST Site: Handy Dandy, 325 N. Meridian Street, AID #20769: According to records available on IDEM's VFC a release investigation was completed in September of 2019 and contamination was identified in the soil (benzene, acrylonitrile, and methylene chloride). If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary.

US 27 and McNeil Street:

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- **LUST Site: Swifty Service Station, 803 North Meridian Street, AID #10980:** This site is a historic gas station with four (4) USTs which is currently being operated as a metal plating shop. IDEM has requested the closure and removal of the USTs; however, no replies are included in IDEM’s VFC. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary.

US 27 and Lincoln Street:

- **LUST Site: Locker Oil Company Inc., 1450 North Meridian Street, AID #19500:** This site has obtained NFA status from IDEM on January 30, 2007. As residual contamination remains on site, in addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary.

ECOLOGICAL INFORMATION: Coordination with USFWS and IDNR will occur. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent “Using the USFWS’s IPaC System for Listed Bat Consultation for INDOT Projects”.

HISTORIC BRIDGE: Bridge number 027-38-06182 was built in 1927 and repaired in 1997. It is listed on the National Register of Historic Places and is categorized as a Select Bridge. Per the terms of the “Programmatic Agreement Regarding Management and Preservation of Indiana’s Historic Bridges” (Historic Bridge PA), the project will satisfy its Section 106 responsibilities involving “Select” and “Non-Select” bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III).

Nicole Fohey-
Breting

Digitally signed by
Nicole Fohey-Breting
Date: 2020.04.24
13:11:51 -04'00'

INDOT Environmental Services concurrence:

(Signature)

Prepared by:



Angela R. Kattmann, LPG
Environmental Geologist
Lochmueller Group

Graphics:

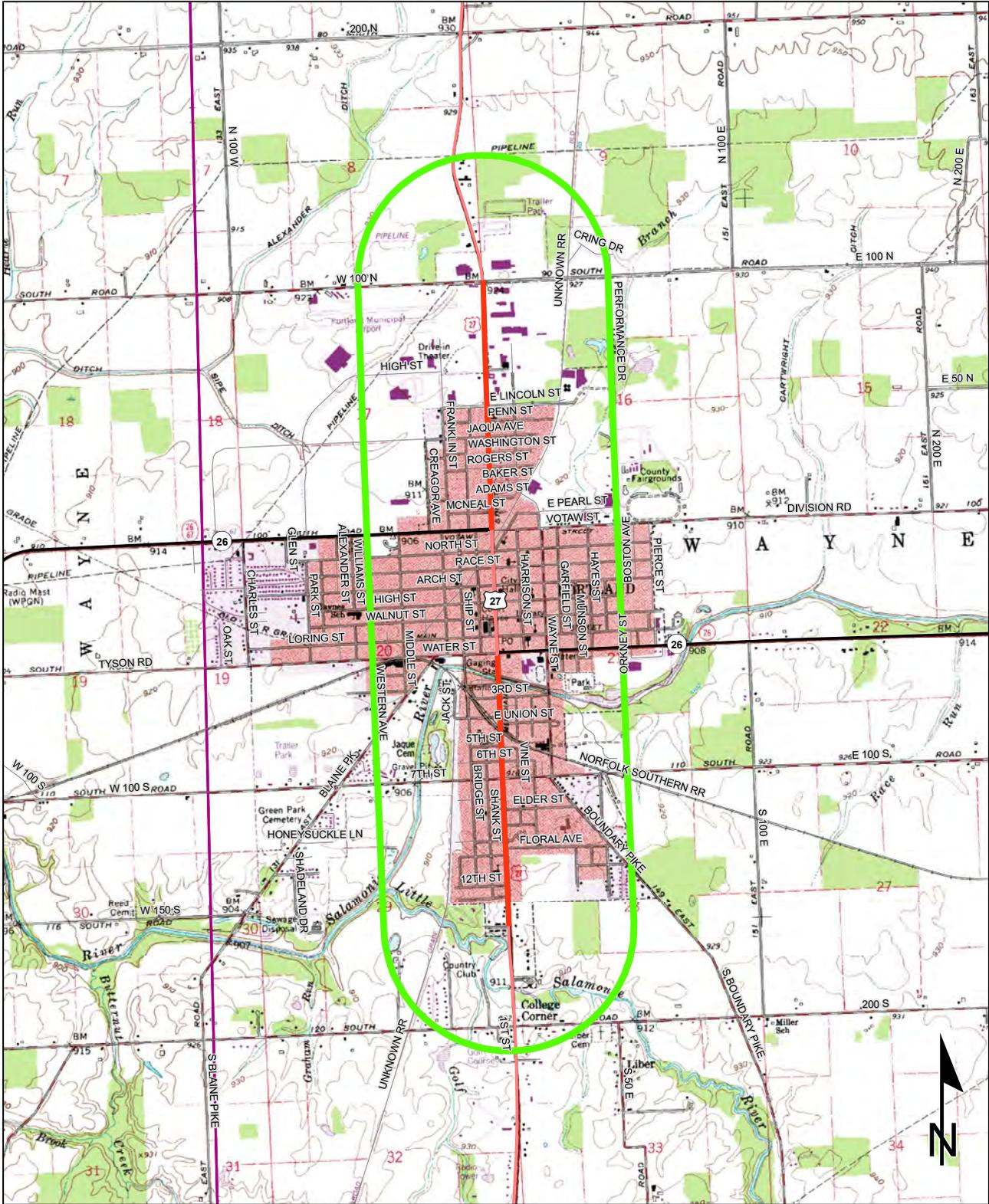
SITE LOCATION: YES
HAZARDOUS MATERIAL CONCERNS: YES

Additional Attachments:

Jay County ETR List

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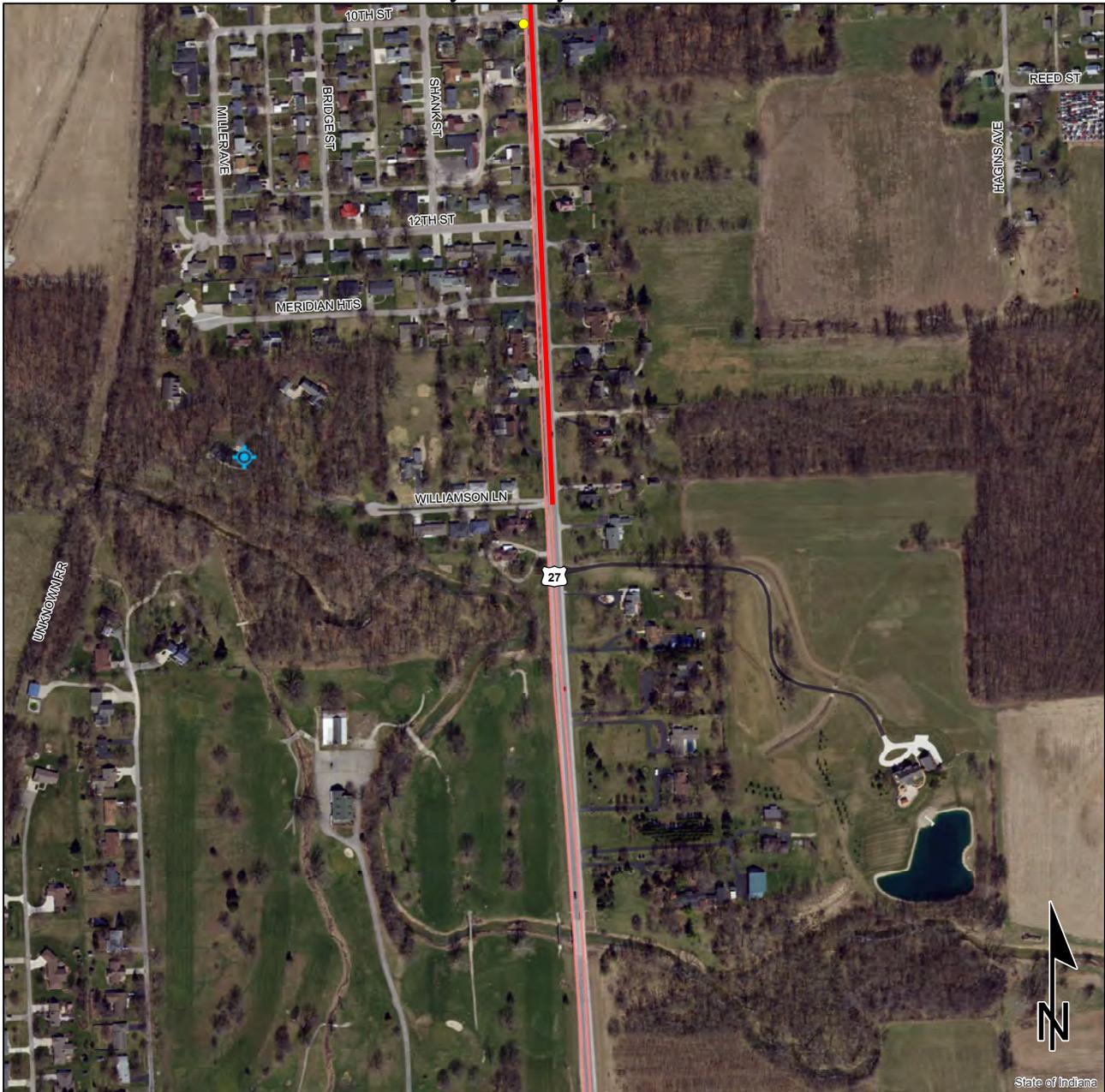
Red Flag Investigation - Site Location
US 27 - CR 100 N to Williamson Drive
Des. Nos. 1700811, 1800009, & 1702940
HMA Overlay, Bridge Deck Overlay, and Roadway "Right Sizing"
Jay County, Indiana



Sources: 0.5 0.25 0 0.5 Miles
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

PORTLAND QUADRANGLE
INDIANA
7.5 MINUTE SERIES
(TOPOGRAPHIC)

Red Flag Investigation - Hazardous Material Concerns
 US 27 - CR 100 N to Williamson Drive
 Des. Nos. 1700811, 1800009, & 1702940
 HMA Overlay, Bridge Deck Overlay, and Roadway "Right Sizing"
 Jay County, Indiana



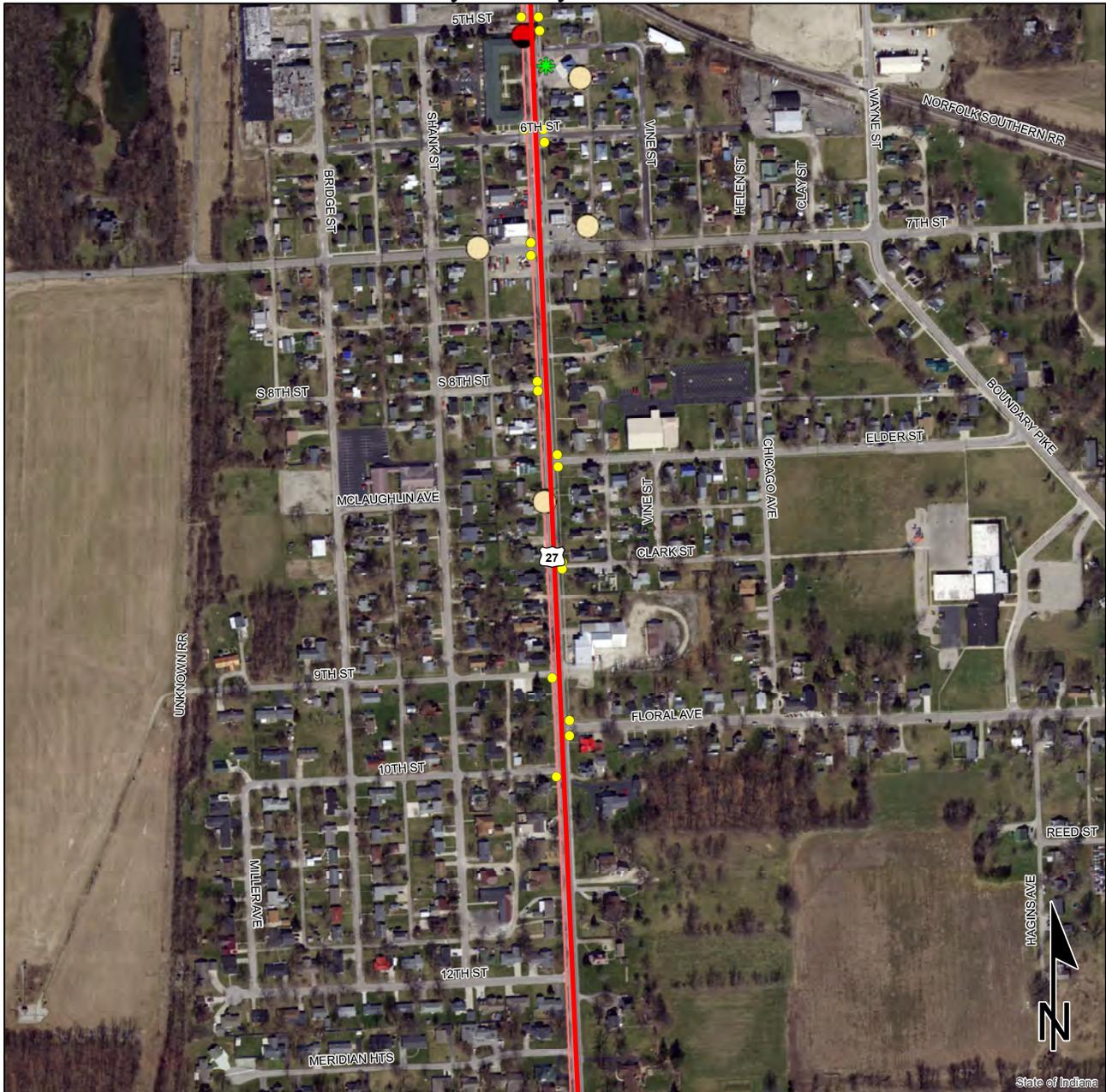
Brownfield	RCRA Generator/TSD	Institutional Controls
RCRA Corrective Action Sites	Restricted Waste Site	County Boundary
Confined Feeding Operation	Septage Waste Site	Project Area
Notice_of_Contamination	Solid Waste Landfill	Half Mile Radius
Construction/Demolition Site	State Cleanup Site	Toll
Infectious/Medical Waste Site	Superfund	Interstate
Leaking Underground Storage Tank	Tire Waste Site	State Route
Manufactured Gas Plant	Underground Storage Tank	US Route
NPDES Facilities	Voluntary Remediation Program	Local Road
NPDES Pipe Locations	Waste Transfer Station	
Open Dump Waste Site	Curb Ramp Replacement Locations	



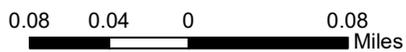
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Red Flag Investigation - Hazardous Material Concerns

US 27 - CR 100 N to Williamson Drive

Des. Nos. 1700811, 1800009, & 1702940

HMA Overlay, Bridge Deck Overlay, and Roadway "Right Sizing"

Jay County, Indiana



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0.08 0.04 0 0.08 Miles

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Sources:
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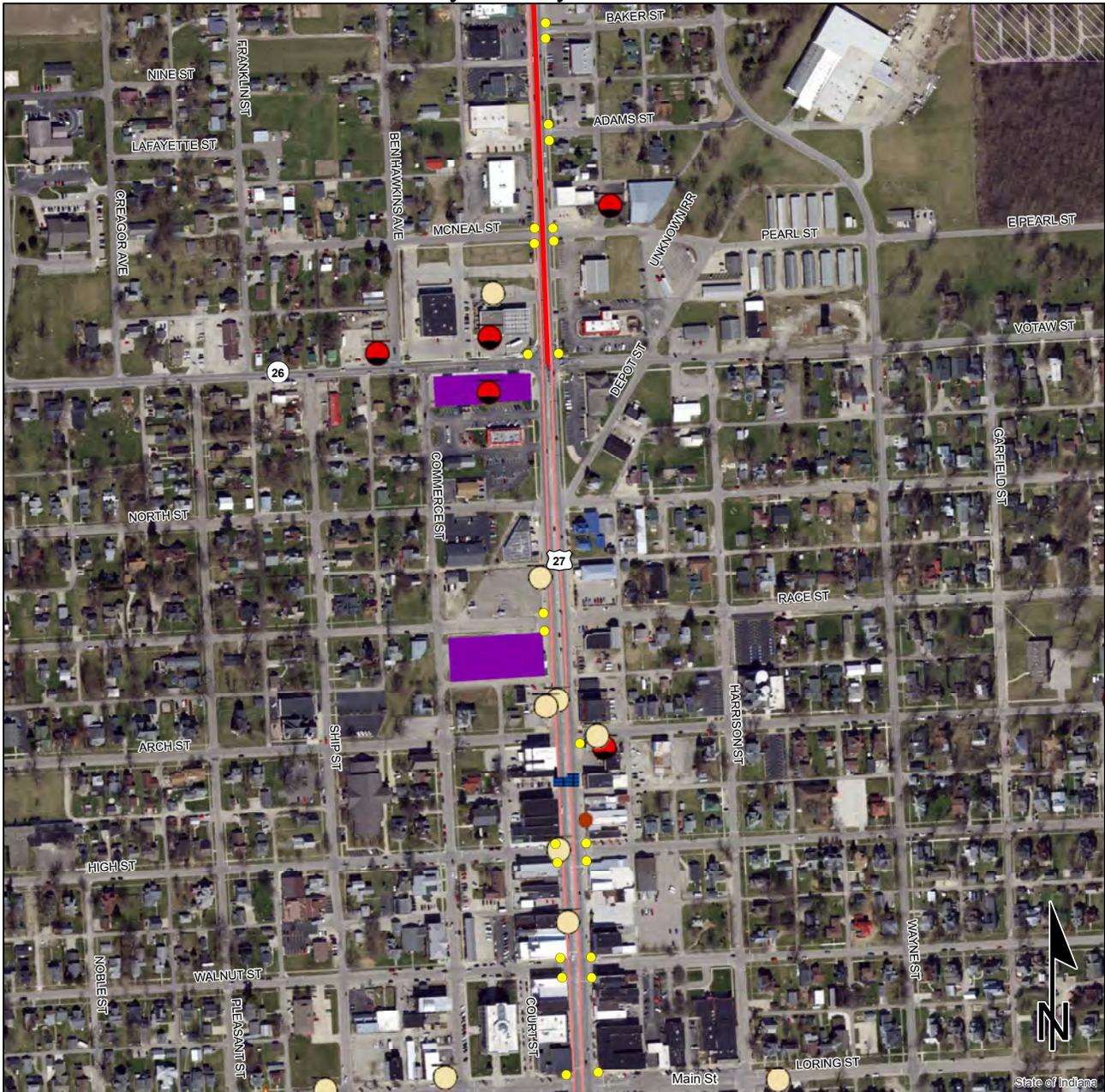
Red Flag Investigation - Hazardous Material Concerns

US 27 - CR 100 N to Williamson Drive

Des. Nos. 1700811, 1800009, & 1702940

HMA Overlay, Bridge Deck Overlay, and Roadway "Right Sizing"

Jay County, Indiana



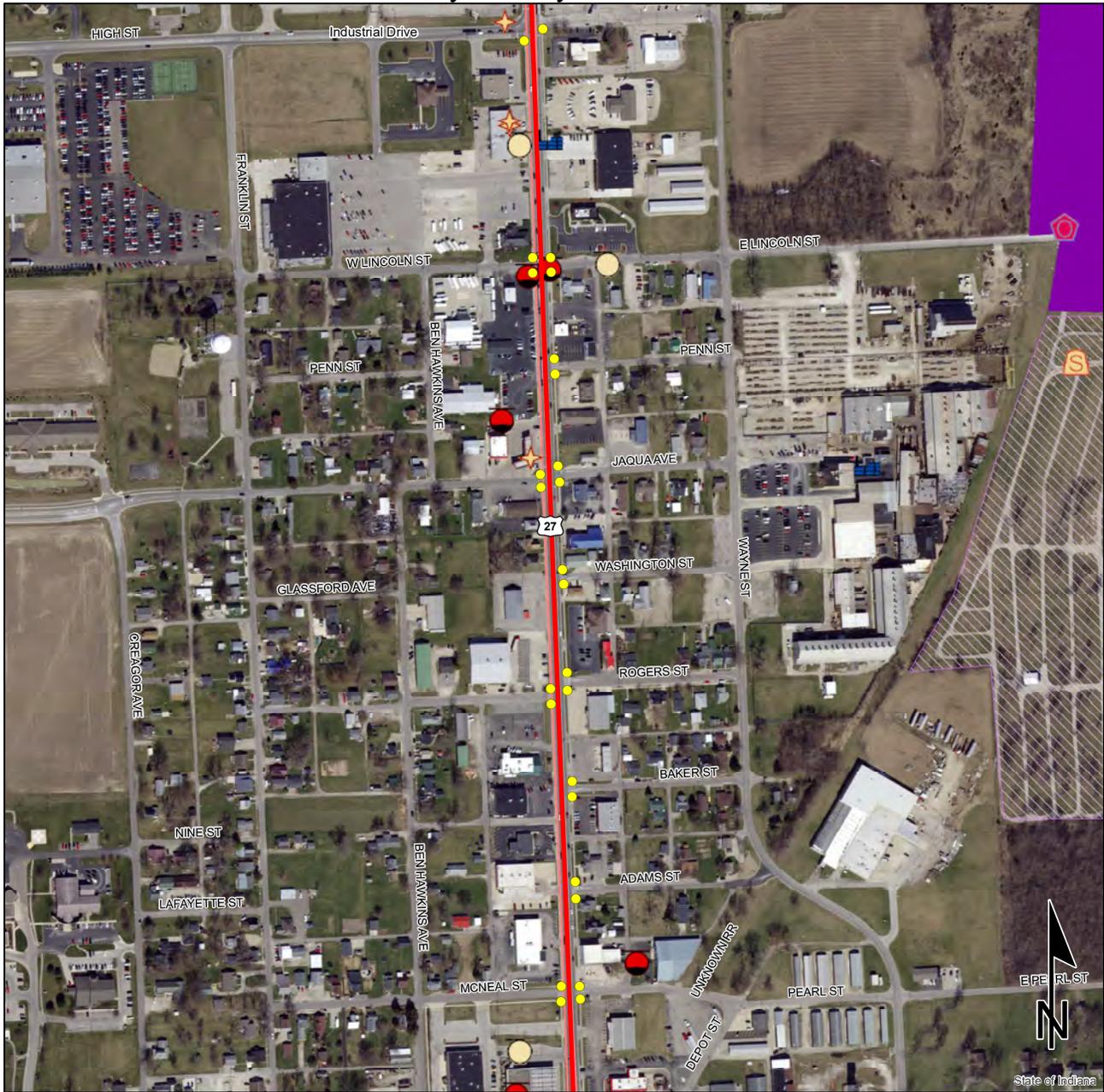
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Red Flag Investigation - Hazardous Material Concerns
US 27 - CR 100 N to Williamson Drive
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Jay County, Indiana



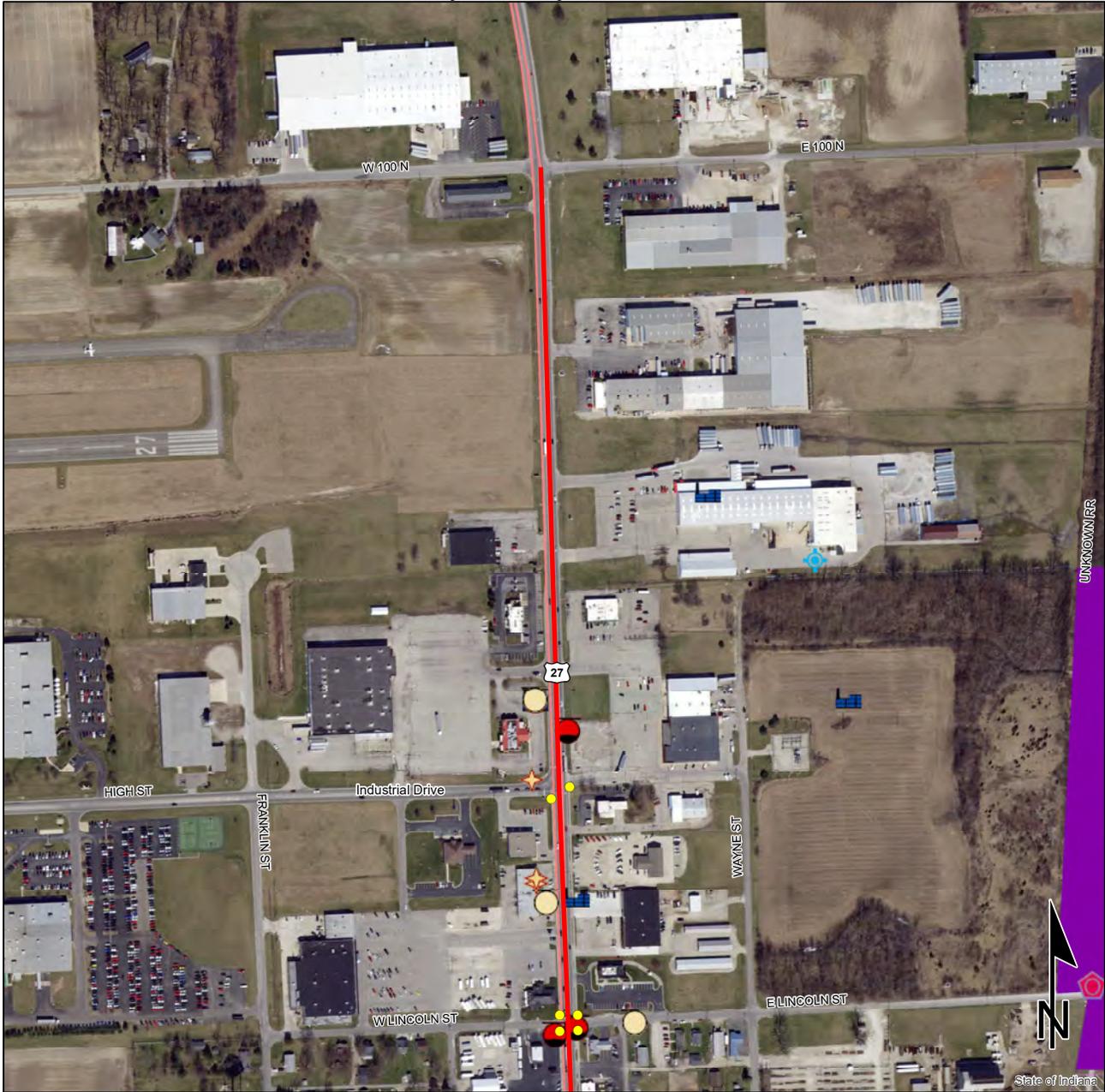
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0.08 0.04 0 0.08
 Miles

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Sources:

Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

Indiana County Endangered, Threatened and Rare Species List

County: Jay

Species Name	Common Name	FED	STATE	GRANK	SRANK
Mollusk: Bivalvia (Mussels)					
Epioblasma triquetra	Snuffbox	LE	SE	G3	S1
Pleurobema clava	Clubshell	LE	SE	G1G2	S1
Ptychobranthus fasciolaris	Kidneyshell		SSC	G4G5	S2
Toxolasma lividus	Purple Lilliput	C	SSC	G3Q	S2
Insect: Odonata (Dragonflies & Damselflies)					
Enallagma divagans	Turquoise Bluet		SR	G5	S3
Macromia wabashensis	Wabash River Cruiser		SE	G1G3Q	S1
Amphibian					
Lithobates pipiens	Northern Leopard Frog		SSC	G5	S2
Reptile					
Clonophis kirtlandii	Kirtland's Snake	C	SE	G2	S2
Thamnophis proximus proximus	Western Ribbon Snake		SSC	G5T5	S3
Bird					
Botaurus lentiginosus	American Bittern		SE	G5	S2B
Circus hudsonius	Northern Harrier		SE	G5	S2
Cistothorus platensis	Sedge Wren		SE	G5	S3B
Haliaeetus leucocephalus	Bald Eagle		SSC	G5	S2
Ixobrychus exilis	Least Bittern		SE	G5	S3B
Nycticorax nycticorax	Black-crowned Night-heron		SE	G5	S1B
Tyto alba	Barn Owl		SE	G5	S2
Mammal					
Mustela nivalis	Least Weasel		SSC	G5	S2?
Myotis sodalis	Indiana Bat or Social Myotis	LE	SE	G2	S1
Vascular Plant					
Carex timida	Timid Sedge		SE	G2G4	S1
Coeloglossum viride var. virescens	Long-bract Green Orchis		ST	G5T5	S2
Panax quinquefolius	American Ginseng		WL	G3G4	S3
Viola pedatifida	Prairie Violet		ST	G5	S2
High Quality Natural Community					
Forest - flatwoods central till plain	Central Till Plain Flatwoods		SG	G3	S2
Forest - floodplain mesic	Mesic Floodplain Forest		SG	G3?	S1
Forest - upland dry-mesic Central Till Plain	Central Till Plain Dry-mesic Upland Forest			GNR	S2
Prairie - dry-mesic	Dry-mesic Prairie		SG	G3	S2
Prairie - mesic	Mesic Prairie		SG	G2	S2
Prairie - wet	Wet Prairie		SG	G3	S1
Wetland - marsh	Marsh		SG	GU	S4

Indiana Natural Heritage Data Center
Division of Nature Preserves
Indiana Department of Natural Resources
This data is not the result of comprehensive county surveys.

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting
State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list
GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank
SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked

Categorical Exclusion
Appendix F
Water Resources

Juliana Clayton
Approved 11/8/19

Waters of the U.S. Determination Report
US 27 Bridge Deck Overlay
US 27 (Meridian Street) over Salamonie River
Jay County, Indiana
Des. No. 1702940
Structure No.: 027-38-06182 B
NBI No.: 007350



November 5, 2019

Prepared By:



3502 Woodview Trace, Suite 150
Indianapolis, IN, 46268
Ph: 317-222-3880

Prepared For:

INDOT – Greenfield District
32 S Broadway St
Greenfield, Indiana 46140

Waters of the U.S. Determination Report
US 27 Bridge Deck Overlay
US 27 (Meridian Street) Over Salamonie River
Jay County, Indiana
Des. No. 1702940

Date of Waters Investigation

July 24, 2019

Location

The project is located in central Jay County, 0.11 mile south of State Road 26.

- Wayne Township, Jay County, Indiana
- Sections 20 & 21, Township 23 North, Range 14 East
- Portland 1:24,000 United States Geological Survey (USGS) Quadrangle

Project Description

The Indiana Department of Transportation – Greenfield District proposes to proceed with a bridge deck overlay project in Portland, Jay County, Indiana (Des. No. 1702940). The proposed project will involve the mill and overlay of the existing deck for US 27 (Meridian Street) (Bridge # 027-38-06182 B) that carries the roadway over the Salamonie River. The proposed project will involve a mill and overlay of the existing bridge deck, cleaning of and repairs to the structure, and installation of scour protection. The maintenance of traffic (MOT) has yet to be developed but is likely to require lane closures. The MOT design will follow the criteria outlined in the *Indiana Design Manual*.

National Wetlands Inventory (NWI)

Based on the U.S. Fish and Wildlife National Wetlands Inventory (NWI) data (www.fws.gov/wetlands/Data/State-Downloads.html) there are two wetland polygons mapped within the project area (Attachment A6). The mapped wetlands are for the Salamonie River. One of these NWI wetlands is riverine, lower perennial, unconsolidated bottom, permanently flooded, excavated (R2UBHx) and the other is riverine, lower perennial, unconsolidated bottom, permanently flooded (R2UBH). In addition, there are six wetlands within a half-mile radius of the project area listed below:

- Two palustrine, broad-leaved deciduous, temporary flooded (PFO1A) wetlands
- One palustrine, emergent, persistent, semi-permanently flooded, excavated (PEM1Fx) wetland
- Three palustrine, unconsolidated bottom, intermittently exposed, excavated (PUBGx) wetlands

12-Digit HUC:

The US 27 Bridge Deck Overlay Project is located within the Berger Ditch – Salamonie River (051201020103) 12-digit hydrologic unit code (HUC).

Soils

The Soil Survey Geographic (SSURGO) database for Jay County includes the following mapped soil series within the US 27 Bridge Deck Overlay Project.



Soil Name	Map Abbreviation	Hydric Range
Udorthents, loamy	Ud	Unranked

Attached Documents:

- General Location Map – A1
- USGS Topographic Map (1:24,000) – A2
- USGS Topographic Map (1:12,000) – A3
- Jay County NRCS Soil Map and Hydric Soil List and Components – A4 to A7
- USFWS NWI Map – A8
- FEMA FIRMette Map – A9
- USGS StreamStats Watershed Map – A10
- Water Resources Map – A11
- Photo Location Map and Project Photos – A12 to A25
- USACE Preliminary Jurisdictional Determination Form – A26 to A29

Field Reconnaissance

Lochmueller Group conducted a field review for streams and wetlands within the investigation area for the US 27 Bridge Deck Overlay Project on July 24, 2019. One stream, Salamonie River, and no wetland features were identified within the investigation area. No roadside ditches exhibiting an ordinary high water mark (OHWM) were observed. Identified features from the field reconnaissance can be seen in photos in the Attachments.

Wetland determinations were conducted in accordance with the *Corps of Engineers Wetland Delineation Manual* (U.S. Army Corps of Engineers 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region Version 2.0* (U.S. Army Corps of Engineers 2010).

Stream Analysis

The July 2019 field investigation for the US 27 Bridge Deck Overlay Project resulted in the evaluation of one stream, Salamonie River.

Salamonie River

The Salamonie River is a perennial stream feature that flows from east to west within the investigation area. Approximately 100 feet (0.06 acre) of this feature was evaluated as part of this field investigation. The Salamonie River is a natural feature that appears to have been channelized. The Salamonie River receives drainage from the surrounding urban areas, combined storm sewer overflow from the City of Portland, and has an upstream drainage area of 47.312 square miles. The banks are steep with evidence of erosion and under cutting. The upstream left bank was hard armored with concrete. There was no overhanging vegetation or instream vegetation observed. The stream was flowing at a slow velocity at the time of the field investigation. The Salamonie River has a predominately silt and sand substrate with some gravel. There were no pools or riffles observed but small fish and crawfish were observed during the field investigation. The OHWM was 28 feet and 3 inches wide by 11 inches deep at the time of the field investigation. This resource is an average quality, perennial resource based on the flow regime, channelization, presence of fish, and absence of riffles and pools.



The U.S. Army Corps of Engineers does not consider the Salamonie River to be a traditional navigable waterway (TNW) within the investigation area. The Salamonie River outlets into the Wabash River in Wabash County. The Wabash River is considered navigable throughout Wabash County and therefore is considered a TNW. Therefore, the reach of the Salamonie River within the project investigation area, a relatively permanent waterway (RPW), is considered to be subject to USACE jurisdiction under Section 404 of the Clean Water Act due to the direct connection with a TNW. However, it would not be subject to Section 10 regulation.

Table 1: Stream Summary Table

Stream	Photos	Lat/Long	OHWM	USGS Blueline?	Substrate	Riffles/ Pools	Quality	Water of the U.S.?
Salamonie River	1-3, 5, 6, 10- 13, 20, 23, 25	40.4309° -84.9782°	28' 3" wide x 11" deep	Yes	Silt and Sand	No / No	Average	Yes

Wetlands

The July 2019 field investigation did not identify wetland features within the investigation area. Due to the constructed nature of the Salamonie River within the investigation area and location within the City of Portland, drainage is directed into the Salamonie River via a stormwater system. In addition, the constructed nature has resulted in steep, tall banks that limit the ability of the Salamonie River to leave the channel and create ponding. Due to these factors, there were no signs of hydrology observed. Vegetation observed was dominated by maintained yard which included Kentucky bluegrass (*Poa pratensis*, FAC) and red fescue (*Festuca rubra*) and urban forest which included black walnut (*Juglans nigra*, FACU).

Open Water

There are no open water features within the investigation area.

Roadside Ditch

No roadside ditches were overserved during the July 2019 field investigation.

Conclusions

The July 2019 field review for the US 27 Bridge Deck Overlay Project identified one stream feature, Salamonie River, within the project area. The Salamonie River would be considered a jurisdictional feature due to its connectivity to the Wabash River, a TNW. No wetland features or roadside ditches with an OHWM were identified within the investigation area.

Every effort should be taken to avoid and minimize the impacts to the water resources listed above. Disturbance of a wetland or stream could result in a mitigation requirement to secure the required permits for the bridge deck overlay project. If construction exceeds the limits of the survey review area illustrated in this document, further field investigation will be needed. This report is this office's best judgment of water resources that are likely to be under federal jurisdiction, based on the guidelines set



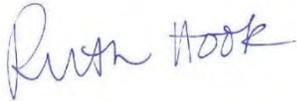
forth by the USACE. The final determination of jurisdictional waters is ultimately the responsibility of the USACE.

This waters determination has been prepared based on the best available information, interpreted in the light of the investigator’s training, experience and professional judgement in conformance with the 1987 *Corps of Engineers Wetlands Delineation Manual*, the appropriate regional supplement, the USACE *Jurisdictional Determination Form Instructional Guidebook*, and other appropriate agency guidelines.

Preparers

Lochmueller Group, Inc. Staff	Position	Contributing Effort
Ruth Hook, CPESC, CESSWI	Environmental Biologist	Field Data Collection/Report Preparation

Signature of Preparer:



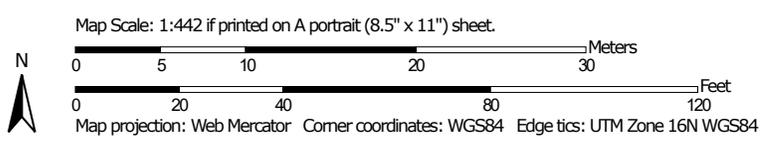
Ruth Hook, CPESC, CESSWI
Lochmueller Group



ATTACHMENTS



Soil Map—Jay County, Indiana
(Des. No. 1702940 - US 27 over Salamonie River)



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

Water Features



Streams and Canals

Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

Background



Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Jay County, Indiana

Survey Area Data: Version 21, Sep 16, 2019

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Nov 9, 2014—Jan 3, 2017

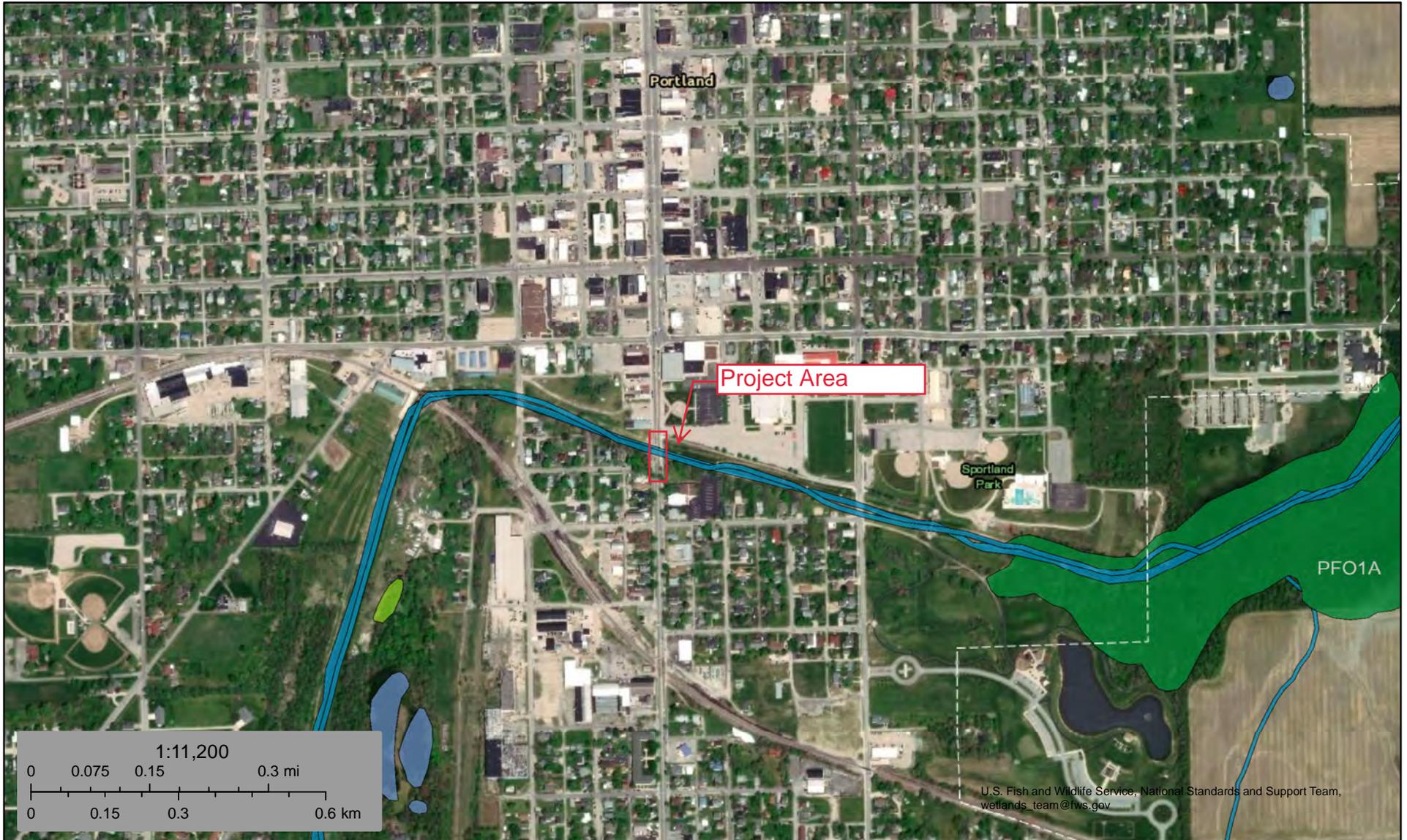
The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Ud	Udorthents, loamy	0.5	100.0%
Totals for Area of Interest		0.5	100.0%

Report—Hydric Soil List - All Components

Hydric Soil List - All Components--IN075-Jay County, Indiana					
Map symbol and map unit name	Component/Local Phase	Comp. pct.	Landform	Hydric status	Hydric criteria met (code)
Ud: Udorthents, loamy	Udorthents-Loamy	100	Moraines,till plains	Unranked	—



October 2, 2019

Wetlands

- | | | |
|--------------------------------|-----------------------------------|----------|
| Estuarine and Marine Deepwater | Freshwater Emergent Wetland | Lake |
| Estuarine and Marine Wetland | Freshwater Forested/Shrub Wetland | Other |
| | Freshwater Pond | Riverine |

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

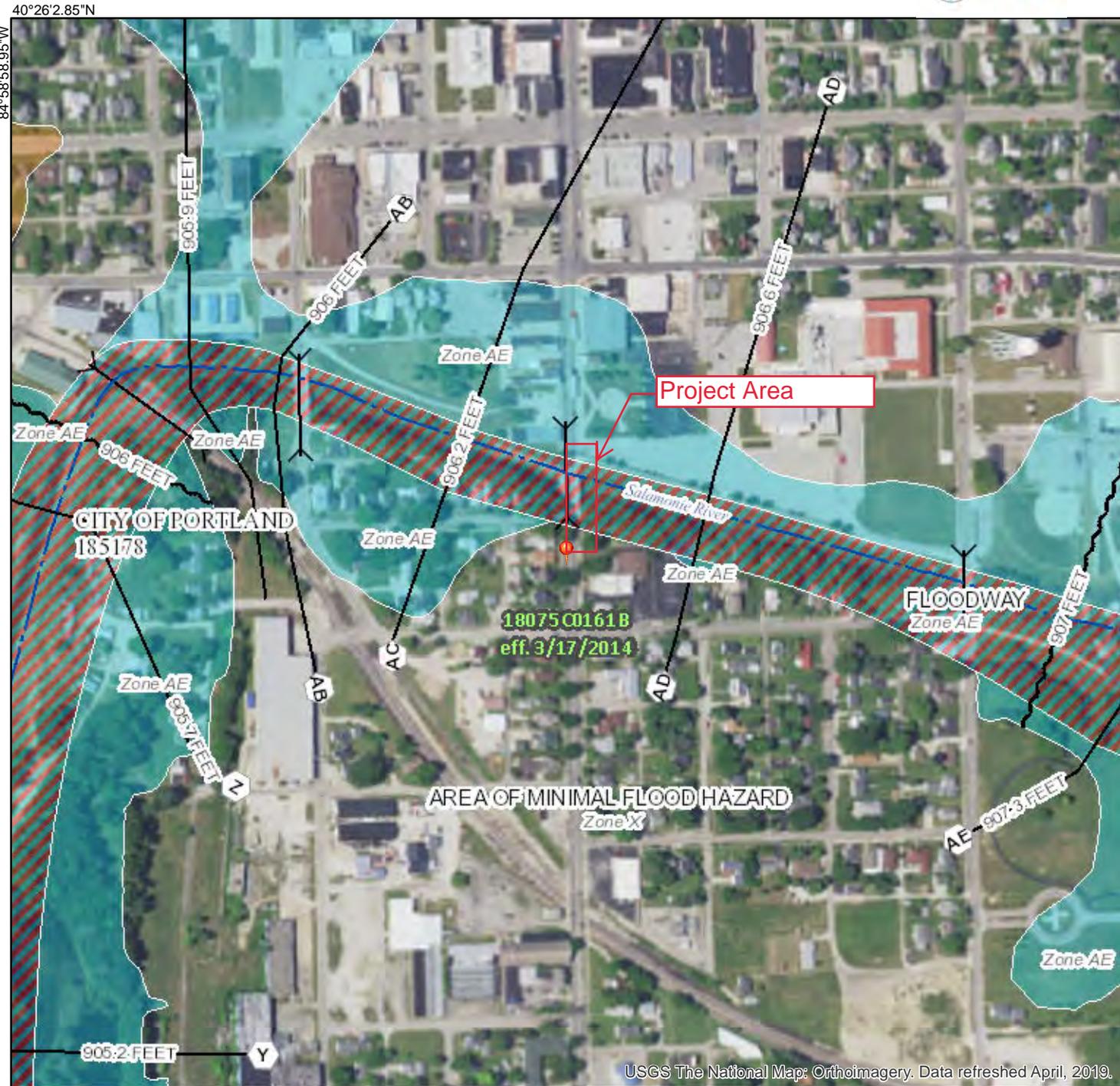
National Flood Hazard Layer FIRMette



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
OTHER FEATURES		Levee, Dike, or Floodwall
		Cross Sections with 1% Annual Chance Water Surface Elevation
OTHER FEATURES		Coastal Transect
		Base Flood Elevation Line (BFE)
OTHER FEATURES		Limit of Study
		Jurisdiction Boundary
OTHER FEATURES		Coastal Transect Baseline
		Profile Baseline
OTHER FEATURES		Hydrographic Feature
		Digital Data Available
MAP PANELS		No Digital Data Available
		Unmapped

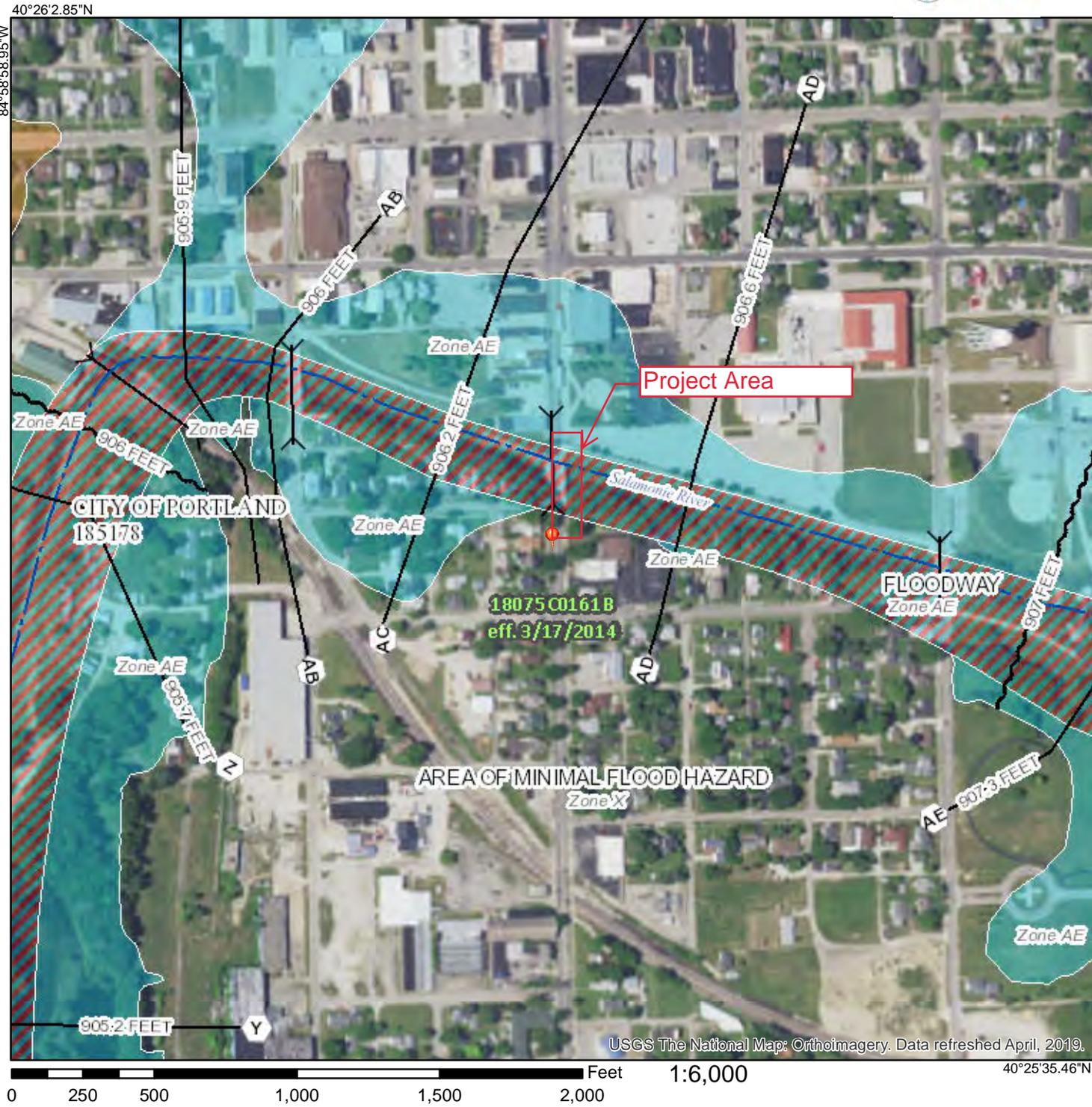


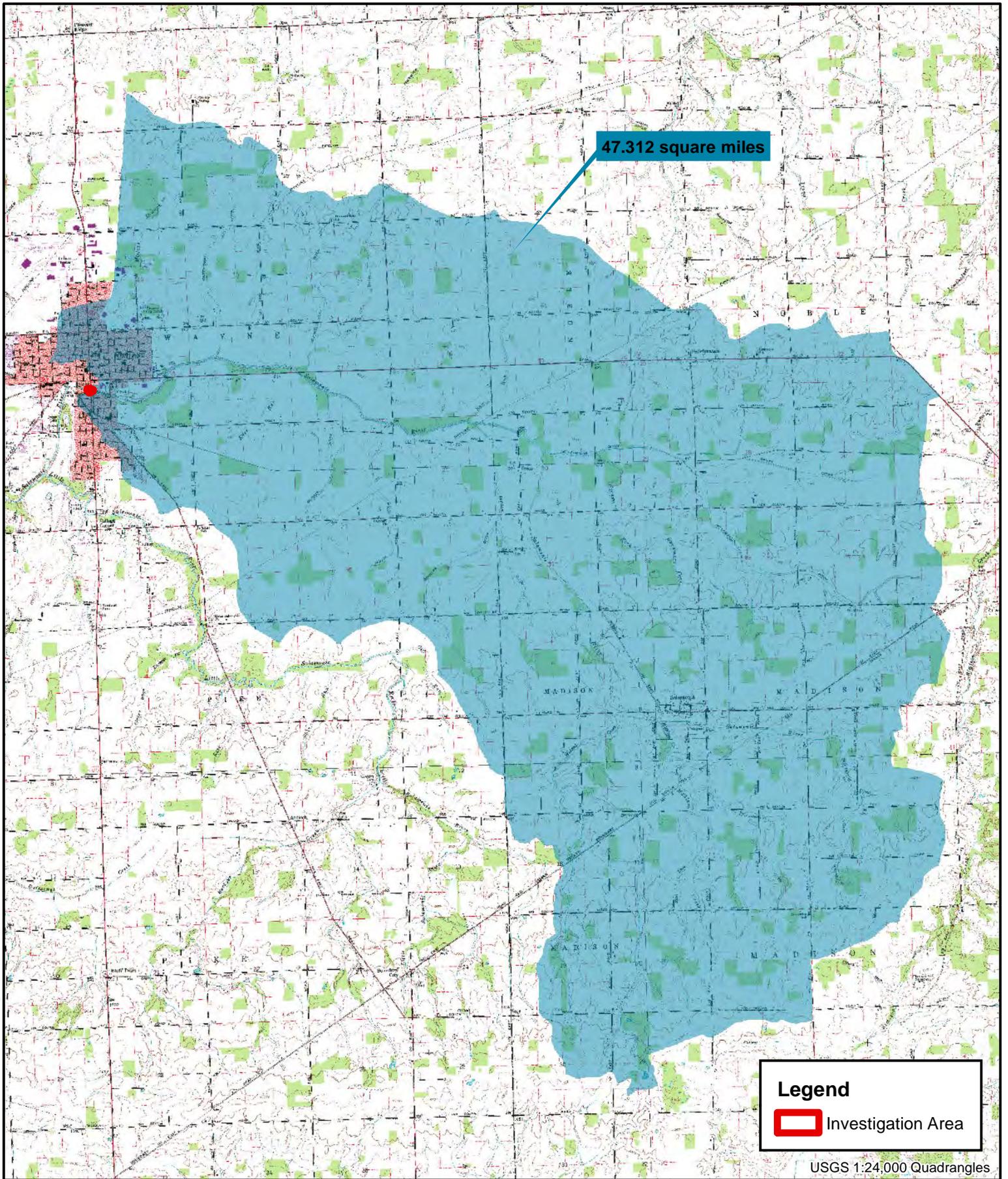
The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 10/2/2019 at 4:31:14 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.





47.312 square miles

Legend

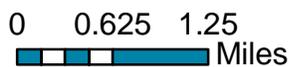
 Investigation Area

USGS 1:24,000 Quadrangles



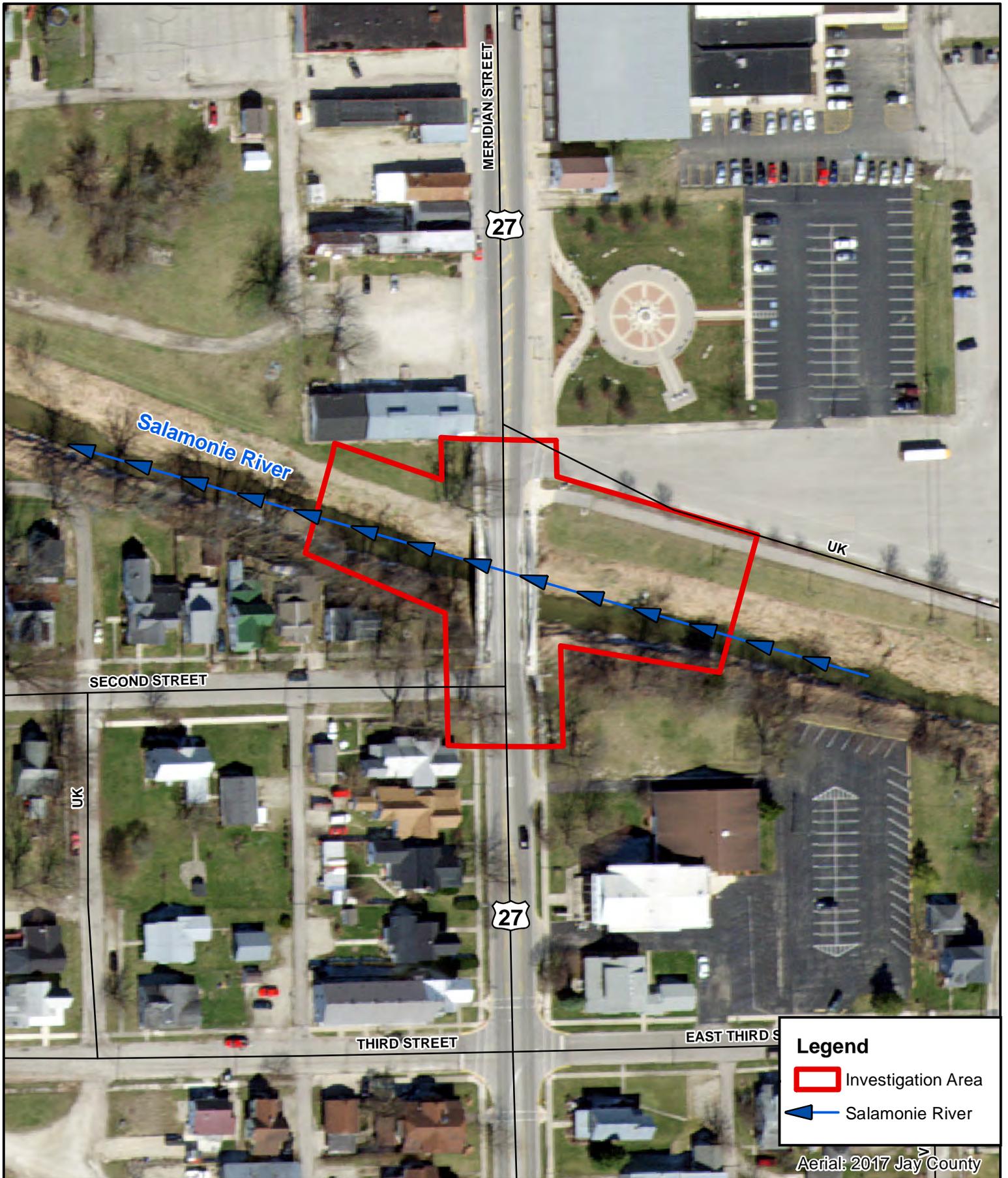
3502 Woodview Trace, Suite 150
 Indianapolis, IN 46268
 Phone: (317) 222-3880
 Fax: (317) 222-3881

USGS StreamStats Map
 Waters of the U.S. Report
 Des. No. 1702940



County: Jay Quadrangle: Portland
 Township: Wayne
 State: Indiana

Bridge Deck Overlay
 US 27 over Salamonie River
 Created: 11/5/2019, RHook



Legend

- Investigation Area
- ← Salamonie River

Aerial: 2017 Jay County

LOCHMUELLER GROUP

3502 Woodview Trace, Suite 150
 Indianapolis, IN 46268
 Phone: (317) 222-3880
 Fax: (317) 222-3881

Water Resources Map
 Waters of the U.S. Report
 Des. No. 1702940

0 50 100
 Feet

County: Jay
 Township: Wayne
 State: Indiana

Bridge Deck Overlay
 US 27 over Salamonie River
 Created: 11/5/2019, RHook

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: October 8, 2019

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: R. Hook, 3502 Woodview Trace, Indianapolis, IN 46268

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

The Indiana Department of Transportation – Greenfield District proposes to proceed with a bridge deck overlay project in Portland, Jay County, Indiana (Des. No. 1702940). The proposed project will involve the mill and overlay of the existing deck for US 27 (Meridian Street) (bridge # 027-38-06182 B) that carries the roadway over the Salamonie River. The proposed project will involve a mill and overlay of the existing bridge deck, cleaning of and repairs to the structure, and installation of scour protection. The maintenance of traffic (MOT) has yet to be developed but is likely to require lane closures. The MOT design will follow the criteria outlined in the Indiana Design Manual.

(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: **IN** County/parish/borough: **Jay** City: **Portland**

Center coordinates of site (lat/long in degree decimal format):

Lat.: **40.43079** Long.: **-84.97781**

Universal Transverse Mercator: 671529.65 E, 4477536.00 N Z 16T

Name of nearest waterbody: **Salamonie River**

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

Office (Desk) Determination. Date:

Field Determination. Date(s):

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH “MAY BE” SUBJECT TO REGULATORY JURISDICTION.

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource “may be” subject (i.e., Section 404 or Section 10/404)
Salamonie River	40.4309°	-84.9782°	100 feet (0.06 acre) [±]	non-wetland	Section 404

- 1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.
- 2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring “pre-construction notification” (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant’s acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there “*may be*” waters of the U.S. and/or that there “*may be*” navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
Map: Aerial, water resources, NWI, topographic, StreamStats, soils.
- Data sheets prepared/submitted by or on behalf of the PJD requestor.
 - Office concurs with data sheets/delineation report.
 - Office does not concur with data sheets/delineation report. Rationale: _____.
- Data sheets prepared by the Corps: _____.
- Corps navigable waters' study: _____.
- U.S. Geological Survey Hydrologic Atlas: Hydrography_HighRes_FlowLine_NHD_USGS.shp.
 - USGS NHD data.
 - USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: Portland 1:24,000 Quadrangle.
- Natural Resources Conservation Service Soil Survey. Citation: NRCS webs soil survey.
- National wetlands inventory map(s). Cite name: USFWS NWI wetland mapper.
- State/local wetland inventory map(s): _____.
- FEMA/FIRM maps: 18075C0161B.
- 100-year Floodplain Elevation is: 906.7 feet (National Geodetic Vertical Datum of 1929).
- Photographs: Aerial (Name & Date): Jay County 2017
or Other (Name & Date): Field photos from 7/24/2019.
- Previous determination(s). File no. and date of response letter: _____.
- Other information (please specify): _____.

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Signature and date of
Regulatory staff member
completing PJD

Ruth Hook

Digitally signed by Ruth Hook
Date: 2019.09.19 09:41:11 -04'00'

Signature and date of
person requesting PJD
(REQUIRED, unless obtaining
the signature is impracticable)¹

¹ Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

From: Clayton, Juliana <JClayton@indot.IN.gov>
Sent: Friday, November 8, 2019 1:28 PM
To: Hook, Ruth
Cc: Greene, Jeremy; Vereb, Michael
Subject: RE: Waters of the U.S. Report for Des. No. 1702940
Attachments: Pages from 1702940 Waters Report Approved 11.8.19.pdf

Ruth,

Thank you for submitting the waters report for the US 27 bridge thin deck overlay in Jay County, Des. number 1702940. The approved report can be found in ProjectWise ([1702940 Waters Report Approved 11.8.19.pdf](#)). *It is the responsibility of the Project Manager to forward a copy of this report to the Project Designer.*

The information in this report should be used by the Project Designer to determine if waters of the U.S. will be impacted by the project. Avoidance and minimization of impacts must occur *before* mitigation will be considered. If mitigation is required, the Project Manager or Project Designer must coordinate with the Ecology and Waterway Permitting Office to discuss how adequate compensatory mitigation will be provided.

The Project Manager should notify the Ecology and Waterway Permitting Office if there is any change to the project footprint presented in this report. Such changes may require additional fieldwork and submittal of an updated waters report covering areas not previously investigated. *This report is only valid for a period of five years from the date of earliest fieldwork.* If the report expires prior to waterway permit application submittal, additional fieldwork and a revised waters report will be required.

It will not be sent to the United States Army Corps of Engineers (USACE) or the Indiana Department of Environmental Management (IDEM) until the waterways permit applications are submitted to these agencies.

Thanks,
Juliana Clayton
Ecology and Waterway Permitting Specialist
100 N Senate Ave N 642
Indianapolis, IN 46204-2216
Phone: 317-232-0240
Email: jclayton@indot.in.gov



From: Hook, Ruth [<mailto:RHook@lochgroup.com>]
Sent: Tuesday, November 05, 2019 3:16 PM
To: Clayton, Juliana <JClayton@indot.IN.gov>
Cc: Greene, Jeremy <JGreene@indot.IN.gov>; Vereb, Michael <MVereb@lochgroup.com>
Subject: RE: Waters of the U.S. Report for Des. No. 1702940

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

Juliana –

Comments were easy to address. My response to comments are below and the revised report is attached. It should be noted that after I submitted this waters report, the had the PFC and decided to not include the scour at this point in time. The our PM indicated that we should go ahead and get the waters report approved just incase they change their mind on scour protection or choose to include it in a different project in the next 5 years.

Let me know if you have questions, concerns, or if additional changes are needed.

Thanks!

Ruth Hook, CPESC, CESSWI

Environmental Biologist

Lochmueller Group

317.334.6816 (direct) | 206.999.9348 (mobile)

RHook@lochgroup.com

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From: Clayton, Juliana <JClayton@indot.IN.gov>

Sent: Thursday, October 31, 2019 4:09 PM

To: Hook, Ruth <RHook@lochgroup.com>

Cc: Greene, Jeremy <JeGreene@indot.IN.gov>

Subject: RE: Waters of the U.S. Report for Des. No. 1702940

Ruth,

Happy Halloween! I have reviewed the waters report for Des. number 1702940 and I have the following comments:

1. The HUC code according to Indiana Map is 051201020103. Please change your narrative to reflect this or let me know if you believe Indiana Map to be incorrect. I have that it is showing both of those. The GIS layer I have is from Indiana Map and it also shows both 12 digit numbers. The HUC-12 attribute says what you provided but further down, at the 6th level HUC (where we usually pull the name from) is what I have included in the waters report. I updated it to be yours but this is the first time I have seen this difference between the two numbers.
2. Please add more justification to the Wetlands narrative as to why wetlands were not present. Was the dominant vegetation FACU and/or UP, for example? Added discussion over lack of hydrology and vegetation.
3. Please add a Roadside Ditch section to the narrative and mention whether or not RSDs were present. If they were, please mention how many they were and their approximate length and

Categorical Exclusion
Appendix G
Public Involvement

This Appendix references Des. Nos. 1700811 and 1800009. These Des. Nos. have been removed from this project.



6200 Vogel Road, Evansville, Indiana 47715 • 812.479.6200

February 26, 2019

Kevin F. Inman
Theresa C. Inman
305 N. Meridian St.
Portland, IN 47371

NOTICE OF SURVEY

RE: U.S. 27 Bike/Pedestrian Facilities Project:

- US 27 from SR 26 S. Jct. to SR 26/SR 67 N. Jct. through Portland, Indiana.
 - Loch Group Project No.: 218-0015-10H, INDOT Des. No. 1800009

Dear Property Owner:

Research of county records indicates that you own or occupy property(s) near this proposed Bike/Pedestrian Facilities Project. Our employees will be doing a survey of the project area(s) in the near future. It may be necessary for them to come onto your property to complete this work. These procedures are allowed by Indiana Code IC 8-23-7-26. If you are available, our surveyors will show identification before coming onto your property. If you have sold this property, or it is occupied by someone else, please advise us of the name and address of the current owner/occupant so that we may contact them about the survey.

At this stage we do not know what effect, if any, our project may eventually have on your property. If we determine later that your property is involved, we will contact you with additional information.

The survey work will include mapping the location of features such as buildings, trees, fences and drives, as well as obtaining ground elevations. The survey work may include the identification and mapping of wetlands and streams, and various other environmental studies. This work is necessary for the proper planning and design of this proposed Bike/Pedestrian Facilities Project.

Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If any problems do occur, please contact our field crew or call me at **(812-479-6200)**, or write to me at the above address. Thank you in advance for your cooperation.

Sincerely yours,

LOCHMUELLER GROUP, INC.

A handwritten signature in black ink, appearing to read "Sean L. Suttles".

Sean L. Suttles, P.S.
Chief of Surveying



INDIANA DEPARTMENT OF TRANSPORTATION

Greenfield District
32 South Broadway
Greenfield, Indiana 46140-2247

PHONE: (855) 463-6848
FAX: (317) 462-7031

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Notice of Public Meeting Regarding US 27 Improvements through Portland Des. No. 1700811, 1702940, and 1800009

The Indiana Department of Transportation (INDOT) will host a public meeting regarding proposed improvements to US 27 through the City of Portland. The meeting will begin at 6 p.m. (local time) Tuesday, August 13, 2019, in the John Jay Event Center, 101 S. Meridian Street, Portland, IN, 47371.

The proposed project takes place along US 27 between Williamson Drive and W CR 100 N in the City of Portland, Jay County. Within these limits the project includes three different types of work elements, all of which occur within the National Register of Historic Places-listed Portland Commercial Historic District:

- **Mill and Overlay** – from Williamson Drive to SR 26 (Water Street) and from SR 67 (Votaw Street) to W CR 100 N would include milling the existing pavement of US 27 and placing a new hot mix asphalt (HMA) overlay. Curb ramps within these limits would be upgraded to meet the standards of the Americans with Disabilities Act (ADA).
- **Bridge Maintenance** – the Meridian Street Bridge, which carries US 27 over the Salamonie River south of Water Street, would be cleaned and repaired. The bridge is a Historic Select Bridge.
- **Mill and Overlay and “Right Sizing”** – from SR 26 (Water Street) to SR 67 (Votaw Street) improvements to US 27 would involve mill and overlay of the existing pavement and the right sizing of the road through downtown Portland. “Right sizing” involves adjusting the section width and lane assignments to better accommodate pedestrian needs while sustaining current and projected traffic volumes. In this section, US 27 would be reduced to one lane in each direction with an alternating left turn lane. The parallel parking along the east side would be retained; however, the parking along the west side would be changed to back-in angled parking. Curb bump outs would be provided at most corners to improve safety of pedestrian crossings. Also, the traffic signals at Walnut Street and High Street would be removed.

Construction of the project is anticipated by 2021.

The format of the meeting will feature a formal presentation to begin at 6:30 p.m. with an informal open house session following. Displays and representatives will be available prior to and following the presentation until 8:00 p.m. This meeting will allow INDOT and their representatives to gather input from local businesses, area residents, and the public about the project. The purpose of the meeting is to offer all interested persons an opportunity to comment on the proposed project, including its purpose and need, the alternatives under consideration, and the conceptual design. The information gathered will be used to advise INDOT in the decision-making process as the project continues through the planning and design phases.

Comments can be submitted during the meeting, via e-mail, and in writing to:

INDOT Greenfield District Customer Service

32 South Broadway

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



Greenfield, IN 46140

1-855-463-6848

E-mail: eastcentralin@indot.in.gov

With advance notice, INDOT can provide accommodation for persons and/or groups representing persons with disabilities requiring auxiliary aids or services such as interpreters, signers, readers, or large print. Should accommodation be required please contact Rickie Clark, Office of Public Involvement at (317) 232-6601, or email reclark@indot.in.gov. In addition, persons and/or groups representing persons of Limited English Proficiency (LEP) requiring assistance related to participation during the public involvement process and access to project documents are encouraged to contact the INDOT Office of Public Involvement.

US 27 Road & Bridge Maintenance Project

Williamson Drive to W CR 100 North
Des. No. 1700811, 1702940, & 1800009

John Jay Event Center
Tuesday, August 13, 2019
6:00 p.m.

Please silence electronic devices

NextLevel
INDIANA

Agenda

- Welcome & introductions
- Meeting intent & organization
- Purpose & need
- Project description

Invited to the display area for Q & A with the project team



NextLevel
INDIANA

Meeting Intent & Organization

- Early engagement with the public
- Inform the public of project
- Receive feedback from the public about the proposal

Encourage to ask questions to project
team during the Open House

NextLevel
INDIANA

Purpose & Need

- Purpose
 - Extend lifespan of this section of US 27
 - Improve overall safety & pedestrian accessibility
 - Preserve structural integrity of the Meridian Street Bridge
- Need
 - Deteriorating condition of pavement & pedestrian facilities
 - Current four lane section through downtown allows for higher speeds that conflicts with pedestrian crossing & access
 - Poor surface condition of Meridian Street Bridge



NextLevel
INDIANA

Project Identification

• Three components:

- Hot Mix Asphalt Mill & Overlay
 - *Williamson Drive to SR 26 (Water Street)*
 - *SR 67 (Votaw Street) to W CR 100 North*
- Bridge Maintenance
 - *Meridian Street Bridge over Salamonie River*
- HMA Mill & Overlay / Right Sizing
 - *SR 26 (Water Street) to SR 67 (Votaw Street)*



Project Description

• Williamson Drive to SR 26 (Water Street) & from SR 67 (Votaw Street) to W CR 100 N

- Mill the existing pavement approximately 1.5 inches
- Partial & Full Depth Patching, as needed
- Replace Deficient Curb Ramps – bring to ADA standards



Project Description

• SR 26 (Water Street) to SR 67 (Votaw Street)

- Mill the existing pavement approximately 1.5 inches
- Partial & full depth patching, as needed
- Replace deficient curb ramps – bring to ADA standards
- 4-lane to 2-lane conversion, curb bump-outs, parking

Proposal – Water Street to Votaw Street

- Reduce US 27 from 2 through-lanes in each direction to 1 through-lane in each direction
 - 4-lane section is less friendly to pedestrians
- Includes alternating left-turn lane at intersections
- Add curb bump-outs to improve pedestrian safety
- Parallel parking on one side
- Back-in angled parking on the other side
- Remove traffic signals at Walnut Street & High Street
 - Traffic signal warrant study, along with the crash study, indicate that these two intersections do not warrant traffic signals

4-Lane to 2-Lane Conversion

- Reduce US 27 from 2 through-lanes in each direction to 1 through-lane in each direction with alternating left turn lane at intersections
- US 27 is already a 2-lane road, except for 2,000 ft downtown between Water Street & Votaw Street
 - Causes drivers to feel like they can drive faster & pass other vehicles, increasing the potential for crashes
 - Makes downtown less friendly to visit & more risky for pedestrians
 - Reduces speed differential – more consistent traffic flow
 - Side-street traffic can more comfortably enter the mainline roadway because there are fewer lanes to cross; this can reduce side-street delay
 - Easier & safer for pedestrians to cross



Curb Bump-outs

• Curb Bump-outs Improve Pedestrian Safety

- Reduces the distance & time needed to cross the street
- Improves sight lines for pedestrians
- Narrower section
 - Slows traffic down
- Prevents parked cars from blocking crosswalks
- Creates space for curb ramps, landings & landscaping



Curb Bump-outs



Back-in Angled Parking

• Back-in angled parking on one side

- Similar maneuvers to parallel parking
- Increased visibility when leaving
- Safer loading/ unloading



Back-in Angled Parking



Back-in Angled Parking

Step 1

FIND AN
OPEN SPACE
& SIGNAL

Back-in Angled Parking



Step 1

- Find an open space & turn on your signal

Back-in Angled Parking

Step 2

DRIVE PAST
THE SPACE &
STOP

Back-in Angled Parking



Step 2

- Drive past the space & stop

Back-in Angled Parking

Step 3

**REVERSE
INTO THE
SPACE**

Back-in Angled Parking



Step 3

- Put your car into reverse & back into the space

Back-in Angled Parking

**You are
safely
parked!**

Back-in Angled Parking



Leaving

- When it is time to leave, you are facing forward and have a better view of traffic and cyclists.
- You do not have to blindly back in to traffic, making departures safer, quicker, and easier.



Back-in Angled Parking



Safer

- When the vehicle doors are open, they block pedestrian access to the travel lane and guide them back to the sidewalk.
- Also, when vehicle's trunk is accessed from the sidewalk, making it safer and more convenient to load/unload items.



Parking Comparison

Back-in angled parking provides more parking than parallel

BACK-IN ANGLED PARKING



PARALLEL PARKING



Where is this being done?

Arlington, VA	Olympia, WA
Birmingham, AL	Plattsburgh, NY
Charlotte, NC	Pottstown, PA
Everett, WA	Salem, OR
Indianapolis, IN	Tucson, AZ
Knoxville, TN	Wilmington, DE
Marquette, MI	Ventura, CA



Project Description

• Bridge Maintenance – Meridian Street Bridge over Salamonie River

- Patch the bridge deck, as necessary
- Replace the flexible bridge deck overlay
- Patch concrete columns, as necessary
- Paint the steel bridge railing components, planters & light fixtures
- Clean concrete surfaces above the sidewalk or remove & replace the concrete masonry coating
- Repair spill slope erosion



Environmental Studies

Areas of Environmental Impacts

- Hazardous Materials
- Threatened & Endangered Species
- Historic & Archaeological
 - Meridian Street Bridge
 - Portland Commercial Historic District
- Floodplains
- Land Use
- Wetlands & Waterways
- Community Impacts
- Public Involvement
 - Public Hearing



Project Schedule

- After tonight - continue advancement of preliminary design & environmental
- Public hearing in April/May 2020
- Environmental approval in June 2020
- Right-of-way acquisition (not anticipated)
- Final design July 2020 through November 2020
- Start of construction is anticipated in Spring 2021
 - Exact timelines will be set at the time of the final design.



Providing Comments

- Written comments
 - INDOT Greenfield District Customer Care
32 South Broadway
Greenfield, IN 46140
- E-Mail eastcentralin@indot.in.gov
- Respectfully request comments to be postmarked by Tuesday, August 27, 2019

All comments will be reviewed and evaluated and given full consideration as design continues.



Thank You

- **Please visit with project officials**

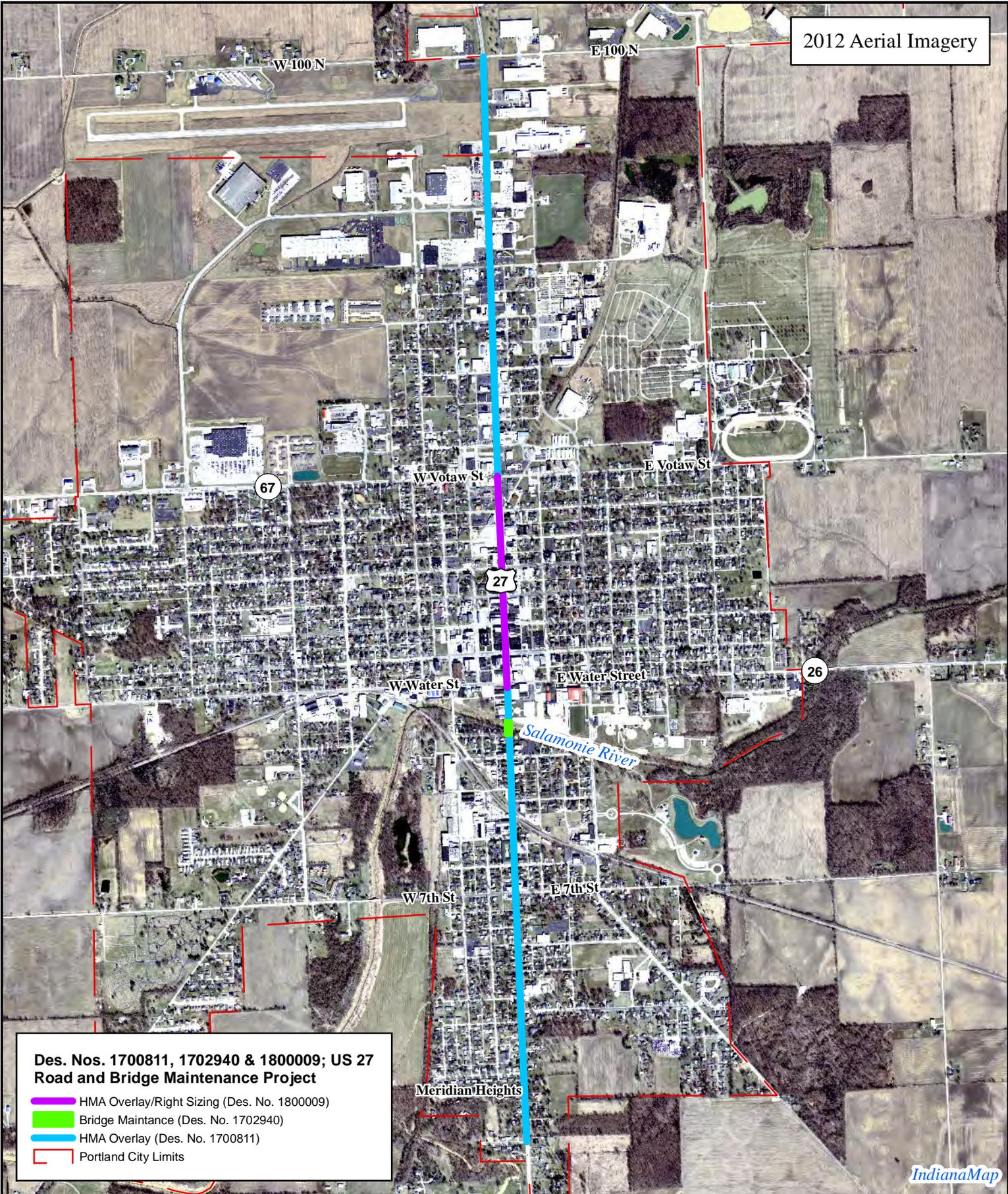
- View displays & conceptual layout
- Informal questions & answers
- Informal comments are always welcome; however, please note general conversations are not part of the official record



Thank you for your attendance this evening



2012 Aerial Imagery



Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project

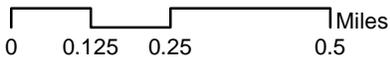
- █ HMA Overlay/Right Sizing (Des. No. 1800009)
- █ Bridge Maintenance (Des. No. 1702940)
- █ HMA Overlay (Des. No. 1700811)
- █ Portland City Limits

IndianaMap



3502 Woodview Trace, Suite 150
 Indianapolis, IN 46268
 Phone: (317) 222-3880
 Fax: (317) 222-3881

Aerial Map



Location: Portland
 County: Jay
 Township: Wayne
 State: Indiana



Date: 8/13/2019

US 27 ROAD & BRIDGE MAINTENANCE PROJECT

PRELIMINARY PROJECT INFORMATION SHEET

- **Williamson Drive to SR 26 (Water Street) & from SR 67 (Votaw Street) to W CR 100 N (Des. No. 1700811)**
 - Mill the existing pavement approximately 1.5 inches
 - Partial & Full Depth Patching, as needed
 - Replace Deficient Curb Ramps – bring up to current Americans with Disabilities Act (ADA) standards
- **SR 26 (Water Street) to SR 67 (Votaw Street) (Des. No. 1800009)**
 - Mill the existing pavement approximately 1.5 inches
 - Partial & full depth patching, as needed
 - Replace deficient curb ramps – bring up to current ADA standards
 - 4-lane to 2-lane conversion, curb bump-outs, parking
 - Reduce US 27 from 2 through-lanes in each direction to 1 through-lane in each direction. Includes alternating left-turn lane at intersections
 - Add curb bump-outs to improve pedestrian safety
 - Parallel parking on one side
 - Back-in angled parking on the other side
 - Remove traffic signals at Walnut Street & High Street
- **Bridge Maintenance – Meridian Street Bridge over Salamonie River (Des. No. 1702940)**
 - Patch the bridge deck, as necessary
 - Replace the flexible bridge deck overlay
 - Patch concrete columns, as necessary
 - Paint the steel bridge railing components, planters & light fixtures
 - Clean concrete surfaces above the sidewalk or remove & replace the concrete masonry coating
 - Repair spill slope erosion

Before including your address, phone number, e-mail address, or other personal identifying information on the meeting Sign-In Sheet or on your comment submittal, be advised that your comment ~ including your personal identifying information ~ may be made publicly available at any time. While you can ask us to withhold personal identifying information from public review, we cannot guarantee that we will be able to do so.

NAME	ADDRESS	ZIP	EMAIL- OPTIONAL
Dennis Hagenius	Portland	47371	
Viggen Buty	1037 N. Creeper Ave	47371	
Bob Benke	1037 N. Creeper	47371	
LES EADS	415 WEST MAIN PORTLAND, IN. 47371	47371	
Rex Carpenter	302 W 12th St	47371	



Before including your address, phone number, e-mail address, or other personal identifying information on the meeting Sign-In Sheet or on your comment submittal, be advised that your comment ~ including your personal identifying information ~ may be made publicly available at any time. While you can ask us to withhold personal identifying information from public review, we cannot guarantee that we will be able to do so.

NAME	ADDRESS	ZIP	EMAIL- OPTIONAL
Chad Aker	171W 100N Portland, IN	47371	ch_aker@yahoo.com
Mayor Randy D. Geesaman	Portland	47371	mayorgeesaman@thecityofportland.net
Jenny Bricker	Portland	47371	brickerfamily@centurylink.net
Jane Spencer	Portland 1400 S Meridian St	47371	jane.a.spencer@gmail.com
Eric Harris		47371	ericrichards@rocketmail.com
J.D. Prescott State Rep.		47390	john.prescott@iga.in.gov



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NAME	ADDRESS	ZIP	EMAIL- OPTIONAL
Robert M Aiken			
Chris Butcher			
Donna			
Missy Tuttlebaugh			
Bob M			
Cael RONALD			
Linda			



9

US 27 Road & Bridge Maintenance Project
PROJECT Des. No. 1700811, 1702940 & 1800009

PLEASE PRINT

DATE: 08/13/19

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NAME	ADDRESS	ZIP	EMAIL- OPTIONAL
Nick Miller	122 FLORAL AVE PORTLAND	47371	WNICK.MILER@AOL.COM
Alice Studd	1513 N Meridian	47371	
Sue Mast	427 Floral Ave	47371	
Travis Richards	4624E 205	47371	trichards@jaycodes.org
Cindy Shawver	1629 S. Blaine PK	47371	
Carter Leonard	5354 S. Como RD	47371	
First Financial Bank Tamara S Vormohr	112 N Meridian St Portland IN 47371		tami.vormohr@ bankatfirst.com
DAVE CRAMER	109 SILVER LN	47371	dav.cra@HOTMAIL



www.in.gov/indot

8

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NAME	ADDRESS	ZIP	EMAIL- OPTIONAL
Janice Stucky			
Harold Blankenbaker			
Jessie Monroe	First Financial Bank 112 N Meador St.		
Kirsty Inman	First Financial Bank		
Steve Craig	826 E 400W PORTLAND, IN	47371	
Melvin Hilty	103 Williamson Dr. Portland, IN	47371	
Jim Sanders	426 E Votaw Portland IN	47371	
[Signature]	Pooder IN	47371	



8

US 27 Road & Bridge Maintenance Project
PROJECT Des. No. 1700811, 1702940 & 1800009

PLEASE PRINT

DATE: 08/13/19

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NAME	ADDRESS	ZIP	EMAIL- OPTIONAL
Ron Hopkins	7450 N 100W BRYANT IN	47326	
Ashlynn May	4132 E Division Rd.	47371	
Pat Jellen	142 E 3rd	47321	
Jon Eads	415 E VOTAW ST	47371	
Debra	603 S. Western Av	47371	
Tonya Myers	603 S Western	47371	
John Hemmelgaral	2207 E 200 S. #	47371	
Tami Jones	730 S. Meridian Portland, IN	47371	



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(2)

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NAME	ADDRESS	ZIP	EMAIL- OPTIONAL
Bill Hinkle	Portland 121 W. High	47371	
Jessie Nuckols			
Abigail Fisher			
Steve & Cheryl	Portland IN 904 S Merid.	47371	
Kohi & Moore	565 S. MERIDIAN ST	47371	
Quana	7621 W 205 S Portland	47371	
Larry & Sandy Rubin	4515 300W Portland	47371	owner of Building
John & Leora Engle	1090 E. State Rd 26 Portland, IN	47371	



(2)

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NAME	ADDRESS	ZIP	EMAIL- OPTIONAL
MIKE WEITZEL	168 W 450 S PORTLAND	217371	MWEITZEL@THECITYOFPORTLAND.NET
BART ORRY	PPO		
JOHN ENGLE	10		
Mike Bucher	5057 W 400 S	47371	
Anita Frasher	440 S Meridian ST	47371	6fle7@comcast.net
Daniel E. Chase	240 S. MERIDIAN ST. APT A	47371	
Tom Leonhard	1011 W. High ST	47371	
Claudia Jones	359 W 200 S	47371	



2

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NAME	ADDRESS	ZIP	EMAIL- OPTIONAL
Lori Ferguson	302 Meridian Hts Portland	47371	
Rebecca Macleod	428 S. Meridian Portland	47371	
Joe Johnston	125 Rose Drive	47371	
Paul J	359 W 200 Portland	47371	
Janet Powers	315W 12th St Portland	47371	
Deanna Gillespie	134 East Third St. Portland	47371	
Susan Smith	419 W. Volaw	47371	
Robin Alberson	4890S US 27 Portland	47371	



2

US 27 Road & Bridge Maintenance Project

PROJECT Des. No. 1700811, 1702940 & 1800009

PLEASE PRINT

DATE: 08/13/19

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NAME	ADDRESS	ZIP	EMAIL- OPTIONAL
Judy Jones Medler	2758 E 100 N	47371	
Don Gillespie	134 E Third	47371	Porter
Donald Co	410 W. WAINUT	47371	
Home M' Coy	215 W. 1st	47371	
Dougley	2779 S Blaine Pike Portland	47321	
Randy Hudson	1749 S Meridian Portland	47371	
Starlena Barber	618 N Meridian	47371	
Geoff Bonita Truema	609 E. Rich St Portland	47371	



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8

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NAME	ADDRESS	ZIP	EMAIL- OPTIONAL
Aaron Loy	2779 S. Blaine Pike	47371	
Elizabeth Hudson	PO Box 701 Portland	47371	
Steve Stalder	6138 W. 505. Portland	47371	
Lou Shaneyfelt	1696 Blaine PK Portland	47371	
KOTCH SHOPE	1860 N 5500 PORTLAND	47371	
Sherry AKA	115 E. Baker Portland	47371	
Jennina Debra Ford	3536 N 450 E Portland	47371	
JEFF SPEED	33135-200W PORTLAND	47371	



8

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NAME	ADDRESS	ZIP	EMAIL- OPTIONAL
Laurinda Shope	1860 N550 W Portland	47371	rlshope@hotmail.com
Travis Thorne	126 Tylburn Dr.	47371	
RON & SHARLETTE COLE	PORTLAND	47321	
Barbara Street	Portland, IN	47371	
Diana K. Dodman	871 Blaine PK Portland, IN	47371	
Rosie Valentine	121 East Union Portland, IN	47371	
Cheryl Landfair			
Carey Cook			careycook@gmail.com



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	NAME	ADDRESS	ZIP	EMAIL- OPTIONAL
1	DANIEL WATSON	277 E COMMERCE DUNKIRK	47336	danielww7487@yahoo.com
2	Rogers Durham	1187 W. Arch	47371	
3	Janice Durham	1187 W. Arch	47371	
4	CHRIS CRABTREE	1300 S. HARRISON FT. WAYNE, IN	46802	CHRIS.CRABTREE@ MAIL.HOUSE.GOV
5	Teresa Axthelm	- INDOT		
6	Kevin Shaw	- INDOT		
7	PAVOY FISHER	121W 2005 PORTLAND	47371	
8	Christ Don Whitehead	2138 N 400W Portland	47371	



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NAME	ADDRESS	ZIP	EMAIL- OPTIONAL
Neal & Ann Roth	922 S Meridian St.	47371	
Fred Bailey	108 Green Park Dr	47371	—
L Pollock	4401 E 700	47371	—
Ami Huffman	403 E. Main St Portland	47371	ahuffman@jaycoder.org
Mike Shaver	1629 S Blaine Pike Portland In	47371	
Lynn H. Boyd	709 Blaine Pike Portland Ind	47371	
Brad Clayton	1629 E Treaty Line Rd Portland IN 47371	47371	
Gary + Jerry Alexander	Portland Ind.	47371	



Costa, Chad

From: Shaw, Kevin <KShaw1@indot.IN.gov>
Sent: Wednesday, August 14, 2019 12:21 PM
To: Arterbery, Brian; Costa, Chad; Mustard, Susan
Cc: Marcus, Neil S; Axthelm, Teresa
Subject: FW: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, 1800009)

Good Morning,

Please see the comment below we received from the Jay County Commissioner regarding the US 27 project in Portland.

Thank you,

Kevin Shaw

Resolution Specialist

32 S. Broadway Street

Greenfield, IN 46140

Office: (317) 467-3989

Toll Free: (855) 463-6848

Email: KShaw1@indot.IN.gov



From: chad aker [mailto:ch_aker@yahoo.com]
Sent: Wednesday, August 14, 2019 12:04 PM
To: INDOT Greenfield Customer Service <indotgreenfieldcustomerservice@indot.IN.gov>
Subject: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, 1800009)

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

I am writing in response to the planned project through downtown Portland Indiana. I attended the informational meeting last night and heard the presentation, as well as received the email about this project. In the email I received, it stated there has been three pedestrian deaths and eleven incapacitating injuries between 2014 and 2016. To begin, these numbers are false, I am a career firefighter and would have responded to these emergencies, if they would have occurred. We do not have a problem with pedestrian safety in our city, which is supposedly what this whole project is to address, the problem we have is with traffic congestion because the traffic lights along US 27 are not timed correctly and you get drivers racing to try and avoid the red lights at each street.

The plan to reduce from four lanes of traffic down to two lanes would be a nightmare for the city. There is a high volume of traffic already, on US 27, to remove two stop lights and add reverse angle parking would only increase traffic congestion and increase accidents, as well as make it more dangerous for pedestrians to cross the highway. There would only be two intersections through downtown with traffic lights that could allow pedestrians to safely cross the street. My other big concern is trying to get emergency vehicles through the downtown area, not only during normal hours but also during rush hour traffic. There is currently two northbound and two southbound lanes, this allows drivers to pull over into the outside lanes when emergency vehicles are approaching, by reducing down to two lanes, there will not be anyplace for the drivers to go. This will cause a delay in emergency response and increased chance of accidents from drivers not knowing what to do.

If you really want to fix the problems we have, I would recommend increasing US 27 from two lanes to four lanes from Votaw Street to CR 100N. The volume of traffic causes backup for two to three blocks on the south bound lanes, at times. Also, a simple solution would be to time the traffic lights correctly. Drivers can be following the speed limits

through downtown and still get stopped at each stop light because of incorrect timing of the lights. You can also utilize the sensors in the road better, I can sit at the stop light at US 27 and Industrial Dr. for one to two minutes with not a car in sight, this occurs when you are on either Industrial Dr. or US 27.

In closing, I feel this is not a well thought out plan, and shows the disconnect between Indianapolis and Portland, It would be a nightmare for the downtown area and would cause more harm than good for traffic congestion and public safety. This project may make sense in the metropolitan areas, but not for the City of Portland. More than 95% of the public I have spoken with are completely against this project and feel it would be a waste of public funding, when there are simpler and more cost effective projects that could be done to resolve our problems in the city.

Sincerely,

Chad Aker
Jay County Commissioner
260-615-2604



COMMENT SHEET

Please provide your comments, concerns, and/or suggestions regarding the proposed US 27 Road and Bridge Maintenance project. Your comments are important to us, and we sincerely appreciate your time and participation during the public involvement process. Please submit comments by Tuesday, August 27, 2019. Comments may be mailed or submitted via email to the contact below.

INDOT Greenfield District Customer Care
32 South Broadway
Greenfield, Indiana 46140
Phone: 1-855-463-6848
Email: eastcentralin@indot.in.gov

Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) _____

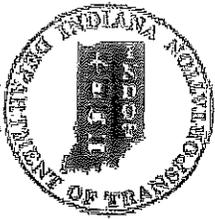
Address: _____

COMMENTS: STOP LIGHT REMOVE: THESE 2 INTERSECTION ARE NOW "NO TURN ON RED" BECAUSE OF VISION RESTRICTIONS. HOW WILL REMOVAL OF LIGHTS HELP?

BACK IN PARKING: NO

SIZE OF PARKING SPOTS? ANGLE?
WIDTH OF TRAFFIC LANE?
WHERE IS BACKING IN PARKING? TOWNS? ON HIGHWAY?
HAS TRAFFIC FLOW BEEN STUDIED? NUMBER PER HOUR?

SIGNATURE: _____



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Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) FREDRIC D. BAILEY

Address: 108 Green Park Dr, Portland, IN, 47131

COMMENTS: Please revise your thinking for traffic in Portland. Most importantly,

- ① repair Meridian
- ② re-furbish the arch bridge.
- ③ leave 4 lane traffic as is.
- ④ leave parking as is
- ⑤ do not remove 2 signal lights.

Change signal sequence to Green - red - green - red to slow traffic. We now have series running 30 mph; disregarding the yellow light.

Thank you.

Remove right turn restriction on Walnut St.

SIGNATURE: Fred Bailey



INDIANA DEPARTMENT OF TRANSPORTATION

COMMENT SHEET

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Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) Vernia Bailey

Address: 167W 2005

COMMENTS: all ready said it wasint safe 7 lanes
so do it?

SIGNATURE: V. Bailey

Costa, Chad

From: nicky@bixlerinsuranceportland.com
Sent: Thursday, August 15, 2019 9:25 AM
To: INDOT Greenfield Customer Service
Subject: US 27 Road & Bridge Maintenance
Attachments: US 27 Maintenance.pdf

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

Attached please find a comment sheet for the US 27 Road & Bridge Maintenance project. If you have any questions please feel free to contact Steve Stockton at 260-726-2278.

--

Thank You,

Nicky Blalock
Bixler Insurance
Portland, IN
PH: 260-726-2278
Fax: 260-726-3977
<https://protect-us.mimecast.com/s/xDLICM8mPKc2XQDfJJbYN>

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COMMENT SHEET

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Email: eastcentralin@indot.in.gov

Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) _____

Address: _____

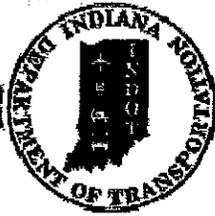
COMMENTS:

I own a building at 122 N. Meridian St, Portlad, In. I operate an Insurance Agency and a Real Estate Brokerage at that location. I also lease 226 N. Meridian and operate another Insurance Agency at that location.

I strongly oppose the change in number of lanes, parking changes and removal of traffic lights through the downtown area. I believe these changes would greatly increase congestion, parking problems and accidents.

SIGNATURE:

Steve Stechler



COMMENT SHEET

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Greenfield, Indiana 46140
Phone: 1-855-463-6848
Email: eastcentralin@indot.in.gov

Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) Mary BROTHERS

Address: 412 W Main

COMMENTS: KEEP LIGHTS PLEASE

MAKE SAFE PLEASE

SIGNATURE: [Signature]



COMMENT SHEET

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Greenfield, Indiana 46140
Phone: 1-855-463-6848
Email: eastcentralin@indot.in.gov

Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) DANIEL S. CHASE
Address: 240 S. MERIDIAN ST. APT. A PORTLAND

COMMENTS: THIS PLAN IS NOT PEDESTRIAN FRIENDLY AND WILL DAMAGE DOWNTOWN BUSINESSES. IT IS BETTER TO BY-PASS DOWNTOWN AND PORTLAND WITH 27

I THOUGHT PORTLAND HAD THE DESIRE TO DRAW MORE PEOPLE TO DOWNTOWN, WHICH MEANS PEDESTRIAN TRAFFIC BEING INCREASED, THAT REQUIRES PEOPLE BEING ABLE TO CROSS MERIDIAN STREET SAFELY. UNFORTUNATELY, THIS PLAN DOES THE EXACT OPPOSITE.

SIGNATURE: Daniel Chase

Ronald E. Cole
Sharlette A. Cole
224 East Arch Street
Portland, IN 47371

August 18, 2019

INDOT
32 South Broadway
Greenfield, IN 46140-2247

RE: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

To whom it may concern:

We appreciate the opportunity to respond, comment, and make suggestions to the US 27 improvements through the town of Portland, Indiana.

My wife operates a small business located in downtown Portland located at 112 South Meridian Street (Sharlette's Fudgery & Candies) While being in said business for some 15 years at this location we have witnessed the need for improvements relative to the four-lane issue. As your studies have shown, a four-lane street promotes speeding vehicles. Daily, we witness speeding semi trucks, that sometimes aren't as respectful to our traffic lights as they should be, and these trucks that disobey the red lights are rarely cited by our sometimes not-so-respondent police department.

In addition to the obvious safety issues from the speeding traffic I have noticed the excessive sound vibrations have seemingly taken a toll on the nearby building structures. I have found several minor fractures in the concrete foundations and some building bricks. Also, the plate glass windows in the front of our store have rattled to the point that I have installed metal screws in attempt to prevent the glass from rattling during heavy truck traffic. The noise generated by the truck traffic makes for a very unpleasant atmosphere. Normal conversation cannot be held on the sidewalk.

These things considered there is little doubt that we support the idea of reducing (and slowing) the traffic lanes to one lane in each direction.

Regarding the issue and suggestion of the Reverse angle parking, my wife and I differ somewhat. She has concerns that a larger percentage of her customers may be reluctant to utilize, or even try, the new back-in method, thus likely reducing her customer volume, and she may be correct. I, however for the sake of safety support

the proposal of reverse angle parking, for more than one reason. First, I don't really believe it to be any more difficult than parallel parking and secondly, and most important, the safety factors are increased by not attempting to emerge from a car or pick-up truck that is parallel parked, especially on our too narrow four-lane set up. I, as several others, have had near heart-stopping events when traffic passes by a person emerging from a parallel parked vehicle. At times the clearance from the traffic to one's parked car seems to be three feet, or less.

And, as I'm sure you know, when departing from a reverse angle parking space, the driver is looking straight at the on-coming traffic over his or her left shoulder, much easier than a parallel parked situation.

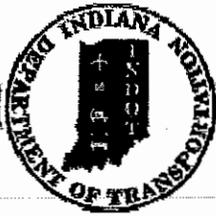
As I understand at this point there hasn't been a decision made as to which side of Meridian Street will have the reverse angle parking. Your proposed drawing indicated the angle parking on the east side, while the pre-meeting literature mentioned the west side.

I do have a strong concern regarding the removal of the traffic control lights at Walnut and High Street intersections. To me, this seems contrary to enhancing pedestrian safety. This would leave only traffic control lights at Water, Main, and Votaw streets. If a mid-town pedestrian was reluctant to try to cross non-stopping traffic on Meridian Street and decided to walk to the nearest traffic light crosswalk, please realize this could result in somewhere between a quarter and a half mile hike just to get across the street.

I am estimating that by eliminating the second lane of traffic (each direction) that we will result with a more constant (and slower) traffic stream. Honestly, I just don't see how a slower walking pedestrian could possibly dodge the traffic to cross Meridian, or actually, I don't really think most will even try. I realize that Meridian will be much narrower with the welcomed bump-outs but I still think removing traffic control crosswalks is truly not enhancing pedestrian safety.

Thank you for the opportunity to comment.

Ron Cole
Sharlette Cole



COMMENT SHEET

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32 South Broadway
Greenfield, Indiana 46140
Phone: 1-855-463-6848
Email: eastcentralin@indot.in.gov

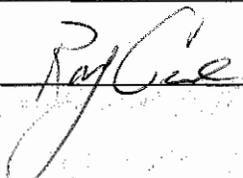
Meeting Date: Tuesday, August 13, 2019

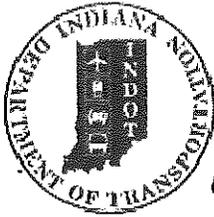
Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) RAY CUE
Address: 416 W. WALNUT

COMMENTS: DO BUMPOTS SO WE CAN WALK

KEEP STOPLIGHTS

SIGNATURE: 



INDIANA DEPARTMENT OF TRANSPORTATION

John Costa

COMMENT SHEET

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INDOT, Greenfield District Customer Care
32 South Broadway
Greenfield, Indiana 46140
Phone: 1-855-463-6848
Email: eastcentralin@indot.in.gov

Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) Fredric d. Bailey
Address: 108 Green Park Dr, Portland, IN 47371

COMMENTS: Where did the idea of back-in parking arise? We do not want to look like the original guinea pig for such a stupid idea. We do want the bridge to be refurbished. We do want the 1 1/2 new lead surface from Williamson to Cord 100 Nth.

We do want the new handicap ramp on the sidewalk.

We are totally against 2 lane traffic
We are " " removing 2 signal lights.
We " " back in parking.

We were disappointed with the quality of presentations by the two executives of INDOT.

Where did this stupid idea originate? Some kindergarten Darney?

SIGNATURE: Fred Bailey

Costa, Chad

From: Rogers L Durham <rjdurham@embarqmail.com>
Sent: Monday, August 19, 2019 4:17 PM
To: INDOT Greenfield Customer Service
Cc: Ray Cooney
Subject: Meridian Street Project

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

The only thing we can see beneficial to Portland in the proposed US 27 Road and Bridge Maintenance Project are the planned improvements to the Arch Bridge. It's one of a kind in our state. The single lane North and single lane South between Williamson Drive and 100 N will make downtown Portland nothing but a parking lot. Approximately 50 trucks go through Portland every hour during the week - add that to the numerous pickups, cars and warm weather motorcycles, you can see the picture. Removing the traffic signals (notice what those two words imply) will make it impossible for someone to walk across the street anywhere between Main and Votaw. Why upgrade the ADA ramps , when a person in a wheel chair will have absolutely no chance of getting across Meridian Street. If that person is at High Street they will have to wheel themselves or have someone push them 2 blocks South or 4 blocks North before they can get across Meridian. It's not going to happen! The proposed center turn lane is just going to put someone in the middle of 2 plugged up single lanes waiting for a chance to turn left . We don't think there is any reason to worry about the parking spaces and which side of the street they will be on, because sadly we don't think anyone will be going to downtown Portland.

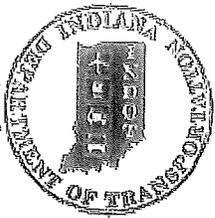
Signed: Rogers and Janice Durham, Portland, Indiana

Costa, Chad

From: Evans' Fine Jewelry <evansjewelry@centurylink.net>
Sent: Monday, August 26, 2019 1:07 PM
To: INDOT Greenfield Customer Service
Subject: US 27Road and Bridge project thru Portland, In.

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

Hello. I am a business owner in downtown Portland located on Hwy.27 . The only objection I have is removing the traffic lights at Walnut and High Streets.I'm on board with the rest of the project. Two lanes going through Portland is a good idea . Portland's downtown is struggling and we really need you to help us. I am looking forward to seeing the street changed. Thanks.



COMMENT SHEET

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INDOT Greenfield District Customer Care
32 South Broadway
Greenfield, Indiana 46140
Phone: 1-855-463-6848
Email: eastcentralin@indot.in.gov

Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) Lori Ferguson

Address: 302 Meridian Heights- Portland

COMMENTS: Concern #1 - with restricting down to 2 lanes & the bump outs, how are emergency vehicles going to make it through town.

#2 Stopping in the middle of the road - stopping traffic & backing into a spot will create confusion & ACCIDENTS. As a mother of a teenager, I know this could not be done with my daughter. Also, I would not be confident to do back angle parking.

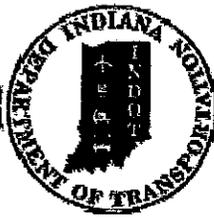
#3 Taking out stop lights @ Walnut & High would create a nightmare trying to get ON TO US27 from these side streets

#4 Bump outs - this is where street department puts the plowed snow - where do we take the snow??

SIGNATURE:

Lori Ferguson

#5 2 lane & back angle parking will kill downtown Businesses.



INDIANA DEPARTMENT OF TRANSPORTATION

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Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) JOHN FISHER

Address: 121 W 2005

COMMENTS: TWO LANES IS GREAT !!!

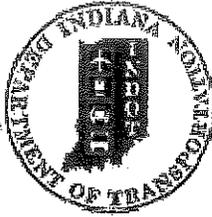
BACK IN PARKING MAY BE HARD TO APPROVE TO THE PUBLIC.

KEEP STOP LIGHTS WE HAVE "LARGEST" CUSHMAN SHOW IN "USA" ALSO "LARGEST" ANTIQUE TRACTOR SHOW IN THE "WORLD".

WE ARE A GOLF CART CITY

SIGNATURE: _____

John Fisher



COMMENT SHEET

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Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) RAMONDA FISHER
Address: 121 West 200 South, PORTLAND, IN 47371

COMMENTS: I have never liked walking across Meridian St. (US 27 & US 26). There are 5 lanes that have big 18 wheel trucks going north or south. They are moving from two lanes to four lanes and back to two lanes. Whew!! So I try to park on side of street I have business. But again, can't get out of car until trucks have stopped at at 4 lights thru town. We need 4 lights. Meridian and Walnut has the Ritz theaters. Kids walking across need some kind of assurance that a stop light will help get across Meridian. Meridian and High has the funeral Home and Coffee Cafe. Again need the assurance of crossing both streets if you are heading east you cannot see around the building to proceed across. Please help our town get back to slow traffic. Not race track.

SIGNATURE: Ramonda Fisher (with smiley face)



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Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) RAUDY FISHER

Address: 113 W. MAIN

COMMENTS: FISHER REALTY: Business & building owner please go forward with your plans. Portland is deteriorating and you may be the "LAST HOPE" so please do what's right for the downtown. You should not listen to negative comments. Just do the "RIGHT THING"!! EVERYONE will be happy when it is finished!!

Hope we "KEEP" stop lights. Kids walk to movie theater and Arts Place on Walnut St. High Street has busy restaurant with alot of walk in & Golf cart traffic.

THANK YOU.

SIGNATURE: Raudy Fisher

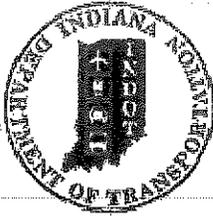
Costa, Chad

From: Randy Fisher <rfisher@jayco.net>
Sent: Friday, August 23, 2019 3:07 PM
To: INDOT Greenfield Customer Service
Subject: Portland US 27

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

Thousand of dollars on engineering firms on how to best make our downtown vibrant again. All have commented the same "you have a lot of blacktop in downtown Portland ". Ball State University and RB Architects both recommendations where go down to one lane traffic each way. And now the state of Indiana INDOT is also. Portland is Unique it has two State highways through its downtown US 27 & US 26. With all this engineering I've got to believe they and you know how to accomplish the task at hand. You have already started it is very unsafe for pedestrians to walk across two state highways of 5 traffic lanes plus 2 parking lanes = 7 total. Why do handicap curbs if they cannot get across a 7 lane State Highway SAFELY!! The way I see it there is no choice it has to be done with bump outs at all crossings !! Safety should be the only issue !!

Like for you to have second thoughts on removal of stop lights. Walnut Street at corner has Movie Theatre that show a lot of children movies and Arts Place with many children programs. High Street has Corner Cafe is a local gathering place with a lot of foot traffic including many dignitaries visitors. Hundreds of Golf Carts cross these corners over the summer months. Cushman Show is the largest in the USA !! Antique Tractor Show is the largest in the " WORLD " !! Lastly the removal of stop lights would DEGRADE our Portland community that is the Jay County Seat !! Do the safe thing not the monetary thing. Thank you , Randy
Sent from my iPad



COMMENT SHEET

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Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) Dennis + Debbie Ford

Address: 3536 N 450 E Portland, IN 47371

COMMENTS: I would like to see the downtown highway remain the same. Do the basic. I feel the backward parking, taking out lanes, and stop lights, will only hurt the downtown. When you take out lanes and stoplights it will hinder our emergency vehicles trying to get through. The cars trying to get across "27" without all our stoplights will be a lot more difficult.

Please consider doing just the Basic.

SIGNATURE: Dennis + Debbie Ford

Costa, Chad

From: ANITA FRASHER <6fla7@comcast.net>
Sent: Saturday, August 31, 2019 10:22 AM
To: INDOT Greenfield Customer Service
Subject: Portland, IN and US 27

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

Dear INDOT,

You have got to be kidding. Safer with two lanes and back in parking. Safer to load merchandise. How much merchandise is there to load in Downtown Portland? A Semi is going to gladly stop to let a person back into a parking space. Do you know how many Semi's and other truck traffic there is on 27 through town? It is a lot. We will have a Traffic Jam and more accidents.

Leave it alone. It is not broke. I know you are just wanting to save the state money and Portland has been targeted by removing the 2 Traffic Lights at High and Walnut. I am a former School Bus Driver and it was safest to go to a Traffic light to cross 27 which we did often.

My Address is 440 S Meridian. I live on 27. Trucks do not go slow or neither does other traffic. Removing lights is not going to slow traffic down.

Art Place and school activities will delay people being able to get out of these places to go home safely with out the lights.

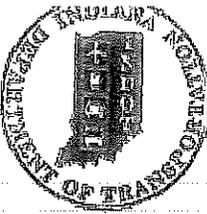
Students crossing 27 for Middle school will have less steps, but will have to take chance dodging traffic. Same with Handicap crossing trying to cross to go to Restaurants, and Convenience Stores.

We the people of Jay County pay STATE TAXES in Jay County. Keep the lights and the lanes the way they are.

Want to make all of Indiana safer? Pass a law that people can not text while driving and enforce it!!!!

Sincerely,

Anita Frasher



COMMENT SHEET

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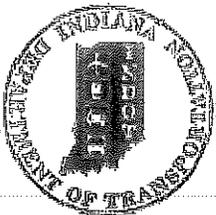
Name: (Please print) Cindy Gardner

Address: 2240 S 50 E, Portland, IN 47371

COMMENTS: We do "NOT" want downtown to go to 2 lanes. "No" back-in parking.

We do want the street paved & the bridge refurbished however the sewer project needs corrected before paving.
(Downtown)

SIGNATURE:



COMMENT SHEET

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Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) Keith Gardner

Address: 2240 S 50 E, Portland IN 47371

COMMENTS: I do not want downtown to go down to 2 lanes of traffic, that would be a nightmare.

No changes to parking

However I do want the road repaired.

SIGNATURE: Keith Gardner

Costa, Chad

From: Randy Geesaman <mayorgeesaman@thecityofportland.net>
Sent: Friday, August 9, 2019 6:36 PM
To: Costa, Chad; Ray Cooney; Rob Weaver
Subject: Re: INDOT Public Information Meeting Regarding Improvements to US 27 through Portland

Good evening Chad,

In a previous meeting several months ago in Portland with INDOT officials, I voiced several different concerns on this project. Since then many business and residents have voiced the same concerns. I want to outline these to you ahead of Tuesday's Public Forum:

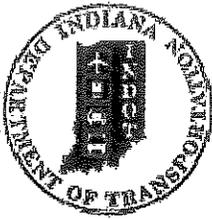
1. We see the "Reverse Angle" Parking as a serious Safety issue. You will have to address that concern in the meeting. I had used the example as me be a little old lady trying to back into this Reverse Angle Parking space and a Semi Truck barreling down US 27 at 30 35 miles an hour. Could be very bad.
2. We are concerned that you are taking out TWO Stop Lights at Walnut & High Streets which will make # 1 even more dangerous.
3. With the Downtown Flooding issue Still a problem will Drainage issues that exist at each one of the Curbside Catch Basins be addressed. We know that some of them are not working properly.
4. The 24" Inch Stormwater that runs down the Center of Meridian Street has to be a part of this Project instead of just being abandoned. When it was functioning many years ago it helped Drain Downtown Flooding or Backup quicker. Now with INDOT directing this same stormwater flow to the Miller Branch it has overflowed the Miller Branch in heavy Rainfall events and contributes to backflow and Flooding.
5. With the heavy Semi and Big Truck Traffic that flows through Downtown Meridian Street because US 27 runs from Michigan to Florida; is reducing the four lanes down to two lanes a good idea. Are there other alternative solutions that we should consider?
6. In conversations with now Retired INDOT Drainage Supt., he acknowledged to City Officials that INDOT should financial participate in solutions to the 24" Stormwater solution and the Catch Basins that are not working along the Curbsides along Meridian Street.

If these issues are important as we believe they are, and it consequently delays this Project moving forward, we believe that this definitely warrants further thought and design so that we can get it right and have a Long Term Positive effect for Portland.

Sincerely,

Mayor Randy D. Geesaman
City of Portland

On Fri, Aug 2, 2019 at 9:40 AM Costa, Chad <CCosta@lochgroup.com> wrote:



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Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) ALBERTA GENTRY
Address: 8145 South 600 EAST PORTLAND, INDIANA 47371-8160

COMMENTS: Is Union City, Ind. one of your projects, it is NOT FOR PORTLAND INDIANA. 2 semis cannot PASS on 28 Hwyway in Union City for the PARKED TRUCKS, CARS, DELIVERY VANS like UPS, they block the street and some semis do too. I think anybody that wants Portland turned back in time, those people dose not live HERE.

leave PORTLAND'S 4 LANES ALONE, there are alot of semis and wide loads come Thruw ~~the~~ Portland Every day. where are the Portland street workers going to put the snow when it's 36" deep on hiway 27 on a 2 lane street. If a few people has the say over Jay County and Portland that is WRONG TOO. That idea of back in parking would be DANGEROUS I SAY BECAUSE IF TRAFIC HAS TO STOP SO YOU CAN BACK IN THAT IS BLOCKING THE HIWAY.

SIGNATURE: Alberta Gentry I VOTE NO

You and Others may think
the answer to a ever PROTECT
Is Good For All. Well its Not!!!!

My Nephew's Drive Semi's
They haul Milk all over The
Country. And If They have to
Stop For Someone to Back off
of street, that Milk heats up
and may Perish, it has to be
dumped. Food, Meat, eggs.
Vegetables needs to be Kept Moving.
That is what 4 lanes ARE Made For to keep

Moving.

We Get along with what we
Have. The Antique Engine and
~~TRACTOR~~ TRACTOR Show brings People
From the World Around and
Cross the Country. You cut
down the Street 4 lanes
to two lanes there will be
Problems Big time. So No change!!!

Thank you
Alberta Kentry

OVER

P.S. The East entrance at Wal-Mart
on West 67 needs changed or
EVEN Closed. IT IS DANGEROUS
2 men got hit there riding
Motorcycles. Mark Aker was killed
there, because a woman was
to eager to get out on to 67.

There was a car pulled right
out in front of a Semi, because
they are in a big hurry. A lite would
work maybe

Proposed project misses the

To the editor:

The only thing we can see beneficial to Portland in the proposed U.S. 27 Road and Bridge Maintenance Project are the planned improvements to the Arch Bridge.

It's one of a kind in our state.

The single lane north and single lane south between Williamson Drive and county road 100 North will make downtown Portland nothing but a parking lot. Approximately 50 trucks go through Portland

Letters to the Editor

every hour during the week — add that to the numerous pickups, cars and warm weather motorcycles, you can see the picture.

Removing the traffic signals

(notice what those two words imply) will make it impossible for someone to walk across the street anywhere between Main and Votaw streets.

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can get across Meridian Street. It's not going to happen.

The proposed center turn lane is just going to put someone in the middle of two plugged up single lanes waiting for a chance to turn left.

We don't think there is any reason to worry about the parking spaces and which side of the street they will be on, because sadly, we don't think anyone will be going to downtown Portland.

Rogers and Janice Durham
Portland



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Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print)

DIANA K. GOODMAN

Address:

871 BLAINE PIKE, PORTLAND, IN 47371

COMMENTS:

I totally agree with the attached editorial that was run in the Commercial Review 8/22/2019. I think this project needs to be looked at again. The bridge really needs to be maintained - My son-in-law is a structural engineer, he told me when he first saw it that they may only be one or two others like it in the Nation. I agree with repaving and repairs need to be done to the road - but to turn the clock back about 20 years and take us down to two lanes again is not progress. It will only create a bottle neck in downtown Portland. Please rethink what you are wanting to do to us. This is a rural area but don't take us backwards as far as traffic control.

SIGNATURE:

Diana K. Goodman



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Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) Donna Haggengjos
Address: 943 West 200 South Portland, IN 47371

COMMENTS: My main concern is the integrity of the road. When US 26 in Portland had sewer separation project, many manholes were put in. These are now starting to sink creating the equivalent of a pothole. One US 27, in front of the McDonalds is a manhole sunk about three inches.

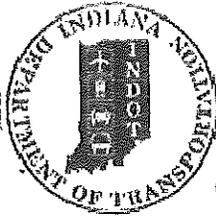
In Ohio, about 10 miles east of here, the manholes are surrounded by a ring preventing sinkage. They also have smooth transitions from highway to bridges. Their railroad crossings are smooth.

In the area to be affected on 27 is one railroad crossing that requires a very slow crossing to avoid damage to one's car.

Please include all of these improvements in your planning to help all motorists in the future to avoid these unnecessary jolts to the cars.

Thank you. Also, Please do not lessen the lanes the lanes! This is a state highway - the trucks have no where else to go! Thank you -

SIGNATURE: Donna Haggengjos



INDIANA DEPARTMENT OF TRANSPORTATION

John Costa

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Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) Kathleen Hall
Address: 817 E. Water St Portland In

COMMENTS: 1st of All I dont understand the Reason for all this. The Reverse parking doesnt make a lot of sense, you will have to pull up past your parking spot, then back in, so you will be holding up traffic behind you if they are to close or lose your spot. The 2 lane traffic all the way through town, Really? Whats the point? you are suppose to improve your city by making it bigger & better. Not Downsize it. What are you going to do with all the snow you pile in the middle? Portland is to big of a city for just a lane traffic, Meridian St is also a Highway. Semis go through here All the time. I have an Idea - why dont you make it 4 lanes All the way From Winchester to Fort Wayne?

SIGNATURE: Kathleen Hall



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Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: William W. Hinkle

Address: 121 W. High Street, Portland, IN 47371

COMMENTS: As the owner of a building in downtown Portland I am more concerned with the problem of major flooding than I am of the proposed changes to Highway 27. I do question the practicality of reverse angle parking on the west side of the highway. Currently, parallel parking seems to satisfy the parking requirements in the business district. I drive downtown on a daily basis and I can't remember a time when I have not been able to park in a parallel space.

Serving as attorney for the City of Portland and Jay County I have worked for the last several years with the Commissioners and Mayor in trying to alleviate the back up of storm water which continues to plague downtown Portland. As Mayor Geesaman will outline to you in detail, when US 27 was last reconstructed there was a significant storm drain which was disconnected by the contractor. We're not certain if this was by design or omission. In any event, INDOT now has the opportunity to correct this problem and reconnect the storm drain allowing the water to flow to the Salamonie River.

As I am sure the Mayor also explained, both the city and county are working closely with the Army Corps of Engineers to help alleviate the flooding problem. The participation of INDOT in this effort would be greatly appreciated.

SIGNATURE: _____

A handwritten signature in black ink, appearing to read 'William W. Hinkle', is written over a horizontal line.



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Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) BARRY HUDSON

Address: 1349 SOUTH MERIDIAN ST
PORTLAND, IN.

COMMENTS: I thank you for the presentation of all
INDOT can do to improve the safe traffic flow
in our downtown business area.

I have worked in a business on Meridian
Street for 15 years and on Main Street for 20 years.
So I am well informed of the downtown traffic.

I would like to see all the work elements
you proposed implemented. Right sizing is
very important. The only one part I question
is the removal of traffic signals at Walnut
and High. I was President of 1st National
Bank which was located at the corner of Walnut
and Meridian Streets. There has always been
a lot of foot traffic at this intersection.

I thank you for allowing us to comment
on your construction proposal.

SIGNATURE: Barry Hudson



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Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) Pat Jellison
Address: 142 E 3rd Portland, IN 47371

COMMENTS: I'm against taking out the stoplights at High & Walnut Streets. It will hurt the businesses on these streets, handicap people or vehicles will never cross US 27 without stoplights. It will be a race way from Main to Votaw.

I'm against making US 27 two lanes. School traffic will be backed up worse than it is already. There will be no room for all the emergency vehicles, big Fire Truck, ambulances, Rescue trucks, law enforcement vehicles. There will be no room for vehicles to pull over to get out of the way of emergency vehicles who use US 27 constantly.

I personally don't like getting behind a semi because I can't see the stoplight behind a semi.

I'm also against back in parallel parking, it's harder to turn your head when you get older and your headrest is in the way. You will also be stopping traffic to back in.

It will cause more accidents. Most of the accidents on US 27 are because people are on their phone or texting or distracted and run in the back of the car in front.

SIGNATURE: of then Pat Jellison



COMMENT SHEET

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INDOT Greenfield District Customer Care
32 South Broadway
Greenfield, Indiana 46140
Phone: 1-855-463-6848
Email: eastcentralin@indot.in.gov

Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) MARK JINKINS

Address: 314 1/2 E. MAIN. APT-2

COMMENTS: I am handicapped if you said its "NOT SAFE" then make it safe.

Going across 5 lanes of traffic and 2 lanes of parking = 7 lanes (with a smiley face)

SIGNATURE: M. Jinkins



COMMENT SHEET

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Meeting Date: Tuesday, August 13, 2019

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Name: (Please print) Robert Joe Johnston

Address: 125 Rose Drive, Portland, IN 47371

COMMENTS:

Several concerns: 1. Elimination of traffic signals will discourage pedestrian traffic trying to cross Meridian
2. Reverse angle parking will discourage parking on Meridian

Recommend: 1. Two lane conversion with center lane for left hand turns
2. Front angle parking on both east and west sides of street
3. Add curb bump outs

SIGNATURE: Robert Joe Johnston



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Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) Cheryl Landfair
Address: 220 W. 7th St, Portland, IN 47371

COMMENTS: I have limited vision, so I try to cross only at the lights. (I lost my driver's license due to my vision) I therefore do the majority of my business in Portland. (My vision is also inadequate to do my business by computer.) Right now, I have no job or income, so I can't afford a taxi or Lifestream van. During last week's Antique Gas Engine and Tractor Show, I needed to cross the street between Water and Williamson, but the traffic was so heavy it was very difficult to cross without traffic lights on that stretch of road, and I almost got hit twice. If we get rid of some of our lights and reduce the road to 2 lanes, traffic will move more slowly and lines of traffic will be much longer for people attempting to cross. In the past when I had excellent vision, I was hit several times when I was in the crosswalks WITH a green light. (I had a driver's license but not a car.) I will be terrified to cross without traffic lights! Crossing streets without lights is also a big challenge for people who walk slowly or for people in a wheel chair. Thank you for the meeting.

SIGNATURE: Cheryl Landfair 8-27-19



COMMENT SHEET

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Meeting Date: Tuesday, August 13, 2019

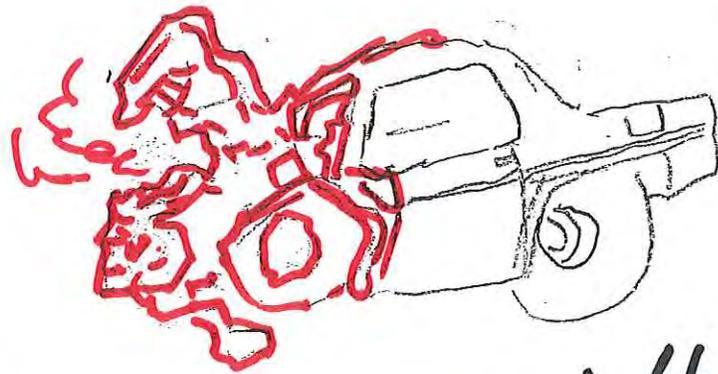
Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) Sue Mast

Address: 427 Floral Ave

COMMENTS: 1) Backing in park not good. People can't back As good As pulling in. Go out to Walmart parking lot. Seeing people pulling in the lines etc. 2) Also take a 30 day study doing away with the 2 stop lights. a see what happens. 3) And go down the center of Meridian As factories letting out and see the traffic and going down to 2 lanes going to make it better. Portland should be a place to grow your making go back wards. Also have you thought about traffic at Antique Engine Show. way things are now its VERY bad traffic problems, when the Shows ON. Going to 2 lanes how does it effect fire, police, etc.

SIGNATURE:



Texting
hit
FRONT
END of 3
Cars

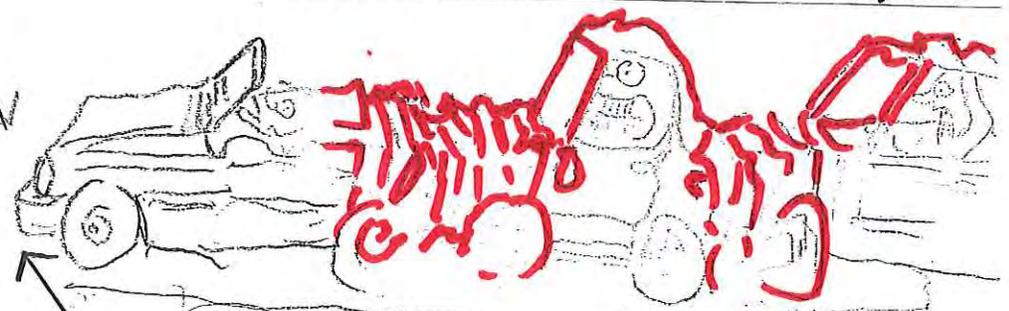
What Backing has Done for ME!



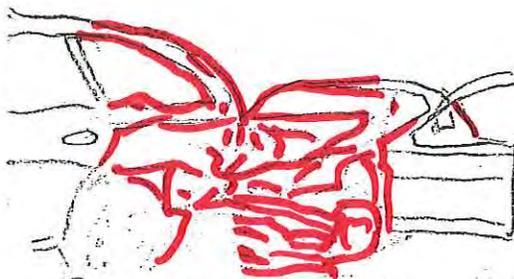
This will be an accident
all by its self. !

Why I Am Against Backing ON Meridian

- Side mirrors accident: Objects are nearer than appears
- A broken neck prevents me to turn my neck.
- Arthritis of the neck prevents my neck turning
- Wearing a neck brace prevents my neck turning
- My car head rests are to high to see
- The roof and back window brace prevent seeing
- Can't see past the car or truck parked net to me
- Accidents cause my insurance premium to skyrocket

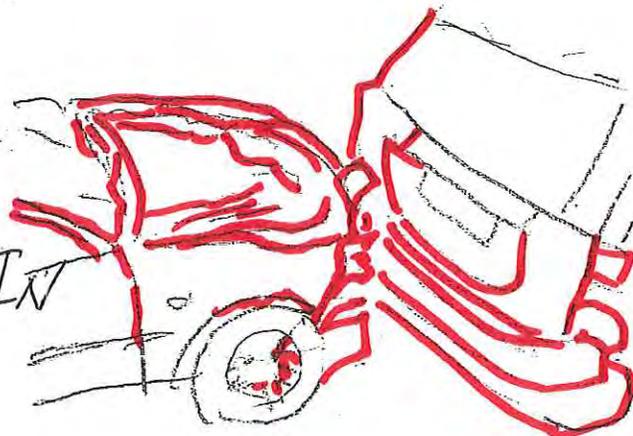


Slammed Brakes for Backer



Backing Out

Backing IN



SIGNATURE: Francis McCoy

US 27 Road & Bridge Maintenance Project Preliminary Project Information Sheet

- **Williamson Drive to SR 26 (Water Street) & From SR 67 (Votaw Street) to W CR 100N (Des. NO. 1700811)**
- Mill the existing pavement approximately 1.5 inches
- Partial & Full Depth Patching, as needed
- Replace Deficient Curb Ramps – Bring up to current
- Americans with Disabilities Act (ADA) Standards

- **SR 26 (Water Street) to SR 67 (Votaw Street) (Des. NO. 1800009)**
- Mill the existing pavement approximately 1.5 inches
- Partial & Full Depth Patching, as needed
- Replace Deficient Curb Ramps – bring up to current ADA standards
- 4-lane to 2-lane conversion, curb bump outs, parking
- Reduce US 27 from 2 through-lanes in each direction to 1 through-lane in each direction. Includes alternating left-turn lane at intersections.
- Add curb bump-outs to improve pedestrian safety
- Parallel parking on one side
- Back-in angled parking on the other side
- Remove traffic signals at Walnut Street & High Street

- **Bridge Maintenance – Meridian Street Bridge over Salamonie River (Des. NO. 1702940)**
- Patch the bridge deck, as necessary
- Replace the flexible bridge deck overlay



INDIANA DEPARTMENT OF TRANSPORTATION

COMMENT SHEET

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Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) Medler

Address: Portland IN 47371

COMMENTS: Leave configuration as is!

Fix & Repair Hwy - Bridge -
Turns at side streets (make wider for trucks)

- * NO Back-in Parking
- * Keep Stop lights

Traffic will be backed up enough to
2 lanes instead of 4 and more
so about 2 stoplights and someone
wanting to back up. Pedestrians will
have a hard time crossing with no
stoplights to cross at.

SIGNATURE: Jim Medler



COMMENT SHEET

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Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) 922 S. Meridian, APT 9

Address: JESSIE MONROE

COMMENTS: LIKE IT BUT CAN YOU PUT

BICYCLE LANE ON EAST SIDE. KEEP

THE TWO STOP LIGHTS PLEASE FOR WALKERS

AND GOLF CARTS.

MAKE SPEED LIMIT 20 MPH IN

DOWN TOWN !!!

SIGNATURE: Jessie Monroe



INDIANA DEPARTMENT OF TRANSPORTATION

John Costa

COMMENT SHEET

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Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) Clifford Moser

Address: 145 N Charles ST Portland, IN 47371

COMMENTS: U.S. 27 through Portland does not need to be changed in any way. There is ample parking on both sides of downtown U.S. 27 for all business concerns. Traffic flows well.

I believe the proposed changes would not help downtown business and would choke the flow of traffic through town.

SIGNATURE: Clifford Moser



John Carter

COMMENT SHEET

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Name: (Please print)

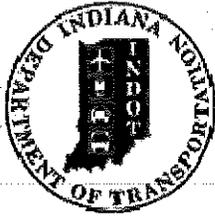
JO MOSER
Address: 145 N Charles St Portland IN 47371

COMMENTS:

*When driving thru Portland there is always open parking spots.
Believe changing to one lane would be a mistake. Traffic goes excellent way it is now. Back in parking will cause more problems then help.
Keep way it is!*

SIGNATURE:

J Moser



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Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) Connie Muhlentkamp
Address: Southtown Pl., Portland, IN, 47371

COMMENTS:

leave main drag as is except intersection at Water & Meridian, Semis have a hard time there.

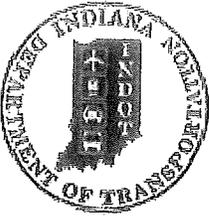
Leave all stop lites. Some people drive too fast now and never seem to be corrected. People need those to cross street.

Take away the turn on red at all intersestions. Some people still can't obey. Also taking away from one street messes people up. I have had people turn when I have green right in front of me.

Check on the large drain pipe beneath Meridian.

No Backing in on diagonal. No diagonal. We have that on some side streets & that is enough.

SIGNATURE: [Handwritten Signature]



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Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) TINA PAXSON

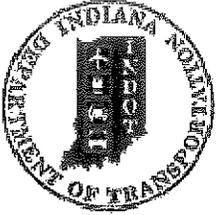
Address: 4151 WSRIB, BRYANT IN 47326

COMMENTS: What a way to kill our downtown.
As a woman, I would not consider backing into
a parking place.

Once school has started we have a lot more
traffic. So we need the traffic lanes we have.

Also the stop at High 27 is used a lot.
What would you do make a 4 way stop?
Because it was a no turn on red now

SIGNATURE: Tina Paxson



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Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) Larry Poole

Address: 111 Rose Dr., Portland, IN 47371

COMMENTS: I have lived in Portland all my life. I am retired. I have built over 200 homes in Portland. I believe the proposal that has been made on this subject would benefit the city of Portland. Great idea.

Yours truly,

Larry Poole

SIGNATURE:

Costa, Chad

From: Janet Powers <jlp8256@yahoo.com>
Sent: Saturday, August 17, 2019 9:41 AM
To: INDOT Greenfield Customer Service
Subject: US 27 Road

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

Thank you for the presentation regarding the US 27 Road project in Portland Indiana.

1. If the goal outside of re-surfacing the street is to slow traffic, a solution is to stagger the lights instead of making all lights green at the same time.
2. I would like to see if there is a way to add a sidewalk from Williamson Drive north to the Airport Road or at a minimum a bike path to all pedestrians to travel easily from one end of town to the other.

Thank you,
Janet Powers
Portland City Council Member



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Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) KAREN S RESLER

Address: 928 N FRANKLIN ST PORTLAND IN 47371

COMMENTS: THIS IS THE STUPIDEST IDEA THAT I HAVE EVER HEARD.

REMOVING 2 TRAFFIC SIGNALS CREATES 3 PROBLEMS.

- 1. TRAFFIC WILL MOVE AT A FASTER SPEED
2. PEDESTRIANS WILL FIND IT DIFFICULT TO CROSS HIGHWAY - (SECURITY ISSUE)
3. VEHICLES CROSSING HIGHWAY WILL BE DIFFICULT

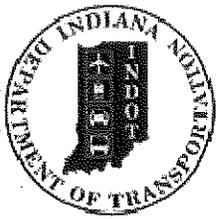
REMOVING 2 LANES OF TRAFFIC

- 1. WILL CAUSE CONGESTION DUE TO THE NUMBER OF SEMIS THAT USE THIS RTE.

REVERSE ANGLE PARKING IS REALLY "STUPID". JUST PLAIN IGNORANT

WILL HAVE MORE ACCIDENTS AND WILL CAUSE A DELAY IN THE FLOW OF TRAFFIC.

SIGNATURE: Karen S Resler



COMMENT SHEET

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Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) Terry Robbins SR
Address: 444 EAST 7th ST. Portland IN. 47371

COMMENTS: ① ~~Important~~ I do not WANT the LANES
CHANGE FROM 4 - 2

② How CAN you have a meeting with the public
IF you don't HAVE a OPEN QUESTION + ANSWER
Session Hope the next meeting is not the
SAME AFTER all we pay your SALARY you
Should be able to TAKE the Time, OR HAVE
the meeting on another day where you allow
your self more time

③ your saying that SAFETY is why you are
wanting to CHANG FROM 4-2 LANE
speeding was the big thing on SAFETY
But our city police conducted a Research
ON speeding and found there was not a whole lot
OF speeding Thrown down town No we Just put
in disability access went you guys tore up
The whole Road with in the LAST 5 yrs

SIGNATURE: I hope this is not about down town with
This Road & parking (Down town is Dead
Jy Robbins SR
has been for the LAST
40 yrs) and its not
coming back

The Road is get congested now with 4 lane will be twice as worse

Costa, Chad

From: Eric Rogers <erogers@artsland.org>
Sent: Thursday, August 15, 2019 9:28 AM
To: INDOT Greenfield Customer Service
Subject: Comments on Proposed Improvements on U.S. 27 in Portland, Jay County
Attachments: INDOT - Letter to Brian Arterbery - August 2019.pdf; INDOT - Meridian and Walnut Images.pdf

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

Ladies and Gentlemen:

I attended the public meeting on August 13th at the John Jay Center for Learning (note – this was listed on your site as John Jay Event Center – it is actually the John Jay Center for Learning). Attached please find two documents expressing concerns for removing the traffic lights at Walnut Street and High Street. The first is a copy of a letter to Brian Arterbery, with whom I spoke following the presentations. The second document includes eight photographs that show what is visible from a vehicle stopped in front of the marked crosswalk area on the 100 blocks of East and West Walnut Streets.

Thank you for your attention to our concerns.

Eric R. Rogers
Executive Director
Arts Place, Inc.
131 East Walnut St.
P.O. Box 804
Portland, IN 47371
260-726-4809, ext. 224
www.artsland.org



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131 East Walnut Street
P.O. Box 804
Portland, IN 47371

260-726-4809

lobby@artsland.org

www.artsland.org

Wesley A. Schemenaur
President

Mindy Weaver
First Vice President

Dr. Bonnie Maitlen
Second Vice President

Jack Ronald
Treasurer

Michele Bichette Goldman
Corporate Secretary

Eric R. Rogers
Executive Director

Blackford County
Arts Center
107 W. Washington St.
P.O. Box 362
Hartford City, IN 47348

765-348-4154

Auglaize/Mercer Center
207 East Spring St.
P.O. Box 452
St. Marys, OH 45885

419-394-0707

August 13, 2019

Mr. Brian Arterbery, PE
Senior Project Manager Associate
Lochmueller Group
3502 Woodview Trace, Suite 150
Indianapolis, IN 46268

Dear Brian:

It was good to meet you last evening at the public hearing at the John Jay Center for Learning. I appreciated the opportunity to note my concern regarding the proposal to remove traffic lights at the corner of Walnut and Meridian Street and High and Meridian Street.

After we spoke I spent a few more minutes looking at the street plan. As a result I have made a few minor changes to the document I handed to you last night. As well, I made a correction regarding the one-way direction of Court Street.

I want to reiterate my comment last night that safety is my primary concern for the proposed removal of traffic lights. But, I do think if our goal is to make a more pedestrian friendly downtown, removing the lights on the two intersections will work counter to that goal.

A traffic light is most certainly needed at the corner of Walnut Street and Meridian Street (U.S. 27) as it is not possible to safely turn from Walnut on to Meridian Street without a light due to the proximity of buildings on the corners.

Currently there are 'No Turn on Red' signs at both the intersections of Walnut and Meridian and High and Meridian. There is a reason for this. One can see less than one-half block if you are legally stopped at the intersection of Walnut and Meridian. You can see only slightly further from High and Meridian.

For a vehicle travelling at the speed limit on Meridian Street, a Walnut Street driver stopped at the intersection will have just over two seconds to see a vehicle approaching.

The proposed plan does allow a vehicle to pull out further on the east side of Walnut than is currently possible. But, to do so the vehicle must pass the pedestrian crosswalk. I believe the legal stopping point will remain before one reaches the crosswalk.

The above means that by the time a vehicle is passing the crosswalk to enter the intersection the driver will be accelerating. Stopping in time to avoid a collision in this scenario could be difficult, especially for those less familiar with the intersection. As well, Meridian Street vehicles exceeding the speed limit will make a collision even more likely. This will be a particular problem with semi drivers, given the difficulty in stopping their rigs.

The following factors make it especially important that the existing traffic light remain in place:

- 1) The Portland Center of Arts Place is located in the 100 block of East Walnut Street. Our traffic count for center runs between 26,000 and 30,000 annually. On the 100 block of West Walnut is the entrance to the Ritz Theatre. While I am not privy to that facility's traffic, it is significant. As well, a large percentage of those attending a visitation at Baird Freeman Funeral Home exit onto Walnut Street and turn on to Meridian.
- 2) As to Arts Place, a majority of our patrons depart our center using Walnut Street. Those heading west north or south typically exit at Walnut Street turning on to Meridian Street or crossing Meridian proceeding west on Walnut Street.
- 3) On performance nights at Arts Place we can have up to 283 people attending in the theatre (that's the number of seats), plus performers and staff. For the 2019-20 season we already have scheduled 26 nights of performances, including the six events of our performance series, three days of student recitals, three days of ensemble concerts, and 14 days of performances by Jay County Civic Theatre and the 768 Players.

As just one example, for Jay County Civic Theatre's production of Newsies, we had the following traffic: June 6 – 320; June 7 – 319; June 8 – 333; June 9 – 349. When we have a full house in the theatre and a large cast and crew, such as with Newsies, there can be 150 to 175 vehicles exiting from Walnut Street on to Meridian.

We also have exhibit openings that sometimes attract large numbers. For example, our Regional Student Art Exhibit Reception on March 21st drew 301 visitors. We hold at least a half dozen exhibit openings every year.

The events I mentioned above are just the beginning. We have dozens of other events that take place at our Portland Center every year. These include such heavily attended events as the annual Stitch n' Chatter Quilt Show held in August during the Tri-State Gas and Engine Show, Meet the Candidate in October, and our annual Holiday Benefit Auction in November. In May we organize the Festival at Arts Park, which is held in our park across the street from the Center. This event has drawn as many as 1,200. Most of the attendees park in our lots which exit onto Walnut and High Streets, where a majority will turn on to Meridian Street.

On any given day for the events I've mentioned, there can be 125 to 175 vehicles leaving our center, often at concentrated times, such as right after a performance ends. For an event like the festival, there can easily be 300 to 400 vehicles. The absence of the current traffic light at Walnut and Meridian would produce more than an inconvenience for our patrons...it would create a dangerous situation, especially for those less familiar with downtown Portland. For our performance series we have upwards of 20% of our ticket buyers coming from out of county: Muncie, Fort Wayne, Dayton, and beyond. These visitors would be at a particular disadvantage if the traffic light is removed. They wouldn't know the "back way."

- 4) It isn't just about events at our Portland Center, however. For 33 weeks from late August through early May we conduct our MusicWorks program. Each week we teach as many as 200 students private music lessons and ensemble rehearsals. We also have classes in the visual arts in the fall to spring and while the numbers are a little smaller, they are still significant. A majority of our school year students are under the age of 16 and thus, are brought to the lessons by their parents. This means a lot of cars that drop off students and come back to pick them up. They have to exit our area somehow and a majority of them exit via Walnut on to Meridian.

- 5) In the summer we conduct our Arts in the Parks program. These classes are specifically designed for children six to twelve years of age and draw nearly 1,000 children to the center in June and July. And, of course, those children generally arrive and depart our center chauffeured by their care givers. A majority of them exit on to Walnut Street and turn on to Meridian Street.
- 6) So far, I've focused on Arts Place. But, our neighbors will be affected, as well. Across Meridian on West Walnut Street is the Ritz Theatre. It's not possible to safely exit to the right or left without the current traffic light. You can only see about one half of a block to the north from East Walnut Street.

I know this for a fact, as I was nearly struck in the past year when a funeral procession was coming through town and I had a green light on Walnut Street. The procession was heading south on Meridian and there was a gap in the vehicles where they must have become separated. I did not see anyone crossing Walnut from Meridian and thus proceeded to drive across Meridian Street with the green light. It was by pure chance and screeching brakes that the driver in the funeral procession and I managed to not crash into each other.

The Ritz Theatre presents movies every day. Some of those draw large crowds, as you might expect. Thus, it would not only be inconvenient for the patrons of the Ritz to have no light at Walnut Street, it would also be dangerous. The problem is exacerbated by the fact that Court Street is one-way north. If you are on the 100 block of East Walnut Street (the entrance to the Ritz is on this block), you have no option but to use the Walnut and Meridian intersection.

- 7) But, it doesn't end there. Baird Freeman Funeral home is located between Walnut and High Streets. Many of those coming for visitations exit the parking lot next to the funeral home on to Walnut Street. Thus, hundreds of cars would approach a dangerous intersection every time there is a well-attended visitation if the traffic light is removed. Of course, many of those attending a visitation come from out of the area and are not familiar with Portland and its traffic patterns.

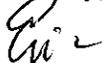
- 8) I am also concerned about the current plan in that it will encourage even worse behavior from semi drivers. The lack of a traffic light at Walnut Street will certainly improve traffic flow for them. They will speed up and make it even more dangerous to pull on to Meridian Street from Walnut. Side collisions from semis hitting passenger automobiles are especially dangerous. So many of the cars leaving Arts Place have precious cargo on board...our kids.

- 9) As a side note, I should mention that we understand that one of the intentions of the project is to make downtown Portland more pedestrian friendly. If this is indeed the intent, then removing the traffic lights at Walnut and High Streets will have the opposite result. Due to the public entrance locations of Arts Place, the Ritz Theatre, and the Jay County Courthouse, the 100 blocks of East and West Walnut Street are some of the highest for pedestrian traffic downtown for crossing Meridian Street (Main Street being the other heavily trafficked intersection). If there is no traffic light at the intersection of Walnut and Meridian Street, how are pedestrians expected to safely cross to the other side of Meridian?

- 10) In conclusion, removing the traffic light at Walnut and Meridian Streets is not in the best interest of Arts Place's patrons or our organization. While I don't think removing the High Street light is a good idea, at least it affects our patrons less. Removing the Walnut Street traffic light is not just inconvenient. It would be dangerous for our patrons, including the children who come to our facility in such large numbers.

Documents in support of the concerns described above accompany this letter.

Sincerely,

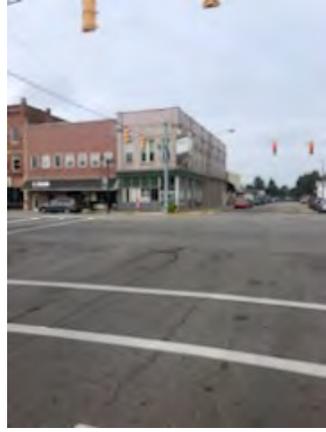


Eric R. Rogers
Executive Director

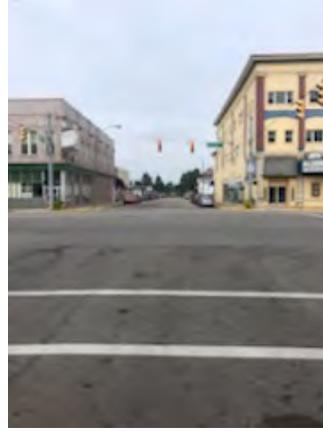
Enclosures



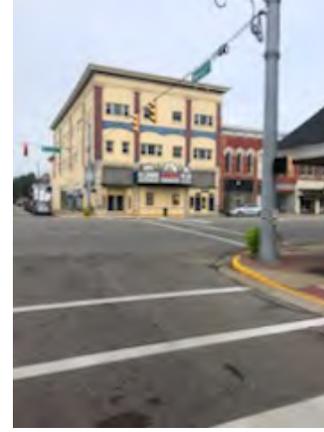
Corner of East Walnut and Meridian looking south.



Corner of East Walnut and Meridian looking southwest.



Corner of East Walnut and Meridian looking west.



Corner of East Walnut and Meridian looking northwest.



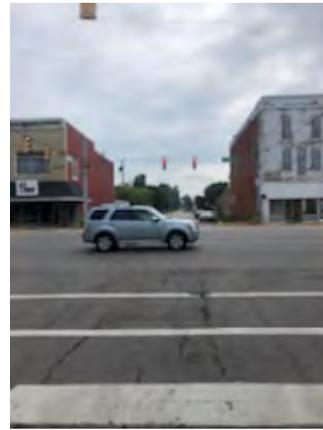
Corner of East Walnut and Meridian looking north.



Corner of West Walnut and Meridian looking north.



Corner of West Walnut and Meridian looking northeast.



Corner of West Walnut and Meridian looking east.



Corner of West Walnut and Meridian looking southeast.



Corner of West Walnut and Meridian looking south.

Costa, Chad

From: The Graphic Printing Company <print@thecr.com>
Sent: Thursday, August 15, 2019 11:44 AM
To: INDOT Greenfield Customer Service
Subject: INDOT public meeting regarding proposed improvements on U.S. 27 in Portland, Jay County

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To whom it may concern (It certainly got my attention!),

The INDOT project proposed for Portland falls short of having any positive effect on traffic flow, supportive measures for retail revitalization and safety.

US 27 is renowned for semi traffic through this area. They like to miss all the weigh stations located on the 4-lane alternate routes north and south.

Removing 2 stop lights will reduce safety for not only pedestrians but auto traffic crossing Meridian Street (US27). Personally, I have been involved in or witnessed near misses of traffic crossing Meridian Street getting hit by semis or autos that had a “head of steam” up and were unable to stop or chose not to stop at a red light traveling north or south. Removing two stop lights will promote this even further. They are nearly unable to turn onto the side streets en route to their drops or pick-ups as it is. The proposed improvements will do the opposite and be a step backward in safety and traffic flow. Reducing to two lanes instead of the current four is ridiculous in thinking it will improve traffic flow.

Removing two traffic lights will make it nearly impossible for pedestrians to cross Meridian Street safely unless they are in the vicinity of Main Street, the only stop light remaining in your proposal. This pedestrian traffic setback will hinder any potential retail/downtown revitalization efforts that are planned or will be planned in the future. In addition, Walnut Street is a “no turn on red” intersection both eastbound and westbound. Removing that stop light makes absolutely no sense and will make it more dangerous turning right without the aid of a light signal.

As for the “back-in angle parking”, I see the benefits of additional parking spots, but your drawing shows that it would only work with two lanes of traffic instead of the four we currently have which I have already pointed out is not a good idea. It also causes tighter turning onto narrower side streets. There is plenty of parking lot space within one block of downtown in at least two locations. The larger parking lots are behind John Jay/ US Post Office and off of the 100 block of East Walnut Street.

I am not positive where this proposal began, here in Portland or at INDOT and I really don't care. This plan, as it was presented, is a bad idea and a joke.

Just 22 years ago, in 1997, we went through a major upgrade to the exact same stretch of road. It has weathered the last 22 years very well and is in good shape. The only portion of this proposal that is worth doing would be to ensure the infrastructure beneath Meridian Street is up to code and repaving.

Thank you for welcoming my comments.

Respectfully submitted,

Carl Ronald
Lifelong Jay County Resident

Graphic Printing Company
Publishers and Printers
309 West Main Street
Portland, Indiana 47371
260-726-8141
Fax: 260-726-8143



COMMENT SHEET

Please provide your comments, concerns, and/or suggestions regarding the proposed US 27 Road and Bridge Maintenance project. Your comments are important to us, and we sincerely appreciate your time and participation during the public involvement process. Please submit comments by Tuesday, August 27, 2019. Comments may be mailed or submitted via email to the contact below.

INDOT Greenfield District Customer Care
32 South Broadway
Greenfield, Indiana 46140
Phone: 1-855-463-6848
Email: eastcentralin@indot.in.gov

Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) AWN Roth

Address: 822 S meridian st Anderson In.

COMMENTS: ~~one~~ I live I see back up traffic all the way I hope you did sidewalks on meridian st.

SIGNATURE: AWN M. Roth

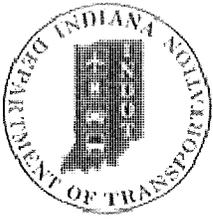
Costa, Chad

From: LAURINDA SHOPE <rlshope@hotmail.com>
Sent: Thursday, August 15, 2019 10:34 AM
To: INDOT Greenfield Customer Service
Subject: US 27 road & Bridge Maintenance
Attachments: INDOT.pdf

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

See attachment.

Laurinda Shope
Associate Broker
Porter-Takats Insurance and Real Estate
226 N. Meridian St
Portland, IN 47371
Office 260-726-8414
Cell 260-729-2282 Call or Text
rlshope@Hotmail.com



COMMENT SHEET

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INDOT Greenfield District Customer Care
32 South Broadway
Greenfield, Indiana 46140
Phone: 1-855-463-6848
Email: eastcentralin@indot.in.gov

Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print)

Laurenda Shope

Address:

1820 N 550 W Portland, IN 47371

COMMENTS:

It would have been more impressive if the map they brought was correct.

How will emergency vehicles get through town?

Do not want to go to 2 lanes, loose stop lights or angle parking.

Why would you want to cut Portland to 2 lanes when the state has already planned to make Hwy 27 4 lanes from Fort Wayne to Richmond?

Is there some future plan to do a bypass around Portland?

We do not have a large amount of pedestrian traffic.

When was the last time a pedestrian was hit in downtown Portland?

Why not try reverse angle parking on a side street first?

Money would be better spent figuring out how to make 4 lane thru Portland.

Now would be the perfect time to rehook up the 24" drain under Highway 27 that was abandoned in the 1990's it was at that time downtown became a flood plain.

SIGNATURE:

Laurenda Shope

It was mentioned for Pedestrian safety. How's it going to be safe for anyone to get across the street unless again they cross at Meridian and Main st only. So the only businesses that matter are the ones right there at that corner???

Also with only 1 full lane and a half block of a turn lane – has anyone thought about the semi usage in this town? If 1 semi and 1 car are in the turn lane and a 2nd car or semi wants to also turn (for example heading south turning east onto Hwy 26 -water st) there will not be room in the turn lane so the main lane will be stopped while everyone waits on, on coming traffic. Now when it gets backed up you still have the far west lane that will allow you to continue on south.

It was also said that this has been in place at other locations (back in angle parking) well for what I have been able to research none of the other places have it on their main drag of town with only one lane of traffic.

I seriously hope that the single lane and no lights will be looked at again – appears that accidents are just waiting to happen.

Thank you for your consideration,

Susan Smith

Portland, IN

From: INDOT Greenfield Customer Service <indotgreenfieldcustomerservice@indot.IN.gov>
Sent: Wednesday, August 14, 2019 12:23 PM
To: Smith, Susie K <Susie.K.Smith@centurylink.com>
Subject: RE: DES. 1700811, 1702940, 1800009

Hello Susie,

You can go ahead and share your comments with us at this e-mail address; you do not have to fill it out on a comment sheet. Please feel free to reply directly to this e-mail with your comments.

Thank you,

Kevin Shaw

Resolution Specialist

32 S. Broadway Street

Greenfield, IN 46140

Office: (317) 467-3989

Toll Free: (855) 463-6848

Email: KShaw1@indot.IN.gov



From: Smith, Susie K [<mailto:Susie.K.Smith@centurylink.com>]
Sent: Wednesday, August 14, 2019 11:09 AM
To: INDOT Greenfield Customer Service <indotgreenfieldcustomerservice@indot.IN.gov>
Subject: DES. 1700811, 1702940, 1800009

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I was at the meeting last night and they ran out of the Comment sheets and was told to request one be sent to me – Could you please do this?

Thanks,

Susan Smith

Susie.k.smith@centurylink.com

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COMMENT SHEET

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Email: eastcentralin@indot.in.gov

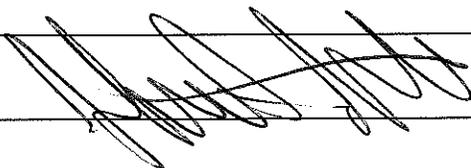
Meeting Date: **Tuesday, August 13, 2019**

Project: **US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)**

Name: (Please print) JEFFREY A. STEED
Address: 33135-200 W. PORTLAND, IN 47371

COMMENTS: SEE ATTACHED

Multiple horizontal lines provided for additional comments.

SIGNATURE: 

08-15-2019

INDOT Greenfield District Customer Care
32 South Broadway
Greenfield, Indiana 46140

RE: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

INDOT,

I wish to express my concerns about the proposed subject project.

First of all, I wish to preface this by saying; if you hire consultants to make recommendations for improvements to an area where no improvements needed, what are they going to do? Tell you there are no improvements needed? No! They will recommend foolish things and collect their commission.

- **REDUCTION TO ONE LANE EACH DIRECTION**

This was supposedly instigated because of expressed concerns of speeding traffic through down town. The city of Portland also heard these concerns and did their own study of the traffic speed for a good period of time. The finding was that there is almost no speeding over the posted limits. The real issue is the posted speed limit. To some people 30 MPH may "appear" excessive. The one size fits all policy dictated from Indianapolis does not work. The condition of each location needs to be analyzed.

The expressed safety concern of traffic moving at different speeds in the two lanes; there is absolutely no history of any accidents caused by this issue. Having the traffic move along in a second lane is a good idea. Especially if someone is parking. They can move over into a passing lane, keeping the traffic moving.

Reducing traffic to one lane will considerably increase traffic backups in the downtown area. In the areas north of Votaw on Meridian, west of Meridian on Votaw, and east of Meridian on Water (a school zone area) where there is one lane, the traffic already gets considerably backed up for several blocks at times. If anything, more lanes are needed in those areas.

- **BACK IN ANGLED PARKING ON THE WEST SIDE**

I would expect a flood of rear-end crashes and traffic backed up for blocks as people try to back into parking spots, off-setting any increased safety created by the angled parking.

The net sum of increased parking spots is very minimal, if at all, primarily due to the curb bump-outs, reducing any increase that might be gained.

IF there is a need for additional parking, let the city take care of it. The city has handled this very well, i.e. the John Jay Learning Center parking. There is ample **off street** parking for the downtown businesses and institutions. I have never had a problem finding a parking spot.

- **REMOVING TRAFFIC LIGHTS AT WALNUT AND HIGH STREETS**

These traffic lights are absolutely needed. It is already very difficult trying to enter into traffic or cross at Arch Street, which has no light. We do NOT need more intersections like that. IT IS DANGEROUS. Even more so with the large buildings close to the intersections at Walnut and High blocking the line of site. And if you do the conversion to two lanes, it will be even more difficult to enter or cross Meridian with the more condensed traffic.

And Portland has become a town of golf carts. I see this becoming even more popular in the future. Golf carts can not drive on the state highway but they can cross the highway. Walnut and High are popular crossings for carts, especially during a two week period of the Tractor Engine Show. This also applies to scooters that come to town during the Vintage Motor Bike Show, which is becoming more and more popular. Reducing the number of intersections where they can cross safely is NOT a good idea.

Then there are the large events that occur at Arts Place on East Walnut. With traffic coming and going from there off Meridian Street, a light is defiantly needed. Also for the mortuary visitors exiting the parking lot via Walnut Street.

On another note; the traffic light at High street could be changed to cycle ONLY when there is traffic wanting to cross or enter from High street. The current programmed cycle is TOO long and unnecessary.

- **CURB BUMP-OUTS**

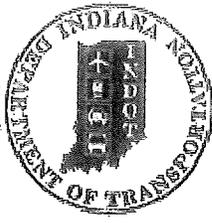
Proposing that the curb bump-outs increase pedestrian safety because it is a shorter distance to cross the street is silliness. Pedestrians only cross when the light is red. If they try to cross when the light is green it is their own foolishness. Distance makes no difference. It does help prevent park cars from getting collided into by passing traffic. And it funnels the traffic into the one lane. These are all unnecessary as indicated in my previous comments.

Curb bump-outs will greatly hinder snow removal. Typically, the snow gets pushed to the center turn lane. I don't believe I need to say more on this.

Replacing the ADA ramps AGAIN is foolishness. The streets were just recently all tore up to replace existing ramps to put in new ones. The existing ramps were just fine. Yes, they needed to meet Federal guidelines. But it was just Federal busy work! The existing ramps worked just fine. I hate seeing Federal waste. It's everywhere.

In closing, as you may have noticed with the large turnout, your proposals really hit a cord with the people in Jay County. And it was NOT popular. It really made the residence angry to hear of such proposals. The proposed changes will not improve downtown Portland. **IF IT AINT BROKE DON'T FIX IT!** We here in Portland like the street just the way it is.

Jeffrey Steed
3313S 200W
Portland, IN
homestead@hotmail.com



COMMENT SHEET

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INDOT Greenfield District Customer Care
32 South Broadway
Greenfield, Indiana 46140
Phone: 1-855-463-6848
Email: eastcentralin@indot.in.gov

Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) Lisa Stevens

Address: 105 W. 12th

COMMENTS: To much traffic to go down to 2 lanes & take out stop lights. Do not agree with back angle parking!

SIGNATURE: _____

Comments on Tue. Night's Meeting – Aug. 13, 2019 Janice Stucky, P.O. Box 416, Portland, IN 47371

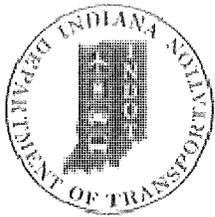
1. I believe it is appropriate to keep the historic arch bridge in proper repair.
2. I have no problem with resurfacing Meridian Street.
3. I have several areas of concern:
 - A. I believe there should be a weight limit posted for what types of vehicles can safely [or not safely] cross this bridge and an alternate route be made available for them.
 - B. Concerning taking the traffic down to **two lanes** is not going to help with pedestrian safety in crossing the street. Re-timing lights might be helpful. For years the traffic light at Meridian and Walnut Streets has changed so quickly that a person who walks a normal pace cannot get more than halfway across before the light is red. As I have progressed to a cane, and now a walker, I cannot cross that intersection.
 - C. I don't see the need for **anticipated more parking spaces**. I have always found it difficult to **parallel park**, unless I can get the beginning and ending spaces in the block. If I do find open spaces in the middle, I can't always tell that I am in the lines [if they are marked] and have been "penned in" by other drivers who park after me. I also see vehicles swing halfway into the other lane when they pass me, as I am attempting to get my walker out where the road is now two-lane. If I am the passenger, I need enough space between the car and the curb to set my feet down on the street before stepping up on the curb.
 - D. **Angle parking** has become more and more difficult for me due to the large vans and trucks that park beside me. I need to creep halfway out into the road before I can see if an oncoming vehicle is close. I would definitely not back into an angle parking space on a highway as it has been proposed. You should see the photo at the Historical Society museum, of downtown Portland years ago, when there was angle parking in the middle of Meridian Street. It was taken out long before I was born.
 - E. The **width of angle parking spaces** concerns me. At the present time, when I use them on the side streets, I do not have enough room to open my back door and set my walker out or put it away if there is a car beside me. I am into a portion of the next space when I try.
 - F. I am **opposed to** having any more **traffic lights removed**. I go to the intersections where they are now located to cross Meridian Street. I avoid trying to **cross Meridian Street at Arch, Race and North Streets** now because there are no lights. If I am making right turns at these intersections, from the side streets, I am reasonably able to do so. Left turns are next to impossible for me. What will control the speed of the traffic if there are no stop signs in place of the lights?
 - G. It seems to me that reducing lanes and putting in curb-bumps would cause more congestion when we need to have snow removal. Where would you put the snow until it could be hauled away? On top of the sidewalks?
 - H. I am already scared when I am waiting at the traffic light at Meridian and Water Streets and a semi attempts to turn the corner. The community center building obstructs the view from the south if you are on Highway 26/East Water Street, which is now a two-lane road. Semis coming from the north almost come into my lane and run up on the sidewalk to make the current turn.
4. Has there ever been a proposal for a by-pass for the middle of town? I wonder...what might happen if Wayne Street, from East Votaw to East 7th Street were turned into a by-pass and East 7th widened to accommodate truck turns? It's just a thought to stimulate some discussion on a by-pass. Those streets already do not have parking along them.

Janice Stucky

Costa, Chad

From: Steve Takats <stevetakats@comcast.net>
Sent: Thursday, August 15, 2019 10:32 AM
To: INDOT Greenfield Customer Service
Subject: US 27 Portland
Attachments: Highway 27.pdf

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INDOT Greenfield District Customer Care
32 South Broadway
Greenfield, Indiana 46140
Phone: 1-855-463-6848
Email: eastcentralin@indot.in.gov

Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) STEVE TAKATS
Address: 226 N MERIDIAN ST. PORTLAND

COMMENTS:

As a business owner I am opposed to everything you are proposing. Several years ago we narrowed our sidewalks & eliminated angle parking to create enough width to accommodate four lanes plus a turning lane. It makes no sense to reverse to 30 years ago. Reverse angle parking with one lane would be a nightmare. I can just see someone trying to back into a space with south bound traffic stacked up bumper to bumper. If you are trying to slow traffic, why remove two traffic lights. My business is on the corner of High St & Meridian and I certainly don't want my light removed. Forget all this nonsense and leave everything as is !!

SIGNATURE: Steve Takats

P.S. to follow on separate sheet

Porter-Takats Insurance

P.S. what you should do is reconnect the four downtown blocks (Walnut, Hick, Arch, North Streets) that were taken out of the 24" storm drain which is under the highway (Meridian St.) and put into the Miller Branch storm drain.

This action has lead to flooding the downtown on several occasions without the pipe ever being out of its banks.

Steve Takats

*We insure everything but
the hereafter!*

Vormohr, Tami

Sent: Wednesday, August 14, 2019 12:52 PM
To: eastcentralin@indot.in.gov
Subject: US 27 Improvements through Portland

Hello,

I am writing to you with some concerns regarding the upcoming INDOT project slated for Downtown Portland in 2021. As a lifelong resident of Portland and the manager of the First Financial Bank office located at 112 N Meridian St, Portland, I have some very serious concerns regarding this proposed project.

At the Public Information Meeting held at the John Jay Center for Learning last evening, we were given an overview of the project as well as timelines but we did not have the opportunity to have an open discussion where we could have some dialog between those of us in attendance and the presenters of the project. I did make a point to speak to one of the representatives after the presentation. He seemed to agree with my concerns and asked that I send an email. He stated that nothing had been "set in stone" and that comments and concerns addressed via email would go a long way in the finalization of the project plans. I wholeheartedly hope and pray that this is true!

If you look at the drawing that was on display at the meeting, our bank is located right in the heart of downtown Portland – right in the middle of this project. This makes this project incredibly important to me as it will strongly affect my customers, vendors, cash deliveries, business partners, and my team.

Here are some of my biggest concerns:

- **REVERSE ANGLE PARKING** – I am extremely concerned about this proposal. The concept does not make sense. Here is what I envision: the driver will be required to put the vehicle in reverse after passing the parking space in order to back into the available space. This will be a very skilled, very dangerous endeavor. As the driver puts on the turn signal indicating that he intends to turn, the vehicle behind him will most likely assume that the turn signal is to indicate a turn at the next intersection. Assume the vehicle following is from out of town, a semi perhaps who is in a hurry to get to his destination by the appointment time. That semi is not going to be anticipating the driver to put his vehicle in reverse which causes the first potential accident when the driver backs up. The next potential accident will be trying to back between two vehicles – depending on the size of those vehicles and how well they are parked in their designated spaces, it could be nearly impossible to avoid hitting one of them (especially while backing and turning at the exact angle to get into the available parking space. I would like to have better parking for my customers and would propose regular angle parking. When backing out of a parking space you can wait until no oncoming traffic is present. This is much safer.
- **REMOVAL OF STOP LIGHTS** – As part of my daily commute, I sit at the stoplight at the corner of Walnut and Meridian Street. Currently, the intersection has signage stating No Turn On Red. Assumedly, this is because it is difficult see around the parallel parked vehicles whether or not there is oncoming traffic. The proposal to remove the stop light combined with the reverse-angle parking would make visibility much worse and if a driver is attempting to turn left from W Walnut Street onto N Meridian Street heading North, it would be almost completely impossible. We need to keep the stop lights in place. The removal of these lights will also increase speed through our downtown area. This is already an issue, please reconsider the removal of the stop lights. I want our community to continue to be a safe environment for local residents and visitors.

- ONE LANE TRAFFIC – With only one lane of traffic going each direction, what will happen when there is a time critical event requiring the aid of police, EMS, or fire trucks? Where will traffic pull over so that the service vehicles can get through?
- HOW LONG WILL THE STREET IN FRONT OF OUR BANK BE CLOSED? We have only one location in Portland, located right in the middle of this project. How long do you anticipate the street being closed? Will this be done in segments? A couple blocks at a time? Will you do one side of the street from start to finish and then move to the other side? We have one location in Portland and I must ensure that our customers have access to the bank every day, regardless of the current status of the street project.

I would appreciate some feedback regarding my concerns.

Thank you in advance for your attention to this matter.

Regards,

Tami Vormohr
Business Development Manager

FIRSTfinancial bank

112 N Meridian St

Portland, IN 47371

NMLS # 1494253

Tel 260-726-9301 Direct line 260-729-5541

Cell 260-766-1857 Fax 260-726-7901

tami.vormohr@bankatfirst.com

Costa, Chad

From: Jody Walker <jwalkergwalker@gmail.com>
Sent: Thursday, August 22, 2019 8:20 AM
To: INDOT Greenfield Customer Service
Subject: downtown Portland

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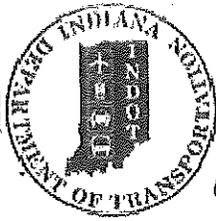
My name is Jody Walker. My address is 1324 South 500, West Portland, IN 47371. I was unable to attend the meeting in Portland about the downtown changes. I have some major concerns with the proposed changes.

First of all taking out the stop lights at Walnut and High. Walnut is a very busy street to cross. I believe that if the stop lights are both taken out not only are you putting pedestrian safety in jeopardy, but you are going to cause many downtown businesses to close. We are suppose to shop local. I will not be crossing streets where my life is in danger so I will just go out of town to shop. I am handicapped and I can not run across a street anymore.

Secondly, the back in parking. I do not know anyone, unless they are a farmer or truck driver, that can safely back in. The reason I have for not being able to see when backing out is that I drive a small car. When there are SUVs or large trucks on either side of me I am backing out blind. I now will be pulling out blind and refusing to back in. Again, I will just go out of town where things will be more convenient.

Thank you,

Jody Walker



John Costa

COMMENT SHEET

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32 South Broadway
Greenfield, Indiana 46140
Phone: 1-855-463-6848
Email: eastcentralin@indot.in.gov

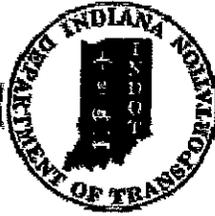
Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) Stella Weaver
Address: 204 PITTSBURG AVE Portland In

COMMENTS: I don't think this makes a lot of sense. You heard the old saying, if it's not broke, don't fix it. It doesn't seem like your improving anything. The reverse parking sounds crazy and going down to a 2 lane traffic won't improve, it goes backwards in time. Sounds like that will make the etc, more congested and will cause a lot more accidents

SIGNATURE: Stella Weaver



INDIANA DEPARTMENT OF TRANSPORTATION

COMMENT SHEET

Please provide your comments, concerns, and/or suggestions regarding the proposed US 27 Road and Bridge Maintenance project. Your comments are important to us, and we sincerely appreciate your time and participation during the public involvement process. Please submit comments by **Tuesday, August 27, 2019**. Comments may be mailed or submitted via email to the contact below.

INDOT Greenfield District Customer Care
32 South Broadway
Greenfield, Indiana 46140
Phone: 1-855-463-6848
Email: eastcentralin@indot.in.gov

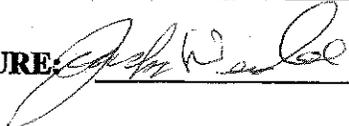
Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) JACK WEDDEL

Address: 7476 E MAIN

COMMENTS: KEEP LIGHTS - DO OTHERS

SIGNATURE: 



COMMENT SHEET

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INDOT Greenfield District Customer Care
32 South Broadway
Greenfield, Indiana 46140
Phone: 1-855-463-6848
Email: eastcentralin@indot.in.gov

Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) Don + Chris Whitenack

Address: 2138N 400 W, Fort Hard, IN 47371

COMMENTS:

Stop lights should not be eliminated. We cannot turn on red at these lights due to buildings blocking the view. Without lights it would be difficult + dangerous for cars to enter intersection + difficult for pedestrians to cross the street. My "theory" on back in angle parking is that there will be more accidents trying to park by backing between 2 cars. Downtown is basically for local people - why make it harder for them. Why change from 4 lanes to 2 lanes? If traffic is too fast then the police need to be patrolling. For the most part traffic is fine. As a citizen who lives here, I see nothing wrong with Meridian St. the way it is marked. Please do not remove stop lights, implement back in angle parking, or 2 lanes thru town!

SIGNATURE: Chris Whitenack

Costa, Chad

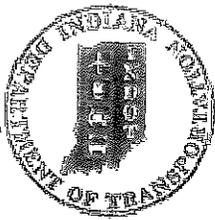
From: Todd Wickey <twickey711@thecityofportland.net>
Sent: Thursday, August 15, 2019 11:21 AM
To: INDOT Greenfield Customer Service
Subject: 1700811, 1702940, 1800009

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

In regards to your proposed project in Portland Indiana, I do have some concerns that I would like to express. They are as follows;

1. Reducing 4 lanes to 2 lanes in downtown Portland (1800009) That would create a hazard and great difficulty to emergency vehicles that are responding to life and death responses. There would be less room to navigate around other vehicles and slow response times.
2. Back in angled parking would not work with elderly drivers (1800009). They can barely park properly at Walmart and then to force them to back into a parking space would be impossible. The parking downtown is not heavy enough to warrant said parking proposal.
3. Removing traffic signals at Walnut and High Streets (1800009) would create a hazardous intersection due to the restricted visibility to observe oncoming traffic. This plan if implemented would create a traffic hazard and great risk to drivers on the named streets when they try to cross or enter Meridian Streets. Both intersections are a no turn on red for a reason. If this plan is implemented, you might as well place a State Trooper at that area to investigate accidents. This plan is very dangerous to the public including pedestrians.
4. The highway that needs improvement is State Road 26 west (Votaw) from U.S, 27 to the city limits. This road needs widened with a turn lane in the center. There also needs to be sidewalks on both sides to aid the pedestrians walking to Walmart.
5. In regards to your accident data concerning fatalities and incapacitating accidents in Portland on U.S. 27. Your data is wrong. I have researched this data and found no fatalities or incapacitating accidents in the City of Portland. There are accidents, but those accidents are due to heavy vehicular traffic or intoxicated drivers.
6. The bridge maintenance (1702940) should be cancelled. The bridge needs replaced with a sufficiently wider bridge that will accommodate wide loads.

Judson T. Wickey
Portland Police Department
Investigator
260-729-1201



COMMENT SHEET

Please provide your comments, concerns, and/or suggestions regarding the proposed US 27 Road and Bridge Maintenance project. Your comments are important to us, and we sincerely appreciate your time and participation during the public involvement process. Please submit comments by Tuesday, August 27, 2019. Comments may be mailed or submitted via email to the contact below.

INDOT Greenfield District Customer Care
32 South Broadway
Greenfield, Indiana 46140
Phone: 1-855-463-6848
Email: eastcentralin@indot.in.gov

Meeting Date: Tuesday, August 13, 2019

Project: US 27 Road & Bridge Maintenance (Des. 1700811, 1702940, & 1800009)

Name: (Please print) Betty Jean Williamson

Address: 246 East Arch St Portland IN 47371-1904

COMMENTS: Thank you for the opportunity to "speak."

Please, please, please do NOT remove any more traffic signals.

I'm very concerned with reverse angle parking. Parallel parking still has safe curbside loading and trunk loading. I personally prefer front angle parking on both sides of meridian - in that case fewer lanes are needed.

I can't see any real advantage to change the four traffic lanes w/a middle turn lane (left turn), unless front angle parking is utilized.

Refurbishing the arch bridge is a fine idea.

Someone said there is a 24" water drain pipe under meridian st. that was capped off several years ago. If that could be reopened, it might alleviate some of the downtown flooding problems.

SIGNATURE: Betty Jean Williamson

Please see other side for another comment -

The intersection of S.R. 26/E. Water ST and South Meridian ST. is hazardous - When a semi- is headed W on E. Water and a semi- is wanting to turn E. on Water ST, there isn't enough turn space. I suggest the "stop here on line" on E. Water ST should be moved further East.

Thank you again for your consideration.

INDOT Greenfield District Customer Care
32 South Broadway
Greenfield, Indiana
46140

Categorical Exclusion
Appendix H
Air Quality

Indiana Department of Transportation (INDOT)
 State Preservation and Local Initiated Projects FY 2020 - 2024

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
Indiana Department of Transportation	39818 / 1600828	Init.	SR 26	Truss Reconstruction Or Repair	Over Salamonie River, .78 miles E of US 27	Greenfield	0	STPBG		Bridge Construction	CN	\$1,538,696.00	\$384,674.00		\$1,923,370.00			
										Bridge ROW	RW	\$40,000.00	\$10,000.00	\$50,000.00				
Portland	40318 / 1600946	Init.	IR 1015	Bike/Pedestrian Facilities	City of Portland Sidewalk Project	Greenfield	.37	STPBG		Local Funds	CN	\$0.00	\$144,400.00			\$144,400.00		
										Local Transportation Alternatives	CN	\$337,600.00	\$0.00			\$337,600.00		
Portland	40319 / 1600965	Init.	IR 1023	HMA Overlay, Preventive Maintenance	Blaine Pike Project- Water St on N to CR 150 W on S	Greenfield	1.24	STPBG		Group III Program	CN	\$1,084,000.00	\$0.00			\$1,084,000.00		
										Local Funds	RW	\$0.00	\$494,600.00	\$494,600.00				
										Local Funds	CN	\$0.00	\$531,000.00			\$531,000.00		
Portland	40319 / 1600965	M 04	IR 1023	HMA Overlay, Preventive Maintenance	Blaine Pike Project- Water St on N to CR 150 W on S	Greenfield	1.24	STBG	\$2,103,160.00	Group III Program	RW	\$395,680.00	\$0.00	\$395,680.00				
										Local Funds	RW	\$0.00	-\$402,120.00	(\$402,120.00)				
Comments:NO MPO - Please reduce RW FY 20 to 92,480 (a reduction of 402,120) and add Federal FY 20 RW 395,680.																		
Portland	40319 / 1600965	M 07	IR 1023	Road Rehabilitation (3 R/4R Standards)	Blaine Pike Project- Water St on N to CR 150 W on S	Greenfield	1.24	STBG	\$247,800.00	Group III Program	RW	\$0.00	\$0.00	(\$395,680.00)	\$395,680.00			
										Local Funds	RW	\$0.00	\$0.00	(\$98,920.00)	\$98,920.00			
Comments:NO MPO - Moving RW from FY 2020 to FY 2021 - Federal 395,680 and Local 98,920 - Work type was incorrect when project began. Changing from HMA Overlay to Road Rehabilitation (3R / 4R) -change needs made due to PO request was opened under HMA Overlay and to get any further PO requests with corrected work type need to get adjusted in STIP .																		
Redkey	40320 / 1600972	Init.	ST 1035	Bike/Pedestrian Facilities	Town Park Sidewalk in Redkey	Greenfield	.265	STPBG		Group IV Program	CN	\$89,600.00	\$0.00			\$89,600.00		
										Local Funds	CN	\$0.00	\$42,400.00			\$42,400.00		
Dunkirk	40321 / 1600974	Init.	ST 1034	Bike/Pedestrian Facilities	Highland Ave - W Jay Middle School to Speedcat Alley	Greenfield	.284	STPBG		Group IV Program	CN	\$67,200.00	\$0.00			\$67,200.00		
										Local Funds	CN	\$0.00	\$31,800.00			\$31,800.00		
Indiana Department of Transportation	40592 / 1700811	Init.	US 27	HMA Overlay, Preventive Maintenance	From SCL Portland to NCL Portland	Greenfield	2.596	NHPP		Bridge Construction	CN	\$218,816.00	\$54,704.00	\$273,520.00				
										Road Construction	CN	\$1,042,368.00	\$260,592.00	\$1,302,960.00				
										Safety Construction	CN	\$666,280.00	\$166,570.00	\$832,850.00				

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

Categorical Exclusion
Appendix I
Other Information

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated December 2019)

ProjectNumber	SubProjectCode	County	Property
1800187	1800187	Jay	Sportland Park
1800243	1800243	Jay	North End Park (Milton Miller Memorial Park)

Please note, some of the property names are cut off on the ends due to character limits

Also, park names may have changed and is not reflected on the list.

*Various - this may include multiple sites in multiple counties and should always be included in your searches by county.



City of PORTLAND
PORTLAND, INDIANA

John W. Boggs
Mayor

Lori Phillips
Clerk-Treasurer

May 19, 2020

Angela R. Kattmann, LPG
Lochmueller Group, Inc.
3502 Woodview Trace
Indianapolis, Indiana 46268

Re: Section 4(f) Coordination
Des. Nos. 1700811, 1702940, and 1800009
US 27 Road and Bridge Maintenance Project
Williamson Drive to S CR 100 N
City of Portland, Jay County, Indiana

This letter references Des. Nos. 1700811 and 1800009. These Des. Nos. have been removed from this project.

Dear Ms. Kattmann:

I understand the above referenced project, sponsored by the City of Portland, will involve construction activities which tie the Portland River Path. This path is owned and operated by the City of Portland. The project will not involve closing the Portland River Path; however, the adjoining sidewalk that carries pedestrian traffic on US 27 over the Salamonie River will be temporarily impacted. The bridge consists of two 12-foot travel lanes (one in each direction) and two 6-foot 2-inch sidewalks (one in each direction). During construction activities, closure of the sidewalks to pedestrian traffic will alternate. While one sidewalk across the bridge is closed, the opposite sidewalk will remain open which will serve as American with Disabilities (ADA) accessible pedestrian crossing of the Salamonie River. The sidewalk will be closed during the surface seal construction as well as the time when the portions of the bridge railing are removed for cleaning and powder coating. While the sidewalk closures will be temporary and an alternate pedestrian route will be available, this described sidewalk closure is a temporary occupancy of the Portland River Path.

As the official with jurisdiction over the Portland River Path, I agree that this temporary occupancy does not constitute a Section 4(f) use, as described in the Federal Highway Administration's *Section 4(f) Policy Paper (dated July 20, 2012)*, for the following reasons:

- The length of the sidewalk closure will be temporary and will not exceed the time needed for construction (2 months or less for each of the sidewalks).
- Ownership of the Portland River Path will be retained by the City of Portland.
- There will be no anticipated permanent adverse physical impacts. As noted above, the sidewalk may require temporary closure. The duration of the closure will not exceed the time needed to construct the project (2 months for each of the sidewalks or less). Signage posted within the construction area will provide pedestrians notification of any restricted areas and guide them around it.
- The sidewalk will be returned to a condition which is at least as good as that which existed prior to the project.

In the end, the proposed replacement sidewalk ramp will provide an enhancement to the sidewalk that adjoins the Portland River Path by upgrading the walking surface and improving the rails on the bridge. Therefore, I agree the project will not adversely affect the recreational activities, features, and attributes that qualify the Portland River Path for protection under Section 4(f) of the U.S. Department of Transportation Act.

Respectfully,

Mr. John W. Boggs
Mayor
City of Portland

321 North Meridian Street, Portland, Indiana 47371 • Phone (260) 726-9395 • Fax (260) 726-2763