

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

800.11(e) Documentation

May 12, 2020



**Prepared for:
Indiana Department of Transportation
Federal Highway Administration**



Hannah Blad

Hannah Blad

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(f) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECTS
ELIGIBILITY DETERMINATIONS
EFFECT FINDING**

**US 27 ROAD AND BRIDGE MAINTENANCE PROJECT
WILLIAMSON DRIVE TO CR 100 N
CITY OF PORTLAND, JAY COUNTY, INDIANA
DES. NOS.: 1700811, 1702940 & 1800009**

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

The APE is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE encompasses all resources immediately adjacent to the project limits and those that may not be immediately adjacent but that have a proximate viewshed of the project area. The APE for the majority of the project extends approximately 150 feet from the project location. The APE expands farther at the north and south ends of the project location to accommodate the wider viewshed. At the south end of the project location, the APE extends approximately 290 feet beyond the project location. At the north end of the project location, the APE extends approximately 430 feet past the project location. Please see Appendix A, page 3 for a map of the APE.

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

The APE contains one property listed in the National Register of Historic Places (National Register).

Portland Commercial Historic District (NR-1299). The Portland Commercial Historic District represents the commercial development that occurred in downtown Portland, the county seat, after the town received its first railroad in 1871. The district encompasses commercial structures largely around Meridian Street and is roughly six blocks on 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. The Portland Commercial Historic District (NR-1299) 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 APE contains three properties recommended eligible for listing in the National Register:

Dr. Foster House (Indiana Historic Sites and Structures Inventory [IHSSI] #075-521-33098). The Dr. Foster House is a Colonial Revival style house located at 1400 S. Meridian Street. The property was built c. 1930 by Dr. Lee E. Foster. The house is composed of a two-story rectangular main block with a one-story shed roof addition on the north elevation. The main portion of the house has a side gabled roof with cornice returns and two brick chimneys on the north and south elevations. The front pedimented porch roof with a shallow arch has fluted Tuscan columns and a brick foundation, which leads to a front door with a fanlight and four-light sidelights. There is a garage on the property that was built in the same style as the house. The Dr. Foster House retains a high amount of exterior material integrity and is a traditional residential example of the style. The Dr. Foster House is eligible for listing in the National Register under Criterion C for its architectural significance.

House at 834 S. Meridian Street (IHSSI #075-521-33094). The house located at 834 S. Meridian Street was built c. 1899 and is a Folk Victorian style workers cottage influenced by the Queen Anne architectural style. 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.

First United Brethren Church (IHSSI #075-521-33088). The First United Brethren Church is a 1916 Classical Revival style structure located at 323 S. Meridian Street in Portland. The two-story tall church has three gables; on the north, south, and west elevations. Each of the gabled ends has a pediment with a molded metal cornice. The rear portion of the church has a flat roof with a high parapet wall. The façade is symmetrical with four smooth limestone Ionic columns. The church sits on a stone foundation with walls clad in brick veneer. Stone detailing is dispersed throughout the façade in square and rectangular shapes. A molded architrave is on the north, east, and south elevations, located above the limestone caps of the brick pilasters between the grouped windows. The First United Brethren Church is eligible for listing in the National Register under Criterion C for its architectural significance. According to Criteria Consideration A of the National Register, a religious property may be eligible if it “derives its primary significance from architectural or artistic distinction or historical importance.” Based on the research for this property and the architectural merit of the resource, the historians believe it meets the requirements of Criterion Consideration A.

EFFECT FINDING

Portland Commercial Historic District (NR-1299) – “No Adverse Effect”

Dr. Foster House (IHSSI #075-521-33098) – “No Adverse Effect”

House at 834 S. Meridian Street (IHSSI #075-521-33094) – “No Adverse Effect”

First United Brethren Church (IHSSI #075-521-33088) – “No Adverse Effect”

Meridian Street Bridge – Per the terms of the “Programmatic Agreement Regarding Management and Preservation of Indiana’s Historic Bridges” (Historic Bridges PA), the Federal Highway Administration—Indiana Division (FHWA) 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). The Meridian Street Bridge (Bridge No. 027-38-06182 C / NBI No. 007350) has been classified as a Select Bridge by the INDOT Historic Bridge Inventory and, thus, the procedures outlined in Stipulation III.A of the Historic Bridges PA will be followed to fulfill FHWA’s Section 106 responsibilities for the bridge.

Therefore, the finding for this project only applies to other resources located within the APE and not the Meridian Street Bridge. This document will satisfy the Section 106 responsibilities for other resources located in the APE. Regarding other resources located in the project area, INDOT, acting on FHWA’s behalf, has determined a “No Adverse Effect” finding is appropriate for this undertaking.

INDOT respectfully requests the Indiana State Historic Preservation Officer (SHPO) provide written concurrence with the Section 106 determination of “No Adverse Effect.”

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

Portland Commercial Historic District - This undertaking will not convert property from the Portland Commercial Historic District (NR-1299), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA’s behalf has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore no Section 4(f) evaluation is required for the Portland Commercial Historic District (NR-1299).

Dr. Foster House - This undertaking will not convert property from the Dr. Foster House (IHSSI #075-521-33098), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA’s behalf has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore no Section 4(f) evaluation is required for the Dr. Foster House (IHSSI #075-521-33098).

House at 834 S. Meridian Street - This undertaking will not convert property from the House at 834 S. Meridian Street (IHSSI #075-521-33094), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA’s

behalf has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore no Section 4(f) evaluation is required for the House at 834 S. Meridian Street (IHSSI #075-521-33094).

First United Brethren Church - This undertaking will not convert property from the First United Brethren Church (IHSSI #075-521-33088), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA’s behalf has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore no Section 4(f) evaluation is required for the First United Brethren Church (IHSSI #075-521-33088).

Meridian Street Bridge – This resource is used for transportation purposes and no Section 4(f) conversion will take place with this project; therefore, no Section 4(f) evaluation must be completed for the Meridian Street Bridge (Bridge No. 027-38-06182 C / NBI No. 007350).

Consulting parties will be provided a copy of INDOT’s findings and determinations in accordance with INDOT and FHWA’s Section 106 Procedures. Comments will be accepted for 30 days upon receipt of the findings.

Anuradha Kumar V.

Anuradha V. Kumar, for FHWA
Manager
INDOT Cultural Resources

05/13/2020

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO ADVERSE EFFECT
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR SECTION 800.5(c)**

**US 27 ROAD AND BRIDGE MAINTENANCE PROJECT
WILLIAMSON DRIVE TO CR 100 N
CITY OF PORTLAND, JAY COUNTY, INDIANA
DES. NOS.: 1700881, 1702940 & 1800009**

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with a road and bridge maintenance project, Des. Nos. 1700811, 1702940, 1800009. The FHWA is providing funding and is the lead federal agency for this Section 106 undertaking. Specifically, 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. Existing land use within the project area is urban and consists primarily of residential, commercial, and industrial areas.

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. The federal involvement is funding from the FHWA. 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.

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 Appendix G 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 Appendix G

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 were finalized and sent out for review by consulting parties. See Attachment H for the 60% bridge plans.

The 60% plans include Maintenance of Traffic sheets and formatting changes requested by the INDOT reviewer. Placeholder notations were also added for special provisions. The special provisions will be included with the next plan submittal.

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. In addition, at the intersections of US 27/Meridian Street and Main Street and US 27/Meridian Street and High Street, the traffic signals will be removed. 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 project’s design. However, the City of Portland may be interested in placing amenities in the downtown area. Such amenities may be in the form of planters and benches. If these amenities are added it will be an action undertaken by the City of Portland completely independent of INDOT’s project and at an unspecified time after the completion of Des. No. 1800009. No additional right-of-way (ROW) will be needed for this project. See Appendix G for Stage 1 plans of the roadway work.

The APE is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE encompasses all resources immediately adjacent to the project limits and those that may not be immediately adjacent but that have a proximate viewshed of the project. The APE extends different lengths surrounding the project area depending on the viewshed. To the north the APE extends between 100 and 300 feet, to the east it extends approximately 350 feet, to the south it extends between 50 and 200 feet, and to the west it extends approximately 560 feet. As all work of the proposed project will occur within previously disturbed soils, there are no archaeological concerns. See Appendix A for maps of the project area and APE. Please see Appendix A, page 3 for a map of the APE.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

The National Register, Indiana Register of Historic Sites and Structures (State Register), the State Historic Architectural and Archaeological Research Database (SHAARD), the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM), and the Indiana Historic Sites and Structures Inventory (IHSSI) were consulted prior to and following field review. Jay County was surveyed in 1984 for the IHSSI. The resulting *Jay County Interim Report* (1985) was also reviewed. One resource already listed in the National Register, the Portland Commercial Historic District (NR-1299), is located within the APE. Within the APE, seven Outstanding, eleven Notable, twenty-two Contributing, and twenty-one Non-Contributing, previously surveyed resources from the *Jay County Interim Report* were located. The *Indiana Historic Bridge Inventory Volume 2: Listing of Historic and Non-Historic Bridges* (February 2009) by Mead & Hunt was reviewed. One bridge eligible for listing in the National Register is located in the project area and the bridge

is considered a Select Bridge: Meridian Street Bridge, INDOT Bridge No. 027-38-06182 B/NBI No. 007350/HB-2152.

Early coordination was initiated on June 25, 2019, with an email to consulting parties. The email asked consulting parties to review the early coordination letter, via IN SCOPE, which is INDOT's Section 106 document website <http://erms.indot.in.gov/Section106Documents/>. Hard copies of these materials were mailed to the State Historic Preservation Officer (SHPO) on June 25, 2019. Those who agreed to be consulting parties are shown in bold below and highlighted in Appendix C, page 1-3.

- **State Historic Preservation Officer (Automatic Consulting Party)**
- 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
- Historic Spans Task Force
- Delaware Tribe of Indians, Oklahoma
- Eastern Shawnee Tribe of Oklahoma
- Forest County of Potawatomi
- **Miami Tribe of Oklahoma**
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians

In an email dated July 9, 2019, Jay County Commissioner Chad Aker replied to another project's early coordination material in Jay County for a bridge on SR 26 (Des. No. 1600828). However, the nature of the comments indicated he was interested in this project. See Appendix D, page 8-9 for a copy of this communication.

In a letter dated July 19, 2019, the Miami Tribe of Oklahoma responded to the early coordination materials by accepting consulting party status and stated that, “[t]he 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.” See Appendix D, page 10 for a copy of this communication.

In a letter dated July 22, 2019, the Indiana SHPO staff responded to the early coordination material asking that the Jay County Chamber of Commerce and the Jay School Corporation be invited to be consulting parties for this undertaking. The SHPO staff also responded to the archaeological assessment provided in the early coordination materials stating, “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.” See Appendix D, page 11-13 for a copy of the communication.

In an email dated July 23, 2019, the Jay County Chamber of Commerce and the Jay School Corporation were invited to become consulting parties. No response has been received from either organization thus far. See Appendix D, page 14 for a copy of the communication.

Hannah Blad, a Lochmueller Group historian who meets the Secretary of the Interior's Professional Qualification Standards, performed a site inspection of the project area on July 24, 2019. One resource

within the APE was found to have been previously determined eligible for the National Register: Portland Commercial Historic District (NR-1299). As a result of identification and evaluation efforts discussed in the Historic Property Report (HPR), three resources within the APE are recommended eligible for listing in the National Register: 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). Archaeological review of the project area was not required due to the undertaking occurring entirely within previously disturbed soils. See Appendix B for photographs from this field review and Appendix E, page 2 for a summary of the HPR completed for this project.

The HPR was uploaded to IN SCOPE on November 20, 2019 and an email was sent to consulting parties and the owners of the three individual properties that were recommended eligible for the National Register, notifying them of the availability of the report online on November 21, 2019. Hard copies of these materials were also mailed to the SHPO that same day. See Appendix D, page 15-16 for a copy of this communication.

In a letter dated December 18, 2019, the SHPO staff concurred with the conclusions in the HPR, noting that, “[t]he 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.” The SHPO staff agreed with the National Register eligibility determinations made for Dr. Foster House, the House at 834 S. Meridian Street, and the First United Brethren Church. Please see Appendix D, pages 21-23 for a copy of this communication.

No additional comments were received from consulting parties regarding the identification of historic properties.

3. DESCRIBE AFFECTED HISTORIC PROPERTIES

Portland Commercial Historic District (NR-1299)

The Portland Commercial Historic District represents the commercial development that occurred in downtown Portland, the county seat, after the town received its first railroad in 1871. The district encompasses commercial structures largely around Meridian Street and is roughly six blocks on 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. The Portland Commercial Historic District (NR-1299) 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.

Dr. Foster House (IHSSI #075-521-33098)

The Dr. Foster House is a Colonial Revival style house located at 1400 S. Meridian Street. The property was built c. 1930 by Dr. Lee E. Foster. The house is composed of a two-story rectangular main block with a one-story shed roof addition on the west elevation. The main portion of the house has a side gabled roof with cornice returns and two brick chimneys on the north and south elevations. The front pedimented porch roof with a shallow arch has fluted Tuscan columns and a brick foundation, which leads to a front door with a fanlight and four-light sidelights. There is a garage on the property that was built in the same style as the house. The Dr. Foster House retains a high amount of exterior material integrity and is a traditional residential example of the style. The Dr. Foster House is eligible for listing in the National Register under Criterion C for its architectural significance.

House at 834 S. Meridian Street (IHSSI #075-521-33094)

The house located at 834 S. Meridian Street was built c. 1899 and is a Folk Victorian style workers cottage influenced by the Queen Anne architectural style. 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.

First United Brethren Church (IHSSI #075-521-33088)

The First United Brethren Church is a 1916 Classical Revival style structure located at 323 S. Meridian Street in Portland. The two-story tall church has three gables; on the north, south, and west elevations. Each of the gabled ends has a pediment with a molded metal cornice. The rear portion of the church has a flat roof with a high parapet wall. The façade is symmetrical with four smooth limestone Ionic columns. The church sits on a stone foundation with walls clad in brick veneer. Stone detailing is dispersed throughout the façade in square and rectangular shapes. A molded architrave is on the north, east, and south elevations, located above the limestone caps of the brick pilasters between the grouped windows. The First United Brethren Church is eligible for listing in the National Register under Criterion C for its architectural significance. According to Criteria Consideration A of the National Register, a religious property may be eligible if it, “derives its primary significance from architectural or artistic distinction or historical importance.” Based on the research for this property and the architectural merit of the resource, the historians believe it meets the requirements of Criterion Consideration A.

4. DESCRIBE THE UNDERTAKING’S EFFECT ON HISTORIC PROPERTIES

Portland Commercial Historic District (NR-1299) – No Adverse Effect

The project will have “No Adverse Effect” to this resource. 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 Appendix A, page 4 for a map of the district, and Appendix B, pages 69-88 for photos of this location. Please see Appendix G, pages 6-9 for plan sheets corresponding to this area of the district.

Dr. Foster House (IHSSI #075-521-33098) – No Adverse Effect

The project will have “No Adverse Effect” to this resource. 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 Appendix A, page 5 for a map of the Dr. Foster House and Appendix B, page 17 for a photo of this property.

House at 834 S. Meridian Street (IHSSI #075-521-33094) – No Adverse Effect

The project will have “No Adverse Effect” to this resource. 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 Appendix A, page 6 for a map of the house at 834 S. Meridian Street and Appendix B, page 45 for a photo of this property.

First United Brethren Church (IHSSI #075-521-33088) – No Adverse Effect

The project will have “No Adverse Effect” to this resource. 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 Appendix A, page 7 for a map of the church and Appendix B, pages 65-66 for photos of this property.

5. EXPLAIN APPLICATION OF CRITERIA OF ADVERSE EFFECT – INCLUDE CONDITIONS OR FUTURE ACTIONS TO AVOID, MINIMIZE OR MITIGATE ADVERSE EFFECTS

According to 36 CFR 800.5(a)(1) “An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling or association.”

The undertaking involves the Meridian Street Bridge (Bridge No. 027-38-06182 C / NBI No. 007350), a designated Select Bridge and contributing element to the Portland Commercial Historic District. Per the terms of the Historic Bridges Programmatic Agreement (PA), the FHWA will satisfy its Section 106 responsibilities involving the Select Bridge through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Therefore, the effects analysis for this project only applies to the other resources located within the APE and not the bridge. The Historic Bridge Alternatives Analysis prepared for the undertaking, and provided to consulting parties for review, identified Alternative B – Rehabilitation for Continued Vehicular Use (two-lane option) Meeting the Secretary of the Interior’s Standards for Rehabilitation as the recommended preferred alternative (Appendix F). The preliminary effects letter distributed to consulting parties on April 9, 2020 included 30% design plans for the bridge. The 60% design plans for the bridge are included in Appendix H of this documentation. The next plan submittal will occur at a later date.

Portland Commercial Historic District (NR-1299)– According to 36 CFR 800.5(a)(1) the criteria of adverse effect do 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) – 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) – 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) - 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.

6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

As noted above, early coordination was initiated on June 25, 2019. All consulting parties received the early coordination materials via email and in addition, the SHPO was mailed a hard copy of the materials. Those who agreed to be consulting parties are shown in bold below and highlighted in Appendix C, page 1-3.

- **State Historic Preservation Officer (Automatic Consulting Party)**
- 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
- Historic Spans Task Force
- Delaware Tribe of Indians, Oklahoma
- Eastern Shawnee Tribe of Oklahoma
- Forest County of Potawatomi
- **Miami Tribe of Oklahoma**
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians

The following is a summary of the positions of the consulting parties following the distribution of the early coordination materials and HPR (July through December 2019). These positions have been previously presented in detail above in “Section 2. Efforts to Identify Historic Properties” and the correspondence may be viewed in Appendix D, pages 9-23:

- July 9, 2019: An email from Jay County Commissioner Chad Aker expressed his dissatisfaction regarding the project, indicating, in his opinion, that the project would cause congestion within the downtown area. Mr. Aker also stated, “[y]our numbers are wrong as for the traffic deaths and incapacitating injuries in the downtown area.” He also asked to be notified of the public hearing to be held for this project.
- July 19, 2019: A letter from the Miami Tribe of Oklahoma indicates the tribe accepts consulting party status and has no objection to the project.
- July 22, 2019: A letter from the SHPO asks that the Jay County Chamber of Commerce and the Jay School Corporation be invited to become consulting parties for the undertaking. This letter also provides concurrence with the archaeological assessment as provided in the early coordination materials.

- July 23, 2019: A email was sent to the Jay County Chamber of Commerce and the Jay School Corporation inviting them to be consulting parties. No response has been received thus far from either organization.
- December 18, 2019: A letter from the SHPO concurs with the conclusions of the HPR, the APE, and the eligibility determinations for Dr. Foster House, the House at 834 S. Meridian Street, and the First United Brethren Church.

On March 19, 2020 the Historic Bridge Alternatives Analysis (HBAA) was uploaded to IN SCOPE and released for viewing the next day. In an email dated March 20, 2020, consulting parties were notified that the HBAA was available for viewing. A hard copy of the HBAA was mailed to SHPO that same day. Please see Appendix F for a copy of the HBAA and Appendix D, pages 24-29 for the emails and letter notifying consulting parties of the documents release for viewing.

On April 9, 2020, a preliminary effects letter recommending a finding of “No Adverse Effect” and 30% Bridge Plans were uploaded to IN SCOPE and an email was sent to consulting parties notifying them of the letter. A hard copy of the letter was mailed to SHPO on that same day. Please see Appendix D, pages 30-39 for a copy of these documents.

In an email dated April 9, 2020, Jay County Commissioner Chad Aker replied to the preliminary effects letter email stating that he had no concerns regarding the Meridian Street Bridge (or other historic property), but he had concerns regarding the reduction in travel lanes through downtown Portland. Mr. Aker stated that the traffic has increased downtown over the decades largely due to agricultural and trucking traffic. As a result, in his opinion, if the number of lanes are reduced the traffic downtown will become congested. Mr. Aker also mentioned that the Mayor of the City of Portland has proposed diverting traffic along county roads, but that the county roads are not designed to carry a large amount of traffic. Mr. Aker also brought up his experience at the Portland Fire Department in regard to the number of reported traffic deaths and accidents. The numbers presented in the early coordination letter, in Mr. Aker’s opinion, do not match with his experience working in Portland. He stated, “... 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.” Also, in regard to the removal of two intersection lights, Mr. Aker declared this action would make the downtown section of the project more dangerous for vehicles and pedestrians. Mr. Aker also brought up the public information meeting, specifying that the public comments from the August 13, 2019 meeting resulted in a majority of local citizens expressing their objection to the lane reductions. Mr. Aker also indicated that after speaking to the INDOT Greenfield District Office, he was told a meeting was supposed to be planned involving INDOT, the Portland Mayor, and the Indiana State Representative from this district in order to discuss local concerns about the project. No meeting has occurred, according to Mr. Aker, and he stated that it appeared the project is being pushed forward without the consideration of area residents. Please see Appendix D, pages 40-41 for a copy of this correspondence.

Although Mr. Aker’s above comments originated in response to the preliminary effects letter as a part of Section 106 consultation with consulting parties, they do not address any potential effects the undertaking may have on the historic resources within the APE. Thus, Mr. Aker’s email of April 9, 2020, has been shared with the INDOT Project Manager and Environmental Services Division staff who will take into consideration the issues raised within this correspondence as development of the project continues.

In a letter dated April 15, 2020, the SHPO staff agreed with the conclusion of the HBAA, specifically that Alternative B (Rehabilitation for Continued Vehicular Use, Meeting the Secretary of the Interior’s Standards for Rehabilitation) is appropriate for the Meridian Street Bridge. They also indicated that they had received the comment submitted by Mr. Aker on April 9, 2020. In regard to Mr. Aker’s email the SHPO staff stated, “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.” To see a copy of this correspondence, see Appendix D, pages 42-44.

In a letter dated May 5, 2020, the SHPO staff responded to the Preliminary Effects Letter and 30% Bridge plans. In regard to the changes within the Portland Commercial Historic District the SHPO staff stated, “[i]t 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 ...” They also noted that if another consulting party thinks the narrowing of Meridian Street (US 27) will adversely impact the historic district additional consultation will be needed. Further, they stated, “... 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 1800009.” As for the 30% Bridge Plans, in the same letter the SHPO only had one question regarding the plans. Specifically, the SHPO asked what the 70-degree arc on plan sheet 6 with the wording “Limits of Surface Seal (Typ.)” within the arc represented. Please see Appendix D, pages 45-47 for a copy of this correspondence.

According to the designer, the 70-degree arc is a label used to show the limits of the surface seal on the sidewalk, pedestrian rail posts, and the concrete arches of the bridge. Because it says (Typ.) that signifies that it is symmetric and will be placed on the right and left sides of the bridge.

No additional comments were received.

A public notice will be published in *The Commercial Review* newspaper seeking the views of the public regarding the effects of the proposed project on the historic elements within the APE. Comments from the public will be accepted for 30 days following the publication of the notice. If any substantive comments are received during this period, this document will be revised to include them.

Per Stipulation III of the Historic Bridges PA, the project sponsor (INDOT) will hold a public hearing for the project prior to completion of National Environmental Policy Act (NEPA) studies and that all consulting parties will be notified of the public hearing.

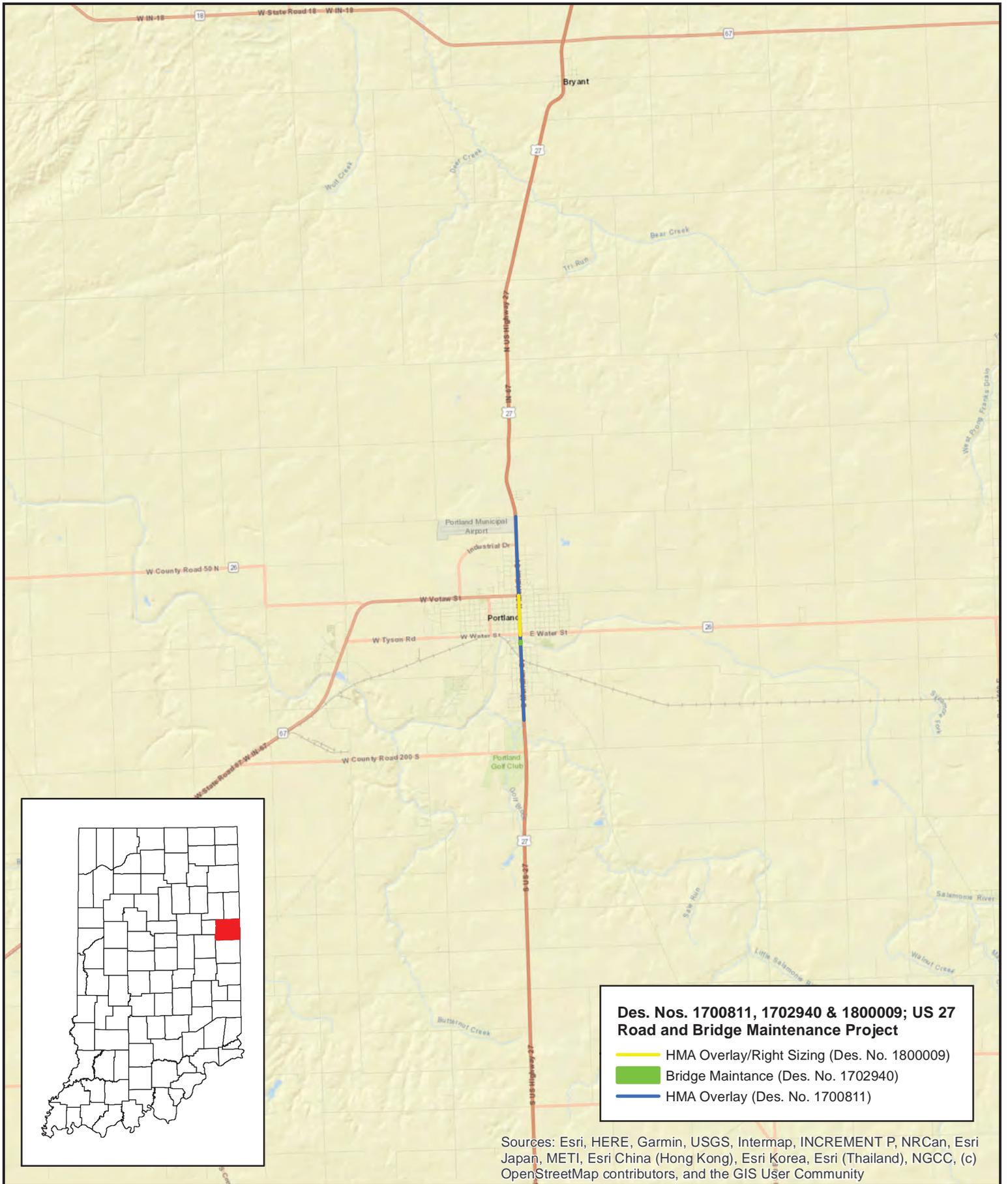
APPENDICES

- A – Maps
- B – General Photographs
- C – Consulting Parties List
- D – Consulting Parties Correspondence
- E – Historic Property Report Summary
- F – Historic Bridge Alternatives Analysis Summary
- G – Stage 1 Plans
- H – 60% Bridge Plans

Section 106 800.11(e)

Appendix A

Maps



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

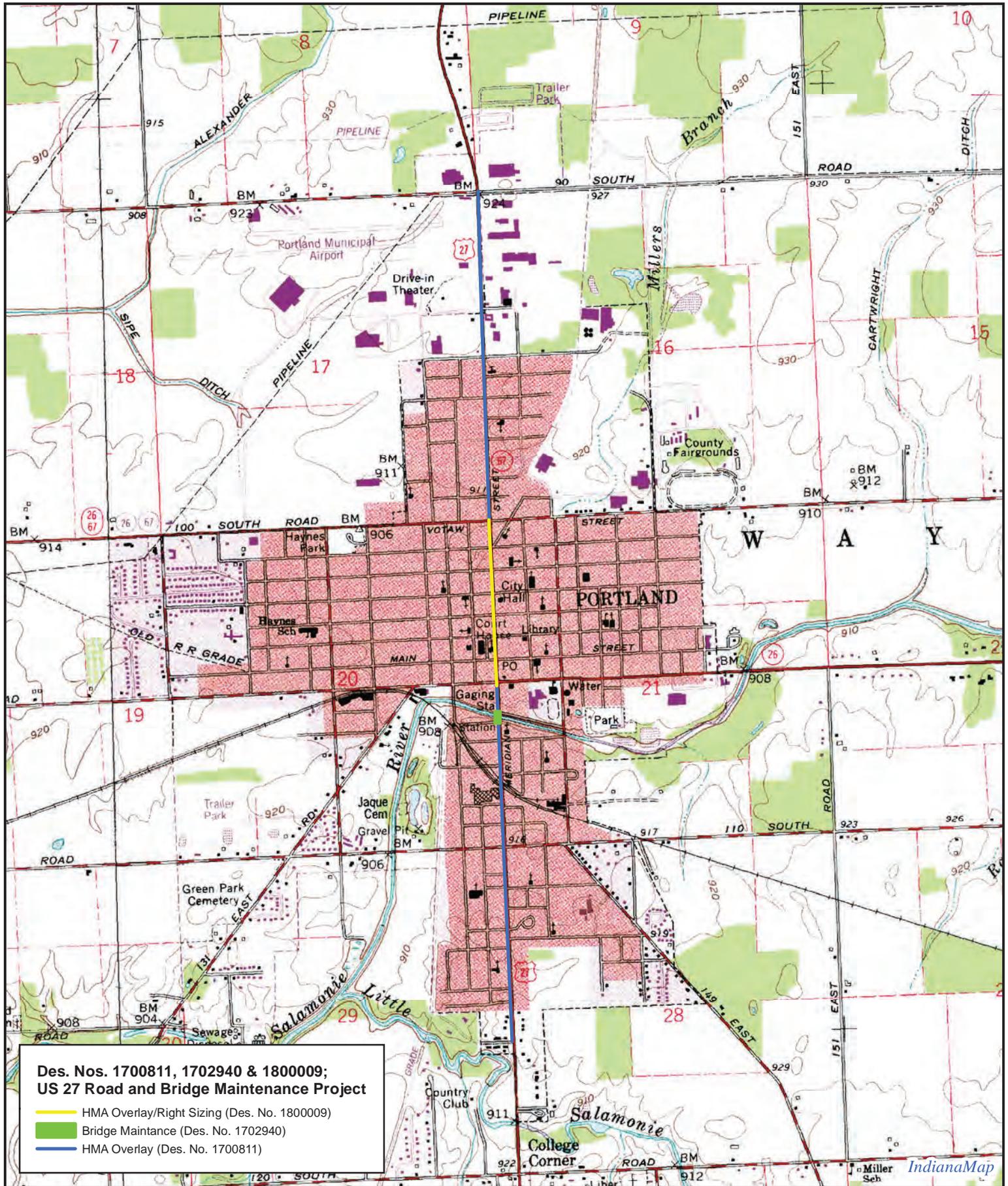
General Location Map



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



Date: 4/13/2020



**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)

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

USGS Topographic Map

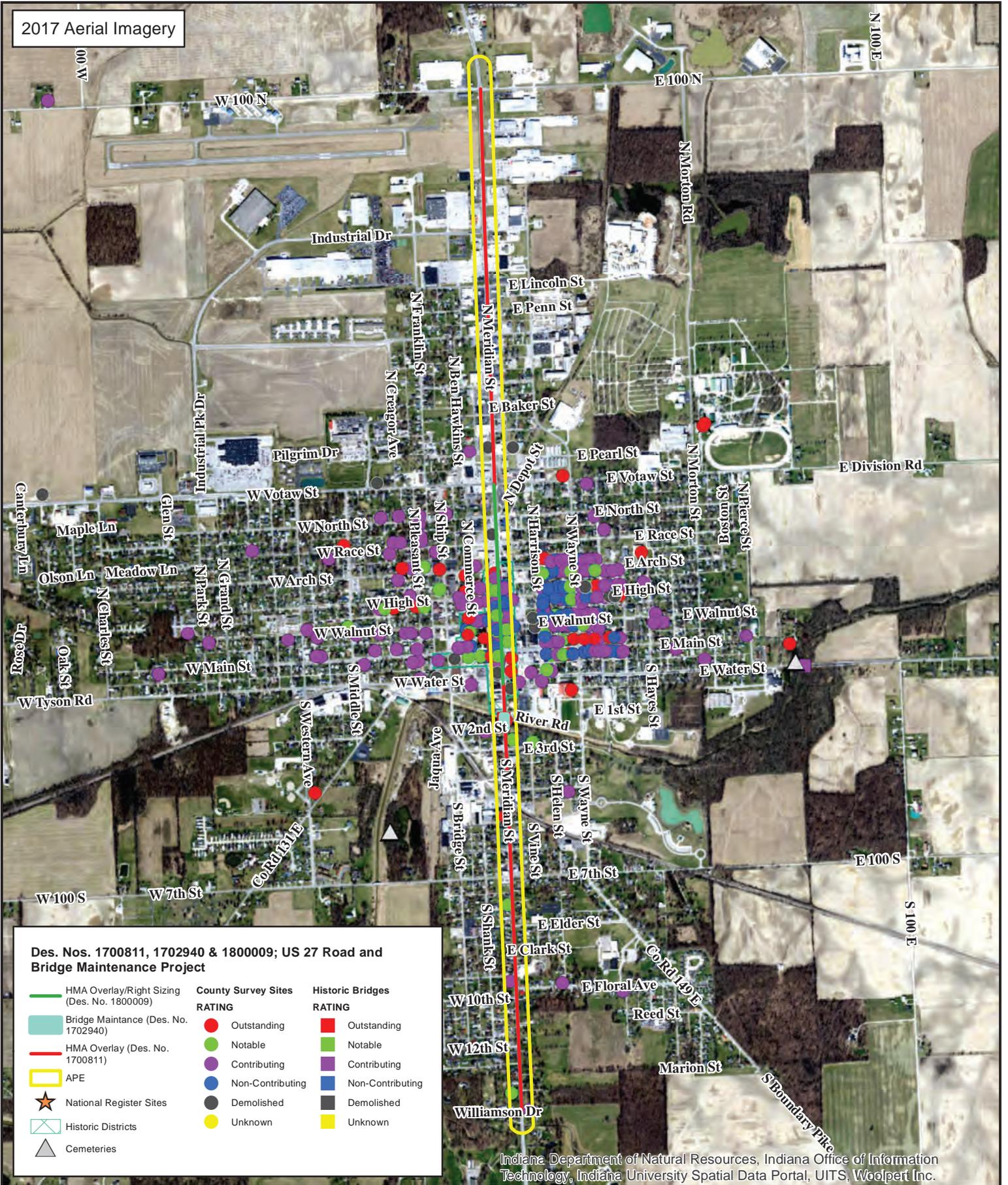
0 1,000 2,000 4,000 Feet

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



Date: 4/13/2020

2017 Aerial Imagery



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

| | | |
|---|---|--|
| HMA Overlay/Right Sizing (Des. No. 1800009) | County Survey Sites RATING | Historic Bridges RATING |
| Bridge Maintenance (Des. No. 1702940) | Outstanding | Outstanding |
| HMA Overlay (Des. No. 1700811) | Notable | Notable |
| APE | Contributing | Contributing |
| National Register Sites | Non-Contributing | Non-Contributing |
| Historic Districts | Demolished | Demolished |
| Cemeteries | Unknown | Unknown |

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

LOCHMUELLER GROUP
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: 2/3/2020

2017 Aerial Imagery

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

- | | | |
|---|----------------------------|-------------------------|
| HMA Overlay/Right Sizing (Des. No. 1800009) | County Survey Sites | Historic Bridges |
| Bridge Maintenance (Des. No. 1702940) | RATING | RATING |
| HMA Overlay (Des. No. 1700811) | Outstanding | Outstanding |
| APE | Notable | Notable |
| National Register Sites | Contributing | Contributing |
| Historic Districts | Non-Contributing | Non-Contributing |
| Cemeteries | Demolished | Demolished |
| | Unknown | Unknown |



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

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

Portland Commercial Historic District
 NR-1299

0 125 250 500 Feet

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

Date: 2/3/2020

2017 Aerial Imagery



S Meridian St
27

075-521-33098 ●

Williamson Dr

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

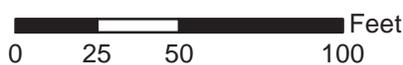
- | | | | | | |
|--------------------------------|--------------|--|-------------------------|-------------|-------------|
| HMA Overlay (Des. No. 1700811) | APE | Recommended National Register Boundary | National Register Sites | Outstanding | Outstanding |
| Historic Districts | Contributing | Non-Contributing | Notable | Notable | Notable |
| Cemeteries | Demolished | Demolished | Unknown | 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

Dr. Foster House
IHSSI #075-521-33098

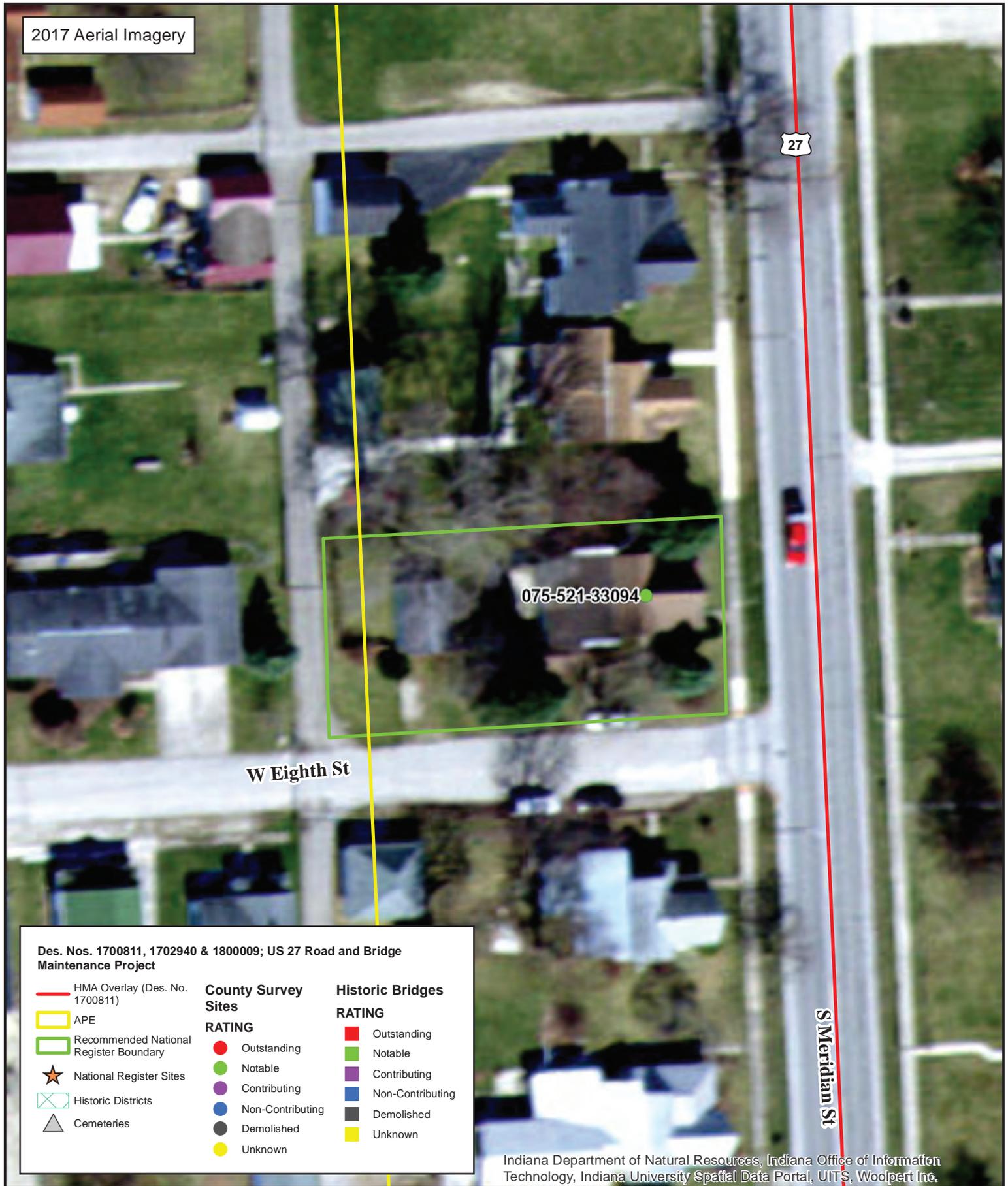


Location: Portland
County: Jay
Township: Wayne
State: Indiana



Date: 2/3/2020

2017 Aerial Imagery



075-521-33094

W Eighth St

S Meridian St

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

| | | |
|--|----------------------------|-------------------------|
| HMA Overlay (Des. No. 1700811) | County Survey Sites | Historic Bridges |
| APE | RATING | RATING |
| Recommended National Register Boundary | Outstanding | Outstanding |
| National Register Sites | Notable | Notable |
| Historic Districts | Contributing | Contributing |
| Cemeteries | 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.

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

House at 834 S. Meridian Street
 IHSSI #075-521-33094

0 12.5 25 50 Feet

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

Date: 2/3/2020



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

| | | |
|--|----------------------------|-------------------------|
| Bridge Maintenance (Des. No. 1702940) | County Survey Sites | Historic Bridges |
| HMA Overlay (Des. No. 1700811) | RATING | RATING |
| Recommended National Register Boundary | Outstanding | Outstanding |
| APE | Notable | Notable |
| National Register Sites | Contributing | Contributing |
| Historic Districts | Non-Contributing | Non-Contributing |
| Cemeteries | 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

First United Brethren Church
 IHSSI #075-521-33088

0 25 50 100 Feet

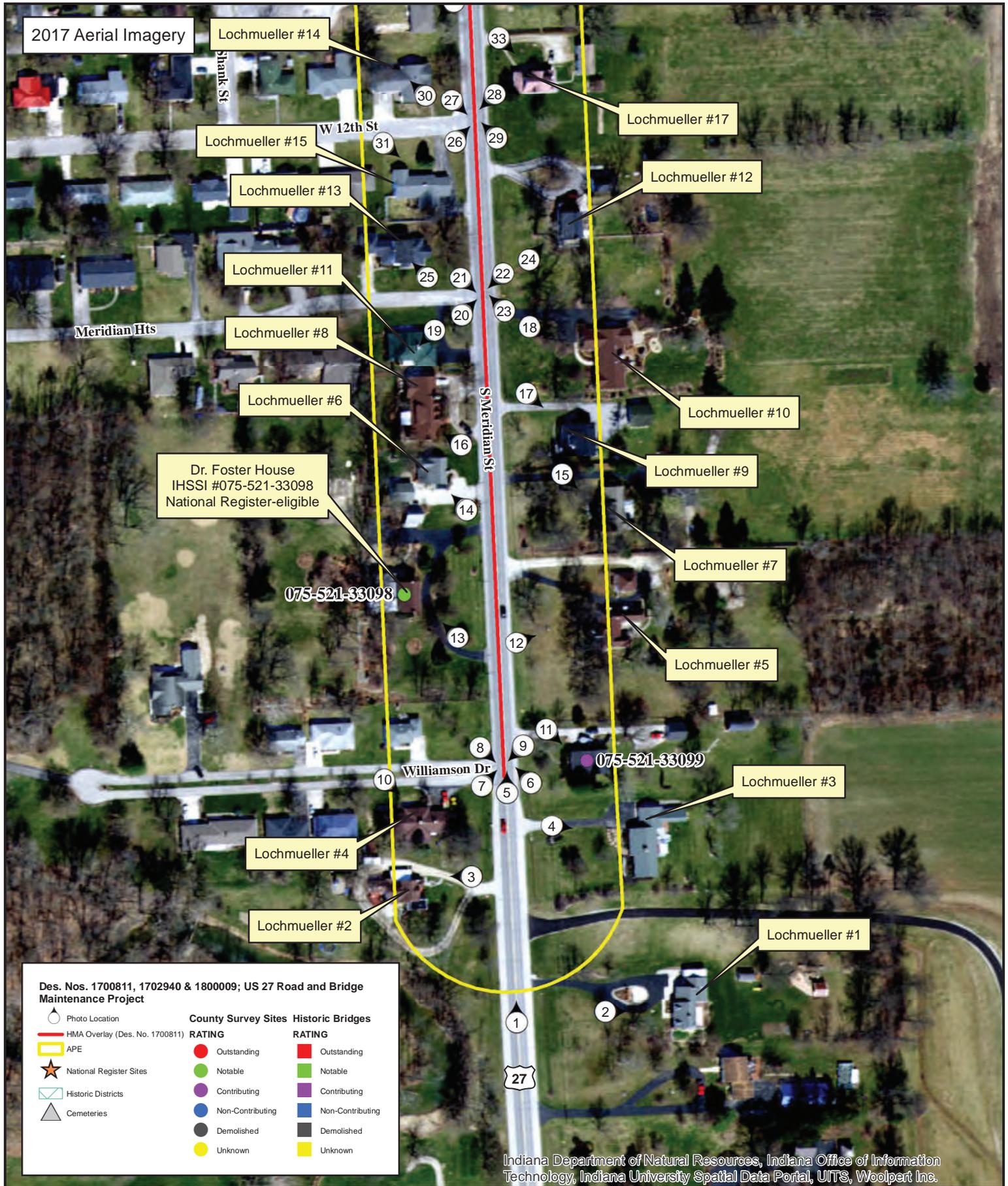
Location: Portland
 County: Jay
 Township: Wayne
 State: Indiana

Date: 2/3/2020

Section 106 800.11(e)

Appendix B

General Photographs



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

| | | |
|--------------------------------|----------------------------|-------------------------|
| Photo Location | County Survey Sites | Historic Bridges |
| HMA Overlay (Des. No. 1700811) | RATING | RATING |
| APE | Outstanding | Outstanding |
| National Register Sites | Notable | Notable |
| Historic Districts | Contributing | Contributing |
| Cemeteries | Non-Contributing | Non-Contributing |
| | Demolished | Demolished |
| | Unknown | Unknown |

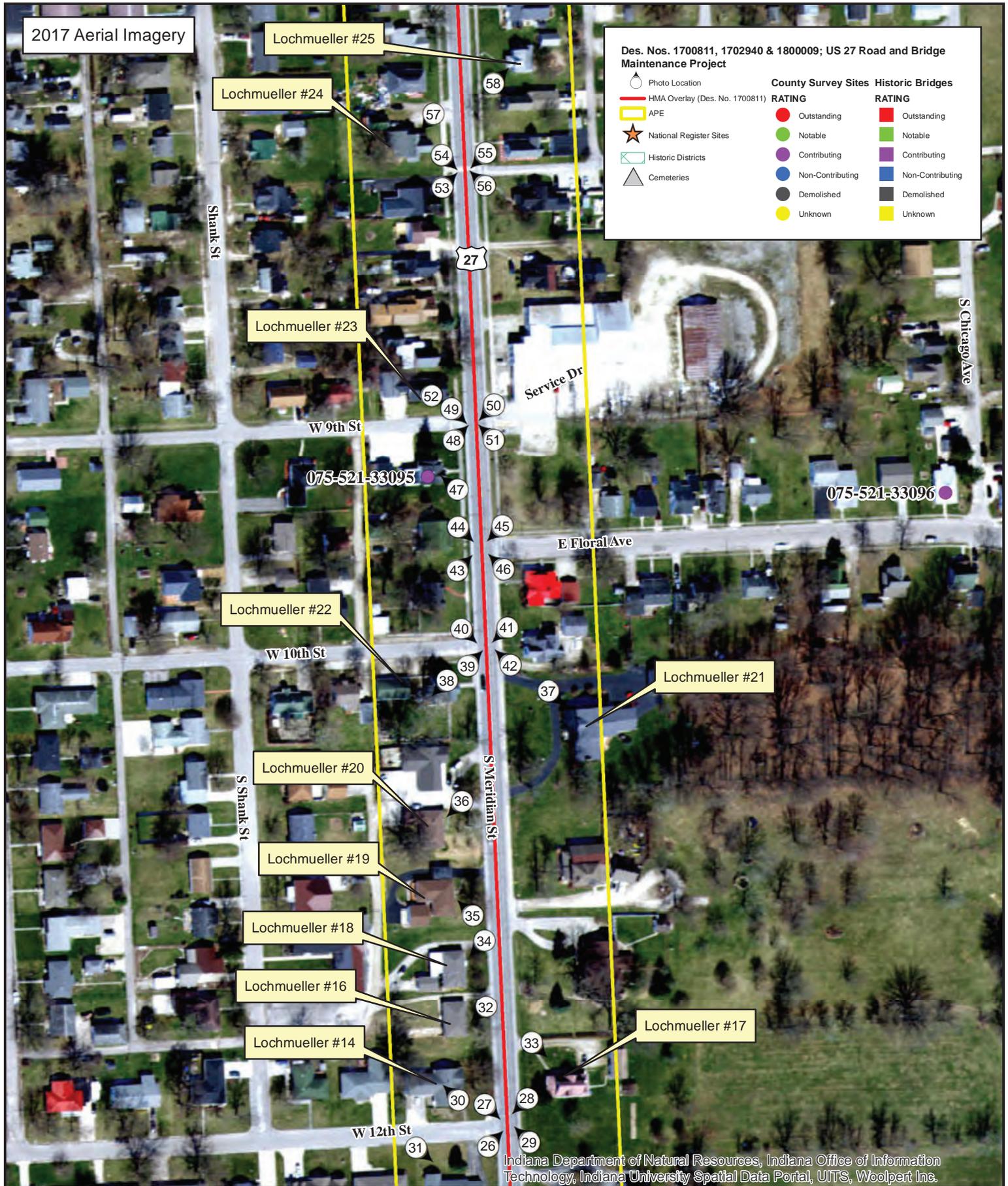
Indiana Department of Natural Resources, Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc.

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

Photo Location Map 1

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

Date: 10/23/2019

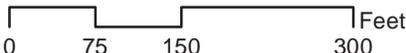


Indiana Department of Natural Resources, Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc.



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

Photo Location Map 2



0 75 150 300 Feet

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



Date: 10/23/2019

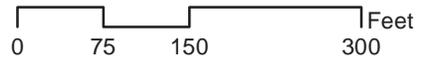


Indiana Department of Natural Resources, Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc.

LOCHMUELLER GROUP

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

Photo Location Map 4



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



Date: 10/23/2019

2017 Aerial Imagery

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

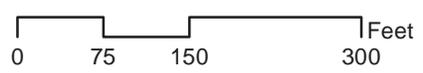
| <ul style="list-style-type: none"> Photo Location Bridge Maintenance (Des. No. 1702940) HMA Overlay (Des. No. 1700811) National Register Sites Historic Districts Cemeteries | <p>County Survey Sites</p> <table border="0"> <tr> <th>RATING</th> <th>Symbol</th> </tr> <tr> <td>Outstanding</td> <td></td> </tr> <tr> <td>Notable</td> <td></td> </tr> <tr> <td>Contributing</td> <td></td> </tr> <tr> <td>Non-Contributing</td> <td></td> </tr> <tr> <td>Demolished</td> <td></td> </tr> <tr> <td>Unknown</td> <td></td> </tr> </table> | RATING | Symbol | Outstanding | | Notable | | Contributing | | Non-Contributing | | Demolished | | Unknown | | <p>Historic Bridges</p> <table border="0"> <tr> <th>RATING</th> <th>Symbol</th> </tr> <tr> <td>Outstanding</td> <td></td> </tr> <tr> <td>Notable</td> <td></td> </tr> <tr> <td>Contributing</td> <td></td> </tr> <tr> <td>Non-Contributing</td> <td></td> </tr> <tr> <td>Demolished</td> <td></td> </tr> <tr> <td>Unknown</td> <td></td> </tr> </table> | RATING | Symbol | Outstanding | | Notable | | Contributing | | Non-Contributing | | Demolished | | Unknown | |
|--|---|--------|--------|-------------|--|---------|--|--------------|--|------------------|--|------------|--|---------|--|--|--------|--------|-------------|--|---------|--|--------------|--|------------------|--|------------|--|---------|--|
| RATING | Symbol | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Outstanding | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Notable | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Contributing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Non-Contributing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Demolished | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unknown | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RATING | Symbol | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Outstanding | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Notable | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Contributing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Non-Contributing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Demolished | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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

Photo Location Map 4



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



Date: 10/23/2019

2017 Aerial Imagery

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

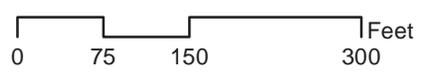
| <ul style="list-style-type: none"> Photo Location HMA Overlay/Right Sizing (Des. No. 1800009) Bridge Maintenance (Des. No. 1702940) HMA Overlay (Des. No. 1700811) APE National Register Sites Historic Districts Cemeteries | <p>County Survey Sites</p> <table border="0"> <tr> <th>RATING</th> <th>Color</th> </tr> <tr> <td>Outstanding</td> <td></td> </tr> <tr> <td>Notable</td> <td></td> </tr> <tr> <td>Contributing</td> <td></td> </tr> <tr> <td>Non-Contributing</td> <td></td> </tr> <tr> <td>Demolished</td> <td></td> </tr> <tr> <td>Unknown</td> <td></td> </tr> </table> | RATING | Color | Outstanding | | Notable | | Contributing | | Non-Contributing | | Demolished | | Unknown | | <p>Historic Bridges</p> <table border="0"> <tr> <th>RATING</th> <th>Color</th> </tr> <tr> <td>Outstanding</td> <td></td> </tr> <tr> <td>Notable</td> <td></td> </tr> <tr> <td>Contributing</td> <td></td> </tr> <tr> <td>Non-Contributing</td> <td></td> </tr> <tr> <td>Demolished</td> <td></td> </tr> <tr> <td>Unknown</td> <td></td> </tr> </table> | RATING | Color | Outstanding | | Notable | | Contributing | | Non-Contributing | | Demolished | | Unknown | |
|--|--|--------|-------|-------------|--|---------|--|--------------|--|------------------|--|------------|--|---------|--|---|--------|-------|-------------|--|---------|--|--------------|--|------------------|--|------------|--|---------|--|
| RATING | Color | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Outstanding | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Notable | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Contributing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Non-Contributing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Demolished | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unknown | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RATING | Color | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Outstanding | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Notable | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Contributing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Non-Contributing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Demolished | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unknown | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



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

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

Photo Location Map 5



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



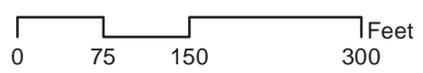
Date: 10/23/2019



LOCHMUELLER GROUP

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

Photo Location Map 6



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

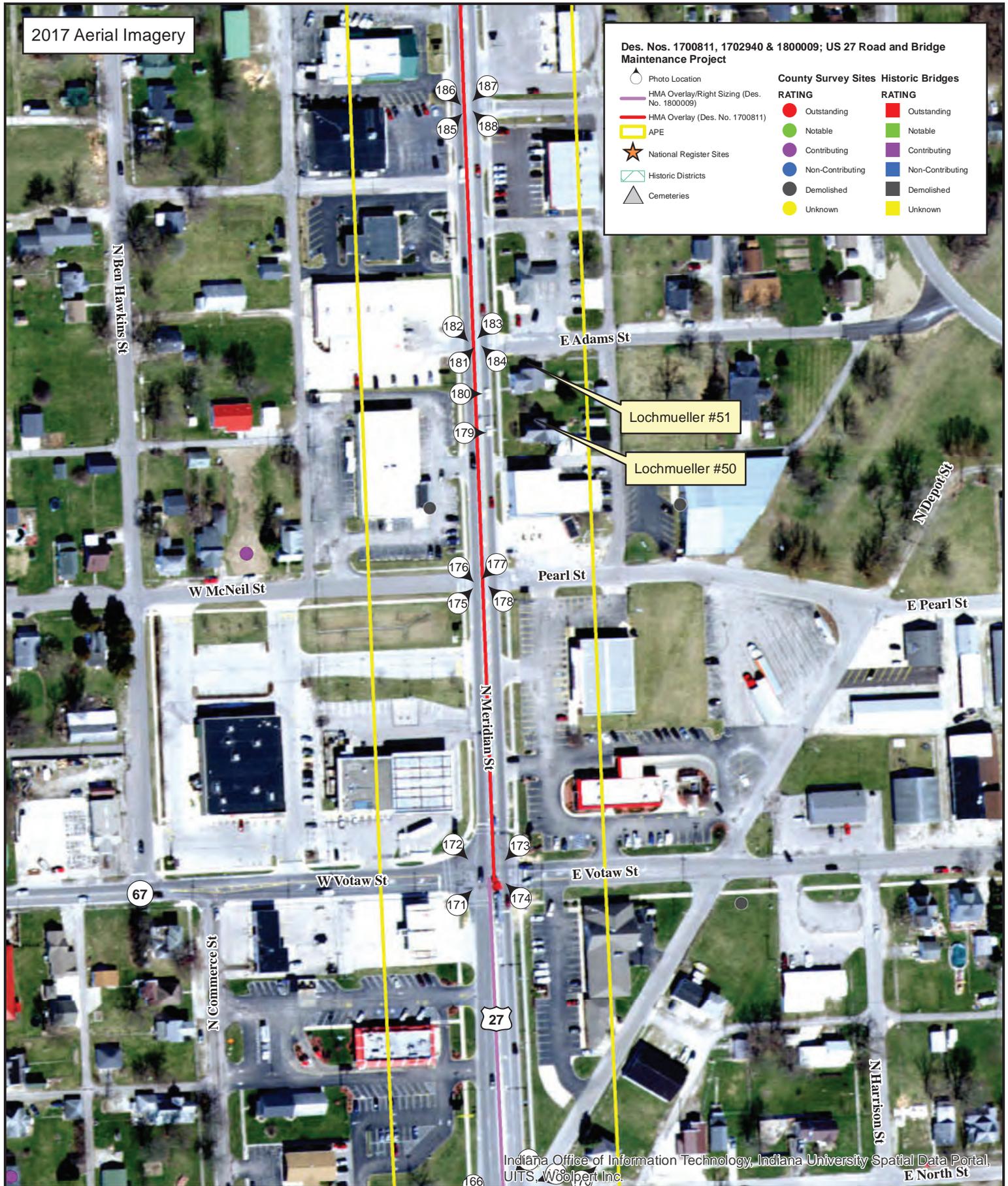


Date: 10/23/2019

2017 Aerial Imagery

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

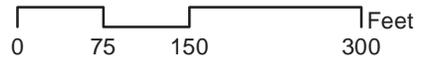
| | | | | | | | | | | | | | |
|--|----------------|--|---|----------------------------|--------------------------------|-------------------------|------------------|--|-------------------------|--|--------------------|--|------------|
| | Photo Location | | HMA Overlay/Right Sizing (Des. No. 1800009) | | HMA Overlay (Des. No. 1700811) | | APE | | National Register Sites | | Historic Districts | | Cemeteries |
| | | | | County Survey Sites | | Historic Bridges | | | | | | | |
| | | | | RATING | | RATING | | | | | | | |
| | | | | | Outstanding | | Outstanding | | | | | | |
| | | | | | Notable | | Notable | | | | | | |
| | | | | | Contributing | | Contributing | | | | | | |
| | | | | | Non-Contributing | | Non-Contributing | | | | | | |
| | | | | | Demolished | | Demolished | | | | | | |
| | | | | | Unknown | | Unknown | | | | | | |



Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Wolpert, Inc.

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

Photo Location Map 7



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

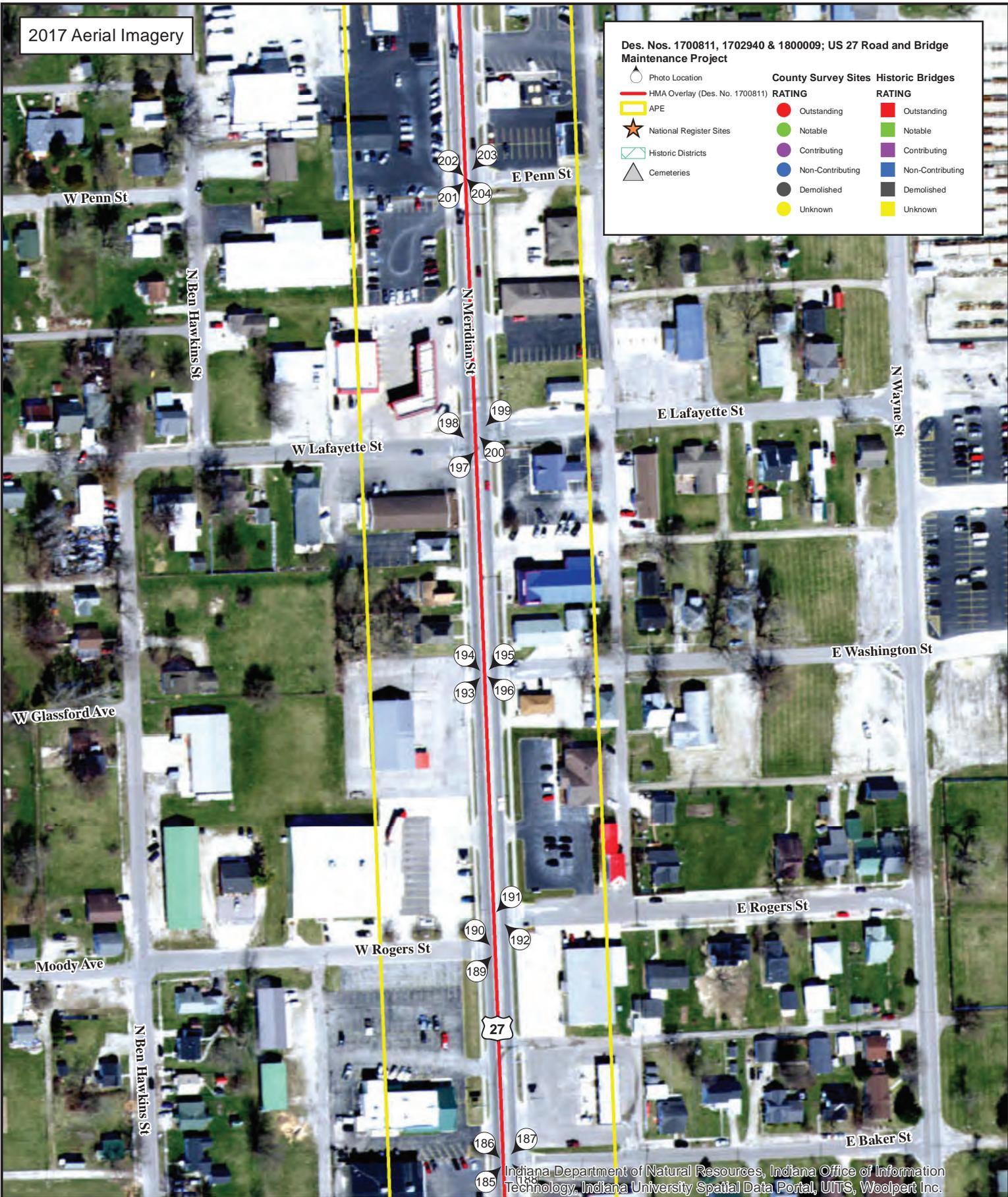


Date: 10/23/2019

2017 Aerial Imagery

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

| | | |
|--|--|---|
| <ul style="list-style-type: none"> Photo Location HMA Overlay (Des. No. 1700811) APE National Register Sites Historic Districts Cemeteries | <p>County Survey Sites</p> <p>RATING</p> <ul style="list-style-type: none"> Outstanding Notable Contributing Non-Contributing Demolished Unknown | <p>Historic Bridges</p> <p>RATING</p> <ul style="list-style-type: none"> Outstanding Notable Contributing Non-Contributing Demolished Unknown |
|--|--|---|

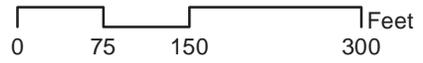


Indiana Department of Natural Resources, Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc.

LOCHMUELLER GROUP

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

Photo Location Map 8



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

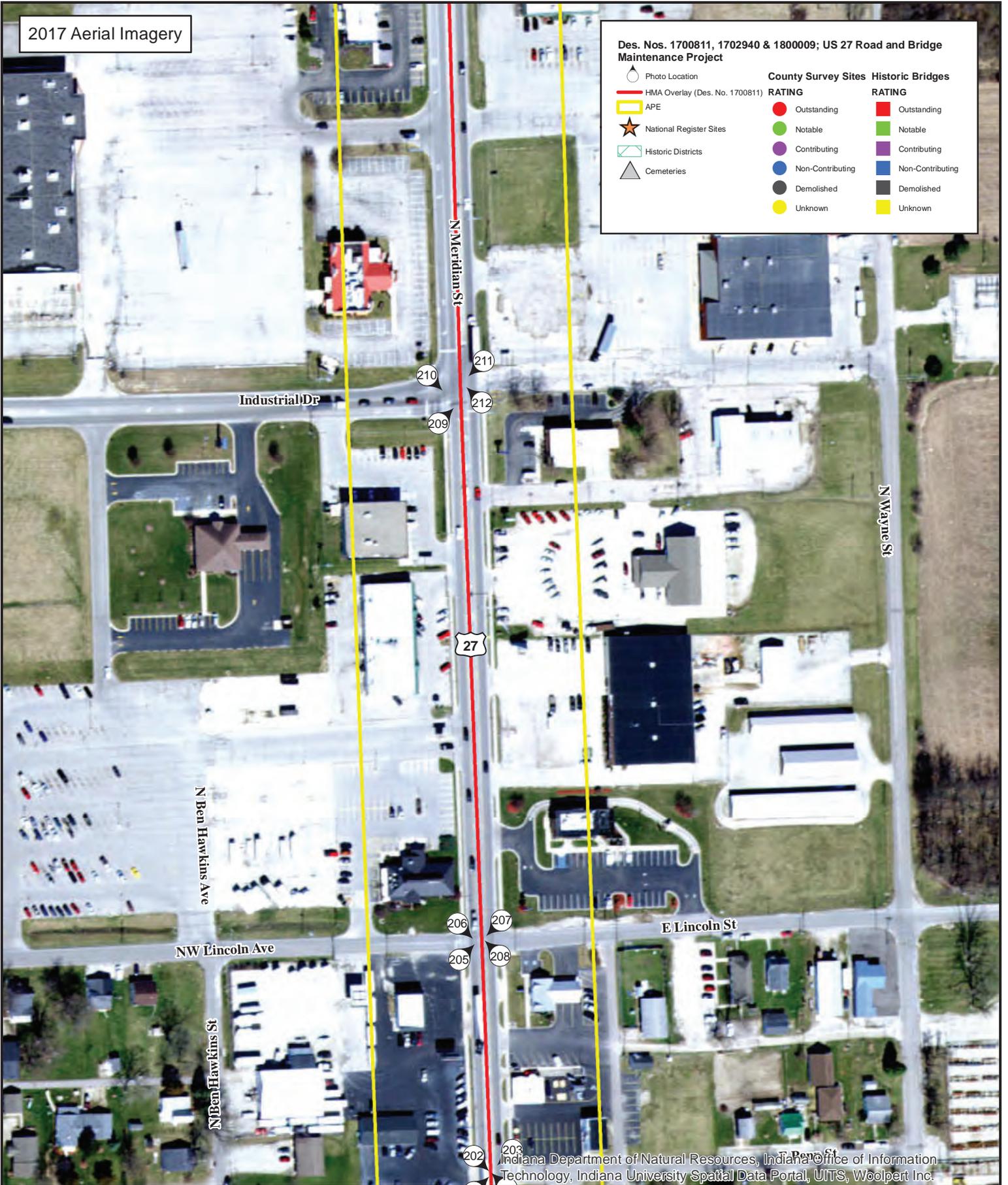


Date: 8/16/2019

2017 Aerial Imagery

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

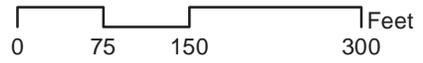
| | | |
|--------------------------------|----------------------------|-------------------------|
| Photo Location | County Survey Sites | Historic Bridges |
| HMA Overlay (Des. No. 1700811) | RATING | RATING |
| APE | Outstanding | Outstanding |
| National Register Sites | Notable | Notable |
| Historic Districts | Contributing | Contributing |
| Cemeteries | 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.

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

Photo Location Map 9



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

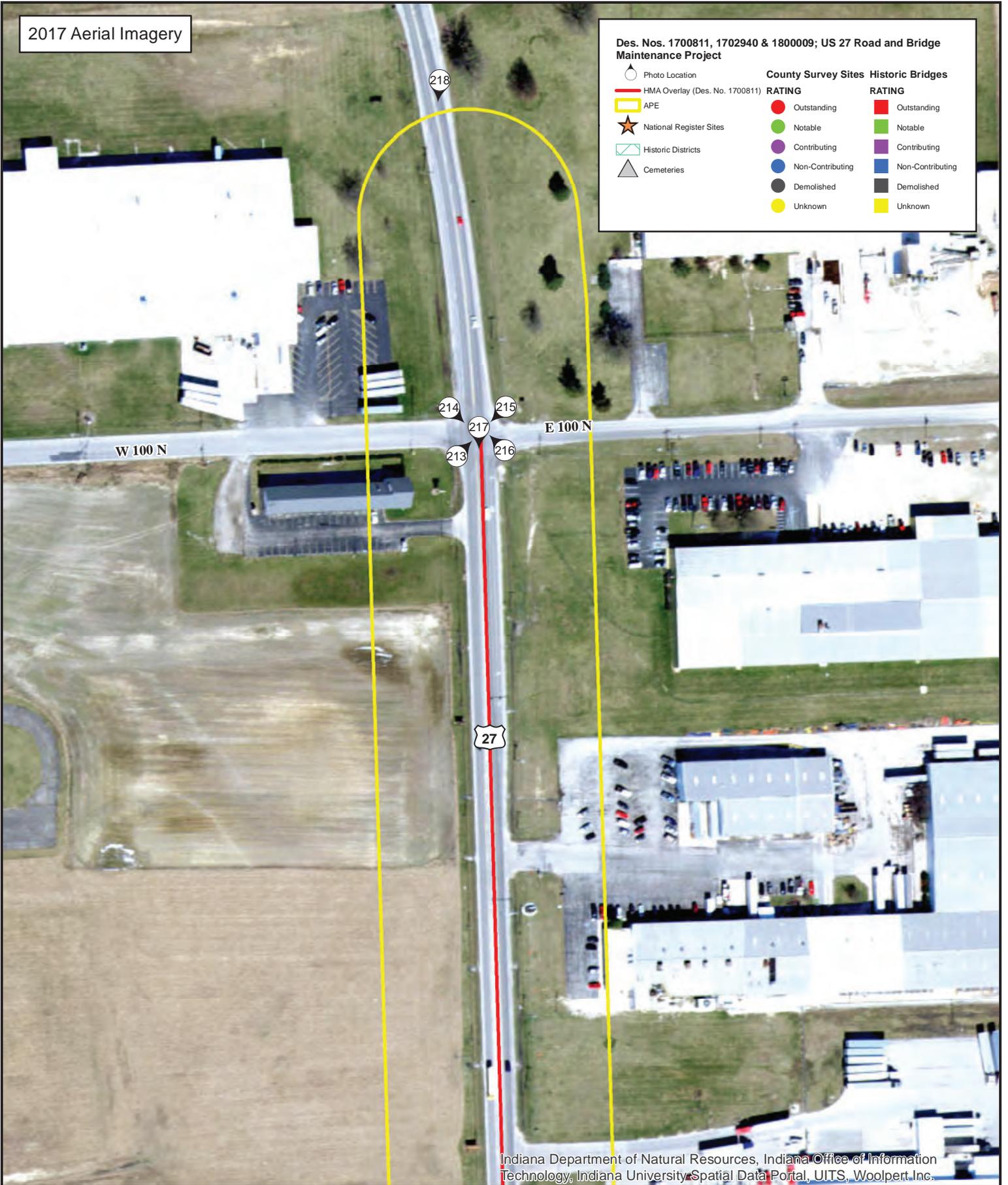


Date: 8/16/2019

2017 Aerial Imagery

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

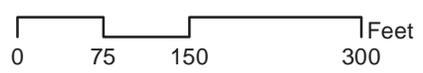
| <ul style="list-style-type: none"> Photo Location HMA Overlay (Des. No. 1700811) APE National Register Sites Historic Districts Cemeteries | <p>County Survey Sites</p> <table border="0"> <tr> <th>RATING</th> <th></th> </tr> <tr> <td>Outstanding</td> <td></td> </tr> <tr> <td>Notable</td> <td></td> </tr> <tr> <td>Contributing</td> <td></td> </tr> <tr> <td>Non-Contributing</td> <td></td> </tr> <tr> <td>Demolished</td> <td></td> </tr> <tr> <td>Unknown</td> <td></td> </tr> </table> | RATING | | Outstanding | | Notable | | Contributing | | Non-Contributing | | Demolished | | Unknown | | <p>Historic Bridges</p> <table border="0"> <tr> <th>RATING</th> <th></th> </tr> <tr> <td>Outstanding</td> <td></td> </tr> <tr> <td>Notable</td> <td></td> </tr> <tr> <td>Contributing</td> <td></td> </tr> <tr> <td>Non-Contributing</td> <td></td> </tr> <tr> <td>Demolished</td> <td></td> </tr> <tr> <td>Unknown</td> <td></td> </tr> </table> | RATING | | Outstanding | | Notable | | Contributing | | Non-Contributing | | Demolished | | Unknown | |
|--|---|--------|--|-------------|--|---------|--|--------------|--|------------------|--|------------|--|---------|--|--|--------|--|-------------|--|---------|--|--------------|--|------------------|--|------------|--|---------|--|
| RATING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Outstanding | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Notable | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Contributing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Non-Contributing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Demolished | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unknown | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RATING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Outstanding | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Notable | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Contributing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Non-Contributing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Demolished | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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

Photo Location Map 10



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



Date: 8/16/2019



1. Looking N at the S end of the APE on US 27 (Meridian Street)



2. Looking E at Lochmueller #1, Contributing, 1351 S. Meridian Street



3. Looking W at Lochmueller #2, Contributing, 1348 S. Meridian Street



4. Looking ESE at Lochmueller #3, Contributing, 1347 S. Meridian Street



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



6. Looking NW at the intersection of US 27 (Meridian Street) and Williamson Drive



7. Looking NE at the intersection of US 27 (Meridian Street) and Williamson Drive



8. Looking SE at the intersection of US 27 (Meridian Street) and Williamson Drive



9. Looking SW at the intersection of US 27 (Meridian Street) and Williamson Drive



10. Looking SE at Lochmueller #4, Contributing, 101 Williamson Drive



11. Looking SE at IHSSI #075-521-33099, Contributing, 1345 S. Meridian Street



12. Looking ENE at Lochmueller #5, Contributing, 1339 S. Meridian Street



13. Looking NW at IHSSI #075-521-33098, Dr. Foster House, Notable,
1400 S. Meridian Street, National Register-eligible



14. Looking NW at Lochmueller #6, Contributing, 1334 S. Meridian Street



15. Looking SE at Lochmueller #7, Contributing, 1333 S. Meridian Street



16. Looking WNW at Lochmueller #8, Contributing, 1332 S. Meridian Street



17. Looking SE at Lochmueller #9, Contributing, 1331 S. Meridian Street



18. Looking ESE at Lochmueller #10, Contributing, 1329 S. Meridian Street



19. Looking SW at Lochmueller #11, Contributing, 101 Meridian Heights



20. Looking NE at the intersection of US 27 (Meridian Street) and Meridian Heights



21. Looking SE at the intersection of US 27 (Meridian Street) and Meridian Heights



22. Looking SW at the intersection of US 27 (Meridian Street) and Meridian Heights



23. Looking NW at the intersection of US 27 (Meridian Street) and Meridian Heights



24. Looking NE at Lochmueller #12, Contributing, 1303 S. Meridian Street



25. Looking NW at Lochmueller #13, Contributing, 104 Meridian Heights



26. Looking NE at the intersection of US 27 (Meridian Street) and 12th Street



27. Looking SE at the intersection of US 27 (Meridian Street) and 12th Street



28. Looking SW at the intersection of US 27 (Meridian Street) and 12th Street



29. Looking NW at the intersection of US 27 (Meridian Street) and 12th Street



30. Looking NW at Lochmueller #14, Contributing, 1224 S. Meridian Street



31. Looking SE at Lochmueller #15, Contributing, 101 W. 12th Street



32. Looking SW at Lochmueller #16, Contributing, 1222 S. Meridian Street



33. Looking SE at Lochmueller #17, Contributing, 1229 S. Meridian Street



34. Looking SW at Lochmueller #18, Contributing, 1220 S. Meridian Street



35. Looking NW at Lochmueller #19, Contributing, 1216 S. Meridian Street



36. Looking SW at Lochmueller #20, Contributing, 1106 S. Meridian Street



37. Looking SE at Lochmueller #21, Contributing, 1011 S. Meridian Street



38. Looking SW at Lochmueller #22, Contributing, 1102 S. Meridian Street



39. Looking NE at the intersection of US 27 (Meridian Street) and W. 10th Street



40. Looking SE at the intersection of US 27 (Meridian Street) and W. 10th Street



41. Looking SW at the intersection of US 27 (Meridian Street) and W. 10th Street



42. Looking NW at the intersection of US 27 (Meridian Street) and W. 10th Street



43. Looking NE at the intersection of US 27 (Meridian Street) and Floral Avenue



44. Looking SE at the intersection of US 27 (Meridian Street) and Floral Avenue



45. Looking SW at the intersection of US 27 (Meridian Street) and Floral Avenue



46. Looking NW at the intersection of US 27 (Meridian Street) and Floral Avenue



47. Looking NW at IHSSI #075-521-33095, Contributing, 1000 S. Meridian Street



48. Looking NE at the intersection of US 27 (Meridian Street) and W. 9th Street



49. Looking SW at the intersection of US 27 (Meridian Street) and W. 9th Street



50. Looking SW at the intersection of US 27 (Meridian Street) and W. 9th Street



51. Looking NW at the intersection of US 27 (Meridian Street) and W. 9th Street



52. Looking NW at Lochmueller #23, Contributing, 974 S. Meridian Street



53. Looking NE at the intersection of US 27 (Meridian Street) and Clark Street



54. Looking SE at the intersection of US 27 (Meridian Street) and Clark Street



55. Looking SW at the intersection of US 27 (Meridian Street) and Clark Street



56. Looking NW at the intersection of US 27 (Meridian Street) and Clark Street



57. Looking SW at Lochmueller #24, Contributing, 946 S. Meridian Street



58. Looking NE at Lochmueller #25, Contributing, 905 S. Meridian Street



59. Looking SE at Lochmueller #26, Contributing, 903 S. Meridian Street



60. Looking NW at Lochmueller #27, Contributing, 922 S. Meridian Street



61. Looking NE at the intersection of US 27 (Meridian Street) and Elder Street



62. Looking SE at the intersection of US 27 (Meridian Street) and Elder Street



63. Looking SW at the intersection of US 27 (Meridian Street) and Elder Street



64. Looking NW at the intersection of US 27 (Meridian Street) and Elder Street



65. Looking NE at the intersection of US 27 (Meridian Street) and 8th Street



66. Looking SE at the intersection of US 27 (Meridian Street) and 8th Street



67. Looking SW at the intersection of US 27 (Meridian Street) and 8th Street



68. Looking NW at the intersection of US 27 (Meridian Street) and 8th Street



69. Looking SW at IHSSI #075-521-33094, Notable, 834 S. Meridian Street, National Register-eligible



70. Looking SE at Lochmueller #28, Contributing, 825 S. Meridian Street



71. Looking NE at Lochmueller #29, Contributing, 815 S. Meridian Street



72. Looking NE at the intersection of US 27 (Meridian Street) and 7th Street



73. Looking SE at the intersection of US 27 (Meridian Street) and 7th Street



74. Looking SW at the intersection of US 27 (Meridian Street) and 7th Street



75. Looking NW at the intersection of US 27 (Meridian Street) and 7th Street



76. Looking SE at Lochmueller #30, Contributing, 715 S. Meridian Street



77. Looking SW at Lochmueller #31, Contributing, 710 S. Meridian Street



78. Looking NE at the intersection of US 27 (Meridian Street) and 6th Street



79. Looking SE at the intersection of US 27 (Meridian Street) and 6th Street



80. Looking SW at the intersection of US 27 (Meridian Street) and 6th Street



81. Looking NW at the intersection of US 27 (Meridian Street) and 6th Street



82. Looking NE at Lochmueller #32, Contributing, 623 S. Meridian Street



83. Looking NE at the intersection of US 27 (Meridian Street) and 5th Street



84. Looking SE at the intersection of US 27 (Meridian Street) and 5th Street



85. Looking SW at the intersection of US 27 (Meridian Street) and 5th Street



86. Looking NW at the intersection of US 27 (Meridian Street) and 5th Street



87. Looking NNW at IHSSI #075-521-33091, Elias Shewalter House, Outstanding, 500 S. Meridian Street,



88. Looking NNE at Lochmueller #33, Contributing, 557 S. Meridian Street



89. Looking W at IHSSI #075-521-33091, Elias Shewalter House, Outstanding,
500 S. Meridian Street



90. Looking NE at the intersection of US 27 (Meridian Street) and Union Street



91. Looking SE at the intersection of US 27 (Meridian Street) and Union Street



92. Looking SW at the intersection of US 27 (Meridian Street) and Union Street



93. Looking NW at the intersection of US 27 (Meridian Street) and Union Street



94. Looking NE at Lochmueller #34, Contributing, 447 S. Meridian Street



95. Looking NE at the intersection of US 27 (Meridian Street) and W. Union Street



96. Looking SE at the intersection of US 27 (Meridian Street) and W. Union Street



97. Looking SW at the intersection of US 27 (Meridian Street) and W. Union Street



98. Looking NW at the intersection of US 27 (Meridian Street) and W. Union Street



99. Looking SE at Lochmueller #35, Contributing, 439 S Meridian Street



100. Looking SE at Lochmueller #36, Contributing, 429 S. Meridian Street



101. Looking SW at Lochmueller #37, Contributing, 416 S. Meridian Street



102. Looking NE at Lochmueller #38, Contributing, 407 S. Meridian Street



103. Looking SW at Lochmueller #39, Contributing, 404 S. Meridian Street



104. Looking NE at the intersection of US 27 (Meridian Street) and 3rd Street



105. Looking SE at the intersection of US 27 (Meridian Street) and 3rd Street



106. Looking SW at the intersection of US 27 (Meridian Street) and 3rd Street



107. Looking NW at the intersection of US 27 (Meridian Street) and 3rd Street



108. Looking NE at Lochmueller #40, Contributing, 325 S. Meridian Street



109. Looking NE at IHSSI #075-521-33088, First United Brethren Church, Notable, 323 S. Meridian Street, National Register-eligible



110. Looking NW at IHSSI #075-521-33088, First United Brethren Church, Notable, 323 S. Meridian Street, National Register-eligible



111. Looking SE at IHSSI #075-521-33088, First United Brethren Church, Notable, 323 S. Meridian Street, National Register-eligible



112. Looking SW at Lochmueller #41, Contributing, 310 S. Meridian Street



113. Looking SW at Lochmueller #42, Contributing, 304 S. Meridian Street



114. Looking NE at the intersection of US 27 (Meridian Street) and 2nd Street



115. Looking SE at the intersection of US 27 (Meridian Street) and 2nd Street



116. Looking SW at the intersection of US 27 (Meridian Street) and 2nd Street



117. Looking NW at the intersection of US 27 (Meridian Street) and 2nd Street



118. Looking E in Portland Commercial Historic District (NR-1299) at plaque on
IHSSI #075-521-33086, Meridian Street Bridge, Outstanding



119. Looking S in Portland Commercial Historic District (NR-1299) on the S side of IHSSI #075-521-33086, Meridian Street Bridge, Outstanding



120. Looking SW in Portland Commercial Historic District (NR-1299) at IHSSI #075-521-33086, Meridian Street Bridge, Outstanding



121. Looking SW in Portland Commercial Historic District (NR-1299) at lighting on IHSSI #075-521-33086, Meridian Street Bridge, Outstanding



122. Looking SW in Portland Commercial Historic District (NR-1299) at IHSSI #075-521-33086, Meridian Street Bridge, Outstanding



123. Looking NW in Portland Commercial Historic District (NR-1299) at Lochmueller #43, Contributing, 240 S. Meridian Street



124. Looking NW in Portland Commercial Historic District (NR-1299) at commercial buildings on W side of US 27, 224 - 228 S. Meridian Street



125. Looking NW in Portland Commercial Historic District (NR-1299) at commercial buildings on W side of US 27, 218 - 216 S. Meridian Street



126. Looking NE in Portland Commercial Historic District (NR-1299) at the intersection of US 27 (Meridian Street) and Water Street



127. Looking SE in Portland Commercial Historic District (NR-1299) at the intersection of US 27 (Meridian Street) and Water Street



128. Looking SW in Portland Commercial Historic District (NR-1299) at the intersection of US 27 (Meridian Street) and Water Street



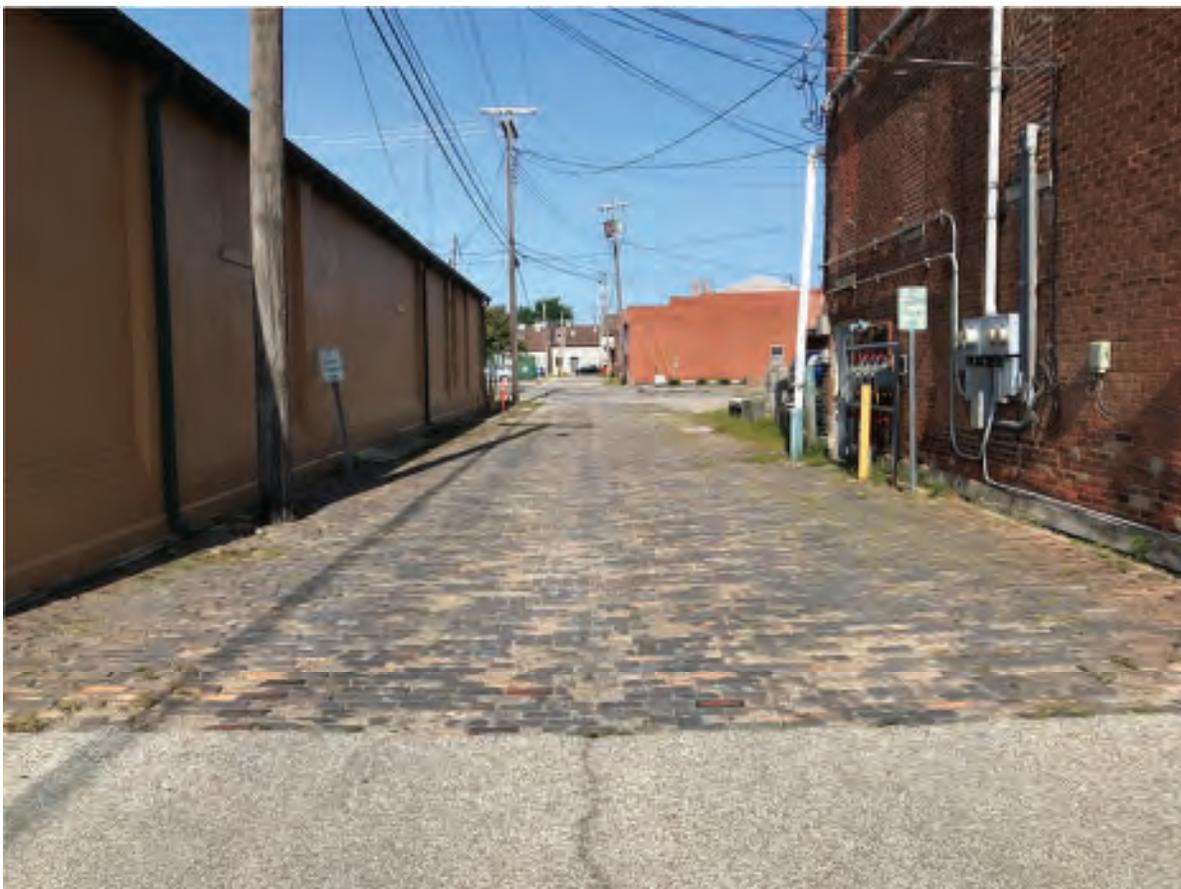
129. Looking NW in Portland Commercial Historic District (NR-1299) at the intersection of US 27 (Meridian Street) and Water Street



130. Looking ESE in Portland Commercial Historic District (NR-1299) at IHSSI #075-521-31057, Portland Post Office, Outstanding, 119 S. Meridian Street



131. Looking NW in Portland Commercial Historic District (NR-1299) at IHSSI #075-521-31034, Contributing, 114-110 S. Meridian Street and #31023, Notable, 100+103 W. Main Street



132. Looking W in Portland Commercial Historic District (NR-1299) at brick alley between Main Street and Water Street



133. Looking SE in Portland Commercial Historic District (NR-1299) at IHSSI #075-521-31058, Weiler Building, Outstanding, 101-107 S. Meridian Street



134. Looking NE in Portland Commercial Historic District (NR-1299) at the intersection of US 27 (Meridian Street) and Main Street



135. Looking SE in Portland Commercial Historic District (NR-1299) at the intersection of US 27 (Meridian Street) and Main Street



136. Looking SW in Portland Commercial Historic District (NR-1299) at the intersection of US 27 (Meridian Street) and Main Street



137. Looking NW in Portland Commercial Historic District (NR-1299) at the intersection of US 27 (Meridian Street) and Main Street



138. Looking N in Portland Commercial Historic District (NR-1299) at IHSSI #075-521-31013, Outstanding, Main Street and #31014, Non-Contributing, 112 W. Main Street



139. Looking SW in Portland Commercial Historic District (NR-1299) at IHSSI #075-521-31058, Weiler Building, Outstanding, 101-107 S. Meridian Street



140. Looking NW in Portland Commercial Historic District (NR-1299) at IHSSI #075-521-31037 through #31041, 112-126 N. Meridian Street



141. Looking SE in Portland Commercial Historic District (NR-1299) at IHSSI #075-521-31059, 101-107 N. Meridian Street, Notable and #31060, 109-111 N. Meridian Street, Contributing



142. Looking NE in Portland Commercial Historic District (NR-1299) at the intersection of US 27 (Meridian Street) and Walnut Street



143. Looking SE in Portland Commercial Historic District (NR-1299) at the intersection of US 27 (Meridian Street) and Walnut Street



144. Looking SW in Portland Commercial Historic District (NR-1299) at the intersection of US 27 (Meridian Street) and Walnut Street



145. Looking NW in Portland Commercial Historic District (NR-1299) at the intersection of US 27 (Meridian Street) and Walnut Street



146. Looking N in Portland Commercial Historic District (NR-1299) at IHSSI #075-521-31006, W. Walnut Street, Non-Contributing



147. Looking NE in Portland Commercial Historic District (NR-1299) at the intersection of US 27 (Meridian Street) and High Street



148. Looking SE in Portland Commercial Historic District (NR-1299) at the intersection of US 27 (Meridian Street) and High Street



149. Looking SW in Portland Commercial Historic District (NR-1299) at the intersection of US 27 (Meridian Street) and High Street



150. Looking NW in Portland Commercial Historic District (NR-1299) at the intersection of US 27 (Meridian Street) and High Street



151. Looking S in Portland Commercial Historic District (NR-1299) at IHSSI #075-521-31001



152. Looking E in Portland Commercial Historic District (NR-1299) at IHSSI #075-521-31077, 321 N. Meridian Street, Non-Contributing



153. Looking NE in Portland Commercial Historic District (NR-1299) at the intersection of US 27 (Meridian Street) and Arch Street; Lochmueller #44, 401 N. Meridian Street, Contributing



154. Looking SE in Portland Commercial Historic District (NR-1299) at the intersection of US 27 and Arch Street



155. Looking SW in Portland Commercial Historic District (NR-1299) at the intersection of US 27 (Meridian Street) and Arch Street



156. Looking NW in Portland Commercial Historic District (NR-1299) at the intersection of US 27 (Meridian Street) and Arch Street



157. Looking NE at the intersection of US 27 (Meridian Street) and Race Street



158. Looking SE at the intersection of US 27 (Meridian Street) and Race Street



159. Looking SW at the intersection of US 27 (Meridian Street) and Race Street



160. Looking NW at the intersection of US 27 (Meridian Street) and Race Street



161. Looking SE at Lochmueller #45, Contributing, 421 N. Meridian Street



162. Looking SW at Lochmueller #46, Contributing, 113 E. Race Street



163. Looking NW at Lochmueller #47, Contributing, 524 N. Meridian Street



164. Looking SE at Lochmueller #48, Contributing, 525 N. Meridian Street



165. Looking NE at the intersection of US 27 (Meridian Street) and North Street



166. Looking SE at the intersection of US 27 (Meridian Street) and North Street



167. Looking SW at the intersection of US 27 (Meridian Street), Depot Street, and North Street



169. Looking WSW at the intersection of US 27 (Meridian Street), Depot Street, and North Street



168. Looking NW at the intersection of US 27 (Meridian Street) and North Street



170. Looking NE at Lochmueller #49, Contributing, 102 E. North Street



171. Looking NE at the intersection of US 27 (Meridian Street) and Votaw Street



172. Looking SE at the intersection of US 27 (Meridian Street) and Votaw Street



173. Looking SW at the intersection of US 27 (Meridian Street) and Votaw Street



174. Looking NW at the intersection of US 27 (Meridian Street) and Votaw Street



175. Looking NE at the intersection of US 27 (Meridian Street) and McNeil Street



176. Looking SE at the intersection of US 27 (Meridian Street) and McNeil Street



177. Looking SW at the intersection of US 27 (Meridian Street) and McNeil Street



178. Looking NW at the intersection of US 27 (Meridian Street) and McNeil Street



179. Looking E at Lochmueller #50, Contributing, 815 N. Meridian Street



180. Looking E at Lochmueller #51, Contributing, 823 N. Meridian Street



181. Looking NE at the intersection of US 27 (Meridian Street) and Adams Street



182. Looking SE at the intersection of US 27 (Meridian Street) and Adams Street



183. Looking SW at the intersection of US 27 (Meridian Street) and Adams Street



184. Looking NW at the intersection of US 27 (Meridian Street) and Adams Street



185. Looking NE at the intersection of US 27 (Meridian Street) and Baker Street



186. Looking SE at the intersection of US 27 (Meridian Street) and Baker Street



187. Looking SW at the intersection of US 27 (Meridian Street) and Baker Street



188. Looking NW at the intersection of US 27 (Meridian Street) and Baker Street



189. Looking NE at the intersection of US 27 (Meridian Street) and Rogers Street



190. Looking SE at the intersection of US 27 (Meridian Street) and Rogers Street



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

www.in.gov/dot/

An Equal Opportunity Employer



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.

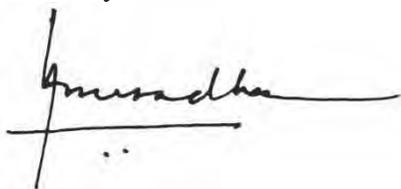
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time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

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



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

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

www.DNR.IN.gov
An Equal Opportunity Employer

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.

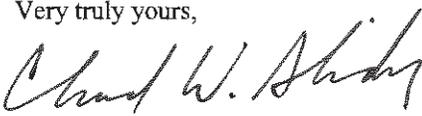
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to INDNR-DHPA within two (2) business days. In that 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>

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: 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-

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



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.

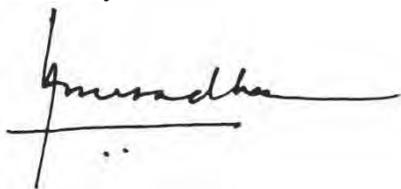
Please review the information and comment within thirty (30) calendar days of receipt.

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

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



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



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



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.

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

www.DNR.IN.gov
An Equal Opportunity Employer

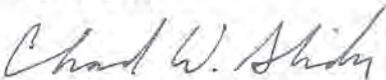
Regarding structures, we agree that Portland Commercial Historic District is listed in the National Register of Historic Places. For purposes of this Section 106 review, we agree with the conclusions of the historic property report that the Dr. Foster House at 1400 S. Meridian Street, House at 834 S. 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
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

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

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: 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

***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

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

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



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.

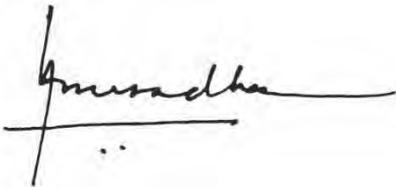
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting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

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



- 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

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: 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

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

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.

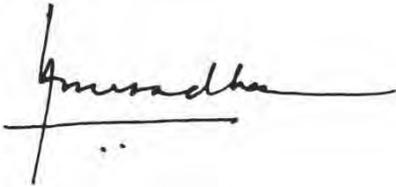
Per 36 CFR 800.5(a)2(vii), the undertaking will not cause the, “Transfer, lease, or sale of property out of Federal ownership or control...” Ownership of the historic resource will not change as a result of this project.

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>

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!



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.

Section 106 800.11(e)

Appendix G

Stage 1 Plans

OBJECT NO. 1700811 & 1800009 P.E. R/W

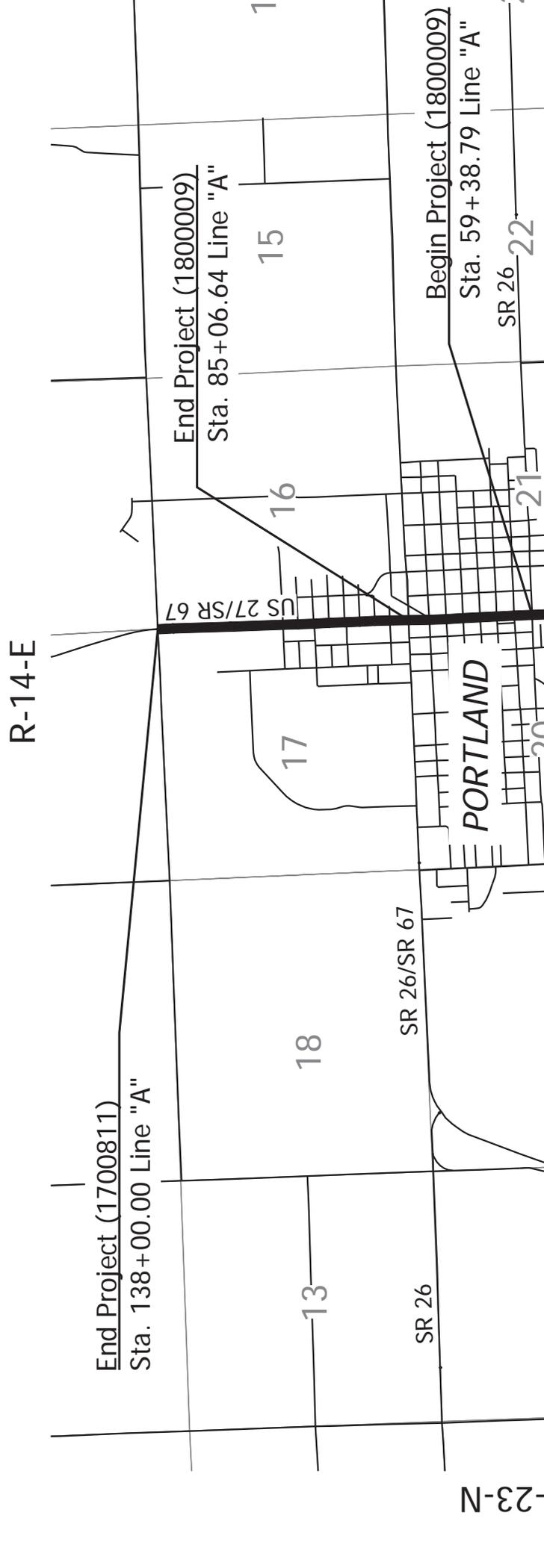
1700811 & 1800009 CONST

Description (Des 1700811)

ance on US 27 From SCL Portland to NCL Portland,
0, 21, 28, 29, T-23-N, R-14-E, Wayne Township
Jay County, Indiana

Project Descript

Bike/Pedestrian Facilities on US 27 Fr
located in Section 16, 17, 20, 21
Jay Cour





Sta. 70+29.63 Line "A" to Sta. 70+66.41 Line "A"
Sta. 73+87.77 Line "A" to Sta. 74+56.68 Line "A"
Sta. 76+71.54 Line "A" to Sta. 77+10.04 Line "A"
Sta. 77+46.61 Line "A" to Sta. 77+96.71 Line "A"

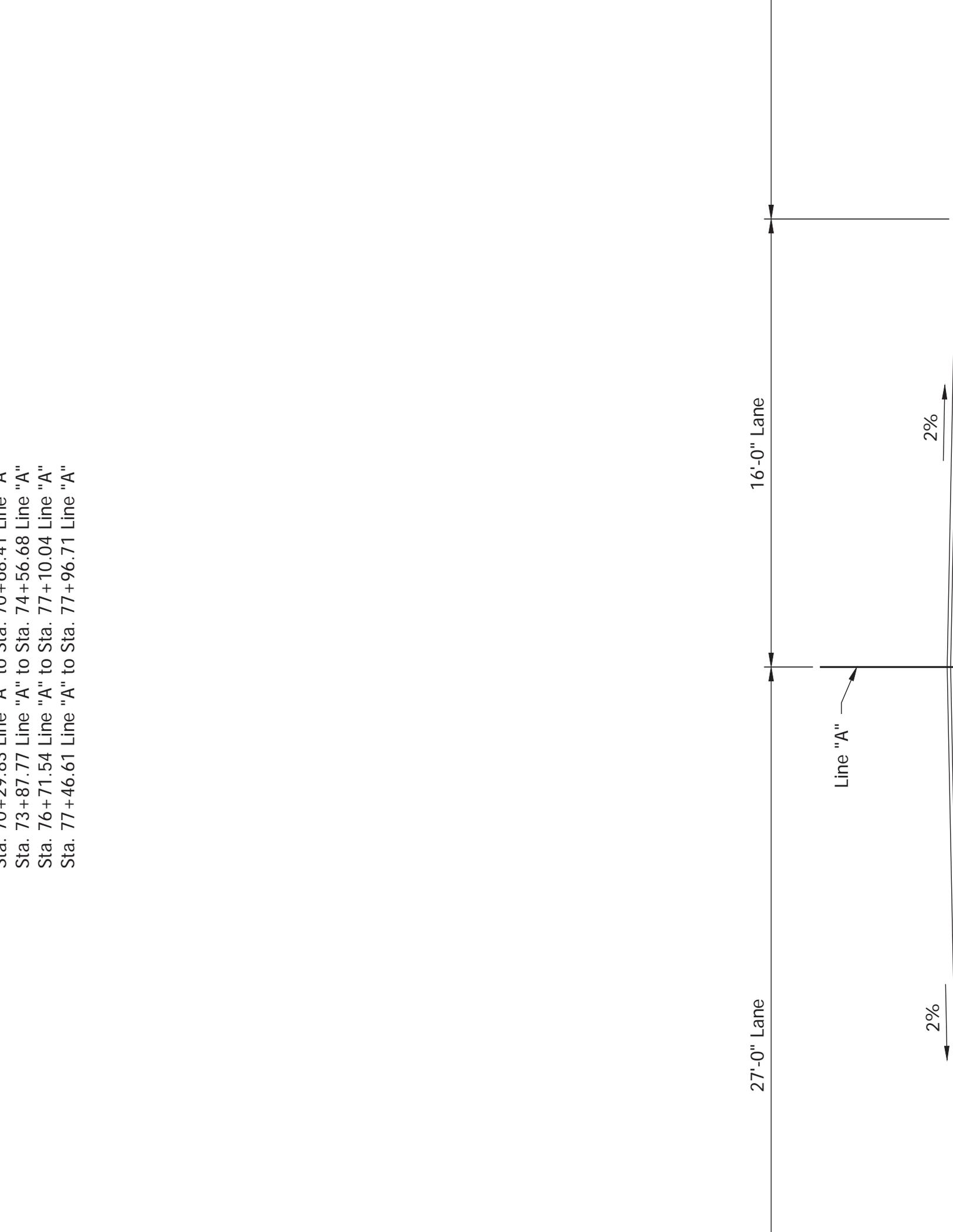
27'-0" Lane

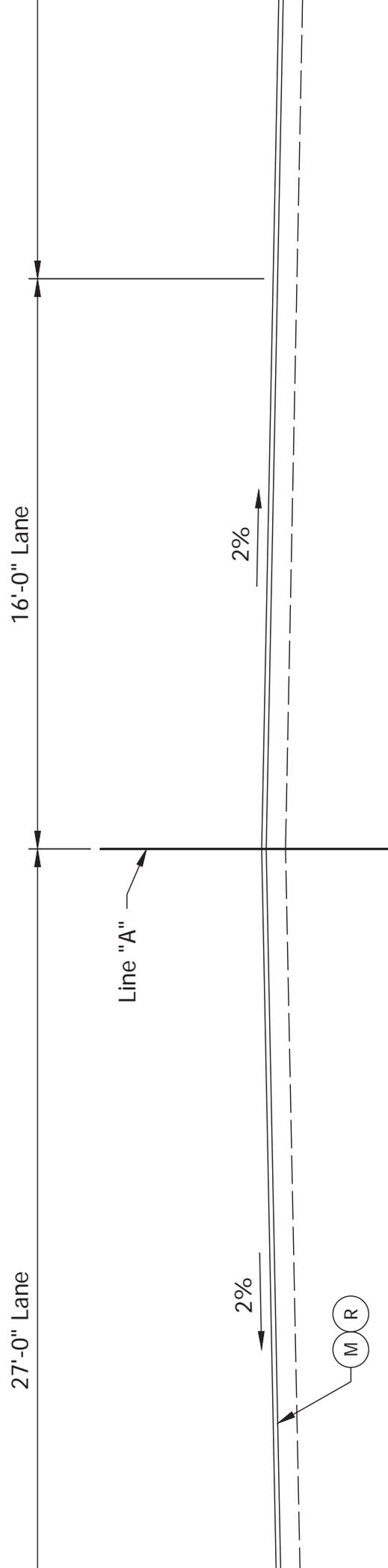
16'-0" Lane

Line "A"

2%

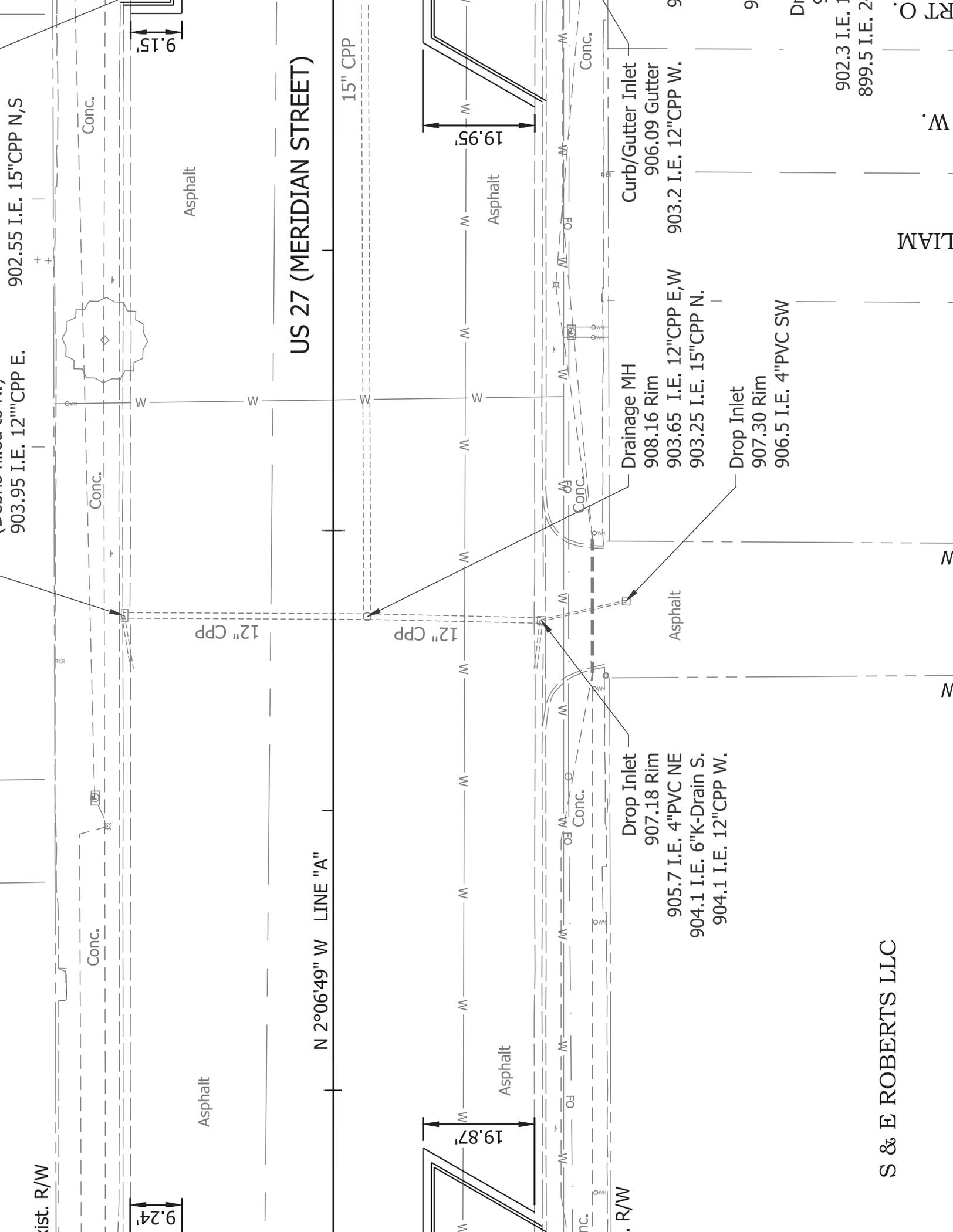
2%





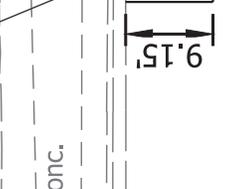
TYPICAL TANGENT SECTION

Sta. 72+23.16 Line "A" to Sta. 73+02.09 Line "A"



903.95 I.E. 12" CPP E.
902.55 I.E. 15" CPP N,S

ist. R/W



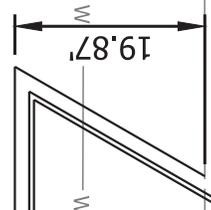
Conc.

Asphalt

US 27 (MERIDIAN STREET)

N 2°06'49" W LINE "A"

15" CPP



19.87'

Asphalt

12" CPP

Asphalt

19.95'

Asphalt

Conc.

Conc.

Conc.

Conc.

R/W

Drop Inlet
907.18 Rim
905.7 I.E. 4" PVC NE
904.1 I.E. 6" K-Drain S.
904.1 I.E. 12" CPP W.

Drainage MH
908.16 Rim
903.65 I.E. 12" CPP E,W
903.25 I.E. 15" CPP N.

Curb/Gutter Inlet
906.09 Gutter
903.2 I.E. 12" CPP W.

Drop Inlet
907.30 Rim
906.5 I.E. 4" PVC SW

Asphalt

Drop Inlet
907.30 Rim
906.5 I.E. 4" PVC SW

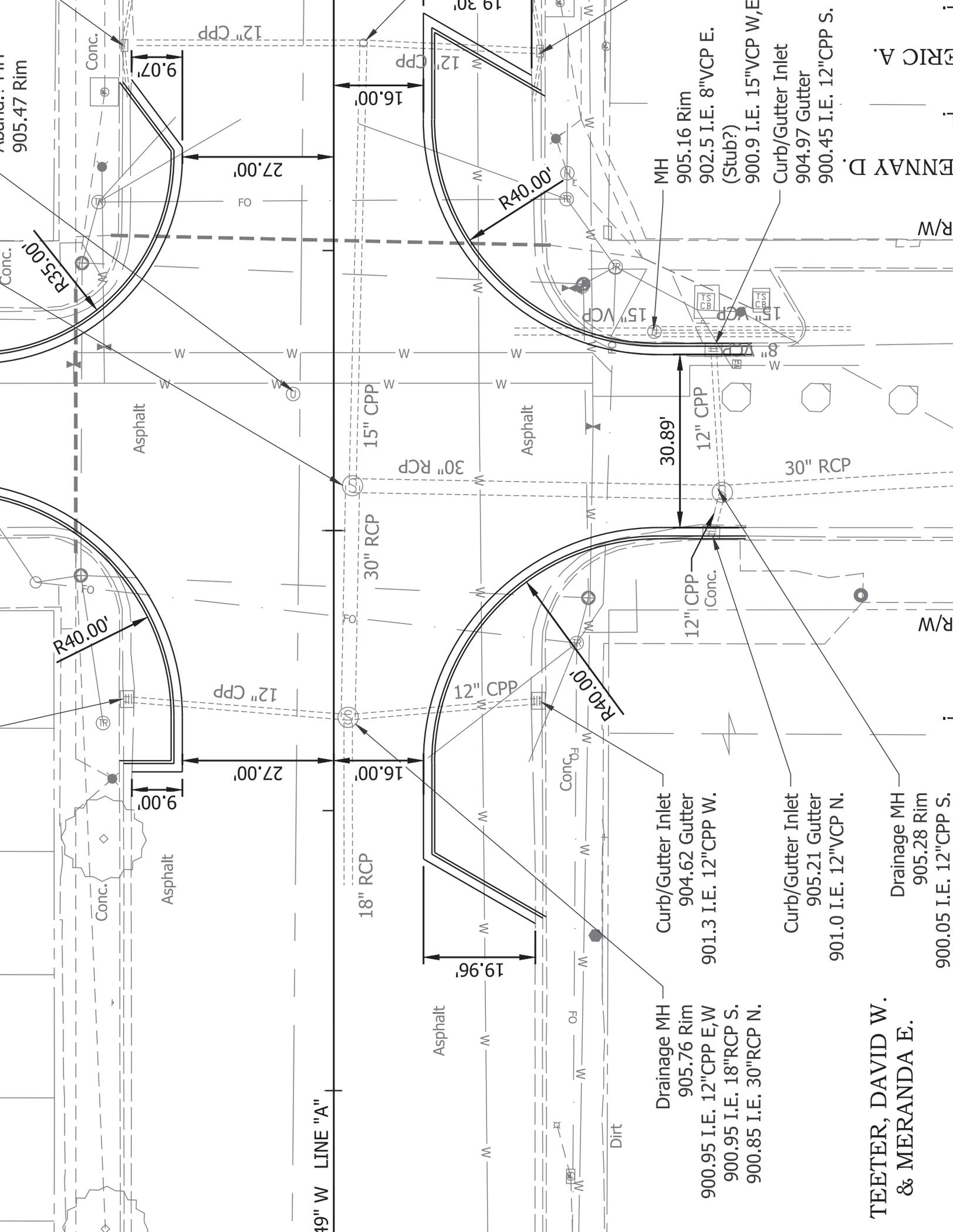
902.3 I.E. 12" CPP S
899.5 I.E. 2" CPP S

S & E ROBERTS LLC

LIAM

W.

RT 0.



49" W LINE "A"

Drainage MH
905.76 Rim
900.95 I.E. 12"CPP E,W
900.95 I.E. 18"RCP S.
900.85 I.E. 30"RCP N.

Curb/Gutter Inlet
904.62 Gutter
901.3 I.E. 12"CPP W.

Curb/Gutter Inlet
905.21 Gutter
901.0 I.E. 12"VCP N.

Drainage MH
905.28 Rim
900.05 I.E. 12"CPP S.

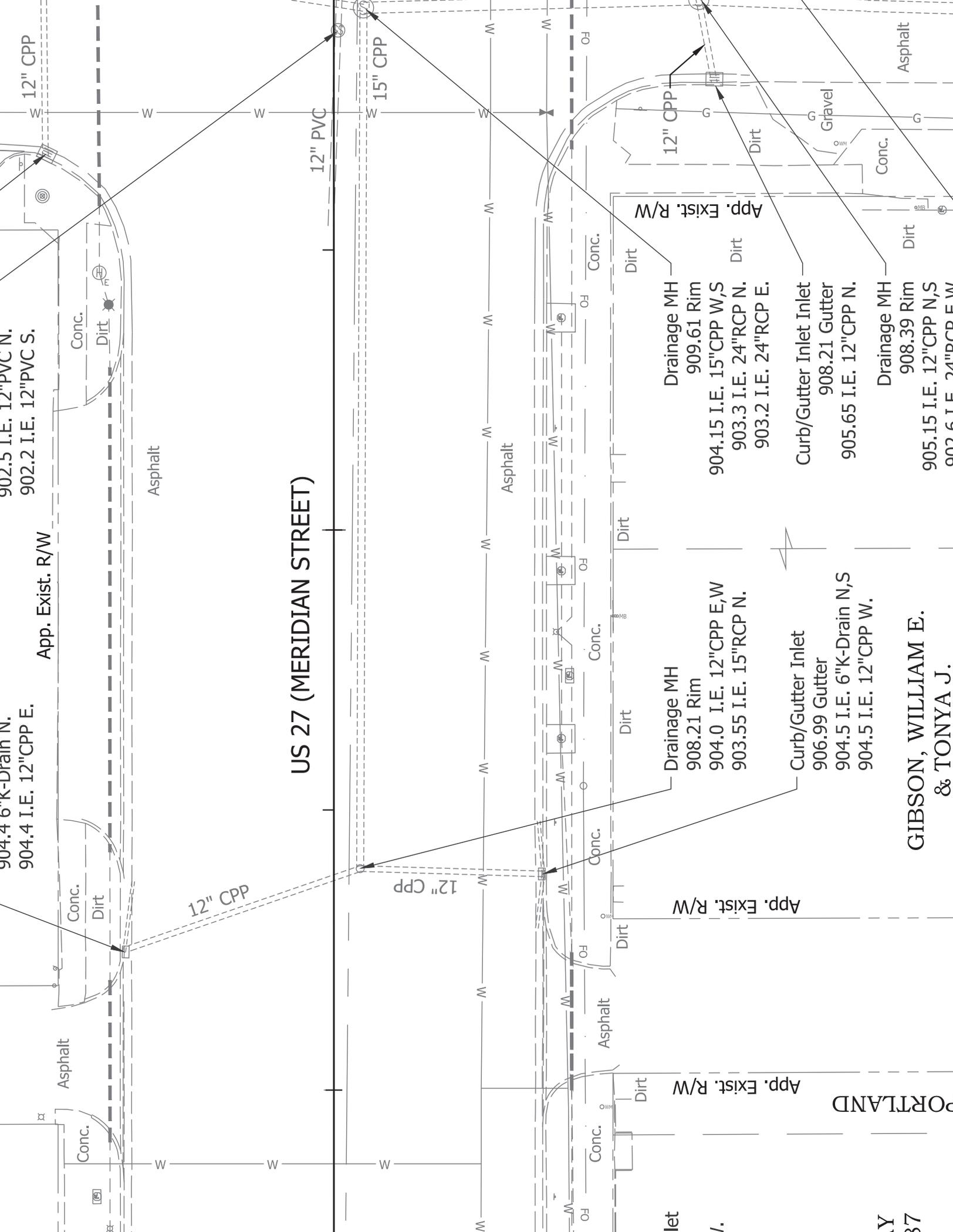
MH
905.16 Rim
902.5 I.E. 8"VCP E.
(Stub?)
900.9 I.E. 15"VCP W,E

Curb/Gutter Inlet
904.97 Gutter
900.45 I.E. 12"CPP S.

TEETER, DAVID W.
& MERANDA E.

ENNAY D.

ERIC A.



US 27 (MERIDIAN STREET)

12" CPP

12" PVC

15" CPP

12" CPP

904.4 I.E. 12"CPP N.
904.4 I.E. 12"CPP E.
902.2 I.E. 12"CPP S.

App. Exist. R/W

Asphalt

12" CPP

12" CPP

Drainage MH
909.61 Rim

904.15 I.E. 15"CPP W,S
903.3 I.E. 24"RCP N.
903.2 I.E. 24"RCP E.

Curb/Gutter Inlet Inlet
908.21 Gutter
905.65 I.E. 12"CPP N.

Drainage MH
908.39 Rim
905.15 I.E. 12"CPP N,S
902.6 I.E. 24"RCP E,W

Asphalt

Drainage MH
908.21 Rim

904.0 I.E. 12"CPP E,W
903.55 I.E. 15"RCP N.

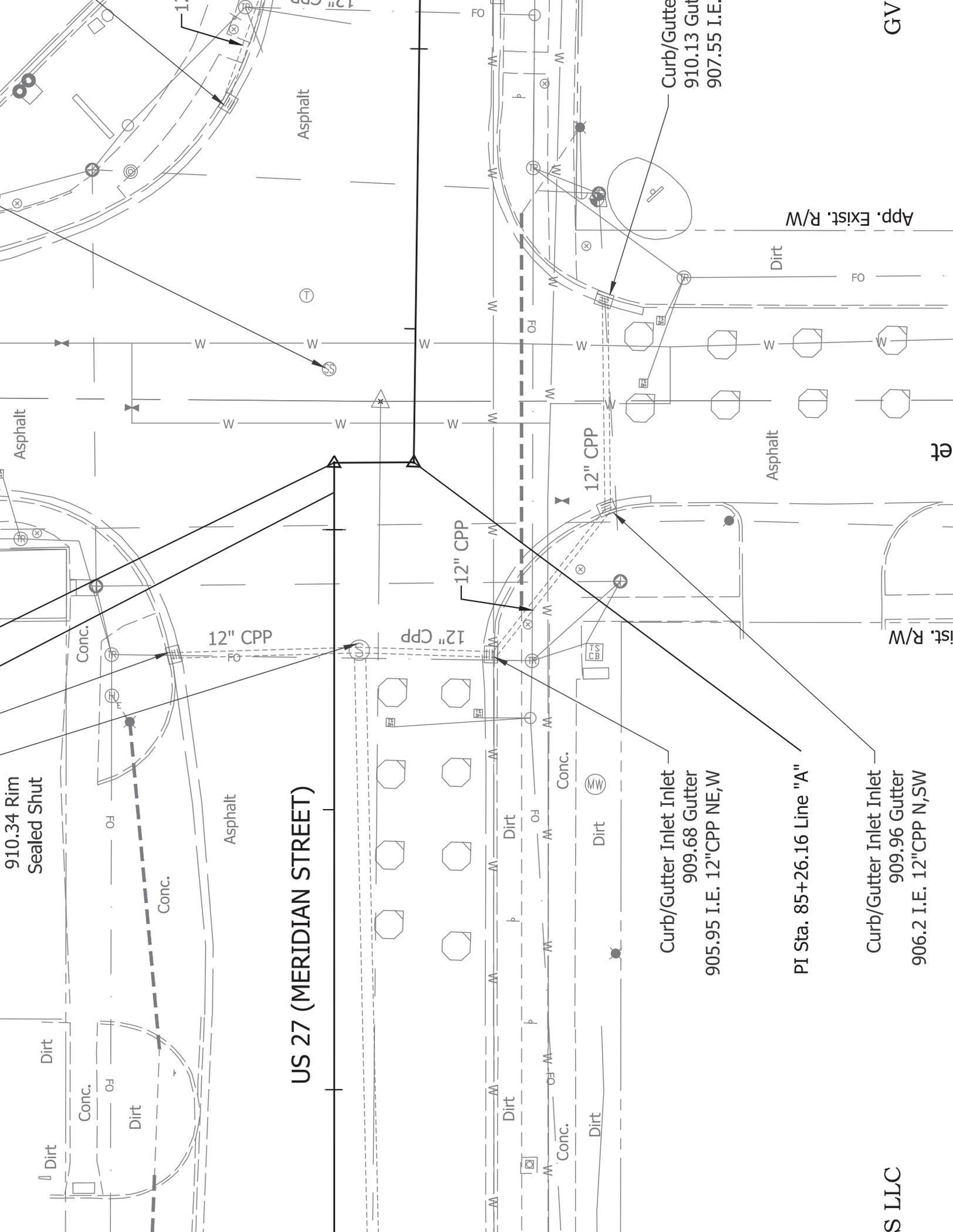
Curb/Gutter Inlet
906.99 Gutter
904.5 I.E. 6"K-Drain N,S
904.5 I.E. 12"CPP W.

GIBSON, WILLIAM E.
& TONYA J.

App. Exist. R/W

PORTLAND

Y
37



910.34 Rim Sealed Shut

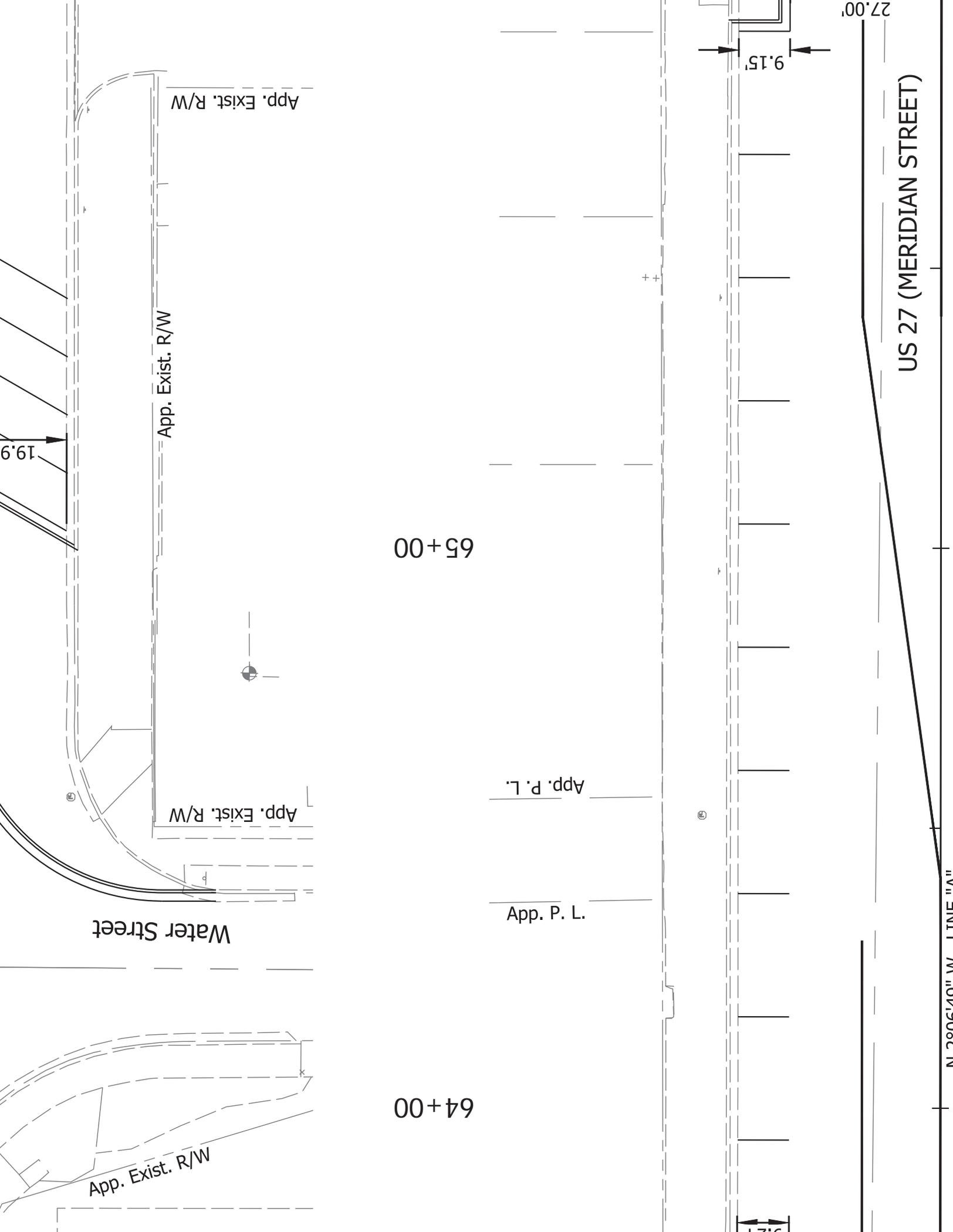
US 27 (MERIDIAN STREET)

Curb/Gutter Inlet Inlet
 909.68 Gutter
 905.95 I.E. 12"CPP NE,W

PI Sta. 85+26.16 Line "A"

Curb/Gutter Inlet Inlet
 909.96 Gutter
 906.2 I.E. 12"CPP N,SW

Curb/Gutter
 910.13 Gut
 907.55 I.E



US 27 (MERIDIAN STREET)

27.00'

9.15'

65+00

64+00

App. Exist. R/W

App. Exist. R/W

Water Street

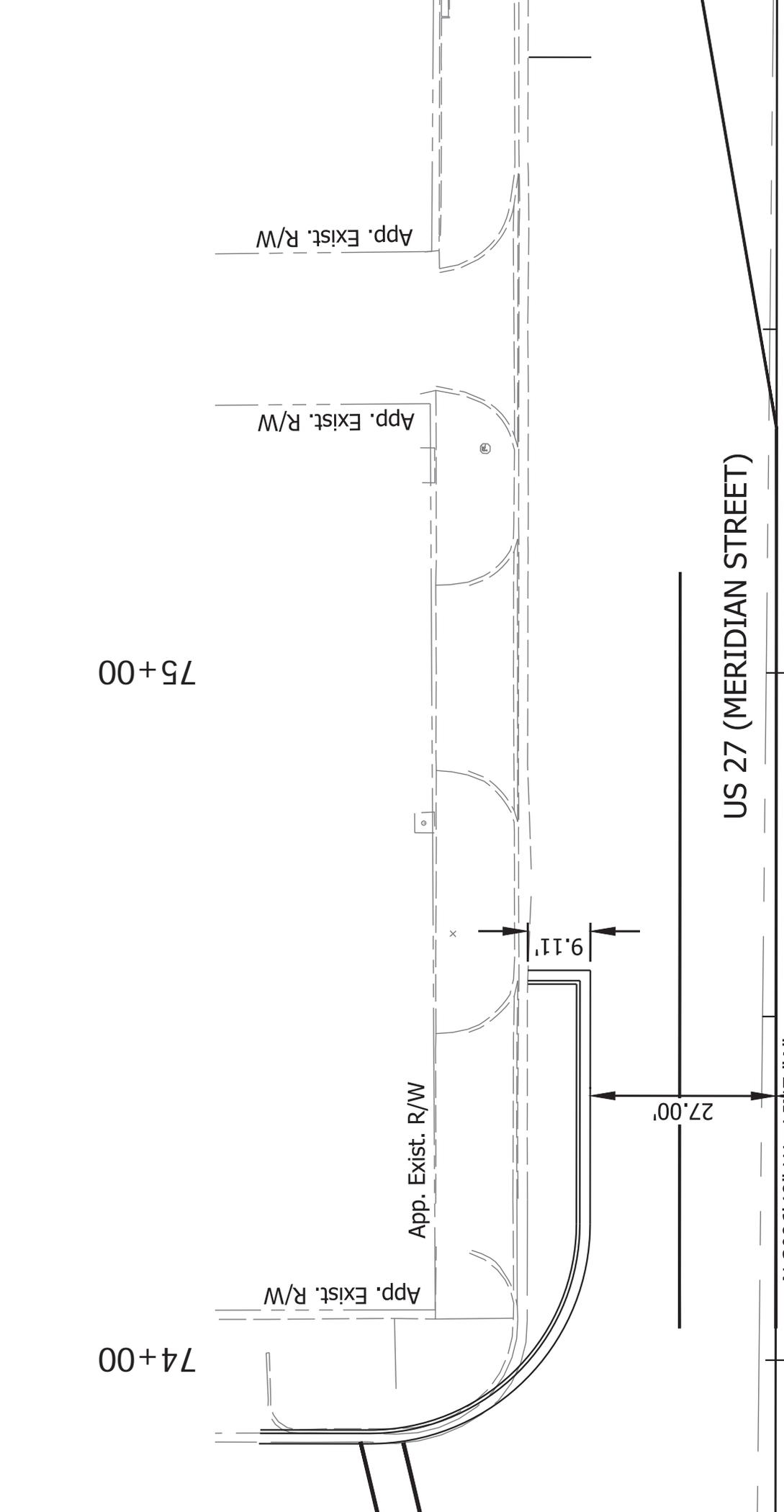
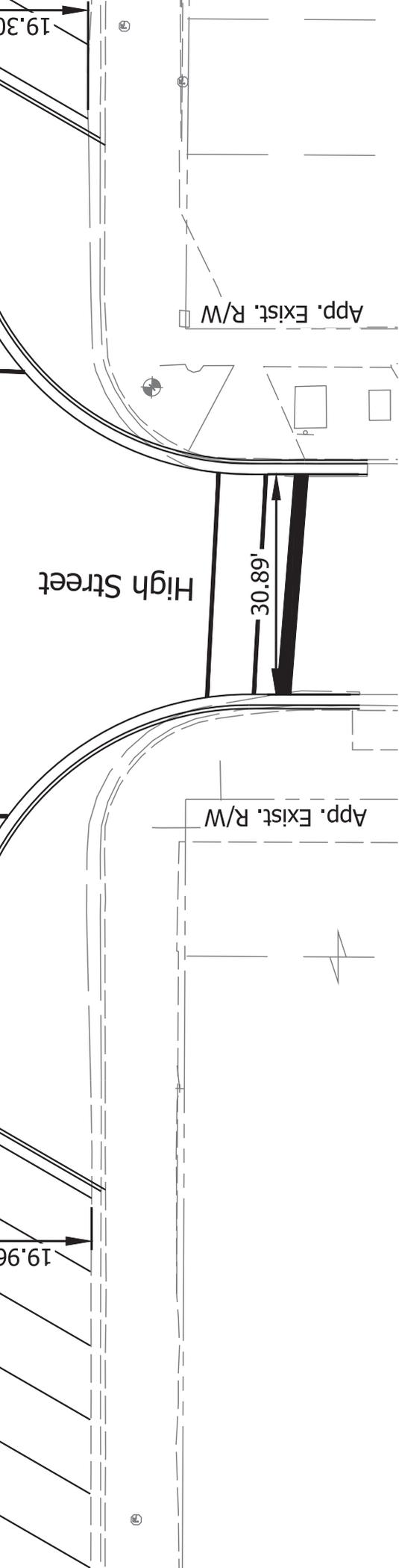
App. Exist. R/W

App. P. L.

App. P. L.

19.9'





US 27 (MERIDIAN STREET)

84+00

85+00

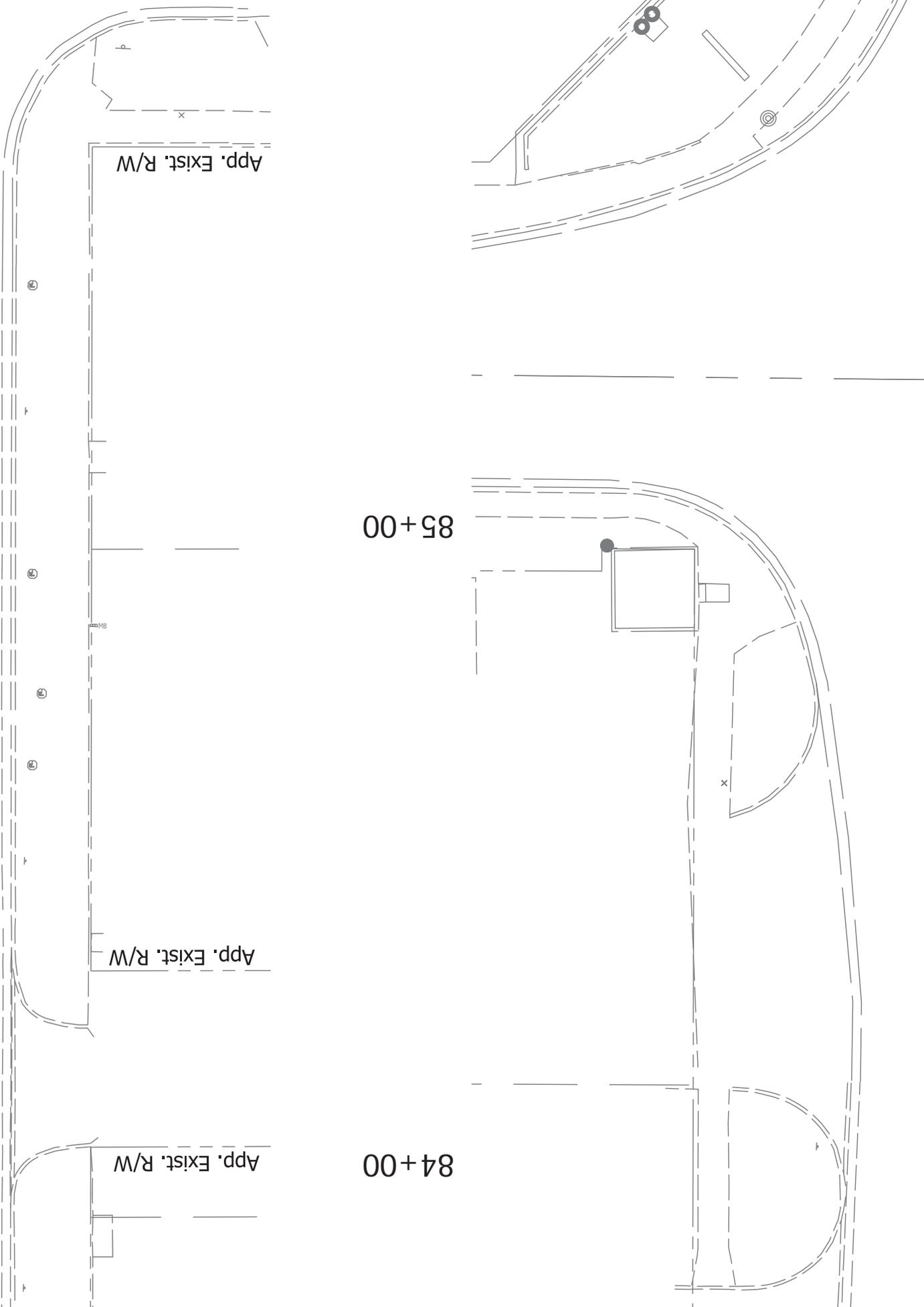
86+00

App. Exist. R/W

App. Exist. R/W

App. Exist. R/W

North Street



Section 106 800.11(e)

Appendix H

60% Bridge Plans

PROJECT NO.

1702940 P.E.

R/W

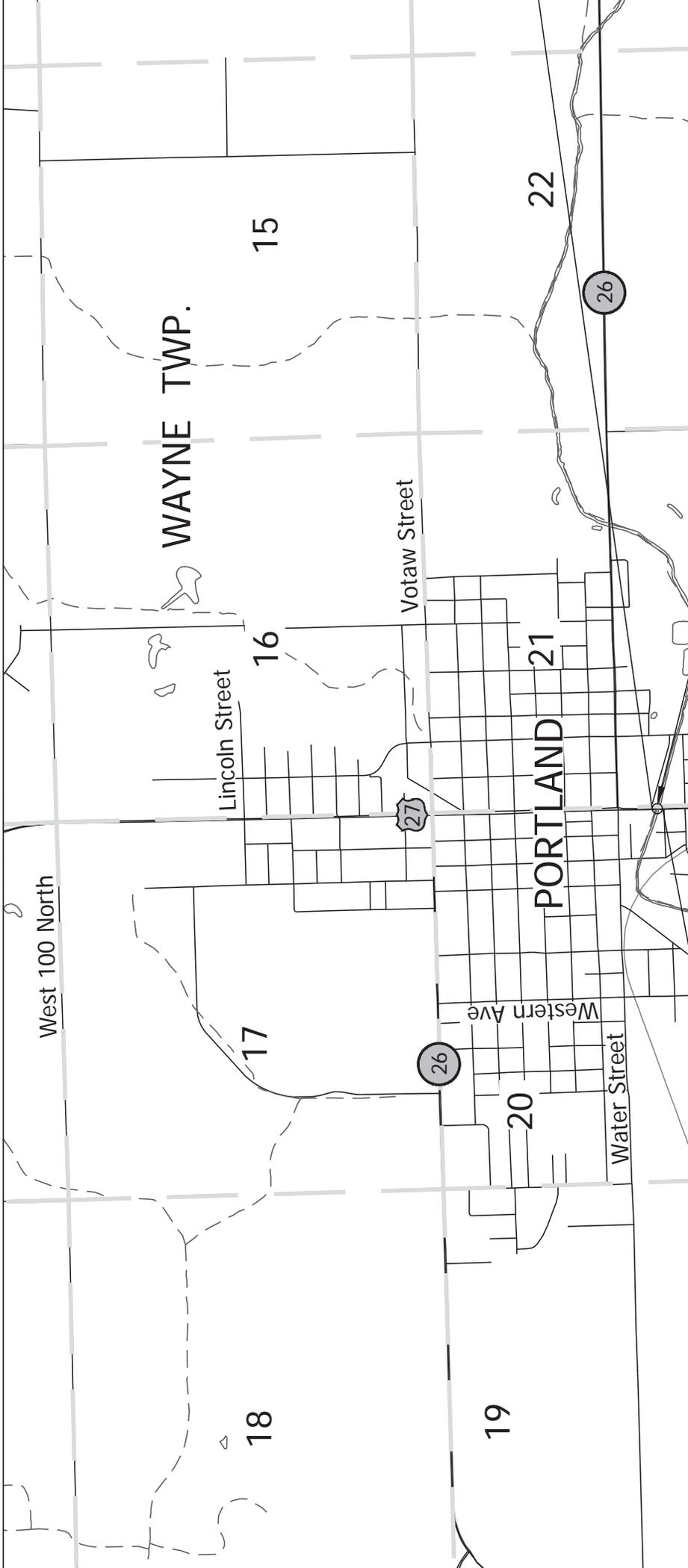
NO ADDITIONAL RIGHT-OF-WAY
REQUIRED FOR THIS PROJECT

1702940 CONST.

BRIDGE THIN DECK OVERLAY PREVENTATIVE MAINTENANCE ON US 27 OVER SALAMONIE RIVER
LOCATED 0.11 MILES SOUTH OF SR 26 IN

SECTION 20 & 21, T23N, R14E, WAYNE TOWNSHIP, JAY COUNTY

R-14-E



BLAINE

400 West

300 West

S Mt Pleasant Rd

450 South

550 South

600 South

200 West

250 West

400 South

500 South

650 South

BLUFF
POINT

700 South

800 South

Tredy Line Road

County Line Road

County Line Road

NEW MT.
PLEASANT

S Como Rd

AY COUNTY
DOLPH COUNTY

est

st

st

st

st



XW20-1

26

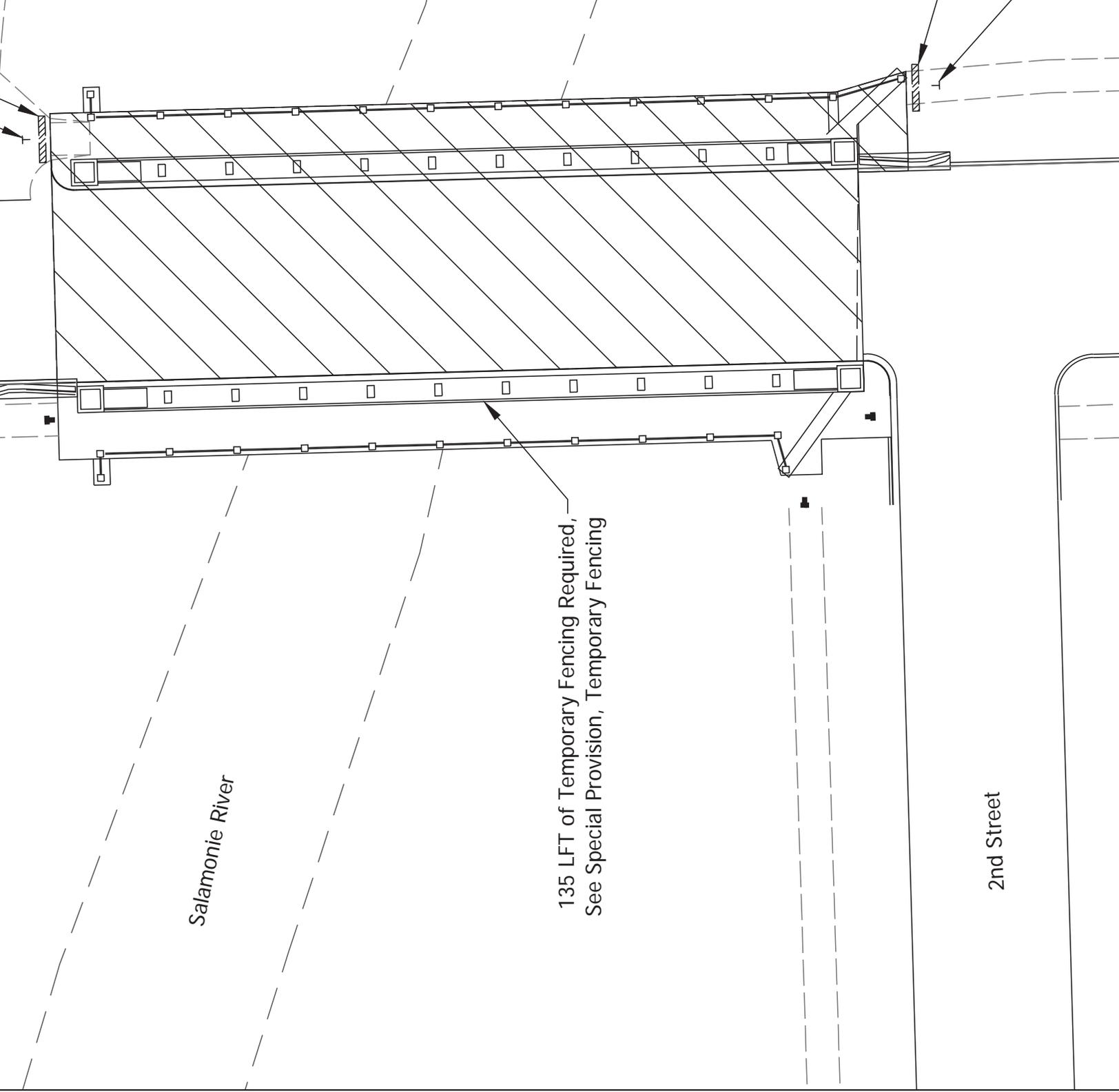
River Road

Salamonie River

Project Location
Des. No. 1702940

R3-2

R3-1

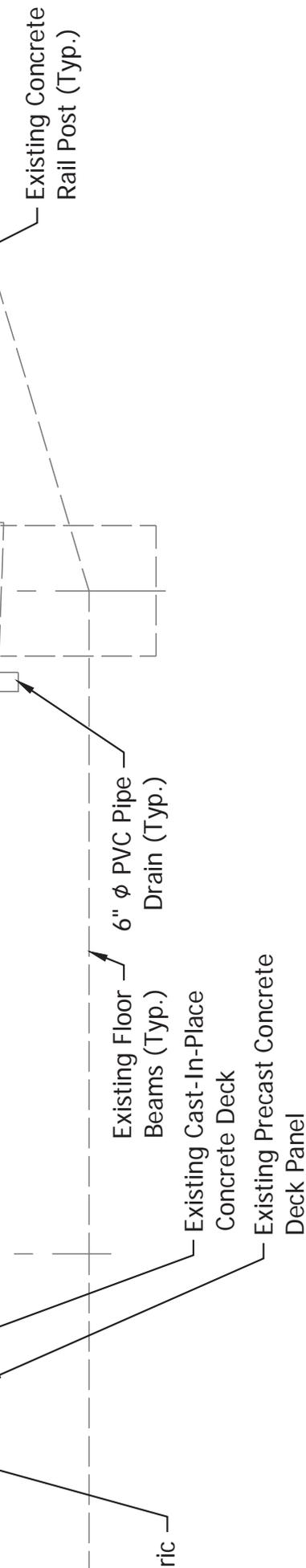


Salamonie River

135 LFT of Temporary Fencing Required,
See Special Provision, Temporary Fencing

2nd Street

Temporary Fencing Required,
See Special Provision, Temporary Fencing



EXISTING TYPICAL SECTION

Scale 1/4" = 1'-0"

