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
CHICAGO STREET WIDENING AND RECONSTRUCTION
IN THE CITY OF HAMMOND, NORTH TOWNSHIP, LAKE COUNTY
DES. NO.: 1297017

AREA OF POTENTIAL EFFECT
(Pursuant to 36 CFR § 800.4(a)(1))
The Area of Potential Effects (APE) has been generally drawn to incorporate properties adjacent to the
proposed road widening and reconstruction. At locations where property acquisitions are possible, or
where larger improvements were recommended, the APE was expanded. The APE for archaeological
resources was defined as the project footprint. (See Appendix A: Plans and Appendix B: Maps.)

ELIGIBILITY DETERMINATIONS
(Pursuant to 36 CFR § 800.4(c)(2))
No properties are listed in, or eligible for listing in, the National Register of Historic Places (NRHP) within
the APE.

EFFECT FINDING
The Indiana Department of Transportation (INDOT), acting on behalf of the Federal Highway
Administration (FHWA), has determined a finding of "No Historic Properties Affected" is appropriate for
this undertaking.

INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence
with the Section 106 determination of "No Historic Properties Affected" for the Chicago Street Widening
and Reconstruction project.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)
This undertaking will not convert property from any Section 4(f) historic property to a transportation use.
INDOT, acting on behalf of FHWA, has determined the appropriate Section 106 finding is "No Historic
Properties Affected"; therefore no Section 4(f) evaluation is required.

Patrick Carpenter
Manager, Cultural Resources Office
Environmental Services
Indiana Department of Transportation

7-15-2013
Approved Date
1. DESCRIPTION OF THE UNDERTAKING
(Pursuant to 36 CFR § 800.4(a)(1))

The City of Hammond, located in Lake County, Indiana, is developing a federal-aid project to reconstruct and widen Chicago Street [formerly known as State Route (SR) 312] through Hammond from South Brainard Avenue, on the Indiana border with Illinois, to White Oak Avenue, at the eastern limits of the city of Hammond. The entire length of the proposed project is approximately 2.1 miles. SR 312 coincides with three separate streets as it traverses the project study area, including Gostlin Street, Sheffield Avenue, and Chicago Street. The project limits, from west to east, begin at the intersection of Gostlin Street (SR 312) and South Brainard Avenue to the intersection of Sheffield Avenue and Chicago Street. At this intersection the project study area turns east along Chicago Street to the study area’s eastern terminus at the intersection of Chicago Street and White Oak Avenue.

This project will consist of approximately 2.1 miles of road reconstruction. The typical section between Stateline Avenue and Sheffield Avenue will consist of two, 12-foot travel lanes in each direction with a 17-foot raised median; a 5-foot buffer area with 5-foot sidewalk, north of the roadway; and a 10-foot clear-zone south of the proposed roadway. The typical section between Hohman Avenue and Gostlin Street will consist of one, 12-foot travel lane in each direction with a 14-foot-wide two-way-left-turn-lane, with a variable width buffer area and a 6-foot sidewalk on either side of the roadway. Between Hohman Avenue and Calumet Avenue, the typical section will consist of two, 12-foot travel lanes in each direction with 6-foot sidewalk on each side of the roadway. Single-lane roundabouts are proposed at the intersection of Gostlin Street and Sheffield Avenue, as well as at Chicago Street and Hohman Avenue. Said roundabouts will consist of a single 18-foot circulatory roadway, 16-foot truck apron, and an 82-foot diameter center island. Lastly, new concrete curb and gutter, and an enclosed storm sewer will be installed along the length of the project. (See Appendix A: Plans.)

36 CFR § 800.16(d) defines the Area of Potential Effects (APE) as the “geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.”

The APE has been generally drawn to incorporate properties adjacent to the proposed road widening and reconstruction. At locations where property acquisitions are possible, or where larger improvements were recommended, the APE was expanded. The APE for archaeological resources was defined as the project footprint. (See Appendix A: Plans and Appendix B: Maps.)

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

Pursuant to 36 CFR § 800.4(b), historians from Weintraut & Associates (W&A) initiated identification efforts by reviewing the National Register of Register of Historic Places (NRHP), Indiana Register of Historic Sites and Structures, the State Historical Architectural and Archaeological Research Database (SHAARD), the Indiana Historic Bridge Inventory, the Indiana Historic Sites and Structures Inventory (IHSSI) survey cards at the Division of Historic Preservation and Archaeology (DHPA), and the Lake County Interim Report for previously identified properties, as well as prior Section 106 studies completed by W&A. In conducting research, historians examined primary and secondary resources. Documentary
research for the project included a review of county histories, monographs, historic plat maps, Sanborn Fire Insurance Maps, and online resources.

In a letter dated December 19, 2012, American Structurepoint described the project and invited the following parties to join Section 106 consultation for the Chicago Street Widening and Reconstruction Project: Indiana State Historic Preservation Officer (SHPO); Indiana Landmarks, Northwest Field Office and Central Office; City of Hammond, City of Hammond Historic Preservation Commission; Hammond Historical Society; East Chicago Historical Society; City of East Chicago; Village of Burnham; Lake County Historic Preservation Coalition; and Lake County Historical Society. The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) were also included in the correspondence as participating agencies. Indiana Landmarks Northwest Field Office, City of Hammond Historic Preservation Commission, and the City of Hammond Zoning Department accepted the invitation to join consultation. SHPO is a designated consulting party. (See Appendix C: Consulting Parties and Appendix F: Correspondence.)

Historians from W&A conducted an aboveground survey of the APE on January 9, 2013. Historians recorded survey notes and took photographs of all Contributing properties more than fifty years of age in the APE. As part of the identification and evaluation efforts historians identified seventy-two properties rated or considered Contributing or higher. Sixteen properties had been previously recorded in the IHSSI survey. Of those, three properties were no longer extant. Historians identified an additional fifty-nine properties which were recommended as Contributing to the historic fabric of the City of Hammond and Lake County, Indiana. (See Appendix D: Photographs.)

On January 23, 2013, the SHPO responded to the list of consulting parties included in the Early Coordination letter dated December 19, 2012 and received December 26, 2012 by stating that the office did “not have any consulting parties to recommend beyond those whom you already have invited.” (See Appendix F: Correspondence.)

W&A completed a Historic Property Report (HPR) in March 2013. Historians for W&A recommended the Polish Army Veterans’ Post No. 40 as eligible for listing in the NRHP. (See Appendix E: Report Summaries.)

American Structurepoint transmitted the HPR to SHPO and consulting parties in a letter dated April 10, 2013, and requested comments. American Structurepoint transmitted the HPR to the owners of the Polish Army Veterans’ Post No. 40 on May 7, 2013. (See Appendix F: Correspondence.)

Also on May 7, 2013, SHPO emailed American Structurepoint and W&A requesting additional information regarding the Polish Army Veterans’ Post No. 40. Specifically, SHPO asked: 1.) if the building was “used as a meeting place by members of Hammond’s Polish community in general—a place that would have been considered important to the a larger group” than the veterans’ association; 2.) the approximate date glass blocks replaced window panes; and 3.) if the historians were able to obtain any information about the building’s interior integrity. SHPO also inquired about the project activities at that location. (See Appendix F: Correspondence.)

W&A responded to the SHPO’s questions on May 8, 2013. W&A noted that their research “did suggest an association with the Polish community as a neighborhood grocery store from at least the 1920s through the 1930s based on the owner surnames or birthplaces.” Additionally, historians expressed the belief that “as a community structure . . . the building symbolizes the Polish presence in a working-class community that has few resources with integrity.” W&A also responded to SHPO’s questions on the estimated date of installation of glass bricks (c. 1930 to c. 1950), acknowledged their efforts to obtain information about the building’s interior were not successful; and provided information about proposed project activities. (See Appendix F: Correspondence.)
The Hammond Historic Preservation Commission responded to the HPR in a letter dated May 8, 2013. The Commission agreed with the eligibility recommendation of the Polish Army Veterans’ Post No. 40 and expressed concern about “the street design in front of this building.” The Commission did not agree with the ineligibility recommendation of the NIPSCO substation at 4533 Hanover Street but added “it appears that the street project would not adversely affect this building.” Finally, the Commission offered clarification regarding the incorporation dates of the town and city of Hammond and noted that the City of Hammond was named after Thomas Hammond, not George Hammond. (See Appendix F: Correspondence.)

SHPO responded to the HPR in a letter dated May 13, 2013. SHPO accepted the APE as defined in the HPR. SHPO did not concur with the recommendation of NRHP eligibility for the Polish Army Veterans’ Post No. 40. SHPO stated, “Although the building evidently held some significance to the Polish community in Hammond, both while it served as a grocery store and while it was used by the veterans’ organization as a meeting hall, we are not sure that it is appropriate to view the significance of those two uses cumulatively.” SHPO also stated, “we do not know whether the interior the building has an appropriate level of integrity to support a case for its eligibility . . . “SHPO concurred “that no other buildings or structures that were identified within the APE appear to be individually eligible for inclusion in the National Register.” (See Appendix F: Correspondence.)

Archaeologists for Archaeological Consultants of Ossian (ACO) conducted a records check of the APE on January 29, 2013, and reviewed SHAARD, Cultural Resource Management and other reports, cemetery records, and historic maps for previously identified resources. ACO conducted a field investigation of the APE on February 12, 2013 and on June 1, 2013. Field investigations for the project included visual walkover and a total of sixty-three shovel test units. The Phase la reconnaissance did not locate archaeological resources within the APE. ACO completed an Indiana Archaeological Short Report (ASR) on June 16, 2013 and recommended the project be allowed to proceed as planned. (See Appendix E: Reports.)

Since no historic resources were located during archaeological reconnaissance, the ASR is being submitted to the SHPO concurrently with this 800.11(d) documentation.

No other efforts to identify historic properties took place as a result of this project.

A public notice of the finding of “No Historic Properties Affected” will be published in a local newspaper and the public will be afforded thirty (30) days to comment. If appropriate, this document will be revised to reflect public comment.

3. BASIS FOR FINDING

No historic properties are present within the APE for the Chicago Street Reconstruction undertaking. Therefore, a finding of No Historic Properties Affected is appropriate.

Appendices
Appendix A: Plans
Appendix B: Maps
Appendix C: Consulting Parties
Appendix D: Photographs
Appendix E: Report Summaries
Appendix F: Correspondence
APPENDIX A. Plans
See plans folder on this CD
APPENDIX B. Maps
Contributing Property

APE

Note: Information shown on this map is not warranted for accuracy or merchantability. GIS data used to create this map are from the best known sources existing at this time. However, experience shows that many national datasets are not all inclusive. Use of this map should be limited to planning, and should not replace field review or background checks with other sources. It is intended to serve as an aid in graphic representation only. This map does not represent a legal document.

Weintraut & Associates, Inc.

Chicago Street Widening and Reconstruction Zoom-in Map 4
City of Hammond, North Township, Lake County, Indiana
Des. No.: 1297017
2005 Aerial Photo
APPENDIX C. Consulting Parties
## Section 106 Early Coordination Mailing List

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Section 106 Consultation

PROJECT ID  
Chicago Street Widening and Reconstruction

AGENCY  
City of Hammond, Indiana

WILL PARTICIPATE  
☑ WILL NOT PARTICIPATE  

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Section 106 Consultation

PROJECT ID  
Chicago Street Widening and Reconstruction

AGENCY  
City of Hammond, Indiana

WILL PARTICIPATE  
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Section 106 Consultation

PROJECT ID  
Chicago Street Widening and Reconstruction

AGENCY  
City of Hammond, Indiana

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1-7-13
APPENDIX D. Photographs
See photographs folder on this CD
APPENDIX E. Report Summaries
Historic Property Report
Chicago Street Widening and Reconstruction
DES No.: 1297017
North Township, Lake County, Indiana

Prepared for
City of Hammond

Prepared by
WEINTRAUT & ASSOCIATES, INC.
Principal Investigator: Dr. Linda Weintraut
Authors: Kelly Lally Molloy, M.A., and Bethany Natali, M.A.
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Zionsville, Indiana
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March 2013
Executive Summary: Chicago Street Widening and Reconstruction
Des. No.: 1297017

The City of Hammond, with funding from the Federal Highway Administration (FHWA), is proposing a project to improve driver safety by correcting the horizontal alignment deficiencies of Chicago Street, formerly State Road (SR) 312; improving the efficiency of the intersections at Gostlin Street and Sheffield Avenue, and Chicago Street and Hohman Avenue; providing new pedestrian facilities, where feasible, to create continuity for pedestrian traffic in the area; and maintaining a state of good repair of the road and utility infrastructure along the proposed project location. The project will consist of approximately 2.1 miles of road reconstruction.

The project is located in an urban (intermediate) section of the City of Hammond in North Township, Lake County, Indiana. Pursuant to 36 CFR 800.16(d), the Area of Potential Effects (APE) has been generally drawn to incorporate properties adjacent to the proposed road widening and reconstruction. At locations where property acquisitions are possible, or where larger improvements were recommended, the APE was expanded to account for these recommendations. (See APE Map in Appendix 2.)

Project historians for Weintraut & Associates, Inc. (W&A) who meet the Secretary of the Interior’s Professional Standards identified and evaluated historic properties within the APE for this project in accordance with Section 106 of the National Historic Preservation Act (1966), as amended, and 36 C.F.R. Part 800, Final Rule on Revision of Current Regulations, December 12, 2000, and incorporating amendments effective August 5, 2004.

As part of the identification and evaluation efforts for the Section 106 study of this undertaking, historians identified seventy-two properties rated or considered Contributing or higher. Sixteen properties had been previously recorded in the Indiana Historic Sites and Structures Inventory (IHSSI). Of those, three properties are no longer extant. Historians identified an additional fifty-nine properties which they are recommending as Contributing to the historic fabric of the City of Hammond and Lake County, Indiana. No properties within the APE are listed in the National Register of Historic Places (NR). As a result of this Section 106 investigation, historians for W&A are recommending the Polish Army Veterans’ Post No. 40 (089-338-40039) as eligible for listing in the NR.
Where applicable, the use of this form is recommended but not required by the Division of Historic Preservation and Archaeology.

Author: Larry Stillwell

Date (month, day, year): 6/16/13

Project Title: An Archaeological Field Reconnaissance of the Proposed Chicago Street Widening Project from White Oak Avenue to South Brainard Avenue (Des. No. 1297017) in Hammond, Lake County, Indiana.

PROJECT OVERVIEW

The City of Hammond, located in Lake County, Indiana, is developing a federal-aid project to reconstruct and widen Chicago Street (formerly known as State Route (SR) 312) through Hammond from South Brainard Avenue, on the Indiana border with Illinois, to White Oak Avenue, at the eastern limits of the City of Hammond. The entire length of the proposed project is approximately 2.1 miles. SR 312 coincides with three separate streets as it traverses the project study area, including Gostlin Street, Sheffield Avenue, and Chicago Street. The project limits, from west to east, begin at the intersection of Gostlin Street (SR 312) and South Brainard Avenue and continue east along Gostlin Street to the intersection of Gostlin Street and Sheffield Avenue, where the project study area continues south along Sheffield Avenue to the intersection of Sheffield Avenue and Chicago Street. At this intersection, the project study area turns east along Chicago Street to the study area’s eastern terminus at the intersection of Chicago Street and White Oak Avenue.

The western end of the proposed project corridor is currently a two-lane roadway. Travelling east along the corridor, the roadway remains at two lanes until the intersection of Gostlin Street and Sheffield Avenue, where a left-turn lane is provided for both eastbound and westbound traffic. Turning south, Sheffield Avenue is a two-lane facility. No left-turn lane is provided at the intersection of Sheffield Avenue and Chicago Street. Turning east onto Chicago Street from Sheffield Avenue, Chicago Street is a two-lane facility with striped on-street parking along both sides of the roadway up to its intersection with Calumet Avenue, where both left- and right-turn lanes are provided for eastbound and westbound traffic. East of Calumet Avenue, Chicago Street becomes a four-lane roadway with two eastbound and two westbound travel lanes and striped on-street parking along both sides of the roadway through to the end of the project study area. Left-turn lanes are provided for both eastbound and westbound traffic at the intersection of Chicago Street and Columbia Avenue.

The project study area is urban with residential, commercial, and industrial properties mixed in with some educational and religious facilities. The proposed project will include improvements to the existing roadway, including new pavement, curb and gutter, sidewalks, storm sewers, roadway lighting, and new traffic signals. Several alternatives are currently being evaluated. The current proposed project includes realignment of Gostlin Street between the Indiana/Illinois state line and Sheffield Avenue, leaving the current alignment of Gostlin Street as a local access road between Clark Avenue and Wabash Avenue. The intersection of Sheffield Avenue and Gostlin Street will be shifted to the southwest and become a roundabout. Sheffield Avenue will be slightly realigned, and the intersection of Sheffield Avenue and Chicago Street will realigned to eliminate the 90-degree turn. The intersection of Holman Avenue and Chicago Street will also become a roundabout. Additionally, Chicago Street between Holman Avenue and Torrence Avenue will be widened to accommodate these improvements. Intersection improvements are also proposed at Johnson Avenue, Pine Avenue, and Columbia Avenue.

This project is being proposed to improve safety, reduce congestion, and improve travel times.
through the project area. It is anticipated that new permanent right-of-way will be required from residential, commercial, park, and industrial properties. The proposed project is anticipated to be constructed in two phases with Phase I extending from Brainard Avenue to Calumet Avenue and Phase II extending from Calumet Avenue to White Oak Avenue.

INDOT Designation Number/Contract Number: 1297017  Project Number: 13FR8

DHPA Number:  Approved DHPA Plan Number:

Prepared For: American Structurepoint, Inc.

Contact Person: Ms. Briana Hope

Address: 7260 Shadeland Station

City: Indianapolis  State: IN  ZIP Code: 46256-3917

Telephone Number: 317 547 5580  E-mail Address: BI-lope@structurepoint.com

Principal Investigator: Larry N. Stillwell

Signature: 

Company/Institution: Archaeological Consultants of Ossian (ACO)

Address: PO Box 2374

City: Muncie  State: IN  ZIP Code: 47307

Telephone Number: 765 730 0524  E-mail Address: LSACO1029@aol.com
RESULTS

☐ Archaeological records check has determined that the project area does not have the potential to contain archaeological resources.

☐ Archaeological records check has determined that the project area has the potential to contain archaeological resources.

☒ Phase 1a reconnaissance has located no archaeological resources in the project area.
Phase Ia reconnaissance has identified landforms conducive to buried archaeological deposits.

Actual Area Surveyed: hectares: 2.39 acres: 5.9

Comments:

RECOMMENDATION

☐ The archaeological records check has determined that the project area has the potential to contain archaeologic resources and a Phase Ia archaeological reconnaissance is recommended.

☐ The archaeological records check has determined that the project area does not have the potential to contain archaeological resources and no further work is recommended before the project is allowed to proceed.

☒ The Phase Ia archaeological reconnaissance has located no archaeological sites within the project area and it is recommended that the project be allowed to proceed as planned.

☐ The Phase Ia archaeological reconnaissance has determined that the project area includes landforms which have the potential to contain buried archaeological deposits. It is recommended that Phase Ic archaeological subsurface reconnaissance be conducted before the project is allowed to proceed.

☐ The Phase Ia archaeological reconnaissance has determined that the project area is within 100 feet of a cemetery and a Cemetery Development Plan is required per IC-14-21-1-26.5.

Cemetery Name:

Other Recommendations/Commitments:

Pursuant to IC-14-21-1, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 28) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646.

Attachments

☒ Figure showing project location within Indiana.

☒ USGS topographic map showing the project area (1:24,000 scale).

☒ Aerial photograph showing the project area, land use and survey methods.

☒ Photographs of the project area.

☐ Project plans (if available)

Other Attachments: Description of sites located near project area see Attachment 1.

References Cited: Attachment 2

Comments:

Curation

Curation Facility for Project Documentation: Ball State University
APPENDIX F. Correspondence
December 19, 2012

James A. Glass, PhD
Deputy Director
Indiana Department of Natural Resources
Division of Historic Preservation and Archaeology
402 West Washington Street, W274
Indianapolis, Indiana 46204

Re: Chicago Street Widening and Reconstruction
   South Brainard Avenue to White Oak Avenue
   Hammond, Lake County, Indiana
   Project No. 1297017

Dear Dr. Glass:

The City of Hammond, located in Lake County, Indiana, is developing a federal-aid project to reconstruct and widen Chicago Street (formerly known as State Route (SR) 312) through Hammond from South Brainard Avenue, on the Indiana border with Illinois, to White Oak Avenue, at the eastern limits of the City of Hammond. The entire length of the proposed project is approximately 2.1 miles. SR 312 coincides with three separate streets as it traverses the project study area, including: Gostlin Street, Sheffield Avenue, and Chicago Street. The project limits, from west to east, begin at the intersection of Gostlin Street (SR 312) and South Brainard Avenue, and continue east along Gostlin Street to the intersection of Gostlin Street and Sheffield Avenue where the project study area continues south along Sheffield Avenue to the intersection of Sheffield Avenue and Chicago Street. At this intersection the project study area turns east along Chicago Street to the study area’s eastern terminus at the intersection of Chicago Street and White Oak Avenue.

The western end of the proposed project corridor is currently a two-lane roadway. Travelling east along the corridor, the roadway remains at two lanes until the intersection of Gostlin Street and Sheffield Avenue, where a left-turn lane is provided for both eastbound and westbound traffic. Turning south, Sheffield Avenue is a two-lane facility. No left-turn lane is provided at the intersection of Sheffield Avenue and Chicago Street. Turning east onto Chicago Street from Sheffield Avenue, Chicago Street is a two-lane facility with striped on-street parking on both sides of the roadway up to its intersection with Calumet Avenue, where both left-and right-turn lanes are provided for eastbound and westbound traffic. East of Calumet Avenue, Chicago Street becomes a four-lane roadway with two eastbound and two westbound travel lanes and striped on-street parking on both sides of the roadway through to the end of the project study area. Left-turn lanes are provided for both eastbound and westbound traffic at the intersection of Chicago Street and Columbia Avenue.
The project study area is urban with residential, commercial, and industrial properties mixed in with some educational and religious facilities. The project area is generally flat and featureless and is located in the Northern Moraine and Lake Region of Indiana.

The proposed project will include improvements to the existing roadway, including new pavement, curb and gutter, sidewalks, storm sewers, roadway lighting, and new traffic signals. Several alternatives are currently being evaluated. The current preferred alternative includes realignment of Gostlin Street between the Indiana/Illinois state line and Sheffield Avenue, leaving the current alignment of Gostlin Street as a local access road between Clark Avenue and Wabash Avenue. The intersection of Sheffield Avenue and Gostlin Street will be shifted to the southwest and become a roundabout. Sheffield Avenue will be slightly realigned, and the intersection of Sheffield Avenue and Chicago Street will realigned to eliminate the 90-degree turn. The intersection of Hohman Avenue and Chicago Street will also become a roundabout. Additionally, Chicago Street between Hohman Avenue and Torrence Avenue will be widened to accommodate these improvements. Intersection improvements are also proposed at Johnson Avenue, Pine Avenue, and Columbia Avenue.

This project is being proposed to improve safety, reduce congestion, and improve travel times through the project area. It is anticipated that new permanent right-of-way will be required from residential, commercial, park, and industrial properties. Preliminary estimates indicate that xx acres of right-of-way will be necessary and approximately 40 residential relocations and 8 commercial relocations will be necessary.

The proposed project is anticipated to be constructed in two phases, with Phase I extending from Brainard Avenue to Calumet Avenue and Phase II extending from Calumet Avenue to White Oak Avenue. It is anticipated that Phase I will be begin in July 2015 with Phase II being let in September 2016. Estimated construction costs as of September 2011 were $16 million, with 80 percent of this total being provided by federal funding and 20 percent coming from local funding. Maintenance of traffic during construction will be coordinated with the Indiana Department of Transportation, the Illinois Department of Transportation, the City of East Chicago, and the City of Hammond.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. In accordance with 36 CFR 800.2(c), you are hereby invited to be a consulting party to participate in the Section 106 process. This process involves efforts to identify historic properties potentially affected by the undertaking; assess the effects of the undertaking on historic properties; and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties.

We realize you and/or your organization may want to perform a formal review of properties that may be affected as part of this project and, therefore, may require more detailed information regarding the scope of the project. A Historic Property Report and Archaeological Investigation are underway and these documents will be submitted to you for review when complete.
The following organizations have been contacted and invited to become consulting parties with regard to potential historic resource impacts associated with the proposed roadway improvements. Please review this list, and provide any additional organizations you are aware of that may also have an interest in the potential historic resource impacts of this project.

- Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology
- Indiana Department of Transportation
- Indiana Landmarks, Northwest Field Office
- Indiana Landmarks
- City of Hammond
- City of Hammond Historic Preservation Commission
- Hammond Historical Society
- East Chicago Historical Society
- City of East Chicago
- Village of Burnham
- Lake County Historic Preservation Coalition
- Lake County Historical Society

Per 36 CFR 800.3(f), we hereby request the State Historic Preservation Office (SHPO) notify this office if the SHPO is aware of any other parties that may be entitled to be consulting parties or should be contacted as potential consulting parties for the aforementioned project.

You are asked to review this information and provide any comments you may have relative to anticipated impacts of the project on areas in which you have jurisdiction or special expertise. To facilitate the development of this project, you are asked to reply within 30 days of receipt of this letter. If no response is received by that date, it will be assumed you have no comments at the present time. Your timely cooperation in the development of this project will be appreciated. Please contact me at (317) 547-5580 or by email at jmiles@structurepoint.com if there are any questions or if additional information is needed.

Very truly yours,
American Structurepoint, Inc.

Jason T. Miles, JD
Environmental Scientist

JTM:mgn

Enclosures

Cc: Glen Campbell, American Structurepoint, Inc.
City of Hammond
January 9, 2013

Jason T. Miles, JD
Environmental Scientist
American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis, IN 46256

RE: Chicago Street Widening and Reconstruction
    Hammond, Lake County, Indiana
    Project No. 1297017

Dear Mr. Miles:

Your December 19, 2012 letter to Patrick Swibes of the Hammond Historic Preservation Commission (HHPC) has been received in my office. On behalf of the HHPC, I am responding to your invitation to participate to indicate that the Hammond Historic Preservation Commission wishes to participate in the Section 106 process.

In reviewing your letter, you provide general descriptions of street changes and street realignments. It is unclear from your submission what the extent of the street reconstruction will be. From the description you have provided, we make a few assumptions that the project, in part, will go outside of the current right-of-way. We request more specific information to that point.

Secondly, you indicate that a result of your Red Flag Investigation was the identification of "several potentially historic sites". Please identify which sites you have identified that may be impacted by this project.

Upon receipt of the requested information, we will conduct our evaluation and determine if any historic sites are affected in an adverse manner, followed by an appropriate response in accordance with 36 CFR Part 800.

Thank you for this opportunity.

Very truly yours,

[Signature]

Brian L. Polaud, AICP
Director of City Planning
January 23, 2013

Jason T. Miles, JD
Environmental Scientist
American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis, Indiana 46256-3957

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

Re: Chicago Street Widening and Reconstruction, South Brainard Avenue to White Oak Avenue (Des.
No. 1297017; DHPA 14341)

Dear Mr. Miles:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470f), implementing
regulations at 36 C.F.R. Part 800, and the "Programmatic Agreement 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" ("Minor Projects PA") the
staff of the Indiana State Historic Preservation Officer has surveyed your letter dated December 19, 2012, and received on
December 26, for the aforementioned project in cities of Hammond and East Chicago in Lake County, Indiana, and Village of
Burnham in Cook County, Illinois.

We do not have any consulting parties to recommend beyond those whom you already have invited.

We will be glad to comment on the anticipated historic property report and report of the archaeological investigation, once the
INDOT Cultural Resources Office has approved your distribution of those reports to us.

For more information about the reports that we will need to review, you can find INDOT's Indiana Cultural Resources
August 5, 2004, are at www.achp.gov, and the Minor Projects PA is at www.in.gov/indot/files/Minor_Projects_PA__signed__with_updated_Appendix_A_and_B.pdf

If you have questions about archaeological issues, please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov.
Questions about buildings or structures should be directed to John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. In all future
correspondence regarding this project, please refer to DHPA No. 14341.

Very truly yours,

Ron McAhrton
Deputy Director
Indiana Department of Natural Resources

RM:JLC:jlc

emc: Patrick Carpenter, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Jason Miles, JD, American Structurepoint, Inc.
April 10, 2013

State Historic Preservation Officer
Attn: John Carr
Indiana Department of Natural Resources
Division of Historic Preservation and Archaeology
402 West Washington Street, W274
Indianapolis, Indiana 46204

Re: Chicago Street Widening and Reconstruction
South Brainard Avenue to White Oak Avenue
Hammond, Lake County, Indiana
Des. No. 1297017
DHPA No. 14341
American Structurepoint No. 2011.00320

Dear Mr. Carr:

The City of Hammond, located in Lake County, Indiana, is developing a federal-aid project to reconstruct and widen Chicago Street (formerly known as State Route (SR) 312) through Hammond from South Brainard Avenue, on the Indiana border with Illinois, to White Oak Avenue, at the eastern limits of the city of Hammond. The entire length of the proposed project is approximately 2.1 miles. SR 312 coincides with three separate streets as it traverses the project study area, including Gostlin Street, Sheffield Avenue, and Chicago Street. The project limits, from west to east, begin at the intersection of Gostlin Street (SR 312) and South Brainard Avenue, and continue east along Gostlin Street to the intersection of Gostlin Street and Sheffield Avenue where the project study area continues south along Sheffield Avenue to the intersection of Sheffield Avenue and Chicago Street. At this intersection the project study area turns east along Chicago Street to the study area’s eastern terminus at the intersection of Chicago Street and White Oak Avenue.

A Historic Property Report: Chicago Street Widening and Reconstruction, Des. No. 1297017, North Township, Lake County, Indiana has been prepared by Weintraut & Associates for the proposed project corridor (March 2013). This report was submitted to the Indiana Department of Transportation, Environmental Services, Cultural Resources Office (INDOT-ES/CRO) for review. INDOT-ES/CRO approved this report for release to Consulting Parties on April 8, 2013. A copy of this report including Stage 1 Preliminary Plans is included for your review and comment.
One property, Polish Army Veterans' Post No. 40 located at 241 Gostlin Street, was recommended as eligible for inclusion on the National Register of Historic Places under Criterion A for its association with the ethnic and military heritage of the Hammond Polish community.

You are asked to review this information and provide any comments you may have relative to anticipated impacts of the project on areas in which you have jurisdiction or special expertise. To facilitate the development of this project, you are asked to reply within 30 days of receipt of this letter. If no response is received by that date, it will be assumed you have no comments at the present time. Your timely cooperation in the development of this project will be appreciated. Please contact me at (317) 547-5580 or by email at jmiles@structurepoint.com if there are any questions or if additional information is needed.

Very truly yours,
American Structurepoint, Inc.

Jason T. Miles, JD
Environmental Scientist

JTM: jah

Enclosures

cc:    Glen Campbell, American Structurepoint
       City of Hammond Engineering Department, Stan Dostatni, City Engineer (Enclosure)
       Patrick Carpenter, INDOT-ES/CRO
       Travis Mast, INDOT LaPorte District
       Linda Weintraut, Weintraut & Associates
       State Historic Preservation Officer (Enclosure)
       Don Novak, City of Hammond Zoning (Enclosure)
       Brian Poland, Hammond Historic Preservation Commission (Enclosure)
       Tiffany Tolbert, Indiana Landmarks (Enclosure)
May 7, 2013

Fidel and Maria Elena Salina
1332 18th Place
Chicago, Illinois 60608

Re: Chicago Street Widening and Reconstruction
South Brainard Avenue to White Oak Avenue
Hammond, Lake County, Indiana
Des. No. 1297017
DHPA No. 14341
American Structurepoint No. 201100320

Dear Mr. and Mrs. Salina:

The City of Hammond, located in Lake County, Indiana, is developing a federal-aid project to reconstruct and widen Chicago Street (formerly known as State Route (SR) 312) through Hammond from South Brainard Avenue, on the Indiana border with Illinois, to White Oak Avenue, at the eastern limits of the city of Hammond. The entire length of the proposed project is approximately 2.1 miles. SR 312 coincides with three separate streets as it traverses the project study area, including Gostlin Street, Sheffield Avenue, and Chicago Street. The project limits, from west to east, begin at the intersection of Gostlin Street (SR 312) and South Brainard Avenue, and continue east along Gostlin Street to the intersection of Gostlin Street and Sheffield Avenue, where the project study area continues south along Sheffield Avenue to the intersection of Sheffield Avenue and Chicago Street. At this intersection the project study area turns east along Chicago Street to the study area’s eastern terminus at the intersection of Chicago Street and White Oak Avenue.

A Historic Property Report: Chicago Street Widening and Reconstruction, Des. No. 1297017, North Township, Lake County, Indiana has been prepared by Weintraut & Associates for the proposed project corridor (March 2013). This report was submitted to the Indiana Department of Transportation, Environmental Services, Cultural Resources Office (INDOT-ES/CRO) for review. INDOT-ES/CRO approved this report for release to Consulting Parties on April 8, 2013. A copy of this report including Stage 1 Preliminary Plans is included for your review and comment. Please note that the plans included in this report are preliminary and may change as the project progresses.
State Historic Preservation Officer  
May 9, 2013  
Page 2

One property, Polish Army Veterans’ Post No. 40, located at 241 Gostlin Street, was recommended as eligible for inclusion on the National Register of Historic Places under Criterion A for its association with the ethnic and military heritage of the Hammond Polish community. As the owner of the property, you are invited to be a consulting party.

You are asked to review this information and provide any comments you may have relative to anticipated impacts of the project on areas in which you have jurisdiction or special expertise. To facilitate the development of this project, you are asked to reply within 30 days of receipt of this letter. If no response is received by that date, it will be assumed you have no comments at the present time. Please contact me at (317) 547-5580 or by email at GoChicagoStreet@structurepoint.com if there are any questions or if additional information is needed. Additionally, please visit GoChicagoStreet.com for additional information regarding the proposed project.

Very truly yours,
American Structurepoint, Inc.

Christine Meador  
Environmental Scientist

CAM:alo

Enclosures

cc: Glen Campbell, American Structurepoint  
    City of Hammond Engineering Department, Stan Dostatni, City Engineer (Enclosure)  
    Patrick Carpenter, INDOT-ES/CRO  
    Travis Mast, INDOT LaPorte District  
    Linda Weintraut, Weintraut & Associates
Des No 1297017, Chicago Street Widening & Reconstruction--Polish Army
Veterans' Post No 40

1 message

Carr, John <JCarr@dnr.in.gov> Tue, May 7, 2013 at 3:18 PM
To: JMiles@structurepoint.com, linda@weintrautinc.com, Kelly@weintrautinc.com, bethany w
<bethany@weintrautinc.com>
Cc: "Tharp, Wade" <WTharp1@dnr.in.gov>, "Carpenter, Patrick A" <PACarpenter@indot.in.gov>, "Miller, Shaun (INDOT)" <smiller@indot.in.gov>

Anyone or all,

As I've been reviewing the HPR for this project, several questions about the Polish Army Veterans’ Post No. 40 (089-338-40030) and the project’s relationship to that building have occurred to me and to Frank Hurdis, whose advice I sought:

· Aside from PAVA's use of the Post No. 40 building, did the research the historians conducted in preparing the HPR indicate that the building was important in local popular culture? In other words, was it used as a meeting place by members of Hammond's Polish community in general—a place that would have been considered important to a larger group than the just the PAVA members?

· I read on p. 18 that the building apparently began to be used for meetings of PAVA in 1948 and that PAVA met there as late as 1996. The boarding up of some of the windows is probably hard to date, but what's your best guess as to when the glass blocks apparently replaced window panes?

· Am I correct in assuming that the historians did not have access to the interior of the Post No. 40 building and otherwise did not obtain any information about its interior features and condition, such that nothing is known about its interior integrity?

· What will happen to Gostlin St. immediately in front of the former Post No. 40 building? If I'm reading Zoom-in Map 1 in the HPR correctly, that part of Gostlin will be cut off from the roundabout that will replace the existing Gostlin-Sheffield intersection, and it appears that coming from west of Post No. 40, Gostlin will curve northward into Wabash Ave. After this project is finished, will there still be vehicular access to the short stretch of Gostlin in front of Post No. 40 (e.g., from where Gostlin will curve into Wabash), or will the only vehicular access directly to the building be from the north, via the alley? If access will be only from that north-south alley, would vehicles be able to reach the front of Post No. 40, or will even that part of Gostlin be removed? I realize that I'm getting into effects here, but how closely we scrutinize the proposed determination of individual National Register eligibility might depend on the ways and degree in which Post No. 40 is might be affected.

John L. Carr
Team Leader for Historic Structures Review
Division of Historic Preservation and Archaeology
Indiana Department of Natural Resources
402 W. Washington St., Room W274
Indianapolis, IN 46204
Ph. No.: 317-233-1949  Fax No.: 317-232-0693
Question: Aside from PAVA's use of the Post No. 40 building, did the research the historians conducted in preparing the HPR indicate that the building was important in local popular culture? In other words, was it used as a meeting place by members of Hammond’s Polish community in general—a place that would have been considered important to a larger group than the just the PAVA members?

Response: The historians’ research was directed at finding a symbolic link between this resource and a particular ethnic community. Research from city directories, in combination with Sanborn map research of the neighborhood and U.S. census records, did suggest an association with the Polish community as a neighborhood grocery store from at least the 1920s through the 1930s based on the owner surnames or birthplaces. Sanborn mapping from 1915 shows the APE is primarily working-class residences with a small number of commercial buildings (mostly located on Sheffield Avenue). As a community structure (first a local grocery and later as the PAVA Post No. 40), the historians believe the building symbolizes the Polish presence in a working-class community that has few resources with integrity. Initially, the owner/operator of the grocery occupied the same building; though by 1923 the grocers listed different residences.

Historians did not specifically research the property’s connection to “popular culture” in the academic sense of an association with written materials, performances, and other ephemera associated with “mass” or “low brow” culture of the early twentieth century. Historians did not find any indication of a popular culture association with the building but were not looking for that, either, in conducting research.

Question: I read on p. 18 that the building apparently began to be used for meetings of PAVA in 1948 and that PAVA met there as late as 1996. The boarding up of some of the windows is probably hard to date, but what’s your best guess as to when the glass blocks apparently replaced window panes?

Response: Historians estimate the glass block was installed sometime between the 1930s to 1950s. This estimate is based on two factors: (1.) A spike in residential home construction in the APE from c. 1930 to c. 1950 characterized in part by the use of glass block as a decorative detail and (2.) The possible addition of the glass block when PAVA occupied the building in 1948.
Question: Am I correct in assuming that the historians did not have access to the interior of the Post No. 40 building and otherwise did not obtain any information about its interior features and condition, such that nothing is known about its interior integrity?

Response: That is correct. The building was not accessible at the time historians surveyed the APE. In conducting research for the building, historians eventually contacted the wife of a local council person who confirmed her husband had knowledge of the building's use as the PAVA building. Further attempts to reach the city council person were not successful. In addition, historians attempted to contact representatives of the PAVA for information on the site; those attempts were also unsuccessful.

Question: What will happen to Gostlin St. immediately in front of the former Post No. 40 building? If I'm reading Zoom-in Map 1 in the HPR correctly, that part of Gostlin will be cut off from the roundabout that will replace the existing Gostlin-Sheffield intersection, and it appears that coming from west of Post No. 40, Gostlin will curve northward into Wabash Ave. After this project is finished, will there still be vehicular access to the short stretch of Gostlin in front of Post No. 40 (e.g., from where Gostlin will curve into Wabash), or will the only vehicular access directly to the building be from the north, via the alley? If access will be only from that north-south alley, would vehicles be able to reach the front of Post No. 40, or will even that part of Gostlin be removed? I realize that I'm getting into effects here, but how closely we scrutinize the proposed determination of individual National Register eligibility might depend on the ways and degree in which Post No. 40 is might be affected.

Response: American Structurepoint is currently evaluating different alternatives for the proposed project and therefore do not know exactly what will occur in the area of the Post No. 40 Building. The preferred alternative that was included in the HPR does cut off access in front of the building. Structurepoint has not completed any design yet on what will happen to the old roadway but it will not be open to through traffic. It maybe a parking lot, greenspace, or combination that reflects the old roadway. Structurepoint is open to suggestions. Please be aware that Structurepoint has not selected the preferred alternative as the definitive alternative to move forward as this alternative impacts the most residential properties and environmental justice populations. Other alternatives that do not impact as many residential properties impact the front of the Post No. 40 Building.

An alternative analysis is included with these responses for information and review. This document was just released yesterday to the public.

If the SHPO office has any further questions regarding the project design, please contact Christine Meador at: cmeador@structurepoint.com or 317-547-5580. Also, American Structurepoint has established a website for this project at http://gochicagostreet.com/.

On Tue, May 7, 2013 at 3:18 PM, Carr, John <JCarr@dnr.in.gov> wrote:

Anyone or all,

As I've been reviewing the HPR for this project, several questions about the Polish Army Veterans' Post No. 40 (089-338-40030) and the project's relationship to that building have occurred to me and to Frank Hurdis, whose advice I sought:

Aside from PAVA's use of the Post No. 40 building, did the research the historians conducted in preparing the HPR indicate that the building was important in local popular culture? In other words, was it used as a meeting place by members of Hammond's Polish community in general—a place that would have been considered important to a larger group than the just the PAVA members?
I read on p. 18 that the building apparently began to be used for meetings of PAVA in 1948 and that PAVA met there as late as 1996. The boarding up of some of the windows is probably hard to date, but what's your best guess as to when the glass blocks apparently replaced window panes?

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John L. Carr
Team Leader for Historic Structures Review
Division of Historic Preservation and Archaeology
Indiana Department of Natural Resources
402 W. Washington St., Room W274
Indianapolis, IN 46204
Ph. No.: 317-233-1949 Fax No.: 317-232-0693

Linda Weintraut, Ph.D.
Weintraut & Associates, Inc.
PO Box 5034
4649 Northwestern Drive
Zionsville, Indiana 46077
317.733.9770 ext. 310

www.weintrautinc.com
May 8, 2013

Jason T. Miles, JD
Environmental Scientist
American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis, IN 46256-3957

RE: Chicago Street Widening and Reconstruction
South Brainard to White Oak Avenue
Hammond, Lake County, IN
Des. No. 1297017
DHPA No. 14341
American Structurepoint No. 2011.00320

Dear Mr. Miles

On behalf of the Hammond Historic Preservation Commission, I wish to respond to your correspondence of April 10, 2013 regarding the above referenced project.

The Hammond Historic Preservation Commission concurs with the recommendation that the Polish Army Veterans’ Post No. 40 building at 241 Gostlin Street is eligible for inclusion on the National Register of Historic Places. The HPC does have a concern about the street design in front of this building. It appears from the proposed design that the current Gostlin Street in front of the building is being curbed at Wabash Avenue. This appears to eliminate street access to the building, the adjacent residential structure, and the alley. Eliminating the local street access to these properties would negatively affect their viability and negative affect access to city services in the alley. It is suggested that local street access is maintained up to the alley.

The HPC does not concur with the recommendation regarding the NIPSCO substation at 4533 Hanover Street and believes the eligibility of this building is worthy of further consideration. However it appears that the street project would not adversely affect this building.

Contrary to the sources quoted on page 6, the Town of Hammond was incorporated on December 3, 1883. The City of Hammond was incorporated on April 21, 1884. The City of Hammond was not named after George Hammond. It was named after Thomas Hammond, George’s brother. George Hammond was quoted as saying that “Hammond would never be a permanent town” and was strongly opposed to the incorporation.
efforts. The source of this is the "Hammond, Indiana's American Bicentennial Yearbook" p.50. The misinformation of who Hammond was named after is a serious local issue.

On behalf of the Hammond Historic Preservation Commission, this opportunity to comment on this project is greatly appreciated.

Very truly yours,

[Signature]

Brian L. Poland, AICP
Director of City Planning

Cc: HPC files
May 13, 2013

Jason T. Miles, JD
Environmental Scientist
American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis, Indiana 46256-3957

Federal Agency: Federal Highway Administration ("FHWA")

Re: Historic property report (Molloy and Natali, 3/2013) for the Chicago Street Widening and Reconstruction, South Brainard Avenue to White Oak Avenue, Hammond, Lake County (Des. No. 1297017; American Structurepoint No. 2011.00320; DHPA No. 14341)

Dear Mr. Miles:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the “Programmatic Agreement 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 staff of the Indiana State Historic Preservation Officer has reviewed the historic property report ("HPR") received with your cover letter dated April 10, 2013, and received on April 12, as well as e-mail messages from Dr. Linda Weinraut of Weinraut & Associates on May 8 and from Christine Meador of your firm on May 9, pertaining to the aforementioned project within the City of Hammond in Lake County, Indiana.

We accept the area of potential effects ("APE") as it is described and depicted in the HPR, for the project as it has been described in your letter and in the HPR.

While we appreciate the effort that has been made to identify and evaluate the National Register of Historic Places Criterion A significance of the Polish Army Veterans’ Post No. 40 at 241 Gostlin Street (Indiana Historic Sites and Structures Inventory No. 089-338-40030), we do not believe that the information presented to us to date makes a strong enough case for Criterion A significance to merit National Register eligibility. Although the building evidently held some significance to the Polish community in Hammond, both while it served as a grocery store and while it was used by the veterans’ organization as a meeting hall, we are not sure that it is appropriate to view the significance of those two uses cumulatively. Furthermore, at this point, we do not know whether the interior of the building has an appropriate level of integrity to support a case for its eligibility as either a grocery or a meeting hall, even if a stronger case for its significance could be made.

We agree with the evaluation of the HPR that no other buildings or structures that were identified within the APE appear to be individually eligible for inclusion in the National Register. Furthermore, it does not appear that any National Register-eligible districts extend into the APE.

The comments above pertain only to historic buildings or structures, because no information was provided about archaeological resources.

If you have questions about buildings or structures, please contact John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. Questions about archaeological issues should be directed to Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. In all future correspondence about the Chicago Street Widening and Reconstruction, please continue to refer to DHPA No. 14341.
Until further notice, please address all written, Section 106 correspondence intended for the Indiana SHPO staff to Chad W. Slider, Assistant Director for Environmental Review, Division of Historic Preservation and Archaeology, 402 West Washington, Room W274, Indianapolis, Indiana 46204.

Very truly yours,

Chad W. Slider
Interim Deputy Director
Indiana Department of Natural Resources

cc: Joyce Newland, Federal Highway Administration, Indiana Division
    Patrick Carpenter, Indiana Department of Transportation
    Shaun Miller, Indiana Department of Transportation
    Melany Prather, Indiana Department of Transportation
    Jason Miles, JD, American Structurepoint, Inc.
    Christine Meador, American Structurepoint, Inc.