



PROJECT OF THE YEAR AWARD NOMINATION

FEBRUARY 2, 2026



City of Greensburg

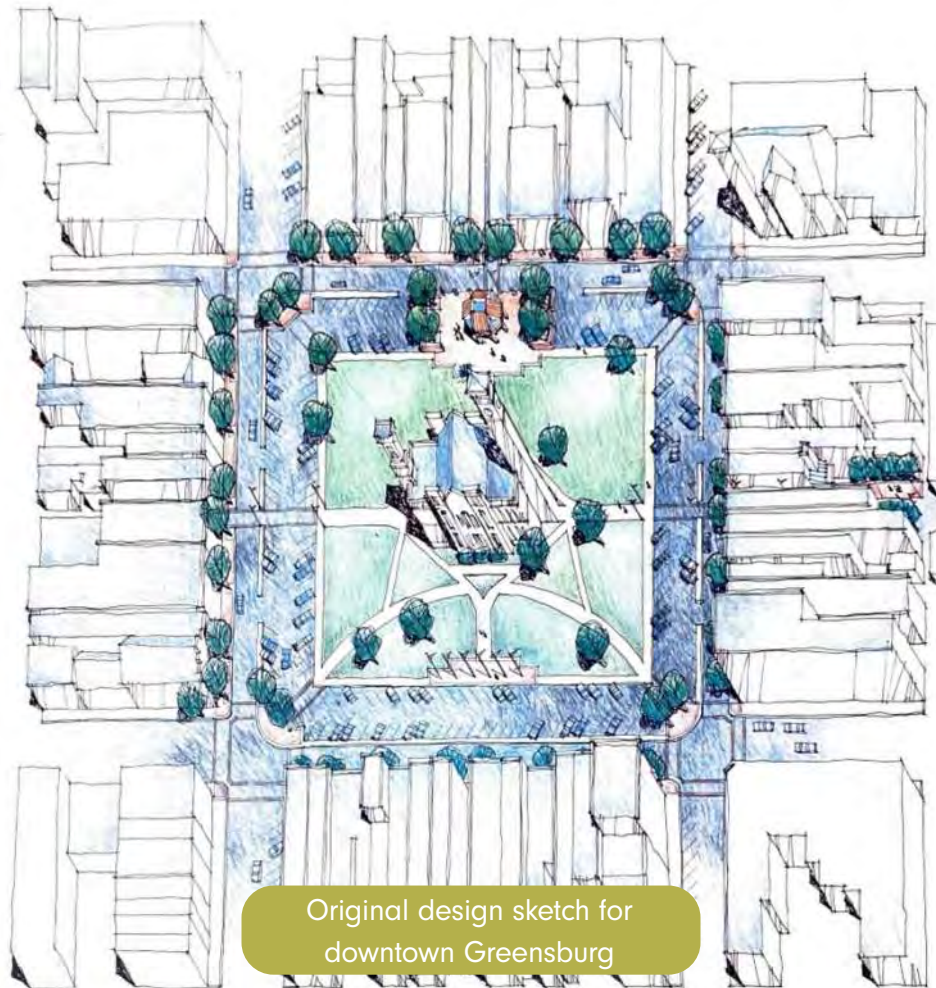
Downtown Square Infrastructure Revitalization Project

Award the Project is being Nominated for: Project of the Year Award (Less than \$5 Million)

Date of Project Completion: November 1, 2025

Name of Indiana Municipality, Design Consultant, Contractor: City of Greensburg, HWC Engineering, Globe Asphalt, Schutte Excavating, O'Mara Contractors

Name of the Nominating Individual and Their Affiliation: Zach Wirrig, Director of Public Projects, City of Greensburg, zwirrig@greensburg.in.gov, 812-663-3344



INTRODUCTION

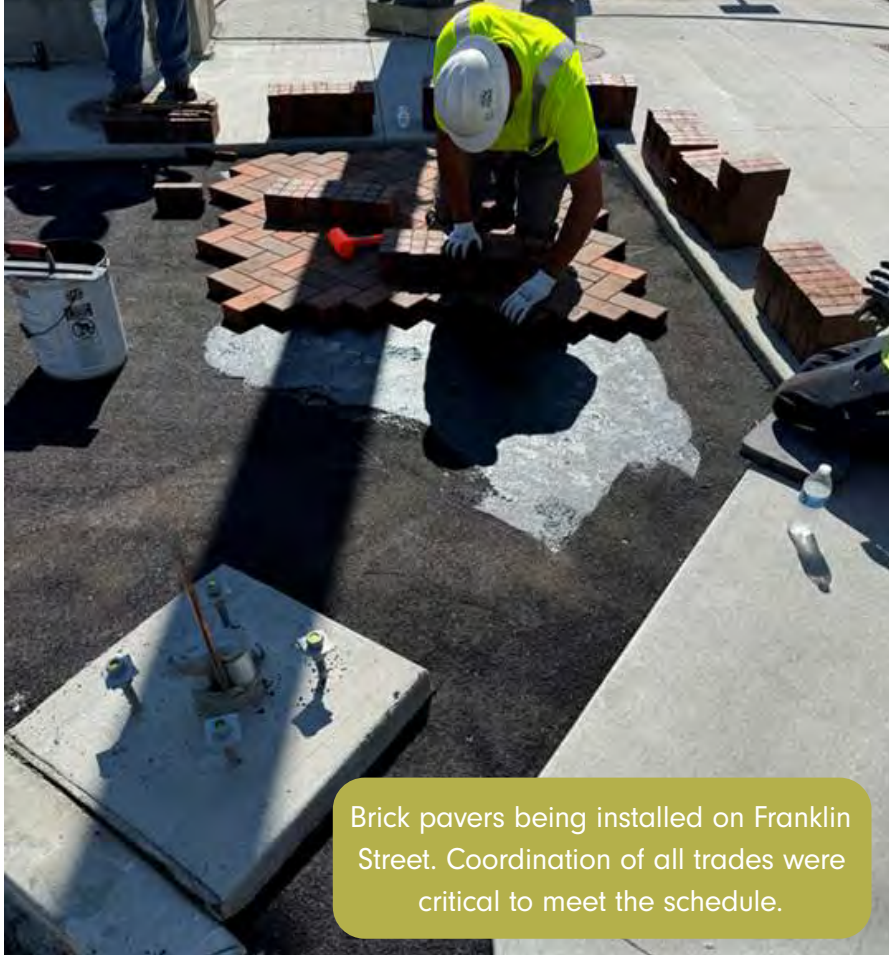
The downtown square infrastructure revitalization project in Greensburg, Indiana has been a long-time goal of many administrations dating as far back as the early 1990s. There are countless renderings and proposals for the project that were never able to come to life. In 2012, the first of these projects was completed on North Broadway Street, which is located on the west side of the downtown square. The south side, which runs along Main Street, was completed in 2018 in cooperation with the Indiana Department of Transportation (INDOT). In 2020, under the direction of Mayor Joshua Marsh, HWC Engineering was hired to design the final two sides of the square: Franklin Street to the east and Washington Street to the north. Mayor Marsh wanted to see the downtown reach its fullest potential and be a site where people wanted to travel to experience. The famous Courthouse Tree was already attracting visitors to Decatur County, but without an exciting and picturesque downtown, visitors had no reason to stay and enjoy all of the offerings of Greensburg's unique downtown merchants.

HWC used the elements of the first two projects and input from the public to create the eye-catching masterpiece downtown streetscape that we have today. The entire downtown was designed for appearance; however, just as much thought and care was put into the subsurface infrastructure and incorporated into the streetscape project. New drainage was added to move water away from the street, as well as the sidewalks. All sidewalks were brought up to ADA compliance, and building entrances that could be ADA compliant were made compliant. Safety was also a key part of the design to make sure people driving, parking, and walking were all able to do so safely.

The east side of the square was completed in 2024 as phase one of the project, and the north side was substantially completed in 2025 to close out the final downtown construction that spanned over 13 years. Each of the final phases were let as part of INDOT's Community Crossings Matching Grant (CCMG) program for Local Public Agencies (LPAs).



Schutte using a curb machine for slipping curb on Washington Street

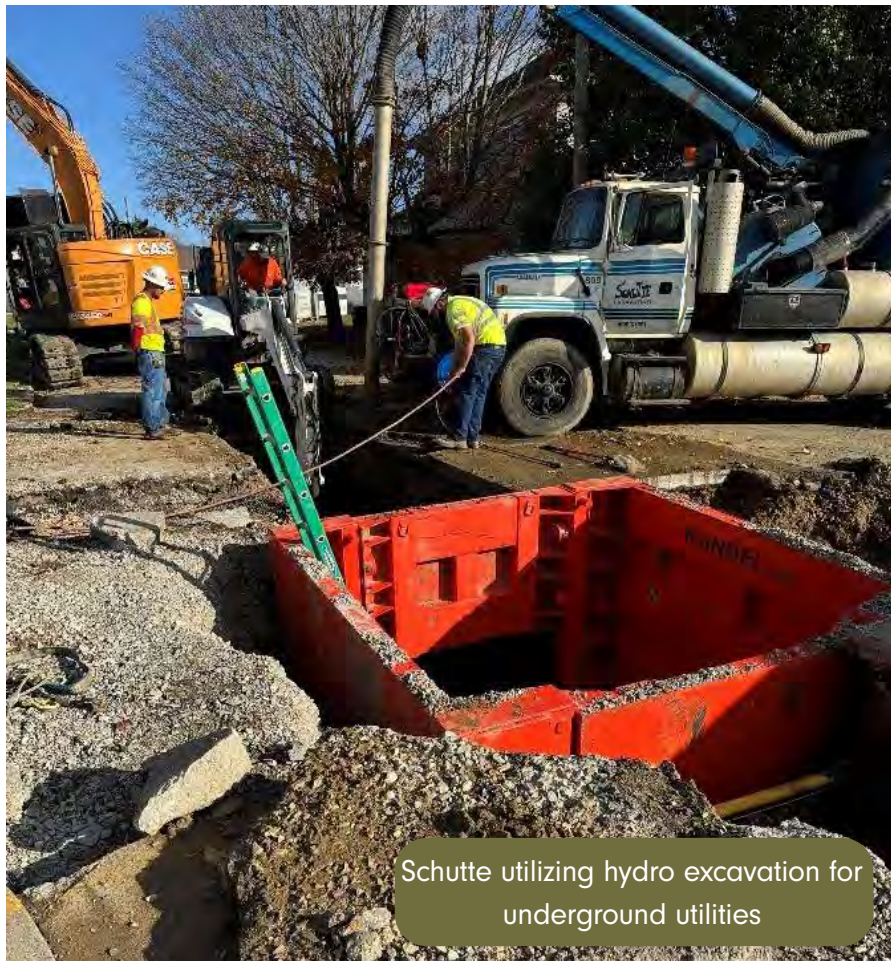


Brick pavers being installed on Franklin Street. Coordination of all trades were critical to meet the schedule.

1. CONSTRUCTION MANAGEMENT PRACTICES

Contracts for the projects were administered under INDOT standards and specifications. They were awarded to two different general contractors: Phase 1 to Globe Asphalt and Phase 2 to Schutte Excavating. Schutte Excavating was also subcontracted for work on Phase 1 under Globe Asphalt. Schutte used the latest in survey and layout technologies for pipe installation and flatwork layout, as well as setting the finish grade for asphalt. Their foremen completed daily logs of all work completed on site to track quantities and completed tasks, which were then made available to the City with the as-builts at the end of the projects. These will be used by the City long term for any repair work or reconstruction projects in the future.

Phase 1 was less impactful to the public as it was all in one block with no changing traffic patterns. Phase 2 was let in July of 2024 with a hard substantial completion deadline of September 1, 2025 to be completed for the annual Tree City Fall festival, which is held on the downtown square. Schutte Excavating and the City held monthly progress meetings for Phase 2 to address the construction schedule, RFIs, and public communication throughout the project. Schutte Excavating was successful in saving money on the project through value engineering. Because they were able to evaluate existing drainage, wastewater, and water utilities that are owned by the City, savings could be passed on to other portions of the project.



Schutte utilizing hydro excavation for underground utilities



Utilized portable fence panels to safely restrict access to the work zone, while still keeping businesses operational

2. SAFETY

The biggest part of every public road project is safety: safety of the workers, safety of the motorized traveling public, and for this project, the safety of the pedestrians walking by the site. Safety was always at the forefront of every conversation that was had regarding the project. All contractors took their safety seriously by wearing the proper personal protective equipment (PPE), as well as ensuring proper safety techniques were followed in regard to construction equipment and underground trench safety.

Construction in a downtown urban environment has two very important safety considerations that are not as common on other projects: subsurface utilities and walking pedestrians. Underground utilities are common, but they are much denser and located in older parts of cities where there may be unknown, abandoned, and unmarked utilities. In both phases, Schutte Excavating installed new water and stormwater infrastructure. Therefore, extensive utility coordination was required. They made sure to always have up-to-date locates, called into 811, and worked closely with locators and local utility contacts to ensure they did not damage any utilities. Their team went above and beyond to prevent any potential conflicts with the hydro excavation equipment and were able to complete the project without utility strikes. The second serious safety concern was the traveling public, both motorized and non-motorized. The first step was to make sure all proper signage for road and sidewalk closures were in place, as well as marked detour routes. This project also went past a school and affected bus routes. The safety of the children getting to and from school was always a top priority during the project.



Worked with businesses to keep them open and make people aware during construction



Communication with the neighboring school was essential for safety and access

3. COMMUNITY RELATIONS

This project has kept community relations at the center of focus since day one. Not only is one goal of the project to bring an enjoyable downtown environment to the citizens of Decatur County, but the public was invited to share their input into the design elements. HWC held a public forum where residents were invited to give opinions on what types of construction materials they wanted incorporated into the streetscape, as well as what furnishings they would like to see downtown.

During construction, the City utilized social media to keep citizens and businesses updated on the progress and upcoming schedules. The City worked closely with Main Street Greensburg to coordinate construction activities with downtown business owners to keep impacts to their business as minimal as possible. The crews from Schutte Excavating were able to talk to each business owner directly and coordinate sidewalk work in front of their businesses to coincide with days they were closed. Their crews consistently went above and beyond to work with downtown owners.

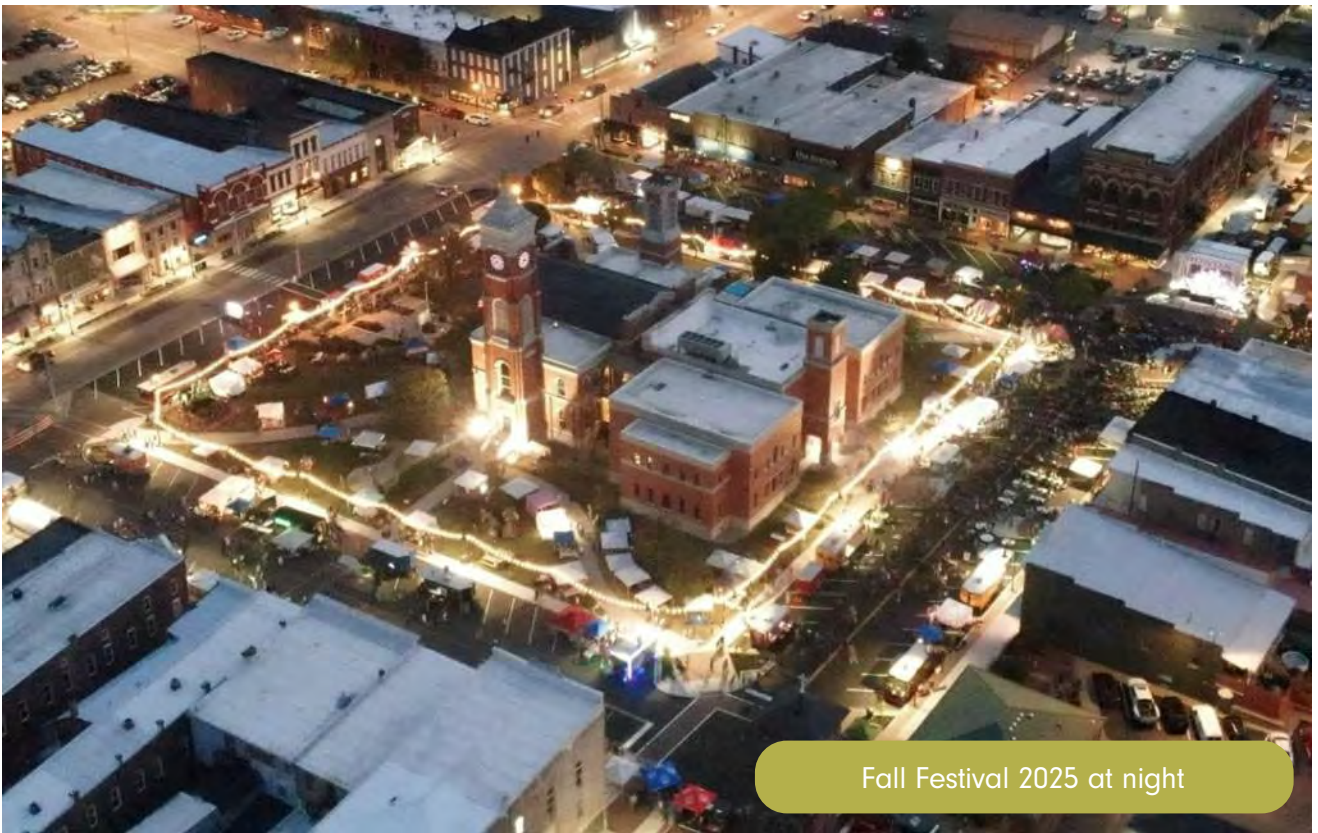
Allison Beck, Executive Director of Main Street Greensburg, supplied the following quote: “The Washington and Franklin Street streetscape project has had a tremendous impact on our downtown district, strengthening economic vitality, improving public safety, and enhancing overall accessibility. New curb extensions have increased pedestrian visibility, making our already walkable downtown even safer for residents and visitors alike. Main Street Greensburg has long worked toward creating a more accessible district, not only to ensure inclusivity but also to generate additional visits from individuals who previously faced barriers to accessing our historic storefronts. As a result of this project, 21 storefronts now feature ADA-accessible slopes, unlocking new potential for increased pedestrian traffic and customer engagement in these spaces.

Public investment in infrastructure has also sparked substantial private reinvestment. We have seen nine downtown façade improvements and second-floor activations directly following these streetscape enhancements. The project has further improved the planning and functionality of local events held in the heart of our City. The City of Greensburg went above and beyond during the planning process by inviting local event organizers to assess potential impacts and help address logistical obstacles in advance.

In addition, the installation of Electric Vehicle (EV) charging stations has positioned downtown Greensburg to attract a growing segment of travelers. The City strategically installed two Level 2 EV chargers within the district to encourage EV motorists to spend time—and dollars—at nearby coffee shops, restaurants, and retail businesses. Together, these efforts demonstrate a thoughtful, community-centered approach to downtown revitalization.”



Pouring sidewalk against historic buildings on Franklin Street



Fall Festival 2025 at night

4. ENVIRONMENT

The Downtown Streetscape project involved multiple environmental elements. The first and foremost element were the historic buildings that abutted the project and the proper design and planning to make sure there was no damage to said buildings. As part of HWC's design due diligence, their team went through each building along the project to check for basements or underground structures that would be impacted by the project. Coal chutes are a common feature of historic buildings and could be long covered by newer sidewalks.

This project focused primarily on improving the streetscape, but the City also made sure to address stormwater issues that were a common topic for residents of the area. Historically, one intersection along the project was known to flood often and cause issues for drivers and property owners. As part of HWC's design phase, they conducted a stormwater study to review the whole project, as well as the downstream flow of the current stormwater system to make sure it was capable of capturing additional water. These improvements to the stormwater collection have made a significant impact on the community.

Another element of the design was to increase electric connections for downtown festivals and events. HWC was able to add enough electric power so that food trailers and vendors would have electric service without having to run noisy and fuel burning generators during downtown events. This not only helps the environment through fuel saving, but helps the noise pollution and gives the community an asset that will be used for many years to come.



Underground passageway on Franklin Street



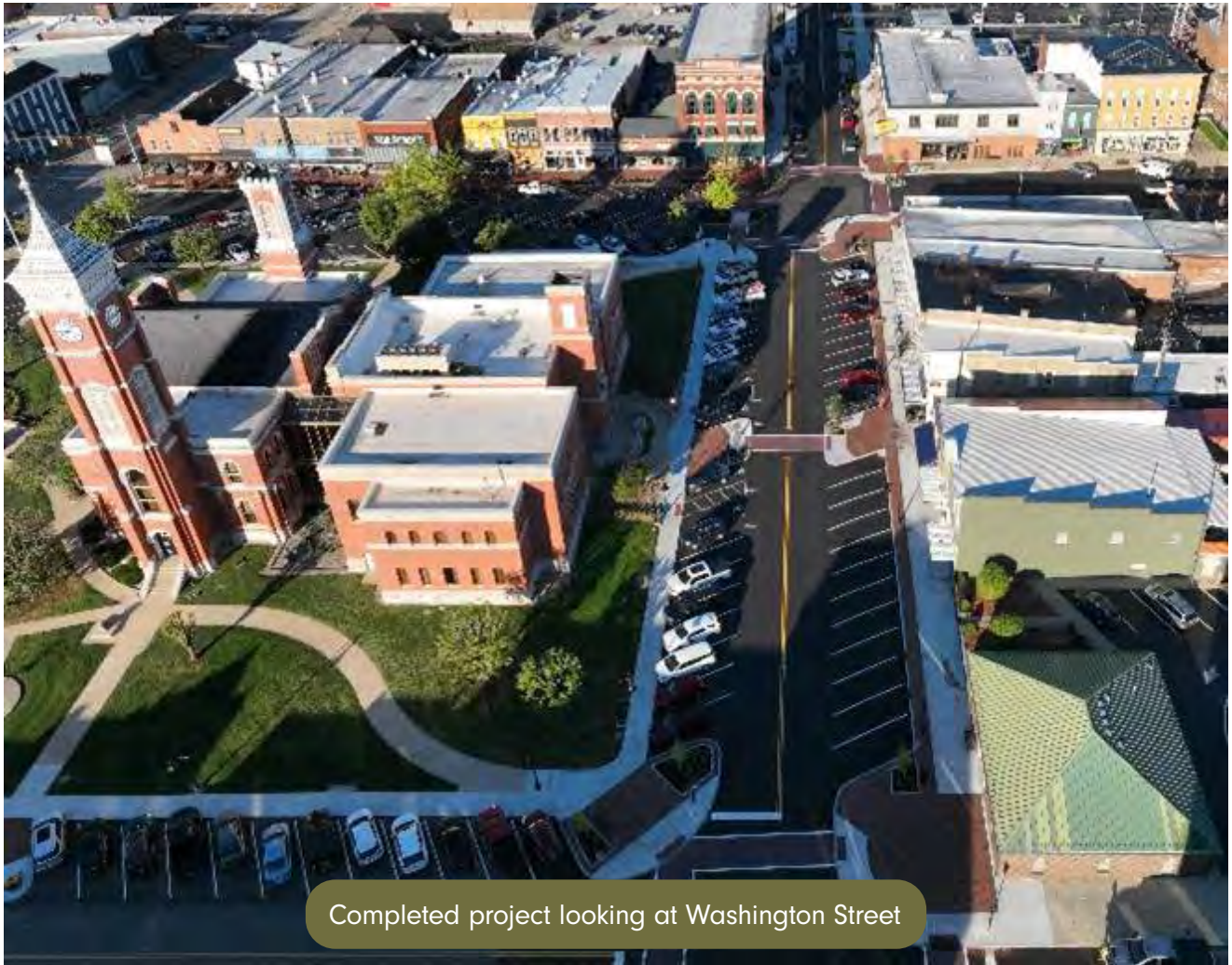
Old wooden water main found in a cistern under Washington Street

5. ADVERSE CONDITIONS

As mentioned in previous sections above, historic downtown areas offer a different set of challenges than many other projects. There were expectations of aging infrastructure within the project, but when Schutte Excavating started laying new stormwater systems, it was quickly uncovered that utilities would need to be improved while the work was being done and could not wait. With proper planning and a good team, we were able to work through utility conflicts and improve the overall function of the stormwater and wastewater systems.

Schutte Excavating also unearthed two of the unknown number of cisterns that were installed around the Courthouse for fire protection when it was first built in 1827. One of the cisterns had been buried under asphalt and was not discovered until their crew started digging. Thankfully, with the efforts of a safety-aware crew, no injuries or damages were incurred. Another unique discovery was an old passageway believed to go between two downtown buildings. This was first discovered in phase 1 and then fully discovered in phase 2. It appeared it was not the first discovery of the passageway because only part of it was still opened and not filled.

Phase 2 of the project spanned over the winter, and in order to keep ahead of schedule, Schutte Excavating planned work on underground utilities and sidewalk during the winter. These came with environmental challenges from the weather. Their crews had to ensure fill material for the trenches were not frozen and that they were still meeting all compaction requirements. For a smaller general contractor, Schutte Excavating has more advanced equipment than most contractors. One of those pieces of equipment is a ground thaw heater that was implemented before and after multiple sidewalk concrete pours. The benefit of a ground thaw heater is to ensure the ground was not frozen before pouring concrete and to make sure the concrete cured correctly and did not freeze overnight after placement. This technology was crucial to keeping the project on schedule.



Completed project looking at Washington Street



Stormwater structure installed to tie in crucial infrastructure for the City's drainage

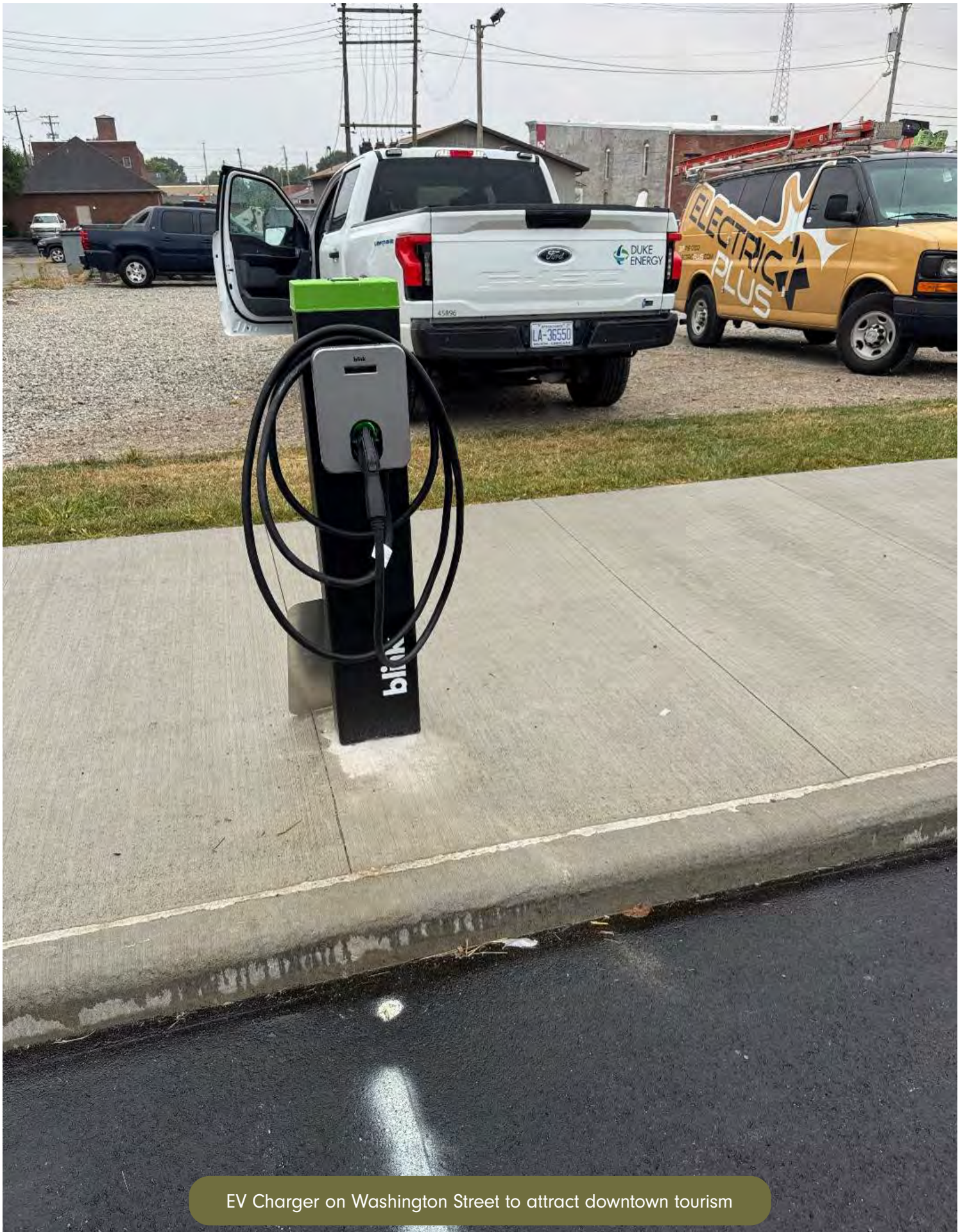
6. PUBLIC WORKS

The City utilized in-house inspection for the Downtown Streetscape project to help ensure quality control was held to our level of expectation, as well as being able to work closely with contractors throughout the project to ensure the City was getting the best value and continually evaluating progress. This led to improvements to the project throughout design and construction.

Schutte Excavating was able to utilize value engineering by reusing existing stormwater structures that were still in suitable condition, and in turn, replace some that needed to be replaced but had not been identified on the plans. They also identified areas that needed stormwater improvements and were able to offer cost saving proposals to fit them into the existing budget.

O'Mara Contractors placed all of the asphalt for Phase 2 of the project, which involved intricate work around curb bump outs, travel lanes, and drainage concerns around the downtown square. Quality control is a major focus of their work, so much so that they were awarded the 2025 Asphalt Pavement Association of Indiana Quality Pavement Award. They received this award due to their planning and implementation of delivering smooth and durable pavement.

The City was able to work closely with Schutte's electrical contractor, Majestic Electric, to ensure our vision for the downtown streetscape was brought to life. That vision was to be able to hold large events downtown without needing generators or additional infrastructure taking vital space for vendors and patrons. The City did not want large utility bollards in place taking away from the beauty of the project. This was done through installing much of the electrical infrastructure within the light poles themselves. Each pole houses two 120-volt plugs, a 50-amp RV plug in the base, and outlets at the top for holiday lighting decorations. The quality control of the electrical contractor was second to none. They even caught an oversight by the engineers who specified light poles that were not capable of supporting the desired luminaire and banners. Upon delivery of the poles, the contractor notified the City of their concern with the poles supplied, and it was verified that they were insufficient. This was remedied quickly by the engineer and ensured that the project would stay on track with limited disruption, despite a delayed light pole installation.



EV Charger on Washington Street to attract downtown tourism

7. ALTERNATIVE SOLUTIONS

The City of Greensburg took the opportunity of this project and the already large investment in the electric system to add a new feature and attraction to Downtown: Electric Vehicle (EV) chargers. The City understands the value of offering this service to EV owners and how it could drive traffic downtown, even if for a short visit to charge. These were installed with the hopes of people dining and shopping while waiting on their vehicles to charge. The City was able to work with Duke Energy to lease two EV chargers that can be accessed remotely and came with a service from Duke for any repairs or replacements that would be needed, resulting in a worry-free solution to implement new and ever-evolving technology for the City.

Funding for government projects is always a topic that is evaluated long before the project starts. The City was able to utilize multiple funding sources to design and build this project with very minimal investment from the City's general fund or effect on the tax payer. Through programs such as the Regional Economic Acceleration and Development Initiative (READI) and INDOT's CCMG, along with funds from American Rescue Plan Act (ARPA), the City was able to fund over 90% of the costs. This made the difference in getting the final two phases of a multi-decade project completed in two years. Without the creative funding strategy, it could have been another decade until this project was executed to the level that it is at today. This is a major downtown and amenity improvement that any Greensburg resident can be proud to show off to friends, family, and visitors for years to come.

ADDITIONAL PHOTOS



EXISTING



TREE GRATES Iron Age Designs



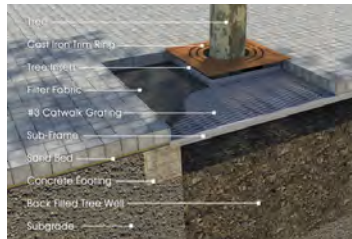
RAIN

TREE GRATES Urban Accessories



JAMISON

PAVER TREE GRATE Ironsmith



Section Cut



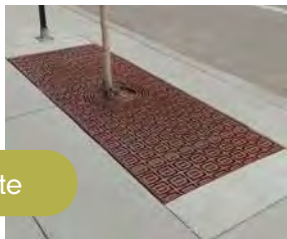
Example



EXPLORA



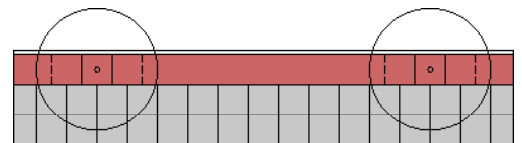
CASCADE



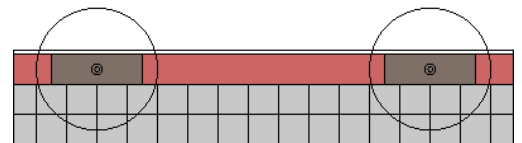
CARBOCHON



FAN



PAVER GRATE



TYPICAL TREE GRATE

Streetscape Tree Grate



Parking Exhibits

LIGHTING
Sternberg Lighting



PRODUCT: Libertyville Light
COLOR: Black
MATERIAL: Metal
DIMENSIONS:
Overall Height: 20'
SPECIFIC DETAILS
Banner Arms

BENCHES
Victory Stanley



PRODUCT: RB-28 Bench
FINISH: Powder Coated (Black)
MATERIAL: Recycled Solid Steel Bar
DIMENSIONS:
Overall Height: 31-1/4"
Seat Height: 17"
Overall Length: 72-1/2"
SPECIFIC DETAILS
Surface Mounted

TRASH RECEPTACLES
Landscape Forms



PRODUCT: Scarborough Receptacle
FINISH: Powder Coated (Black)
MATERIAL: Metal
DIMENSIONS:
Overall Height: 33"
Diameter: 25"
Capacity: 30lb
SPECIFIC DETAILS
Surface Mounted
Top Opening
Vertical Strap Side Panels






















BIKE RACKS
Landscape Forms



PRODUCT: Flo Bike Rack
FINISH: Powder Coated (Black)
MATERIAL: Stainless Steel Tubing
DIMENSIONS:
Overall Height: 32-1/2"
Overall Width: 25-1/2"
Overall Depth: 27-3/4"
Capacity: 3 Bikes
SPECIFIC DETAILS
Surface Mounted



HOW IMPORTANT ARE THE FOLLOWING ELEMENTS TO YOU?

| | | | | | | | |
|---|---|---|--|--|---|---|--|
|  | <p>VERY IMPORTANT</p>  | <p>SOMEWHAT IMPORTANT</p>  | <p>NOT IMPORTANT</p>  |  | <p>VERY IMPORTANT</p>  | <p>SOMEWHAT IMPORTANT</p>  | <p>NOT IMPORTANT</p>  |
| <p>LIGHTING</p> | | | | <p>BIKE RACKS</p> | | | |
|  |  |  |  |  |  |  |  |
| <p>PAVERS</p> | | | | <p>BENCHES</p> | | | |
|  |  |  |  |  |  |  |  |
| <p>DECORATIVE CROSSWALKS</p> | | | | <p>TRASH RECEPTACLES</p> | | | |