

Table of Contents

Appendix F

Section 5: 2003 Public Comments & Responses	F.5
Allen, Douglas, Public Hearing, June 30, 2003	1
Allete Automotive Services.....see Todd, Brad	495
Almost Home Boarding Kennel.....see Wyatt, Richard	519
Anderson, Robert, Webmail, July 27, 2003.....	2
Architura Corporation.....see Conly, Michael	85
Ashendel, Anita, Webmail, July 24, 2003.....	3
Automotive Finance Corporation.....see Todd, Brad	495
Baker, Anita, Email, June 23, 2003.....	4
Parsons Transportation Group response to Baker, Anita email, Email, July 8, 2003.....	5
Baker Hill Corporation.....see Hill, Mark E.	195
Baker Hill Corporation.....see Hill, Mark E.	196
Bales, Steve, Letter, August 1, 2003	7
Barkley, James.....see Simon, David.....	377
Barnes, Steve, Fax, July 1, 2003	8
Baxter, Rick, Public Hearing, June 30, 2003	10
Beach, Dan, Email, August 2, 2003.....	12
Bednar, David Jr., Webmail, July 15, 2003	13
Berby, Jane, Email, June 16, 2003.....	14
Parsons Transportation Group response to Berby, Jane email, Email, Date Unknown.....	15
Bergstrom, Richard, Webmail, July 25, 2003	16
Bernell, Alyn, Email, July 30, 2003	17
Bernell, Alyn, Email, July 30, 2003	18
Bond, James, Source Unknown, Date Unknown.....	19
Bond, Jim & Carole, Public Hearing, June 30, 2003	20
Bond, Jim & Carole, Email, June 14, 2003.....	21
Parsons Transportation Group response to Bond, Jim & Carole email, Email, Date Unknown	22

Bond, Jim, Webmail, June 19, 2003	23
Bond, Jim & Carole, Letter, June 19, 2003	24
Bond, Jim & Carole, Letter, June 19, 2003	25
Bonham, Carlene, Webmail, July 29, 2003	26
Bonham, Keith, Webmail, July 29, 2003	27
Bose McKinney & Evans, LLP.....see Nicely, Philip	283
Bose McKinney & Evans, LLP.....see Nicely, Philip	294
Brackman, Marcia, Webmail, July 23, 2003	28
Brainard, James, Public Hearing, June 30, 2003	29
Brainard, James, Letter, August 1, 2003	33
Briggs, Mari, Letter, July 10, 2003.....	48
Briggs, Mari, Public Hearing, June 30, 2003.....	49
Brita, Daniel, Webmail, July 24, 2003	50
Britvan, Jerrold, Fax, August 1, 2003	51
Britvan, Jerrold, Letter, August 1, 2003	53
Broerman, Keith, Webmail, July 29, 2003.....	55
Brown, Robert, Webmail, July 29, 2003.....	56
Bruick, Tracey, Webmail, June 12, 2003	57
Buckingham, C. Denise, Email, August 1, 2003	58
Burgess, Joe H., Letter, July 21, 2003.....	59
Burt, Jeff, Letter, July 31, 2003	60
Burt, Jeff, Letter, July 31, 2003	61
Butz, Barb, Email, June 30, 2003.....	62
Butz, Barb, Webmail, June 30, 2003	63
Butz, Barb, Email, July 8, 2003	64
Butz, Barb, Webmail, August 6, 2003	65
Calvin, Joel, Email, June 19, 2003.....	66
Parsons Transportation Group response to Calvin, Joel email, Email, Date Unknown	67
Calvin, Joel, Email, July 17, 2003.....	68
Calvin, Joel, Email, July 17, 2003.....	69
Calvin, Joel, Fax, July 29, 2003	70

Parsons Transportation Group response to Calvin, Joel email, Email Date Unknown	75
Carmel City Council.....see Carter, Ron	76
Carmel, City of.....see Brainard, James	29
Carmel, City of.....see Brainard, James	33
Carmel, City of.....see Hollibaugh, Mike	197
Carmel, City of.....see Hollibaugh, Mike	200
Carmel, City of.....see Hollibaugh, Mike	205
Carmel, City of.....see Hollibaugh, Mike	215
Carmel, City of.....see Hollibaugh, Mike	222
Carmel, City of.....see Hollibaugh, Mike	223
Carmel Clay Alternative Transportation Committee.....see Lillig, Laurence M. Jr.....	257
Carmel Street Tree Committee.....see Gettelfinger, Cheryl	164
Carmel Street Tree Committee.....see Levine, Theresa J.....	251
Carmel Street Tree Committee.....see Levine, Theresa J.....	252
Carter, Ronald E., Email, July 29, 2003.....	76
Chamberlain, Sheryl, Email, June 16, 2003	77
Chapman, Tom, Letter, July 28, 2003	78
Cheslyn, David A., Letter, May 30, 2003	79
INDOT response to Cheslyn, David A. letter, Letter, June 24, 2003	81
Circle Drive neighborhood.....see Esrael, Ann	123
Circle Drive neighborhood.....see Esrael, Ann	128
Cisco, Brad, Webmail, July 23, 2003	82 6
Clark, Constance, Letter, August 3, 2003.....	83
Clay Township of Hamilton County.....see Hagan, Judith F.	179
Cohen Garelick and Glazier.....see Glazier, Steven	167
Conklin, Philip L., Letter, August 3, 2003	84
Conly, Michael, Letter, August 1, 2003	85
Conseco, Inc.....see Shea, William J.	373
Cook, Andy, Webmail, July 22, 2003	86
Cool Creek Homeowners Association.....see Thomas, Ron	493
Cork, Jeffrey J., Letter, July 21, 2003.....	87

Crandall, Robert, In-Person, July 17, 2003	88
Creech, Bud	see Public Hearing Transcripts
Culpepper, William H., Letter, July 30, 2003	89
Culpepper, William H., Letter, July 30, 2003	90
Culy, Judi, Webmail, August 2, 2003	91
Currie, Dr. Robert, Webmail, July 3, 2003	93
Currie, Dr. Robert, Email, July 3, 2003	94
Dalton, Kelly, Webmail, August 12, 2003	95
Daniels, Calista, Email, July 2, 2003	97
Daniels, Steve, Webmail, June 30, 2003	98
Daubenspeck, Carol, Email, August 1, 2003	99
Degnan, Daniel, Webmail, August 4, 2003	100
Delaney, John, Webmail, August 4, 2003	102
Delaware Nation NAGPRA Office.....see Fair, Rhonda S.	134
Del Greco, Gloria, Webmail, August 2, 2003	103
Delta Faucet Company.....see Chapman, Tom.....	78
Delta Faucet Corporation.....see Britvan, Jerrold	51
Delta Faucet Corporation.....see Britvan, Jerrold	53
Delta Faucet Corporation.....see Conly, Michael	85
Dollase, Mark, Letter, July 31, 2003	104
Doxtater, Gary, Email, July 30,2003	111
Drayer, Roger, Webmail, August 2, 2003.....	112
Drayer, Roger, Email, August 2, 2003	113
Parsons Transportation Group response to Drayer, Roger email, Email, August 12, 2003.....	114
Drayer, Roger, In-Person, August 19, 2003.....	115
Dress, Kevin, Webmail, August 3, 2003	116
Duncan, Rusty, Letter, June 30, 2003	117
Duncan, Rusty, Letter, June 30, 2003	118
Edwards, Connie W., Email, July 1, 2003	120
Eli Lilly & Company.....see Calvin, Joel	66
Eli Lilly & Company.....see Calvin, Joel	69

Eli Lilly & Company.....see Calvin, Joel	70
Engle, Allison, Email, June 18, 2003	121
Parsons Transportation Group response to Engle, Allison email, Email, Date Unknown.....	122
Esrael, Ann, Fax, July 23, 2003	123
Esrael, Ann, Fax, July 23, 2003	128
Fair, Rhonda S., Letter, July 7, 2003	134
Farr Hills neighborhood.....see Parsons Transportation Group response to Baker, Anita.....	5
Faulkenberg, Dennis E., Letter, June 30, 2003	135
Fehn, Keith, Webmail, July 1, 2003	139
Fineis, Ken, Email, August 25, 2003	140
Fineis, Ken, Phone Call, August 26, 2003	141
Fineis, Ken, Email, August 27, 2003	143
Fineis, Ken, Phone Call, August 29, 2003	144
Fineis, Ken, In-Person, September 2, 2003	146
Fisher, Don, Webmail, August 4, 2003.....	149
Fleig, Ellen, Webmail, July 23, 2003	150
Folger, John D., Email, July 15, 2003	151
Foreman, David.....see Public Hearing Transcripts	
Fortner, Mary Kate, Email, July 11, 2003	152
Parsons Transportation Group response to Fortner, Mary Kate email, Email, July 11, 2003.....	153
Frank, Phillip B., Letter, July 29, 2003	154
Frank, Phillip B., Letter, July 29, 2003	155
Frazier, Greg, Email, August 16, 2003	156
Gall, William E., Webmail, July 2, 2003	157
Gardner, Donn, Letter, July 25, 2003	158
George, John, Webmail, July 1, 2003	162
Gettelfinger, Cheryl, Email, July 25, 2003	163
Gettelfinger, Cheryl, Email, August 1, 2003	164
Gick, Aaron T., Email, June 16, 2003	165
Parsons Transportation Group response to Gick, Aaron T. email, Email, Date Unknown.....	166
Glazier, Steven, In-Person, August 25, 2003	167

Gounaris, George, Webmail, July 1, 2003	168
Green, Charles V., Email, July 14, 2003	169
Greenways Foundation.....see Olsen, Thomas F.	308
Greenways Foundation.....see Olsen, Thomas F.	309
Greyhound Plaza Shopping Center.....see Cheslyn, David A.	79
Greyhound Plaza Shopping Center.....see Nicely, Philip A.	283
Grins, Dagnija, Email, August 4, 2003	170
Gurnik, Greg, Letter, July 31, 2003.....	172
Haas, Philip, Webmail, June 30, 2003	173
Hadley, Richard C., Email, June 30, 2003	174
Hadley, Richard C., Fax, July 23, 2003	175
Hadley, Richard C., Fax, July 23, 2003	177
Hagan, Judith F., Letter, June 30, 2003	179
Hamilton County Alliance.....see Burt, Jeff	60&61
Hamilton County Monon Greenway Committee.....see Bernell, Alyn.....	17&18
Hammonds, Jacqueline, Webmail, July 1, 2003.....	181
Hapak, Francis M. & Charlotte Haydon, Public Hearing, June 30, 2003	182
Hardcastle, Jay, Webmail, June 24, 2003.....	183
Parsons Transportation Group response to Hardcastle, Jay webmail, Email, July 8, 2003	184
Hart, Jack.....see Public Hearing Transcripts	
Harvey, Brian, Webmail, June 19, 2003	185
Parsons Transportation Group response to Harvey, Brian webmail, Email, Date Unknown	186
Hawkins, Janice.....see Glazier, Steven	167
Hawkins, Janice, Webmail, August 4, 2003.....	187
Heber, Kevin.....see Public Hearing Transcripts	
Heerens, Joseph R., Letter, August 1, 2003	188
Heffelmire, Polly, Webmail, June 12, 2003.....	192
Henry, Craig, Webmail, June 11, 2003	193
Parsons Transportation Group response to Henry, Craig webmail, Email, Date Unknown	194
Hill, Mark E., Email, July 30, 2003	195
Hill, Mark E., Email, July 30, 2003	196

INDOT response to Hill, Mark E. email, Email, July 30, 2003	11
Historic Landmarks Foundation of Indiana.....see Dollase, Mark.....	104
Hollibaugh, Mike, Fax, August 1, 2003	197
Hollibaugh, Mike, Fax, August 1, 2003	200
Hollibaugh, Mike, Fax, August 4, 2003	205
Hollibaugh, Mike, Letter, August 4, 2003	215
Hollibaugh, Mike, Fax, August 6, 2003	222
Hollibaugh, Mike, Fax, August 5, 2003	223
Hotsinpiller, Hope A., Email, June 18, 2003	226
Parsons Transportation Group response to Hotsinpiller, Hope A. email, Email, Date Unknown.....	227
Hunter, Ronald D., Letter, July 29, 2003	228
Hunter’s Knoll Neighborhood Association.....see Berby, Jane	14
Hunter’s Knoll Neighborhood Association.....see Parsons Trans. Group response to Berby, Jane.....	15
IMMI.....see Crandall, Robert	88
IMMI.....see Schelonka, Anthony M.	367
Indiana Bicycle Coalition.....see Szabo Schmucker, Connie	466
Indiana County Historian.....see Burgess, Joe H	59
Indiana Farmers Mutual Insurance Company.....see Hadley, Richard C.	174
Indiana Farmers Mutual Insurance Company.....see Hadley, Richard C.	175
Indiana Farmers Mutual Insurance Company.....see Hadley, Richard C.	177
Indiana Geological Survey.....see Olejnik, Jennifer	307
ITT Educational Services, Inc.....see Frank, Phillip B	154
ITT Educational Services, Inc.....see Frank, Phillip B	155
Johnson, Donald G., Letter, July 24, 2003	229
Kaim, Sheri, Email, June 11, 2003 & Parsons Transportation Group response	232
Kaim, Sheri, Webmail, June 13, 2003.....	233
Kennedy, Robert N., Letter, July 29, 2003	234
Klavon, Karen, Email, August 1, 2003	236
Klepfer, Debbie, Webmail, July 1, 2003	237
Parsons Transportation Group response to Klepfer, Debbie webmail, Email, July 8, 2003	238
Klingensmith, Dan, Public Hearing, June 30, 2003.....	239

Klingensmith, Darlene, Public Hearing, June 30, 2003	240
Knott, Andy	see Public Hearing Transcripts
Knutson, Patrick, Webmail, July 25, 2003	241
Kobrowski, Michael, Email, July 3, 2003	242
Koenig, Jerry, Webmail, June 22, 2003	243
Krueger, Frederick I., Public Hearing, June 30, 2003	244
Kubik, Christopher, Letter, July 23, 2003	245
Lauer, Judith & Robert, Email, July 6, 2003.....	246
Lauth Property Group.....	see Gurnik, Greg..... 171
Lazzara, Charles, Letter, July 28, 2003	247
Leazenby, Jill, Email, June 12, 2003	249
Parsons Transportation Group response to Leazenby, Jill email, Email, June 12, 2003	250
Levi Investment Realty, Inc.....	see Levinsohn, John 253
Levine, Theresa J., Email, August 2, 2003	251
Levine, Theresa J., Email, August 2, 2003	252
Levinsohn, John, Letter, July 25, 2003	253
Lewis, Craig, Webmail, August 12, 2003	254
Lewis, Craig, Email, August 12, 2003.....	255
Parsons Transportation Group response to Lewis, Craig email, Email, August 13, 2003	256
Lillig, Laurence M. Jr., Letter, August 4, 2003	257
Lutz, Duane, Letter, July 15, 2003	261
ml735@metzero.net, Email, June 19, 2003.....	263
MacLean, Robert, Email, June 15, 2003.....	264
Parsons Transportation Group response to MacLean, Robert email, Email, Date Unknown	265
MacLean, Robert, Webmail, August 5, 2003	266
MacLean, Robert, Email, August 12, 2003	267
Parsons Transportation Group response to MacLean, Robert email, Email, August 12, 2003	268
Mag Seven LLC.....	see Nicely, Philip A. 294
Marrs, Meredith, Email, August 3, 2003	270
Marrs, Meredith, Webmail, August 3, 2003	271
Marsh Supermarkets.....	see Heerens, Joseph R. 188

Marsh USA, Inc.....see Barnes, Steve.....	8
Maurer Rifkin & Hill.....see Rifkin, Robert S.....	333
Maurer Rifkin & Hill.....see Rifkin, Robert S.....	334
Maylen, Michael, Email, June 11, 2003.....	273
McClure Oil Corporation.....see Smith, Thomas E.	452
McDougle, John, Webmail, July 1, 2003	274
Meijer, Inc.....see Richardson, Lynn.....	326
Meijer, Inc.....see Richardson, Lynn.....	327
Meridian Suburban Homeowners Association.....see Conklin, Philip L.....	84
Morales, Brian, Webmail, August 4, 2003	278
Morley, Kristi, Webmail, July 23, 2003	279
Morton, Dori, Email, July 17, 2003.....	280
Morton, Frank, Email, August 3, 2003	281
Mulitor, John.....see Public Hearing Transcripts	
Murphy, Thomas, Email, July 1, 2003	282
Nicely, Philip, Email, August 1, 2003	283
Nicely, Philip, Email, August 1, 2003	294
Nix, Clayton & Virginia, Public Hearing, June 30, 2003	298
North Meridian Medical Center.....see Delaney, John.....	102
North Meridian Medical Center.....see Glazier, Steven.....	167
O'Banion, Kathy S., Webmail, July 23, 2003	299
O'Banion, Kathy S., Letter, July 31, 2003	300
Olejniak, Jennifer, Letter, July 8, 2003	307
Olsen, Thomas F., Email, June 12, 2003.....	308
Olsen, Thomas, F., Source Unknown, July 1, 2003.....	309
Packman, Shirley, Public Hearing, June 30, 2003.....	312
Padgett, Libby, Email, July 26, 2003.....	313
Panhandle Eastern Pipe Line Co.....see Prater, Sharon J.	318
Parks at Springmill Homeowners Association, The.....see Duncan, Rusty.....	117
Parks at Springmill Homeowners Association, The.....see Duncan, Rusty.....	118
Parks at Springmill Homeowners Association, The.....see Valentine, Glenn G.	498

Parks at Springmill Homeowners Association, The.....see Valentine, Glenn G.	499
Patterson, Kris, Webmail, July 4, 2003.....	314
Peskuski, Aaron, Email, July 31, 2003	315
Peskuski, Aaron, Email, July 31, 2003	316
Phillips, Wendy.....see Public Hearing Transcripts	
Pilcher, Greg, Webmail, June 17, 2003	317
Porter Engineering Systems, Inc.....see Schiess, Rick.	314
Prater, Sharon J., Letter, July 3 2003	318
Providence Partners.....see Glazier, Steven.....	167
Purcell, Philip, Webmail, June 22, 2003.....	319
Raab-Sanders, Jan, Fax, August 1, 2003.....	320
Raines, Martin, Webmail, June 5, 2003	323
Ralls, David [Matt], Email, July 12, 2003	324
Reese, Jason, Email, June 20, 2003	325
Richardson, Lynn, Webmail, July 24, 2003.....	326
Richardson, Lynn, Letter, August 1, 2003	327
Richmond, Amanda, Webmail, July 26, 2003	332
Rifkin, Robert S., Letter, July 30, 2003	333
Rifkin, Robert S., Letter, July 30, 2003	334
Ritz Charles.....see Lazzara, Charles.....	247
Robbins, Thomas E., Webmail, June 13, 2003	335
Robbins, Thomas E., Email, July 2, 2003	336
Robbins, Thomas E., Email, July 5, 2003	337
INDOT response to Robbins, Thomas E. email, Email, July 7, 2003	339
INDOT response to Robbins, Thomas E. email, Letter, July 14, 2003	341
Rosenberger, Jerry, Letter, August 1, 2003.....	342
Roudebush, C. Stephen, Letter, July 30, 2003	355
Roudebush Equipment, Inc.....see Roudebush, C. Stephen	355
Roush, Thomas A., Letter, July 30, 2003	358
Sanders, William M., Fax, August 4, 2003.....	362
Schaust, Donald J., Public Hearing, June 30, 2003.....	366

Schelonka, Anthony M., Letter, July 24, 2003.....	367
Schiess, Rick, Webmail, July 15, 2003	371
Seevers, Bonnie, Webmail, July 4, 2003	372
SePRO Corporation.....see Culpepper, William H.	89
SePRO Corporation.....see Culpepper, William H	90
Shea, William J., Letter, July 3, 2003	373
Sherrard & Roe.....see Smith, Dawnelle	447
Shook, Ken, Email, June 16, 2003	374
Shook, Ken, Webmail, August 4, 2003	375
Simon, David, Letter, August 4, 2003.....	377
Simon Property Group.....see Simon, David	377
Singer, Mark, Webmail, July 27, 2003.....	446
Skinner & Broadbent Company.....see Cheslyn, David A.....	79
Smith, Dawnelle B., Email, August 4, 2003	447
Smith, Neil, Webmail, August 1, 2003	450
Parsons Transportation Group response to Smith, Neil webmail, Email, August 13, 2003.....	451
Smith, Thomas E., Webmail, June 26, 2003	452
Springer, Kathy, Email, June 12, 2003	453
Parsons Transportation Group response to Springer, Kathy email, Email, June 19, 2003	454
Springer, Lois, Letter, August 1, 2003	455
Spitz, Scott, Email, July 24, 2003	457
Stack, Ann, Email, July 17, 2003	458
Stack, Ann, Email, August 18, 2003.....	460
Standard Management.....see Hunter, Ronald D.	228
Stirn, Dena, Webmail, August 1, 2003	461
Stonehedge Estates.....see O’Banion, Kathy.....	299
Stonehedge Estates.....see O’Banion, Kathy.....	300
Strange, Elizabeth, Webmail, July 1, 2003	462
Sweat, Melody, Email, August 4, 2003.....	463
Szabo Schmucker, Connie, Letter, July 22, 2003.....	466
Taylor, Allie Jeanie, Email, June 15, 2003	491

Parsons Transportation Group response to Taylor, Allie Jeanie email, Email, Date Unknown	492
Thomas, Ron, Source Unknown, Date Unknown	493
Todd, Brad, Fax, July 31, 2003.....	495
Tolliver, Kevin, Webmail, June 24, 2003	497
Tom Roush, Inc.....see Roush, Thomas A.....	358
Town Parks Advisory Committee.....see Bernell, Alyn.....	17&18
Township Parks Board.....see Bernell, Alyn	17&18
Tractor Supply Company.....see Wrenn, Lew	517
U.S. 31 Coalition, Inc.....see Faulkenberg, Dennis E.	135
Vollbrecht, Mark, In-Person, June 18, 2003.....	500
Vonnegut, Richard.....see Public Hearing Transcripts	
Waddelow, Denny, Email, June 30, 2003.....	501
Wagner Reese & Crossen, LLP.....see Reese, Jason R.	325
Waidner, Patrice, Email, July 25, 2003	502
Waitt Elevator.....see Drayer, Roger	112
Waitt Elevator.....see Drayer, Roger	113
Waitt Elevator.....see Drayer, Roger	114
Waitt Elevator.....see Drayer, Roger	115
Washington Township Neighborhood.....see Thomas, Ron	493
Weinheimer, Brian, Fax, July 1, 2003	503
Wendling, Bill	see Public Hearing Transcripts
Winay, Jonathan, Webmail, July 6, 2003	504
Winckler, Henry L., Public Hearing, June 30, 2003	505
Westfield Economic Development Committee.....see Bernell, Alyn.....	17&18
Westfield neighborhood.....see Sweat, Melody	463
Westfield, Town of.....see Rosenberger, Jerry.....	342
Westfield Washington Chamber of Commerce.....see Lutz, Duane	261
Willard, David, Webmail, June 11, 2003	515
Wolf, Julia, Webmail, July 2, 2003	516
Wrenn, Lew, Source Unknown, August 4, 2003	517
Wyatt, Richard, Webmail, June 12, 2003.....	519

Parsons Transportation Group response to Wyatt, Richard webmail, Email, Date Unknown	520
Yamaha dealership.....see Fineis, Ken	140
Yamaha dealership.....see Fineis, Ken	141
Yamaha dealership.....see Fineis, Ken	143
Yamaha dealership.....see Fineis, Ken	144
Yamaha dealership.....see Fineis, Ken	146
York, Pete, Webmail, July 30, 2003.....	521
Young, Sherrie, Webmail, July 1, 2003.....	523
Zeller Realty Corporation.....see Vollbrecht, Mark.....	500



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FRANK O'BANNON, Governor
 J. BRYAN NICOL, Commissioner
 JUNE 30, 2003

Writer's Direct Line
 (317) 234-0796

The purpose of this meeting is to provide information to concerned citizens and to receive input and feedback. This form is provided for your convenience to comment on the project or the presentation. Comments may be submitted today, or mailed anytime by August 4, 2003.

TO:

Mary Wright, INDOT, 100 North Senate Avenue, N901, Indianapolis, Indiana 46204
 FAX: 317-234-1228
 E-MAIL: mwright@indot.state.in.us
 WEBSITE: <http://www.us31indiana.com>

Thank you for attending this meeting.

FINAL COMMENT DATE:
 August 4, 2003

LOCATION: US 31 Draft Environmental
 Impact Statement (DEIS)
 Hamilton County
 DES# 9905500

NAME: (PLEASE PRINT) Douglas Allen

ADDRESS: 10638 Penn Dr.
Indianapolis, IN 46280

E-MAIL: _____

COMMENTS: The maps show an island to be built in 106th St. at the
exit on the east side of US 31. This island appears to extend
eastward past Penn Dr., a dead end street. Will people exiting
Penn Dr. be able to go east on 106th St. or will they only be able
to go west as it appears on your plan? Will people be able to
turn onto Penn Dr. from east bound 106th St? If vehicles can
only enter Penn Dr. from the east and exit to the west, this will be a
major inconvenience for the residents of this street and sooner or
later this will be a problem for an emergency vehicle.

SIGNATURE:

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Sunday, July 27, 2003 11:07 AM
To: us31.parsons@parsons.com
Cc: randers1@iupui.edu
Subject: Anderson - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Robert Anderson

Name: Robert Anderson
Address: 13535 Shakamac Dr
City: Carmel, in 46032
County: hamilton
Email: randers1@iupui.edu
Phone:

What comments do you have about the project?

We are very opposed to the possibility of an overpass or new intersection at 131st and US31. Our neighborhood is at that location which would place our privacy and home values at jeopardy. 126th and US31 would be much better since the area has already prepared for such an intersection with thriving business and no private home sites in the area. Please consider the implications of placing the road over our homes and the economic result for all the business at 126th that already exists.

Robert Anderson, MD

How did you find our Web site?
web

Is this Web site helpful?
yes

Would you like to receive notification of updates to this site and upcoming events? no

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Thursday, July 24, 2003 8:59 AM
To: us31.parsons@parsons.com
Cc: aashendel@aol.com
Subject: Ashendel - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Anita Ashendel

Name: Anita Ashendel
Address: 3415 Trillium Ct.
City: Westfield, IN 46074
County: Hamilton
Email: aashendel@aol.com
Phone:

What comments do you have about the project?
In reality, many of us who use this route everyday to go downtown to work see no reason for this project. Yes, there is more traffic in the morning and evening but it is not unmanagable. During the rest of the day US 31 is also very easily traveled. Please don't waste taxpayer money on something that isn't needed and will disrupt our community. Why not do something else with the money--bridge repairs for example.

How did you find our Web site?

Is this Web site helpful?

Would you like to receive notification of updates to this site and upcoming events? no

Grayburn, Cory

From: anita588@webtv.net
Sent: Monday, June 23, 2003 5:02 PM
To: us31.parsons@parsons.com
Subject: Hamilton Co. US 31 project

Please send me newsletters regarding the proposed project as it is my understanding my property is involved and I just purchased it and have not been informed of anything yet. I live on Farr Hills Drive just off 161st west of 31. The online maps are real clear and I would like to know more about the project. Anita Baker

Grayburn, Cory

From: Parsons, US31
Sent: Tuesday, July 08, 2003 10:23 AM
To: 'anita588@webtv.net'
Subject: RE: Hamilton Co. US 31 project

Dear Ms. Baker,

If you have not already done so, information on the impacts to the Farr Hills Drive neighborhood can be found in the Draft Environmental Impact Statement (DEIS), which is available for public review at the Westfield Library and Town Hall. You are also welcome to view this document at the project office located in Carmel at 11405 North Pennsylvania Street, Suite 100. The entire document can also be viewed on the project web site www.us31indiana.com. I hope you had the chance to attend the public hearing on June 30 and get your questions answered. If not, feel free to call me at 317-569-3670 ext. 22. To be added to the mailing list to receive the next newsletter, please provide us with your address. Thank you.

Cory Grayburn
Deputy Project Manager
Parsons Transportation Group

-----Original Message-----

From: anita588@webtv.net [mailto:anita588@webtv.net]
Sent: Monday, June 23, 2003 5:02 PM
To: us31.parsons@parsons.com
Subject: Hamilton Co. US 31 project

Please send me newsletters regarding the proposed project as it is my understanding my property is involved and I just purchased it and have not been informed of anything yet. I live on Farr Hills Drive just off 161st west of 31. The online maps are real clear and I would like to know more about the project. Anita Baker

**This page
intentionally left
blank**

August 1, 2003

Mary Wright
INDOT
100 North Senate Ave, N901
Indianapolis, IN 46204

Dear Ms. Wright,

My name is Steve Bales, and I am the current property owner of 1311 East 161st Street, Westfield, Indiana, which is slated to be destroyed with the proposed improvements to US 31. I would like to take a few paragraphs to express my frustration with the plan, and how it will affect my family and myself.

Upon reviewing the documents as well as attending the public hearings on this matter, I am still at a loss as to why my home, which is several hundred feet from the proposed interchange, needs to be removed to install an access road to the Farr Hills neighborhood. The way that the plans are currently drawn, the access road would slice through my home and barn, and would cause the destruction of my two eastern neighbors homes as well. What that would leave me with is a piece of property shaped like an "arc", long and narrow, with no opportunity for future building. I was told that the Hamilton County officials would not grant a septic permit for that property because of its size, and there are no future plans for sewers to be installed in this area. I presented this at the meeting to the INDOT land acquisitions man, and he said, "The state doesn't buy land that it doesn't need". So where does that leave me? With a worthless piece of property and no home.

Why doesn't the plan call for US31 to be moved over east a little? The entire east side of the current US31 from 151st street to about 167th (no road there, just an approximate north latitude) is fields and trees. I know why. Someone has proposed a retail center on the east side of 31 at 161st street and they don't want their cash cow compromised. Westfield town officials are probably drooling over the prospective tax revenue, and it proves that the more money you have, the more influence you have. The State would be wise to move the road east and save having to purchase all the homes they currently are going to buy.

I have a feeling that this proposal is going to fall on deaf ears, but I felt I had to put my opinion in the public record. If you would like to respond to this letter, I may be contacted at: Steve Bales, 1311 East 161st Street, Westfield, IN 46074

Sincerely,



1311 E 161st Street
Westfield IN, 46074

MARSH

Marsh USA Inc.
135 N. Pennsylvania Street
Suite 1600
Indianapolis, IN 46204
steve.barnes@seabury.com
www.marsh.com

Fax

To:	Mary Wright	From:	Stephen P. Barnes
Date:	July 01, 2003	Fax:	317 261 9555
Organization:	Indiana Dept. of Transportation	Phone:	317 261 9515
Fax:	234 1228	Pages:	2
Phone:			
Subject:	US 31 comments		

Dear Ms. Wright:

I tried to send you the attached E mail but I could not get it to go through, so here it is via Fax.

Thank you,

Steve Barnes
7495 Hickory Woods Drive
Fishers, IN 46038

The information contained in this facsimile message is confidential, may be privileged, and is intended for the use of the individual or entity named above. If you, the reader of this message, are not the intended recipient, the agent, or employee responsible for delivering this transmission to the intended recipient, you are expressly prohibited from copying, disseminating, distributing, or in any other way using any of the information contained in this facsimile message.

This is Steve's E Mail

Steve Barnes
07/01/2003 04:51 PM

To: mwright@indot.state.in.us.
cc:
Subject: US 31 comments

Steve Barnes
7495 Hickory Woods Drive
Fishers, IN 46038

Dear Ms. Wright,

I attended last night's hearing and stayed to the bitter end.

If I heard one common chord of sanity amidst more than a few inane comments, it was:

"Do not excessively divide our community in two by cutting off so many east-west roads."

I completely concur with this, A.K.A. more underpasses/overpasses are needed. Unless completely unfeasible for engineering reasons, each such underpass/overpass is worth whatever price, and should be built at EVERY location; NO closed streets! And let me add, that although the handed-out "Pathways", summer 2003 edition, provided a good map, it was a little "too slick" on those maps to not show the streets being cut off; it shows only the ones not being cut off. I believe this was counterproductive in engendering support.

My main reason in attending last night was to hear about bicycle access, as bicycling is my main avocation. You seem to have addressed this adequately, both on the full interchange crossings as well as the simple underpasses/overpasses. I just trust that all such bicycle/pedestrian lanes will not only be well-marked but will not start/stop too abruptly on both sides of the crossings.

Sure, I want more underpasses/overpasses for selfish bicycling reasons, but they are much, much more important for all Hamilton County residents using automobiles.

One more time! MORE UNDERPASSES/OVERPASSES.

Thank you for the opportunity to voice my opinion.

Sincerely, Steve Barnes



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 Room N901
 Indianapolis, Indiana 46204-2217
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FRANK O'BANNON, Governor
 J. BRYAN NICOL, Commissioner
 JUNE 30, 2003

Writer's Direct Line
 (317) 234-0796

The purpose of this meeting is to provide information to concerned citizens and to receive input and feedback. This form is provided for your convenience to comment on the project or the presentation. Comments may be submitted today, or mailed anytime by August 4, 2003.

TO: Mary Wright, INDOT, 100 North Senate Avenue, N901, Indianapolis, Indiana 46204
 FAX: 317-234-1228
 E-MAIL: mwright@indot.state.in.us
 WEBSITE: <http://www.us31indiana.com>

Thank you for attending this meeting.

FINAL COMMENT DATE:
 August 4, 2003

LOCATION: US 31 Draft Environmental
 Impact Statement (DEIS)
 Hamilton County
 DES# 9905500

NAME: (PLEASE PRINT) Rick Baxter

ADDRESS: 15251 Oak Rd
Carmel, IN 46033

E-MAIL: rick.baxter@costcontrolsoftware.com

COMMENTS: _____

Thank you for keeping us well informed.
I am glad 'F' is the favorite
I suggest "Tight Diamond" design
at 146th st is the best.

SIGNATURE: Rick Baxter

WRIGHT, MARY

From: BAYNES, CHRIS
Sent: Wednesday, July 30, 2003 6:25 PM
To: 'Mark Hill'; WRIGHT, MARY; 'cory.grayburn@parsons.com'
Cc: 'Stumpf, Andrea G'
Subject: RE: US 31 Carmel Extension

Thank you for taking the time to send your comments. We will include your comments in the public hearing transcript.

If you have any questions regarding the project in the future, please feel free to contact me.

Again, thank you.

Chris Baynes
INDOT
317/232-5132

INDOT Response to Hill, Mark E. email 7.30.03

-----Original Message-----

From: Mark Hill [mailto:mhill@bakerhill.com]
Sent: Wednesday, July 30, 2003 4:26 PM
To: 'mwright@indot.state.in.us'; 'cory.grayburn@parsons.com'; 'cbaynes@indot.state.in.us'
Cc: 'Stumpf, Andrea G'
Subject: US 31 Carmel Extension

Thank you for taking the time to hear my comments on the proposal to make US 31 an interstate from 465 through Westfield.

I think it will be a great opportunity to improve the prospect of the "Corporate Corridor" of which Baker Hill is part. We employ about 130 people in a Duke building on US 31 and 126th Street.

I encourage you to listen to the perspective of the City of Carmel. They have a very good track record of managing growth and keeping an area a pleasant place to live. US 31 is an example of that.

Please make every effort to include landscaping that has trees and large bushes to keep it visually appealing.

I do not envy your job, you certainly cannot make everyone happy. Best of luck.

Mark

Mark E. Hill
President
Baker Hill Corporation
www.bakerhill.com
317-814-1213 Direct
mhill@bakerhill.com

WRIGHT, MARY

From: Dan Beach [dan4111@email.com]
Sent: Saturday, August 02, 2003 9:27 PM
To: cory.grayburn@parfons.com; mwright@indot.state.in.us
Subject: 6 line on highway 31

1. I don't see the need of taking out businesses and homes. When you can take out the middle area of 31 like 465 is in areas with cement dividers, also the side ditches are large in areas that can be used, so why cost us more than needed on the work to be done.

2. Why should we have plans that go around some businesses and not others, how unfair is that, also the school grounds near 31 is not used at all, so it would be smarter to use that area than homes and businesses on the other side, but even more smarter to use the middle area of the highway.

3. Taking out businesses will not help Westfield out, it will make the people have to pay more in taxes and drive them to move away and then it gets worse. Then if you take out homes you have drove people away and the ones left in Westfield end up paying high taxes and then more are driven to move away.

4. How does the need of non-stop traffic come first over businesses and families? It doesn't even need to be done in that way.

5. Now how are the people that live near 31 and have their driveway or entrance to their living community right on 31 (like North Glen Village) are to get out on 31 to get anywhere. If someone wants to go from the front of North Glen Village to school or library in Westfield, they can walk or ride a bike, with the plans that you have you can't do that because it would safe, and the ride through the country to get to the other side of 31 to get to school or library would take 20 times longer than needed.

6. Find a new plan that will work for everyone and not for pretty looks. Don't waste the land that is there, think about the cost, the need, the businesses, the homes, families, safety of people and the easiest way to get to the same places (like crossing the road on foot, on bikes or in cars and large trucks). No one want so drive a long ways to do what they already do in a short distances. --

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CareerBuilder.com has over 400,000 jobs. Be smarter about your job search

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Tuesday, July 15, 2003 1:49 PM
To: us31.parsons@parsons.com
Cc: sinchhole@yahoo.com
Subject: Bednar, Jr. - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from David Bednar, Jr.

Name: David Bednar, Jr.
Address: P.O. Box 5446
City: Fort Smith, AR 72913
County: sebastian
Email: sinchhole@yahoo.com
Phone:

What comments do you have about the project?
Greetings,

I would like to receive a copy of the DEIS on cd if available. please advise.

How did you find our Web site?

Is this Web site helpful?

Would you like to receive notification of updates to this site and upcoming events? yes

Mailed CD on 8/2/03

Grayburn, Cory

From: Berby, Jane [JBerby@clarian.org]
Sent: Monday, June 16, 2003 1:28 PM
To: 'us31.parsons@parsons.com'
Cc: 'jtodd165@earthlink.net'
Subject: Hunter's Knoll Neighborhood

As President of the Hunter's Knoll Neighborhood Association, I am contacting you to better understand the impact the HWY 31 project in Hamilton county will have on our neighborhood. I saw where the Cosmetic Surgery Center would be displaced. Looking at the map provided on the project site it also appears that the Hunter's Knoll addition may be impacted. I would appreciate any information you can provide to me. Thank you.

Jane Berby-Todd
Hunter's Knoll Neighborhood Association
President
317-581-1689
jtodd165@earthlink.net

Message

Grayburn, Cory

From: on behalf of Parsons, US31
To: Berby, Jane
Subject: RE: Hunter's Knoll Neighborhood

Dear Ms. Berby-Todd,

So that I may better answer your questions regarding the project's potential impacts to the Hunter's Knoll community, please call me at 317-569-3670 ext. 22. If you have not already done so, information on the potential impacts to this community can be found in the Draft Environmental Impact Statement (DEIS), which is available for public review at the Carmel Library and City Hall. You are also welcome to view this document at the project office located in Carmel at 11405 North Pennsylvania Street, Suite 100. Thank you.

Cory Grayburn
Deputy Project Manager
Parsons Transportation Group

-----Original Message-----

From: Berby, Jane [mailto:JBerby@clarian.org]
Sent: Monday, June 16, 2003 1:28 PM
To: 'us31.parsons@parsons.com'
Cc: 'jtodd165@earthlink.net'
Subject: Hunter's Knoll Neighborhood

As President of the Hunter's Knoll Neighborhood Association, I am contacting you to better understand the impact the HWY 31 project in Hamilton county will have on our neighborhood. I saw where the Cosmetic Surgery Center would be displaced. Looking at the map provided on the project site it also appears that the Hunter's Knoll addition may be impacted. I would appreciate any information you can provide to me. Thank you.

Jane Berby-Todd
Hunter's Knoll Neighborhood Association
President
317-581-1689
jtodd165@earthlink.net

15

6/19/2003

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Friday, July 25, 2003 10:30 PM
To: us31.parsons@parsons.com
Cc: richbergstrom@hotmail.com
Subject: Bergstrom - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Richard Bergstrom

Name: Richard Bergstrom
Address: 320 Thornberry Dr
City: Carmel, IN 46032
County: Hamilton
Email: richbergstrom@hotmail.com
Phone:

What comments do you have about the project?

I do not favor a large complex interchange at 146th (folded diamond or Lateral Access Interchange options) I favor the tight diamond with urban access interchange for this street junction.

The Stone Hedge Estates development (South of 146th Street and west of Meridian) enjoys limited access since all traffic must come in/out at 146th street exits. This limits traffic in the neighborhood to visitors and families (no thru traffic). The 4 lanes on 146 has made this access more difficult - but there are turn lanes and hopefully a red-light at Rohrer Road/146th will be added to break-up steady traffic flow. However, if other in/out access points are added into Stone Hedge then this will create a passage way (short cut) through the subdivision and will create more traffic, more noise, and increased danger for our children and families.

I favor the limited road access improvement plans to move traffic more efficiently through the Meridian corridor. Having lived in this area for more than 20 years --- the traffic has become more and more difficult with growth and expansion in this area and north. But I also favor a simple on off access plan at major intersections rather than more complicated and involved interchanges.

Thanks for giving my thoughts and concerns due consideration.

Rich Bergstrom

How did you find our Web site?
Neighbors

Is this Web site helpful?
Yes

Would you like to receive notification of updates to this site and upcoming events? yes

Grayburn, Cory

From: Abernell@aol.com
Sent: Wednesday, July 30, 2003 11:43 PM
To: cory.grayburn@parsons.com; mwright@indot.state.in.us
Subject: New U.S. 31 in Westfield

Good Morning Cory and Mary,

As a longtime Chamber Board Member who heads the Westfield Economic Development Committee.....and as a Township Parks Board Member.....also a Town Parks Advisory Comm. member.....and as Hamilton County **Monon** Greenway Comm. leader..... I have a deep interest in new 31.

1. We need a depressed (below regular grade) highway, same as Carmel wants.
2. Failing that, we would need sound barriers.
3. We need crossings built in for future Monon Trail (this is definitely coming) and also the Midland Trace, (East West) Trail which will be about 1 block south of Rt. 32.
4. We need quick access from 151st St. Fire Station onto the new highway.

THANK YOU FOR ALL YOUR WORK AND PLANNING ON THIS PROJECT. WE APPRECIATE IT !!

Alyn Bernell 896-3024 Fax 896-9544

WRIGHT, MARY

From: Abernell@aol.com
Sent: Wednesday, July 30, 2003 11:43 PM
To: cory.grayburn@parsons.com; mwright@indot.state.in.us
Subject: New U.S. 31 in Westfield

Good Morning Cory and Mary,

As a longtime Chamber Board Member who heads the Westfield Economic Development Committee.....and as a Township Parks Board Member.....also a Town Parks Advisory Comm. member.....and as Hamilton County **Monon** Greenway Comm. leader....., I have a deep interest in new 31.

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4. We need quick access from 151st St. Fire Station onto the new highway.

THANK YOU FOR ALL YOUR WORK AND PLANNING ON THIS PROJECT. WE APPRECIATE IT !!

Alyn Bernell 896-3024 Fax 896-9544

ATTN: Mary Wright

To whom it may concern:

In reference to the us 31 upgrade at the Buena Vista Drive section, I think you should remove all the houses on Buena Vista Drive and not just a few, because the ones left would never be able to sell their homes because of the noise increase from the removal of the houses and trees plus the construction and air quality. There are only 5 houses on the west side and one of them has been empty two years and has mold, decayed roofing, eaves and not usable. Only the lot is worth any thing. It's not that much money compared to the state letting business people build too close to the highway when they knew that they would have to purchase them any way. To mention a few such as Best Western, Taco Bell, Mcdonald's, Target and Lowe's all were allowed to build too close to us 31. so the houses on Buena Vista Drive are a drop in the bucket compared to the businesses that you are purchasing. You say you are removing the Seventh Day Adventist because it is land locked, well we will be land locked to. All the people here on Buena Vista would rather you purchase our homes at fair market value than to leave us here without a choice. Don't make us suffer because we bought homes in farm land in the 70's.

Sincerely, Jim and Carole Bond

Jim Bond
15612 Buena Vista Dr.
Carmel, In. 46032

James M. Bond



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FRANK O'BANNON, Governor
 J. BRYAN NICOL, Commissioner
 JUNE 30, 2003

Writer's Direct Line
 (317) 234-0796

The purpose of this meeting is to provide information to concerned citizens and to receive input and feedback. This form is provided for your convenience to comment on the project or the presentation. Comments may be submitted today, or mailed anytime by August 4, 2003.

TO: Mary Wright, INDOT, 100 North Senate Avenue, N901, Indianapolis, Indiana 46204
 FAX: 317-234-1228
 E-MAIL: mwright@indot.state.in.us
 WEBSITE: <http://www.us31indiana.com>

Thank you for attending this meeting.

FINAL COMMENT DATE:
 August 4, 2003

LOCATION: US 31 Draft Environmental
 Impact Statement (DEIS)
 Hamilton County
 DES# 9905500

NAME: (PLEASE PRINT) Jim and Carole Bond

ADDRESS: 15612 Buena Vista Drive
Carmel, IN 46032

E-MAIL: JimandCaroleBond@juno.com

COMMENTS: This comment is in regard to U S 31. I would like you
to consider this please. My home is at 15612 Buena Vista Drive
which is south of 161st street. I understand that you are taking all
of the homes on the east side of Buena Vista Drive, and you are going
to put in an excess road for the remaining homes through to the Farr
Hills addition and most likely take a home or two to do that. This
does not make any sense to do that. There are only 5 homes that would
be left on Buena Vista Drive, and one of them has been empty for 2
years now. The home at 15618 Buena Vista Drive has been empty and
unattended and is bad shape, and is only good for the land. Coldwell
Banker has now taken over this house. Robyn Talson is the reator to
contact. Her phone number is 844-0440. Also the home at 15606 Buena

SIGNATURE: Vista was sold as a fix up home and is still in need of

20
 over-

Grayburn, Cory

From: jim m bond [jimandcarolebond@juno.com]
Sent: Saturday, June 14, 2003 1:19 PM
To: us31.parsons@parsons.com
Subject: Highway 31

I want to know what houses are you going to take? You mentioned 42 so you must know which ones now. We would appreciate this information. We will be retiring soon. It would be helpful to know how to plan our lives. Our house is right on 31. Thank you.

Jim and Carole Bond
15612 Buena Vista

Drive

Carmel, Indiana 46032
896-5416

jimandcarolebond@juno.com

Grayburn, Cory

From: on behalf of Parsons, US31
To: jim m bond
Subject: RE: Highway 31

Dear Jim and Carole Bond,

So that I may better answer your questions regarding the project's potential impacts to your home, please call me at 317-569-3670 ext. 22. If you have not already done so, information on the project's potential impacts to your home may be found in the Draft Environmental Impact Statement (DEIS), which is available for public review at the Westfield Library and Town Hall and the Carmel Library and City Hall. You are also welcome to view this document at the project office located in Carmel at 11405 North Pennsylvania Street, Suite 100. Thank you.

Cory Grayburn
Deputy Project Manager
Parsons Transportation Group

-----Original Message-----

From: jim m bond [mailto:jimandcarolebond@juno.com]
Sent: Saturday, June 14, 2003 1:19 PM
To: us31.parsons@parsons.com
Subject: Highway 31

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Jim and Carole Bond
15612 Buena Vista

Drive

Carmel, Indiana 46032
896-5416

jimandcarolebond@juno.com

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Thursday, June 19, 2003 12:36 PM
To: us31.parsons@parsons.com
Cc: jimandcarolebond@juno.com
Subject: Bond - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from jim Bond

Name: jim Bond
Address: 15612 Buena Vista Drive
City: Carmel , in. 46032
County: Hamilton
Email: jimandcarolebond@juno.com
Phone: 317-896-5416

What comments do you have about the project?

This comment is in regard to U S 31. I would like you to consider this please. This is in regard to Buena Vista Drive south of 161st Street. I understand that you are taking all of the houses on the east side of the street, and you are going to put in an excess road through to Farr Hills addition and most likely take a home or two to do that. This does not make any sense there are only 5 homes that will be left on Buena Vista Drive and one of them has been empty for 2 years and in only good for the land. So really you have only 4 homes to consider.

When you made your plans I'm thinking that you weren't aware of the empty home. By the time you put in the excess road and remove the homes in Farr Halls it would be cheaper or about the same cost just to tear down the 4 homes that will be left on Buena Vists on not mess up two neighborhoods.

We would appreciate it if you would consider removing the homes instead of your other plan. Thank you.

Jim and Carole Bond

How did you find our Web site?

Is this Web site helpful?

Would you like to receive notification of updates to this site and upcoming events? yes

June 19, 2003

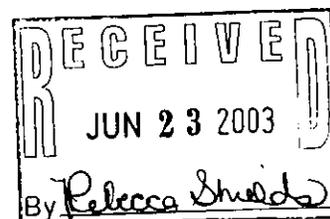
Dear Mr. Grayburn,

This letter is in regard to the construction on U S 31. I would like you to consider this please. This is in regard to Buena Vista Drive south of 161st street. I understand that you are taking all of the homes on the east side of the street, and you are going to put in an excess road through to Farr Hills addition. Most likely you will have to remove one or two houses for the road. This does not make any sense there are only 5 homes that will be left on Buena Vista Drive and one of them has been empty for 2 years and is only good for the land, and another home is one that is in need of repair and was sold as a fix up home. It sold for around \$119,000.00. So really you have only 3 homes to consider on the street.

When you made your plans I'm thinking that you weren't aware of the 2 homes that I mentioned. By the time you put in the excess road and remove the homes in Farr Hills it would be cheaper or about the same cost just to tear down the remaining homes on Buena Vista and not mess up two neighborhoods. Just one street would be affected.

We would appreciate it if you would consider removing the homes instead of your current plan. Thank you.

Jim and Carole Bond
15612 Buena Vista Drive
Carmel, Indiana 46032
317-896-5416
jimandcarolebond@juno.com



JUN 23 2003

June 19, 2003

Dear Ms. Osadczyk,

This letter is in regard to the construction on U S 31. I would like you to consider this please. This is in regard to Buena Vista Drive south of 161st street. I understand that you are taking all of the homes on the east side of the street, and you are going to put in an excess road through to Farr Hills addition. Most likely you will have to remove one or two houses for the road. This does not make any sense there are only 5 homes that will be left on Buena Vista Drive and one of them has been empty for 2 years and is only good for the land, and another home is one that is in need of repair and was sold as a fix up home. It sold for around \$119,000.00. So really you have only 3 homes to consider on the street.

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We would appreciate it if you would consider removing the homes instead of your current plan. Thank you.

Jim and Carole Bond
15612 Buena Vista Drive
Carmel, Indiana 46032
317-896-5416
jimandcarolebond@juno.com

25

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Tuesday, July 29, 2003 11:46 AM
To: us31.parsons@parsons.com
Cc: cbonham@avon.k12.in.us
Subject: Bonham - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Carlene Bonham

Name: Carlene Bonham
Address: 13445 Dunes Drive
City: Carmel, IN 46032
County: Hamilton
Email: cbonham@avon.k12.in.us
Phone: (317) 569-0275

What comments do you have about the project?

An interchange at 131st Street would be very detrimental to the neighborhoods already in place.

How did you find our Web site?

Parks at Springmill homeowners' association

Is this Web site helpful?

yes

Would you like to receive notification of updates to this site and upcoming events? yes

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Tuesday, July 29, 2003 11:41 AM
To: us31.parsons@parsons.com
Cc: bonham@synthinc.com
Subject: Bonham - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Keith Bonham

Name: Keith Bonham
Address: 13445 Dunes Drive
City: Carmel, IN 46032
County: Hamilton
Email: bonham@synthinc.com
Phone: (317) 569-0275

What comments do you have about the project?

As an architect and resident of a neighborhood on US 31, I have this fear that adding a limited access highway to an otherwise developed area will have ramifications far beyond what is anticipated. It will basically cut Carmel in half. It will encourage even more truck traffic. It will be much too close to developed residential neighborhoods without effective buffers. An interchange at 131st street will require elevating the road and increasing traffic noise even more than is already present, not to mention the increased traffic through residential areas along 131st alongside homeowners' backyards. Business property values along US 31 will undoubtedly be adversely affected by difficult access and poor visibility created from highway redesign as well as unsightly future bridge abutments, fences, signs, etc. The entire character of this part of Carmel will change. This is far too important as a welcoming corridor to be tampered with in this fashion. I feel it is very important to improve alternate north-south roads such as Illinois and Pennsylvania to reduce the load on US 31 yet keep its current configuration.

How did you find our Web site?
Parks at Springmill homeowners' association

Is this Web site helpful?
needs to be updated

Would you like to receive notification of updates to this site and upcoming events? yes

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Wednesday, July 23, 2003 10:45 AM
To: us31.parsons@parsons.com
Cc: mbrackman@juno.com
Subject: Brackman - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Marcia Brackman

Name: Marcia Brackman
Address: 13481 Dunes Drive
City: Carmel, IN 46032
County: Hamilton
Email: mbrackman@juno.com
Phone:

What comments do you have about the project?

As a daily commuter using US31 to get downtown, I look forward to the transformation to an interstate highway. However as a homeowner in the Park Meadow subdivision at Meridian Corners Blvd. and 131st Street, I want to express my opinion to an interchange at 131st and US31. An interchange here would essentially route cars directly to our neighborhood. This increased traffic would pose a serious danger to all of the children in the area who now enjoy riding or walking to our neighborhood pool right off of 131st Street. The area just west of US31 off of 131st street is basically all residential, and honestly a great place to raise a family. Please don't ruin this by adding thousands of cars whizzing by everyday including the increased noise and pollution. The addition of an interchange at 131st would also be detrimental to the home values of hundreds of families. It makes much more sense to me to have an interchange at 126th and US31 where there is already a lot of retail shops which I am sure would welcome the increased business afforded by having cars exit the highway right by them. If you make cars exit the highway at 131st, they will simply cut through the neighborhoods to get down to 126th Street where all of the shopping, including Meijer already is.

Please take a moment to consider the number of people affected by your decision, and do the right thing by putting the interchange at 126th and US31 which already caters to a large volume of cars every day.

Thank you.

How did you find our Web site?

Is this Web site helpful?

Would you like to receive notification of updates to this site and upcoming events? no

**Statement and Recommendations
presented by Carmel Mayor Jim Brainard
at US 31 Hearing, June 30, 2003**

Carmel is in favor of a limited access highway running from I-465 to South Bend. Our concern is that the current plan for this freeway does not address local issues. INDOT's proposal elevates the roadway intersections through the most successful business corridor in the State and cuts off east west access at very critical locations. The US 31 corridor through Carmel is home to the second highest concentration of workers in the state (outside of downtown Indianapolis) and continues to attract corporate headquarters even during these economic hard times.

Since the 1991 Comprehensive Plan Update, Carmel has been considering local issues and opportunities associated with the upgrade of US 31 to a freeway. In 1996, the US 31 Task Force was formed to guide local planning decisions and to provide a means for effective coordination with updating agencies and corridor stakeholders. The Task Force hired an international engineering firm to help gather information and create a design concept for the Carmel section of US 31 taking into account the needs of businesses and residents in our community. Activities were initiated early so that they might be considered and incorporated into INDOT planning from the beginning.

Construction of a freeway facility within Carmel's 31 Corridor will be the most significant transportation project ever constructed to serve our community. The implications of this project for local and regional mobility, land use, urban form, and overall quality of life are extraordinary. For the upgraded US 31 freeway to be most effective and least disruptive to the community, coordination with the Carmel Thoroughfare Plan is essential.

However, INDOT has not responded to many of the suggestions from the US 31 Task Force. The State's plan will cut off east west access on 103rd and 111th Streets and eliminate access to Old Meridian and possibly Range Line Road. This action is contrary to the long-term interests of the community and directly affects the corporate headquarters of Thomson Consumer Electronics, Delta Faucet, Standard Management, many local hotels, businesses, and Methodist Medical Plaza. It also adversely affects the community's ability to access our newest and largest public park, Central Park, which is being built on 111th Street east of US 31. This park will have a community center, an aquatic center and many other features, which will attract numerous visitors.

In cutting off access to the highway and to the east west flow of traffic along these roads, two problems are created. One, businesses lose access and two, traffic is concentrated on the roads with access to US 31, furthering congestion. If they had designed with our plan in mind, they could have done a better job of distributing traffic on local roads and connecting the Meridian Street Corridor. Now all traffic needing to travel along or access businesses on 103rd or 111th Streets will have to enter and exit the highway to do so creating greater congestion.

By not providing access to 131st Street, this plan has not taken into account the fact that 131st Street is a main thoroughfare through our community and the region. In fact, 131st Street is named "Main Street" in Carmel and offers access to Carmel High School, the Carmel Clay Public Library and Old Town Carmel from areas west of US 31 and is one of the few roads offering total east west access across the township. It is also one of the only places where we specifically requested that an interchange be placed and corporate headquarters and other

commercial builders have adjusted the design of their developments to accommodate such an interchange.

More and more large road projects across the country are focusing on the community throughout the process, such as the Logan International Airport roadways, the Paris Parkway in Kentucky, and I-70 in Colorado, just to name a few.

The state of Indiana needs to raise the bar on roadway design.

INDOT officials were invited and have attended our Task Force meetings. We provided them with information, shared with them our plans and ideas for what made the most sense from a local standpoint but yet we believe this plan still does not respond to the Task Force's suggestions and the taxpayers who will be most impacted by the state's design.

Please consider the following recommendations:

- Incorporate partial depression of major segments of US 31.
- Provide interchanges at primary arterials/parkways: 106th, 116th, 131st, and 146th Streets.
- Provide grade separations for cross movements at 111th and 126th Streets, and Range Line Road.
- Apply special considerations for slip-ramp access to 103rd Street and Old Meridian Street.
- Provide a grade separation for pedestrian crossing on the Monon Trail.
- Provide for effective interchange linkages with Pennsylvania Parkway (east side of US 31) and Illinois Street (west side of US 31) to serve local access and connectivity needs
- Incorporate pedestrian accessibility elements to the greatest extent possible and in accordance with the adopted Carmel Clay Alternative Transportation Plan.
- Implement Single-point urban-interchanges, rather than the suggested tight-diamond design, Round-a-bout intersections should be utilized at interchanges wherever feasible to save money, provide greater safety and better air quality.
- Design highway improvements to be consistent with, and complementary to the buildings and overall design character of the corridor as per recommendations of the US 31 Task Force.

We look forward to working with INDOT to develop a proposal that is acceptable to Carmel.

INDOT US 31 Improvement Project

City of Carmel - FIVE POINT PLAN

- **Integrate US 31 into the Corporate Corridor.** The US 31 upgrade provides an opportunity to enhance the function and economic viability of this unique corridor. For the upgraded US 31 freeway to be most effective and least disruptive to my community, coordination with the recommendations in our Thoroughfare Plan is essential. Any diminution of the desirability of the Corporate Corridor as a business address is an unacceptable risk to the future development and economic vitality of Carmel, Hamilton County, and the State of Indiana.
- **Connect the Community.** Vehicular and pedestrian ^{division} connectivity of east-west thoroughfares must be accomplished to avoid the negative effects of further ^{of Carmel}. Without careful planning of East-West thoroughfares, the effect of a controlled-access US 31 could be a further bisection of the area, which is contrary to the long-term interest of the community.

The US 31 Corridor through Carmel is currently accessed or crossed by nine (9) local thoroughfares. While interchange locations will be limited to meet operational needs of INDOT, integrating interchanges with local traffic circulation needs and providing options for other cross-town movements is a major local issue. Suggested closure of local Streets, (103rd, 111th, Old Meridian, Range Line Road) would concentrate local east-west traffic onto interchange streets, reducing local options for travel, creating additional congestion.

Pedestrian connectivity is of great importance to the Carmel community as evidenced by our adopted Alternative Transportation Plan. The community is developing a system of interconnecting paths and has invested considerably in the construction of the Monon Greenway as a central pedestrian corridor; Alternative Transportation is a large factor in the community's quality of life, and we acknowledge the State's proposal for addressing many of our **concerns**.

- **Access During Construction is Critical.** Business and Emergency access must be maintained during the construction period. Sophisticated construction phasing will be necessary to eliminate a potentially catastrophic business-interruption impact for major corporate headquarters companies, hospitals and medical facilities, and supporting businesses on US 31. Access for police, fire and ambulance is essential for routine operations and in the event of a natural disaster such as tornado. A well thought through Maintenance of Traffic Plan will be required to ensure viable access to businesses during the construction period. This is especially true when considering the difficult challenges for maintenance of traffic for depressed freeway construction.
- **Noise Reduction and Suppression.** An elevated US 31 at interchanges could compromise the viability of the Corridor as a home for Corporate Headquarters and Class-A office usage. Partial depression of US 31 and provisions for noise suppression should be considered to maintain viability of office buildings as well as near-by residential areas.
- **Move Traffic Beautifully.** Highway improvements should be designed consistent with, and complementary to the buildings and overall design character of the corridor. The City of Carmel has realized the importance of high-quality design in attracting corporate facilities and has instituted the US 31 Overlay Zone to require a high-level of design and review for all developments in the Meridian Corporate Corridor. Aesthetic details can enhance US 31 beyond the economic, efficiency and safety concerns normally considered. The city is interested in partnering with the state to achieve a higher level of design for the US 31 upgrade as demonstrated by the city's continued cooperation and information sharing with INDOT

Statement of INDOT Policy for Context Sensitive Solutions

It is the policy of the Indiana Department of Transportation (INDOT) to incorporate context sensitive solutions into the development, construction and maintenance process for improvements to the state jurisdictional transportation system. The process for incorporating context sensitive solutions is intended to establish a basis for the development, construction and maintenance process to incorporate a community's character and desires in transportation improvements. The context sensitive solution process is intended to be a flexible approach in allowing the latitude to enhance environmental, scenic, historic and unique community elements in a transportation improvement. INDOT believes that the implementation of context sensitive solutions will allow transportation officials with input from community stakeholders to strike a balance between providing safe, cost effective and efficient highway facilities while protecting and enhancing community values.

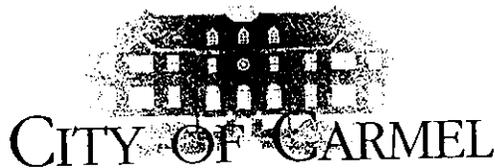
The establishment of context sensitive solutions incorporates accepted effective design practices. Context sensitive solutions allow ideas such as the preservation of historic places, scenic and natural environmental enhancement, and community values to be considered within the objectives of mobility, safety and economics.

Approved:

J. Bryan Nicol
Mr. J. Bryan Nicol
INDOT Commissioner

3/3/03
Date

RECEIVED
JUN 30 2003
DOCS



JAMES BRAINARD, MAYOR

August 1, 2003

Cory Grayburn
Parsons Transportation Group
11405 N. Pennsylvania Street, Suite 100
Carmel, IN 46032

Dear Cory:

Enclosed please find letters from nine local companies urging the state to reconsider their approach to the US 31 improvement plan. They all feel that it is important for you to take into consideration the desires and needs of the Carmel community through which this highway passes.

We would appreciate your review of their concerns as you evaluate and consider changes to the current US 31 plan.

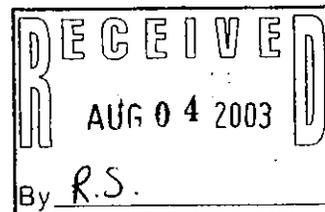
You should receive letters from the following:

- Conseco president and CEO, William J. Shea
- Delta Faucet Company Vice-President of Human Resources, Tom Chapman
- Standard Management Chairman and CEO, Ronald D. Hunter
- Allete Automotive Services President, Brad Todd
- Ritz Charles President, Charles Lazzara
- ITT Educational Services Assistant General Counsel and Director of Real Estate, Phillip B. Frank
- SePRO Corporation President and CEO, William H. Culpepper
- Maurer Rifkin & Hill Attorneys at Law, P.C., Robert S. Rifkin
- Hamilton County Alliance President, Jeff Burt

ENCLOSURE

Very truly yours,

James Brainard
Mayor



Encls.

cc: Mary Wright; Chris Bayne



CONSECO.

Bill Shea
Chief Executive Officer
CONSECO, INC.

11825 N. Pennsylvania Street
P.O. Box 1911
Carmel, IN 46082
317.817.2797 FAX 317.817.6327

July 30, 2003

Indiana Department of Transportation
100 N. Senate Ave.
Room IGCN 755
Indianapolis, IN 46204

Dear Sir or Madam:

Thank you for this opportunity to provide feedback about the proposed upgrade of the U.S. 31 corridor in Hamilton County. As president and CEO of Conseco, one of central Indiana's major employers, I strongly support Carmel Mayor Jim Brainard's community recommendations for revising INDOT's U.S. 31 improvement project.

Particularly important are Mayor Brainard's proposals that will keep east-west transportation flowing and sight lines clean:

- Using various access methods in order to keep current cross-streets open
- Partially depressing the interchanges along U.S. 31

Conseco has enjoyed a mutually beneficial relationship with the City of Carmel for more than 20 years. Our company's character has become synonymous with the Carmel culture that surrounds us: Midwestern values, hometown support, and a strong appreciation of our community's aesthetic quality. Currently employing 2,400 Carmel and central Indiana workers, Conseco and its daily operations are dependent on the accessibility of our Meridian corridor location. Our employees rely on the ease of traffic in Carmel to travel to and from their homes each day and, in turn, they support Carmel community businesses in their daily activities. Therefore, a plan to reduce east-west accessibility in our immediate area would affect not only Conseco's workforce, but the local economy as well.

This project to improve U.S. 31 represents an unparalleled opportunity for the city of Carmel to chart a course for future growth, while supporting the transportation needs of the greater Indianapolis area. Therefore, I urge you to consider Mayor Brainard's well-founded suggestions, which take into consideration the impact of this project on the Carmel community, as you proceed with the U.S. 31 improvement project.

Sincerely,


William J. Shea
President and Chief Executive Officer
Conseco, Inc.



July 28, 2003

Mary Wright
INDOT
100 N. Senate Avenue, N901
Indianapolis, IN 46204

RE: US31 Draft Environmental Impact Statement

Dear Ms. Wright:

Delta Faucet's corporate headquarters is located on US 31 at 111th Street. The Indiana Department of Transportation's current proposed improvements for US 31 completely eliminates east-west access across 111th Street, which would have an enormous negative impact on our operations. Employees and visitors to our facility currently find easy access via 111th and Pennsylvania Streets.

Delta Faucet has invested much in the Carmel community. As one of the leading businesses in this area, we understand the importance of improving the US 31 corridor to keep up with the demands of rapid growth. However, Carmel businesses along the corridor should not suffer as a result of these enhancements. Consideration should be given to the opinions of those in the community most affected by the changes.

We would urge you to pay special attention to the recommendations of Carmel's US 31 Task Force, particularly when it comes to providing grade separation for cross movements at 111th Street, as this directly affects our business. We agree with the US 31 Task Force that the design for highway improvements should be consistent with and complementary to the buildings along the corridor.

Thank you for your consideration in this matter.

Sincerely,

A handwritten signature in cursive script that reads "Tom Chapman".

Tom Chapman
Vice President-Human Resources

cc: Mayor Jim Brainard

55 East 111th Street
P.O. Box 40980
Indianapolis, IN 46280
(317) 848-1812
www.deltafaucet.com



35



STANDARD MANAGEMENT

July 29, 2003

Indiana Department of Transportation
Indianapolis, Indiana

Subject: US 31 Plan

To whom it may concern:

It is with great respect and sense of future for our City and State that I feel compelled to express my feelings as a citizen and businessman operating in the US 31 Meridian corridor.

Of all the technical areas of expertise being offered, I would prefer to stay with the practical and maybe too obvious approach.

First, as the Founder, Chairman and Chief Executive Officer of Standard Management Corporation, we have invested millions of dollars building a new international headquarters on Pennsylvania Street that, in my belief, is the beginning of the new growth in this area.

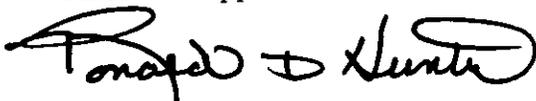
Second, my staff and all my executive officers live in the area being considered.

I am the originator of the Carmel Business Alliance for a Better Society, made up of twelve (12) local businessmen and women.

Representing my Corporation and the belief of my constituents, the five-point plan outlined by the City of Carmel is not only plausible but intellectually transferable not to mention, as economically feasible as any I have reviewed.

Please consider all aspects before making a decision that affects peoples lives both personally and professionally.

With sincere appreciation,



Ronald D. Hunter
Chairman and Chief Executive Officer

AFC

Automotive Finance Corporation

July 31, 2003

Ms. Mary Wright
INDOT
100 North Senate Ave., N901
Indianapolis, IN 46204

Dear Ms. Wright:

In March 2002 after recognizing that ALLETE Automotive Services had doubled in size and that the current location on the north side of Indianapolis was being quickly outgrown with its business units operating in multiple locations, ALLETE Automotive Services made the decision to move to a more fitting location where all its business units could operate under one roof, consolidating space into one large building, and further enhancing communication.

After completing feasibility studies with the City of Carmel and three other out of state communities, ALLETE Automotive Services made the decision to relocate its corporate headquarters to Hamilton Crossing Boulevard in Carmel, Indiana because of the economic incentives that the City of Carmel and the State of Indiana offered and due to the outstanding quality of life which the city of Carmel provides to the business community and to its residents. This decision by ALLETE Automotive Services to remain in Indiana will benefit the state of Indiana, Hamilton County, and the City of Carmel.

We chose the Meridian Street Corridor because it has the second largest concentration of professional office workers in the state and the property itself offers a central location, ideally suited for a corporate campus. Additionally, the proximity between 126th and 131st Streets and the short distance to 465 will offer easy access for employees, regardless of the length of commute. All of these factors were taken into consideration when making the final decision; however, the State's plan to widen U.S. 31 while making it into an interstate has me extremely concerned.

The proposed higher land elevations will undoubtedly cause additional noise which will greatly distract office workers. The Corporate Corridor will also become increasingly congested with traffic by offering only limited access for business travelers via one interchange at 131st Street and will make for a more difficult commute for our employees.

AN ALLETE COMPANY

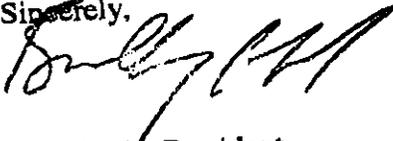
Page 2

Mrs. Mary Wright

As a company, ALLETE Automotive Services could not be happier with our decision to relocate to Carmel, Indiana and we look forward to playing a vital role in the City of Carmel's economic development initiatives. However, we strongly feel that before construction begins on the Meridian Street Corridor, the State should consider an alternative plan that will be accommodating for the City of Carmel, its businesses and local residents.

Thank you.

Sincerely,



Brad Todd, President



Special Event & Conference Facility

July 28, 2003

RE: INDOT US 31 Plan

For the past eighteen plus years Ritz Charles, located in the US 31 Meridian corridor at 12156 N. Meridian St., has grown to be a successful operation and viable part of the Carmel community. We currently employ 160 persons from Hamilton and Marion County. This business was started from the ground up and has survived setbacks, including the closing of the crossover at Old Meridian and US 31, causing our patrons to be re-routed north to 126th Street and then back the frontage road.

We whole-heartedly support the Carmel recommendations for many reasons, most notably and from a selfish standpoint, the continued success and viability of our business. Over this eighteen-year period we have contributed over \$1,000,000. to the property tax roles and over 2.7 million to the State sales tax roles, not to mention the State income tax paid by the over 36 million in payroll taxes paid. This project is very important to our future and the implications are endless.

Some basic points in considering the Carmel plan:

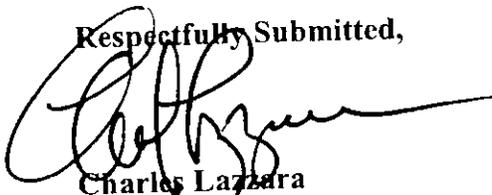
- Access during construction and after is critical in allowing business to continue from an east to west standpoint and north to south.
- The slightest inconvenience for our patrons will cause them to re-think the need to use our destination facility with the option of others that may not be affected.
- The connection of our community from east to west is significant when you consider how a controlled-access might polarize segments of the community that choose to use businesses in the corridor rather than selections of choice.
- Business interruption, the lack of construction local road integration, noise capability, aesthetic details and frankly the public perception of staying away from construction points, could all have a grave impact that would move far past the conclusion of the total construction time.
- In our business, the ease of corporate business in finding our location, and having less circuitous routes in getting there, is the first point our clients present to us during sales interviews. This is of major concern when you encompass all of the points mentioned above.
- The completion of the Illinois Street plan is essential before construction begins on US 31. Without careful planning the west side of US 31 could basically loose all avenues for vehicular movement.

We understand the need of the State to consider long-term viable options for US 31 from Indianapolis to South Bend. (Though Kokomo should be a higher priority)

We have been well informed, met with leaders from the State and INDOT, kept abreast on alternatives and actions to improve, and overall think that the diligent methods and work done to this point by all concerned is noteworthy. We believe that utilizing the Carmel recommendations only solidifies and makes the whole plan cohesive and inevitably successful for business and citizens of Hamilton County and the State.

We ask that you give your utmost consideration to the Carmel plan, we look forward to working with INDOT and the city of Carmel in making this a win win for our State.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Charles Lazzara', written in a cursive style with a long horizontal flourish extending to the right.

**Charles Lazzara
President
Ritz Charles, Inc.**



July 29, 2003

Cory Grayburn
Parsons Transportation Group
11405 N. Pennsylvania Street, Suite 100
Carmel, IN 46032

RE: US 31 Draft Environmental Impact Statement

Dear Mr. Grayburn:

The ITT Educational Services, Inc. ("ITT") Headquarters is located on US 31 at 131st. The Indiana Department of Transportation's current proposed improvement plan for US 31 does not include a definite interchange at 131st Street. The absence of an interchange at 131st Street would, in our opinion, have a negative impact on our operations. ITT, in conjunction with local firms, considered more than 60 sites and/or building in six different communities to determine the best location for our new headquarters. We chose Carmel based on the quality of life offered by the City and we selected this location in particular because it is one of the most successful business corridors in the State. In Carmel, 131st Street is named "Main Street" and is the primary east/west thoroughfare through our community and the region. Without a main interchange at US 31 and 131st Street, not only will our business suffer, but the Community as a whole.

As a rapidly growing business in this area, we understand the importance of improving the US 31 corridor to keep up with the demands of rapid growth. However, Carmel businesses along the corridor should not suffer as a result of these enhancements. Consideration should be given to the opinions of those in the community most affected by the changes.

We would urge you to pay special attention to the recommendations of Carmel's US 31 Task Force, particularly when it comes to the location of an interchange, specifically at 131st Street, as this directly affects our business. We agree with the US 31 Task Force that the design for highway improvements should be consistent with and complementary to the buildings along the corridor.

Thank you for your consideration in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Phillip B. Frank'.

Phillip B. Frank
Assistant General Counsel
and Director of Real Estate

cc: Mayor Jim Brainard

C:\Ross\Real Estate\Personnel\Frank\Letters\Grayburn 7-30-03.doc



July 29, 2003

Mary Wright
INDOT
100 N. Senate Avenue, N901
Indianapolis, IN 46204

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Sincerely,

A handwritten signature in black ink that reads "Phillip B. Frank". The signature is written in a cursive style with a long horizontal flourish extending to the right.

Phillip B. Frank
Assistant General Counsel
and Director of Real Estate

cc: Mayor Jim Brainard

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SePRO Corporation • 11550 North Meridian Street • Suite 600 • Carmel, Indiana 46032-4565
Phone: (317) 580-8282 • Fax: (317) 580-8280

July 30, 2003

Cory Grayburn
Parsons Transportation Group
11405 N. Pennsylvania St. Suite 100
Carmel, IN 46032

Dear Mr. Grayburn:

SePRO Corporation purchased a building at the intersection of Meridian and 116th Street in December of 2001. SePRO wanted to establish its corporate headquarters in Carmel, IN along the Meridian Corridor primarily due to the attractiveness of the area and the ability to attract a professional workforce, which is needed for our industry. One of the primary reasons for making this decision was the attractiveness of the Meridian Corridor and the positive message it sends to potential employees. We have been pleased with the acquisition and as a Life Sciences company located on the northside of Indianapolis we are very concerned about the future plans for the Meridian Corridor. Upgrading US31, if done correctly, provides opportunity for development of the corridor to continue. The effects of INDOT's decisions within the Corridor will have far-reaching effects on local land use, circulation, and community character. This creates real opportunities for enhancing our community's quality of life while meeting the functional objectives of INDOT to provide for improved north-south travel through the state.

While we fully understand the need for planning and the movement of traffic in the area, I would like to strongly suggest that INDOT reconsider its plans for the Meridian Corridor in an effort to maintain the area's current aesthetic value. As I travel around the country, and around Indiana, this is truly one of the premiere locations and to save a few dollars in the short-term will likely end up costing the state in the long-term. I am particularly concerned about the overpasses to be placed at the intersections and the appearance they will have. I would like to strongly recommend that an alternate plan be considered and adopted here that would allow for lowering the overpasses and maintaining the views that are currently available along the Meridian Corridor. SePRO Corporation is particularly concerned about this matter as we own two properties that will be affected: 11550 N. Meridian Street, located in the southwest corner of 116th & Meridian, and our research laboratories located at 156th Street. We appreciate your consideration of this matter and would be more than happy to meet in order to have further discussions relative to our concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "William H. Culpepper". The signature is fluid and cursive, written over a horizontal line.

William H. Culpepper
President & CEO



SePRO Corporation • 11550 North Meridian Street • Suite 600 • Carmel, Indiana 46032-4565
Phone: (317) 580-8282 • Fax: (317) 580-8280

July 30, 2003

Mary Wright
INDOT
100 North Senate Ave., N901
Indianapolis, IN 46204

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Sincerely,


William H. Culpepper
President & CEO

MAURER RIFKIN & HILL, P.C.

ATTORNEYS AT LAW
SUITE 115
11550 NORTH MERIDIAN STREET
CARMEL, INDIANA 46032

ROBERT S. RIFKIN
SHERWOOD P. HILL

e-mail: rrifkin@mrhlaw.com

TEL (317) 844-8372
FAX (317) 573-5564

July 30, 2003

IDA COLEMAN LAMBERTI
OF COUNSEL

MELODY E. NOEL
CLINTON E. BLANCK
STEPHANIE J. FAIRFIELD

Mr. Cory Grayburn
Parsons Transportation Group
11405 North Meridian Street
Suite 100
Carmel, Indiana 46032

Re: U. S. 31 Upgrade

Dear Mr. Grayburn:

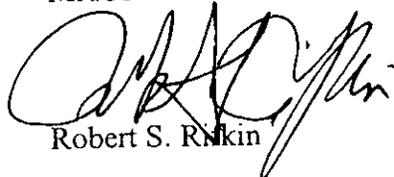
I am writing this letter to you to support the City of Carmel's efforts to improve the plans for the U. S. 31 upgrade. My law firm is located at the southwest corner of 116th and Meridian. Prior to this location, we were at the southeast corner of 106th and Meridian. We have been practicing law in Carmel on North Meridian Street for the past 23 years, and we have seen an extraordinary growth in both the business and residential communities north of 103rd Street.

Most of us who have located our businesses on North Meridian Street have done so because the area is esthetically attractive and easily accessible for us and our clients. Needless to say, we are worried that the proposed U. S. 31 upgrade may substantially alter the character of the Carmel corridor. Easy access to our offices and maintenance of our quality of life are paramount concerns. We sincerely hope that any highway improvements will be designed in a manner consistent with the unique character of this Meridian corridor.

We support Mayor Brainard's efforts to improve the plans for the U. S. 31 upgrade and we urge INDOT to carefully consider the recommendations offered by the City of Carmel.

Sincerely,

MAURER RIFKIN & HILL, P.C.


Robert S. Rifkin

RSR:dlr
c:\docs\rsr\parsonstrans.7-30-03

MAURER RIFKIN & HILL, P.C.

ATTORNEYS AT LAW

SUITE 115

11550 NORTH MERIDIAN STREET

CARMEL, INDIANA 46032

ROBERT S. RIFKIN
SHERWOOD P. HILL

e-mail: rrifkin@mrhlaw.com

TEL (317) 844-8372
FAX (317) 573-5564

July 30, 2003

IDA COLEMAN LAMBERTI
OF COUNSEL

MELODY E. NOEL
CLINTON E. BLANCK
STEPHANIE J. FAIRFIELD

Ms. Mary Wright
INDOT
100 North Senate Avenue
N901
Indianapolis, Indiana 46204

Re: U. S. 31 Upgrade

Dear Ms. Wright:

I am writing this letter to you to support the City of Carmel's efforts to improve the plans for the U. S. 31 upgrade. My law firm is located at the southwest corner of 116th and Meridian. Prior to this location, we were at the southeast corner of 106th and Meridian. We have been practicing law in Carmel on North Meridian Street for the past 23 years, and we have seen an extraordinary growth in both the business and residential communities north of 103rd Street.

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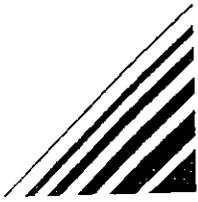
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Sincerely,

MAURER RIFKIN & HILL, P.C.



Robert S. Rifkin



**HAMILTON
COUNTY
ALLIANCE**

10333 North Meridian Street Suite 110 Indianapolis, Indiana 46290 317-573-4950 Fax: 317-573-4959
website: www.hcalliance.com e-mail: info@hcalliance.com

July 31, 2003

Ms. Mary Wright
Indiana Dept. of Transportation
100 North Senate Ave., N901
Indianapolis, IN 46204

Dear Ms. Wright,

The redesign and construction of US 31 through Carmel and Hamilton County will be the most significant highway project to ever come before the community. Its impact will be far-reaching and permanent. The City of Carmel has voiced several concerns with the proposed US 31 plans. Carmel has made detailed recommendations to improve the quality of the highway and lessen the adverse local consequences of its construction.

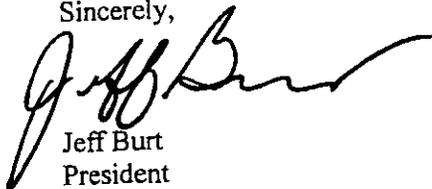
The time and effort spent by Carmel and many concerned volunteers in understanding the proposed roadway cannot be overstated. The community has identified several issues:

- Coordinating the US 31 upgrade with the need to respect the highway's role in developing and growing the Meridian Corporate Corridor,
- The roadway must facilitate connectivity within and through the corridor, especially for pedestrian and alternative transportation options,
- Serious consideration must be given to the value/importance of partially depressing the new US 31 (visual appeal and noise reduction notwithstanding) roadway within the Meridian Corporate Corridor,
- Access during construction will be crucial to commuters, building owners, tenants and public safety personnel.
- Protecting the quality and character of the Meridian Corporate Corridor is in the best interest of Carmel and the State of Indiana.

Finally, Indiana will have one chance to get it right (building the new US 31). If the review and comment process is generating good insight and valid public comments, the State should not hesitate to extend the comment period a few days. When considering the life of a new roadway, a few days seems a fair trade-off.

The City of Carmel has gone to great lengths to participate in the US 31 public input process. I cannot imagine a local community spending more time and money to help make sure that a public facility delivers value and meets the public purpose of the investment. The community's comments and recommendations need serious consideration by the State of Indiana and INDoT.

Sincerely,



Jeff Burt
President

*An Economic Development Partnership of Business and Government
Carmel/Noblesville/Fishers/Westfield/Cicero/Sheridan/Arcadia/Atlanta...all in Hamilton County, Indiana*

AEDO

Accredited Economic Development Organization

P.O. Box 525
Westfield, Ind. 46074
July 10, 2003

Mary Wright
INDOT,
100 North Senate Avenue, N901
Indianapolis, Ind. 46204

Dear Mary Wright,

Highway projects have always been of interest to me. I remember attending the new U.S.31 project in 1974 at Carmel Jr. High School that took the highway west of Carmel to its present site. At that time, I and others asked for an overpass for 131st St. We were concerned about the fire trucks being able to get to the west side of Carmel in time.

As I look at your highway diagram, I notice the roads that are being closed or dead-ended such as 103rd, 111th, and 169th. Overpasses of county roads continue the traffic flow of local traffic thus avoiding the funneling of traffic to the interchanges. I am suggesting that the above mentioned roads have overpasses.

At first I was skeptical about an interchange at 191st street. This road is dead-ended at each end - east and west. I soon realized that the Noblesville travelers would use this to get to 465 quicker. My concern is the west leg of 191st street. A lot of folk coming from the west on Ind.32 jog to Springmill road and turn east on 191st street heading to U.S. 31 thus avoiding the intersection of U.S. 31 and Indiana 32. The houses just west of U.S. 31 lie very close to the road thus making it too narrow for a heavy volume of traffic.

After looking over the three choices of 146th and U.S. 31, I decided on your Lateral Access with the extension of Rangeline Road heading northwest.

136th street is a conglomerated mess of many roads intersecting this area on both sides of the main highway. I had suggested in an earlier survey to just put an overpass here. By doing this, a lot of expense would be spared.

And finally, save ground for future rail service that would extend from Indianapolis to South Bend and catching all the towns in-between. We need to seriously consider rail service. I know I would use it to go downtown as I tire of driving and looking for parking spaces. I attend IUPUI and some of my classmates have exclaimed a desire for rail service and they live on the south side of Indianapolis.

Sincerely,

Mari Briggs



Location: US 31 Draft Enviromental
Impact Statement (DEIS)
Hamilton County
DES# 9905500

8-2-03



INDIANA DEPARTMENT OF TRANSPORTATION
100 North Senate Avenue
Room N901
Indianapolis, Indiana 46204-2217
(317) 232-5457 FAX: (317) 234-1228
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FRANK O'BANNON, Governor
J. BRYAN NICOL, Commissioner
JUNE 30, 2003

Writer's Direct Line
(317) 234-0796

The purpose of this meeting is to provide information to concerned citizens and to receive input and feedback. This form is provided for your convenience to comment on the project or the presentation. Comments may be submitted today, or mailed anytime by August 4, 2003.

TO:

Mary Wright, INDOT, 100 North Senate Avenue, N901, Indianapolis, Indiana 46204
FAX: 317-234-1228
E-MAIL: mwright@indot.state.in.us
WEBSITE: <http://www.us31indiana.com>

Thank you for attending this meeting.

FINAL COMMENT DATE:
August 4, 2003

LOCATION: US 31 Draft Environmental
Impact Statement (DEIS)
Hamilton County
DES# 9905500

NAME: (PLEASE PRINT) MARI BRIGGS

ADDRESS: 4450 W. 196th ST.
SHERIDAN, IND 46069

E-MAIL:

COMMENTS: I previously sent in comments but omitted to add that Westfield doesn't need frontage roads. They are ugly
(2) Building & landscaping near the H.W. is more pleasant - plan on both of Building
(3) safety issue - night driver on frontage roads are facing traffic on the HW(31) with an aging population - we will use our RIGHTS to see better at night than interpersing with on coming traffic on the HW(31)

SIGNATURE: Mari Briggs

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Thursday, July 24, 2003 12:35 PM
To: us31.parsons@parsons.com
Cc: dbrita@indy.rr.com
Subject: Brita - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Daniel Brita

Name: Daniel Brita
Address: 13476 Winamac Court
City: Carmel, IN 46032
County: Hamilton
Email: dbrita@indy.rr.com
Phone: 317-843-9881

What comments do you have about the project?

I live at the Parks at Springmill off of 131st Street. I am VERY concerned about the idea of an interchange being placed at the intersection of 31 and 131st Street. The placement of the interchange at this intersection would effect all homeowners' quality of life from 126th to 136th streets. As of right now, most traffic comes and goes by way of 126th Street. This seems to work great for all homeowners involved and it allows for the maximum amount of drive-by business for the busineeses involved. If an interchange were to be placed at this interexction, it would only effect these businesses. Residential property values would be the least impacted. I understand that the businesses involved are most likely crying foul and they do have the louder voice and deeper pockets. I ask that you understand this, most people move north of Indianapolis for a more quiet, less hectic lifestyle. When I go to enjoy our community pool or park with my kids, the last thing I want to see are cars speeding up and down 131st Street. PLEASE, keep the Carmel homeowner in mind when making your decision.

How did you find our Web site?
Looked for it.

Is this Web site helpful?
Very helpful! Thank you for letting me express my opinions.

Would you like to receive notification of updates to this site and upcoming events? yes

MASCO

21001 Van Born Road
Taylor, Michigan 48180
313-274-7400

TELECOPY TRANSMITTAL COVER SHEET

DATE: August 1, 2003

TO: Mary Wright, IN DOT

FAX: 317-234-1228 VOICE: 317-232-5457

FROM: Delta Faucet Corporation / Jerrold Britian

FAX: (313) 792-4182 VOICE: 313-792-6948

NUMBER OF PAGES (including cover sheet): Two (2)

If you have any questions or do not receive all pages, please call Jerrold Britian at
(313) 792-6948.

CONFIDENTIALITY NOTICE

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INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue

Room N901

Indianapolis, Indiana 46204-2217

(317) 232-5457

FAX: (317) 234-1228

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FRANK O'BANNON, Governor
J. BRYAN NICOL, Commissioner
JUNE 30, 2003

Writer's Direct Line
(317) 234-0796

The purpose of this meeting is to provide information to concerned citizens and to receive input and feedback. This form is provided for your convenience to comment on the project or the presentation. Comments may be submitted today, or mailed anytime by August 4, 2003.

TO:

Mary Wright, INDOT, 100 North Senate Avenue, N901, Indianapolis, Indiana 46204

FAX: 317-234-1228

E-MAIL: mwright@indot.state.in.us

WEBSITE: <http://www.us31indiana.com>

Thank you for attending this meeting.

FINAL COMMENT DATE:
August 4, 2003

LOCATION: US 31 Draft Environmental
Impact Statement (DEIS)
Hamilton County
DES# 9905500

NAME: (PLEASE PRINT) DELTA FAUCET CORPORATION

ADDRESS: 55 East 111th Street, Indianapolis + 6+ acre undeveloped parcel
immediately to the south on North Pennsylvania St.

E-MAIL: jerrold_britvan@mascohq.com

COMMENTS: _____

As a condition to the development and expansion of Delta Faucet's corporate offices at 55 East 111st St. (between US 31 and North Pennsylvania), Delta was required to construct two large retention basins/ponds along the west side of the property, adjacent to US 31. An expansion of US 31 onto the Delta property may adversely affect the geology and environment of the land and/or the retention ponds. Further, the approximately six-acre undeveloped site immediately to the south of the Delta corporate offices was recently acquired by Delta for the sole purpose of future office expansion. Diminishing the lot size, with a resulting reduction in potential building size due to building to land ratios, would defeat the purpose of Delta's acquisition of this property. Further, the resulting land area would be inadequate for both the parking requirements and the anticipated retention ponds that would be needed in connection with a development of this land.

SIGNATURE: Delta Faucet Corporation
By: Jerrold Britvan
Jerrold Britvan, Staff Att'y

MASCO

MASCO CORPORATION

Jerrold Britvan
Attorney

Direct Dial (734) 792-6948
Legal Fax (734) 792-6430

August 1, 2003

VIA FEDERAL EXPRESS

Ms. Mary Wright
Indiana Dept. of Transportation
100 North Senate Avenue, N901
Indianapolis, IN 46204

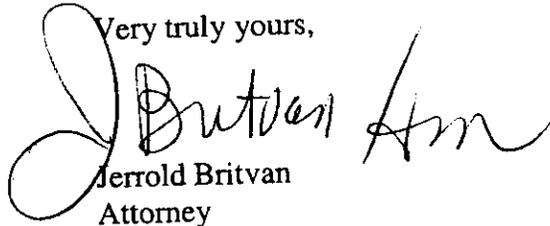
**Re: Delta Faucet Corporation – 55 East 111th Street, Indianapolis, plus 6+ acre
Undeveloped Parcel Immediate to South on North Pennsylvania St.**

Dear Ms. Wright:

Enclosed for your use and information is the original form regarding the above matter,
which I have executed on behalf of Delta Faucet Corporation.

Please contact me if you have any questions concerning this document or matter.

Very truly yours,



Jerrold Britvan
Attorney

JB/tm
Enclosure



INDIANA DEPARTMENT OF TRANSPORTATION
 100 North Senate Avenue
 Room N901
 Indianapolis, Indiana 46204-2217
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FRANK O'BANNON, Governor
 J. BRYAN NICOL, Commissioner
 JUNE 30, 2003

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 (317) 234-0796

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TO: Mary Wright, INDOT, 100 North Senate Avenue, N901, Indianapolis, Indiana 46204
 FAX: 317-234-1228
 E-MAIL: mwright@indot.state.in.us
 WEBSITE: <http://www.us31indiana.com>

Thank you for attending this meeting.

FINAL COMMENT DATE:
 August 4, 2003

LOCATION: US 31 Draft Environmental
 Impact Statement (DEIS)
 Hamilton County
 DES# 9905500

NAME: (PLEASE PRINT) DELTA FAUCET CORPORATION

ADDRESS: 55 East 111th Street, Indianapolis + 6+ acre undeveloped parcel
immediately to the south on North Pennsylvania St.

E-MAIL: jerrold_britvan@mascohq.com

COMMENTS: _____

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SIGNATURE: Delta Faucet Corporation
 By: Jerrold Britvan
 Jerrold Britvan, Staff Att'y

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Tuesday, July 29, 2003 11:01 PM
To: us31.parsons@parsons.com
Cc: kbroerman@indy.rr.com
Subject: broerman - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from keith broerman

Name: keith broerman
Address: 13457 dunes drive
City: carmel, in 46032
County: hamilton
Email: kbroerman@indy.rr.com
Phone: 317-580-0068

What comments do you have about the project?

I would like to voice my concern about the planned location of the Route 31 interchange at either 126th St or at 131st St in Carmel. I live in the Parks at Springmill subdivision at 131 and Springmill (other side is bounded by Route 31.) An interchange at 131st and 31 would no doubt lower our property values. The 126th St location seems like a no-brainer since that intersection already has industrial zoning and a large industrial/business "look and feel". In other words, putting the interchange at 126st and Meridian would seem to have a much lower environmental and psychological impact than putting it at 131st and Meridian, where the current look and feel is private homes. PLEASE PLEASE PLEASE consider the homeowners and locate the interchange next to the shopping and business office space, NOT next to individual's homes.

Thanks for listening!
Keith Broerman

How did you find our Web site?

Is this Web site helpful?
YES!

Would you like to receive notification of updates to this site and upcoming events? yes

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Monday, July 14, 2003 10:34 PM
To: us31.parsons@parsons.com
Cc: rlbrown9@aol.com
Subject: Brown - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Robert Brown

Name: Robert Brown
Address: 210 John St.
City: Carmel, IN 46032
County: Hamilton
Email: rlbrown9@aol.com
Phone:

What comments do you have about the project?

It is my personal opinion that the F2 alternative is the most desirable with the F5 as the second most desirable.
Do to the fact that this eliminates having four traffic signals in less than a half mile on what is already a very busy 146th St. The added traffic on the new Rngeline road may need to have the roundabouts changed to regular cross intersections but I would find this to be preferable to having four traffic lights in a half mile space on a bridge approach and bridge.

How did you find our Web site?
info at the public hearing

Is this Web site helpful?

Would you like to receive notification of updates to this site and upcoming events? yes

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Thursday, June 12, 2003 5:44 PM
To: us31.parsons@parsons.com
Cc: tbruick@heritagerealty.com
Subject: Bruick - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Tracey Bruick

Name: Tracey Bruick
Address: 5852 Crawfordsville Road
City: Speedway , IN 46224
County: Marion
Email: tbruick@heritagerealty.com
Phone: 317-243-8219

What comments do you have about the project?
Curious about the impact of a particular area.

How did you find our Web site?
Search Engine

Is this Web site helpful?
Extremely.

Would you like to receive notification of updates to this site and upcoming events? yes

Grayburn, Cory

From: Denise Buckingham [buckingc@kiva.net]

Sent: Friday, August 01, 2003 11:16 AM

To: us31.parsons@parsons.com

Dear Project Coordinator:

My husband and I just returned from a trip to Washington State. Along the way, we had the opportunity to visit some wonderful bicycle paths constructed in other states. We rode along lakes on hard crushed paths in Iowa and South Dakota, on roads in several states, and wished we had more time to explore the trail that paralleled I-90 in Idaho. We've ridden in the mountains in Colorado, Arizona, and Tennessee along established bicycle trails on past vacations. We've ridden several organized rides in Indiana along with touring our local area and state parks on our own, all on streets and roads. However, the trails we road this summer convinced me that I had to become more active in Indiana.

We would love to have trails nearby that do not cause us to compete with motorized traffic, trails like those we travel in our summer trips. Please consider providing adults and children with as many miles of safe bicycle routes as can be worked into tight road budgets. Bicycle riding is great for the health of riders and brings some special tourists to an area – tourists interested in maintaining the natural wonders of our world, who seldom litter, and who will spend their money on other services after a ride.

C. Denise Buckingham
5495 Sandpit Road
Bedford, IN 47421

58



Indiana County Historian

working to improve historical communication in Indiana



21 July 2003

Cory Graybun
% Parsons Transportation Group
11405 North Pennsylvania Street, Suite 100
Carmel, Indiana 46032

Dear Cory Grayburn:

Re: US 31 Improvement Project
(Des.#9905500)

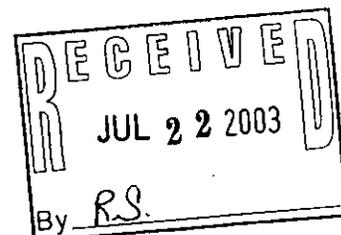
I have checked over the material furnished me under date of 26 June 2003 and generally agree with the findings. I am happy to see that this project will not touch the Chester Cemetery and the Pleasant View Cemetery. I can understand your conclusions about the Carmel Cemetery since the part affected consists of land that is for future expansion, however, the proposed inclusion of a part of the Hamilton Memorial Park Cemetery appears to me to take a portion across a corner. Since this is an operating cemetery, the terms of IC-23-14-44-1 thru 3 (a copy of which I have previously furnished you) may apply. I make this statement without any knowledge as to the possible consent of the cemetery owners for the taking of this corner.

Respectfully,

Joe H. Burgess

Joe H. Burgess
Hamilton County Historian

JHB/jb





**HAMILTON
COUNTY
ALLIANCE**

10333 North Meridian Street Suite 110 Indianapolis, Indiana 46290 317-573-4950 Fax: 317-573-4959
website: www.hcalliance.com e-mail: info@hcalliance.com

July 31, 2003

Mr. Cory Grayburn
Parsons Transportation Group
11405 N. Pennsylvania St., #100
Carmel, IN 46032

Dear Mr. Grayburn,

The redesign and construction of US 31 through Carmel and Hamilton County will be the most significant highway project to ever come before the community. Its impact will be far-reaching and permanent. The City of Carmel has voiced several concerns with the proposed US 31 plans. Carmel has made detailed recommendations to improve the quality of the highway and lessen the adverse local consequences of its construction.

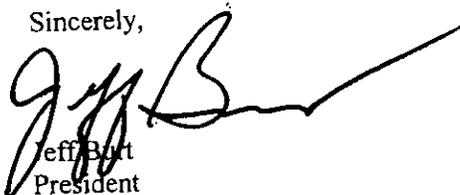
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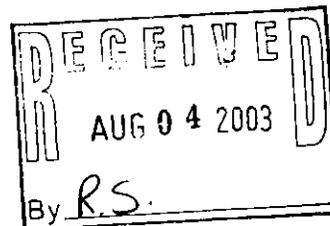
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Sincerely,



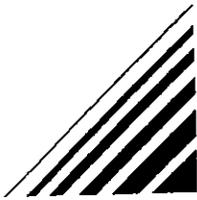
Jeff Burt
President



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Carmel/Noblesville/Fishers/Westfield/Cicero/Sheridan/Arcadia/Atlanta...all in Hamilton County, Indiana

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COUNTY
ALLIANCE**

10333 North Meridian Street Suite 110 Indianapolis, Indiana 46290 317-573-4950 Fax: 317-573-4959
website: www.hcalliance.com e-mail: info@hcalliance.com

July 31, 2003

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Indiana Dept. of Transportation
100 North Senate Ave., N901
Indianapolis, IN 46204

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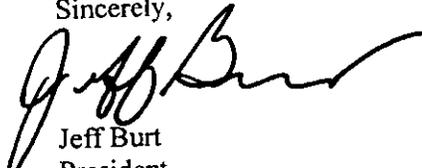
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Sincerely,



Jeff Burt
President

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Carmel/Noblesville/Fishers/Westfield/Cicero/Sheridan/Arcadia/Atlanta...all in Hamilton County, Indiana*

AEDO
Accredited Economic Development Organization

61

Grayburn, Cory

From: BarbButz@aol.com
Sent: Monday, June 30, 2003 10:43 PM
To: us31.parsons@parsons.com
Subject: US31

My husband and I moved here in 1983. We have been pleased with the development of Carmel

We live at 13712 Adios Pass and according to the plans our backyard neighbors on 136th are scheduled to be demolished, putting our backyard on Rohrer Road.

This plan disrupts our whole Village of Mt Carmel community. There need to be a better plan for this area. None of us purchased our homes to have an Expressway in our back yards.

What is wrong with using the land to the south of the Village of Mount Carmel and connecting the entrance ramp somewhere between 131 and 136. There is nothing developed on this land yet. Somehow connect Oak Ridge that has never been continued to the south. This would make better sense than to ruin a neighborhood.

Thank you for your time.
Barb Butz
13712 Adios Pass
Carmel, IN 46032

62

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Monday, June 30, 2003 11:55 PM
To: us31.parsons@parsons.com
Cc: BarbButz@aol.com
Subject: Butz - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Barbara Butz

Name: Barbara Butz
Address: 13712 Adios Pass
City: Carmel, IN 4632
County: Hamilton
Email: BarbButz@aol.com
Phone: 317-848-2390

What comments do you have about the project?

I do not like the whole idea. Especially the fact that 4 homes will be removed on 136th Street, leaving my backyard on the new Rohrer Road.

There is so much undeveloped land to the south of this intersection.....why can't that be used. OakRidge ends at 136th Street and it is not developed in this area. Why can't that area be used for the entrance ramp. Why does it have to be at 136th. The business will suffer as well as our neighborhood. The plan is NOT GOOD.

How did you find our Web site?
Attended the Public Hearing tonight

Is this Web site helpful?
YES YES YES

Would you like to receive notification of updates to this site and upcoming events? yes

Grayburn, Cory

From: BarbButz@aol.com
Sent: Tuesday, July 08, 2003 8:56 PM
To: us31.parsons@parsons.com
Subject: Hello

Why are there so many exit areaon this new highway project. Why can't there be access highway along side as in St Louis along I-70 with entrance and exit ramps.
Barb Butz

64

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Wednesday, August 06, 2003 7:17 PM
To: us31.parsons@parsons.com
Cc: BarbButz@aol.com
Subject: Butz - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Barb Butz

Name: Barb Butz
Address: 13712 Adios Pass
City: Carmel, IN 46032
County: Hamilton
Email: BarbButz@aol.com
Phone: 317-848-2390

What comments do you have about the project?

I think it stinks. I have lived in my house since 1983 and have maintained my property above and beyond. Now the houses behind me are being torn down and I will have a road in my backyard. What do you plan to do about hiding this hidious expressway? Please comment

How did you find our Web site?
meeting

Is this Web site helpful?
sorta

Would you like to receive notification of updates to this site and upcoming events? yes

Grayburn, Cory

From: CALVIN_JOEL@LILLY.COM
Sent: Thursday, June 19, 2003 3:13 PM
To: us31.parsons@parsons.com
Subject: homes

Is there a list of the homes that are to be affected by the project? I see that in the Indianapolis Star there will be 42 homes taken for the project. Do you have any idea of a timeline as to when, the earliest, that this could occur.

Thank you

Joel Calvin

Grayburn, Cory

From: on behalf of Parsons, US31
To: CALVIN_JOEL@LILLY.COM
Subject: RE: homes

Dear Mr. Calvin,

The project's potential impacts to homes is presented in the Draft Environmental Impact Statement (DEIS), which is available for public review at the Westfield Library and Town Hall and the Carmel Library and City Hall. You are also welcome to view this document at the project office located in Carmel at 11405 North Pennsylvania Street, Suite 100. If you have any more questions, please call me at 317-569-3670 ext. 22. Thank you.

Cory Grayburn
Deputy Project Manager
Parsons Transportation Group

-----Original Message-----

From: CALVIN_JOEL@LILLY.COM [mailto:CALVIN_JOEL@LILLY.COM]
Sent: Thursday, June 19, 2003 3:13 PM
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Thank you

Joel Calvin

Grayburn, Cory

From: CALVIN_JOEL@LILLY.COM
Sent: Thursday, July 17, 2003 5:14 PM
To: Parsons, US31
Subject: RE: homes

Hi Cory

I have a question. The Noise levels in table 5.8-1 for the Existing Noise Level, are those all measured? Or are most of them projected based on the measured values in table 4.8-2 of section 4.8.3. What I want to know is the value of 65.8 for my house at RS295 measured or is it based on houses near me that are shown in Table 4.8-2 (RS 290 and RS305)?

Thanks for the help

Joel Calvin



"Parsons, US31" <US31.Parsons@parsons.com>

To: "CALVIN_JOEL@LILLY.COM" <CALVIN_JOEL@LILLY.COM>
cc:
Subject: RE: homes

06/19/2003 05:37 PM

Dear Mr. Calvin,

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Cory Grayburn
Deputy Project Manager
Parsons Transportation Group

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Joel Calvin

68

Grayburn, Cory

From: CALVIN_JOEL@LILLY.COM
Sent: Thursday, July 17, 2003 5:29 PM
To: Parsons, US31
Subject: RE: homes

Cory,

I additionally have another question. I am currently typing a document explaining my point of view with regards to the effect of the project on me and my family. Who should I send this document too (there as well as anyone else that I should inform of my situation) and in what form should I send it? You had mentioned that this would be included in your report that you will send to INDOT,? I am typing this in a Word document and I was wondering if it would be easier to send it in that form or what form would be easier for you.

Thanks again

Joel Calvin

"Parsons, US31" <US31.Parsons@parsons.com>

06/19/2003 05:37 PM

To: "CALVIN_JOEL@LILLY.COM" <CALVIN_JOEL@LILLY.COM>
cc:
Subject: RE: homes

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Cory Grayburn
 Deputy Project Manager
 Parsons Transportation Group

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Sent: Thursday, June 19, 2003 3:13 PM
To: us31.parsons@parsons.com
Subject: homes

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Thank you

8/8/2003

69

11/11/03



Fax

Eli Lilly and Company
Lilly Corporate Center
Indianapolis, Indiana 46205
U.S.A.

Chemical Process Research and Development
Department IC742/Building 110

To *Mary Wright*

Company: *317 234-1228*
Fax:

From: *Joel Calvin*

Fax: 317-276-4507

Phone:

Phone:

Date:

Total Pages:

Subject:

US 31 Improvement Project

This facsimile message is intended only for the individual to whom it is addressed and may contain information that is privileged, confidential or exempt from disclosure under applicable law. If you have received this facsimile in error, please notify us immediately by telephone (collect), and return the original message to us at the above address via U.S. Postal Service.

To whom it may concern:

The following three page document is in response to the preliminary design submitted by Parsons Transportation Group for the US 31 Improvement Project in Hamilton County. The comments with-in this document are intended for INDOT's evaluation of the impact to my property.

Joel Calvin
15708 US 31 North
Carmel IN, 46033
(317) 867-1528

I, Joel Calvin, live at 15708 US 31 North, Carmel, IN with my wife and 2 children on Lots 08-09-12-04-02-004.000 and 08-09-12-04-02-005.000. The current preliminary design submitted by Parsons Transportation Group indicates that the US 31 Improvement project will significantly impact my property, but that my property has not been designated for dislocation. I am requesting that INDOT purchase the property with the house and I am enclosing information supporting my request.

Our house is located on two acres of partially wooded land divided into two lots. The house sits on the north lot and our septic system, in-ground swimming pool, natural gas line, a portion of our driveway and utility shed reside on the south lot. The house faces US 31, but our driveway does not connect directly to US 31. We access US 31 through a frontage road to Buena Vista Drive.

The Draft Environmental Impact Statement (DEIS) indicates that the project will acquire approximately 75% of my two-acre property. The analysis proposed in the DEIS was oversimplified and out of context. There is no consideration for the impact of losing: the majority of the land, the 30+ year-old trees, the in-ground swimming pool, and the current septic system.

Figure 1 below is a portion of Appendix A Sheet 7, from the DEIS, showing my two lots outlined by dashed lines. House location is RS295. Figure 1 shows that the front half of my property will be taken as the right-of-way. The lot to the south will be affected not only by the highway right-of-way, but also with a road to be built connecting Buena Vista Drive to Farr Hills. It appears that the intent of the proposal is to acquire the entire south lot. On paper, the lot looks bare, but as previously mentioned is an integral part of my residence.

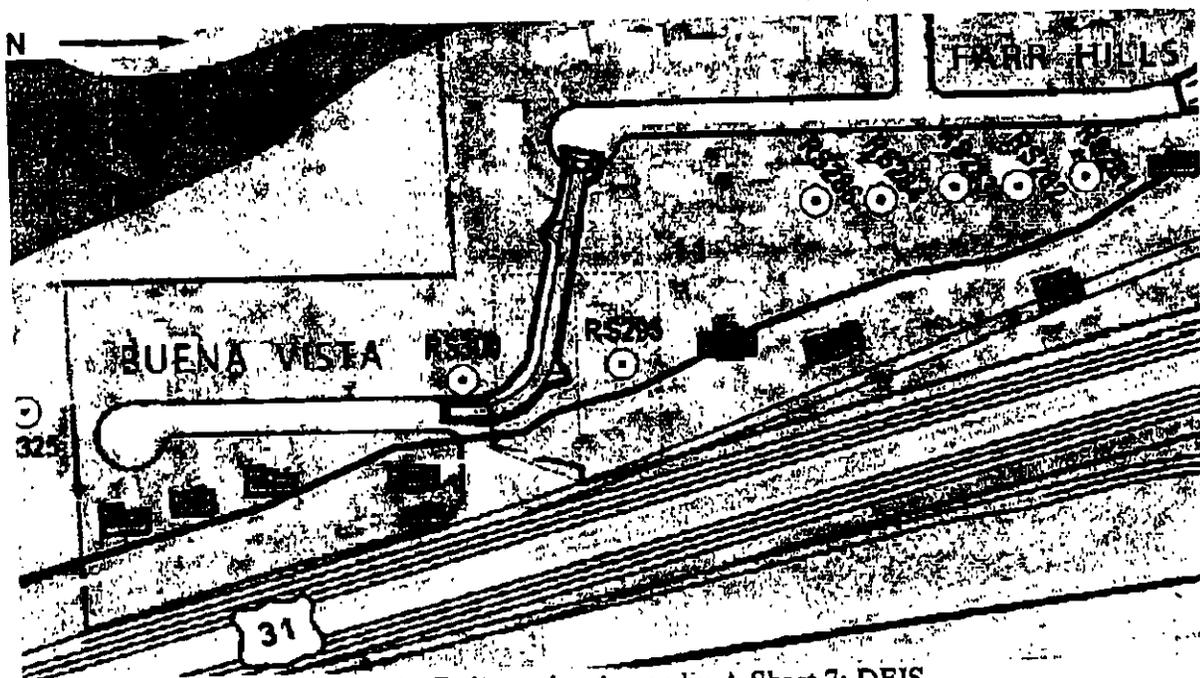


Figure 1: F alternative Appendix A Sheet 7: DEIS

Also of note, the G Alternative in the DEIS uses the south lot to build a connecting road between Buena Vista and Farr Hills.

The property was purchased because of its mature trees on two acres of land. The proposed project would acquire ~1.5 acres. The loss of 75% of the land would be an enormous detraction from the property. The privacy that we currently enjoy would be lost because of the encroachment of the highway and the connecting road.

There are currently over 40 mature trees consisting of at least 8 different species on the property. The removal of the majority of the trees would result in an increased exposure of my house to the highway and to the new access road. Figure 2 shows the current view of the house from US 31. The 30+ year-old trees shield the house and property from the view and noise of the highway.



Figure 2: Current view of the house and property at 15708 US 31 N from US 31.

Table 5.8-1 of the DEIS states that the current noise level for my residence is 65.8 dBA with a projected increase of only 3.7 dBA if alternative F is implemented. Other residences, such as RS 105 and RN 370, are going to experience a similar impact to their property, yet they have a projected noise increase of 5.5 dBA or higher. Noise levels at our residence will increase dramatically as a result of the highway moving closer by TWO lanes, one for the highway and one for the on-ramp from 161st St., and because of the elimination of present noise barriers, trees and houses to our north and south. Furthermore, as stated in section 5.3.4 of the DEIS when referring to the connecting road between Buena Vista and Farr Hills "One home within the community may experience an increase in traffic noise levels...". The projected noise increase reported in the DEIS seems significantly underestimated for my property.

Although not shown by the photo in Figure 1, an in-ground swimming pool would be eliminated as a result of the new connecting road. Figure 3 shows a survey of the property and the location of the swimming pool. The removal of this pool and the intrusion of a connecting road will significantly affect the appeal of the home.

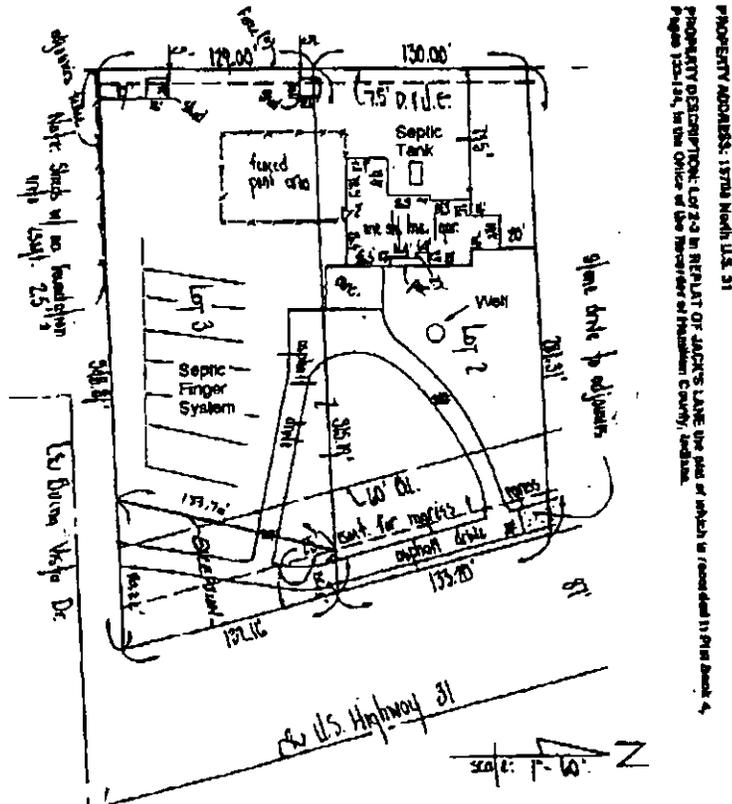


Figure 3: Survey of property and location of various structures.¹

As previously stated, the septic system resides on the south lot as shown in Figure 3. The acquisition of this property by the project would result in the relocation of the septic system to the back yard (the well is in the front of the house). The effective area in the backyard for a septic system is 55 X 55 feet. The minimum requirements by the county for a septic field are 1,500 linear feet and a 5 X 100' finger system separated by 7.5' on center. The land limitations to the west of the house make it difficult if not impossible to install a septic finger system.

Considering the multiple adverse affects to our property because of the Hwy 31 expansion project, I propose to INDOT that my property and house at RS295 be included with those to be purchased. The loss of the land, the trees, and the swimming pool take away attributes that were the reason we purchased the property. Additionally, the relocation of the septic system seems unlikely. Expanding the highway closer to the house and building an access road to the south side of the house will significantly reduce the appeal of the home and negatively impact the quality of life for my family.

Thank you for your time and attention to this matter.

Joel Calvin
 15708 US 31 North
 Carmel, IN 46033
 (317) 867-1528

¹ Survey provided by Hahn and Associates Inc.

Grayburn, Cory

From: Grayburn, Cory
Sent: Wednesday, August 13, 2003 10:26 AM
To: 'CALVIN_JOEL@LILLY.COM'
Subject: RE: homes

Mr Calvin's questions were answered during a phone call with Cory Grayburn on 8/13/03

Dear Mr. Calvin,

So that I may better answer your questions, please call me at 317-569-3670 ext. 22. Thank you.

Cory Grayburn
Deputy Project Manager
Parsons Transportation Group

-----Original Message-----

From: CALVIN_JOEL@LILLY.COM [mailto:CALVIN_JOEL@LILLY.COM]
Sent: Thursday, July 17, 2003 5:29 PM
To: Parsons, US31
Subject: RE: homes

Cory,
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Thanks again

Joel Calvin

"Parsons, US31" <US31.Parsons@parsons.com>

06/19/2003 05:37 PM

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Subject: RE: homes

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Cory Grayburn
Deputy Project Manager
Parsons Transportation Group

WRIGHT, MARY

From: Ron Carter [rcarter2@indy.rr.com]
Sent: Friday, July 25, 2003 8:10 AM
To: mwright@indot.state.in.us
Subject: US 31

Even though I am a Carmel City Council member, I am writing in regards to US 31 in Westfield.

We have worked very hard in Carmel on getting the Monon Trail opened. Indianapolis has worked very hard also. Today the two sections of the Monon are used by well over a million people per year. The fact that INDOT has ignored this vital alternative transportation link in its US 31 plans for Westfield is a major flaw in the Environmental Study and should be rectified prior to finalization of any plans for the US 31 upgrade.

Provision must be made for both the Monon and the Midland Trail to be constructed and to provide access for residents both east and west of 31 to utilize this trail network. This would include provision of new ROW to take the place of the Monon ROW which is being proposed by INDOT for destruction. This would also include construction of trails, plus to provision of grade-separated crossings at all significant intersections for both the Monon and the Midland in Westfield.

Ronald E. Carter

Ronald E. Carter
City Council, At-Large
City of Carmel
One Civic Square
Carmel, IN 46032
317-710-0162

Grayburn, Cory

From: SChamb8514@aol.com
Sent: Monday, June 16, 2003 7:45 PM
To: us31.parsons@parsons.com
Subject: US 31 project

Does this project take the place of changes to 431 (Keystone) that we considered previously? I think the 31 project looks great & reduce the traffic problems we encounter on 431 (Keystone). I hated to see 431 changed to more lanes. We live just off Keystone & didn't want an increase in the noise that widening 431 could generate. If they are still considering changes to 431 I think it should be put on hold until the work is completed on 31. Evaluate after that is completed to see if anything is even needed to 431.

The one thing that needs to be taken into consideration on 31 is to have easy access to Village Park Shopping ^{PLAZA} area.

Thanks,

Sheryl Chamberlain
3066 Apilita Court
Carmel, IN 46033