



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 111<sup>th</sup> Street. The Indiana Department of Transportation's current proposed improvements for US 31 completely eliminates east-west access across 111<sup>th</sup> Street, which would have an enormous negative impact on our operations. Employees and visitors to our facility currently find easy access via 111<sup>th</sup> 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 111<sup>th</sup> 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 that reads "Tom Chapman". The signature is written in a cursive style.

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

A Masco Company



May 30, 2003

Mr. J. Bryan Nicol, Commissioner  
INDOT  
100 South Senate Avenue  
Room N755  
Indianapolis, IN 46204

Dear Commissioner Nicol:

We represent the owner of Greyhound Plaza Shopping Center, located at the northwest corner of 146<sup>th</sup> Street and U.S. 31 in Westfield, Indiana. We are aware of the state's plan to improve U.S. Highway 31 to a highway connecting Indianapolis to South Bend.

Over the past couple of years we have been in contact with Parsons Transportation Group and have been provided information regarding the routing of the proposed interstate. Per those conversations, we understand that there are three alternative ramp designs being considered for the intersection of 146<sup>th</sup> Street and U.S. 31. Each design has major impact on the viability of our shopping center. Any modification to Greyhound Pass, Western Way, U.S. Highway 31 or 146<sup>th</sup> Street, which impacts our ingress, egress, visibility, parking field, loading facilities, or signage will result in significant financial damage to the project. Each proposed design appears to require (i) the taking of additional right of way through part of our parking field, (ii) the closing of Greyhound Pass (iii) the widening of Western Way (located adjacent to the western side of our shopping center), and (iv) the closing of the right-in/right-out access from our shopping center to Greyhound Pass. Any one of these occurrences provides an opportunity for at least three or in some cases all of our anchor tenants to terminate their leases and vacate the shopping center. In addition, it drastically reduces our ability to re-tenant spaces at current market rental rates.

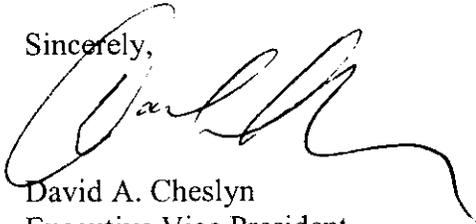
In addition to the alternatives that have been provided by Parsons Engineering, we have been working with Simon Property Group regarding two other alternative designs. Each of these designs include Collector-Distributor roads which seem to provide better access to the existing

properties along this corridor. However, some of the same issues addressed above are still a concern with these designs.

This letter will serve as notice that any changes affecting the existing ingress, egress, visibility, parking fields, loading facilities, or signage is unacceptable to the owners of Greyhound Plaza. It is obvious that considerable work needs to be done on the part of INDOT in order to design this interchange in a way that incorporates existing developments at this intersection. We are available to meet with you at any time to discuss this further.

Thank you for your prompt attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "David A. Cheslyn", with a long, sweeping underline.

David A. Cheslyn  
Executive Vice President  
Development & Acquisition

DAC/ee

cc: Tim Baker  
Phil Nicely



INDIANA DEPARTMENT OF TRANSPORTATION  
100 North Senate Avenue  
Room N755  
Indianapolis, Indiana 46204-2249  
(317) 232-5533 FAX: (317) 232-0238  
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FRANK O'BANNON, Governor  
J. BRYAN NICOL, Commissioner

Writer's Direct Line

June 24, 2003

Mr. David A. Cheslyn, Executive Vice President  
Development & Acquisition  
The Skinner & Broadbent Company  
201 North Illinois Street  
Indianapolis, Indiana 46204-1950

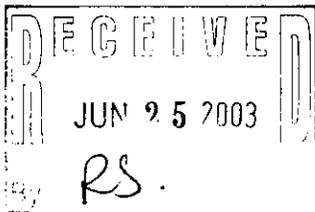
Dear Mr. Cheslyn:

Thank you for your letter regarding the ongoing study for U.S. Route 31 through Hamilton County. I appreciate your taking the time to write.

As you may be aware, Lt. Governor Joe Kernan recently announced that the Draft Environmental Impact Statement (DEIS) has been approved and the preferred alternative is to upgrade existing U.S. 31 from I-465 to State Road 38 in Hamilton County to freeway standards. I realize and appreciate your concerns regarding existing and future access to U.S. 31 through this area. In fact, we developed the DEIS balancing the needs for mobility, access and environmental impacts. We are still evaluating three alternatives for the U.S. 31 and 146<sup>th</sup> Street interchange. Before any final decisions are made on which interchange alternative will ultimately be selected, we wanted to receive feedback from the public and from those affected. I have enclosed a copy of each alternative at this location for your review.

We have scheduled the public hearing for the DEIS for June 30, 2003 at Carmel High School. There will be an informal open house starting at 5:00 p.m. with the presentation beginning at 6:00 p.m. Public comments will follow the presentation. There will be an opportunity to ask questions, on a one-on-one basis both before and after the presentation. You may access more information at the project website at [www.us31indiana.com](http://www.us31indiana.com). You may submit any comments regarding the proposed U.S. 31 project to Mr. Cory Grayburn, Parsons Transportation Group, until August 4, 2003.

Again, thank you for your letter.



Sincerely,

*J. Bryan Nicol*  
J. Bryan Nicol  
Commissioner *→TH*

Cc: Chris Baynes, INDOT  
Cory Grayburn, Parsons Transportation Group ✓

**Grayburn, Cory**

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**From:** us31\_website@onlineform.com  
**Sent:** Wednesday, July 23, 2003 2:58 PM  
**To:** us31.parsons@parsons.com  
**Cc:** BCISCO@ANSELL.COM  
**Subject:** CISCO - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from BRAD CISCO

**Name:** BRAD CISCO  
**Address:** 221 Wyndotte Drive  
**City:** Carmel, IN 46032  
**County:** US  
**Email:** BCISCO@ANSELL.COM  
**Phone:** 317-566-9947

What comments do you have about the project?

I STRONGLY REQUEST THAT AN INTERCHANGE BE PLACED AT 126TH AND MERIDIAN AND NOT AT 131ST AND MERIDIAN. 126TH AND MERIDIAN IS ALREADY A COMMERCIAL/RETAIL AREA. PLACING THE INTERCHANGE AT THIS LOCATION WILL NOT DEVALUE RESIDENTIAL PROPERTY. PLACEMENT OF THE INTERCHANGE AT 131ST AND MERIDIAN WILL DEVALUE ARE NEIGHBORHOOD. ADDITIONALLY, THE RESIDENTS OF PARK MEADOW WOULD BE SUBJECTED TO THE DIRT AND NOISE ASSOCIATED WITH SUCH A PROJECT AND IT'S AFTERMATH.

THANK YOU,

BRAD CISCO

How did you find our Web site?  
IT WAS POSTED IN OUR HOA NEWSLETTER

Is this Web site helpful?  
YES

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

Ms. Constance Clark  
850 West 136<sup>th</sup> Street  
Carmel, IN 46032-1310

August 3, 2003

Cory Grayburn  
Parsons Transportation Group  
11405 No. Pennsylvania Street, Ste. 100  
Carmel, IN 46032

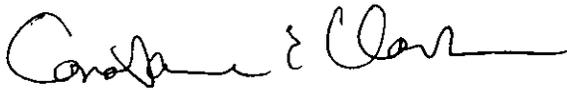
Dear Cory Grayburn:

I want to raise the following issues in support of not proceeding with the Highway 31 project:

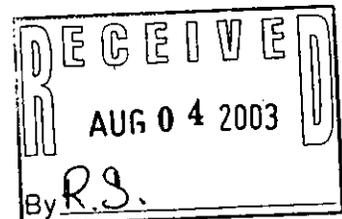
1. The total cost is excessive and unjustifiable with the current and foreseeable federal and state budget situations.
2. It is not progress to destroy homes and businesses and replace these with a road.
3. The neighborhoods will be adversely affected by the ramps and overpasses. We have a close community with small neighborhoods. This feeling of community will be destroyed.
4. At 31 and 136<sup>th</sup> street, a ramp is proposed that would go through the five houses between 31 and Oakridge. My home is one of these. The other families affected by this destruction and my family have been neighbors for 20 years; our children grew up here; our families are close as only neighbors can be; this is home to us. We have deep roots in these homes, with these neighbors, and in this neighborhood.
5. My situation is challenging. I am a single mother working toward a BSN degree at Ball State University (this is second bachelor's degree). I work across the highway at Carmel St. Vincent Hospital as a Student Nurse Extern. My younger son has multiple disabilities. My older son is going to college next year. It would be a hardship to relocate.

Thank you for this opportunity to comment on the current situation.

Sincerely,



Constance Clark



**PHILIP L. CONKLIN  
31 WEST 111TH STREET  
CARMEL, INDIANA 46032  
317-844-0522**

August 3, 2003

Mary Wright  
Indiana Department of Transportation  
IGC North 848  
100 North Senate Avenue  
Indianapolis, IN 46204

RE: US 31 Project

Dear Ms. Wright:

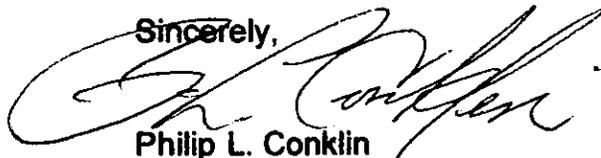
I am hereby writing a response concerning the US 31 project as it may affect developments in the vicinity of 111th and Meridian. The City of Carmel is quite interested in lowering US 31 rather than constructing high ramps that would be a hindrance and unsightly. There are 36 homes located on the south side of 111th just west of US 31 (Meridian Suburban Subdivision).

The land directly south of this subdivision is zoned B5, the land directly north of this sub-division is zoned B6, and it is the intent of the City of Carmel to extend Illinois Street which is just west of these homes. The entire subdivision should be rezoned commercial as it will be totally surrounded by business.

The entire character of the neighborhood will definitely change - in fact a great majority of the residents are willing to sell immediately to a commercial developer .

Due to these circumstances we are hereby requesting 111th Street be considered a collector road that can be continued by way of an overpass bridge. Otherwise there will be very limited access to the area making it even less desirable as a neighborhood or for commercial development.

Sincerely,



Philip L. Conklin  
Vice President, Meridian Suburban  
Homeowners Association



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

August 1, 2003

Re: Delta Faucet company Technical request for US  
31 project

Dear Ms Wright:

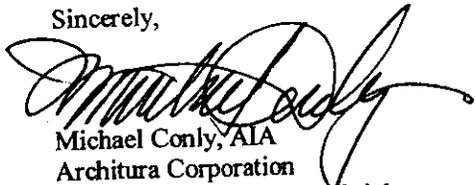
This letter is not part of the public comment to be included on the form provided by INDOT at the public hearing. Those comments are in a separate communication from Jerry Britvan, Attorney for the Masco corporation who is the parent company for Delta Faucet.

The following are requests of a more technical nature to be address, as needed at the appropriate time. These comment originate from our work with the Delta Faucet company properties and facilities divisions. As the Architect for the Delta Faucet Company, I am preparing this letter as their representative.

On behalf of The Delta Faucet Company we request the following:

1. We request a complete survey of all grades and utilities along the right of way proposed adjacent to the property owned by Delta Faucet, including our vacant property south of our Corporate HQ. Please identify changes you plan to make to the grades and utilities.
2. Your expanded road right of way encroaches on our property. To mitigate this impact, we request that you enclose the Asher storm drain in a pipe and cove this pipe to allow us adequate parking expansion to our property.
3. We request that you contact Carmel Zoning and give us allowance to reduce our parking to building area ratios as well as our building area to land area ratio for both our current building area and any building development we wish to make on our south property.
4. We request that you repair any damage to our current retention ponds and protect us from added run off from roadway widening by adjusting our pond sizes and diverting your storm runoff as needed.
5. We request first right of refusal to purchase the land vacated by the portion of 111th street west of Penn road.
6. We request an estimate of the compensation for the land we will have to contribute to the US 31 corridor for your roadway expansion before the highway appraiser makes his official offer.
7. Please furnish a time schedule for these and your construction activities for our review.

Sincerely,



Michael Conly, AIA  
Architura Corporation  
Cc Ray Misner, Marcia Albright  
Ara Benguin, Masco Corporation

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## Grayburn, Cory

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**From:** us31\_website@onlineform.com  
**Sent:** Tuesday, July 22, 2003 12:55 PM  
**To:** us31.parsons@parsons.com  
**Cc:** acook@hoosiertradewinds.com  
**Subject:** Cook - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Andy Cook

**Name:** Andy Cook  
**Address:** 1980 E. 116th St. Ste 317  
**City:** Carmel, IN 46032  
**County:** Hamilton  
**Email:** acook@hoosiertradewinds.com  
**Phone:** 317-848-9975

What comments do you have about the project?

I have attended the last two meetings here in Hamilton County and am in full agreement with the project as presented. This project should have been done many years ago but without adequate leadership at the state level this is the norm. Every state around us has many miles of non interstate freeways, Indiana has very few. Its a real shame that it takes so many lives and injuries to move INDOT to action. Stop lights and 55 mph do not match but even as we proceed with this project I see we are adding another stoplight to US 31 in Marshall County.

I urge INDOT to design the project with the City of Carmels needs in mind. The project should be depressed through the Carmel office district and more cross bridges used. I do not trust INDOTs ability to respond to local input. I cannot forget that INDOTs thinking gave us the most embarrssing highway project of all time: the Kokomo "bypass".

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

July 21, 2003

To Whom It May Concern:

I currently own the property (1402 E 161<sup>st</sup> St) on the northwest corner of the 161<sup>st</sup> St and US 31 intersection. The property is 2.5 acres, just east of the Jewish Cemetery and north of 161<sup>st</sup> St. There is a house and two out buildings with an entrance connecting 161<sup>st</sup> St. The property is currently zoned with a commercial variance for an antique shop and/or a consignment shop.

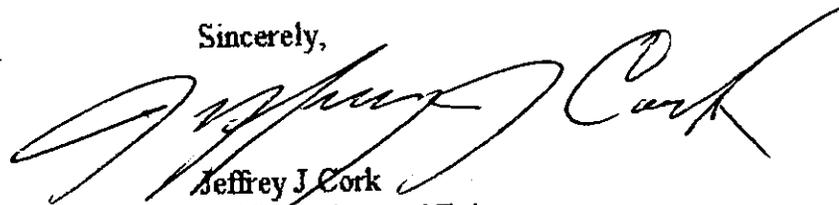
After attending the meeting on June 30, 2003 at Carmel High School it appears that approximately one fourth or one third of my property will be taken if the preferred alternative is chosen.

The possibility of another commercial situation is very feasible on my property. But, it is necessary to know how much property will be left and where any entrances and/or exits will be located, also how large the entrances and/or exits will be is important. As you know, an approved retail mall is to be located directly across US 31 on the northeast corner of the 161<sup>st</sup> St and US 31 intersection. I have been approached by several business possibilities. But the amount of acreage and remaining number of entrances and/or exits allowed would determine the type of business that will be suitable for this location.

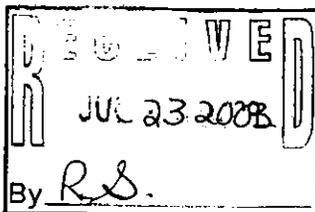
The preferred alternative of F1-F6 as indicated on the maps displayed June 30, 2003 at Carmel High School did not indicate an entrances and/or exits to my property. The options that are being considered for this location rely greatly on: A. The amount of property that will be taken and B. The size of the entrances and/or exits and their location.

This obviously is a concern. I would probably be inclined to endorse the F1-F6 alternative if the above questions and concerns are answered and resolved.

Sincerely,



Jeffrey J. Cork  
5515 Maplewood Drive  
Speedway, IN 46224





### Public Contact Record

Phone call \_\_\_\_\_ In-person ✓

Date 6/17 Time 2:45

Name Robert Crandall, IMMI

Address 18881 US31 North  
Westfield, IN 46074-0408

Phone number 317-867-8220 E-mail bcrandall@imminet.com

Add to mailing list? Yes No

Topic: IMMI Retention Pond / Building Front

Brief summary of conversation: Would like to keep as much of the building front (parking & retention pond) as possible. Willing to offer land on north side of 191<sup>st</sup> for folded diamond. Will be at Public Hearing.

Follow-up actions: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Form filled out by: Jason Hignite



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

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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 116<sup>th</sup> 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 116<sup>th</sup> & Meridian, and our research laboratories located at 156<sup>th</sup> 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", 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

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July 30, 2003

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

Dear Ms. Wright:

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Sincerely,

A handwritten signature in black ink, appearing to read "William H. Culpepper".

William H. Culpepper  
President & CEO

## Grayburn, Cory

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**From:** us31\_website@onlineform.com  
**Sent:** Saturday, August 02, 2003 8:52 PM  
**To:** us31.parsons@parsons.com  
**Cc:** docbug2@aol.com  
**Subject:** Culy - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Judi Culy

**Name:** Judi Culy  
**Address:** 545 Greyhound Pass  
**City:** Carmel, IN 46032  
**County:** Hamilton  
**Email:** docbug2@aol.com  
**Phone:** 317-566-0188

What comments do you have about the project?

Considering that people of Westfield are already divided by 5 different zip codes, 6 different towns' phone exchanges and a major US highway, that highway threatens to endanger the economics, east-west traffic flow, and school traffic flow with the current plan. By closing 154th st, 169th St., and Union St. access to 31 at it's north and south ends, over 17,000 residents will have to jam into 5 overpasses to get to work or school.

With your plan it looks as though the voices heard when our new High school was built were very short-sided to insist it be land-locked on the east side of 31, so now we must deal with the traffic and safety issues. Our high school student's driving access to the high school from the west is narrowed to one corridor- 181st St. since road 32 will be jammed with the usual morning traffic from Lebanon & Noblesville plus all the school buses that may(?) have come in on US 31. Creating the freeway means no safety conscious teen will use it going to school, since speeds of 70 mph will be the norm by travelers to South Bend or to Indianapolis. This is assuming no traffic lights will impede their speed.

The historic intersection of town will be threatened at Union St. and 32 since avoiding the traffic at 32 and 31 will mean turning north on Union (already a hazardous left turn if you are eastbound turning north) to approach the High School. No doubt more room for lanes will be needed there, old buildings will be "in the way", and there will be greatly increased traffic on Union St..

One of our last independently owned restaurants is at 191st St. and 31, recently refurbished after a fire. Losing this and many businesses at 146th, 151st, and 32 will burden an already high tax base for Washington Twp. All consideration for incentives for those business staying in the Twp. after relocating or limiting the need for relocation should be a priority.

Please consider all these changes and the burden it will place on a growing town with little infrastructure. 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? yes

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**Grayburn, Cory**

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**From:** us31\_website@onlineform.com  
**Sent:** Thursday, July 03, 2003 10:38 AM  
**To:** us31.parsons@parsons.com  
**Cc:** currie@netdirect.net  
**Subject:** currie - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Dr Robert currie

**Name:** Dr Robert currie  
**Address:** 18806 Moontown Road  
**City:** noblesville , Indiana 46060-9585  
**County:** hamilton  
**Email:** currie@netdirect.net  
**Phone:** 317-867-1198

What comments do you have about the project?

The high school football field is on the south side and runs east-west . It could be moved east over 100 ft (it would still stay on school property) and run north-south allowing the intersection interchange to be moved east and saving the Monon Trail, Waitt's farm store , the Hotel and all the Business west of the trail (Good tax base for us) The cost to move the football field would be insignificant. Thanks Bob Currie 317 867 1198

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

Grayburn, Cory

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**From:** currie [currie@netdirect.net]  
**Sent:** Thursday, July 03, 2003 9:27 AM  
**To:** us31.parsons@parsons.com  
**Subject:** US 31 & ind 32

The high school football field is on the south side and runs east-west . It could be moved east over 100 ft (it would still stay on school property) and run north-south allowing the intersection interchange to be moved east and saving the Monon Trail, Waitt's farm store , the Hotel and all the Business west of the trail (Good tax base for us) The cost to move the football field would be insignificant. Thanks Bob Currie 317 867 1198

**Grayburn, Cory**

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**From:** us31\_website@onlineform.com  
**Sent:** Tuesday, August 12, 2003 9:36 PM  
**To:** us31.parsons@parsons.com  
**Cc:** skpcdalton@indy.net  
**Subject:** Dalton - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Kelly Dalton

**Name:** Kelly Dalton  
**Address:** 13485 Clifty Falls Dr  
**City:** Carmel, IN 46032  
**County:** Hamilton  
**Email:** skpcdalton@indy.net  
**Phone:**

What comments do you have about the project?  
I want to let it be known that I think it would be best to put the new intersection at 126th and Meridian instead of 131st and Meridian. 131st Street leads into ONLY residential neighborhoods going east of Meridian. The traffic from the business complexes that are being built month after month have made the traffic for our neighborhoods unbearable as it is.

How did you find our Web site?  
I found the website through the President of our homeowner's association.

Is this Web site helpful?  
yes

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

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**Grayburn, Cory**

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**From:** DANIELS\_CALISTA@LILLY.COM  
**Sent:** Wednesday, July 02, 2003 9:40 AM  
**To:** us31.parsons@parsons.com  
**Subject:** Concerned and Affected

I am a very **Concerned and Affected household living right off of 146th Street** behind Barnes and Noble (Just West of Meridian) in the Beacon Pointe Edition. I feel that we should move because of the US 31 Project. I am afraid that 146th street will be unsafe as a result of this project. The volume of traffic will increase significantly. Currently there is no access to US31 from 146th street. It is already difficult to try to get onto 146th street from the Beacon Pointe edition.

When we moved to this area in 1997, there was very little development around us, but now there are so many strip malls and then there is the new mall that will open (Clay Terrace). I am very concerned about how the exits will be designed. I am also afraid that Property value will be negatively affected. I am also concerned about an increase in crime as a result of being just off an interstate. (Again, currently there is no access to US31 from 146th street.) Noise will also become a bigger problem.

With Greyhound Pass not crossing US31, this is going to create more congestion on 146th and 151st streets. I would also be concerned that strip malls may close because of limited access to them. I think there will be more accidents on the East/West roads which are primarily residential areas.

Overall, congestion, safety, property value, noise levels and the potential for more crime are my real concerns.

Scared, concerned and affected,  
Calista Daniels  
14909 Beacon Blvd  
Carmel, IN 46032

**Grayburn, Cory**

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**From:** us31\_website@onlineform.com  
**Sent:** Monday, June 30, 2003 5:14 PM  
**To:** us31.parsons@parsons.com  
**Cc:** airmud@iquest.net  
**Subject:** Daniels - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Steve Daniels

**Name:** Steve Daniels  
**Address:** 14909 Beacon Blvd  
**City:** Carmel, IN 46032  
**County:** Hamilton  
**Email:** airmud@iquest.net  
**Phone:**

What comments do you have about the project?

I am very concerned about this project as I am a homeowner that will be affected as I live right off of 146th street in the Beacon Pointe edition and am concerned about noise, property value and safety.

How did you find our Web site?

I like the web site, but the photos or proposals are still hard to read and understand.

Is this Web site helpful?

Yes

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

**Grayburn, Cory**

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**From:** President WWHS [president@wwhs.us]  
**Sent:** Friday, August 01, 2003 10:04 AM  
**To:** cory.grayburn@parsons.com  
**Cc:** mwright@idot.state.in.us  
**Subject:** US 31 Upgrade...Impact Statement

I have three concerns. The first I don't anticipate being a problem, but I would like to make your aware of. I am looking at Appendix A sheet 9 F alternative. The area marked 15 in the Westfield Business Park. There is an exit off of SR 32 through what I think is Hall & House property. On the East side of the road through the Business Park a short distance from the end of that exit, stands a very large, tall, old, well shaped Oak tree. It may well be one of the oldest trees in this area, approximately 350 to 400 years old. I would not like to see that damaged either by loss of roots, or water flow or other means.

Drainage in area 76. When SR 32 was widened some year ago, the construction people had their trailer and equipment parked on the Hall & House property. They noticed the problem with drainage, since the surface water from the South and West of SR 32 drained into that lot. They raised the land by a foot or more by the time they had completed their work on SR 32. That left our home at 915 East State Road 32 the lowest area and all the surface water now drains into our front and back yard. They put in a ditch and promptly filled in with stone and covered the drain that was suppose to drain the water to the North side of SR 32 and under Wheeler Road to a retention pond, then back to the Anna Kendall ditch. The water is left flowing from the neighbors to the West of us, across our driveway and into our yard. The rest of the water flows down our neighbors fence and into our back yard. Since the Road Department is going to be making that exit off of SR 32 into the business park, it would be nice if they would undo the damage they have done by building up the Hall and House lot and leaving us and our neighbors along SR 32 with no proper drainage. I realize there is a project to widen SR 32, but the problem began with the Hall & House property was raised and now with a exit off SR 32 being put in, and the possibility of the land being raised more, some allowance needs to be made for the water to drain properly.

I notice on Appendix A sheet 12 F alternative that the Lindley Farm has been marked as Potentially eligible Historic Property. I am not sure what structures are still standing there, but I do understand there was or is a historic home there and people are coming to me asking what will be done with that area. It is good to see that it will not be a problem according to these plans and I can reassure those who are asking me. Also I notice that the MacGregor Park area will not be compromised. That is good to see.

Thank you, Carol Daubenspeck

## Grayburn, Cory

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**From:** us31\_website@onlineform.com  
**Sent:** Monday, August 04, 2003 12:28 AM  
**To:** us31.parsons@parsons.com  
**Cc:** ddegnan@indy.rr.com  
**Subject:** Degnan - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Daniel Degnan

**Name:** Daniel Degnan  
**Address:** 14701 Shadow Lakes Dr.  
**City:** Carmel, IN 46032  
**County:** Hamilton  
**Email:** ddegnan@indy.rr.com  
**Phone:** 317-706-8563

What comments do you have about the project?  
Official Comments during the 45 day comment period

My family and I currently live at 14701 Shadow Lakes Drive on the Westfield side of 146th St. My property is adjacent to the project proposal for the 146th St interchange that uses Western Way as a loop interchange. I have attended all of the public meetings and the one "official" public hearing conducted by the Parsons Transportation Group.

I am speaking on my behalf and on the behalf of many of my neighbors that live in the Shadow Lakes subdivision. To my knowledge, our subdivision is the only one that is directly adjacent to any of the "interchange" options. As an adjacent property owner and as a member of our subdivision, I have never been officially contacted regarding the pending changes which will literally be occurring in my backyard. I have 5 specific comments on the US 31 project proposal:

1. The eastern most entrance to the Shadow Lakes subdivision is less than 100 ft from the intersection of Western Way and 146th St on the north side of 146th St. The county, in making 146th St a 4 lane road, did little if any impact studies on the entrance and exit traffic from our subdivision. The US 31 project will put additional traffic on 146th St at the Western Way intersection. The eastern most entrance to our subdivision should be closed. It is currently a traffic hazard and will be even more so with additional traffic flow. Our subdivision will have two entrances if this one is closed - one through Beacon Pointe and one off of 146th St further to the West. I would like to see the eastern entrance to Shadow Lakes subdivision closed.
2. The Impact study did an extensive look at noise impacts and traffic impacts along the corridor. There was virtually no sound impact studies done along the interchange access roads that have been published as part of the project. As a residential neighborhood that is directly adjacent to Western Way, it seems reasonable that sound and noise impacts would be studied. The project team studied the noise impact in a softball field along the US 31 corridor, however, no noise studies were done along the interchange proposals for 146th St. I would like to see a noise impact study done along Western Way in the residential area directly adjacent to the published interchange proposal or I would like adequate noise abatement included along Western Way.
3. The Town of Westfield has required the shopping center directly adjacent to Western Way (owned by Skinner and Broadbent) to landscape Western Way in such a manner as to provide screening for the "neighbors" in Shadow Lakes and Beacon Pointe located directly to the West. There should be adequate landscaping and screening included in the US 31 project or the retailer should be made to keep their promise regarding the landscaping and zoning concessions they have already made. I would like to know that the landscaping and screening will be in place if Western Way is going to be part of the interchange plan for 146th St.
4. Out of the interchange proposals, I support the proposal called Diamond Option Sheet

6A. It takes up the least real estate and does not affect traffic flow on to Western Way directly. I find it interesting that it is not an option to view on the webpage under "Maps and Alternatives". I support the interchange option called Diamond Option 6A.

5. Of less importance, however significant, I would like to see the project to include some method of connecting the west side and east side of Westfield. This could be done through contributing to the proposed trail system through Westfield and walkways on bridges and overpasses on both sides of the road . . . . unlike the 146th St bridge.

Please feel free to give me a call or an email regarding my comments.

Dan Degnan

How did you find our Web site?

Involvement in Town of Westfield matters and the Westfield Chamber of Commerce

Is this Web site helpful?

Not as helpful as it could be. It is not updated often and does not allow specific contacts to be made with the Parsons Group.

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

## Grayburn, Cory

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**From:** us31\_website@onlineform.com  
**Sent:** Monday, August 04, 2003 5:19 PM  
**To:** us31.parsons@parsons.com  
**Cc:** jdelaney\_indy@hotmail.com  
**Subject:** Delaney - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from John Delaney

**Name:** John Delaney  
**Address:** 8206 Traders Hollow Ct  
**City:** Indianapolis, IN 46278  
**County:** Marion  
**Email:** jdelaney\_indy@hotmail.com  
**Phone:** 317-590-3332

What comments do you have about the project?

The proposed exit at 106th and Meridian appears as though it will require the use of a significant amount of land on the northeast portion of that corner, so much so that it will encroach into the property at that corner (North Meridian Medical Center) and result in the elimination of a significant amount of parking spaces for that facility (on both the west and south sides of the building). This will significantly and detrimentally impact the usability and value of the building located on that corner. As the husband of one of the owners of this building, I object to this plan because of this impact.

How did you find our Web site?  
publications that have been circulating

Is this Web site helpful?  
yes

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

## Grayburn, Cory

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**From:** us31\_website@onlineform.com  
**Sent:** Saturday, August 02, 2003 11:51 PM  
**To:** us31.parsons@parsons.com  
**Cc:** gdstuff@juno.com  
**Subject:** Del Greco - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Gloria Del Greco

**Name:** Gloria Del Greco  
**Address:** 18448 Eagletown Road  
**City:** Westfield, IN 46074  
**County:** Hamilton  
**Email:** gdstuff@juno.com  
**Phone:** 317-896-2359

What comments do you have about the project?

I hope that you don't continue with the plan to make 31 a six lane highway, but instead keep it a four lane highway without so many road cuts. Let me give you some background. In the past month I have traveled a great deal (in one week, I traveled from Westfield to Minneapolis, MN, to Fort Wayne and to Sanford, NC all on major highways and interstates) The one thing that stood out was the fact that traffic was moving very quickly and most all of the highways were no larger than two lanes in each directions, with additional lanes where traffic merged on. The other thing was that speed was 70+ miles per hour in most cases (some road conditions, rain, speed zones, slowed the speed at times) The key to that smooth traffic movement was the lack of stoplights every few hundred feet or less. You see they didn't allow so many road cuts to slow the traffic. I would like to see you keep Westfields leg of 31 the same number of lanes as it now is, but put in overpasses/underpasses for the east/west traffic to cross the highway and in "KEY" locations put on and off ramps. I have traveled 31 for over fifty years and Kokomo is a prime example of how road cuts can mess up a perfectly good bypass. I remember when you could get around Kokomo on the bypass and there weren't lights every few minutes. I traveled that stretch of 31 today from Westfield to Plymouth and must say that our trip was quick and smooth all of the way (and many were passing us at over 70mphs), except for the Kokomo section. I know you are also considering a new bypass for Kokomo. Trust me if you don't put limits on direct access and put in frontage roads for businesses along the roadway and NOT ROAD CUTS you will have the same mess in a very few short years. I know all of the business in Westfield that currently have direct access to 31 would like to keep it that way, but it won't work and soon Westfield will be as bad as Kokomo. Give a smooth road with VERY FEW direct connections (like 465 has

Allisonville Road, Keystone, 31/Meridian, and 421 on the north side). Somehow, many people seem to be able to traverse the city and still reach all of the business on the north/south side of 465 without every street having a direct connection. I realize it will be an adjustment for the businesses, but if done right it should improve life for everyone in the long run. I appreciate the ability to quickly buzz pass towns that are not my destination when I travel the highways, but I also hate to see so many lives disconnected by the elimination of direct east/west connections and the total dissection of Westfield that the current plan could cause. This is a town on the edge of terrific growth and a road that serves the community as well as those who travel through this area should be a top priority. I travel a lot so I haven't had time to totally digest the plans for the road development, but these are concerns that I've held regarding 31 for many years.

How did you find our Web site?  
Noblesville Times printed it in the paper

Is this Web site helpful?

I imagine, but this is my first visit and I will be traveling again tomorrow, so I haven't visited all the areas.

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



HISTORIC  
LANDMARKS  
FOUNDATION OF  
INDIANA

Central Regional Office  
Kemper House  
1028 North Delaware Street  
Indianapolis, IN 46202  
e-mail: central@historiclandmarks.org  
317 639 4534/800 450 4534  
Fax: 317 639 6720  
www.historiclandmarks.org

July 31, 2003

Cory Grayburn  
Deputy Project Manager  
Parsons Transportation Group  
11405 North Pennsylvania Street  
Suite 100  
Carmel, Indiana 46032

(via FAX, hard copy to follow)

RE: U.S. 31 Improvement Project, Hamilton County, IN (Des.#9905500)

Dear Mr. Grayburn:

I enjoyed the opportunity to discuss various aspects of this project with you last week, particularly those which affect historic properties in or near the project area. As a consulting party on an array of projects throughout Indiana, Historic Landmarks Foundation strives to hold transportation planning to a higher standard, particularly as it impacts our surroundings. Both the natural and man-made built environment each contribute greatly to our quality of life and our economy.

As such, the first of my concerns is regarding the two historic farms directly impacted by this project. The Hunt Farm and Lindley Farm, both near US 31 in the Westfield vicinity, will suffer an adverse effect due to these improvements. A portion of their property will be lost along US 31, as will their direct access from the highway onto their farm lanes. Historically, most farmsteads were approached up a lane from the primary farm-to-market road. Cutting this linkage from US 31 ends this historical association. I believe it is important that as part of any Memorandum of Agreement (MOA) that a frontage road should be installed so that the historic approaches to these houses can be retained. An alternative which brings a driveway up to the rear of the house, assuming this was not done historically, is not appropriate or acceptable.

Furthermore, a second condition of the Memorandum of Agreement must address the long-term protection of these two important farmsteads. Rapid development of the surrounding area has meant the loss of similar properties to strip centers and big-box development. If no protection measures are put into place, whose to say that these two farmsteads won't suffer the same fate once the new highway is complete? Due to increased property values, the owners of each farm may sell for a profit, resulting in the loss of our heritage. The solution: Historic Landmarks Foundation of Indiana has a very successful Architectural Façade and Conservation Easement program on numerous significant properties around the state (brochure enclosed). This legal document, when recorded with the deed, would stay with the

property "in perpetuity". As a result, Historic Landmarks assures that the properties would not be demolished, and guides owners on changes to the exteriors of their buildings. There is a fee that must be paid to Historic Landmarks to monitor the properties, called the Easement Monitoring Fee. This fee is set based upon a sliding scale (see brochure), determined by the appraised value of the property. It is my recommendation that the MOA cover the cost of the Easement Monitoring Fee on behalf of the property owners, with their concurrence. It is additionally important to note that the property owners could receive a generous tax deduction for putting such an easement in place, based upon difference of the value of the property before and after the easement donation.

I do not believe that your analysis has adequately addressed the kinds of impacts that this project will have upon the North Meridian Street Historic District in Indianapolis. This area consists of the city's finest collection of early 20<sup>th</sup> century residential architecture. Large houses, expansive lawns, a tree canopy and a narrow four lane highway are all contributing factors which make that corridor unique. By bringing US 31 in Hamilton County to the standard of limited access highway and with the current improvements from 86<sup>th</sup> Street north to I-465, transportation planners have designed a road system that will send thousands more cars flooding down North Meridian Street, eventually clogging the area between Kessler Boulevard south to 38<sup>th</sup> Street. I believe that the alternative which would have brought US 31 down IN 431 and south down Keystone Avenue would have been far more logical, allowing for an easier flow of traffic in an area with few historic resources. I would recommend that either this alternative be studied again, or INDOT and FHWA work with the City of Indianapolis and local residents to develop a "Traffic Calming" system for the North Meridian Street Historic District. While not within the project area, this issue must be addressed. As a matter of fact, this should be introduced to the Division of Historic Preservation & Archeology as a possible issue for Section 106 review.

Another mitigation component needs to be included in the Memorandum of Agreement to address a problem cropping up across Indiana. At all interchanges of the limited access highway (on/off ramps), it must be agreed to ban the erection of billboards and cell towers. Apparently, the state and/or federal government has agreed that this is a satisfactory practice, because cell towers are being located within these interchanges in other locations (around Interstate 465 for example). These interchanges should remain open space and if anything, should be improved with low-maintenance plantings.

I would also like to express one final thought on this project, emphasizing alternative forms of transportation. Our nation has become and continues to be too heavily dependent upon the automobile as our primary mode of transportation. In Indiana, it's about the only realistic choice we're given. I just moved back here from Salt Lake City, Utah, where there is a terrific, heavily used transit system called TRAX. Ultimately, such a system will link northern Utah cities to those south of Salt Lake City. This kind of visionary transportation planning nearly matches what Indiana did at the turn of the 20<sup>th</sup> century with the Interurban system. It is time to match our past accomplishments with a more effective public transportation system for the future. Alternative forms of transportation can save time,

Page 3  
Grayburn letter

money, and by removing cars from existing US 31, lessen auto pollution and even eliminate the need for a project of this kind. I would encourage walking paths and bicycle paths to be included in the project, and plans to be made for a public transit system to be developed from the project area into downtown Indianapolis.

Thank you for your time, and the ability to introduce my comments as a consulting party. If you have any questions, please do not hesitate to call me.

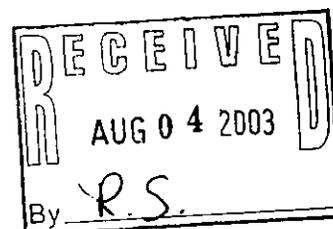
Sincerely,



Mark Dollase, Director  
Central Regional Office

Enclosure (easement brochure)

cc: John Baxter/Kate Quinn  
Matt Fuller  
Ann Stack  
Lane Ralph  
John Carr  
Bob Kennedy  
Reid Williamson



126

**H**istoric Landmarks Foundation of Indiana—the nation's largest state-wide preservation organization—works to protect our state's rich heritage by encouraging the conservation and restoration of historic sites and structures.

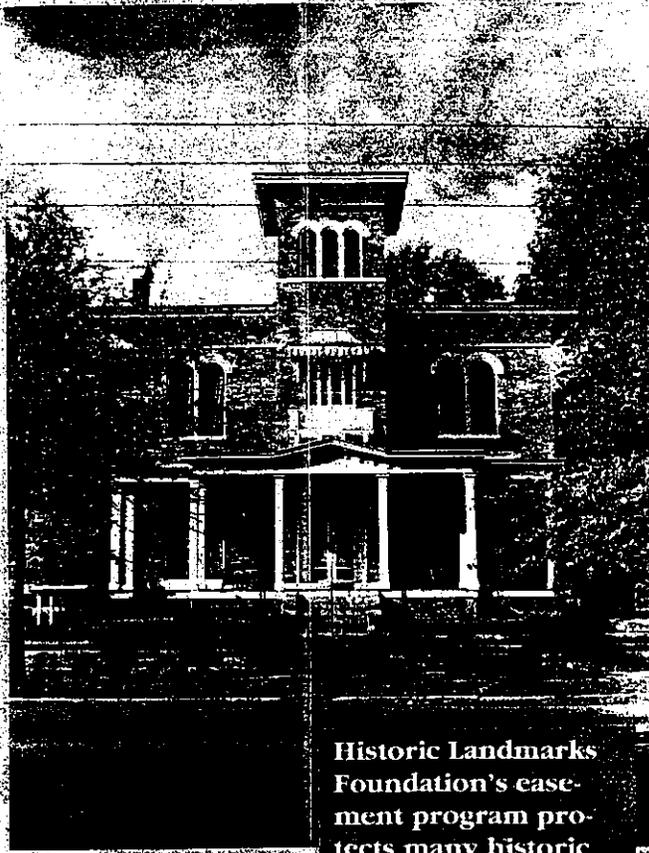
We know preserving landmarks makes good cultural and economic sense, and we know our goals are shared by many owners of historic property who want to protect the character and integrity of their buildings.

To work with property owners toward that common goal, Historic Landmarks Foundation offers a preservation easement program. By granting an easement to Historic Landmarks Foundation, the donor guarantees the protection of his or her historic property *forever*.

#### WHAT IS A PRESERVATION EASEMENT?

A preservation easement is a legal agreement that grants a partial interest in a historic property to a qualified nonprofit organization—like Historic Landmarks Foundation of Indiana—to accomplish preservation or conservation objectives.

The importance of easements rests in their protective provisions. By donating an easement to Historic Landmarks Foundation, a property owner transfers to our organization the responsibility



*The Republic*

**Historic Landmarks Foundation's easement program protects many historic properties in Indiana, including private homes, commercial buildings and farms.**

to protect the property's exterior from changes that would compromise its historical, architectural or natural character. In special cases, the easement may also be written to protect certain interior features, ensure proper maintenance, or prohibit subdivision of the land, and it may include other provisions tailored to the owner's wishes or the particular circumstances of the property.

Although a preservation easement places restrictions on a property, the owner retains title to the property and is free to use, lease, sell or give the property away at any time. However, because the easement is permanently attached to the property title and granted in perpetuity, it is binding on all future owners.

As a legal instrument, the preservation easement is quite flexible. An easement can be designed to suit the interests and needs of the owner and Historic Landmarks Foundation. The owner must participate in defining the easement and must approve it with his or her signature. Historic Landmarks Foundation then assumes responsibility for periodically monitoring the property and enforcing the provisions of the easement.



4200 Brookville Road, Indianapolis

For more information about our programs and becoming a member of Historic Landmarks Foundation of Indiana, call or write any of our offices:



HISTORIC LANDMARKS FOUNDATION OF INDIANA

**Headquarters**

Heritage Preservation Center  
340 West Michigan Street  
Indianapolis, IN 46202-3204  
800-450-4534  
317-639-4534  
Fax: 317-639-6734

**Central Regional Office**

Kemper House  
1028 North Delaware Street  
Indianapolis, IN 46202  
317-639-4534  
800-450-4534  
Fax: 317-639-6720

**Eastern Regional Office**

Huddleston Farmhouse Inn Museum  
PO Box 284  
Cambridge City, IN 47327  
765-478-3172  
Fax: 765-478-3410

**Northern Regional Office**

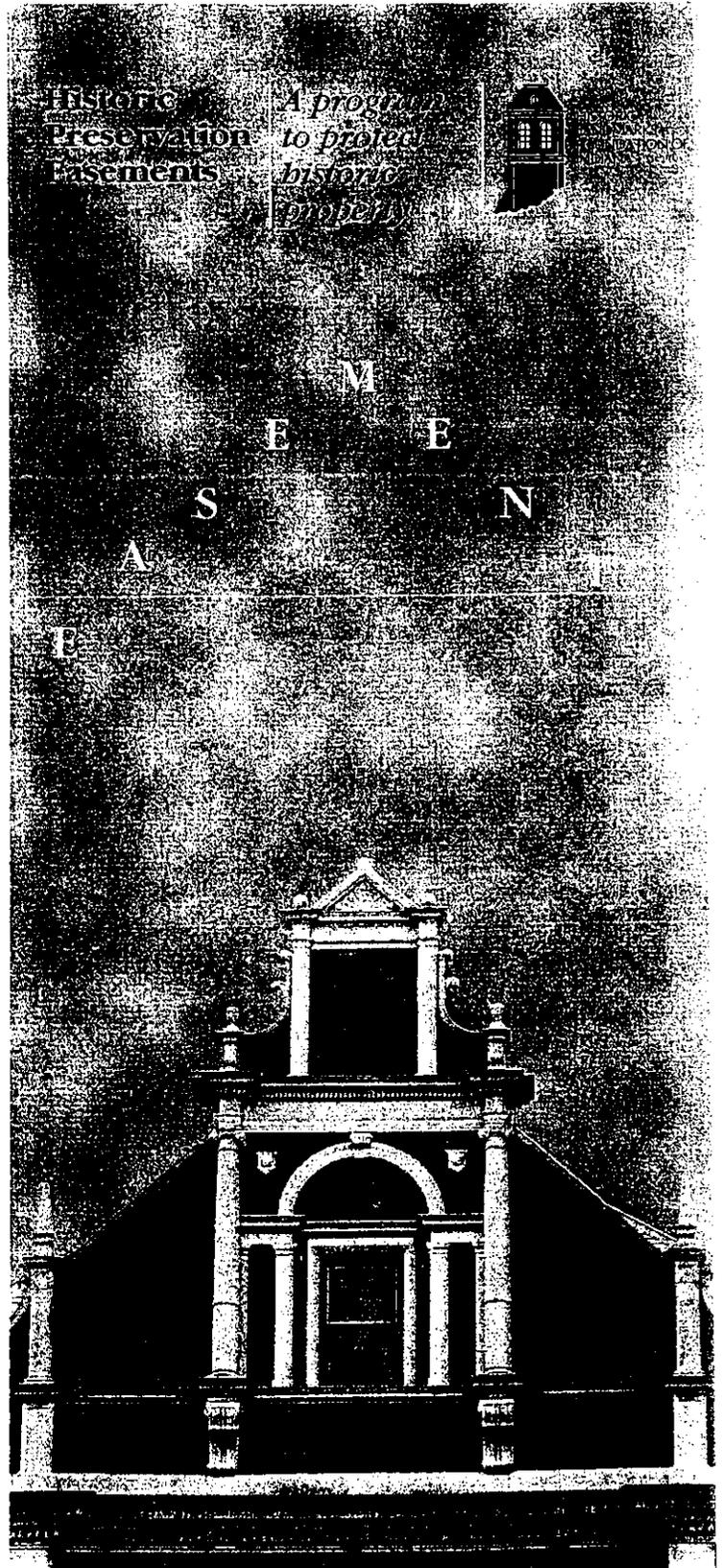
Probst House  
520 East Colfax Avenue  
South Bend, IN 46617  
219-232-4534  
Fax: 219-232-5549

**Southern Regional Office**

Grisamore House  
113 West Chestnut Street  
Jeffersonville, IN 47130  
812-284-4534  
Fax: 812-285-9923

**Western Regional Office**

643 Wabash Avenue  
Terre Haute, IN 47807  
812-232-4534  
Fax: 812-234-0156



100

McIlwain House, Lafayette



## FINANCIAL BENEFITS OF EASEMENTS

Preservationists consider an easement's power to protect historic property to be its most important element. From the donor's perspective, however, other important aspects of easements include the potentially favorable income, estate and property tax consequences of easement donations. Under the Internal Revenue Code of 1986, donations of qualified easements are tax-deductible gifts. If the donation meets the standards established in the Internal Revenue Code (IRC Sec 170) and a value can be determined for the easement, the resulting deduction can apply to federal income taxes.

### INCOME TAX DEDUCTIONS

To qualify for the federal tax deduction, an easement must meet certain criteria:

- The easement must be granted to a nonprofit organization with 501(c)(3)/public charity tax status.
- The easement must be granted "exclusively for conservation purposes" and "in perpetuity."
- The property must be a "certified historic structure," defined as any building, structure or land area listed in the National Register of Historic Places or any contributing building or structure in a registered historic district.
- Generally, the property must not be subject to a prior lien or mortgage.

To claim a federal tax deduction, a property owner should retain a professional appraiser to determine the value of the easement—usually calculated as the difference between the fair market value of the property before and after the donation of the easement. Historic Landmarks Foundation strongly recommends that the property owner planning to claim a tax deduction first consult a tax accountant and/or a tax attorney and a real estate appraiser with experience in the valuation of historic property.

### EASEMENTS AND THE 20% INVESTMENT TAX CREDIT

The donation of an easement may be used in combination with the 20% federal investment tax credit available for the substantial rehabilitation of certified historic structures used in trade or business. Residences and other personal property do not qualify for the 20% investment tax credit. However, the property owner should be aware that preliminary certification of significance or mere eligibility to the National Register does not constitute "certification" as defined by the Internal Revenue Code governing easements. In such cases, the donation is not guaranteed to qualify as a charitable contribution.

### ESTATE TAX REDUCTIONS

The gift of an easement to Historic Landmarks Foundation may also reduce federal estate taxes. If given during the owner's lifetime, the easement's value is not included when the value of the donor's estate is determined. In addition, the easement may prevent a reappraisal of the property at "highest and best use" for estate tax purposes. As a result, the estate taxes may be lower.

### LOWER PROPERTY TAXES

The donation of a preservation easement may also reduce property taxes. In 1984, the Indiana legislature passed the Uniform Conservation Easement Act (IC 32-5-2.6). The act states that "for the purpose of IC6-1.1, real property subject to a conservation easement shall be assessed and taxed on a basis that reflects the easement."

The amount of any tax reduction due to an easement depends on the property's location, use and development potential. For example, the limitations created by an easement would be greater on a downtown commercial building than on a residence in an area where development pressures may not be as intense.

**HISTORIC LANDMARKS FOUNDATION'S EASEMENT PROGRAM & PROCEDURES**

Any property owner—public or private—may donate a preservation easement to Historic Landmarks Foundation to ensure long-term

protection of historic sites or structures. From our regional offices around the state, Historic Landmarks Foundation's staff is available to help property owners draft easement agreements that achieve important preservation objectives.

When Historic Landmarks Foundation accepts an easement, we also assume responsibility for monitoring the property in perpetuity to ensure the terms of the agreement are observed. Historic Landmarks Foundation's professional staff files monitoring reports on each easement property on an annual basis. The property's current owner receives a copy of each year's report, and a permanent file is maintained at Historic Landmarks Foundation's state headquarters.



*Eggemeyer House, Richmond*

The property owner must contact Historic Landmarks Foundation for approval before making any changes which affect the property's facade, setting or other aspect governed by the easement. In turn, Historic Landmarks Foundation offers free preliminary architectural and design advice to help current and future owners arrive at changes that respect the property's historical and architectural character.

**PROCEDURES**

The following steps outline Historic Landmarks Foundation's procedure for drafting and accepting a preservation easement from a donor who plans to claim a tax deduction for the value of the gift:

- To be eligible for a federal income tax deduction or to have the value of the easement excluded from the donor's estate, the owner's property must be listed in the National Register of Historic Places before or during the year in which the tax deduction is taken. Under special circumstances, Historic Landmarks Foundation may help nominate a property to the National Register.
- In certain cases, Historic Landmarks Foundation will accept an easement on a property that is not eligible



*Byram-Gates-Middleton House, Indianapolis*

for listing in the National Register of Historic Places. However, the donor of such an easement would not be eligible for a federal income tax deduction.

- The donor retains the services of a professional appraiser with experience in the valuation of conservation easements on historic properties.
- Historic Landmarks Foundation prepares the easement agreement in cooperation with the donor and his or her attorney. The document must clearly define the extent of protection intended by the easement.
- Historic Landmarks Foundation requests that the easement be accompanied by a donation to our Easement Monitoring Fund, in an amount according to the schedule below.\* The contribution covers long-term costs Historic Landmarks Foundation incurs for periodic monitoring of the property and for any legal enforcement of the provisions of the easement that may be necessary in the future.

* Market value of non-commercial properties	Suggested contribution	Market value of commercial properties	Suggested contribution
Under \$100,000	\$3,000	Under \$500,000	\$5,000
\$100,000-\$250,000	\$4,000	\$500,000-\$1,000,000	\$7,500
\$250,000-\$500,000	\$5,000	\$1,000,000-\$2,500,000	\$10,000
\$500,000-\$1,000,000	\$6,000	\$2,500,000-\$5,000,000	\$15,000
Over \$1,000,000	\$7,500	Over \$5,000,000	\$20,000

- The legal agreement and accompanying donation is presented to Historic Landmarks Foundation's board of directors for approval and formal acceptance. The easement is recorded in the county in which the property is located.
- Regular monitoring of the property occurs from the nearest regional office of Historic Landmarks Foundation.

**WRIGHT, MARY**

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**From:** Doxtater, Gary [GDoxtater@amercons.com]  
**Sent:** Wednesday, July 30, 2003 9:38 AM  
**To:** mwright@indot.state.in.us  
**Cc:** apeskuski@pclient.ml.com  
**Subject:** US 31 comments

Public Comment Officer:

As a resident of Hamilton County I would like to provide my comments on the US 31 proposed improvements as part of the Public Records on the project.

As pointed out in Westfield's Comprehensive Travel Plans, the proposed Midland Trace Trail plays an important part of the areas pedestrian, bike and recreational trail development. The impacts of any improvements on US 31 must be considered now rather in the future after the construction has been completed. This and opportunity to consider necessary crossings with bridges or tunnels for the Midland Trace as well as the Monon trail. It is just good planning and good government to do this.

Thank you for the opportunity to provide my comments,

Gary Doxtater  
13559 Kensington Place  
Carmel, IN 46032  
317-575-8818

**Grayburn, Cory**

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**From:** us31\_website@onlineform.com  
**Sent:** Saturday, August 02, 2003 12:19 PM  
**To:** us31.parsons@parsons.com  
**Cc:** rdrayer@indy.rr.com  
**Subject:** Drayer - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Roger Drayer

**Name:** Roger Drayer  
**Address:** 2822 Hazel Foster Drive  
**City:** Carmel, IN 46033  
**County:** Hamilton  
**Email:** rdrayer@indy.rr.com  
**Phone:** 3175697346

What comments do you have about the project?

I own property at the corner of US 31 and SR 32 (SW corner) known as Waitt Elevator. The project cuts off our access to US 31 and to SR 32. Since these are our only access it leaves us land locked. We have three businesses located at that location. We don't seem to be listed as one of the businesses being re-located. 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

**Grayburn, Cory**

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**From:** Roger Drayer [rdrayer@indy.rr.com]  
**Sent:** Saturday, August 02, 2003 11:15 AM  
**To:** us31.parsons@parsons.com  
**Subject:** US 31 Project

I own property at the southwest corner of US 31 and SR 32 (behind McDonalds & Shell). It appears that the project cuts off our existing access to US 31 and our Driveway to SR 32. Since those are our only access, it leaves us landlocked with tree businesses. We don't seem to be listed as displaced businesses. Can you tell me why and what the plan is??

Roger Drayer

**Grayburn, Cory**

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**From:** Parsons, US31  
**Sent:** Tuesday, August 12, 2003 2:46 PM  
**To:** 'Roger Drayer'  
**Subject:** RE: US 31 Project

Dear Mr. Drayer,

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

Cory Grayburn  
Deputy Project Manager  
Parsons Transportation Group

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

**From:** Roger Drayer [mailto:rdrayer@indy.rr.com]  
**Sent:** Saturday, August 02, 2003 11:15 AM  
**To:** us31.parsons@parsons.com  
**Subject:** US 31 Project

*write elevation*

I own property at the southwest corner of US 31 and SR 32 (behind McDonalds & Shell). It appears that the project cuts off our existing access to US 31 and our Driveway to SR 32. Since those are our only access, it leaves us landlocked with tree businesses. We don't seem to be listed as displaced businesses. Can you tell me why and what the plan is??

Roger Drayer

*per. Mr. Grayburn called by Barbara on 8/12. A meeting was  
scheduled for 8/19 for Drayer's property to discuss*

*8/19 (Tue) 9:00*

*at the*

*write Elevation*

*the project's impacts to the access.*



## Public Contact Record

**Phone call:**

**In-person:** X – Cory Grayburn and Kevin Linne visited the site of the business

**Date:** 8/19/03

**Time:** 9:00 am

**Name:** Roger Drayer

**Address:** 2822 Hazel Foster Drive Carmel, IN 46033

**Phone number:** (317)569-7346

**E-mail:** [rdrayer@indy.rr.com](mailto:rdrayer@indy.rr.com)

**Add to mailing list?** Yes

**Topic:** Concerns about loss of access to parcel and business from SR 32 & US 31

### Brief summary of conversation:

- Roger Drayer met with Parsons (Cory and Kevin) and explained that with the current design for US 31 at SR 32 he would lose access from both US 31 and SR 32 and would be land locked.
- Mr. Drayer informed Parsons that his property does not have deeded access to Westfield Park Dr. as we had previously thought.
- Mr. Drayer mentioned that Bill Wilfong (developer and property owner in Westfield Ind. Park) allows trucks access to the Waitt Elevator property (Mr. Drayer's property) through one of his parcels but there is no legal agreement or easement to do so.
- Mr. Drayer explained that impacts to his drive from just north of the scales by the main grain building to SR 32 would result in a large reduction of business. Mr. Drayer said trucks that deliver grain to the elevator and ship grain away could no longer make the turning movements necessary. Trucks that come in with grain go on the scales and are weighed then drop off the grain and are weighed again. Mr. Drayer mentioned the property is too compact as it is now and to lose that extra truck waiting and storage area would put his company out of business.
- Mr. Drayer mentioned that he talked with someone from the Land Acquisition section from INDOT at the latest US 31 public hearing in Carmel. He said this person mentioned that INDOT would probably just decide to do a "total take" of the parcel and business.

### Follow-up actions:

Mr. Drayer is to furnish us with the name and phone number of the person from INDOT's Land Acquisition department as well as a contact number for Wilfong Development.

**Form filled out by:** Kevin Linne

115

## Grayburn, Cory

---

**From:** us31\_website@onlineform.com  
**Sent:** Sunday, August 03, 2003 10:00 PM  
**To:** us31.parsons@parsons.com  
**Cc:** dressk@carriagehouseecos.com  
**Subject:** dress - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from kevin dress

**Name:** kevin dress  
**Address:** 1465 clearwater ct  
**City:** carmel, in 46032  
**County:** hamilton  
**Email:** dressk@carriagehouseecos.com  
**Phone:** 317-818-0616

What comments do you have about the project?

I would suggest that before a final plan is drafted, the DEIS needs to actually drive this route a few times during rush hour, and then again at off peak times. If that is done, you would find the following : This route is busy during rush hour, between the hours of 7:00am to 8:00 am, and between 5:00- 6:00pm. Other then those times, this route is not that busy. I have talked to many people who travel this route that indicate if the traffic signals going north/south ( at 106th/116th/126th) were better timed, most of the backup could be mitigated quite easily; why are the streets going east/west given so much green light time, especially at rush hour??. The idea of a raised highway through this stretch running from 465 through 136th street is ludicrous. The amount of damage you would be doing asthetically is incredible; my family did not move to Carmel to look at a raised highway. Visit any major city that has this type of roadway running through the area, and it is appalling in terms of appearance. If you want to alleviate traffic in the area, you might want to consider a couple of overpasses, perhaps at 131st, and maybe another road to the south, which would allow traffic to get

east/west, but not have to intersect with 31. To spend \$ 450 million dollars on approx. 10 miles of road that only has problems two hours a day at rush hour seems ridiculous, there must be a better and more economical way to spend our tax dollares.

How did you find our Web site?  
In the newspaper.

Is this Web site helpful?  
yes

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

Rusty Duncan  
13500 Dunes Drive  
Carmel, IN 46032-9654  
rustyduncan@indy.rr.com

US 31 Improvement Project  
Parsons Transportation Group  
11405 North Pennsylvania Street  
Suite 100  
Carmel, IN 46032

June 30, 2003

Dear Project Members:

I am a resident of the The Parks at Springmill subdivision in Carmel, which is located approximately 1,100 feet due northwest of the intersection of US 31 and 131<sup>st</sup> Street. I also serve as the president of The Parks at Springmill Homeowners Association.

I am strongly opposed to the construction of an interchange at 131<sup>st</sup> Street with US 31 (any of alternatives F4, F5 or F6). I believe that the proximity of such an interchange to my neighborhood and surrounding neighborhoods and communities will degrade the quality of life that my family and so many of my neighbors have striven to achieve since we moved to Carmel.

Hundreds of residents, in the West Park at Springmill, The Parks at Springmill and Bentley Oaks subdivisions, will already be shouldering a burden of noise, congestion, unwanted through traffic and disturbances due to the construction of a 4-lane version of Illinois Street alongside their neighborhoods. The potential for greater noise and more unwanted through traffic in these neighborhoods will only be magnified by the construction of an interchange at 131<sup>st</sup> Street.

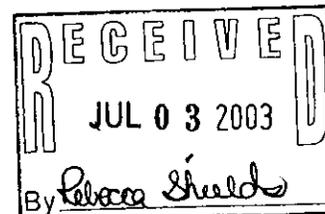
In contrast, the land on each corner adjacent to 126<sup>th</sup> Street at US 31 today is either empty frontage space bordering the existing corridor, or is undeveloped. I ask you to consider using the 126<sup>th</sup> Street intersection for the interchange, since its impact on neighborhoods, existing businesses and properties is far less intrusive.

I hope that you will take into consideration the burden and strain that already is being placed on my neighborhood and those nearby, due to upcoming development of infrastructure in Carmel, and that you will use your sound judgment to place this interchange at a location with the least negative impact to the families who must live nearby.

Sincerely,

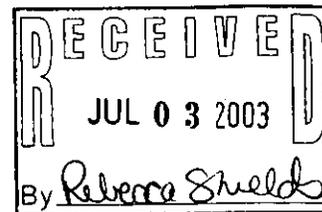


Rusty Duncan



**THE PARKS AT SPRINGMILL HOMEOWNERS ASSOCIATION, INC.**

US 31 Improvement Project  
Parsons Transportation Group  
11405 North Pennsylvania Street  
Suite 100  
Carmel, IN 46032



June 30, 2003

Dear Project Members,

I am the president of The Parks at Springmill Homeowners Association in Carmel, Indiana.

I am writing to you to point out several errors in the Draft Environmental Impact Statement (DEIS) released in the spring of 2003.

In the Executive Summary of the DEIS, section ES.6 (Summary of Impacts), in the subsection entitled 'Social/Economic', page ES-16, paragraph 9 contains the following text:

*The third block includes the Park Place subdivision, Bethlehem Lutheran Church, and a proposed business park (northwest of US 31 and 131st Street). The only residential portion of this block is Park Place.*

This is incorrect. Please be advised that the subdivision to which you refer by the name 'Park Place' is in fact The Parks at Springmill, a development of 218 homes in two sections. The Park Place section consists of 60 homes, and is furthest from US 31. The Park Meadow section contains 168 homes, and at its closest point is less than 600 feet from US 31.

Furthermore, in section 4.3.4 (Neighborhoods/Community Cohesion), pg. 4-13, under the heading **Carmel/Clay Township Neighborhoods adjacent to the existing US 31 corridor**, the following description is included:

- *Park Place (Appendix A, Sheets 4A and 4B) is located north-northwest of the US 31 and 131st Street intersection. This single-family neighborhood appears to be less than 10 years old containing over 50 residences. There is a vacant field separating the US 31 corridor and the southeastern boundary of the complex.*

This is incorrect. The neighborhood is properly known as The Parks at Springmill, and contains 218 residences. Park Place is one of two sections that comprise the neighborhood. Also, the city of Carmel has plans in place to build a 4-lane road immediately to the east of The Parks at Springmill in the 'vacant' field to which you refer.

I am concerned that your description of my neighborhood and the number of residences has resulted in a failure to take into account all residents and populations contained therein. The DEIS states in section 4.3.4 that all potentially affected neighborhoods and communities are

June 30, 2003

identified, and yet you have failed to recognize over 150 families who are directly impacted by your actions and decision making.

I hereby request additional proof from your project to show that all residents of The Parks at Springmill were considered in your study, not just the 50+ residents of Park Place. If not all residents of The Parks at Springmill have not been included in this study, then I hereby request that the study be amended as soon as possible to include such missing demographic, social or economic information, and that the new results be used to reevaluate any decisions that have already been made based on the incomplete results.

Sincerely,



Rusty Duncan  
President, The Parks at Springmill Homeowners Association, Inc.

Cc:

Mr. Greg Land, CMC Properties  
Parks at Springmill Homeowners Association Board of Directors  
Parks at Springmill Homeowners Association Architecture Review Committee

## Grayburn, Cory

---

**From:** Connie Edwards [cedwards@iquest.net]  
**Sent:** Tuesday, July 01, 2003 9:27 AM  
**To:** us31.parsons@parsons.com  
**Subject:** US 31 Improvement Project

Dear Mr Grayburn

I am writing to you concerning the US 31 Improvement Project. I am very concerned with this project and the effect it will have on cyclists. Over the past 25 years, I have seen with my own eyes the vast increase in automobile traffic along this corridor. What once was prime farmland has turned into so much development that traffic is a problem not only on Meridian but other streets in the area as well.

It has become increasingly difficult to find roads that are safe for us cyclists. Sharing a narrow road with an SUV barreling down on me while the driver is chit chatting on a cell phone has become a too common threat to my safety.

Most of us cyclists search for alternate routes to avoid the heavily trafficked area, and this latest project will basically cut off any safe means of traversing US 31 to continue our route.

While the Monon trail has its benefits, sharing a multiuse path is not the best solution. Sharing a path with dogs on flexi-leads, kids learning to ride bikes, rollerbladers taking up the entire road while cruising with headphones on, drowning any noise, and pedestrians making U-turns without looking first can be very treacherous. We are still forced to use narrow, busy streets to access the trails, and also to reach our final destination.

>From what I understand USDOT recommends that 20% of costs should be allocated to accommodate cyclists and pedestrians. I drive a car, I pay my taxes, and I ride a bike. Please take our needs into consideration by providing wide enough streets that cars can pass by us safely, and to make sure that we will be able to traverse US 31 without having to ride miles out of our way in search of something besides a dead end or limited access to US 31 only.

Thank you,

Connie W. Edwards

**Grayburn, Cory**

**From:** allison engle [mommiedearest642002@yahoo.com]

**Sent:** Wednesday, June 18, 2003 10:24 PM

**To:** us31.parsons@parsons.com

**Subject:** US31 Project

I am a homeowner on the Southside of Hamilton County off of 101st and college and 465 is my back yard. I was wondering if this project is going to affect my home. I have heard for several years that someone would be coming through wanting to widen or build businesses or new homes or something of that nature. I am hoping this is true because I would like to move farther north. Could you tell me if and when you will need to take my house. I am hoping it is sooner than later!!!!!!

---

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121

Message

**Grayburn, Cory**

**From:** on behalf of Parsons, US31  
**To:** allison engle  
**Subject:** RE: US31 Project

Dear Ms. Engle,

The location of your home falls outside the limits of the US 31 Improvement Project and would not be impacted by this project. If you have any more questions, please feel free to call me at 317-569-3670 ext. 22. Thank you.

Cory Grayburn  
Deputy Project Manager  
Parsons Transportation Group

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

**From:** allison engle [mailto:mommiedearest642002@yahoo.com]  
**Sent:** Wednesday, June 18, 2003 10:24 PM  
**To:** us31.parsons@parsons.com  
**Subject:** US31 Project

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---

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123

**A.E. Media**  
12 Circle Drive Carmel, IN 46032  
Phone (317)581-9627 Fax(317)581-0426 Mobile (317)496-7107

**Fax Cover Sheet**

**To: Cory**

**Fax Number: 569-3680**

**From: Ann Esrael**

**# of pages (including cover): 5**

**Cory,  
Here are the comments and questions to be put with the US 31 project from those of us in the Circle Drive neighborhood. Please call to confirm receipt of this fax at 581-9627.**

**Thanks,  
Ann Esrael**

July 29,2003

**Circle Drive Comments of Record Regarding the US31 Improvement Project**

Let the record show the residents of Circle Drive, Carmel, Indiana 46032, originally supported a no action alternative for the stretch of US31 from 136<sup>th</sup> to 146<sup>th</sup> streets.

Realizing that is not an option, Circle Drive supports the improvements US31 but with changes to minimize the adverse impacts to the neighborhood that alterations to the current US31 right of way may inflict.

Understanding that the roadway will be elevated over the Monon Trail and Rangeline Road and that the current plan calls for a 3:1 slope, we require a change to a 2:1 slope with ground cover, thus decreasing the land taken by one third. We also require a sound barrier be installed from the Monon Trail to the entrance of Clay Terrace to decrease the obvious increase in noise and air pollution to our neighborhood.

Regarding the drainage from the slope and the current drainage problems from the existing creek and runoff from the Stonehedge subdivision. We require a drainage survey to be done that will achieve proper drain/runoff culverts and sewers be installed as to prohibit flooding of basements and roadways.

We support the proposal for an access road to be constructed on the vacant property legally known as Walter's Rolling Acres Addition Lot P-8, connecting through to the proposed extension of Rangeline Road. However in changing how the neighborhood is accessed, we want assurances emergency response vehicle time will not be impacted in a negative way.

We do not support the use of the folded diamond interchange at 146<sup>th</sup> street as it would remove the access to Rangeline Road and require the connection to Stonehedge subdivision.

We have also have enclosed a list of questions that we would like to have addressed in the next stage of this process.

The Residents of Circle Drive:

124

**Questions to be addressed by the Indiana Department of Transportation:**

Are you going to put up a guardrail for the length of the elevated highway along the Circle Drive Neighborhood?

Are you going to put up a Sound Barrier for the length of the elevated highway along the Circle Drive Neighborhood?

What is the proposed drainage plan for the neighborhood of Circle Drive?

Are you going to use a 2:1 slope for the length of the elevated highway from the Monon Trail to the current location of J&F Refinishing?

Is it possible to have the right of way boundary parallel to the construction boundary for the length of the Circle Drive Neighborhood?

Are you using sound deadening material on the new roadway?

Will reasonable construction hours be observed; including no late evening hours?

Will any utilities be moved along the stretch of highway from the Monon Trail to the entrance to Clay Terrace. If so what will be moved and when will it be moved and to where will it be relocated?

Will the 2:1 slope be landscaped and if so with what materials? Will they require ongoing maintenance?

Will the trees and shrubs along the stretch of highway from the Monon Trail to the entrance to Clay Terrace be replaced if they are removed during the process? Will they be of like kind and like age?

Will the existing stretch of right-of-way fencing remain along the stretch of highway from the Monon Trail to the entrance to Clay Terrace during the construction phase?

*Will the trees be replaced?*

→

Name (Signature)	Address
Ann M. Esrael	12 Circle Drive
Tom W. Esrael	12 circle Drive
Annie Zaks	38 Circle Drive
L.L. [Signature]	34 CIRCLE DR
[Signature]	34 Circle Dr.
Juanita Breining	35 Circle Dr.
[Signature]	" " "
Richard Watt	39 circle DR
Donn Gardner	3 Circle Dr.
Bernice Gardner	3 Circle Dr.
Sue Allen	7 Circle Dr
Deann Wimer	6 Circle Dr.
Linda Brugg	8 Circle Dr
Dawn O Brugg	8 Circle Dr
Daphne Collins	10 Circle Dr.
Roger Keeser	13 Circle Dr.
Fred E. [Signature]	14 Circle Dr
Rosemary Cotton	14 Circle Dr
Paul J. Seymour	16 Circle Drive

✓  
N

8

Name (Signature)	Address
Pat Kane	17 Arch Dr. Carmel, IN 46032
William Clark	36 Circle Dr Carmel, IN 46032
Lynna Cooney	36 Circle Dr Carmel, IN 46032
Arthur L. Lee	18 Circle Dr. Carmel, Ind
[Signature]	19 Circle Dr Carmel, IN 46032
Muel C. Egan	30 Circle Dr. Carmel, IN 46032
Helma S. Plouffe	37 Circle Dr. Carmel, IN 46032
P. J. Plouffe	32 Circle Dr. Carmel, IN 46032
[Signature]	39 Circle Drive, Carmel, IN 46032
Paul R. Ford	39 Circle Dr. Carmel IN 46032
[Signature]	22 Circle Dr Carmel IN 46032
A. Craig	22 Circle Dr. Carmel, IN 46032
A. R. Cunningham	20 Circle Dr, Carmel, IN 46032

Richard - 10/16

**A.E. Media**  
12 Circle Drive Carmel, IN 46032  
Phone (317)581-9627 Fax(317)581-0426 Mobile (317)496-7107

**Fax Cover Sheet**

**To: Mary Wright, INDOT**

**Fax Number: 234-1228**

**From: Ann Esrael**

**# of pages (including cover): 5**

**Ms. Wright,**

**Here are the comments and questions to be put with the US 31 project from those of us in the Circle Drive neighborhood. Please call to confirm receipt of this fax at 581-9627. These have also been faxed to Parsons Group.**

**Thanks,  
Ann Esrael**

July 29, 2003

**Circle Drive Comments of Record Regarding the US31 Improvement Project**

Let the record show the residents of Circle Drive, Carmel, Indiana 46032, originally supported a no action alternative for the stretch of US31 from 136<sup>th</sup> to 146<sup>th</sup> streets.

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Regarding the drainage from the slope and the current drainage problems from the existing creek and runoff from the Stonehedge subdivision. We require a drainage survey to be done that will achieve proper drain/runoff culverts and sewers be installed as to prohibit flooding of basements and roadways.

We support the proposal for an access road to be constructed on the vacant property legally known as Walter's Rolling Acres Addition Lot P-8, connecting through to the proposed extension of Rangeline Road. However in changing how the neighborhood is accessed, we want assurances emergency response vehicle time will not be impacted in a negative way.

We do not support the use of the folded diamond interchange at 146<sup>th</sup> street as it would remove the access to Rangeline Road and require the connection to Stonehedge subdivision.

We have also have enclosed a list of questions that we would like to have addressed in the next stage of this process.

The Residents of Circle Drive:

**Questions to be addressed by the Indiana Department of Transportation:**

Are you going to put up a guardrail for the length of the elevated highway along the Circle Drive Neighborhood?

Are you going to put up a Sound Barrier for the length of the elevated highway along the Circle Drive Neighborhood?

What is the proposed drainage plan for the neighborhood of Circle Drive?

Are you going to use a 2:1 slope for the length of the elevated highway from the Monon Trail to the current location of J&F Refinishing?

Is it possible to have the right of way boundary parallel to the construction boundary for the length of the Circle Drive Neighborhood?

Are you using sound deadening material on the new roadway?

Will reasonable construction hours be observed; including no late evening hours?

Will any utilities be moved along the stretch of highway from the Monon Trail to the entrance to Clay Terrace. If so what will be moved and when will it be moved and to where will it be relocated?

Will the 2:1 slope be landscaped and if so with what materials? Will they require ongoing maintenance?

Will the trees and shrubs along the stretch of highway from the Monon Trail to the entrance to Clay Terrace be replaced if they are removed during the process? Will they be of like kind and like age?

Will the existing stretch of right-of-way fencing remain along the stretch of highway from the Monon Trail to the entrance to Clay Terrace during the construction phase?

*What to maintain?*

Will the 2:1 slope be landscaped and if so with what materials? Will they require ongoing maintenance?

Will the trees and shrubs along the stretch of highway from the Monon Trail to the entrance to Clay Terrace be replaced if they are removed during the process? Will they be of like kind and like age?

Will the existing stretch of right-of-way fencing remain along the stretch of highway from the Monon Trail to the entrance to Clay Terrace during the construction phase?

TRAIL TO THE CURRENT LOCATION OF JACK KENNISHING?

Is it possible to have the right of way boundary parallel to the construction boundary for the length of the Circle Drive Neighborhood?

Are you using sound deadening material on the new roadway?

Will reasonable construction hours be observed; including no late evening hours?

Will any utilities be moved along the stretch of highway from the Monon Trail to the entrance to Clay Terrace. If so what will be moved and when will it be moved and to where will it be relocated?

Will the 2:1 slope be landscaped and if so with what materials? Will they require ongoing maintenance?

→

Name (Signature)	Address
Ann M. Esrael	12 Circle Drive
Tom W. Esrael	12 circle Drive
Martha Zahy	38 Circle Drive
LL B	34 CIRCLE DR
Juanita Braining	34 Circle Dr.
Juanita Braining	35 Circle Dr.
Richard W. Watson	" " "
Donna Gardner	37 circle DR
Bernice Gardner	3 Circle Dr.
Sue Allen	3 Circle Dr.
Deanna Wines	7 Circle Dr
Linda Bruggs	6 Circle Dr.
David O Bruggs	8 Circle Dr
Debbie Collins	8 Circle Dr.
Roger Keeves	10 Circle Dr.
Fred E. Thomas	13 Circle Dr.
Rosemary Cotton	04 Circle Dr.
Paul J. Seymour	14 Circle Dr
	16 Circle Drive



**Delaware Nation NAGPRA Office**

P.O. Box 825  
Anadarko, OK 73005  
405 / 247-2448  
Fax: 405 / 247-9393

7 July 2003

U.S. Department of Transportation  
FHWA - Indiana Division  
575 North Pennsylvania Street, Room 254  
Indianapolis, Indiana 46204

RE: Proposed US 31 Improvement Project (Des. #9905500); Draft Environmental Impact Statement;  
Hamilton County, Indiana

Dear Mr. Dirks:

Thank you for contacting the Delaware Nation regarding the above referenced project. The Delaware Nation is committed to protecting archaeological sites that are important to tribal heritage, culture, and religion. Furthermore, the tribe is particularly concerned with archaeological sites that may contain human burial remains and associated funerary objects.

Given the location of the proposed project, we request that you conduct an archaeological field survey, including a surface survey and subsurface testing, for the project area. Specifically, we request that all high probability archaeological areas and a sampling of medium and low probability areas are surveyed. After this survey is completed, please inform us (or have your contract archaeologist inform us) of the results of the survey. At that time, the Delaware Nation will reevaluate the project and its potential threats to archaeological materials. Also, the Delaware Nation requests copies of any accompanying site forms or cultural resources reports. We ask that site-specific information be included in these reports, not just a summary of the results. The Delaware Nation recognizes the sensitivity of such information and our policy is to keep this information confidential. This information is used to evaluate the adverse effects of the project and those sites that are potentially affiliated with the Delaware people are added to our database of known archaeological sites.

Any changes to the above referenced project should be resubmitted to the NAGPRA Director of the Delaware Nation for review.

Should this project inadvertently uncover an archaeological site and/or human remains, even after an archaeological survey, we request that you immediately contact the appropriate state agencies, as well as the Delaware Nation. Also, we ask that you immediately halt all construction and ground disturbing activities until the tribe and these state agencies are consulted.

We appreciate your cooperation in contacting the Delaware Nation. Should you have any questions, feel free to contact me.

Sincerely,



Rhonda S. Fair  
NAGPRA Director

Indiana Department of Transportation  
US 31 Hamilton County Draft EIS Public Hearing  
Carmel, IN  
June 30, 2003



DENNIS E. FAULKENBERG  
EXECUTIVE DIRECTOR  
317.236.2168

ONE AMERICAN SQUARE, BOX 82001  
INDIANAPOLIS, IN 46282-0002  
FAX: 317.592.4890  
E-MAIL: [faulkenb@icemiller.com](mailto:faulkenb@icemiller.com)  
WEBSITE: [www.us31coalition.com](http://www.us31coalition.com)

Thank you INDOT, members of the consulting team and each of you in attendance tonight for taking the time to participate in this hearing on the US 31 project.

I am Dennis Faulkenberg , the Executive Director of the U.S. 31 Coalition. The US 31 Coalition was formed by businesses and the communities along the US 31 corridor from South Bend and Elkhart to Indianapolis to promote the construction of an interstate quality highway US 31.

As such, I represent a Coalition that is very interested in the study area of Hamilton County that is under consideration here tonight. However, our group is also interested in the entire US 31 corridor to South Bend. I hope we will keep in mind the need for improvements on the rest of the

project, and how any decisions made here will impact the rest of the route.

We are pleased that we are finally seeing results from many years of talking about, and hoping for the new US 31. Granted, the process is slow, the task is complicated, but what is decided should be decided quickly, and yet benefit everyone affected by this road. We can't afford to keep waiting for the new US 31. Lives of motorists continue to be lost, jobs are at risk and our businesses find inefficient transportation of goods and people to be a hindrance to their ability to compete.

The new freeway represents the best chance for the US 31 corridor counties to realize their potential for a robust economy, an improved quality of life and safe access and mobility. A new US 31 will provide transportation efficiencies that will help create jobs, increase our productivity, and provide accessibility to the people who want to live and work in this corridor.

As a Coalition, and as business and government members of the corridor communities, our sincere hope is that the information and decisions being delivered by INDOT and the consultants tonight lead us further toward the consensus that this road must be built, be built soon and built right.

Our Coalition worked hard with businesses, local governments in Hamilton County and INDOT to forge recommendations that will be good for all of us. In Westfield, we were very pleased to see the route recommended to follow the existing US 31 alignment to fit with local plans for land use in that part of the corridor. In Carmel, there is obviously some difference of opinion on not the route location, but just what will be built and how it will be built. Our Coalition believes that how the US 31 freeway is designed and constructed is a valid consideration along Carmel's US 31 corridor. We want a new US 31 to be something that adds value to each community it serves, not detract in any way. As a result, our Coalition pledges to work with INDOT, the

Parsons EIS team and local Carmel officials to try to arrive at mutually agreeable solutions to these issues.

This freeway will bring efficient highway transportation to Hamilton County for the next generation and we have a decision to build it within our grasp. Let us make sure that we look out for the good of all as we move forward with this important task.

On behalf of the US 31 Coalition, it is our pledge to work with INDOT and each of us affected by this road to make it an asset to this region for generations to come.

**Grayburn, Cory**

---

**From:** us31\_website@onlineform.com  
**Sent:** Tuesday, July 01, 2003 10:33 AM  
**To:** us31.parsons@parsons.com  
**Cc:** kfehn@indy.rr.com  
**Subject:** Keith - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Fehn Keith

**Name:** Fehn Keith  
**Address:** 313 Haldale Dr.  
**City:** Carmel, IN 46032-1130  
**County:** Hamilton  
**Email:** kfehn@indy.rr.com  
**Phone:** (317) 569-9484

What comments do you have about the project?  
Please make sure all efforts are made to control noise pollution from US31. I was fairly upset last night at the meeting at Carmel HS when it was communicated that no work was needed to control noise from the upgraded highway. I understand that it will be addressed again once the final plan is in place, but it sounds like you have already written it off. The area you are building this highway through is one of high quality and high value property and it will be permanently damaged and devalued by excessive noise from the new highway. You can already hear the current traffic from US 31 now where I live (.6 miles away) and I am sure it will only get worse.

Additionally, I believe it would be a good idea to build an overpass for 111th st as well as 131st st (no interchange at 131st st).

How did you find our Web site?  
Mentioned at the public meeting at Carmel HS.

Is this Web site helpful?  
Somewhat. I would like to see a mockup of the 136th St interchange like you have for most of the other intersections.

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

**Grayburn, Cory**

---

**From:** CEO811@aol.com  
**Sent:** Monday, August 25, 2003 1:41 PM  
**To:** us31.parsons@parsons.com  
**Subject:** US 31 Project

To Whom It May Concern, I am the owner of the property at 181st and 31. My property is right next to Tractors Supply. There is a Yamaha dealership currently on the parcel. Looking at my plat maps and your proposed road it is hard to tell where the road will be. There are 2 lots directly in front of my property. They front 31 and look likes they will be taken for road use possibly. My name is Ken and my phone # is 341-2395. I would like to speak with someone regarding this. I have future plans, but may need additional info for my property. I would hate to do something and find out the road needs me to sell that part for road use. Thanks for your time in advance, Ken Fineis



## Public Contact Record

Phone call: X

In-person:

Date: 8/26/03

Time: not recorded

Name: Ken Fineis

Address: 14815 Little Eagle Creek Ave. Zionsville, IN 46077

Phone number: (317)341-2395

E-mail: ceo811@aol.com

Add to mailing list? Yes

**Topic:** Mr. Fineis is concerned about loss of access to parcel and business from US 31 onto 181<sup>st</sup> Street where his business is currently located.

**Brief summary of conversation:**

- Mr. Fineis owns 3 parcels of land north of 181<sup>st</sup> Street and just west of US 31.
- One parcel has a Yamaha dealership and the other two are vacant.
- Currently, a relocated cul-de-sac impacts his building (as shown in the DEIS)
- Mr. Fineis is concerned about value of his property decreasing due to loss of access from US 31.
- Cory suggested that Mr. Fineis could speak with INDOT's Land Acquisition department to discuss his concerns.

**Follow-up actions:**

Cory gave Mr. Fineis the phone number for INDOT's Land Acquisition department. Parsons agreed to move the relocated cul-de-sac so that it did not impact the building as shown in the DEIS.

Phone call by: Cory Grayburn

Form filled out by: Kevin Linne



Public Contact Record

Phone call  In-person

Date 8/26 Time \_\_\_\_\_

Name Ken Fineis

Address 14815 Little Eagle Creek Ave  
Zionsville, TN 46077

Phone number 341-2395 E-mail \_\_\_\_\_

Add to mailing list?  Yes  No

Topic: \_\_\_\_\_

Brief summary of conversation: owns three parcels of  
land north of 181<sup>st</sup> St + West of US31.  
one parcel has a Yamaha dealership  
on it. A relocated culdesac impacts

Follow-up actions: the dealership. Parsons  
will move the culdesac to avoid  
this impact. He's concerned over  
value of property due to loss of  
direct access to US31. I gave him

Form filled out by: CSG

at the phone number of INDOT Land  
Acquisition

**Grayburn, Cory**

---

**From:** CEO811@aol.com  
**Sent:** Wednesday, August 27, 2003 12:07 PM  
**To:** us31.parsons@parsons.com  
**Subject:** US 31 & 181st

Thanks for calling me back. I did not remember your name from yesterday. I have a possible idea and need to run it past you for your thoughts. Please call me at 317-341-2395.  
Thanks, Ken



## Public Contact Record

Phone call: X

In-person:

Date: 8/29/03

Time: 2:00 pm

Name: Ken Fineis

Address: 14815 Little Eagle Creek Ave. Zionsville, IN 46077

Phone number: (317)341-2395

E-mail: ceo811@aol.com

Add to mailing list? Yes

**Topic:** Mr. Fineis is concerned about loss of access to parcel and business from US 31 onto 181<sup>st</sup> Street where his business is currently located.

**Brief summary of conversation:**

- Mr. Fineis described a opinion as to how he thought he could have a better access to his business.
- Kevin Linne offered Mr. Fineis the opportunity to come into Parsons' office and speak with project representatives about his ideas and concerns.

**Follow-up actions:**

Mr. Fineis agreed that he would like to come into the office and a meeting was scheduled for Sept. 2 at 11am at the Parsons office in Carmel.

Form filled out by: Kevin Linne



## Public Contact Record

Phone call X In-person \_\_\_\_\_

Date 8/29/03 Time 2:00pm

Name Ken Finnis

Address 14815 Little Eagle Cr. Ave  
Zionsville, IN 46077

Phone number 341-2395 E-mail ce0811@aol.com

Add to mailing list?  Yes  No

Topic: Yamaha dealer & other parcels on 181<sup>st</sup> @ US31

Brief summary of conversation: gave an idea about how to better access his property by using frontage Rd parallel to US31. After this explanation I realized we had not seen that detail you might need to know this could not be done w/ the design we currently have.

Follow-up actions: \_\_\_\_\_  
Ken is going to come into Parsons on Tues Sept. 2nd at 11am to meet in person

Form filled out by: Kevin Linn



## Public Contact Record

Phone call:

In-person: X

Date: 9/2/03

Time: 11am

Name: Ken Fineis

Address: 14815 Little Eagle Creek Ave. Zionsville, IN 46077

Phone number: (317)341-2395

E-mail: ceo811@aol.com

Add to mailing list? Yes

**Topic:** Mr. Fineis is concerned about loss of access to parcel and business from US 31 onto 181<sup>st</sup> Street where his business is currently located.

**Brief summary of conversation:**

- Parsons showed Mr. Fineis a revised design with a realigned cul-de-sac which does not impact the building as shown in the DEIS.
- Mr. Fineis is concerned about the value of his property decreasing due to loss of access from US 31.
- Cory suggested that Mr. Fineis could speak with INDOT's Land Acquisition department to discuss his concerns and provided Mr. Fineis with their phone number and a contact.

**Follow-up actions:**

Mr. Fineis was urged to submit a written comment to Parsons or INDOT voicing his concerns, opinions, and ideas about the project and his property.

Form filled out by: Kevin Linne





## Grayburn, Cory

---

**From:** us31\_website@onlineform.com  
**Sent:** Monday, August 04, 2003 11:35 AM  
**To:** us31.parsons@parsons.com  
**Cc:** fisherline1@juno.com  
**Subject:** Fisher - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Don Fisher

**Name:** Don Fisher  
**Address:** 433 Thornberry Dr.  
**City:** Carmel, IN 46032  
**County:** Hamilton  
**Email:** fisherline1@juno.com  
**Phone:** 317.848.2981

What comments do you have about the project?

To Whom It May Concern:

My name is Don Fisher and I live in Stonehedge Estates, a neighborhood that that will be directly and adversely affected if the FOLDED DIAMOND INTERCHANGE OPTION is adopted at the 146th street interchange. Our neighborhood is already being impacted by the Lauth project. As homeowners, we had oppportunity to make our concerns known to the Lauth group. We requested distance and moundings to separate the neighborhood. Lauth listened to our concerns and agreed to make requested changes in their plan. I mention this hoping that the state of Indiana will be at least as cooperative and understanding with the taxpayers in our neighborhood. The FOLDED DIAMOND INTERCHANGE OPTION will connect both the WALTERS PLAZA and CIRCLE DRIVE neighborhoods to ours. This will substantially increase traffic and the noise level in our neighborhood. We purchased our home in STONEHEDGE ESTATES because it could be accessed only on 146th street. In essence, we have no through traffic. This is a d ecided plus to the quality of life in our increasingly congested area. For these reasons, I ask you to adopt either the TIGHT DIAMOND URBAN INTERCHANGE or THE LATERAL ACCESS INTERCHANGE OPTION instead of the FOLDED DIAMOND INTERCHANGE OPTION. Either of the first two options avoid connecting our neighborhood with either Walters Plaza or Circle Drive. May I expect an answer to this request? Would you at least let me know when this decision will be made? Is there anything else that I can do to make my concern know to those making the decision? Thank you. Don Fisher

How did you find our Web site?  
Our neighborhho association.

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:** Wednesday, July 23, 2003 10:54 AM  
**To:** us31.parsons@parsons.com  
**Cc:** Ellen@Fleigs.com  
**Subject:** Fleig - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Ellen Fleig

**Name:** Ellen Fleig  
**Address:** 367 Mounds Ct.  
**City:** Carmel, IN 46032  
**County:** Hamilton  
**Email:** Ellen@Fleigs.com  
**Phone:**

What comments do you have about the project?  
My family and I live in Park Place subdivision near the 131st St. and Springmill Rd. intersection. It is our hope that you will consider the impact of placing this interchange at 131st St. on the homeowners of Parks at Springmill. It will lower our property values and increase the traffic in a primarily residential zone. This interchange would be less of an impact to homeowners if placed at the 126th St. location, where there are merchants who would benefit from the traffic flow.

How did you find our Web site?  
Parks at Springmill website link.

Is this Web site helpful?  
Yes

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

**Grayburn, Cory**

---

**From:** Folger, John [JDF@deltafaucet.com]  
**Sent:** Tuesday, July 15, 2003 1:21 PM  
**To:** 'us31.parsons@parsons.com'  
**Subject:** US 31 upgrade  
**Importance:** High

Will I be able to access 191<sup>st</sup> from US 31 and vice versa? I am about to purchase a home, but it is pending on your answer.

Thanks,

John D. Folger  
Delta Faucet Company  
55 East 111th Street  
Indianapolis, Indiana 46280  
Phone: 317-848-0774 (Ex:4774)  
Fax: 317-574-5566  
e-mail: jdf@deltafaucet.com

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager. Please note that any views or opinions presented in this email are solely those of the author and do not necessarily represent those of the company. Finally, the recipient should check this email and any attachments for the presence of viruses. The company accepts no liability for any damage caused by any virus transmitted by this email.

*CIC will be left over 8/13/03*

**Grayburn, Cory**

**From:** Mary Kate Fortner [kfortner@circol.net]  
**Sent:** Friday, July 11, 2003 10:35 AM  
**To:** us31.parsons@parsons.com  
**Subject:** timeline

please pass this email on to cory grayburn.

hi cory! i am kate fortner, you know us, my husband tim and i came down to see you last spring and we have spoken on the phone a number of times... i thought, under the conditions and flavor of the general audience on june 30, you did a fabulous job of presenting the information. we support what is best for the city of carmel, and if growth in the transportation arena is needed, we support the new highway., even if it means loosing our home. it looks favorable that our house will be taken. my question to you is, do you have a time frame in mind when they will approach us for acquisition of our home? i am thinking it could be as early as next spring 2004? does it look favorable that all these plans will go through? any information is most welcomed...i know you have limited knowledge at this time but who in the future could i keep up with this issue after you are out of the loop this november? my best, kate fortner - 616 W. 136th St. Carmel, IN. 46032 - 843-0208. email is just fine!

**Grayburn, Cory**

**From:** Parsons, US31  
**Sent:** Friday, July 11, 2003 1:51 PM  
**To:** 'Mary Kate Fortner'  
**Subject:** RE: timeline

Dear Kate,

Land acquisition will likely not proceed until following the final design phase, which will probably take a couple years. To stay up to date on the project following the conclusion of the environmental process, you should contact INDOT's Design Division. If you have any more questions, please feel free to call me at 596-3670 ext. 22. Thank you.

Cory Grayburn  
Deputy Project Manager  
Parsons Transportation Group

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

**From:** Mary Kate Fortner [mailto:kfortner@circol.net]  
**Sent:** Friday, July 11, 2003 10:35 AM  
**To:** us31.parsons@parsons.com  
**Subject:** timeline

please pass this email on to cory grayburn.

hi cory! i am kate fortner, you know us, my husband tim and i came down to see you last spring and we have spoken on the phone a number of times... i thought, under the conditions and flavor of the general audience on june 30, you did a fabulous job of presenting the information. we support what is best for the city of carmel, and if growth in the transportation arena is needed, we support the new highway., even if it means loosing our home. it looks favorable that our house will be taken. my question to you is, do you have a time frame in mind when they will approach us for acquisition of our home? i am thinking it could be as early as next spring 2004? does it look favorable that all these plans will go through? any information is most welcomed...i know you have limited knowledge at this time but who in the future could i keep up with this issue after you are out of the loop this november? my best, kate fortner - 616 W. 136th St. Carmel, IN. 46032 - 843-0208. email is just fine!



July 29, 2003

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

RE: US 31 Draft Environmental Impact Statement

Dear Ms. Wright:

The ITT Educational Services, Inc. ("ITT") Headquarters is located on US 31 at 131<sup>st</sup>. The Indiana Department of Transportation's current proposed improvement plan for US 31 does not include a definite interchange at 131<sup>st</sup> Street. The absence of an interchange at 131<sup>st</sup> 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, 131<sup>st</sup> 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 131<sup>st</sup> 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 131<sup>st</sup> 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 that reads "Phillip B. Frank". The signature is written in a cursive style with a long horizontal flourish at the end.

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

cc: Mayor Jim Brainard

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





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 131<sup>st</sup>. The Indiana Department of Transportation's current proposed improvement plan for US 31 does not include a definite interchange at 131<sup>st</sup> Street. The absence of an interchange at 131<sup>st</sup> 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, 131<sup>st</sup> 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 131<sup>st</sup> Street, not only will our business suffer, but the Community as a whole.

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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 131<sup>st</sup> 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



**WRIGHT, MARY**

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**From:** greg frazier [gfraz27@insightbb.com]  
**Sent:** Saturday, August 16, 2003 3:31 PM  
**To:** mwright@indot.state.in.us  
**Subject:** US 31 Improvement Project

This is a follow-up to the June 30, 2003 Public Hearing and general information released regarding the improvements to be made on US 31 over the next few years.

We live on Farr Hills Drive in Westfield which is near the 161st Street interchange. Our house is one of five on our street identified as those that will suffer higher noise levels as a result of this project. This letter is to request consideration of a barrier wall that will help to reduce noise levels as well as providing a measure of security for our neighborhood.

Thank you for your consideration and please keep us advised of progress on this.

Greg Frazier

8/18/2003

156

GALL

**Grayburn, Cory**

**From:** us31\_website@onlineform.com  
**Sent:** Wednesday, July 02, 2003 12:54 PM  
**To:** us31.parsons@parsons.com  
**Cc:** ieweg@yahoo.com  
**Subject:** Gall - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from William E. Gall

**Name:** William E. Gall  
**Address:** Box 58  
**City:** Tipton, IN 46072  
**County:** Tipton  
**Email:** ieweg@yahoo.com  
**Phone:**

What comments do you have about the project?

I strongly agree that something needs to be done to reduce the congestion on the US 31 corridor.

My biggest concern, after review the press reports, is that the City of Carmel is going to stop the project since their unfeasible idea (a sunken US 31) was not adopted.

As a commuter from Tipton County, I believe that this project is sorely needed and long overdue. As I stated above, my main concern is that it will not be completed due to complaints from Carmel and Westfield. Although I empathize with them, the needs of the many outweigh the needs of the few. We simply cannot stop economic development because someone doesn't want to see an interchange in their back yard.

I have reviewed the DEIS from your web site and concur that option F is the best alternative. I am not surprised that the water table is so high along the southern portion of the project. Pumping stations to remove surface water simply are not feasible.

Concerning the option for the 146th Street interchange, I prefer either of the two options shown Appendix A, Sheet 6B and 6C.

My reasoning is that Sheet 6A funnels too much traffic onto 146th in front of the existing commercial development and will result in too much congestion. As is the case with most strip malls, they attract a lot of people and resulting traffic. Any option that can route traffic away from the development (such as 6B or 6C) would be favorable, in my opinion.

Thank you for the opportunity to express my opinions.

How did you find our Web site?  
>From a link at <http://www.in.gov/dot/projects/>

Is this Web site helpful?  
Yes!

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

GARDNER

7-25-03

Dear Mary,  
In thinking about our phone conversation 2 weeks ago, I really do not think this is a fair situation. Inasmuch as we the taxpayers get this 31 project shoved down our necks to the tune of 430 million but as you stated you will not meet with us so we can vent our ideas. Who can we talk to on a ~~for~~ personal basis or common sense ideas that might help?

When the design work is being done are we allowed to present ideas? It seems to me that there are a lot of people sitting behind desks, drawing some nice salaries but not caring very much about what is going on.

Now we have a situation here on Circle Drive that is going to effect a lot of people forever. The way this design is set up now, in order for us to get on this new highway we will have to go thru a new glamping mall to a stop light at 146<sup>th</sup> street to wait, then turn right, then turn right again to get onto 31 to go north or south. This intersection will be a complete mess

It will be worse than the Castleton mess that exists today.

I am sure Ingot is aware of the hundreds of homes and hundreds of apartments laying west and northwest of this inappropriate design. This thing is outdated before it is even built.

Now for the Circle Drive area, the Parsons Group is telling us that there will be a dirt grade built up going north from the Monon Trail. They say at the existing intersection of Circle Drive and U.S. 31 the highway will be 19 feet higher than the present <sup>elevation</sup> location.

Now, won't that be something. Then they say the south side will be brought over two lanes plus the emergency lane, then the grade will be brought down accordingly in our yard, which will ruin our property to the extent that nobody would want it.

We in Circle Drive are very much opposed to a design of dirt bank along this area. Can you imagine what it would be like with the current rains that we

have been having.

Another comment that we read in the paper was from somebody in Yokone that said it would save them about 7 minutes a day. That's fine, while we sit in the shopping mall waiting for the lit to change, while he goes by.

Sounds to me like we are robbing Peter to pay Paul.

We make the following proposals.

1. Forget the whole thing - too expensive and too ridiculous
2. If it has to be done then elevate the highway.
3. If the above is too expensive, we want a puzzle wall built to avoid the skirt bank, and that can be done.
4. If the state is going to ruin the property, then take it all, not just part of it.
5. We sure will need sound barriers.

Mary, I thank you, please let  
me know that this has been received

Thanks again,

Donn Gardner  
3 Circle Dr.  
Carmel, Ind  
46032

Ph 844-4216

**Grayburn, Cory**

---

**From:** us31\_website@onlineform.com  
**Sent:** Tuesday, July 01, 2003 10:30 PM  
**To:** us31.parsons@parsons.com  
**Cc:** sinsinati22@hotmail.com  
**Subject:** George - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from John George

**Name:** John George  
**Address:** 410 Ira Way  
**City:** Carmel, IN 46032  
**County:** Hamilton  
**Email:** sinsinati22@hotmail.com  
**Phone:**

What comments do you have about the project?  
Just want to be kept up to date as to status.

How did you find our Web site?  
TV 6 website.

Is this Web site helpful?  
Somewhat.

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

**WRIGHT, MARY**

---

**From:** Cheryl Gettelfinger [cgettelfinger@worldnet.att.net]  
**Sent:** Friday, July 25, 2003 2:41 PM  
**To:** mwright@indot.state.in.us  
**Subject:** US 31 Draft Environmental Impact Statement

Dear Ms. Wright:

Since you are taking comments until August 4th, I wanted to state that I think Keystone Ave. should not be widened. Although it would help during the 31 construction, it can never be reversed and six lanes are too many to try to safely cross.

Sincerely,  
Cheryl Gettelfinger  
505 Lexington Blvd.  
Carmel, IN 46032-2253

**WRIGHT, MARY**

---

**From:** Cheryl Gettelfinger [cgettelfinger@worldnet.att.net]  
**Sent:** Friday, August 01, 2003 8:40 AM  
**To:** mwright@indot.state.in.us  
**Subject:** DES #9905500

Dear Ms. Wright:

I also wrote personally and planned to mail a hard copy from the Carmel Street Tree Committee but decided to copy onto an e-mail since we're running out of time. We serve as an advisory group to Scott Brewer, City Forester.

Below is the letter as approved by our committee.

August 1, 2003

Mary Wright, Hearing Examiner  
100 N. Senate Ave., N901  
Indianapolis, IN 46204

Dear Ms. Wright:

As members of the Carmel Street Tree Committee, we are writing to recommend that the INDOT US31 plan save as many of the trees in the median as possible. The specific sites are: 31/431 split median and the trees facing the road at that split. Tree preservation will require using Best Management Practices. These practices require piling dirt and parking equipment and vehicles away from roots as well as using tree protection fencing.

The trees not only add a sound and visual buffer but help to separate the commercial from residential. Also, as more trees are lost due to the construction, it is imperative that some mature trees remain to ensure a healthy urban forest. We further request that new trees be planted to replace those removed.

Thank you for your time and understanding on this matter.

Sincerely,  
Carmel Street Tree Committee  
One Civic Square  
Carmel, IN 46032  
Rich Nehring  
Cheryl Gettelfinger  
Leigh Bangs  
Jud Scott  
Theresa Levine  
Dan Franzman

## Grayburn, Cory

---

**From:** Aaron T Gick [gicks@juno.com]  
**Sent:** Monday, June 16, 2003 5:26 PM  
**To:** us31.parsons@parsons.com  
**Subject:** full DEIS on web

Gentlemen,  
When will the full DEIS report be available on your web site? I would like to make sure I have adequate time to review the full document before the 30 June meeting.

Thank you,  
Aaron T. Gick  
715 Marana Dr.  
Carmel, IN

---

The best thing to hit the internet in years - Juno SpeedBand! Surf the web up to FIVE TIMES FASTER! Only \$14.95/ month - visit [www.juno.com](http://www.juno.com) to sign up today!

## Grayburn, Cory

---

**From:** on behalf of Parsons, US31  
**To:** Aaron T Gick  
**Subject:** RE: full DEIS on web

Dear Mr. Gick,

The full DEIS should be on the web site next week. Until then, a hard copy of the document 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: Aaron T Gick [mailto:gicks@juno.com]  
Sent: Monday, June 16, 2003 5:26 PM  
To: us31.parsons@parsons.com  
Subject: full DEIS on web

Gentlemen,  
When will the full DEIS report be available on your web site? I would like to make sure I have adequate time to review the full document before the 30 June meeting.

Thank you,  
Aaron T. Gick  
715 Marana Dr.  
Carmel, IN

---

The best thing to hit the internet in years - Juno SpeedBand! Surf the web up to FIVE TIMES FASTER! Only \$14.95/ month - visit [www.juno.com](http://www.juno.com) to sign up today!



## Public Contact Record

**Phone call:** **In-person:** X – Cory Grayburn and Kevin Linne met with Janice Hawkins, director, of Providence Partners Commercial Real Estate Services and Steven Glazier, attorney, from Cohen Garelick and Glazier

**Date:** 8/25/03

**Time:** 2:00 pm

**Name:** Steven Glazier  
**Address:** Cohen Garelick and Glazier  
8888 Keystone Crossing Blvd.  
Suite 800, Keystone Crossing Plaza  
Indianapolis, IN 46240-4636  
**Phone:** (317) 574-3844 ext. 212  
**Email:** sglazier@cqglawfirm.com

**Name:** Janice Hawkins  
**Address:** Providence Partners  
250 E. 96<sup>th</sup> Street, Ste 550  
Indianapolis, IN 46240  
**Phone:** (317) 846-0000 ext. 18  
**Email:** jhawkins@providence-partners.com

### Add to mailing list? Yes

**Topic:** North Meridian Medical Center is concerned about loss of parking and access issues with outpatient surgery center on US 31 at 106<sup>th</sup> Street (Property fronts US 31 and is accessed from either 106<sup>th</sup> Street just east of US 31 or from Pennsylvania Street)

#### Brief summary of conversation:

- Steven and Janice met with Parsons (Cory and Kevin) and explained that the current design for US 31 at 106<sup>th</sup> Street would result in a large loss of parking for their surgery center which they feel would render it useless and would result in loss of business.
- Steven mentioned that their parking is currently below city standards at 3 spaces per 1000sf. The parcel was grandfathered in and has a variance but he said they can not afford to lose any spaces. The building has 71 parking spaces for 23,300 sf of space.
- Steven mentioned that the three buildings on the parcel have different owners and that the buildings have easement agreements to park and ingress egress.
- Steven indicated he thought it was not acceptable to have patients parking in the lots adjacent to their building as these patients are in for surgery and need to park as close to the entrance as possible.
- Steven mentioned there would need to be considerable redesign of the building and/or parking spaces in order to maintain the current setup. He stated procedure for patients that are dropped off for surgery. Patients are dropped off at the front entrance to the building under the canopy. The person dropping off the patient then either parks or leaves and comes back to pick up the patient.
- Property owners are concerned about their property value decreasing. Cory indicated that it is unlikely that INDOT would compensate an owner for decreased property value.
- INDOT will evaluate options for replacing/mitigating the loss of parking spaces
- Cory suggested that Steven and/or Janice contact INDOT's Land Acquisition division to discuss situation.
- Steven said he would prepare an official comment for submission and would possibly provide some additional back up information with regards to the current parking situation

**Form filled out by:** Kevin Linne

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167