

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Tuesday, July 01, 2003 12:59 AM
To: us31.parsons@parsons.com
Cc: gounaris@msn.com
Subject: gounaris - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from george gounaris

Name: george gounaris
Address: 14737 setters road
City: carmel, IN 46033
County: hamilton
Email: gounaris@msn.com
Phone: 317-848-3848

What comments do you have about the project?

All that needs to be done with US31, without bothering so many business's and homes, is just widening 31 by one lane on each direction. There is already so much wasted space of just grass in the middle in most parts. Widening would be much quicker, easier, and cheaper. The main intersection that needs widening and enlarged is 31 and 146 street... people know this. This is a VERY up and coming little area...and there is soon, much more coming to this area. That intersection is always very congested! Thank you for your time. Hopefully you will consider this.

How did you find our Web site?
tv news

Is this Web site helpful?

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

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Grayburn, Cory

From: GREEN_CHARLES_V@LILLY.COM
Sent: Monday, July 14, 2003 3:16 PM
To: us31.parsons@parsons.com
Subject: updated web site

Just wondering if there are plans to update the US31 project improvement web site. I hear that the plans are firm now, and options have been chosen. I live near the US31 - 146th street interchange, and am curious how the new Clay Terrace project fits in with the new US31 plan.

Will there be new maps on the website?

Thanks,

Charles V. Green
MQI Process Automation
Phone: 317-433-0284

CCG called to let me know 8/13/03

WRIGHT, MARY

From: DGrins2243@aol.com
Sent: Monday, August 04, 2003 8:33 AM
To: mwright@indot.state.in.us
Subject: US31 DEIS Hamilton Co, DES#9905500

Name: Dagnija Grins, PhD
Address: 18819 N Union St., Westfield, IN 46074
E-Mail: DGrins2243@aol.com

Comments:

The dead-end section of N Union St is located in front of my house. According to your plan, that section of the road will be moved East, onto my property to make room for Rd 31 and the 191st St exit ramp and also provide an access to IMMI.

My concern pertains to the sewer and water lines which at this time run parallel to the dead-end section of N Union St.

Will the sewer and water lines be moved or will the new section of this road be paved over the utility lines????? I do not want to lose the use of these utilities.

*Book #1
Checked*



July 31, 2003

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

Re: **US 31**
Hamilton County
June, 2003 DEIS Report

CONSTRUCTION

Dear Mr. Grayburn,

After reviewing the June 2003 DEIS report, we feel it necessary to share our concerns and comments regarding the proposals under consideration by INDOT. Lauth Property Group has been operating in Hamilton County for the past 26 years, and we have developed many projects throughout Indiana, Hamilton County, Carmel and the US 31 corridor itself.

DEVELOPMENT

As you know, we are currently under construction to develop a major retail project, Clay Terrace, at the southwest corner of 146th and US 31. We have worked tirelessly over the past two years to coordinate our development to the satisfaction of our residential and commercial neighbors, Hamilton County and the City of Carmel. We have provided traffic studies showing how our development works without any US 31 improvements, with the original design of "lateral access" and with the latest design of a "tight diamond" interchange. In fact, through our site plan approval process, we were required to dedicate and/or reserve land to accommodate both possible scenarios.

PROPERTY
MANAGEMENT

We have worked closely with the Mayor of Carmel, the Carmel Department of Community Services, the Carmel City Council, the Carmel Plan Commission, the Hamilton County Council, the Hamilton County Redevelopment Commission, the Hamilton County Board of Commissioners and the Hamilton County Highway Department to provide a plan that meets their needs and plans for the future of the County and the City. We have received all necessary municipal approvals and have commenced construction in earnest with a scheduled completion date of fall, 2004. We have purchased approximately 67 acres and deeded approximately 20 acres to Hamilton County for right-of-way purposes. In addition, Hamilton County has now sold bonds and released their contractor to construct the Rangeline Road extension in accordance with the City's and the County's thoroughfare plan.

Through this process we have worked hard to cooperate with the Parsons Transportation Group. We have made a sincere effort to coordinate our development plans with you from the beginning. We have shared our drawing files and our traffic studies. We have had multiple meetings and adjusted our Master Site Plan to accommodate what we believed to be Parsons' requests.

Mr. Cory Grayburn
July 31, 2003
Page 2

The DEIS report shows that the proposed ramp intersection at 146th Street with the tight diamond option would operate at levels of service B and C while the Lateral Access option would operate at levels D & E which are substandard. From a traffic movement and operations standpoint, the tight diamond option will provide the most benefit to users of Clay Terrace as well as those who wish to travel to 146th Street and the surrounding area. Therefore, the tight diamond provides a higher level of service for the ramp intersection and more efficient access to 146th Street.

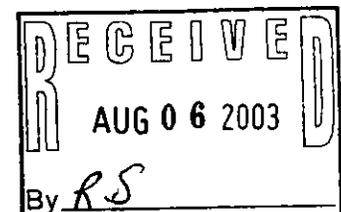
After careful consideration of the DEIS, we believe the tight diamond configuration is the best overall interchange option to provide safe and efficient traffic access to and through the 146th Street area. We value our working relationship with INDOT and their consultants and we are looking forward to the completion of the US 31 improvements.

Sincerely,



Greg Gurnik
President
Lauth Property Group

CC: Mike Howard (Hamilton County Attorney)
Steve Holt (Hamilton County Commissioner)
Steve Dillinger (Hamilton County Commissioner)
Christine Altman (Hamilton County Commissioner)
Jim Neal (Hamilton County Highway Engineer)
Jim Brainard (Mayor, City of Carmel)
Mike Hollibaugh (Director, Carmel Department of Community Services)
J. Bryan Nicol (Commissioner, Indiana Department of Transportation)



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Grayburn, Cory

From: us31_website@onlineform.com
Sent: Monday, June 30, 2003 12:21 PM
To: us31.parsons@parsons.com
Cc: pjhaashouse@yahoo.com
Subject: Haas - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Philip Haas

Name: Philip Haas
Address: 714 E 161st
City: Westfield, IN 46074
County: Hamilton
Email: pjhaashouse@yahoo.com
Phone:

What comments do you have about the project?

I am a 20-year Westfield resident. I was against the Westfield bypass, but now that I see what the alternative route will do to Westfield, I am appalled! The economic impact on this town will be devastating! All the lost businesses and homes will never be replaced. Land is too expensive in Hamilton County to think that anyone will be "helped" to relocate anywhere near here. Virtually all the gas stations alone will be gone from the area. All the fast food chains also. No small community can absorb the job losses, just because the football field needs to be saved. Wouldn't it be smarter all around to move the football field?

The Clay township losses will be miniscule compared to Westfield's losses. They can be done easily, but you are going to ruin this community if the plan stays as it is. Stop the project at 146th street. The 4 miles from 96th to 136th will alleviate the traffic enough to placate the drivers coming from Kokomo and South Bend for now until this ill-advised and un-thought out plan can be looked at in better detail in regards to economic impact. Kokomo has 14 stop lights on its "bypass". 4 lights from 32 to 146th are not too many.

How did you find our Web site?
"Pathways" flier

Is this Web site helpful?

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

Grayburn, Cory

From: Hadley, Richard [rhadley@IndianaFarmers.com]
Sent: Tuesday, June 24, 2003 9:23 AM
To: us31.parsons@parsons.com
Subject: Copy of US 31 DEIS

I'm with Indiana Farmers Mutual Insurance Company located at 106th and Meridian. I would like to obtain a hard copy of the recently completed DEIS for an up coming Corporate Board meeting. Do you have one (1) copy available at your office that I could stop by today or tomorrow and pick up? If not, were may I obtain one?

Thanks,

Richard C. Hadley
Asst. V. P.
Indiana Farmers Mutual Ins. Co.
10 W. 106th St.
317 848 8610
email: rhadley@indianafarmers.com



P.O. Box 527, Indianapolis, IN 46206
 Telephone: 317-846-4211
 Fax: Local 317-587-0741 or toll free 888-236-7506

FAX TRANSMISSION COVER SHEET

Date: 7/23/03

To: CORY GRAYBURN
PARSONS TRANSPORTATION GROUP

Fax #: 317-569-3680

From: RICHARD HADLEY

Phone #: 317-848-8610

Fax #: 317-587-0741

Number of pages in this transmission: 2 (including cover sheet).

If you do not receive the correct number of pages as indicated above, please contact:

Comments: ATTACHED IS CITIZEN COMMENT FOR:
U.S. 31 IMPROVEMENT PROJECT
DEIS DESIGNATION # 9905500

This fax transmission is intended for the addressee indicated above. It may contain information that is privileged, confidential, or otherwise protected from disclosure. Any review, dissemination or use of this transmission or its contents by persons other than the addressee is strictly prohibited. If you have received this transmission in error, please notify us immediately by telephone and mail the original to us at the above address.

7/23/03

TO: Mary Wright, INDOT
E-MAIL: mwright@indot.state.in.us

FROM: Indiana Farmers Mutual Insurance Company

RE: Citizen (Corporation) Comment
US 31 Improvement Project
DEIS (Designation # 9905500)

Dear Ms. Wright,

Indiana Farmers Mutual Insurance Company is located at 10 West 106th Street (Northwest corner of US 31 and 106th Street). As the property owner of 15 acres of land and the sole occupant of the 56,000 square foot three story home office building at this location, all proposed improvements to US 31 will have major long term implications to the Company and its 175 employees.

While Indiana Farmers Mutual supports the need for an upgrade to this 12.5 mile stretch of US 31, a close review of the US 31 DEIS presented to the public June 30, 2003 shows two potentially adverse impacts to our current facility and property:

1. It appears the extensive amount of additional right-of-way land needed along both US 31 and 106th for the construction of the proposed tight diamond interchange at US 31 and 106th Street will have an adverse impact to our facility, our 106th Street entrance, and parking area. We would like to see this right-of-way encroachment reduced.
2. Construction of a depressed or partially depressed US 31 near 106th Street appears to have a direct adverse impact to our existing property and any future commercial development we may wish to consider on our property. The extensive surface drainage issues related to any highway depression, outlined in the DEIS, Section 3.3, Partially Depressed Freeway Elevation, pages 3-48 through 3-51, reveal that all of the drainage solutions would have a major impact to our entire property and its future uses commercially. Obviously, if this is the only surface drainage solution for the construction of a depressed or partially depressed freeway, Indiana Farmers Mutual would not be in favor of any type of depressed freeway proposal.

As INDOT and Parsons Transportation officials progress through the next several stages of the US 31 highway project, (FEIS), (ROD), final design, and right-of-way acquisition, Indiana Farmers Mutual would like to be kept apprised. Accordingly, please contact me anytime to discuss our above concerns, as well as any questions you may have related to other US 31 project development issues which could have an adverse impact on Indiana Farmers Mutual Insurance Company.

Sincerely,



Richard C. Hadley

Asst. Vice Pres.

Indiana Farmers Mutual Insurance Company

10 West 106th Street

Indianapolis, in. 46290

317 848 8610

rhadley@indianafarmers.com

cc: Parsons Transportation



P.O. Box 527, Indianapolis, IN 46206
 Telephone: 317-846-4211
 Fax: Local 317-587-0741 or toll free 888-236-7506

FAX TRANSMISSION COVER SHEET

Date: 7/23/03

To: MARY WRIGHT
INDOT

Fax #: 317-234-1228

From: RICHARD HADLEY

Phone #: 317-848-8610

Fax #: 317-587-0741

Number of pages in this transmission: 2 (including cover sheet).

If you do not receive the correct number of pages as indicated above, please contact:

Comments: ATTACHED IS CITIZEN COMMENT FOR:

US 31 IMPROVEMENT PROJECT

DEIS DESIGNATION # 9905500

This fax transmission is intended for the addressee indicated above. It may contain information that is privileged, confidential, or otherwise protected from disclosure. Any review, dissemination or use of this transmission or its contents by persons other than the addressee is strictly prohibited. If you have received this transmission in error, please notify us immediately by telephone and mail the original to us at the above address.

7/23/03

TO: Mary Wright, INDOT
E-MAIL: mwright@indot.state.in.us

FROM: Indiana Farmers Mutual Insurance Company

RE: Citizen (Corporation) Comment
US 31 Improvement Project
DEIS (Designation # 9905500)

Dear Ms. Wright,

Indiana Farmers Mutual Insurance Company is located at 10 West 106th Street (Northwest corner of US 31 and 106th Street). As the property owner of 15 acres of land and the sole occupant of the 56,000 square foot three story home office building at this location, all proposed improvements to US 31 will have major long term implications to the Company and its 175 employees.

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1. It appears the extensive amount of additional right-of-way land needed along both US 31 and 106th for the construction of the proposed tight diamond interchange at US 31 and 106th Street will have an adverse impact to our facility, our 106th Street entrance, and parking area. We would like to see this right-of-way encroachment reduced.
2. Construction of a depressed or partially depressed US 31 near 106th Street appears to have a direct adverse impact to our existing property and any future commercial development we may wish to consider on our property. The extensive surface drainage issues related to any highway depression, outlined in the DEIS, Section 3.3, Partially Depressed Freeway Elevation, pages 3-48 through 3-51, reveal that all of the drainage solutions would have a major impact to our entire property and its future uses commercially. Obviously, if this is the only surface drainage solution for the construction of a depressed or partially depressed freeway, Indiana Farmers Mutual would not be in favor of any type of depressed freeway proposal.

As INDOT and Parsons Transportation officials progress through the next several stages of the US 31 highway project, (FEIS), (ROD), final design, and right-of-way acquisition, Indiana Farmers Mutual would like to be kept apprised. Accordingly, please contact me anytime to discuss our above concerns, as well as any questions you may have related to other US 31 project development issues which could have an adverse impact on Indiana Farmers Mutual Insurance Company.

Sincerely

Richard C. Hadley
Asst. Vice Pres.
Indiana Farmers Mutual Insurance Company
10 West 106th Street
Indianapolis, in. 46290
317 848 8610
rhadley@indianafarmers.com

cc: Parsons Transportation



CLAY TOWNSHIP OF HAMILTON COUNTY

10701 North College • Indianapolis, Indiana 46280-1089 • (317) 846-2773 • Fax (317) 846-0744 • Email claytwp@indy.net

Trustee

Judith F. Hagan

Board Members

Paul K. Bolin

James C. Dillon

Mary Eckard

June 30, 2003

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

Re: Comments on Draft Environmental Impact Statement
U. S. 31 Improvement Project

Dear Mr. Grayburn,

I would like to recognize the drafters of the Environmental Impact Statement for incorporating pedestrian and bike path crossings at all proposed interchanges on U.S. 31. The Hamilton County Alternative Transportation Task Force (H-CAT) and Carmel Clay Alternative Transportation Task Force (C-CAT) have both worked many years to develop alternatives to car travel in our local area. It is very pleasing to see walking and bicycling encouraged as a mode of transportation in your plans as well.

I also have several concerns about the Draft Environmental Impact Statement. Understanding that the purpose of improving U.S. 31 is to reduce congestion and travel time and to improve safety along the Corridor, there are local issues of the same nature. Those issues need to be recognized and addressed at the same time.

Improving traffic flow on U.S. 31 is important but so is maintaining the local road grid system. 111th Street and 103rd Street need to be maintained as connected roads for local traffic even if they no longer access U.S. 31.

111th Street in particular provides easy access to the Monon Trail, Pleasant Grove Park and our new Central Park from the western township. 111th Street actually forms the southern boundary of Central Park just about a quarter of a mile east of U.S. 31. If 111th Street is closed, all traffic will be forced to use 116th Street. School buses now using 111th would have to re-route, less efficiently, to U. S. 31

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intersections at the busiest morning times. 111th Street needs to remain open for east west access across the township. Since 111th Street does not involve a future U.S. 31 interchange, it would be the safest route across the township for vehicles and especially for pedestrians and bicycle riders.

103rd Street is an important commercial cross street providing access to businesses that support and depend on the office buildings on the west side of the U.S. 31 Corridor. Local hotels will be negatively affected if this issue can't be resolved some way. Statewide mobility should not compromise local mobility on 103rd or 111th Streets.

Improving traffic flow on U.S. 31 is important but so is context sensitive design for the whole community. While Carmel Clay will benefit in many ways, there will be equally destructive side effects unless the improvements are very well conceived and executed. The Carmel Dept. of Community Services, supported by Clay Township, has produced two very helpful reports that I recommend for inclusion in the final Impact Statement. Those reports lead me to support efforts to depress the grade of U.S. 31 as much as possible both to reduce traffic noise and to maintain the "surface" of our community physically intact. A "Great Wall" is not desirable. The Corridor is an important economic area for the whole state and negative impacts in this Corridor will have long term negative consequences for the larger good.

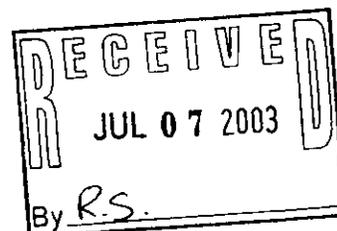
My last comment has to do with the potential use of new materials for paving which deaden traffic noise. Hopefully new technology can be incorporated into the improvement plans to lessen the impact of traffic noise. Noise mitigation apparently will be re-evaluated in final design. Is there an opportunity for public review of noise mitigation features at some point?

I appreciate the opportunity to give input to you this evening.

Sincerely,

Judith Hagan

Judith F. Hagan
Clay Township Trustee



Grayburn, Cory

From: us31_website@onlineform.com
Sent: Tuesday, July 01, 2003 1:12 AM
To: us31.parsons@parsons.com
Cc: JacqueJQH@aol.com
Subject: Hammonds - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Jacqueline Hammonds

Name: Jacqueline Hammonds
Address: 9451 San Miguel Drive, E
City: Indianapolis, IN 46250
County: Marion
Email: JacqueJQH@aol.com
Phone: 317-598-9479

What comments do you have about the project?

I guess I have reservations about this project because of all of the people and businesses it will directly affect, and I'm not sure that state planners acknowledge this disruption. I'm not convinced that the advantages of this plan outweigh the inconveniences, permanent changes, and displacement of numerous businesses. I suppose if it were a few people affected, that might be acceptable, but to sacrifice so many seems hard for me to understand. I especially have an opinion about the effects that this project will have on the Indiana Conference Office of Seventh-day Adventists, on the corner of 151st St. and US 31. This is the state office for all of the Adventist churches in Indiana. I appreciate its central and prominent location at its present address. But it appears that the US 31 project will displace this office, and its relocation may not be beneficial to the mission of the church. I feel it is advantageous for the front of church's state conference office to be located on such an important road as US 31. Not only for the visibility to the public, but for the convenience of the Adventist church members in the state of Indiana who rely on that office for their use and support. I am a member of a local Adventist church, so this project affects me directly. I am suspicious that no matter what reservations the public has toward this project that the state will proceed with their plans anyway. I'm not convinced that the state will stay any of their plans for the benefit of those most affected. If work needs to be done to help traffic flow on US 31, then that fact remains true. But certainly a blind wrecking ball approach may need a little refining to benefit the affected people that are actually part of the community that you're trying to help.

How did you find our Web site?
TV news

Is this Web site helpful?

Not really. I have a slow, limited computer, so I know that trying to access the larger PDF files would not be possible.

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



INDIANA DEPARTMENT OF TRANSPORTATION
 100 North Senate Avenue
 Room N901
 Indianapolis, Indiana 46204-2217
 (317) 232-5457 FAX: (317) 234-1228
 An Equal Opportunity Employer • <http://www.state.in.us/dot>

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

CERTIFIED MAIL 7/10/03 Writer's Direct Line
 (317) 234-0796

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

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

Thank you for attending this meeting.

FINAL COMMENT DATE:
 August 4, 2003

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

NAME: (PLEASE PRINT) HAPAK, Francis M. & Charlotte Haydon
 ADDRESS: 729 Round Hill Road
Indianapolis, IN 46260-2917
 E-MAIL: Re: Parcel ID# 0909010000 009.000
 COMMENTS: Dear Ms. Wright,

The above parcel of ground containing
32.5 acres is located at the North East corner
of US-31 and David Brown Rd. (Cor 169th St.)
After viewing your preliminary drawings for
this location, we find that 169th St. will not
have access to US-31.

This is not acceptable. Without the present
access from US-31 we cannot proceed with plans
to develop this parcel of land. Please keep us advised
and informed as to how your plans develop to provide
us with US-31 access for this parcel. Thank you.

SIGNATURE: Francis M. Hapak July 9, 2003
317-955-9718

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Tuesday, June 24, 2003 12:49 AM
To: us31.parsons@parsons.com
Cc: jayhardcastle@mac.com
Subject: Hardcastle - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Jay Hardcastle

Name: Jay Hardcastle
Address: 200 Harmony Rd
City: Carmel, IN 46032
County: Hamilton
Email: jayhardcastle@mac.com
Phone: 317-583-9891

What comments do you have about the project?
Where can I find information on federally mandated accomodations for bicycles and pedestrians in the current plan? Keyword searches of your site show no information on these topics.

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

From: Parsons, US31
Sent: Tuesday, July 08, 2003 11:04 AM
To: 'jayhardcastle@mac.com'
Subject: RE: Hardcastle - US31 Online Form Submission

Dear Mr. Hardcastle,

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: us31_website@onlineform.com [mailto:us31_website@onlineform.com]
Sent: Tuesday, June 24, 2003 12:49 AM
To: us31.parsons@parsons.com
Cc: jayhardcastle@mac.com
Subject: Hardcastle - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Jay Hardcastle

Name: Jay Hardcastle
Address: 200 Harmony Rd
City: Carmel, IN 46032
County: Hamilton
Email: jayhardcastle@mac.com
Phone: 317-583-9891

What comments do you have about the project?
Where can I find information on federally mandated accommodations for bicycles and pedestrians in the current plan? Keyword searches of your site show no information on these topics.

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

From: us31_website@onlineform.com
Sent: Thursday, June 19, 2003 4:40 PM
To: us31.parsons@parsons.com
Cc: brian@harveyclan.com
Subject: Harvey - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Brian Harvey

Name: Brian Harvey
Address: 465 Atherton Drive
City: Carmel, IN 46032
County: Hamilton
Email: brian@harveyclan.com
Phone: 317-818-8219

What comments do you have about the project?

I would like to know if sound barriers and screening are being considered along the corridor? Carmel has many upscale neighborhoods and many houses that are currently adjacent to 31. Are we going to end up losing property values in our community due to the constant barrage of interstate/freeway noise?

How did you find our Web site?

followed a link from the topics.com article where Mayor Brainard opposed the plan.

Is this Web site helpful?

NO!!!! nowhere do they say how long this project will take once the final go ahead has been given??? Will the residents have to suffer through 5+ years of construction? The Michigan Road exit should be a lesson learned... 3 years to do an exit and short stretch of road. Meeting dates would be helpful... where and when the public can come... how about INDOT going to the community and having a meeting onsite so to speak.

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

Grayburn, Cory

From: on behalf of Parsons, US31
To: brian@harveyclan.com
Subject: RE: Harvey - US31 Online Form Submission

Dear Mr. Harvey,

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

Cory Grayburn
Deputy Project Manager
Parsons Transportation Group

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

From: us31_website@onlineform.com [mailto:us31_website@onlineform.com]
Sent: Thursday, June 19, 2003 4:40 PM
To: us31.parsons@parsons.com
Cc: brian@harveyclan.com
Subject: Harvey - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Brian Harvey

Name: Brian Harvey
Address: 465 Atherton Drive
City: Carmel, IN 46032
County: Hamilton
Email: brian@harveyclan.com
Phone: 317-818-8219

What comments do you have about the project?

I would like to know if sound barriers and screening are being considered along the corridor? Carmel has many upscale neighborhoods and many houses that are currently adjacent to 31. Are we going to end up losing property values in our community due to the constant barrage of interstate/freeway noise?

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

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Monday, August 04, 2003 5:15 PM
To: us31.parsons@parsons.com
Cc: jhawkins@providence-partners.com
Subject: Hawkins - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Janice Hawkins

Name: Janice Hawkins
Address: 250 East 96th St
City: Indianapolis, IN 46240
County: Marion
Email: jhawkins@providence-partners.com
Phone: (317) 846-0000 ext 18

*CARTHAGINNY
• NORTH MERIDIAN
SUNGLASS CENTER*

What comments do you have about the project?
Specifically regarding the northeast corner of US31 and 106th St. The project will nearly eliminate the parking for the building at 10601 N. Meridian Street. Although the owners will be compensated for the strip of land that is taken under the plan, their building will be left functionally obsolete. Without parking, the tenants can not utilize the office building and it will mean a loss to investors of nearly \$5 million.

How did you find our Web site?

Is this Web site helpful?
Yes

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

MARSH

MARSH SUPERMARKETS, 9800 CROSSPOINT BLVD., INDIANAPOLIS, IN 46256-3350

www.marsh.net

August 1, 2003

JOSEPH R. HEERENS
Senior Vice President
Government Affairs
PHONE: (317) 598-3500
FAX: (317) 594-2704
EMAIL: govjrh@marsh.net

Mr. Bryan Nicol
Commissioner
Indiana Department of Transportation
100 N. Senate Avenue
Room N755
Indianapolis, Indiana 46204

Re: U.S. 31 Limited Access Highway
Improvement Project

Dear Mr. Nicol:

Please enter this letter into the record as a response by Marsh Supermarkets, LLC ("Marsh"), and O'Malia Food Markets, LLC ("O'Malia"). Marsh is an anchor store of the Village Park Plaza on the east side of U.S. 31 between 146th Street and 151st Street in Westfield, Indiana, and O'Malia is the anchor tenant of the shopping center on the north side of U.S. 31 at the 136th Street intersection in Carmel, Indiana.

Like many businesses on and along the U.S. 31 corridor between Interstate 465 and State Road 32 in Westfield, Indiana, Marsh and O'Malia have been monitoring, over the last few years, the progress of the State of Indiana's plans to upgrade U.S. 31 to a limited access highway (the "U.S. 31 Upgrade"). Marsh currently owns and operates two (2) grocery stores on the stretch of U.S. 31 that will be affected – the Marsh Supermarket at the Village Park Plaza and the O'Malia Food Market at 136th Street and U.S. 31.

While Marsh and O'Malia understand the need for changes and upgrades to this stretch of U.S. 31 in order to more efficiently move vehicular traffic through this rapidly growing commercial and residential corridor, Marsh and O'Malia are very concerned that the State of Indiana and the Indiana Department of Transportation ("INDOT") have not been sensitive enough, in their design plans for the U.S. 31 Upgrade, to the legitimate concerns of the commercial shopping centers located within this corridor. The proposed design scenarios are unacceptable in their present form and, if implemented, will result in substantial monetary damage to these shopping centers (and the retail stores operating therein) due to the loss of customers because they can no longer quickly and conveniently access the shopping centers.

we value you

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Mr. Bryan Nicol
August 1, 2003
Page 2 of 4

Marsh operates 113 grocery stores in Indiana and Ohio under four (4) different banners: Marsh Supermarkets, LoBill Foods, O'Malia Food Markets, and Saving\$. We have been in business since 1931. Needless to say, Marsh has a significant amount of experience with roadway improvements near and around its grocery stores in many communities. We know, firsthand, the devastating effect that roadway improvements (such as, by way of example and not of limitation, installation of concrete medians which change traffic patterns and restrict/reduce access, or temporary road closures) can have on our sales.

In our business, if customers cannot easily, conveniently and quickly access our parking lots from adjoining streets, we lose sales. It's that simple. And, we believe that the various design scenarios proposed to date will have a significant adverse effect on our business at both shopping centers, but particularly at the Village Park Plaza.

Currently, our customers can access the Village Park Plaza from several different directions and roadways. North-south traffic can access the shopping center from U.S. 31 at Greyhound Pass or at 151st Street. East-west traffic can access the shopping center from 146th Street, 151st Street and Greyhound Pass. All of the proposed design scenarios would significantly reduce and alter the existing access points.

In particular, the closure of Greyhound Pass where it currently intersects U.S. 31 will have devastating consequences on the Marsh Supermarket in the Village Park Plaza. Currently, virtually all of the vehicular traffic desiring to exit U.S. 31 and travel east on 146th Street, and the vehicular traffic traveling west on 146th Street and desiring the access U.S. 31, use Greyhound Pass. That makes Greyhound Pass the key access point to Village Park Plaza and, obviously, extraordinarily important to the economic viability of the Marsh Supermarket location and the Village Park Plaza in general.

As we all know, the daily vehicular traffic count on Greyhound Pass is significant. All of the vehicles traveling on Greyhound Pass come within fifty (50) feet of the Marsh Supermarket. Our parking lot currently abuts Greyhound Pass and our front door is about one hundred (100) feet from Greyhound Pass. A portion of our customers stop at our store because they are driving right past the store and it is quick and convenient for them to stop there. By closing Greyhound Pass, all of this vehicular traffic will no longer go right by our store; instead, it will be forced onto 146th Street and will have to enter the shopping center from behind. We will lose a significant amount of "convenience" sales

Mr. Bryan Nicol
August 1, 2003
Page 3 of 4

that have helped to make this a good store for Marsh. Our real estate department has concluded that a reasonable estimate of the lost sales due to the change in traffic patterns as a result of the U.S. 31 Upgrade could be in excess of \$3.0 million per year.

The State of Indiana and INDOT need to develop new design scenarios which are more sensitive to the legitimate concerns of retail businesses operating in the U.S. 31 corridor. For example, it is absolutely imperative that east-west access on Greyhound Pass be maintained via a bridge over or under U.S. 31 (which, of course, would not have access to U.S. 31). This would help to minimize the significant adverse effect that the U.S. 31 Upgrade will have on our store.

In addition to taking Greyhound Pass over or under U.S. 31 to maintain important east-west access, it is imperative that an additional interchange be installed at 151st Street and U.S. 31. This would provide increased circulation between the shopping centers and provide alternative vehicular access from and across the U.S. 31 corridor.

The current design scenarios effectively divide the shopping centers on each side of U.S. 31 at 146th and 151st Streets, and significantly reduce vehicular access to same. If implemented without significant changes, the effects will be devastating on Marsh's sales at this location. If our customers can no longer get to the Marsh at this location quickly and conveniently, many will look elsewhere to shop. Therefore, it effectively opens the door for one of Marsh's competitors to build a store and get established in a more convenient and accessible location in the area. Imagine if the vehicular access to Village Park Plaza is reduced pursuant to one of the proposed design scenarios, and then one of Marsh's competitors builds a store right on 146th Street somewhere to the east or west of U.S. 31. Some of our customers will choose to avoid the hassle or inconvenience of getting into and out of the Village Park Plaza, and they will switch their loyalty to our competitor's new store down the road.

It is a well-known universal truth in the retail business that convenient and quick access is critically important to success. We need to preserve that at Village Park Plaza.

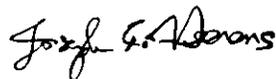
Marsh has discussed its concerns with other business and property owners who will be affected by the U.S. 31 Upgrade, including the Simon Property Group, Skinner Broadbent Company, Wal-Mart and Target (the "Commercial Corridor Coalition"). We support the alternative design prepared by Edwards & Kelcey, which is included in the

Mr. Bryan Nicol
August 1, 2003
Page 4 of 4

Simon Property Group's submission. In comparing the economic impacts of INDOT's proposed design scenarios against the alternative proposal submitted by Simon, it is apparent that the State of Indiana and INDOT need to take a closer look at Village Park Plaza and design more appropriate access in order to help preserve the economic viability of this important commercial area.

The goal to more efficiently move vehicular traffic through the U.S. 31 corridor can be accomplished without substantial adverse effect on the shopping centers, but more creative and sensitive planning is required. Marsh and O'Malia stand ready to work with the State of Indiana and INDOT to design a reasonable upgrade plan for the U.S. 31 corridor which more efficiently moves vehicular traffic through the corridor, but does so in a way which minimizes the adverse impact on the existing shopping centers.

Very truly yours,



Joseph R. Heerens

cc: Lennie D. Hayes
John Turek
Frank Polka

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Thursday, June 12, 2003 9:30 PM
To: us31.parsons@parsons.com
Cc: pjheff127@hotmail.com
Subject: Heffelmire - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Polly Heffelmire

Name: Polly Heffelmire
Address: 3614 W Lafayette Rd
City: Sheridan, IN 46069
County: Hamilton
Email: pjheff127@hotmail.com
Phone:

What comments do you have about the project?

According to the article in the Indpls Star, there won't be any access to/from 151st via US 31. There is a Westfield Fire Dept station located on 151st @ 1/8mi from US 31. How is this fire station expected to access 31 without having to deal with the traffic from Village Park Plaza to 146th or trying to maneuver on 2-lane country roads?

Wouldn't it also make more sense to have traffic moving in to Village Park Plaza from 151st and 146th instead of trying to force everyone onto Greyhound Pass? With what INDOT has planned for Villag Park I won't be shopping there anymore once the project is done. I'm sure many of the retailers in this area will be forced out of business because of no access from 151st.

How did you find our Web site?

Is this Web site helpful?

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

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Wednesday, June 11, 2003 8:59 PM
To: us31.parsons@parsons.com
Cc: ctigersplace@aol.com
Subject: Henry - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Craig Henry

Name: Craig Henry
Address: 16016 Farr Hills
City: Westfield, IN 46074
County: Hamilton
Email: ctigersplace@aol.com
Phone: 317-896-3178

What comments do you have about the project?

I am interested in the U.S. 31/Hamilton County improvement project. I am concerned that my home may be in the path of the project. Do you have a list of the properties that would taken if the project is completed as currently planned? If so, please forward a copy to me. Thanks for your help.

How did you find our Web site?
I am a state employee.

Is this Web site helpful?

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

Grayburn, Cory

From: on behalf of Parsons, US31
To: ctigersplace@aol.com
Subject: RE: Henry - US31 Online Form Submission

Dear Mr. Henry,

So that I may better answer your questions regarding the project's potential impacts to your home, please call me at 317-569-3670 ext. 22. If you have not already done so, information on the potential impacts to your home may be found in the Draft Environmental Impact Statement (DEIS), which is available for public review at the Westfield Library and Town Hall. 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: us31_website@onlineform.com [mailto:us31_website@onlineform.com]
Sent: Wednesday, June 11, 2003 8:59 PM
To: us31.parsons@parsons.com
Cc: ctigersplace@aol.com
Subject: Henry - US31 Online Form Submission

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How did you find our Web site?
I am a state employee.

Is this Web site helpful?

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

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FB

Grayburn, Cory

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

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

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

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

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

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

Mark

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

WRIGHT, MARY

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

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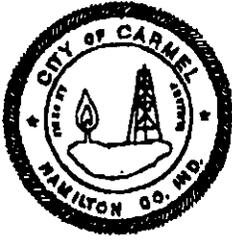
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I do not envy your job, you certainly cannot make everyone happy. Best of luck.

Mark

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



CITY OF CARMEL
Department of Community Services

One Civic Square
Carmel, IN 46032
(317) 571-2417
Fax (317) 571-2426

Fax

To: <u>Corry Graham</u>	From: <u>Mike Hollibaugh</u>
Fax:	Pages: <u>cover + 2</u>
Phone:	Date: <u>8 / 1 / 03</u>
Re: <u>US 31</u>	CC:

Urgent
 For Review
 Please Comment
 Please Reply
 Please Recycle

Corry - Attached you will find copy
of letter sent earlier today to Jack Riggs
in follow-up to yesterday's meeting.
Thanks for your help.

Mike



City of Carmel

DEPARTMENT OF COMMUNITY SERVICES

August 1, 2003

Mr. Jack Riggs
INDOT Legal Division
N730 State Office Building
100 North Senate Avenue
Indianapolis, IN 46204

Re: Request for Information - DEIS (# 9905500)
US 31 Improvement Project (Hamilton County)

Dear Mr. Riggs:

Thank you for meeting with us today to discuss Carmel's need for traffic data to perform local planning work associated with future improvements to US 31. This letter identifies the requested data and technical information discussed in our meeting, for the segment of US 31 between I-465 and 151st Street. These items are:

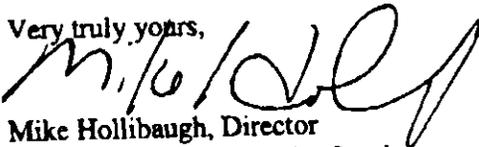
- Traffic counts (main line and intersection, machine and manual)
- Traffic forecasts for ramp intersections with local roadways—electronic format consistent with Synchro program would be most useful
- Traffic model data (networks, link data, zonal systems, centroids/connectors).
- Growth rates (applied to existing count data to create forecasts)
- Socioeconomic data and forecasts by traffic analysis zones

I would ask that you forward complete copies of the requested information to each of our respective consultants, Parsons Brinckerhoff and A & F Engineering, who's contact information is attached to this letter.

If you have questions, or wish to discuss this request, you may contact me at 571 2422, or feel free to one of our consultants (John Myers, Parsons Brinckerhoff, 972 1706, or Steve Fehribach, A&F Engineering, 202 0864).

Your cooperation is greatly appreciated.

Very truly yours,


Mike Hollibaugh, Director
Department of Community Services

Cc: Cory Grayburn, Parson's Transportation Group
Gregory K. Silver, Attorney at Law

One Civic Square, Carmel, Indiana 46032

Ph 317 571 2417

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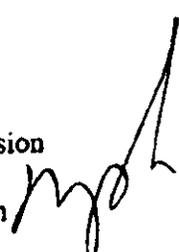


City of Carmel

DEPARTMENT OF COMMUNITY SERVICES

August 1, 2003

To: Mr. Jack Riggs
INDOT Legal Division

From: Michael Hollibaugh 

Re: Request for Information – DEIS (# 9905500)
US 31 Improvement Project (Hamilton County)

Below is the contact information for our engineering consultants who are assisting the City with review of the US 31 Improvement Project information.

Please send complete copies of requested information to each address.

Mr. John W. Myers AICP PE
Parsons Brinkerhoff Quade & Douglas, Inc.
47 South Pennsylvania Street
Indianapolis, IN 46204

Mr. Steven J. Fehribach P. E.
A & F Engineering Co., LLC
8425 Keystone Crossing
Suite 200
Indianapolis, IN 46240

Thank you.

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CITY OF CARMEL
Department of Community Services

One Civic Square
Carmel, IN 46032
(317) 571-2417
Fax: (317) 571-2426

Fax

To: Corny Grayburn From: Mike Hollibaugh
 Fax: 569-3670 Pages: cover + 4
 Phone: _____ Date: 8/1/03
 Re: US 31 CC: _____

- Urgent For Review Please Comment Please Reply Please Recycle

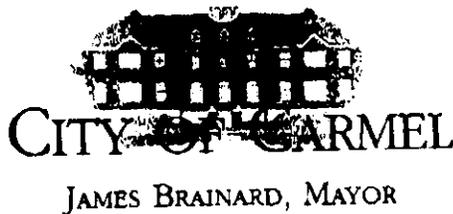
Corny:

attached is letter sent to Chris Baynes
requesting extension of public comment period.

Thanks,

Mike Hollibaugh

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August 1, 2003

VIA FACSIMILE #233-1565

Ms. Chris Baynes
Indiana Department of Transportation
N855 State Office Building
100 North Senate Avenue
Indianapolis, IN 46204

Re: Request for Time Extension – 45 day Public Comment Period
US 31 Improvement Project DEIS (Hamilton County)

Dear Ms. Baynes:

This letter is written to request your consideration for extending the public comment period of the US 31 DEIS for an additional ninety (90) days. This request is being made to allow the City of Carmel and community stakeholders sufficient time to review and analyze traffic data and other information used by Parson's Transportation Group to determine recommended future improvements to US 31.

It is our belief that an extension to the public comment period until September 18, 2003 is warranted for these reasons:

- Letters requesting permission to review/obtain traffic related data were sent to INDOT legal staff on June 19 and June 27, 2003 (copies attached). A follow-up meeting with the City related to these requests did not occur until July 31, 2003. This meeting did not result in the City receiving the requested data, only a better understanding of what information Parson's has used to make recommendations affecting the Hamilton County community.
- At that meeting my staff and the City's consultants were informed that the traffic counts, forecasts, modeling data and other requested technical information were not readily available to the City of Carmel, and that we would not be in receipt of it until after the current deadline of August 4 has passed.
- It is absolutely essential that the City receive this public information, in order to formulate a response that is reasonable and informed, and think it prudent to develop this additional information before the EIS is completed.

ONE CIVIC SQUARE, CARMEL, IN 46032 OFFICE 317.571.2401, FAX 317.844.3498
EMAIL jbrainard@ci.carmel.in.us

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- It is critical that the public comment be extended, as the nature and amount of data requested by the City of Carmel will require a minimum of 90 days to be fully analyzed by the City and its consultants.

If you have questions, or if I may be of assistance to you when deliberating this request, please contact me at 571 2402, or, by email at jbrainard@ci.carmel.in.us

Very truly yours,



James Brainard
Mayor

Cc: Cory Grayburn, Parson's Transportation Group
Gregory K. Silver, Attorney at Law

06/01/03 12:30 FAX 3172020908

A&F ENGINEERING

02

A&F ENGINEERING Co., LLC. ENGINEERS & PLANNERS

TRANSPORTATION ENGINEERING
STREET DESIGN • HIGHWAY DESIGN
PARKING LOT DESIGN • CONSTRUCTION SERVICES
TRAFFIC STUDIES • TRAFFIC SIGNAL ANALYSIS
DESIGN • TRAFFIC ENGINEERING
TRANSPORTATION PLANNING STUDIES
DESIGN • CONSTRUCTION OBSERVATION

WILLIAM J. FEHRBACH, P.E.
PRESIDENT

STEVEN J. FEHRBACH, P.E.
VICE PRESIDENT

INDIANA
ALABAMA
MISSISSIPPI
KENTUCKY
MICHIGAN
OHIO

June 19, 2003



Mr. Jack A. Riggs
Attorney, Legal Division
INDOT
100 N. Senate Avenue, Room N755
Indianapolis, Indiana 46204

Dear Mr. Riggs:

A&F Engineering has been asked by the City of Carmel to review the recently released US 31 Draft Environmental Impact Statement (DEIS). Through Carmel, we have received a copy of this study along with a copy of Appendix A. However, in order to do a thorough technical review, we feel that it is necessary to have a copy of all technical data (i.e. capacity analysis calculations, etc.) that were used to determine the traffic impacts and the level of service results published within the DEIS.

If you have any questions or if you need A&F Engineering to provide anything else please do not hesitate to contact our office. Thanks again for your assistance in this matter.

Sincerely,
A&F Engineering Co., LLC

R. Matt Brown, P.E.
Transportation Manager



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08/01/2003 12:40 3179721788

PARSONS BRINCKERHOFF

PAGE 02/02

FILE
351610

Correspondence

Parsons
Brinckerhoff

47 South Pennsylvania Street
Suite 800
Indianapolis, Indiana 46204
317.972-1708
Fax. 317-972-1708

June 27, 2003

Mr. William P. Huff
INDOT Legal Division
N730 State Office Building
100 North Senate Avenue
Indianapolis, IN 46204

Re: Request for Information
US 31 Environmental Study (Hamilton County)

Dear Mr. Huff:

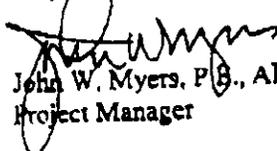
This letter is written on behalf of the City of Carmel at the request of Mike Hollibaugh, Director, Department of Community Services. Mike and I met yesterday with staff of INDOT and Parsons Transportation Group to discuss the Draft Environmental Impact Statement (DEIS) for US 31 through Carmel.

The City has requested our assistance in updating and refining local transportation plans to fit with the US 31 improvements. In that regard, we are particularly interested in the traffic forecasts and analyses developed as part of the study. Since our interest will be limited primarily to local roadways, we will not need all information of this type.

We suggest a follow-up meeting with the technical staff of the project to reach a better understanding of processes used in the study. We would then be in a position to be more focused in our request for information.

Christine Baynes advised us that we should start the process with this request to you. My contact information is on this letterhead. Thank you for your kind assistance.

Very truly yours,


John W. Myers, P.E., AICP
Project Manager

Cc: Mike Hollibaugh (Fax 571-2426)

City of Carmel
Department of Community Services
One Civic Square
Carmel, IN 46032
317-571-2417
Fax: 317-571-2426

FACSIMILE TELECOPY COVER LETTER

DATE: August 4, 2003

TO: Mary Wright, INDOT

FAX: 317-234-1228

FROM: Mike Hollibaugh

Attached hereto are 10 pages, including this cover letter, for facsimile transmission. Should you experience any problem in the receipt of these pages, please call 317/571/2419 and ask for Connie.

NOTES:

Please call if you have any questions.

CONFIDENTIALITY NOTICE: The materials enclosed with this facsimile transmission are private and confidential and are the property of the sender. The information contained in the material is privileged and is intended only for the use of the individual(s) or entity(ies) named above. If you are not the intended recipient, be advised that any unauthorized disclosure, copying, distribution or the taking of any action in reliance on the contents of this telecopied information is strictly prohibited. If you have received this facsimile transmission in error, please immediately notify us by telephone to arrange for return of the forwarded documents to us.

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City of Carmel

DEPARTMENT OF COMMUNITY SERVICES

COPY

August 4, 2003

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

Re: US 31 Improvement Project - DEIS
Hamilton County

Dear Mr. Grayburn,

The City of Carmel has made great efforts to share with you our vision and concerns for U.S. 31 through our community. There should not be a need to re-state that previously communicated to you in our task force reports, the Interim Report (2001) and The Case for Context Sensitive Design (2002). Suffice it to say, however, that Carmel is absolutely committed to a U.S. 31 Corridor improvement through our community that is a model for context sensitive design, and are anxious for this to occur as the next phases of a U.S. 31 improvement move forward.

Our review of the DEIS report has raised a number of questions which are attached with this letter, and organized into the following nine areas of focus:

1. Purpose and Need Statement
2. Local Plans
3. Local Traffic Impacts
4. Maintenance of Traffic During Construction
5. Depressed Roadway
6. Interchange Options - 126th versus 131st
7. Roadway Closures - 103rd and 111th
8. Traffic Forecasts & Analysis
9. Community Cohesion
10. Bicycles and Pedestrians
11. US 31 Task Force

Please note that our review of the DEIS has occurred without benefit of requested traffic data and technical information used to make recommendations affecting Carmel and Hamilton County. This traffic data and technical information, which is enroute to us pursuant to our meeting with you and INDOT legal staff on July 31, 2003, will allow us to make a more educated response and ask more specific questions relating to impacts of the proposed U.S. 31 improvements to local intersections and arterials adjacent to interchanges.

Handwritten signature and initials

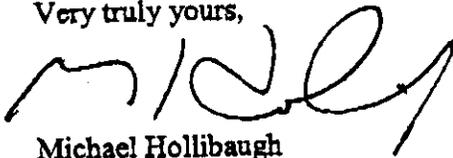
August 4, 2003

Mr. Cory Grayburn
Re: US 31 Improvement Project - DEIS
Hamilton County

Page 2

In closing, let me express my appreciation for the effort made by you and your associates at Parson's Transportation Group to produce the DEIS Report. I look forward to working with Parson's and INDOT as this process advances to the Record of Decision.

Very truly yours,



Michael Hollibaugh

Enc.

Copy: Mayor Jim Brainard
Gregory K. Silver, Attorney at Law
Mary Wright, INDOT, via fax





City of Carmel

DEPARTMENT OF COMMUNITY SERVICES

August 4, 2003

To: Cory Grayburn, Parson's Transportation Group
From: Mike Hollibaugh, City of Carmel *MH*
RE: DEIS - U.S. 31 Improvement Project
Hamilton County

Below are questions related to our review of the U.S. 31 DEIS document. We thank you for your consideration.

1. Purpose and Need Statement

- a. The Objective of the US 31 Improvement Project is to provide for the reliable and efficient movement of commerce and regional travel. Where is the role of local traffic and community cohesion addressed in the Purpose and Need Statement?
- b. Explain why there is not an objective in the Purpose and Need Statement to 'Provide a facility that complements local government plans for transportation, economic development, and land use'.
- c. Explain what role the Carmel/Clay Thoroughfare Plan, the Hamilton County Thoroughfare Plan, and the Indianapolis MPO 20205 Regional Transportation Plan contribute in addressing the Purpose and Need Statement objective of "Consistency with Transportation Plans" (p3-14)

2. Local Plans

- a. What consideration does INDOT give to local transportation plans in formulating alternatives?
- b. Why is a draft Carmel/Clay land use map shown in the DEIS? In support of this study, the officially adopted 1997 Carmel/Clay Land Use Plan was provided to INDOT in September 2001, as an appendix to the US 31 Task Force Interim Report. Why isn't it shown?
- c. Illinois Street is a planned four-lane roadway to be located just east of US 31 from 103rd Street to 146th Street. It is listed in the DEIS as an improvement "planned in or

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[Handwritten signature]

near the project area." Are planned projects considered a part of the planning environment of an EIS? Was this facility considered in the planning for US 31?

- d. How will INDOT mitigate storm water detention ponds displaced by US 31 construction?
- e. Does INDOT consider high quality man-made environments appropriate for considering and implementing context sensitive solutions?
- f. Explain the reason a copy of the Carmel/Clay 20 Thoroughfare Plan map was not included as an exhibit in the DEIS.
- g. The Carmel/Clay Thoroughfare Plan identifies Pennsylvania Street crossing over US 31 North of 131st Street, and intersecting with future Illinois Street. Explain why this local recommendation was not identified/considered in the DEIS

3. Local Traffic Impacts

- a. Is the existing transportation system considered part of the environment? If so, why isn't impact on the local street system considered in the DEIS?
- b. Were local traffic circulation and level of service considered in the vicinity of interchanges? What effect did closure of crossroads have on this analysis?
- c. It appears that the scope of the analysis doesn't consider the effect of an improved U.S. 31 on local streets such as Spring Mill Road, Illinois Street, Meridian Corners Boulevard and Pennsylvania Street. If these impacts were studied, please provide us with the data. If these impacts were not studied, please explain how local traffic that accessed U.S. 31 from those streets, i.e. Pennsylvania, Spring Mill, 103rd, 111th etc., will now access U.S. 31 without negatively impacting traffic on remaining streets with access onto U.S. 31.
- d. The DEIS refers to use of a program called "CORSIM" for traffic analysis at 106th and 116th Streets. Illinois and Pennsylvania Streets are located only about 300 to 400 feet from the ramp intersections. Were these nearby intersections analyzed? What LOS is expected? Will traffic back up on local streets? Will traffic back up on US 31? Are local improvements needed?
- e. To what degree would conditions improve if 111th Street had an overpass/underpass as an alternate for local traffic circulation and access?
- f. Given the predominance of office use in the corridor, were the peak hour characteristics of this land use considered in traffic studies? Were these studies sufficiently specific (to this area) to identify impacts on interchange operations and/or on local streets connecting to the interchange areas?
- g. Are improvements contemplated by the State to accommodate additional traffic on the segment of Pennsylvania between 106th and 103rd Streets?

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JTB

- h. The DEIS states that traffic volumes are highest near the I-465 interchange, and specifically the segments I-465 to 103rd, and 103rd to 106th Streets. Explain what cumulative impacts to the local road network will result from closing 103rd Street, specifically:
- Intersection of 106th and Illinois Street?
 - Intersection of 106th and Pennsylvania Street?
 - Intersection of 106th and College?
 - Intersection of 103rd and Pennsylvania Street?
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 - Spring Mill Road between 111th and Superior Street?
 - 106th Street between College and Pennsylvania?
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- j. Are road improvements contemplated by the State to accommodate additional traffic at the intersection of Pennsylvania and 106th? Was the Carmel/Clay Thoroughfare Plan considered in this area of study?

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- a. What local roadways are likely to be impacted by traffic diversion during construction? Is the capacity sufficient on these roadways? Should a "cityfix" program be considered for alternate routes, similar to the program in Indianapolis during hyperfix?
- b. Spring Mill Road is a natural alternative for many motorists wishing to avoid US 31 during construction, but it is not designed or intended for heavy traffic. As an alternative, would the near term construction of Illinois Street be beneficial for US 31 construction?
- c. One of the reasons given for rejecting a depressed roadway is the need for two-stage construction. The discussion of maintenance of traffic for the entire project refers to temporary intersections and says roadway construction would require two primary phases. What difference would depressing a part of the roadway have on maintenance of traffic (than non-depression)?

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- a. The DEIS indicates that much of a depressed US 31 could be drained with gravity, but pumping would be required at 106th Street. Was consideration given to partially depressing US 31 starting at a point north of 106th Street? The DEIS indicates positive conditions for partial grade separation at 131st. Excluding 106th Street, what opportunities exist at 116th and 126th Streets?

- b. It appears that elevated US 31 bridge crossings are proposed at 103rd, 106th, 111th, 116th, and 126th Streets. Do the noise studies in the DEIS consider the higher noise level that will result from raising the roadway at these locations?
 - c. Were other partial depression options, such reduced depression (six feet), a consideration?
 - d. In the DEIS is the statement that "The main justification from local municipalities behind freeway is for visual considerations along the corridor." (p 3-51) What is the basis for this statement, and how does it measure with the policies in the Carmel/Clay 2020 Plan? In the Interim Report? In the Case for Context Sensitive Design?
 - e. In the DEIS, it is suggested that "Aesthetic benefits are considered by the local municipalities to be one of the main advantages for using a depressed freeway". (p 3-50) What is the source for this statement? What other benefits do local municipalities note? The report should be amended to reflect other local concerns such as noise impacts; further division of the community by elevated facility; visual impacts (non-aesthetic) on local business.
 - f. When evaluating the depressed freeway option, the DEIS states that "Overall noise levels through the corridor would not be appreciably improved." (p 3-51) What data was used/evaluated to conclude this impact? Would partial depression of five or six feet in non-interchange areas reduce noise levels and avoid the need for soundwalls in impact areas?
6. Interchange Options – 126th versus 131st
- a. What criteria will INDOT use to evaluate alternative interchanges at 126th and 131st Streets?
 - b. According the DEIS, 131st Street is being considered as an interchange location because Carmel asked that it be considered. Isn't it more important to note consistency with the Carmel/Clay Thoroughfare Plan, the Hamilton County Transportation Plan, and the Regional Transportation Plan of the Indianapolis MPO? Shouldn't this consistency with all local plans be recognized in the DEIS?
 - c. Are there functional differences between interchange options at 126th and 131st Streets? The DEIS says both work for US 31 operations and both cost about the same. Do they have different impacts on the transportation environment? Do these alternatives differ in the access they provide?
 - d. If an interchange is provided at 126th Street rather than 131st Street, will a four-lane bridge be provided at 131st Street, consistent with Carmel/Clay, Hamilton County and MPO plans?

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- c. Explain the reason the proposed design for the interchange at 131st that was adopted into the Carmel/Clay Thoroughfare Plan (Resolution No. 08-07-00-03) as part of our overall recommendations for US 31 was not evaluated as an option in Alternative F or G.

7. Roadway Closures – 103rd and 111th

- a. The DEIS indicates that 103rd Street across US 31 will be closed. What will be the impact of this closure? Since higher traffic volumes on alternate access routes will inevitably increase, will access to US 31 be maintained until adjacent interchanges are completed?
- b. The DEIS indicates that 111th Street across US 31 will be closed. What will be the impact of this closure? Since higher traffic volumes on alternate access routes will inevitably increase, will access to US 31 be maintained until adjacent interchanges are completed?
- c. Please explain the criteria for total east-west closure of 111th Street in the US 31 Corridor. What are the direct impacts from such closure on the remaining transportation system? What are the cumulative impacts? How was the Carmel/Clay Comprehensive Plan considered in the context of this recommended closure?

8. Traffic Forecasts & Analysis

- a. What is the source of traffic forecasts? What are the underlying land use/development assumptions? Were new, proposed, or planned high traffic generators considered (such as the proposed Clarian Hospital at 116th Street)?
- b. The DEIS presents information on commuting patterns based on sample home zip code data from five local employers. How were these data used in the analysis?
- c. In recognition of the regional character of upgraded US 31, were traffic forecasts coordinated with the Indianapolis MPO?
- d. Several of the ramps in the I-465 interchange show single lanes. Are there provisions to widen these ramps if traffic is higher than forecasted?
- e. 1990 census data was used to assist in determining commuting patterns, yet 2000 census data was used for population and socioeconomic forecasting. The 2000 census data for commuting became available during the DEIS study period, yet was not used. Please explain why the most current census data for commuting was not used, particularly in an area with a growing residential and employment population such as that found in the study area.

- f. It is noted in the DEIS that projected levels of service (LOS) for US 31 in the year 2025 assume all projects included in the MPO's 2025 Regional Transportation Plan would be constructed. Please describe the role that Illinois Street, between 136th Street and 103rd Street addresses as part of the overall LOS evaluation.

9. Bicycles and Pedestrians

- a. Section 5.2 (Pedestrian/Bicycle Access) states that "an interchange or an over/underpass" would be provided at every signalized US 31 intersection except at 103rd Street and Greyhound Pass (contradicted elsewhere). It then says that pedestrian and bicycle crossings would be provided at each "interchange." Does that include overpasses and underpasses?
- b. Typical sections are shown in the DEIS only for US 31. How will bicycles and pedestrians be accommodated within roadway corridors crossing US 31?
- c. How will bicycles and pedestrians be accommodated within the (tight diamond) interchange areas across US 31?
- d. Would it be in the best interest of all to provide pedestrians and bicyclists with an option to avoid the congested tight diamond interchange crossing at 116th Street by providing for local crossings at a 111th Street overpass or underpass?
- e. How would the planned bicycle crossing north of 116th Street be accommodated in a US 31 upgrade?

10. Community Cohesion

- a. Community cohesion in the DEIS focuses upon neighborhood impacts only. Explain why the closure of 103rd, 111th, Old Meridian, is not considered a direct or indirect impact on community cohesion.
- b. What effect on overall community cohesion occurs when east-west mobility is decreased through streets closures, such as 103rd and 111th Streets?
- c. What effect does the physical barrier of an improved, elevated US 31 Corridor have on overall community cohesion?

11. U.S. 31 Task Force

- a. Explain the reason for excluding The Interim Report, and the Case for Context Sensitive Design official agency correspondence.
- b. Explain why The Interim Report, and the Case for Context Sensitive Design were not included in the DEIS under the area of Community Opinion.

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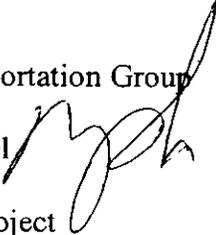
- c. Section 5.20 of the DEIS lists the two formal submittals from the US 31 Task Force (among many other submittals) and states that they "were reviewed for purposes of the Indirect and Cumulative Analysis." This is the only place where these documents were mentioned other than their mention in the depressed roadway discussion. How were these documents used in considering indirect and cumulative impacts? Were they used for other impact analyses?
- d. In its interim report (August 9, 2001), the US 31 Task Force asked that partial interchange access be provided at Old Meridian Street. Was this request considered? Are there significant physical or environmental constraints? Is the close proximity of 126th Street a factor (assuming it is selected over the 131st Street option)?
- e. Chapter 8 ("Comments and Coordination") discusses public involvement for the project. At their initiative, Carmel established a grass roots local group to advise, coordinate, and support US 31 development efforts. Known as the US 31 Task Force, this group screened local information and provided it to the US 31 study team early in the process. They asked questions, made suggestions, and invited INDOT representatives to all their meetings. They also provided two formal submittals to present their ideas. Why is none of this (except INDOT meeting attendance) at least noted in Chapter 8? How was their input considered?



City of Carmel

DEPARTMENT OF COMMUNITY SERVICES

August 4, 2003

To: Cory Grayburn, Parson's Transportation Group
From: Mike Hollibaugh, City of Carmel 
RE: DEIS - U.S. 31 Improvement Project
Hamilton County

Below are questions related to our review of the U.S. 31 DEIS document. We thank you for your consideration.

1. Purpose and Need Statement

- a. The Objective of the US 31 Improvement Project is to provide for the reliable and efficient movement of commerce and regional travel. Where is the role of local traffic and community cohesion addressed in the Purpose and Need Statement?
- b. Explain why there is not an objective in the Purpose and Need Statement to 'Provide a facility that complements local government plans for transportation, economic development, and land use'.
- c. Explain what role the Carmel/Clay Thoroughfare Plan, the Hamilton County Thoroughfare Plan, and the Indianapolis MPO 20205 Regional Transportation Plan contribute in addressing the Purpose and Need Statement objective of "Consistency with Transportation Plans" (p3-14)

2. Local Plans

- a. What consideration does INDOT give to local transportation plans in formulating alternatives?
- b. Why is a draft Carmel/Clay land use map shown in the DEIS? In support of this study, the officially adopted 1997 Carmel/Clay Land Use Plan was provided to INDOT in September 2001, as an appendix to the US 31 Task Force Interim Report. Why isn't it shown?
- c. Illinois Street is a planned four-lane roadway to be located just east of US 31 from 103rd Street to 146th Street. It is listed in the DEIS as an improvement "planned in or

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near the project area.” Are planned projects considered a part of the planning environment of an EIS? Was this facility considered in the planning for US 31?

- d. How will INDOT mitigate storm water detention ponds displaced by US 31 construction?
- e. Does INDOT consider high quality man-made environments appropriate for considering and implementing context sensitive solutions?
- f. Explain the reason a copy of the Carmel/Clay 20 Thoroughfare Plan map was not included as an exhibit in the DEIS.
- g. The Carmel/Clay Thoroughfare Plan identifies Pennsylvania Street crossing over US 31 North of 131st Street, and intersecting with future Illinois Street. Explain why this local recommendation was not identified/considered in the DEIS

3. Local Traffic Impacts

- a. Is the existing transportation system considered part of the environment? If so, why isn't impact on the local street system considered in the DEIS?
- b. Were local traffic circulation and level of service considered in the vicinity of interchanges? What effect did closure of crossroads have on this analysis?
- c. It appears that the scope of the analysis doesn't consider the effect of an improved U.S. 31 on local streets such as Spring Mill Road, Illinois Street, Meridian Corners Boulevard and Pennsylvania Street. If these impacts were studied, please provide us with the data. If these impacts were not studied, please explain how local traffic that accessed U.S. 31 from those streets, i.e. Pennsylvania, Spring Mill, 103rd, 111th etc., will now access U.S. 31 without negatively impacting traffic on remaining streets with access onto U.S. 31.
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[Signature]

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- b. Explain why The Interim Report, and the Case for Context Sensitive Design were not included in the DEIS under the area of Community Opinion.

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- c. Section 5.20 of the DEIS lists the two formal submittals from the US 31 Task Force (among many other submittals) and states that they “were reviewed for purposes of the Indirect and Cumulative Analysis.” This is the only place where these documents were mentioned other than their mention in the depressed roadway discussion. How were these documents used in considering indirect and cumulative impacts? Were they used for other impact analyses?
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FACSIMILE TRANSMITTAL SHEET

To: Chris Baynes

From: Cory Grayburn

Company: INDOT

Date: August 6, 2003

Fax Number: 233-1565

Total No. Of Pages (Including Cover): 4

Phone Number:

Sender's Phone Number: 317-569-3670

Re: City of Carmel's Response Letter

Sender's Fax Number: 317-569-3680

Comments:

Chris,

Attached is the City of Carmel's letter responding to INDOT's denial of their request for an extension to the public comment period. This letter was faxed to me on 8/5. Let me know if you have any questions or need more information.

Cory



CITY OF CARMEL

Department of Community Services

One Civic Square
Carmel, IN 46032
(317) 571-2417
Fax: (317) 571-2426

Fax

To: <u>Cory</u>	From: <u>Mike Hollibaugh</u>
Fax: <u>539-3680</u>	Pages: <u>cover + 2</u>
Phone:	Date: <u>8/5/03</u>
Re: <u>US 31</u>	CC: <u>as noted</u>

Urgent
 For Review
 Please Comment
 Please Reply
 Please Recycle



City of Carmel

DEPARTMENT OF COMMUNITY SERVICES

August 4, 2003

232-0238
VIA FACSIMILE #233-5555

Ms. Vaneeta M. Kumar, J.D.
Indiana Department of Transportation
100 North Senate Avenue
IGCN, room 755
Indianapolis, IN 46204

Re: INDOT Refusal Of City's Request for Extension of Public Comment Period On
US 31 Improvement Project DEIS (Hamilton County)

Dear Ms. Kumar:

This letter supplements the letter sent from Carmel Mayor Jim Brainard to you dated August 1, 2003, requesting a ninety (90) day extension of the public comment period on the referenced US 31 project. As you know, this highway project seriously impacts our City, its businesses, and its residents.

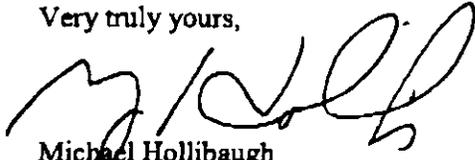
It is extremely troubling to learn that INDOT has today summarily refused to allow any extension of the public comment period in this matter. This decision is especially suspect given the fact that INDOT has for almost two months failed to provide the City with any of the documentation that is necessary for any meaningful review and comment on this proposed project. This information includes INDOT traffic counts, ramp intersection traffic forecasts, traffic model data, assumed growth rates and socioeconomic data, without which the City and the public have no practical way of determining whether your proposal for improving US 31 has been thoroughly studied and is in the best interests of the public.

This stonewalling and the denial of an additional public comment period is also problematic because it appears, from what review the City has been able to undertake without the INDOT documents it has requested, that the current DEIS analysis simply did not consider the many impacts an expanded U.S. 31 will have on the City's local streets, such as Spring Mill Road, Illinois Street and Pennsylvania Street. If these impacts were properly considered, the studies demonstrating such consideration should be made available to the City. If these impacts were not properly considered, our advisors indicate that the scope of the INDOT project analysis was too narrow, that the DEIS, as it applies to the City between I-465 and 151st Street, is incomplete and flawed, and that this conduct constitutes reversible error should the City be forced to involve the federal courts in this matter.

Given the above, the City of Carmel respectfully requests that INDOT reconsider both its refusal to grant our 90-day public comment period extension request and your refusal to

provide the City with the documents it needs to prepare meaningful, informed comments on the DEIS. If you have questions regarding this letter, please contact me at 571 2417 or at mhollibaugh@ci.carmel.in.us

Very truly yours,



Michael Hollibaugh
Director, Carmel Department of Community Services

Cc: Mayor James Brainard
Mr. Jack Riggs, INDOT Legal Division
Gregory K. Silver, Attorney at Law
Cory Grayburn, Parson's Transportation Group
Bob Healey, Legislative Director for Honorable Senator Richard G. Lugar
David Lewis, Regional Director for Honorable Senator Evan Bayh

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Grayburn, Cory

From: Hope A. Hotsinpillar [hhotsinpillar@olyproducts.com]

Sent: Wednesday, June 18, 2003 2:53 PM

To: us31.parsons@parsons.com

Subject: From Hope Hotsinpillar regarding US31 project

I am a concerned homeowner that lives along US 31. I live between 161st and 156th Street. The address is 15710 US 31. My house sits on the west side of the hwy. I guess my question (along with everyone else's) is exactly what properties will be taken and the time frame which this will take affect. The last meeting I attended was unclear as to whether my home would be taken or not as the maps were unclear. Will there more information at the June 30, 2003 meeting? If not, is there anyway you can advise me. I am currently trying to sell my home due to a divorce and do not believe I can due to this project. If the city is going to take my home, I just assume they buy it from me. Please advise.

Thanks Hope

hopehotsinpillar@hotmail.com

6/19/2003

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~~227~~

Grayburn, Cory

From: on behalf of Parsons, US31
To: Hope A. Hotsinpiller
Subject: RE: From Hope Hotsinpiller regarding US31 project

Dear Citizen,

So that I may better answer your questions regarding the project's potential impacts to your home, please call me at 317-569-3670 ext. 22. If you have not already done so, information on the potential impacts to your home may be found in the Draft Environmental Impact Statement (DEIS), which is available for public review at the Westfield Library and Town Hall. 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-----

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Thanks Hope

hopehotsinpiller@hotmail.com



STANDARD MANAGEMENT

July 29, 2003

Indiana Department of Transportation
Indianapolis, Indiana

Subject: US 31 Plan

To whom it may concern:

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

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

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

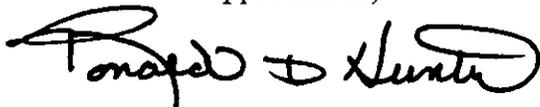
Second, my staff and all my executive officers live in the area being considered.

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

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

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

With sincere appreciation,



Ronald D. Hunter
Chairman and Chief Executive Officer

31. E. Greyhound Pass
Carmel, IN 46032
(317) 846-5931

July 24, 2003

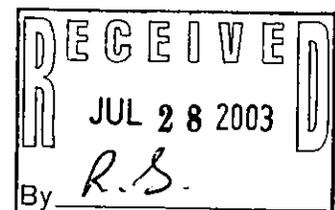
Mr. Cory Grayburn
Parsons Transportation Group
11405 N. Pennsylvania Street, Suite 100
Carmel, IN 46032

Subject: U.S. 31 DEIS

Gentlemen:

I have followed the published information concerning the reconstruction of US-31 through Carmel and Westfield with interest. As a highway professional with 40 years experience in planning, design and construction of all classes of roads, streets and highways, I have heard many vague statements made on which generalized conclusions have been based. The proposed horizontal and vertical alignment seems to be based more on the traditional rural interstate mentality where highway safety was the only concern; whereas little regard has been given to local community concerns. The citizens of Carmel and Westfield will need to live with the facility being proposed for 50 plus years. The benefits of a freeway to these citizens are minimal - safety concerns at intersections can be mitigated through other means that don't involve construction of a freeway. The initial need for a US 31 freeway was based on a State desire for a freeway to South Bend and not the intersection traffic safety statics in Hamilton County.

For the southern portion of this project through Carmel, the depressed Freeway option should not and need not be dismissed so quickly by merely citing ground water problems and cost. A depressed freeway would be far less disruptive to the community and could even be viewed as a good neighbor; there would be no elevated wall of division between east and west Carmel – the community would remain “whole”. As for the drainage and ground water problems, INDOT has the resources, technology and skill to depress the freeway – any additional cost could partially be off set by decreased right-of-way acquisitions at Interchanges. Drainage can be handled through engineering solutions. If pumps are necessary, there are two available independent power sources – Indianapolis P&L and Cinergy PSI. Traffic noise mitigation would be more successful on a depressed section whereas on an elevated section barrier walls can not be truly effective. Existing utilities can be accommodated – even normal sewer flow can be maintained by using inverted siphons and or pumps. In most major cities in the United States, depressed freeways have been built because it was the right thing to do – it was an administrative decision. The engineering of the highway accommodated this right decision in these other cities. A wall dividing east and west Carmel need not be built.



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Pavement surface texture type is the primary factor affecting highway noise. This is based on research throughout the world and at Purdue University. There is 10 or more dB(A) difference in traffic noise between the noisiest and quietest pavement surface textures. Consideration of the pavement surface texture type needs to be discussed in the environmental document. Just replacing the existing dense asphalt surface with a tinned concrete surface could increase traffic noise by as much as 5 dB(A) – a 50% increase.

The right-of-way (RW) takes at the S.R. 32 interchange in Westfield seems excessive. It almost equates to building a road through a town and wiping out the town with the RW takes. While the consultant spokesman at the public hearing indicated that a “tight” diamond is proposed, the diamond interchange can certainly be made “tighter”. Using a depressed freeway section and maintaining existing grade on SR-32, the RW taking would be minimized. Cost could be decreased and many of the local tax paying businesses retained. This needs to be seriously studied in conjunction with local officials and just not casually disregarded.

The indication at the public hearing that local planning has not been considered in the planning of the US 31 reconstruction is unconscionable and could be illegal under Federal Regulations. The days are long past when highway agency personnel can “bull doze” a new facility without considering and accommodating local planning. The citizens of Carmel and Westfield are proud of our communities and our local planning should be a major guiding factor for U.S. 31 through these existing communities.

The design and construction of the **right** US 31 Freeway can, should and must begin now! While it may not be easy, the traditions of previous Indiana Freeways must be cast aside and this highway planned and designed to become a good neighbor! The communities of Carmel and Westfield must remain whole even after the US 31 reconstruction.

Yours Truly,



Donald G. Johnson, P.E. (Indiana, Illinois)

cc: Mayor James Brainard, City of Carmel
President Jack Hart, Westfield Town Board

Credentials:

FHWA, Planning & Research Engineer, Indiana Div., retired
Purdue University, Program Mgr, Institute for Safe, Quiet & Durable Highways

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blank**

Grayburn, Cory

From: on behalf of Parsons, US31
To: Sheri Kaim
Subject: RE: US 31 IMPROVEMENT

Dear Ms. Kaim,

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

Cory Grayburn
Deputy Project Manager
Parsons Transportation Group

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

From: Sheri Kaim [mailto:SKaim@DavisHomes.com]
Sent: Wednesday, June 11, 2003 4:02 PM
To: 'us31.parsons@parsons.com'
Subject: US 31 IMPROVEMENT

TO WHOM IT MAY CONCERN,

HELLO, MY NAME IS SHERI KAIM AND I LIVE AT 15902 FARR HILLS DRIVE IN WESTFIELD, INDIANA. MY HOME IS LOCATED 1 BLOCK WEST OF US 31 AND I WAS WANTING TO KNOW IF MY HOME WILL BE DIRECTLY INVOLVED IN THIS IMPROVEMENT PROJECT? I AM GETTING READY TO DO SOME HOME REMODELING WHICH WOULD ADD UP TO SEVERAL THOUSAND DOLLARS AND I DO NOT WANT TO CONTINUE WITH MY PLANS WITHOUT KNOWING IF MY HOME WILL BE ONE OF THE 42 HOMES THAT WILL HAVE TO BE DESTROYED. I REALIZE THAT YOU ARE VERY BUSY, HOWEVER THIS IS A VERY SERIOUS ISSUE TO MY FINANCIAL SITUATION. I WOULD LIKE TO KNOW IF YOU HAVE A MAP OF THE HOMES THAT WILL BE AFFECTED BY THIS PLAN AND IF SO COULD YOU E-MAIL IT TO ME.

THANK YOU FOR YOUR TIME REGARDING THIS MATTER!

SHERI KAIM

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Friday, June 13, 2003 1:31 AM
To: us31.parsons@parsons.com
Cc: skaim@insightbb.com
Subject: KAIM - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from SHERI KAIM

Name: SHERI KAIM
Address: 15902 FARR HILLS DRIVE
City: WESTFIELD, IN 46074
County: HAMILTON
Email: skaim@insightbb.com
Phone: 317-867-3271

What comments do you have about the project?
I LIVE ONLY 1 BLOCK WEST OF US31 OFF OF 161ST ST. IF MY HOME IS GOING TO BE DIRECTLY OR INDIRECTLY INVOLVED IN THE ROAD IMPROVEMENT WILL I BE GETTING SOMETHING IN THE MAIL STATING THAT MY HOME WILL BE AFFECTED? IF SO WHAT WILL THE STATE DO ABOUT IT?

How did you find our Web site?
I SEARCHED FOR INDIANA DEPT.OF TRANSPORTATION

Is this Web site helpful?
I WOULD LIKE MORE DETAIL ON WHO IS AFFECTED, WHAT THEY WILL DO FOR THE ONES DIRECTLY AFFECTED, AND WHAT KIND OF TIME FRAME WILL THIS TAKE?

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

ROBERT N. KENNEDY, FAIA

1537 Carrollton Avenue
Indianapolis, IN 46202
317.632.3633
bob@thefinaldomain.com

29 July 2003

Hearings Office
INDOT
Indiana Government Center North
Room N901
100 North Senate Avenue
Indianapolis, IN 46204

Re: Comments regarding the
US31 Improvement Project

The environmental impact studies that have been completed to date are significantly flawed, in that they do not address the negative impact on Marion County's air quality and The North Mendian National Historic District.

Presently Indianapolis-Marion County is classified as an air quality "Maintenance Area" and it will be classified a "Non-Attainment Area" in the spring of 2004. Most of the air quality problems are from mobile emissions. The degradation of air quality in Indianapolis-Marion County has not been addressed by these studies, and that is a serious omission. If this project conforms to the State Implementation Plan (SIP) it would be a surprise.

This first phase of the project is projected to greatly increase the traffic volumes at 96th and Mendian Street and there has been little attention given to where that traffic will go or to the air quality consequences of the increase. Mendian Street cannot carry added traffic without major improvements that would have extremely negative effects on some of the most important corridors and neighborhoods in Indianapolis, not the least of which are Mendian Hills and the North Mendian Street National Historic District. Traffic congestion and the resulting degradation of air quality along with safety and economic development will be the arguments used to force roadway improvements that will destroy one of Indianapolis's most important neighborhoods.

As proposed, this first phase will impact both Hamilton County and Marion County in different negative ways. The continued expansion of suburban sprawl does not benefit anyone. Hamilton County does not have road or transportation networks to support continued urbanization and there is little evidence that improvements will be made to this network. Improving access to 465 only compounds the problem by encouraging more low-density, auto-dependent development. At the present rate the population in Hamilton County will double from 182,000 to 360,000 by the year 2025 or sooner. This

increased population will be using the same roadway network that exists today, albeit somewhat improved. It is doomed to failure.

Air pollution in Manon County is by no means a minor consideration. Our economic future depends on our ability to provide for our transportation need while improving air quality. This project as currently envisioned will have an extremely adverse effect on Manon County's ability to meet air quality standards and these costs have not even been addressed.

The preferred route from Hamilton County has always been 431 or Keystone Avenue all the way to 170. While this route would not solve any of the network deficiencies in Hamilton County, it would at least would connect to two interstate highways and provide a more direct connection to the center city.


Robert N. Kennedy, FAIA
Architect

Grayburn, Cory

From: Karen Klavon [kklavon@baldwinandlyons.com]
Sent: Friday, August 01, 2003 10:04 AM
To: us31.parsons@parsons.com
Subject: US 31 Improvement Project

To whom it may concern,

My husband and I purchased our home, located off of 136th street, in February 2003. Being our first home, we were extremely concerned about re-sale value. Thus, we selected an older home with a nice lot in an established neighborhood. We were very cautious about future developments and were informed by our realtor that no projects were pending in our area. Since we have purchased our home, we have done extensive renovations which include new hardwood floors, new carpet throughout the house as well as cosmetic changes in nearly every room.

Therefore, when we heard that the US 31 improvement project will impact the houses located directly behind us, we were understandably upset.

While I do not anticipate my comments impacting the ultimate outcome of this project, I would like to express my concerns for the value of my home, as well as my neighbors. Such a project will only negatively impact the values of our homes; however, it seems that the final appearance of 136th street will greatly influence the magnitude of home depreciation. I ask that serious consideration be given to continuing the sidewalk which currently lines 136th street. I also ask that consideration be given to the creation of a tree-lined hill which will separate our backyards and the street. Such a hill will not only serve aesthetic purposes but will also provide a safety barrier for kids and pets.

I appreciate any efforts in honoring the above requests. While I realize that we only represent a minority of people that this project will impact, I ask that you please consider our homes and our neighborhood.

Sincerely,
Karen Klavon

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Tuesday, July 01, 2003 4:05 PM
To: us31.parsons@parsons.com
Cc: dklepfer@in-motion.net
Subject: Klepfer - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Debbie Klepfer

Name: Debbie Klepfer
Address: 1802 E. 241st St
City: cicero, IN 46034
County: Hamilton
Email: dklepfer@in-motion.net
Phone: 317-758-1604

What comments do you have about the project?
Can anyone tells us what will happen to 31 between Kokomo and 38th st. Will it eventually be expanded or will it stay as is. thanks debbie

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

From: Parsons, US31
Sent: Tuesday, July 08, 2003 12:07 PM
To: 'dklepher@in-motion.net'
Subject: RE: Klepfer - US31 Online Form Submission

Dear Ms. Klepfer,

There currently are no immediate plans or studies for improvements to US 31 between SR 38 and Kokomo. However, INDOT's long range plans include upgrading this section of US 31 to a freeway.

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

From: us31_website@onlineform.com [mailto:us31_website@onlineform.com]
Sent: Tuesday, July 01, 2003 4:05 PM
To: us31.parsons@parsons.com
Cc: dklepher@in-motion.net
Subject: Klepfer - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Debbie Klepfer

Name: Debbie Klepfer
Address: 1802 E. 241st St
City: cicero, IN 46034
County: Hamilton
Email: dklepher@in-motion.net
Phone: 317-758-1604

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Is this Web site helpful?

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



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue

Room N901

Indianapolis, Indiana 46204-2217

(317) 232-5457

FAX: (317) 234-1228

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

Writer's Direct Line
(317) 234-0796

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

TO:

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

Thank you for attending this meeting.

FINAL COMMENT DATE:
August 4, 2003

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

NAME: (PLEASE PRINT) Don Klingensmith

ADDRESS: 19136 Tomlinson Rd
Westfield Indiana 46074

E-MAIL: _____

COMMENTS: _____

Whether this is politically motivated or not we are not impressed with the idea of spending money we don't have on a project that could be remedied in other ways. The impact on the business in the area would be devastating to say the least.

We say NO on this project.

SIGNATURE: Don Klingensmith



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 FAX: 317-234-1228
 E-MAIL: mwright@indot.state.in.us
 WEBSITE: <http://www.us31indiana.com>

Thank you for attending this meeting.

FINAL COMMENT DATE:
 August 4, 2003

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

NAME: (PLEASE PRINT) Darlene Klingensmith

ADDRESS: 19136 Tomlinson Rd
Westfield Ind 46027

E-MAIL: _____

COMMENTS:
At a time when our state is in need and
short on funds, it would be irresponsible to
spend billions of dollars on project like this.
With the economy in difficulty it will also
be a great hardship on the business in
this area. We're fed up with the
irresponsible spending in Indiana.

SIGNATURE: Darlene Klingensmith

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Friday, July 25, 2003 10:48 AM
To: us31.parsons@parsons.com
Cc: pknute@msn.com
Subject: Knutson - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Patrick Knutson

Name: Patrick Knutson
Address: 361 Mounds Court
City: Carmel, IN 46032
County: Hamilton
Email: pknute@msn.com
Phone: 317-818-0508

What comments do you have about the project?

I agree the 31 Improvement Project is a great idea for Carmel and our community. However, I strongly oppose the proposed intersection at 131st street. I am in favor of the 126th street intersection. Thank you.

How did you find our Web site?

In an e-mail newsletter from our Homeowners Association (The Parks at Springmill).

Is this Web site helpful?

Yes, if I know my comments are seen and considered.

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

WRIGHT, MARY

From: Michael Kobrowski [michael@kobrowski.com]
Sent: Thursday, July 03, 2003 9:58 AM
To: mwright@indot.state.in.us
Subject: US31 project in Westfield

Hello,

as pretty recently moved to Westfield, I still have a very fresh look at the traffic situation as it presents itself right now.

I was shocked when the eastern bypass was named as one of the two favored alternatives and very relieved when I heard that the US31 is going to stay in the current area instead.

I am active in the local community and economy, member and IT consultant for the Westfield-Washington Historical Society for one, and of course very eager following the current debates.

I would like to give my most important points about what seems currently wrong with the US31 plans.

- Please don't ignore the Trails

The Monon trail is such a great success in Indy and Carmel, please lets make sure it can go on north to the fast growing area of Westfield and Washington Township. Also, don't ignore the East/West trail in plan in Westfield on the old CSX line. This will integrate the township and Hamilton county together and will help soften the effects of the "Interstate US31" cutting through the area. We don't want to make mistakes like in the 1970s, right?

- Who would be a good person to talk to about Historical matters we might have with the two or three older homes affected by the US31/IN32 interchange? We haven't discussed the structures affected in our Society yet, but will do so in our July meeting.

Keep up the good work - Hamilton Co and Indiana needs this improved US31 to keep the growth going and carry it to the northern parts of the area.

Michael Kobrowski
 17272 Futch Way
 Westfield, IN 46074

MIDLAND TRACE

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Sunday, June 22, 2003 6:42 PM
To: us31.parsons@parsons.com
Cc: jerrypatty@indy.rr.com
Subject: Koenig - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Jerry Koenig

Name: Jerry Koenig
Address: 15853 River Birch Road
City: Westfield, IN 46074
County: Hamilton
Email: jerrypatty@indy.rr.com
Phone: 317-867-2626

What comments do you have about the project?
I know this is a difficult question at this time but I'm interested as to when the interchange at 161st St. and Highway 31 might be started? I'm sure those dates are way off but if you had to ballpark a year as to when we might start seeing construction etc... what year would you estimate this to be? Thanks.

How did you find our Web site?
>From a friend living in the area.

Is this Web site helpful?
Yes, I thought it was put together well.

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



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 JUNE 30, 2003

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 (317) 234-0796

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

TO:

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

Thank you for attending this meeting.

FINAL COMMENT DATE:
 August 4, 2003

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

NAME: (PLEASE PRINT) Frederick I. Krueger

ADDRESS: 18472 Harvest Meadows Dr. E.
Westfield, IN 46074

E-MAIL: fritz@krueger.com

COMMENTS: At the intersection of US-31 and IN-32, please
make allowances for the future development of the Monon
rail corridor into a trail.

SIGNATURE: Frederick I. Krueger

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July 23, 2003

Ms. Mary Wright, Hearing Examiner
Indiana Department of Transportation
100 North Senate Avenue
Room N-901
Indianapolis, IN 46204

Dear Ms. Wright:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the U.S. 31 Improvement Project from Interstate 465 to State Road 38.

I attended the public hearing on June 30, 2003 and have also reviewed the DEIS since that time. One area that I believe needs to be reviewed is the projected traffic volumes through 2025. The DEIS states, on page 2-1, that traffic volumes on U.S. 31 have nearly doubled in the last twenty years (and in some cases they have more than doubled). I believe this is a fair statement reflecting historical data.

My concern, however, is that the projected traffic volumes are not reflected correctly. The projected increase in traffic volume is 20-40% over the next twenty-five years. This seems alarmingly low, considering the growth was near 100% over the past twenty years. There seems to be little evidence that traffic volume growth will not continue at it's current pace. The communities of Carmel, Westfield and others along the corridor in Hamilton County continue to experience residential growth. Commuting patterns for the majority of the new growth will likely mirror existing patterns. In addition, the corporate office corridor on U.S. 31 in Hamilton County continues to grow. Combining residential and office growth will cause increased traffic volumes on U.S. 31, at a rate I believe will significantly exceed the projection in the DEIS.

I urge INDOT to reexamine the projected traffic counts for this U.S. 31 Improvement Project, as the projections are an integral component of determining future levels of service for this corridor.

Respectfully,



Christopher Kubik
7904 Windcombe Boulevard
Indianapolis, IN 46240

WRIGHT, MARY

From: Judith P LauP Lauer [rjlauer@juno.com]
Sent: Sunday, July 06, 2003 6:26 PM
To: mwright@indot.state.in.us
Subject: U.S. 31 Upgrade

Dear Ms. Wright,

My husband and I use U.S. 31 on a very frequent basis from 216th Street to I465. We both positively support Indot's proposal to make U.S. 31 a limited access highway from SR 38 to I465.

I am 71 years old and he is 73. We both are going to try to live long enough to see the completion of this project.

Yours truly,

Judith and Robert Lauer
21105 N. Banbury Road
Noblesville, IN 46060-9740
877-1047



Special Event & Conference Facility

July 28, 2003

RE: INDOT US 31 Plan

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

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

Some basic points in considering the Carmel plan:

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

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

12156 N. Meridian St. • Carmel, IN 46032 • (317) 846-9158 • Fax (317) 575-2253
9000 W. 137th St. • Overland Park, KS 66221 • (913) 685-2600 • Fax (913) 685-2979

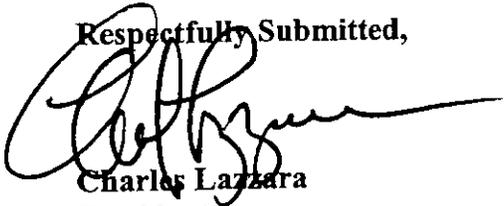


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We have been well informed, met with leaders from the State and INDOT, kept abreast on alternatives and actions to improve, and overall think that the diligent methods and work done to this point by all concerned is noteworthy. We believe that utilizing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

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

Respectfully Submitted,

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

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

Grayburn, Cory

From: JOSADCZUK@indot.state.in.us
Sent: Thursday, June 12, 2003 7:04 AM
To: Cory.Grayburn@parsons.com
Subject: FW: Upgrading US 31

Cory - could you please respond? Thanks.

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

From: jleazenby@webtv.net [mailto:jleazenby@webtv.net]
Sent: Thursday, June 12, 2003 7:02 AM
To: josadczyk@indot.state.in.us
Subject: Upgrading US 31

Could you please furnish additional information on how North Glen Village Manufactured Home Community @ 182nd Street will be effected by this upgrade?

Please email me at my office:
jleazenby@chateaucomm.com

Thank you for your time.
Jill Leazenby

Grayburn, Cory

From: Parsons, US31
Sent: Thursday, June 12, 2003 5:14 PM
To: 'jleazenby@chateaucomm.com'
Cc: 'Janice Osadczuk (josadczuk@indot.state.in.us)'
Subject: RE: Upgrading US 31

Dear Ms. Leazenby,

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

Cory Grayburn
Deputy Project Manager
Parsons Transportation Group

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

From: jleazenby@webtv.net [mailto:jleazenby@webtv.net]
Sent: Thursday, June 12, 2003 7:02 AM
To: josadczuk@indot.state.in.us
Subject: Upgrading US 31

Could you please furnish additional information on how North Glen Village Manufactured Home Community @ 182nd Street will be effected by this upgrade?

Please email me at my office:
jleazenby@chateaucomm.com

Thank you for your time.
Jill Leazenby

Grayburn, Cory

From: mik1138 [mik1138@indy.rr.com]

Sent: Saturday, August 02, 2003 8:55 PM

To: us31.parsons@parsons.com

Attention: Cory Grayburn

This note is in regard to the US 31 Improvement Project. Specifically, I request that the mature trees in the median of US 31 North just south of 146th Street overpass be saved. These trees will be the only ones remaining along this corridor since all the wooded area immediately west was torn down for the Clay Terrace Center. I live east of US31 and would like to view these mature trees as I look westward instead of viewing only highway and shops. Certainly the preservation of greenspace and trees makes our communities more attractive. As a citizen living within a mile of this project and as a Carmel Street Tree Committee Member, I believe saving these trees is important. Thank you for considering my request.

Sincerely,

Theresa J. Levine

WRIGHT, MARY

From: mik1138 [mik1138@indy.rr.com]
Sent: Saturday, August 02, 2003 8:55 PM
To: mwright@indot.state.in.us
Subject: us31 north trees

This note is in regard to the US 31 Improvement Project. Specifically, I request that the mature trees in the median of US 31 North just south of 146th Street overpass be saved. These trees will be the only ones remaining along this corridor since all the wooded area immediately west was torn down for the Clay Terrace Center. I live east of US31 and would like to view these mature trees as I look westward instead of viewing only highway and shops. Certainly the preservation of greenspace and trees makes our communities more attractive. As a citizen living within a mile of this project and as a Carmel Street Tree Committee Member, I believe saving these trees is important. Thank you for considering my request.

Sincerely,

Theresa J. Levine

8/4/2003

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July 25, 2003

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

RE: US 31 DEIS

Dear Mr. Grayburn:

Thank you for taking the time to individually address my questions at the public meeting on the DEIS on June 30, 2003. Unfortunately, I could not stay late enough to make a public statement, thus this letter will attempt to briefly express the situation.

As you already know, I am a principal in the 225-acre land parcel fronting US 31 that is bound by West 196th Street to the south, 203rd Street to the north and Tomlinson Road as its western boundary.

This parcel has been annexed into the Town of Westfield and is being served by Westfield utilities (water and sanitary sewer). It currently has three points of access from US 31: 196th Street, 203rd Street and a cut off of US 31 in between 196th and 203rd Streets. Thus it currently enjoys direct access to and from US 31.

Westfield's comprehensive plan calls for this entire property to be a commercial use. Currently, approximately 65 acres of the site are commercially zoned.

To ensure this property's commercial viability, frontage roads utilizing connectivity to the future points of access on US 31 will be absolutely imperative. Without this connectivity, a key ingredient of Westfield's future economic development will have been stripped and the viability of this prime commercial development property will be greatly diminished.

I understand the need for change, but please be sensitive to the everlasting effects of the changes you are making. Please contact me with any questions.

Sincerely,

John Levinsohn, CCIM

JL/jw

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

cc: Mr. Jerry Rosenberger
Westfield Town Hall
130 Penn Street
Westfield, IN 46074

301 East Carmel Drive, Suite E300, Carmel, Indiana 46032
317.870.9900 FAX 317.575.8259

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Grayburn, Cory

From: us31_website@onlineform.com
Sent: Tuesday, August 12, 2003 11:44 PM
To: us31.parsons@parsons.com
Cc: craig@reap.co.nz
Subject: Lewis - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Craig Lewis

Name: Craig Lewis
Address: 31 The Half Mile
City: ALEXANDRA, New Zealand, NZ 00000
County: Otago
Email: craig@reap.co.nz
Phone:

What comments do you have about the project?

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

From: Craig Lewis [craig@reap.co.nz]
Sent: Tuesday, August 12, 2003 10:40 PM
To: us31.parsons@parsons.com
Subject: US 31 N Development

Hi

I live overseas, but I have an investment property on US 31 N that appears to be significantly affected by proposed redevelopments of US 31.

The property is north of 202nd St on the Eastern side, opposite 203rd St.

If I am reading correctly, it would appear under option G that an on-ramp would isolate the property. Can you help me with a contact where I might get answers to questions like:

- When a final decision will be made (or has it already been made)?
- Whether my property is likely to be acquired as part of the development?
- If it is, when will it be purchased?
- How do I go about selling it?
- Etc.

I placed the property on the market in March, but my realtor advised me of these developments and consequently, I am effectively unable to sell.

I would really appreciate any advice or contacts you can provide.

Craig Lewis

Grayburn, Cory

From: Parsons, US31
Sent: Wednesday, August 13, 2003 9:14 AM
To: 'Craig Lewis'
Subject: RE: US 31 N Development

Dear Mr. Lewis,

So that I may better answer your questions, please call me at 317-569-3670 ext. 22. If you have not already done so, information on the potential impacts to your property can be found in the Draft Environmental Impact Statement (DEIS), which can be viewed on the project web site www.us31indiana.com. Thank you.

Cory Grayburn
 Deputy Project Manager
 Parsons Transportation Group

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

From: Craig Lewis [mailto:craig@reap.co.nz]
Sent: Tuesday, August 12, 2003 10:40 PM
To: us31.parsons@parsons.com
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I would really appreciate any advice or contacts you can provide.

Craig Lewis

Mr. Lewis' questions were answered by a phone call with Cory Grayburn on 8/15. He is going to call the 'law' regarding the 'US 31 N Development' - 11/2003. Please see the attached file.

8/13/2003

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