

Carmel/Clay

ALTERNATIVE TRANSPORTATION COMMITTEE



4 August 2003

Mary Wright
Indiana Department of Transportation
100 North Senate Avenue, N901
Indianapolis, IN 46204

re: US 31 Improvement Project Draft Environmental Impact Statement
via U.S. Mail & Facsimile (317/234-1228)

Dear Ms. Wright:

Attached is a copy of the most current revision of the Carmel/Clay Alternative Transportation Plan, dated July 2003. This document replaces the one found in Figure 4.2-1 of the Draft EIS.

The Carmel/Clay Alternative Transportation Committee is particularly concerned with the potential impact the US 31 Improvement Project will have on the community's plans to improve pedestrian/bicycle access across US 31. *Section 5.2: Pedestrian/Bicycle Access* of the Draft EIS seems to indicate that the state will be constructing the improvements called for in the Alternative Transportation Plan as part of the project; is this an accurate reading of the text? The City is committed to causing the necessary infrastructure connections to be made to link the pedestrian/bicycle system on either side of US 31.

Another concern is the way in which pedestrian/bicycle traffic will be routed past the approaches at the various proposed interchanges. As part of the US 31 Improvement Project will the state be proposing a solution to the pedestrian/bicycle-automotive conflict that will result from the concentration of all forms of traffic at these points?

The proposed closing of 111th Street across US 31 also causes the community some consternation. 111th Street is the thoroughfare that provides the most direct means of access to the new Central Park, which is anticipated to be a highly utilized facility by residents from all parts of Clay Township. To break the 111th Street link across US 31 will cause an undue amount of traffic to be rerouted onto 106th and 116th Streets, then College Avenue. How has the fact that Central Park will utilize East 111th Street as a primary means of access been considered in the decision to close the connection across US 31?

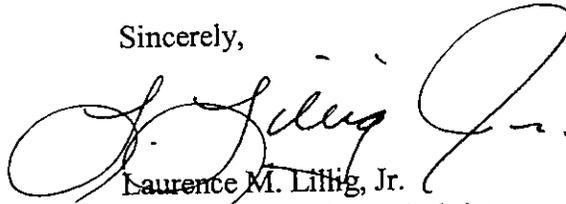
Finally, the Committee is concerned that the plans for US 31 focus solely on the provision

US 31 Improvement Project Draft Environmental Impact Statement
4 August 2003

of improved conditions for automotive traffic. It does not appear from the report that the state has given adequate consideration to the future in terms of alternative modes of transportation along this corridor. US 31 is the primary link between the Indianapolis metropolitan area and the north central part of the state, yet the plan does not anticipate the need for future light rail right-of-way, for example. What has the state done to evaluate the future need for transportation other than automotive, and how will the US 31 Improvement Project accommodate it?

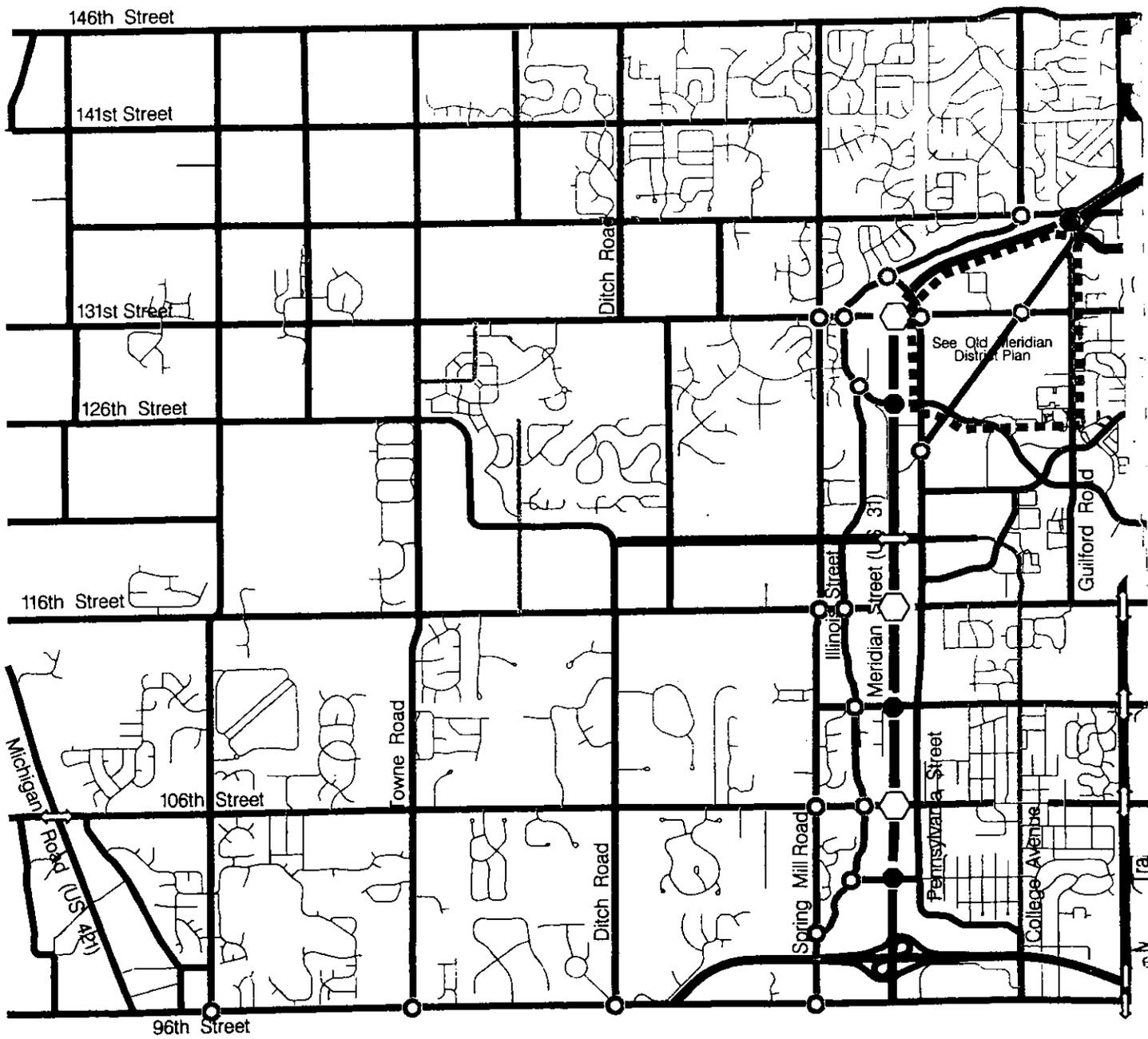
If I can be of any further service, please contact me at (317) 571-2417 or via e-mail at llillig@ci.carmel.in.us.

Sincerely,



Laurence M. Lillig, Jr.
Planning & Zoning Administrator
Department of Community Services Representative
Carmel/Clay Alternative Transportation Committee

cc:



Alternative Transportation Paths

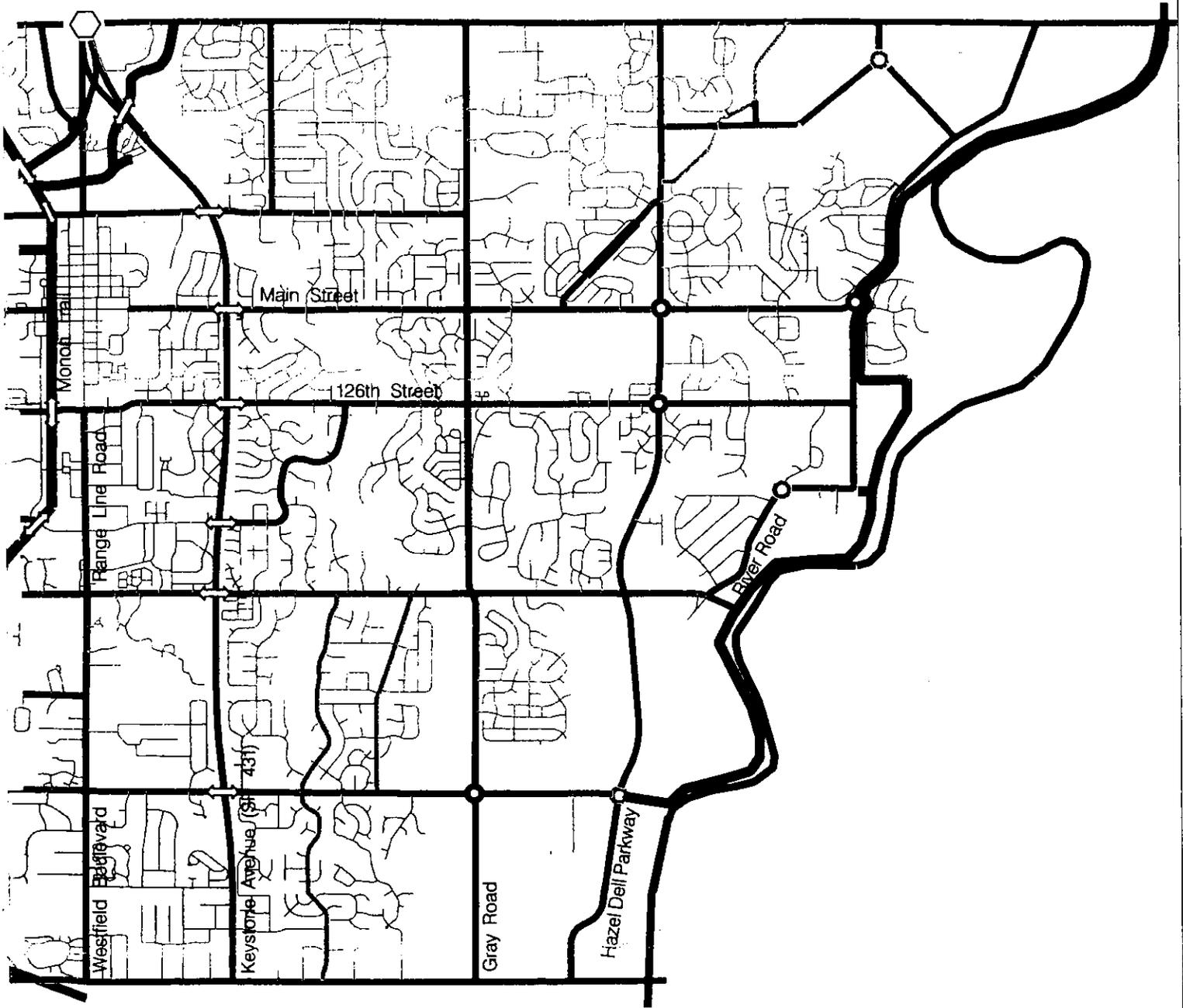
Symbol	Classification	Minimum Trail Width	Minimum Right of Way Width
	Sidewalks	5'	N/A
	Shared Roadway Path & Sidewalks	6' each side	N/A
	Separated, Parallel Multi-Use Paths	10'	N/A
	Dedicated Trail	12'	30'
	Old Meridian Paths & Trails	See Old Meridian Master Plan & Streetscape Standards	

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Exhibit

- Notes:
- Separated Grade Pedestrian Crossing
 - Overpass Location Incorporating Separated Grade Pedestrian Crossing
 - Interchange Location Incorporating Separated Grade Pedestrian Crossing
 - Roundabout Intersection
 - Proposed Roundabout intersection

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Alternative Transportation Plan

from the Carmel/Clay Comprehensive Plan, Chapter 6, Thoroughfare Plan

Carmel & Clay Township

July 2003

WRIGHT, MARY

From: Julie Sole (Westfield Chamber) [Solej@wws.k12.in.us]
Sent: Tuesday, July 15, 2003 2:46 PM
To: cory.grayburn@parsons.com
Cc: desron23@aol.com; Faulkenb@ICEMILLER.COM; mwright@indot.state.in.us;
tschelon@mail.wws.k12.in.us
Subject: comments

Letty Duval
Letty Cory:

Please see the attached letter for comments from the
Westfield-Washington Chamber of Commerce.

I have copied Mary Wright at INDOT as well as other interested parties.

Thank you,

Julie Sole

Westfield-Washington
~Chamber of Commerce~

322 West Main Street
Westfield, In 46074

phone: 317-867-8066 fax: 317-867-2523
e-mail: info@westfield-chamber.org

www.westfield-chamber.org



322 West Main Street
P.O. Box 534
Westfield, Indiana 46074

Westfield-Washington Chamber of Commerce

July 15, 2003

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

Dear Cory:

The purpose of this letter is to offer input on the final design selected by INDOT relating to the U.S. 31 upgrade through the Town of Westfield.

One of the goals of the Westfield-Washington Chamber of Commerce is not only to attract new business to the area, but to retain the businesses that currently exist here. One such business is IMMI located at 18881 U.S. 31 North. In addition to being a model in the area for its business practices, the company possesses one of the most attractive physical campuses in Westfield, including a pond and walking path. However, preliminary designs of the U.S. 31 upgrade currently show the elimination of these visually attractive and functional amenities.

On behalf of the Westfield-Washington Chamber of Commerce Board of Directors, I strongly urge you to reconsider your current design as it relates to this particular section of U.S. 31. While I am not qualified to design an alternative, I feel obligated to protect those businesses that represent our Town and business community as well as IMMI. Companies such as IMMI, who contribute economically and visually to the viability of Westfield, simply must be preserved. Thank you in advance for your consideration.

Respectfully,

Duane Lutz
President

cc: Mary Wright, INDOT; Dennis Faulkenberg, U.S.31 Coalition;
Jack Hart, Westfield Town Council; and Tony Schelonka, IMMI

Westfield-Washington Chamber of Commerce
"The right combination!"

.....

Grayburn, Cory

From: ml735@netzero.net
Sent: Thursday, June 19, 2003 7:07 PM
To: us31.parsons@parsons.com
Subject: U.S. 31 plan

There are many people in the Westfield area and other places along this route that are suggesting putting the road above old 31 with just on and off ramps, no clover leafs, this way you can use the old road for local people while the new will carry most commuters and have less lights. The ramps could be few at various points along the highway. This way will not upset buisnesses, homeowners and farm land as much. We live close to the highway now, the noise and looks will not bother us. At present we hear the traffic and emergency vehicles with no concern to us. We hope you reconsider your plan, irregardless what some of the people and political groups want. This is coming from the average people in this area. PLEASE RECONSIDER YOUR PLANS. THIS WOULD BE HIGHLY APPRECIATED.

Grayburn, Cory

From: ROBERT MACLEAN [z1robbie@yahoo.com]
Sent: Sunday, June 15, 2003 12:59 AM
To: us31.parsons@parsons.com
Subject: Is my house in the 42 houses to be destroyed?

Dear Sirs and Madams,

It appears that my house is in the path of the new interchange proposed for the intersection of 161st Street and U.S. 31. I am the second house on the east side of Farr hills DR. south of 161st Street. I checked on you web site, but the map divides at that location and it is not clear what will happen to my house. Can I get more information?

I am sure the option that spends the least money will be the one that will be accepted. It occurs to me, that is the one that displaces me.

I have a few other questions I would like answered. How will I be compensated? Why am I paying this high rate of taxes for, if my property is to be condemned?, It makes no sense.

Yours Truly,

Robert MacLean
16029 Farr Hills Dr.
Westfield, IN. 46074

Do you Yahoo!?
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Grayburn, Cory

From: on behalf of Parsons, US31
To: ROBERT MACLEAN
Subject: RE: Is my house in the 42 houses to be destroyed?

Dear Mr. MacLean,

So that I may better answer your questions regarding the project's potential impacts to your home, please call me at 317-569-3670 ext. 22. If you have not already done so, information on the project's potential impacts to your home may be found in the Draft Environmental Impact Statement (DEIS), which is available for public review at the Westfield Library and Town Hall. 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: ROBERT MACLEAN [mailto:z1robbie@yahoo.com]
Sent: Sunday, June 15, 2003 12:59 AM
To: us31.parsons@parsons.com
Subject: Is my house in the 42 houses to be destroyed?

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Yours Truly,

Robert MacLean
16029 Farr Hills Dr.
Westfield, IN. 46074

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Grayburn, Cory

From: us31_website@onlineform.com
Sent: Tuesday, August 05, 2003 1:14 AM
To: us31.parsons@parsons.com
Cc: z1robbie@yahoo.com
Subject: Maclean - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Robert Maclean

Name: Robert Maclean
Address: 16029 Farr Hills Dr.
City: Westfield, IN 46074
County: Hamilton
Email: z1robbie@yahoo.com
Phone: 896-5769

What comments do you have about the project?
Why is the alternative G not considered to be effective in reducing accident rates on the 31? It would seem that reducing traffic should reduce accidents. Also the reasons given for not building the bypass, that "valuable" farmland would have to be lost, doesn't make sense, in the long term. The span of the DEIS is 20 years. My guess is that in 20 years all of that land will be developed, and Westfield will probably have to build a bypass anyway. Why not move the highway east to prevent the destruction of the homes on the west at 161st. Street? Nothing on the east side is being left of there is nothing now there.

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: ROBERT MACLEAN [z1robbie@yahoo.com]
Sent: Tuesday, August 12, 2003 6:46 AM
To: us31.parsons@parsons.com
Subject: 161st St. on ramp?

Dear Sirs and Madams,

I know the time for public comments on the 31 project has expired. My question is why wasn't the highway moved to the east, there is nothing on the east side of 31 that the plan doesn't already plan to remove. And no houses on that side between 156th and 161st streets. It would seem to make sense. Please send me information regarding the decision on the ramp and the status of my house as soon as you know if you plan to dislocate me. My address is 16029 Farr Hills Dr.. I am the second house south of the corner on the east side.

Thank you,
Robert MacLean

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Grayburn, Cory

From: Parsons, US31
Sent: Tuesday, August 12, 2003 9:20 AM
To: 'ROBERT MACLEAN'
Subject: RE: 161st St. on ramp?

Dear Mr. MacLean,

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 impacts to the Farr Hills Drive neighborhood can be found in the Draft Environmental Impact Statement (DEIS), which is available for public review at the Westfield Library and Town Hall. You are also welcome to view this document at the project office located in Carmel at 11405 North Pennsylvania Street, Suite 100. The entire document can also be viewed on the project web site www.us31indiana.com.

Cory Grayburn
 Deputy Project Manager
 Parsons Transportation Group

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

From: ROBERT MACLEAN [mailto:z1robbie@yahoo.com]
Sent: Tuesday, August 12, 2003 6:46 AM
To: us31.parsons@parsons.com
Subject: 161st St. on ramp?

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Thank you,
 Robert MacLean

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 Yahoo! SiteBuilder - Free, easy-to-use web site design software

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

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WRIGHT, MARY

From: M.D. Marrs [themarrs@indy.rr.com]
Sent: Sunday, August 03, 2003 4:48 PM
To: mwright@indot.state.in.us
Subject: US 31 - 131st St. Carmel

Dear Ms. Wright,

First of all thank you for the opportunity to comment on the US31 project. I realize the need for the project as a whole and recognize the importance of the economic lifeline this route provides.

I would specifically like to express my opinion and those of my neighbors on the 126th vs. 131st street exchange in Carmel. I'm a resident and past president of the Parks at Springmill which is located northwest of the intersection of 131st and US31. This is a neighborhood of 218 homes, not 50 as your reports state. As you may remember, our current president, Rusty Duncan, spoke at the public hearing in Carmel on June 30th. (Also against the exchange at 131st)

I believe that the exit should be located at 126th St. (Carmel Dr) and not at 131st for a number of reasons:

The first reason is that of our property values. I am confident that an exchange at 131st will negatively affect our property values due to the increase in traffic and noise. I can't think of any homeowners who buy property and hope that an exchange is built in the property adjacent. The issue of safety with children in mind also is a factor as an increase in traffic increases the chance for accidents.

Secondly, I understand that if the 131st exchange is allowed properties that are in the process of being built would be impacted namely they CMC office park on the NW corner and the hotel being built on the SE corner. Why take down new building if there is no need to? If the exchange is built at 126th, only a corner of a parking lot will be impacted. I drive by that lot twice a day and I never see cars in that area of the parking lot that will be impacted. The 126th and US31 is a commercial area as it is, let's keep it that way.

I hear that the 131st exchange is being pushed by the city of Carmel, specifically Mayor Brainard, as a route to bring traffic to the revitalized downtown Carmel. While I support his efforts on downtown Carmel 100% and applaud him on his vision, an existing route to downtown already exists off of 126th, (Carmel Dr.) namely City Center Dr.

Mayor Brainard, when addressing our neighborhood, always mentions that our neighborhood was the first neighborhood he opened as mayor, if his wishes of an exchange at 131st are allowed, our neighborhood may be the first one he closes.

I appreciate the opportunity to comment, and for you consider the well being of the citizens in regard to our safety and property values, while not impacting the project or access to downtown Carmel.

Regards,

Meredith Marrs
 13456 Clifty Falls Dr.
 Carmel, IN 46032-9406

317-571-1456 (H)
 317-587-5453 (O)
 317-402-4654 (C)

8/4/2003

270

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Sunday, August 03, 2003 11:09 PM
To: us31.parsons@parsons.com
Cc: themarrs@indy.rr.com
Subject: Marrs - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Meredith Marrs

Name: Meredith Marrs
Address: 13456 Clifty Falls Dr
City: Carmel, IN 46032
County: Hamilton
Email: themarrs@indy.rr.com
Phone: 317 571 1456

What comments do you have about the project?

First of all thank you for the opportunity to comment on the US31 project. I realize the need for the project as a whole and recognize the importance of the economic lifeline this route provides.

I would specifically like to express my opinion and those of my neighbors on the 126th vs. 131st street exchange in Carmel. I'm a resident and past president of the Parks at Springmill which is located northwest of the intersection of 131st and US31. This is a neighborhood of 218 homes, not 50 as your reports state. As you may remember, our current president, Rusty Duncan, spoke at the public hearing in Carmel on June 30th. (Also against the exchange at 131st)

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I appreciate the opportunity to comment, and for you consider the well being of the citizens in regard to our safety and property values, while not impacting the project or access to downtown Carmel.

Regards,

Meredith Marrs

13456 Clifty Falls Dr.
Carmel, IN 46032-9406

317-571-1456 (H)
317-587-5453 (O)
317-402-4654 (C)

How did you find our Web site?
Link from our HOA site.

Is this Web site helpful?
Yes

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

Grayburn, Cory

From: Michael [m.maylen@insightbb.com]
Sent: Wednesday, June 11, 2003 3:16 PM
To: us31.parsons@parsons.com
Subject: us31

I live off of 169th street in Hamilton county and am distressed at the recent reports of turning 131 into a limited access highway. If you truly want to build a bypass at the least cost why not consider Ditch road or use the border of Hamilton and Boone county. Why anyone would cut a community in two to ease the commute from up north is beyond me. Try adding lanes to 31 from 465 up first - that would greatly improve traffic flow a fraction of the cost!

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Tuesday, July 01, 2003 3:43 AM
To: us31.parsons@parsons.com
Cc: j_mcdougles@msn.com
Subject: McDougles - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from John McDougles

Name: John McDougles
Address: 76 Shady Lane
City: Carmel, IN 23423
County: Madison
Email: j_mcdougles@msn.com
Phone:

What comments do you have about the project?
SAVE THE BIRDS

How did you find our Web site?
news... nightbeat!

Is this Web site helpful?
no

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

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Grayburn, Cory

From: us31_website@onlineform.com
Sent: Monday, August 04, 2003 11:49 PM
To: us31.parsons@parsons.com
Cc: TheLawofBrian@aol.com
Subject: Morales - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Brian Morales

Name: Brian Morales
Address: 545 Kennard Lane
City: Westfield, IN 46074
County: Hamilton
Email: TheLawofBrian@aol.com
Phone: (317) 867-1536

What comments do you have about the project?

The tight diamond configuration will not hold a large amount of ramping off traffic that has turned left. Separate the ramps as far as you can or use the single point urban interchange configuration. Keep intersections (ramps and parallel running streets, eg. Pennsylvania St.) at a reasonable distance apart to hold a large amount of queued traffic. Add 2 overpasses (non-connecting to US 31), one at 103rd St and one at 169th St. I prefer the 131st St. option, it allows for a major traffic artery (126th St.) to not have to intersect with ramping traffic. I do like the folded diamond interchange option for 146th best. (No need to move the southbound lanes for SR431-Keystone Ave.) Second choice would be the diamond interchange for 146th St. Can you mix it up to where northbound ramping traffic is like the folded diamond option and the southbound ramping traffic is the diamond option? Keep 2 lane ramps for southbound SR431-Keystone Ave. from US 31. Thank you.

How did you find our Web site?
indy star newspaper

Is this Web site helpful?
yes

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

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Wednesday, July 23, 2003 10:21 AM
To: us31.parsons@parsons.com
Cc: kmorley@themorleygroup.com
Subject: Morley - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Kristi Morley

Name: Kristi Morley
Address: 13505 Shakamac Drive
City: Carmel, IN 46032
County: Hamilton
Email: kmorley@themorleygroup.com
Phone: 317-844-9996

What comments do you have about the project?

I am strongly in favor of making the interchange for the US 31 project at 126th street instead of 131st. 126th is already much more of a natural location because of businesses in the area. 126th street has Meijer, a gas station, etc. Having an interchange would provide these businesses more access to travelers. At 131st there would be homes involved. Our neighborhood has a common area with a playground, etc. where our children play. There is also a preschool / day care facility. It would greatly affect the safety of the area to have an interchange built.

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

WRIGHT, MARY

From: Dori Morton [dmorton@base2inc.com]
Sent: Thursday, July 17, 2003 7:59 AM
To: mwright@indot.state.in.us
Subject: US 31 (DEIS) Hamilton County DES#9905500

Mary,

After viewing the interchange options for 126th Street and 131st Street, I support putting the interchange at 126th Street for the following reasons.

1. Lower impact to existing and proposed facilities at the 126th Street intersection.
2. Existing capacity to handle traffic flow since 126th Street is already two lanes both east and west of U.S. 31.
3. Lower impact to integrity of neighborhoods just west of US 31.

Thank you for the opportunity to provide input.

Dori Morton
13014 Southampton Ct.
Carmel, IN 46032

WRIGHT, MARY

From: Frank Morton [fmorton@base2inc.com]
Sent: Sunday, August 03, 2003 1:04 PM
To: mwright@indot.state.in.us
Subject: US 31 (DEIS) Hamilton County DES#9905500

Mary,

I'm aware that you are considering interchange alternatives for 126th Street and 131st Street.

I strongly support putting the interchange at 126th Street. I believe it is the best choice for our neighborhood west of US 31 (where I live) and it connects better with the existing traffic flow on Carmel Drive.

Thanks.

Frank Morton
13014 Southampton Ct.
Carmel, IN 46032

WRIGHT, MARY

From: Thomas Murphy [murphy.tp@worldnet.att.net]
Sent: Tuesday, July 01, 2003 11:08 AM
To: mwright@indot.state.in.us
Subject: US31

Attended the public hearing on 6/30/03. Own 37 acres on NWcorner of 191st & US 31. Concerns are: 1.Not be land locked when design is complete. 2.Billboard sign now on property be "grandfathered" and be able to be relocated.

Thomas Murphy

WRIGHT, MARY

From: Stuckey, Molly [mstuckey@boselaw.com]
Sent: Friday, August 01, 2003 4:13 PM
To: 'mwright@indot.state.in.us'
Cc: 'dcheslyn@skinnermail.com'
Subject: Letter to INDOT re: US 31 Project

The original of the attached letter will be hand delivered to Mr. Nicol's attention on Monday, August 4. If you have any questions in the meantime, please call Philip Nicely, Bose McKinney & Evans LLP, at 684-5301. Thank you!

GREYHOUND PLAZA

Molly Stuckey
Assistant to Philip A. Nicely & Mary E. Browne
Bose McKinney & Evans LLP
North Office
(317) 684-5319 Direct Dial
(317) 223-0319 Desktop Fax

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

From: ShareScan
Sent: Friday, August 01, 2003 4:09 PM
To: Stuckey, Molly
Subject: Scanned document <10 pages> -- 08/01/2003 5:06:22 PM

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ATTORNEYS AT LAW

Philip A. Nicely

North Office

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Direct Fax (317) 223-0301

E-Mail: PNicely@boselaw.com

August 1, 2003

Mr. J. Bryan Nicol
Commissioner
Indiana Department of Transportation
100 South Senate Ave.
Room N755
Indianapolis, IN 46204

Re: US 31 Project; Greyhound Plaza Shopping Center, 146th Street at US 31

Dear Mr. Nicol:

Greyhound Plaza Associates, LP, an affiliate of The Skinner and Broadbent Company ("S&B"), is the owner of the shopping center known as Greyhound Plaza located at the southwest corner of US 31 and Greyhound Pass. The shopping center, excluding outlots, consists of approximately 174,280 square feet. The tenants are:

Best Buy (48,770 s.f.)
Sofa Express (17,426 s.f.)
Flexsteel Industries, Inc. (14,998 s.f.)
Michael's (23,908s.f.)
PetsMart (19,638 s.f.)
Office Max (23,403 s.f.)
Barnes and Noble (26,137 s.f.)

In addition, there are three outlots, each individually owned as follows:

Charleston's (6,700 s.f.)
Eyeglass World (6,000 s.f.)
Don Pablo's (6,950 s.f.)

Currently access to Greyhound Plaza is provided at the intersection of Greyhound Pass and US 31 with a traffic signal. That intersection also provides access to (a) the Simon shopping center located on the east side of US 31, and (b) other commercial development west of US 31 and north of 146th Street. Access to Greyhound Plaza is also provided from 146th Street at the

Mr. J. Bryan Nicol
August 1, 2003
Page 2

rear of the shopping center. A drawing of Greyhound Plaza showing the buildings, parking and access is attached hereto as Exhibit A.

S&B has been following INDOT's desire to turn US 31 into a limited access interstate type highway (hereinafter sometimes referred to as "US 31 Interstate"). We met with the engineers on several occasions and have written to INDOT and expressed our concerns regarding the proposed development. We attended the public meeting regarding the US 31 Project and listened to the explanation of the proposed three alternatives for the intersection of US 31 and 146th Street. We hope INDOT is open to other alternatives because any of the three proposed alternatives will mean the demise of Greyhound Plaza, the Simon center and other commercial facilities in the area.

Prior to discussing the disastrous economic consequences of any of the alternatives for the US 31 Interstate at the Greyhound Pass area, two observations are appropriate:

First, to date the designs we have seen appear to be designs that would be more appropriate for a suburban or rural setting than for an urban setting. Westfield and Carmel may be called "suburban," but this particular area, with its substantial commercial development (over 2,000,000 square feet), is clearly urban and any development of a limited access roadway through this area should be urban in design.

Second, the area at Greyhound Pass and US 31 and surrounding environs, represents the largest concentration of retail commercial facilities between 96th Street and Kokomo. Very little other retail development exists along US 31. As a consequence, very careful consideration needs to be given to any limited access roadway through this area; otherwise, the economic consequences for the owners of the property and the communities in which the properties are located will be disastrous. "Out-of-the-box" thinking and installation of facilities perhaps not normally thought to be associated with limited access highways should, need and must be considered and perhaps adopted. Along that vein, Greyhound Pass, which connects the east side and the west side of US 31, is an integral part of the continued success of all commercial developments in the area. Consequently, to do anything which totally eliminates Greyhound Pass and access between the east and west sides of US 31 will, in all likelihood, result in the total demise of both Greyhound Plaza and the Simon center.

The remaining portion of this letter will discuss the (a) adverse consequences of the three alternatives, (b) the adverse economic consequences of any of the alternatives, and (c) additional alternate configurations.

Mr. J. Bryan Nicol
August 1, 2003
Page 3

I. INDOT Proposed Alternatives.

(A) Tight Diamond Option (Appendix A – Sheet 6A). The tight diamond alternative causes the following adverse consequences to Greyhound Plaza:

(1) Western Way, located to the rear of Greyhound Plaza is to be expanded. Any expansion of Western Way to the east or any median construction on Western Way eliminates loading and truck and customer access at the rear of the shopping center and results in a total demise of the shopping center.

(2) Greyhound Pass, connecting the east and west sides of US 31, would be eliminated. Greyhound Pass currently acts as the main entrance to Greyhound Plaza. Closing this intersection and replacing it with this alternative requires the following movements to access Greyhound Plaza:

Southbound traffic on US 31 will exit on 146th St. and make a right hand turn, travel 660 feet and make a right hand turn on Western Way; proceed 1250 feet along Western Way and make another right hand turn on to what will remain of Greyhound Pass and travel 230 feet to make a right hand turn into Greyhound Plaza; thus, completely circling the shopping center prior to gaining access.

Northbound traffic on US 31 will exit at 146th Street but will be required to exit US 31 approximately ½ mile prior to 146th Street. Upon reaching 146th Street patrons will turn left and travel 2000 feet and make a right hand turn on Western Way; proceed 660 feet along Western Way and make another right hand turn on to what will remain of Greyhound Pass and travel 230 feet to make a right hand turn into Greyhound Plaza, traveling approximately 2890 feet (over ½ mile) from the time they get to 146th Street until they gain access to Greyhound Plaza.

(3) Greyhound Plaza would lose parking. Although the highway design is not finalized, the existing drawings indicate that a certain amount of parking would be lost. Any parking that is lost will render our parking ratio insufficient and allow tenants to terminate leases. Also, with less parking comes a reduction in the space that can be leased.

(4) The primary access to Greyhound Plaza as well as the Simon center would be from 146th Street. There are not enough lanes to handle the amount of traffic that would be generated. Although we have not seen or been

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furnished with any traffic studies, our thought is that the congestion and low level of service resulting from such a configuration would essentially be an inverse condemnation of the property. This could presumably be alleviated somewhat by expanding 146th Street, but any expansion of 146th Street to the north would substantially impact Greyhound Plaza with the elimination of a substantial amount of parking and elimination of the southern access point on Western Way.

(5) Currently, access to Greyhound Plaza is provided from Greyhound Pass with the customer being able to turn right or left off of US 31 and then take an immediate turn into the shopping center. That access needs to be maintained. If that access is eliminated, the only access to the approximately 200,000 square feet would be from 146th Street, behind the entire shopping center to what is left of Greyhound Pass and then into the center. Thus, the only access (if you can call it access) would be very convoluted.

(6) In the front of Greyhound Plaza exists a retention pond to provide appropriate drainage for the property. This would have to be replaced in some manner, which would most likely require underground water storage which, as you know is very costly. Nevertheless, the drainage of the property and the removal of the retention pond must be addressed.

(7) The construction of the tight diamond will require the ramp to begin its incline in the mid point of Greyhound Plaza greatly reducing the visibility of the shopping center from US 31.

(B) Lateral Access Option (Appendix A – Sheet 6B). This alternative, in our opinion, leaves Greyhound Plaza with no access. In addition to the items designated in (A) above (other than the loss of parking), the following are also of concern:

(1) The traffic south bound on US 31 would exit under 146th Street and proceed via newly-constructed Rangeline Road north and across 146th Street at the rear of Greyhound Plaza. Traffic entering and exiting to and from Rangeline Road would create major congestion and most likely such route would not come close to an acceptable level of service. Essentially access would be through another commercial development. In addition, there is an anticipated roundabout between the ramp entrance/exit and 146th Street. With the amount of traffic that would be using this roadway, this type of design with a roundabout would be absolutely, unquestionably disastrous and just will not work.

Mr. J. Bryan Nicol
August 1, 2003
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(2) If you are north bound, again, access is through other shopping areas. In addition, the decision to go to Greyhound Plaza must be made approximately ½ mile south of the shopping center. Again, this is not access, but simply a way of getting to the area with a level of service below any acceptable level.

(C) Folded Diamond Access (Appendix A – Sheet 6C). Apparently this alternative has been rejected (although it is still being presented) because the State, rather than acquiring the property necessary to do this alternative, is allowing a shopping center to be constructed within the area that would be necessary for this alternative. Nevertheless, it has all of the negatives of the other two alternatives except it doesn't send the south bound traffic through another commercial development with a roundabout.

(D) Summary. In summary, with any of the above alternatives, the following questions need to be answered:

(1) What is the level of service of access to Greyhound Plaza under each of the above alternatives? How many lanes on 146th Street and elsewhere will it take to have an acceptable level of service?

(2) How is drainage and retention to be handled and what will that cost?

(3) How is Western Way to be expanded? What impact will it's design have on Greyhound Plaza's access points, parking field, and loading areas? Has the State included in its analysis the number of homes or businesses that will be lost with the expansion of Western Way?

(4) Has the Folded Diamond Option been eliminated? If not, why is the State allowing a multi-million dollar construction project to occur on the property needed for that alternative?

(5) Why is a 50 foot median needed on US 31 in this urban area setting?

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II. Economic Consequences.

The adverse economic impact of any of the above alternatives is enormous. The total economic impact depends, to a certain degree, on timing. Most of the leases in Greyhound Plaza have 10 years before expiration or they expire in 2014. All tenants have renewal options. Thus, assuming that none of the escape clauses in the leases could be utilized, the leases would continue for 10 years, however, the likelihood of renewal of any of the leases with the access to Greyhound Plaza as provided in any of the three above alternatives is slim. Further, the likelihood of getting new tenants in the property with any of the above accesses is also slim and if any tenants would take the space, it would be a B or C tenant and cause a downgrade of the shopping center. In all likelihood, any of the above three alternatives would result in the total demise of Greyhound Plaza and most likely the Simon center also.

In addition to the lack of renewal, all of the tenants have some type of escape clause in the event a portion of the parking is taken, access is changed or loading is eliminated. Thus all tenants have clauses in their leases that could be interpreted to allow that tenant to terminate its lease if any of the above alternatives is implemented. Under any of the above scenarios, based on the knowledge we have today, we must assume a total taking of the property or a total elimination of the shopping center. This results in the following adverse economic consequences:

(1) Today, the value of Greyhound Plaza, based on net cash flow and a cap rate of 8% (which is the normal cap rate for this type of center where you have high quality tenants), is \$26,600,000. That value will increase as time passes because the rent under the leases increases. Thus, in 2010, the value of the center may be in excess of \$28,000,000 depending upon the applicable cap rate that is used.

(2) Currently, Greyhound Plaza (excluding outlots) pays \$360,620.23 each year in real estate property taxes. Greyhound Plaza pays 2% to 3% of the real estate taxes collected for the benefit of the Town of Westfield. If the other commercial facilities in this area are also ruined, the future loss in real estate taxes for the Town of Westfield would be magnified. The US 31 and Greyhound Pass area represents the largest concentration of commercial development in Westfield and there is no place in the Town of Westfield to replace this commercial area. However, if in 20 years a replacement center could be developed someplace in the Town of Westfield (highly unlikely), the present value loss of revenue (using a discount rate of 5% but not taking into account any increase in taxes) to the applicable taxing districts, including the Town of Westfield for such 20-year period, is more than \$4,494,000.00.

Mr. J. Bryan Nicol
August 1, 2003
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(3) The tenants' loss (including outlots) is also substantial. Currently, the tenants are very successful with estimated annual sales in excess of \$53,330,750.00. Those sales would simply go away resulting in a loss to the tenant and a loss in sales tax for the State of Indiana.

(4) Finally, there are 447 people employed in the shopping center, including those in the outlots. This represents estimated taxable income of over \$11,700,000.00 per year. Those jobs would simply be lost.

In short, the renovation of US 31 under any of the alternatives presented will have a minimum economic impact just as it relates to Greyhound Plaza of more than \$97,524,150.00.

Thus, the State needs to address and consider the following economic questions:

(1) How does the total demise of Greyhound Plaza factor into the State's cost analysis? Such analysis must take into account (a) value of the Center, (b) loss of jobs, (c) loss of revenue to the Town of Westfield, (d) loss of sales, (e) loss of sales tax, (f) loss of income taxes, (g) payment of unemployment taxes.

(2) The front door of Greyhound Plaza will change. Does the State consider as a remedy for this situation demolishing the Center and rebuilding it so that it is oriented in the correct fashion?

III. Additional Alternatives.

As we previously indicated, we believe this particular area is unique because it represents a very large concentration of retail commercial facilities; it has tremendous significance to the tax base of the Town of Westfield; and, regardless of whether Westfield is a suburban community, this particular area is urban and any limited access facility must be designed with urban concepts and "out-of-the-box" ideas.

One alternative would be to leave Greyhound Pass open as it currently exists. We recognize it is unusual to have a traffic signal on a limited access facility; however, it does occur on collector-distributor systems and on entrance ramps. No good reason has been given as to why the intersection could not remain as it is or be created as a C/D system. Justification for that at this location is supported by (i) the disastrous economic results to the owner, tenants and employees if other alternatives are implemented and (ii) the adverse effects and loss of revenue

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to the Town of Westfield if this commercial area is destroyed by the construction of a limited access US 31.

Second, a possible additional alternative would be the design submitted by Simon Property Group prepared by Edwards and Kelcey and sent as a general letter on behalf of the Commercial Corridor Coalition. While that alternative is better than any of the three alternatives presented by INDOT, it nevertheless has substantial drawbacks and does not accomplish what would be accomplished by simply leaving Greyhound Pass open as is with a traffic signal.

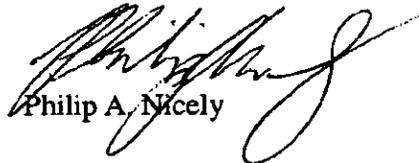
What also needs to be addressed is the economic consequences occurring during the construction of US 31. While we believe that if any of the three alternatives suggested to date by INDOT is used, construction damage may be moot because all of the tenants are likely to leave or not renew leases. However, construction damage still must be considered if an alternative that is workable can and is developed. We have no way to precisely measure the cost to commercial development during the period of construction. Nevertheless, we know from experience that sales will be substantially less, tenants will not have appropriate revenue and will have difficulty paying the existing rent and other expenses, all of which is disaster ridden. Consequently, if US 31 Interstate is built, the construction within this area must occur at an extremely rapid pace with limited impact on access to Greyhound Plaza. We have not heard in any of the meetings we attended what the construction timeframe would be but this area needs as short a construction timeframe as possible. INDOT needs to do whatever is necessary to be sure construction is done quickly and to avoid, to the extent possible, construction during the holiday season or in as few holiday seasons as possible if it is necessary for construction to take more than one year, which we do not know.

Finally, if an alternative can be developed that does not cause a total demise of the shopping center (unlikely under the three alternatives presented by INDOT), it will be absolutely essential that appropriate signage be erected and installed to identify where people need to go to get to various locations, both during construction and as a part of the final design, which would include specific identification of Greyhound Plaza and the tenants. This would be an absolute necessity.

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As indicated, we are writing this letter on behalf of Greyhound Plaza Associates LLC, an affiliate of The Skinner & Broadbent Company. In addition, The Skinner & Broadbent Company is part of a coalition of commercial owners within the US 31 and Greyhound Pass area that has provided INDOT with additional consequences if any of the alternatives suggested by INDOT is used. We endorse the coalition's comments.

Very truly yours,



Philip A. Nicely

Enclosure

cc: Mr. Cory Grayburn, Parsons Transportation Group
Mr. George Broadbent
Mr. David Cheslyn
Mr. Tim Baker
Mr. Josh Broadbent
Mr. Jerry Rosenberger, Town of Westfield

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SITE DATA

TOTAL BLDG AREA	74,203 SF.	PARKING SPACES (1/720 SF.)	703 SPACES
TOTAL METAL BLDG AREA	1,248 SF.	TOTAL METAL BLDG PKG PROV.	(696) SPACES
TOTAL AVAILABLE MEZZ. AREA	4,960 SF.	TOTAL METAL BLDG PKG PROV.	225 SPACES
OUTLOT #1 BLDG AREA	4,000 SF.	TOTAL OUTLOT PKG PROV.	137 SPACES
OUTLOT #2 BLDG AREA	5,100 SF.	OVERALL PKG PROV. - GROSS	925 SPACES
OUTLOT #3 BLDG AREA	16,216 SF.	LESS 1% LOSS	895 SPACES
OVERALL BLDG AREA	106,216 SF.	OVERALL PKG PROV. - NET	896 SPACES
		PKG PROV. LESS OUTDOOR SALES	896 SPACES

NOTE:
THIS SITE PLAN IS PROVIDED TO YOU FOR INFORMATIONAL PURPOSES ONLY. IT IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT. THE ARCHITECT ASSUMES NO LIABILITY FOR ANY ERRORS OR OMISSIONS IN THIS PLAN. THE ARCHITECT DOES NOT WARRANT THE ACCURACY OF ANY INFORMATION PROVIDED HEREON. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR ANY DELAYS OR DAMAGES OF ANY KIND ARISING FROM THE USE OF THIS PLAN.

DATE: 10/15/88
BY: [Signature]
PRELIMINARY

THESE SPACES ARE TO BE PROVIDED TO THE ARCHITECT FOR HIS REVIEW AND APPROVAL. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR ANY DELAYS OR DAMAGES OF ANY KIND ARISING FROM THE USE OF THIS PLAN.

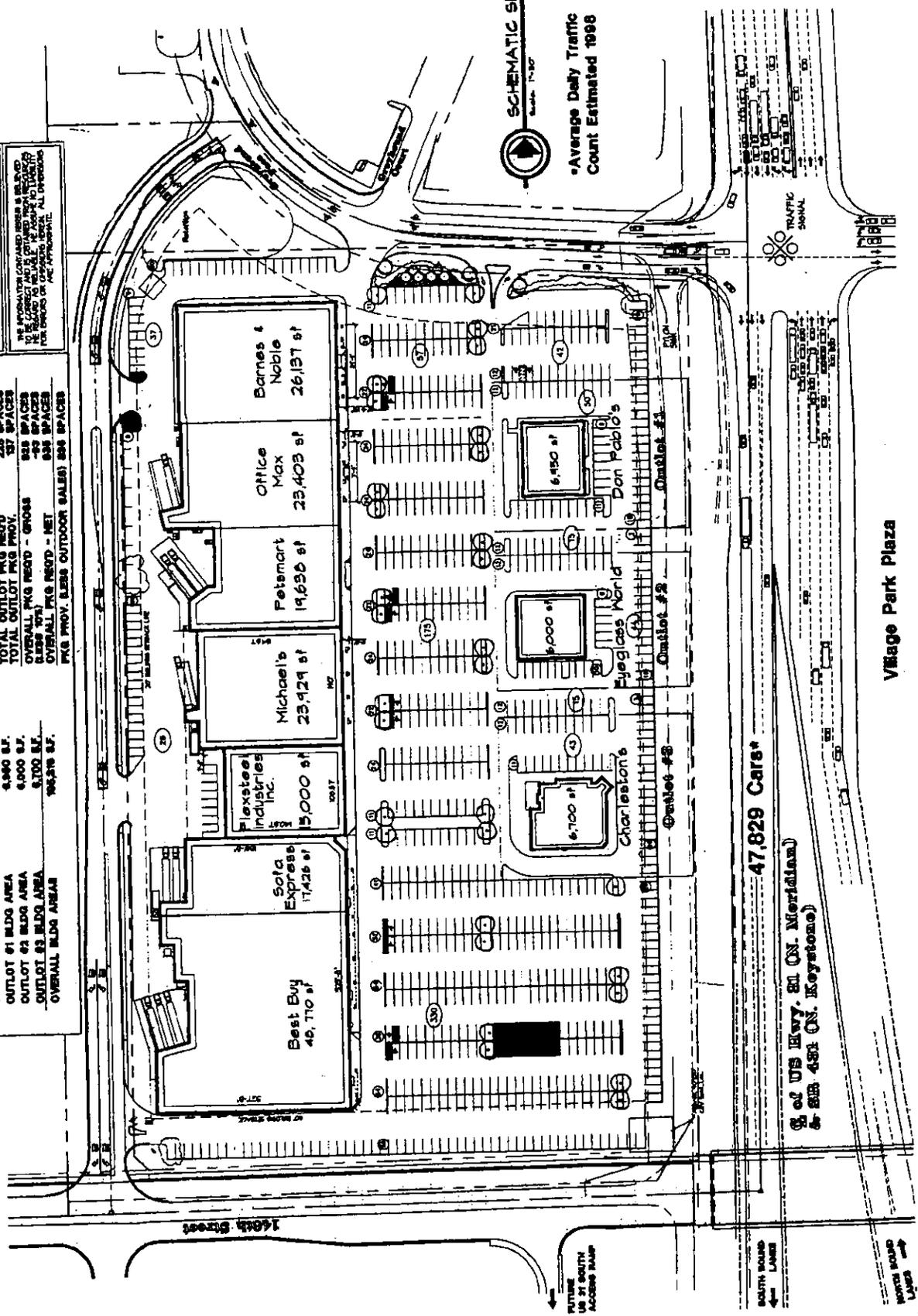
DATE: 10/15/88
BY: [Signature]
PRELIMINARY

Greyhound Plaza
at Greyhound Pass
WESTFIELD, MASSACHUSETTS
developed by
The Skinner & Broadbent Co.

SCHEME 1
820
10/15/88

SCHEMATIC SITE PLAN
Scale: 1/8" = 1'-0"

Average Daily Traffic Count Estimated 1988



47,829 Cars*

US HWY 81 (ON Meridian)
& SR 481 (ON Keystone)

Village Park Plaza

FUTURE US 27 SOUTH ACCESS RAMP

SOUTH BOUND LANE

NORTH BOUND LANE

WRIGHT, MARY

NICELY

From: Stuckey, Molly [mstuckey@boselaw.com]
Sent: Friday, August 01, 2003 3:43 PM
To: 'mwright@indot.state.in.us'
Subject: Letter to INDOT re: US 31 Project

MAG SEVEN LLC

Original copy of the attached letter will be hand delivered to Mr. Nicol's attention on Monday, August 4. Thank you very much!

Molly Stuckey
Assistant to Philip A. Nicely & Mary E. Browne
Bose McKinney & Evans LLP
North Office
(317) 684-5319 Direct Dial
(317) 223-0319 Desktop Fax

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

From: ShareScan
Sent: Friday, August 01, 2003 3:39 PM
To: Stuckey, Molly
Subject: Scanned document <3 pages> -- 08/01/2003 4:35:59 PM

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**BOSE
McKINNEY
& EVANS LLP**
ATTORNEYS AT LAW

Philip A. Nicely
North Office
Direct Dial (317) 684-5301
Direct Fax (317) 223-0301
E-Mail: PNicely@boselaw.com

August 1, 2003

Mr. J. Bryan Nicol
Commissioner
Indiana Department of Transportation
100 South Senate Ave.
Room N755
Indianapolis, IN 46204

Re: US 31 Project
Westfield, Indiana

Dear Mr. Nicol:

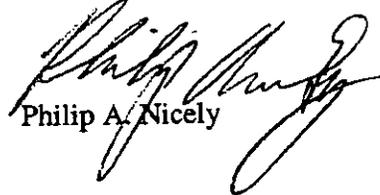
We are writing you on behalf of our client, Mag Seven LLC, who is the owner of approximately 32 acres located southeast of the intersection of U.S. 31 and State Highway 32 in Westfield, Indiana. Although Mag Seven LLC is the owner of the property, the tenant on the property is Curtis Dyna-Fog Ltd. and various other business entities, all of which are affiliated with Mag Seven LLC (hereinafter referred to collectively as "Curtis Dyna-Fog"). We have attended the meetings held relating to the U.S. 31 renovation. Attached is a drawing which indicates where Curtis Dyna-Fog is located. As you can see from the drawing, only a small portion of the property is being taken for the highway, or more specifically for the ramp that will go to State Highway 32. However, the result of that taking will be a loss of access onto Park Street from U.S. 31. This loss of access is very significant and an alternative satisfactory means of access needs to be established.

Curtis Dyna-Fog is served each day by 12-14 semi-trailer tractor trucks which are either delivering material or taking material. Right now that access is easy because the trucks can come north on U.S. 31, exit on Park Street and enter the facility. However, once U.S. 31 is reconstructed and the ramps to State Highway 32 are constructed, that access will no longer be possible. The only other access is to exit State Highway 32 and turn at the second street east of U.S. 31. That street, however, is a residential street, not well constructed and very narrow and presents very inappropriate access for our facility or any other facility in our area. Not only is this bad for us and essentially is no access, it is also bad for the neighborhood if we have to use the residential streets in order to have access to our property. We do not at this time have a solution, but a solution needs to be developed or found or otherwise one might consider our property to be without access.

Mr. J. Bryan Nicol
August 1, 2003
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Please advise how INDOT intends to handle this situation.

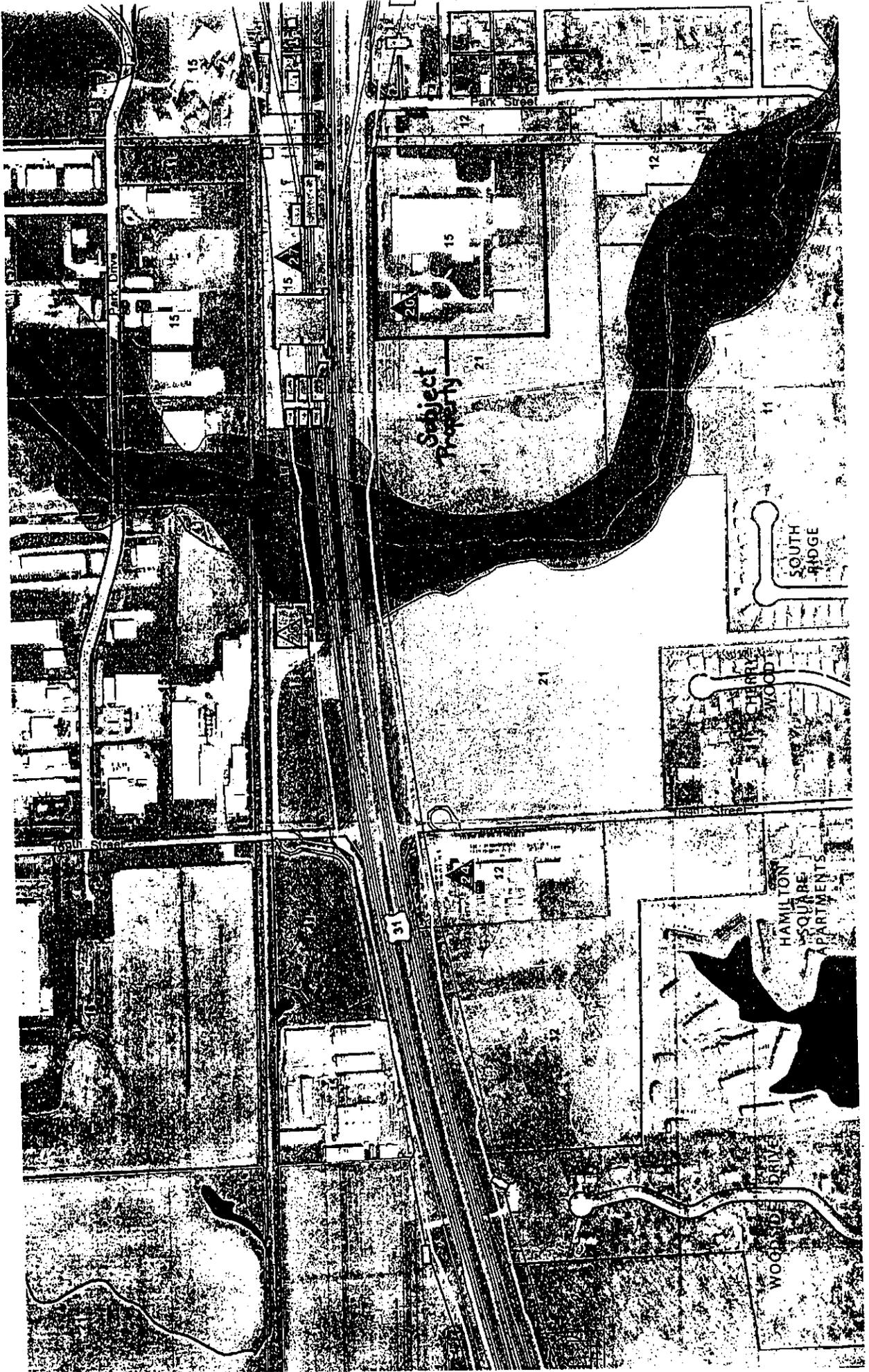
Very truly yours,


Philip A. Nicely

Enclosure

cc: Mr. Conrad D. McGinnis
Mr. Dennis E. Faulkenberg
Mr. Cory Grayburn, Parsons Transportation Group
Mr. Jerry Rosenberger, Town of Westfield

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

RECEIVED
 JUL 31 2003

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) Clayton & Virginia Nix
 ADDRESS: 15605 Buena Vista Dr.
 Carmel IN 46032
 E-MAIL: dated 7-29-03 4⁴⁵pm

COMMENTS: Our home is one that will be torn down, with the expansion of the US 31 project. Concerns (1) money of equal value for home & land to relocate, (2) time to relocate. We are greatly concerned about the price we will receive for our home & land, in which to relocate with the same quality & space of home & land. The time frame in which we were told of one to five years, really leaves us "hanging", as we can't sell our home, can't rent it out & can't look for another else until "time" & 90 days is not sufficient time to relocate, & if not out, pay rent in our home. We believe we need more time involved to uproot our lives, for the good of the community.

SIGNATURE: Virginia Nix

27E

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Wednesday, July 23, 2003 3:03 PM
To: us31.parsons@parsons.com
Cc: ILbacio35@aol.com
Subject: O'Banion - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Kathy O'Banion

Name: Kathy O'Banion
Address: 509 Thornberry Dr.
City: Carmel, IN 46032
County: Hamilton
Email: ILbacio35@aol.com
Phone: (317) 848-2791

What comments do you have about the project?

I am very concerned about the 3 alternative options proposed for the 146th St. interchange. Unfortunately, I was unable to attend the public hearing on June 30, 2003. My concern is that if the Folded Diamond Interchange option were chosen, it would directly impact my home and my neighborhood which is Stonehedge Estates. My name is Kathy O'Banion and I am writing to you as a very, very concerned citizen and property owner. My address is 509 Thornberry Dr. If the Folded Diamond Interchange option is chosen, a road connecting Walter's Plaza to Stonehedge Estates would be in my side yard on the south side of my home. Presently, the home south of 509 Thornberry Dr. and a beautiful creek and privacy exist. If the Folded Diamond option were chosen, three homes would be displaced, one of each of the following three neighborhoods - Circle Dr., Walter's Plaza, and Stonehedge Estates. I am also concerned about the increase of traffic through Stonehedge and the increase of noise level. I have studied the other two options for the 146th St. interchange and feel that they would be a better choice because the Circle Drive and Walter's Plaza homeowners would have direct access with the proposed extension of Rangeline Road and no homes would be displaced. I would like to keep the serenity in our neighborhood and would hope that the needs of the Circle Drive residents and the Walter's Plaza residents would be met by using the first alternate access route proposed by connecting existing access with a proposed extension of Rangeline Road. I wanted to voice my opinion and I have shared this information with the homeowners in Stonehedge Estates and needless to say, the other residents in Stonehedge Estates are very concerned and are hoping that the Folded Diamond Interchange Option will not be chosen for the 146th St. Interchange Option.

Thank you for your concern, help, and dedication in this project!

A very concerned homeowner,

Ms. Kathy O'Banion

How did you find our Web site?

I received the Pathways US 31 improvement project from a neighbor and all of the information such as the website address.

Is this Web site helpful?

I feel that this website has been helpful today. I am looking forward to the email updates.

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

CORY GRAYBURN

July 31, 2003

Dear Mr. Grayburn,

I am writing to you as a concerned citizen and as a representative of my neighborhood, STONEHEDGE ESTATES in Carmel, Indiana. I am contacting you to voice our concerns regarding the US 31 IMPROVEMENT PROJECT.

After studying the Draft Environmental Impact Statement, I am aware of three options for the 146th St. interchange on US 31. My name is Kathy O'Banion and my address is 509 Thornberry Dr., Carmel, IN 46032. If the FOLDED DIAMOND INTERCHANGE option was selected and the alternate access for Walter's Plaza and Circle Drive connected to Thornberry Dr., it would place a street in my side yard on the south side of my home. Presently, my home and the home at 521 Thornberry Dr. share a winding creek and very much privacy between the two residences. If the FOLDED DIAMOND INTERCHANGE option, with the alternate access connecting to Thornberry Dr. from Circle Drive and Walter's Plaza was chosen, it would definitely impact Stonehedge Estates. There would be two new streets that do not exist now.

I have studied the other two options - the TIGHT DIAMOND URBAN INTERCHANGE (Appendix A, sheet 6A) and THE LATERAL ACCESS INTERCHANGE (Appendix A sheet 6B) and feel that they would be a better choice because if the FOLDED DIAMOND INTERCHANGE option (Appendix A, sheet 6C) was chosen, three homes would be displaced, one in each of the following neighborhoods - Circle Dr., Walter's Plaza, and Stonehedge Estates. Not only would these homes be displaced, but also there would be a change in the amount of new traffic coming into the neighborhood and a loss of privacy and safety for our residents in Stonehedge Estates. Many of our homeowners have small children and these children are constantly playing outside. The children are on the streets in our neighborhood biking, rollerblading, walking and visiting their friends. Our residents are worried about their safety and the safety of the adults who walk and enjoy the neighborhood. The homeowners do not want extra traffic and two new roads because it would jeopardize the safety of our children and our homeowners!

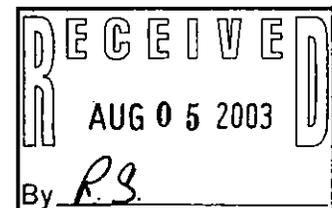
I have shared my opinions with the homeowners of Stonehedge Estates and needless to say, the other residents and I are very concerned and do not want two new streets connecting to Thornberry Dr. There will be an increase in traffic and an increase in noise levels and a loss of a safe environment for our children and adults who enjoy the serenity and safety of our neighborhood now.

Please consider our opinions and please reply if you have any further information that can be made available to the homeowners of Stonehedge Estates regarding the decision for the 146th Street Interchange Selection for the US 31 IMPROVEMENT PROJECT.

Sincerely,



Ms. Kathy S. O'Banion and the residents of Stonehedge Estates
cc. Mayor Brainard
cc. Kate Weese



Kathy S. O'Banion
509 Thornberry Dr.
Carmel, IN 46032
(317) 848-2791

July 16, 2003

~~PROPERTY LIST~~

**FOLDED DIAMOND INTERCHANGE WITH ACCESS TO
THORNBERRY DRIVE IN STONEHEDGE ESTATES**

NAME	ADDRESS
Ms. Kathy O'Baron	509 Thornberry Dr. Carmel
Jalida Lyons	316 Thornberry Dr. Carmel
Elizabeth and Eric Schneider	506 Stonehedge Dr
Michael Glogman	226 Boulder Ct
Inna Glogman	226 Boulder Ct
Michael Glogman	226 Boulder Ct
Amanda Richmond	225 Boulder Ct.
Joshua Richmond	225 Boulder Ct.
Jon Bitt	221 Boulder Ct
Juli Wood	207 Rockberry Dr.
Ann A. H.	417 Stonehedge Dr. Carmel
Mr & Mrs. James Hackworth	222 Boulder Ct. Carmel
John Lamberton	234 Boulder Ct. Carmel
Parula Lamberton	234 Boulder Ct. Carmel
Patricia M. Wiener	506 Thornberry Dr
Stephanie L. Wiener	506 Thornberry Dr

PETITION FOR OPPOSITION TO:

FOLDED DIAMOND INTERCHANGE WITH ACCESS TO
THORNBERRY DRIVE IN STONEHEDGE ESTATES

NAME	ADDRESS
Sherry Hall	233 Boulder Court
Doug Hall	233 Boulder Ct
Susan Capshaw	323 Thornberry Dr.
Eric B. Christen	340 Thornberry Dr.
Holly Roundtree	238 Boulder Ct
Zoltan Roundtree	238 Boulder Ct
Georgette Beatty	221 Boulder Ct.
Jill Capshaw	323 Thornberry DR.
Rodney Walker	59 GRANITE DR
Germaine Walker	59 Granite Dr.
Ruth O'Banion	410 Stonehedge Dr.
GARY Eddington	429 THORNBERRY DR
HERNAN SOTO	43 GRANITE DR.
VIRGINIA SOTO	43 GRANITE DR.
MICHAEL E. SOTO	43 GRANITE DR.
Mary Brenda Polson	310 Thornberry Dr.

PETITION FOR OPPOSITION TO:

FOLDED DIAMOND INTERCHANGE WITH ACCESS TO
THORNBERRY DRIVE IN STONEHEDGE ESTATES

NAME	ADDRESS
Phyllis Habeck	57 Granite Dr. Carmel
Dale Habeck	57 Granite Dr. Carmel
JOAN STOCKER	308 Thornberry Dr Carmel
BRETT BECKER	224 John St
KRISTEN BECKER	224 John St
Kelly Spaulding	229 Boulder Ct
Mike Spaulding	229 Boulder Ct
Sandra J Johnson	329 Stonehedge Dr.
P. G. York	407 Stonehedge Drive
Marcia Spaid	304 Thornberry Dr.
Vue Sheerin	232 John St
John B Sheerin	232 John St
Antonio J Striedingel	93 Thornberry court
Mark Miller	94 Thornberry Court
James Porter	433 Stonehedge Dr

PETITION FOR OPPOSITION TO:

FOLDED DIAMOND INTERCHANGE WITH ACCESS TO
THORNBERRY DRIVE IN STONEHEDGE ESTATES

NAME

ADDRESS

~~Dorothy Christen~~

~~440 Thornberry Dr Carmel~~

Joseph Iwaniec

⁸⁴¹⁻⁹⁰¹⁶
45 Granite Dr Carmel In.

^{non}
~~Walton~~ Tammy WALTON

401 Thornberry.

~~Walton~~ RICH WALTON

401 THORNBERRY DR. CARME
IN, 4603.

~~Barbara S. Frost~~

507 Stonehedge Dr, Carmel

~~Diane Hamstra~~

58 Granite Dr, Carmel

Selena & Steve Eickenroht 44 Granite Dr. Carmel

Danielle Miller

307 John St.

Ang V

307 JOHN ST

Luke Miller

307 JOHN ST

Fred Baade

162 PEARL STREET

Herka Baade

162 Pearl Street Carmel

Lorene Hoopengartner

139 Rolling Hill Dr

John P. Hoopengartner

139 Rolling Hill Dr

Southern Salfity-Singer

122 Pearl st.

TOM YAU

525 THORNBERRY DR

PETITION FOR OPPOSITION TO:

FOLDED DIAMOND INTERCHANGE WITH ACCESS TO
THORNBERRY DRIVE IN STONEHEDGE ESTATES

NAME	ADDRESS
Robert C. Beck	210 RockBerry Dr.
Carmen R. Beck	210 ROCKBERRY
Dott Simpson	415 W. 146 TH ST
Harold S. Meisner	425 THORNBERRY DR.
Anne Curran	333 Thornberry Dr
Catherine Cox	328 Thornberry Dr.
Thomas Zupen	332 THORNBERRY DR.
Ken M. Curran	333 Thornberry Dr
Bela Simpson	326 John St.
Robert C. Simpson	326 John St.
Hufey A. Jochia	337 Thornberry Dr.
Ken Mather	337, Thornberry Dr
Christine Mather	337, Thornberry Dr
Henry Kaster	336 Thornberry Dr.
Carla Mesch	404 Thornberry Dr.
Pena Moffitt	411 Thornberry Dr.
Robert Moffitt	411 Thornberry Dr. 306

DIANA UNIVERSITY



812-855-1347

July 8, 2003

INDIANA
GEOLOGICAL SURVEY

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

Dear Mr. Grayburn,

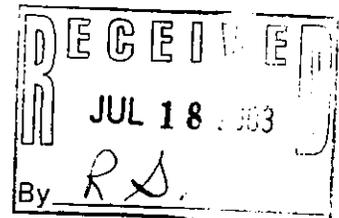
This is to inform you that I have reviewed the Draft Environmental Impact Statement FHWA-IN-EIS-03-01-D for: Project: NH-153-1(025), Designation #9905500, US 31 Improvements from I-465 to State Road 38 in Hamilton County, Indiana that was sent June 9, 2003. I have no further comments on this project at this time.

Sincerely,

Jennifer Olejnik
Geologist

611 North Walnut Grove
Bloomington, Indiana
47405-2208

Fax: 812-855-2862



Grayburn, Cory

From: Tom Olsen [tom.olsen@comcast.net]
Sent: Thursday, June 12, 2003 5:10 PM
To: us31.parsons@parsons.com
Subject: US31 Project Public Comment File

Dear Sirs:

Please ensure that the needs of Hamilton County bicyclists -- particularly those traveling east-west -- are incorporated adequately in the US31 reengineering project.

Sincerely,
Thomas F. Olsen, President
Greenways Foundation

(home office)
7470 Noel Forest Court
Indianapolis, IN 46278
Phone 317.297.1283
Email tom.olsen@comcast.net

INDOT PUBLIC HEARING
COMMENT MEMORANDUM

Date: July 1, 2003

From: Thomas F. Olsen, President
Greenways Foundation
PO Box 80091
Indianapolis, IN 46280-0091

Phone 317.297.1283
Email tom.olsen@comcast.net



To: Ms. Mary Wright
INDOT Public Hearing Officer
100 N. Senate Ave., N901
Indianapolis, IN 46204

Re: US-31 DEIS, Hamilton County, DES# 9905500

I attended the public meeting on this subject held at Carmel H.S. on June 30, 2003, but I prefer to submit these written comments in lieu of speaking within a 3.5 minute limit.

1. INDOT's declared intent to include bike/pedestrian "facilities" in each of the US-31 crossings is commendable. We strongly support that.
2. However, having a limited number of east-west roads cross US-31 will inevitably concentrate motorized traffic on those select roads and, unless separated bike/ped paths are included for those "through" roads, they will be too busy for safe biking or walking.
3. Therefore, we agree with the suggestion to also provide bike/ped crossings of US-31 at selected points where the motorized traffic dead-ends. Because The single most important crossing would be 111th Street, but a similarly strong case can be made for additional bike/ped bridges. If more of US-31 were depressed, instead of elevated, such bike/ped crossings would be much easier to build and more accessible, without the stairs or ramps at each end.
4. INDOT's commitment to "keep the Monon Trail open all during US-31 construction" is also commendable ... if a little hard to take at face value in light of the short-notice (and complete) closure of the Monon Trail underneath the northeastern end of Hyperfix in downtown Indianapolis. If INDOT's intention is to fill (rather than bridge) the Monon underpass, then the prefabricated tunnel sections like INDOT used for the Pennsy ROW under eastern I-465 could allow for safe bike/ped passage during ongoing construction.
5. Also on the subject of the Monon ROW, we are receiving conflicting inputs whether the US-31 project will encroach on the ROW in the Westfield area and, if so, to what degree. If the Monon ROW is in any way reduced, then an effective mitigation plan should be a high design priority and final US-31 plans are developed.

We signed up for ongoing news about this project and will look forward to participating in future public input sessions.

Enclosure

Greenways Foundation Projects include:

- Cleanups and tree plantings
- Trail development
- Art murals along trails
- Academic studies
- Trail amenities such as environmental education signage, drinking fountains and benches
- Special events to raise awareness about greenways
- Unique partnerships with adjacent trail neighbors
- Promotion of alternative transportation to major recreational events, such as the Penrod Art Fair and the Indiana State Fair
- Real estate conservation to create an expanded system of linear parks
- A bi-annual state-wide and multi-state greenways conference
- Regional Greenways planning



Founded in 1991, the *Greenways Foundation* has worked in partnership with local communities, individuals, government and private businesses. Throughout Central Indiana, the *Greenways Foundation* invites you to seek additional information regarding opportunities for everyone to get involved in this exciting effort.



Depot Headquarters, 900 East 64th Street

Greenways Foundation

P.O. Box 80091

Indianapolis, IN 46280-0091

Ph: (317) 710-0739

Fax: (317) 327-7067

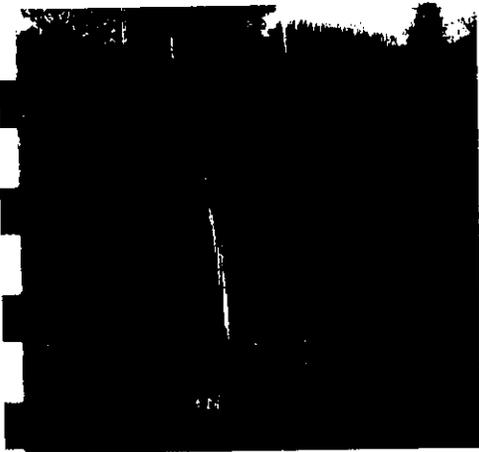
Email: indygreenways@indy.gov

www.indygreenways.org

Greenways Foundation



www.indygreenways.org



The *Greenways Foundation* is committed to improving the region's quality of life through the conservation and development of an interconnected system of greenways.



We pursue our mission by working directly and through others to:

- Raise funds and offer grants
- Accept, acquire and manage property for greenways
- Develop public information and education
- Energize volunteers

The *Greenways Foundation* is an independent, not-for-profit 501(c)(3) volunteer organization serving greenway users, government agencies and other providers, as well as the public in Central Indiana.

The benefits of greenways range from environmental conservation to health and physical fitness, from community building to alternative transportation. The *Greenways Foundation* promotes all of these benefits and works to offer opportunities for all people to enjoy nature.



Greenways... Get involved in this exciting effort!

- Add me to your list of volunteers.
- Accept this tax-deductible contribution of \$ _____

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____

Email _____

Please mail form to:
Greenways Foundation
 P.O. Box 80091
 Indianapolis, IN 46280-0091
 Ph: (317) 710-0739
 Fax: (317) 327-7067

Donations can also be made on-line at www.indygreenways.org

Donations are tax-deductible to the extent permitted by law.



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

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) Shirley PACKMAN
 ADDRESS: 806 ALWYNE RD.
CARMEL IN 46032
 E-MAIL: _____

COMMENTS: No provisions offered for working
medical consideration i.e. asthma, COPD, etc.
Heart failure due to poor air quality for
surrounding homeowners.
Harsh noise due to some trucks truck
brakes.
Some concern sensitivity to residents who live
in Carmel for its quality of life.
Please no off-ramps to 131st Street or 126th or 116th
Consider sound barriers such as along I80-I94

SIGNATURE: _____

Grayburn, Cory

From: Libby Padgett [l.c.padgett@att.net]

Sent: Saturday, July 26, 2003 3:56 PM

To: us31.parsons@parsons.com

The interchange for the US 31 project needs to be at 126th street instead of 131st street in Carmel because fewer homes will be impacted. Thank you.

Libby Padgett

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Friday, July 04, 2003 2:52 PM
To: us31.parsons@parsons.com
Cc: mepkkp@screaminet.com
Subject: Patterson - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Kris Patterson

Name: Kris Patterson
Address: 13450 Winamac Court
City: Carmel, IN 46032
County: Hamilton
Email: mepkkp@screaminet.com
Phone: 317-815-9036

What comments do you have about the project?

1. I think the City of Carmel's research and suggestion regarding lowering US 31 along the Meridian Business Corridor is a better long-term solution. Yes, I know that it will cost more money; however, Carmel has offered to defray some of these costs. My family lives in Park Meadow (The Parks at Springmill). The idea of a raised highway, as much as 35 feet, causes me concern. We can already hear A LOT of road noise as it is. Raising AND widening US 31 will only increase the current noise level and give us a "lovely" view of the speeding vehicles, freight trucks and muffler-free motorcyclists.

2. I am against an interchange at 131st Street. I think that it makes more sense to have the interchange at 126th or 136th thereby allowing for easier access to retail centers.

How did you find our Web site?
My homeowners association newsletter.

Is this Web site helpful?
Yes.

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

Grayburn, Cory

From: Peskuski, Aaron (INDIANAPOLIS NG 655) [APeskuski@pclient.ml.com]
Sent: Thursday, July 31, 2003 10:24 AM
To: 'mwright@indot.state.in.us'
Cc: 'cory.grayburn@parsons.com'; 'mwright@indot.state.in.us'
Subject: US 31

31 July 2003

Indiana Department of Transportation
100 North Senate Avenue, Room N901
Indianapolis, Indiana 46204-2217

Indiana Department of Transportation:

As a resident of Westfield, Indiana I am requesting the inclusion of bridges or tunnels across US31 in order to allow pedestrians, cyclists and equestrians to safely cross HWY 31 in the vicinity of 169th Street and 196th Street in accordance with Westfield's Comprehensive and Transportation Plans. Additionally, the future Monon Trail will be significantly impacted by the proposed exit and entrance ramps at the intersection of State Road 32 and US 31 and a continuous right of way needs to be addressed and included in the State's plans.

Long range planning for parks and trails are important components of community development and the proposed HWY 31 improvement will have a significant impact on Westfield and the surrounding community. Therefore, I would also like to encourage the continued close coordination of the Indiana Department of Transportation with the Town of Westfield to ensure these issues are addressed.

Thank you for your consideration of this matter.

Sincerely,

Aaron J. Peskuski

2762 Lucas Drive
Westfield, Indiana 46074
(317)262-4179
midland@indinatrails.org

WRIGHT, MARY

From: Peskuski, Aaron (INDIANAPOLIS NG 655) [APeskuski@pclient.ml.com]
Sent: Thursday, July 31, 2003 10:24 AM
To: 'mwright@indot.state.in.us'
Cc: 'cory.grayburn@parsons.com'; 'mwright@indot.state.in.us'
Subject: US 31

31 July 2003

Indiana Department of Transportation
100 North Senate Avenue, Room N901
Indianapolis, Indiana 46204-2217

Indiana Department of Transportation:

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Thank you for your consideration of this matter.

Sincerely,

Aaron J. Peskuski

2762 Lucas Drive
Westfield, Indiana 46074
(317)262-4179
midland@indinatrails.org

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Tuesday, June 17, 2003 10:15 PM
To: us31.parsons@parsons.com
Cc: pilcher@yourchurch.com
Subject: Pilcher - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Greg Pilcher

Name: Greg Pilcher
Address: 3430 Crocus Ct
City: Westfield, IN 46074
County: Hamilton
Email: pilcher@yourchurch.com
Phone: 317-867-5907

What comments do you have about the project?
Please choose alternatives in the F group. It seems to me environment, safety are the keys. Cost and personal factors are secondary. Make your decision wisely. We are praying for you.

Thanks

How did you find our Web site?
Newsletter

Is this Web site helpful?
Yes

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

**PANHANDLE EASTERN PIPE LINE CO.
9371 ZIONSVILLE ROAD
INDIANAPOLIS, IN 46268**

July 3, 2003

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

RE: US 31 Improvement Project

Dear Cory:

In review of aerial drawing of proposed widening of the referenced project involving company facilities across US 31 and 156th Street, the following company personnel may be contacted during the planning of road expansion.

Sharon Prater
Sr. R/W Representative
9371 Zionsville Road
Indianapolis, IN 46268
317-733-3213 (office)

Carl Kaiser
Area Supervisor
9371 Zionsville Road
Indianapolis, IN 46268
317-733-3222 (office)

Mike Futch
Division Engineer
8910 Purdue Road, Suite 400
Indianapolis, IN 46268
317-879-3022

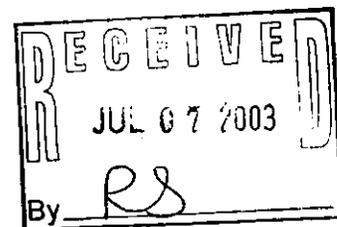
Ralph Oakley
Sr. Technician
8910 Purdue Road, Suite 400
Indianapolis, IN 46268
317-879-3043

Should additional information be needed please contact me at the referenced Phone Number.

Sincerely,



Sharon J. Prater
Sr. R/W Representative



318

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Sunday, June 22, 2003 10:36 PM
To: us31.parsons@parsons.com
Cc: philmp2@aol.com
Subject: Purcell - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Philip Purcell

Name: Philip Purcell
Address: 111 Stony Creek Overlook
City: Noblesville, IN 46060
County: Hamilton
Email: philmp2@aol.com
Phone: 770-7389

What comments do you have about the project?

Two suggestions:

1. Four lane Highway 32 between Noblesville and 31. I believe this to be necessary due to current and future population and business growth. Notice improved traffic flow with the recent expansion on 146th St.
2. Continue serious discussion of mass transit train or bus service from Hamilton County (Noblesville, etc.) to downtown Indy. I suspect such service would receive immediate and significant use.

Thank you!

How did you find our Web site?
TV advertisement

Is this Web site helpful?
Yes. Keep up the good work.

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

.....
facsimile transmittal

To: Mary Wright, INDOT **Fax:** 317-234-1228
From: J. Raab-Sanders **Date:** 8/1/2003
Re: UD31 DEIS Hamilton CO> **Pages:** 3
CC:

Urgent For Review Please Comment Please Reply Please Recycle

.....
Notes:

**Attached please find my comments regarding US31 DEIS
Hamilton County DES# 9905500. (2 pages)**

.....
320

To Mary Wright, INDOT,
Final Comment Date: August 4, 2003

FAX 317-234-1228
Location: US31
Draft Environmental
Impact Statement
(DEIS) Hamilton CO.
DES# 9905500

Name: Jan Raab-Sanders

Address: 1050 E 191st street, Westfield, IN 46074

The plan for the US31 upgrade has many problems.

- 1) It is not fiscally responsible, in other words it is much too expensive especially now that property taxes have risen so dramatically. The businesses along US 31, especially at 146/151 streets have seen huge increases. How do you expect these businesses to survive or even want to stay in the area after raising their taxes and then cutting off access to their businesses?
- 2) The long years of construction, 3-5 or more will also stop any business growth as well as causing a great hardship on the citizens of Westfield and surrounding areas. Understand that without the tax base the businesses provide, Westfield will be in great danger. Households will not be able to shoulder the entire burden and the town and township will not grow/prosper or even survive as we know it today.
- 3) All business property along US 31 now becomes useless because there will not be easy access. Going to an interchange and then trying to figure out what local road might take one to the business is NOT easy access.
- 4) The plan as is will divide Westfield into two sides, east and west without an easy way to travel between. Very dangerous especially for fire and police protection.

Solutions:

- 1) Abort the plan entirely or
- 2) Modify the plan so that the current US31 is not disturbed, then build good frontage roads along the east and west sides to allow for local traffic and access to businesses.
- 3) Interchanges need to be ones that can accommodate the traffic, doubt that the diamond shape (rural interchange) will do this. Also fewer of them, perhaps one at 161st street, State route 32/US31 and one at State route 38/US31.

This plan as it is now proposed gives little to no regard to the town/township of Westfield. It is destructive beyond imagination. It will destroy our current business area and will prevent any new business to grow along US31. With such potential devastation of a town one must certainly wonder if this is not more politically motivated as opposed to anything else. Interesting that Westfield/Hamilton County are very Republican, yet all these plans are being done under a Democratic administration.

Please stop this madness and be constructive, control the project as suggested above and protect the businesses. The State has already lost so many jobs, it can't afford this reckless disregard of businesses/jobs, people and their property.

SIGNATURE: _____

A handwritten signature in black ink, appearing to read "J. Paul Anderson", written over a horizontal line.

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Thursday, June 05, 2003 12:31 PM
To: us31.parsons@parsons.com
Cc: mraines@ded-inc.com
Subject: Raines - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Martin Raines

Name: Martin Raines
Address: 1805 Kentucky Ave. Suite B
City: Indianapolis, IN 46221
County: Marion
Email: mraines@ded-inc.com
Phone: 317-396-0904

What comments do you have about the project?
I will soon be a resident of Westfield. Just want to be kept updated.

How did you find our Web site?
Word of mouth.....

Is this Web site helpful?
Yes

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

Grayburn, Cory

From: David Ralls [DRALLS@indy.rr.com]
Sent: Saturday, July 12, 2003 9:05 AM
To: us31.parsons@parsons.com
Subject: US 31 Improvement Project

Dear Sir,

My name is Matt Ralls. I am only 11 years old but I may live here the rest of my life and so I think my opinion really matters. I attended the meeting at the Carmel High School for what will happen to US31. I heard that we are allowed to make comments about what we think and this is mine. I think that you should make US31 on the preferred alternatives even though it will destroy houses, hurt the environment, and cause some disturbance on the already crowded highway. I think that in the long run the making of the new US31 it will have all the cars buzz right through and hardly pollute the environment instead of the constant bumper-to-bumper US31 now that has constant pollution. I think that in 20 to 50 years if US31 is made then we will have a good environment.

Signed,

Matt Ralls

Grayburn, Cory

From: Jason Reese [jreese@injuryattorneys.com]
Sent: Friday, June 20, 2003 10:20 AM
To: 'us31.parsons@parsons.com'
Cc: Trevor Crossen; Steve Wagner
Subject: inquiry

Dear Sir:

I looked at your website www.us31indiana.com. Our firm is considering purchasing 3.7 acres located at 11939 N. Meridian. I would like for the project manager to contact me to answer some questions about the US 31 proposal.

We have questions about (1) whether the new expressway will be elevated at our property's location, and, if so, how high will the elevation be. I also have questions about noise reduction. Please call me as soon as possible. Thank you.

Jason R. Reese
Wagner Reese & Crossen, LLP
"Sound Advice. Vigorous Representation." www.InjuryAttorneys.com

9000 Keystone Crossing, Suite 1040
Indianapolis, Indiana 46240
(317) 843-3956
(317) 819-0208 Fax
JReese@InjuryAttorneys.com

CONFIDENTIALITY NOTICE:

This E-mail and any attachments are confidential and may be protected by legal privilege. If you are not the intended recipient, be aware that any disclosure, copying, distribution, or use of this E-mail or any attachment is prohibited. If you have received this E-mail in error, please notify us immediately by returning it to the sender and delete this copy from your system.

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Thursday, July 24, 2003 4:21 PM
To: us31.parsons@parsons.com
Cc: richarly@meijer.com
Subject: Richardson - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Lynn Richardson

Name: Lynn Richardson
Address: 2929 Walker Ave, NW
City: Grand Rapids, MI 49544
County: Kent
Email: richarly@meijer.com
Phone: 616-365-5247

What comments do you have about the project?

Meijer, Inc. requests that an interchange/ramp remain at 126th/Carmel Drive rather than the alternate at 131st/Main Street to maintain traffic flow to our Carmel, IN store.

How did you find our Web site?

Met with Dennis Faulkenberg- US 31 Coalition

Is this Web site helpful?

Yes, thanks!

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



Lynn Richardson
Real Estate Manager
Phone: (616) 365-5247
Fax: (616) 365-5260

August 1, 2003

Mary Wright
INDOT
100 North Senate Avenue, Room N-901
Indianapolis, IN 46204

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

RE: U.S. 31 Draft Environmental Impact Statement (DEIS) for Hamilton County

Dear Ms. Wright & Mr. Braburn,

As the Indiana Department of Transportation (INDOT) continues their pursuit of public comment on the US 31 Improvement Project in Hamilton County, Meijer, Inc. submits the following information for your review.

First, let me give you a brief background on Meijer, Inc. Begun in the midst of the Great Depression (1934) as a small grocery store in Greenville, Michigan, Meijer now stands out in the world of retail as a third-generation, privately held, family owned company. In 1961, Meijer successfully pioneered the "one-stop shopping" concept by adding general merchandise to its stores. These departments include such items as pet and garden supplies, jewelry, small appliances, sporting goods, clothing, hardware and home fashions.

Today's Meijer stores range in size from 122,000 square feet to 250,000 square feet. Specialty departments that can be found in most Meijer stores include Service Meat and Seafood counters, Deli/Café, Bulk Foods, Pharmacy, One-Hour Photo, Gas Station and more.

Most Meijer stores carry over 180,000 different items. Meijer private label products are among these offerings. To date, Meijer has developed as many as 21,000 private label products including fashions, hardgoods, and grocery items.

Today, Meijer operates 158 stores throughout Illinois, Indiana, Kentucky, Michigan and Ohio employing over 75,000 team members. Specifically to Indiana, Meijer has 32 stores and a Food Processing Plant in Middlebury all of these employing roughly 10,764 team members. In Hamilton County, Meijer currently has 1 store with 449 employees and has started construction on a second store in Noblesville, to serve the eastern portion of the County. Meijer has invested millions of dollars in the

Lynn Richardson
Real Estate Manager
Phone: (616) 365-5247
Fax: (616) 365-5260

development of our stores in Hamilton County. We have joined the community with the intention of becoming a corporate citizen by owning our stores and maintaining them for a very long time.

At the core of our business, Meijer seeks to be an asset to the communities we serve. This is accomplished through economic support provided as a result of our business, charitable contributions and the active volunteerism of our team member's time.

Meijer is very excited that the highway is being evaluated for improvements to facilitate more efficient travel on U.S. 31. We agree that taking the road to a controlled access through interchanges status will help facilitate this efficiency. The U.S. 31 corridor is critically important to our Carmel store #130.

When Meijer was doing the site selection for this market we felt the site bounded on the west by South Pennsylvania Street, the South by Carmel Drive/126th Street, and the East by Old Meridian Street was an ideal location for us to provide Meijer Guests with excellent site access. This is primarily because Carmel Drive/126th Street is a significant east-west route with direct access to U.S. 31. Meijer stores not only service a local market but also an extended regional market by the sheer nature of our business. This requires us to locate our stores with direct highway access, which 126th Street currently provides.

It has been our understanding for quite some time that the INDOT has planned for an interchange to occur at 126th Street, but the DEIS now states that this is not a final location and an alternate interchange at 131st Street is being considered. **Meijer would like to go on record to request the interchange be located at 126th Street.**

It is our understanding that the crossover at 131st Street and U.S. 31 was eliminated in the late 80's because it did not meet the 1-mile separation guidelines generally followed by State and Federal agencies and was the location of several traffic accidents. This was significant to us as we made our initial site selection due to the need to have regional traffic access, which made 126th a logical choice for our store site. Since that time 126th Street/Carmel Drive has been further improved by the City of Carmel to provide a four lane road connecting U.S. 31 with S.R. 431 (Keystone Avenue), cementing it as a primary east-west collector.

Further to that point, there was a 1997 study for routing alignments of U.S. 31 in Hamilton County prepared by Bernardin, Lochmueller & Associates, Inc. prepared for the State. In that study several Alternatives evaluated keeping the portion of the existing U.S. 31 route and adding an interchange at 126th Street. (Upgrade 1 Alternative, Figure 5; Upgrade 2/Option 2 Alternative, Figure 6; Western Alternative 1, Figure 7; Western Alternative 2, Figure 8; Western Alternative 3, Figure 9). This, combined with the procurement of right-of-way easements at the 126th Street location, reinforced Meijer's reliance that the ramp would indeed happen at the 126th Street intersection.

Lynn Richardson
Real Estate Manager
Phone: (616) 365-5247
Fax: (616) 365-5260

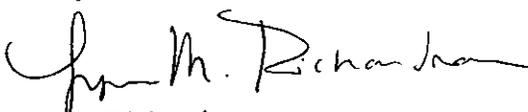
Additionally, Meijer had a Traffic Analysis Report (dated February 22, 1991) prepared at the time of our initial site evaluation as part of the review by the City of Carmel for site plan approval. Our estimated traffic distribution at that time projected 35% of our traffic was to come from the 126th Street/U.S. 31 interchange. We have not obtained current traffic counts for this store, but believe we are seeing at least 35% of our traffic distribution from that intersection.

By placing the interchange at the alternate location of 131st Street we believe this would be very detrimental to our traffic flow to the store. By requiring 35% of our store Guests to exit approximately a half mile north of our store, and travel to the store via Pennsylvania Street past the back of our building is in no way a desirable situation. The interchange at 126th Street would allow traffic to easily access the Meijer Store and its related convenience store/gas facility and to travel east on a four lane road. Traffic exiting at an interchange at 131st Street and traveling east would be confronted with an inadequate two lane road and would be forced to turn south, traveling on Pennsylvania Street, to 126th Street in order to avoid significant traffic congestion. We strongly believe that our Guests and traffic in general will prefer to exit directly at 126th Street to access the businesses rather than (i) exiting and having to "backtrack" for northbound traffic or (ii) exiting and accessing the businesses from the rear for southbound traffic. Like other businesses in the area, Meijer has developed its site and store relying on the continued access of 126th Street to U.S. 31 rather than gambling that 131st Street access would be reopened and that a projected residential parkway would provide adequate access for its Guests.

To maintain the viability of the Carmel store, we believe it is vitally important to have the access to U.S. 31 remain at the front of our store at the 126th Street location.

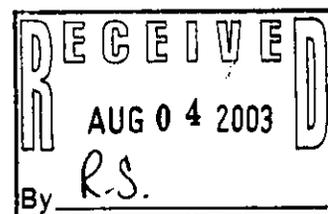
Respectfully submitted,

Meijer



Lynn Richardson
Real Estate Manager

Cc: Brian Breslin, Meijer
Mike Kinstle, Meijer
Hamilton County Legislators
Tom Wyss, Chairman - Senate Transportation & Homeland Security
Scott Reske, Chairman - House Roads and Transportation



329

PETITION
SUPPORTING AN INTERCHANGE AT 126TH STREET AND US 31
IN CARMEL, INDIANA

We the undersigned do hereby endorse and recommend the construction of an interchange at US 31 and 126th Street, in Carmel, Indiana, and are opposed to the construction of an interchange at the alternative location of 131st Street and US 31.

We believe that the presence of an interchange at 131st Street and US 31 will reduce our quality of life and right to enjoyment of our property. We believe that the location of the proposed interchange at 126th Street better serves the interests of businesses and homeowners in both the immediate area, and the City of Carmel as a whole.

Printed Name	Address	Signature	Date
Jennifer Thompson	13510 Dunes Drive, Carmel, IN 46032	Jennifer Thompson	4/22/03
MANJU GUPTA	13463 Winamac Ct, Carmel, IN	Manju Gupta	4-22-03
Tom FINE	13431 Kingsbury Dr Carmel, IN	[Signature]	4-22-03
RON WARD	13391 KINGSBURY DR, CARMEL, IN	Ron Ward	4/22/03
ALLEENE HARDWICK	13390 KINGSBURY DR. CARMEL, IN	Alleene Hardwick	4/22/03
Jeff Lumley	350 MOUNDS Ct., Carmel IN	Jeff Lumley	4-22-03
Lori W POORE	13466 Clifty Falls Dr., Carmel, IN	Lori Poore	4-22-03
Richard Poore	"	Richard Poore	4-22-03
Meredith MARAS	13465 Clifty Falls - Carmel, IN	Meredith Maras	4/22/03
STEVEN P. SHAWL	13480 VERSAILLES DR CARMEL IN	Steve Shawl	4/22/03
Brenda Reimer	13467 Versailles Dr Carmel	Brenda Reimer	4/22/03
Ellen Flug	367 Mounds Ct. - Carmel, IN	Ellen Flug	4/22/03
Larry Bail	13446 Dunes Dr. Carmel, IN	Larry Bail	4/22/03
Elizabeth Bail	13446 Dunes Dr, Carmel, IN	Elizabeth Bail	4/22/03
TERRY VAN GULP	13536 SHAKAMAE DR CARMEL, IN	Terry Van Gulp	4/22/03
margie Bryan	13510 Versailles Dr. Carmel IN	margie Bryan	4/22/03
WILLIAM RYAN	13510 VERSAILLES DR. CARMEL IN	W.F. Ryan	4/22/03
Beth Anne Thompson	13451 Clifty Falls Dr Carmel, IN	Beth Anne Thompson	4/22/03
JIM HENNESSY	271 POKAGON DRIVE Carmel IN	Jim Hennessy	4/22/03
Mike + Lisa Patten	13450 Winamac Ct, Carmel	Mike + Lisa Patten	4/22/03
Rebecca Burkett	13361 Kingsbury Dr - Carmel	Rebecca Burkett	4/22/03
Zhenhui Chen	13470 Winamac Ct. Carmel	Zhenhui Chen	4/22/03

PETITION
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Printed Name	Address	Signature	Date
Christopher Cottare	13506 SHAKAMAC DR Carmel	<i>Christopher Cottare</i>	4/22/03
CURTIS PETERS	13466 SHAKAMAC DR CARMEL	<i>Curtis Peters</i>	4/22/03
WAYNE MERRITT	13486 SHAKAMAC DR. CARMEL	<i>Wayne Merritt</i>	4/22/03
RUSTY DUNCAN	13500 DUNES DR CARMEL, IN 46032	<i>Rusty Duncan</i>	4/23/03
MIKE CRONIN	370 PATOKA PL CARMEL, IN 46032	<i>Mike Cronin</i>	4/28/03
Kelly Dalton	13485 Clifty Falls Dr Carmel 46032	<i>Kelly Dalton</i>	7-22-03
Carol Smith	13490 Clifty Falls Dr. Carmel 46032	<i>Carol Smith</i>	7-22-03
Jane Bogenschutz	13480 Dunes Dr. Carmel 46032	<i>Jane Bogenschutz</i>	7-22-03
Dena Stern	13481 Shakamac Drive Carmel 46032	<i>Dena Stern</i>	7-22-03
Marcia Brackman	13481 Dunes Drive Carmel 46032	<i>Marcia Brackman</i>	7-22-03
Bethina Cool	13501 Clifty Falls Carmel 46032	<i>Bethina Cool</i>	7-22-03
Jeanne Russell	13521 Clifty Falls Dr Carmel 46032	<i>Jeanne Russell</i>	7-22-03
Sue Millard	13491 Shakamac Dr. Carmel	<i>Sue Millard</i>	7/23/03

RECEIVED
AUG 04 2003
By *R.S.*

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Saturday, July 26, 2003 10:39 AM
To: us31.parsons@parsons.com
Cc: arichmond76@aol.com
Subject: Richmond - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Amanda Richmond

Name: Amanda Richmond
Address: 225 Boulder Court
City: Carmel, in 46032
County: hamilton
Email: arichmond76@aol.com
Phone:

What comments do you have about the project?

As a first time home owner in Stonehedge Estates off of 146th Street, I must implore you to not use the Folded Diamond Interchange Option for 146th Street. In this option you take traffic through a now private subdivision with no thru streets. This is a subdivision that is being impacted currently by Lauth and their new Mall being built off of 31. We do not need another major development and change to lower our property values any more. When pursuing your alternatives, it seems natural to use the Lateral Access Alternative that affects primarily commercial business who will welcome the increased traffic. Do not send this overflow through our quiet and family oriented neighborhood!

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

MAURER RIFKIN & HILL, P.C.

ATTORNEYS AT LAW

SUITE 115

11550 NORTH MERIDIAN STREET

CARMEL, INDIANA 46032

ROBERT S. RIFKIN
SHERWOOD P. HILL

e-mail: rrifkin@mrhlaw.com

TEL (317) 844-8372

FAX (317) 573-5564

July 30, 2003

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

IDA COLEMAN LAMBERTI
OF COUNSEL

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

Re: U. S. 31 Upgrade

Dear Ms. Wright:

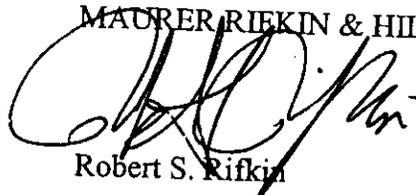
I am writing this letter to you to support the City of Carmel's efforts to improve the plans for the U. S. 31 upgrade. My law firm is located at the southwest corner of 116th and Meridian. Prior to this location, we were at the southeast corner of 106th and Meridian. We have been practicing law in Carmel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

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

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

Sincerely,

MAURER RIFKIN & HILL, P.C.



Robert S. Rifkin

RSR:dlr

c:\docs\rsr\indot.7-30-03

333

MAURER RIFKIN & HILL, P.C.

ATTORNEYS AT LAW

SUITE 115

11550 NORTH MERIDIAN STREET

CARMEL, INDIANA 46032

ROBERT S. RIFKIN
SHERWOOD P. HILL

e-mail: rrifkin@mrhlaw.com

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

July 30, 2003

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

IDA COLEMAN LAMBERTI
OF COUNSEL

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

Re: U. S. 31 Upgrade

Dear Mr. Grayburn:

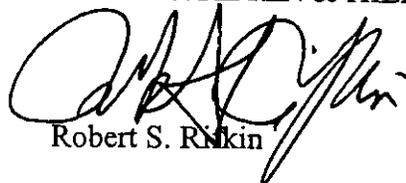
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Sincerely,

MAURER RIFKIN & HILL, P.C.



Robert S. Rifkin

RSR:dlr

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

Grayburn, Cory

From: us31_website@onlineform.com
Sent: Friday, June 13, 2003 10:02 PM
To: us31.parsons@parsons.com
Cc: Thomas_E_Robbins@hotmail.com
Subject: Robbins - US31 Online Form Submission

An Online Submission of the US31 Feedback Form from Thomas Robbins

Name: Thomas Robbins
Address: 602-B Nicole Drive
City: Greenwood, IN 46143-2016
County: Johnson
Email: Thomas_E_Robbins@hotmail.com
Phone: 317-885-5369

What comments do you have about the project?
I would like to learn more about this project. Please add me to the mailing list. Thank you verty much.

How did you find our Web site? <http://www.msnbc.com/local/WTHR/M303087.asp>

Is this Web site helpful?
I believe so, but after I attend the June 30 public hearing, I will be even more in tuned.

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

87168

Governor's Internet Mail

From: Thomas Robbins [thomas_e_robbins@hotmail.com]
Sent: Wednesday, July 02, 2003 7:58 PM
To: Governor's Internet Mail
Subject: [SPAM:#] U.S. 31 Corridor from Indianapolis to South Bend in Indiana

INDOT 2

Thomas Robbins
602-B Nicole Drive
Greenwood, IN 46143
July 2, 2003
Governor Frank O'Bannon
206 State House
Indianapolis, IN 46204
Governor O'Bannon: I wanted to write you concerning the U.S. Route 31 Corridor in Indiana. As indicated on one of the Indiana Department of Transportation's internet sites, the U.S. 31 corridor in Indiana is heavily congested, and will only get worse if nothing is done to the highway before the year 2025. I attended a meeting at Carmel High School in Carmel, IN hosted by Ms. Mary Wright of the Indiana Department of Transportation. I sided with many of the people at that meeting, including Mr. Christopher Kubik of Ice Miller Legal and Business Advisors. These people stated that the U.S. 31 is vital for economic growth in Indiana, as this highway connects Mobile, AL; Indianapolis, IN; Sault Ste Marie, MI as well as many other important U.S. cities. When viewing a map of the National Highways in Indiana, it appears to me that an expressway along U.S. 31 is a missing transportation link in Indiana and even Michigan. In fact, U.S. 31 was under consideration to be one of the first Interstate Highways of the U.S., however, the idea was rejected, as it did not connect to any major cities north of Indianapolis, IN. However, I believe that an Indiana expressway corridor between Indianapolis and South Bend could prove to be highly beneficial to the United States. On the other hand though, local issues concerning Carmel, IN must be considered as well. There must be sufficient roads crossing the U.S. 31 Expressway, in order to prevent the traffic jams that the project is there to eliminate. Also, the viability of companies such as Delta Faucet in Carmel, IN depend on it. I also support the integration of this highway with other modes of transportation, such as bicycling, walking, rollerblading, etc. The overpasses and underpasses that intersect the highway should ensure pedestrian safety while maintaining the aesthetic quality of the highway. Please support an Indiana U.S. 31 Expressway corridor from Indianapolis to South Bend. Thank you very much for your attention. Sincerely, Thomas E. Robbins

prefix: Mr.
Street: 602-B Nicole Drive
City: Greenwood
State: IN
Zip: 46143
email: thomas_e_robbins@hotmail.com
subject: U.S. 31 Corridor from Indianapolis to South Bend in Indiana
name: Thomas Robbins

WRIGHT, MARY

From: trobbins@voyager.net
Sent: Saturday, July 05, 2003 7:35 AM
To: J Bryan Nicol
Cc: MWright@INDOT.State.IN.US
Subject: U.S. Route 31 Corridor from Indianapolis to South Bend

Dear Commissioner Nicol:

I wanted to write you to concerning the U.S. Route 31 Corridor in Indiana. As indicated on one of the Indiana Department of Transportation's internet sites, the U.S. 31 corridor in Indiana is heavily congested, and will only get worse if nothing is done to the highway before the year 2025.

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Please support an Indiana U.S. 31 Expressway corridor from Indianapolis to South Bend.

Thank you very much for your attention.

Thomas E. Robbins

--

Thomas E. Robbins
602-B Nicole Drive
Greenwood, IN 46143

Home: (317) 885-5369
Fax: (775) 703-7423
Thomas_E_Robbins@Hotmail.com

WRIGHT, MARY

From: NICOL, BRYAN
Sent: Monday, July 07, 2003 3:25 PM
To: 'trobbins@voyager.net'
Cc: WRIGHT, MARY
Subject: RE: U.S. Route 31 Corridor from Indianapolis to South Bend

Mr. Robbins -

I appreciate your e-mail and thank you for your comment on the US 31 project. As you may know, this is a very important priority project for the Indiana Department of Transportation (INDOT). Mary Wright, INDOT hearings officer for this project, is including your comment in the official transcript for this project.

Thanks again for writing and commenting.

Bryan Nicol

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

From: trobbins@voyager.net [mailto:trobbins@voyager.net]
Sent: Saturday, July 05, 2003 7:35 AM
To: J Bryan Nicol
Cc: MWright@INDOT.State.IN.US
Subject: U.S. Route 31 Corridor from Indianapolis to South Bend

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Please support an Indiana U.S. 31 Expressway corridor from Indianapolis to South Bend.

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Thomas E. Robbins

--

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602-B Nicole Drive
Greenwood, IN 46143
Home: (317) 885-5369
Fax: (775) 703-7423
Thomas_E_Robbins@Hotmail.com



INDIANA DEPARTMENT OF TRANSPORTATION
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Indianapolis, Indiana 46204-2228
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An Equal Opportunity Employer • <http://www.in.gov/dot>

FRANK O'BANNON, Governor
J. BRYAN NICOL, Commissioner

Writer's Direct Line
(317) 232-5117

July 14, 2003

Mr. Thomas E. Robbins
602-B Nicole Drive
Greenwood, Indiana 46143

Dear Mr. Robbins:

Thank you for your email regarding the US Route 31 (US 31) Corridor from Indianapolis to South Bend, Indiana. Governor O'Bannon forwarded your message to me so that I may respond directly to you on this issue. I appreciate you taking the time to write.

The Indiana Department of Transportation (INDOT) has divided the US 31 Corridor into three projects; (1) US 31 from Interstate 465/Hamilton County, (2) US 31 through Kokomo and (3) US 31 from Plymouth to South Bend. Your comments will be included in the official transcript for the project as INDOT is still in the comment period until August 4.

Each US 31 corridor project is currently in the environmental phase of development. Each project features its own website where alternatives, maps, and routes can be viewed. Please feel free to visit our websites at www.us31indiana.com, www.us31kokomo.com, or www.us31study.org. You may also visit INDOT's website at www.state.in.us/dot.

Thank you again for your letter and taking the time to write on transportation issues. If I can be of further assistance, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Bryan Nicol".

J. Bryan Nicol
Commissioner

JBN/cp

cc: Mary Wright, INDOT Hearing Section ✓
Parsons Transportation Group