

Appendix G

Public Involvement

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INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

Example Notice of Entry Letter.

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216 (317) 232-5348 FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness, Commissioner

[NAME]
[ADDRESS]

RE: I-465 Reconfiguration
Des. No. 1802075
Marion County, Indiana

Notice of Entry for Survey or Investigations

March 27, 2019

Dear Property Owner,

Our information indicates that you own property near the above proposed transportation project. Representatives of the Indiana Department of Transportation will be conducting engineering and/or environmental surveys of the project area in the near future. It may be necessary for the INDOT Representatives to enter onto your property to complete this work. This is permitted by Indiana Code § 8-23-7-26. Anyone performing this type of work has been instructed to identify him or herself to you, if you are available, before they enter your property. If you no longer own this property or it is currently occupied by someone else (i.e. rental, sharecrop), please let us know the name of the new owner or occupant so that we can contact them about the survey.

Please read the attached notice to inform you of what the “Notice of Entry for Survey or Investigation” means.

The design and environmental surveys are needed for the proper planning and design of this highway project. Engineering survey work would include mapping the location of features such as trees, buildings, fences, drives, ground elevations, etc. Environmental survey work may include the identification and mapping of wetlands, architectural surveys, archaeological investigations (which may involve the survey, testing, or excavation of identified archaeological sites), and various other environmental studies. It is our sincere desire to cause you as little inconvenience as possible during this survey.

At this stage we generally do not know what effect, if any, our project may eventually have on your property. If we determine later that your property is involved, we will contact you with additional information.

If any problems occur, please contact the field crew or one of the following:

Tobias Randolph, PE
Project Manager
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204
(317) 616-4676
Tobias.Randolph@parsons.com

Daniel J. Miller
Principal Environmental Planner
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204
(317) 616-4663
Daniel.J.Miller@parsons.com

Leah J. Konicki
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, IN 46256
(317) 915-9300 x103

Please be aware that IC 8-23-7-27 and 28 provides that you may seek compensation from INDOT for damages occurring to your property (land or water) that result from INDOT's entry for the purposes mentioned above in IC 8-23-7-26. In this case, a basic procedure that may be followed is for you and/or an INDOT employee or representative to present an account of the damages to one of the above named INDOT staff. They will check the information and forward it to the appropriate person at INDOT who will contact you to discuss the situation and compensation.

*www.in.gov/dot/
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In the event that property damage occurs as a result of work performed during survey, the Greenfield District Real Estate Manager can provide you with a form to request compensation for damages. You may contact:

Ronald Raney
Greenfield District Real Estate Manager
32 South Broadway
Greenfield, IN 46160
317-467-3499
rraney@indot.in.gov

After filling out the form, you can return it to the District Real Estate Manager for consideration. Please contact the District Real Estate Manager if you have questions regarding the matter, rights, and procedures.

If you are not satisfied with the compensation that INDOT determines is owed to you, Indiana Code 8-23-7-8 provides the following:

The amount of damages shall be assessed by the county agricultural extension educator of the county in which the land or water is located and two (2) disinterested residents of the county, one (1) appointed by the aggrieved party and one (1) appointed by the department. A written report of the assessment of damages shall be mailed to the aggrieved party and the department by first class United States mail. If either the department or the aggrieved party is not satisfied with the assessment of damages, either or both may file a petition, not later than fifteen (15) days after receiving the report, in the circuit or superior court of the county in which the land or water is located.

Thank you in advance for your cooperation in this matter.

Sincerely,



Daniel J. Miller
Parsons, Principal Environmental Planner
101 W. Ohio St., Suite 2121
Indianapolis, IN 46204
(317) 616-4663
Daniel.J.Miller@parsons.com

Attachment



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216 (317) 232-5348 FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Indiana Department of Transportation

Notice of Entry for Survey or Investigation

Indiana Department of Transportation

If you have received a “Notice of Entry for Survey or Investigation” from INDOT or an INDOT representative, you may be wondering what it means. In the early stages of a project’s development, INDOT must collect as much information as possible to ensure that sound decisions are made in designing the proposed project. Before entering onto private property to collect that data, INDOT is required to notify landowners that personnel will be in the area and may need to enter onto their property. Indiana Code, Title 8, Article 23, Chapter 7, Section 26 deals with the department’s authority to enter onto any property within Indiana.

Receipt of a Notice of Entry for Survey or Investigation does not necessarily mean that INDOT will be buying property from you. It doesn’t even necessarily mean that the project will involve your property at all. Since the Notice of Entry for Survey or Investigation is sent out in the very early stages and since we want to collect data within AND surrounding the project’s limits more landowners are contacted than will actually fall within the eventual project limits. It may also be that your property falls within the project limits but we will not need to purchase property from you to make improvements to the roadway. Another thing to keep in mind is that when you receive a Notice of Entry for Survey or Investigation, very few specifics have been worked out and actual construction of the project may be several years in the future.

Before INDOT begins a project that requires them to purchase property from landowners, they must first offer the opportunity for a public hearing. If you were on the list of people who received a Notice of Entry for Survey or Investigation, you should also receive a notice informing you of your opportunity to request a public hearing. These notices will also be published in your local newspaper so interested individuals who are not adjacent to the project will also have the opportunity to request a public hearing. If a public hearing is to be held, INDOT will publicize the date, location, and time. INDOT will present detailed project information at the public hearing, comments will be taken from the public in spoken and written form, and question and answer sessions will be offered. Based on the feedback INDOT receives from the public, a project can be modified and improved to better serve the public.

So, if you have received a “Notice of Entry for Survey or Investigation”, remember:

1. You do not need to take any action at this time. It is merely letting you know that people in orange/lime vests are going to be in your neighborhood.
2. The project is still in its very early planning stages.
3. You will be notified of your opportunity to comment on the project at a later date.

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Indianapolis, IN 46227

Derek M. Mager
4401 S. State Avenue
Indianapolis, IN 46227

Alma D. Glass c/o Jackie Callane
2820 President Lane
Kokomo, IN 46902

Mark A. and Deborah K. Belcher
4401 Asbury Street
Indianapolis, IN 46227

NOEs Sent 3/27/2019

PARSONS

Public Involvement Plan

I-465 Reconfiguration

Des. 1802075

June 18, 2019



delivering a better world

Introduction

This Public Involvement Plan has been developed for the proposed I-465 Reconfiguration Project with Added Travel Lanes (hereinafter referred to as “I-465 Reconfiguration”) by the consulting firm Parsons Transportation Group (“Parsons”), on behalf of the Indiana Department of Transportation (INDOT). The purpose of this plan is to establish the goals and strategies for engaging with the public and key stakeholders in accordance with the *INDOT Public Involvement Procedures Manual* (March 2019). Successful public involvement establishes communication between the public and INDOT in order to integrate the views, community concerns, transportation needs, and environmental considerations of the public into the transportation decision-making process.

Project Description

The Indiana Department of Transportation (INDOT) proposes an added travel lanes project along I-465 in Marion County. This project is divided into two sections, Section A/B and Section C.

Section A/B begins approximately 0.3 mile west of the I-465/United States (US) 31 interchange and ends at the I-465/I-65 interchange. The proposed work for Section A/B includes building auxiliary lanes on eastbound and westbound I-465 with retaining walls, reconfiguring eastbound I-465 to northbound US 31 exit ramp, extending the southbound US 31 to eastbound I-465 merge area, and extending the entrance lane from southbound US 31 to eastbound I-465. The proposed work for Section A/B also includes the replacement of the Madison Avenue, Keystone Avenue, and Carson Avenue bridges.

Section C begins at the south end of the I-465/I-70 interchange and ends just west of the interchange with Mann Road. The proposed work for Section C includes added travel lanes along I-465, full depth pavement replacement at the shoulders, and replacement of the Mooresville Road Bypass bridge.

Work will primarily occur within existing right-of-way. No permanent right-of-way nor relocations are planned.

During construction, traffic will be maintained along I-465 with shoulder and lane closures. All ramps within the interchanges will primarily remain open during construction. Local roads will experience closures while the Madison Avenue, Keystone Avenue, Carson Avenue, and Mooreville Road Bypass bridges are replaced, and detours will be provided.

An analysis of environmental impacts is underway, which are anticipated to include impacts to water resources, noise, and cultural resources. Based on the lack of new right-of-way and anticipated environmental impacts, the project is a Categorical Exclusion, Level 4 (CE-4) environmental document as part of the National Environmental Protection Act (NEPA) process.

Goals for the Public Involvement Plan

INDOT recognizes that Indianapolis residents and business owners play an important role in shaping the transportation decisions that will affect their community. They count on a safe and reliable transportation network to travel throughout the community and the state. Residents depend upon this network to reach their workplaces, leisure destinations, and to return home safely. Businesses require an efficient and safe transportation network to transport products and materials to their production facilities, clients, and customers. In addition to being users of the transportation network, these community members have a stake in transportation decisions because they are taxpayers. As INDOT makes decisions on transportation improvement projects, it must incorporate:

- Input from the public

- Input from local governmental agencies, including local and regional transportation/transit agencies whose facilities and routes may be impacted by the project
- Input from resource agencies, such as federal and state agencies that are responsible for environmental resources, historic resources, air quality, and endangered species
- Input from local business owners

The goals established for this Public Involvement Plan are:

- Effectively communicating the project's benefits and schedule
- Responding quickly and clearly to community and user concerns
- Identifying potential project stakeholders, such as local officials and community members impacted by the project
- Establishing an inclusive and collaborative relationship with the various community members and key stakeholders throughout the public involvement process
- Developing partnering activities that assist with gathering information from stakeholders
- Adequately evaluating potential levels of controversy to address specific concerns and developing context sensitive solutions
- Working together to develop a transportation solution that has broad public support
- Providing productive forums for members of the public to provide comments

The Public Involvement Process

Open communication between local officials, key stakeholders, the public, and the Project Management Team is essential for developing a transportation plan that aligns with the needs of the community. The Project Management Team (Team) leading public involvement efforts for this project consist of INDOT Central Office, INDOT Greenfield District Customer Service, and Parsons. This Team will manage the public involvement activities outlined in this document and coordination with agency stakeholders.

The public involvement process begins with coordination between the Team, local officials, and other stakeholders that will be involved with the project. Initial coordination meetings with local officials will include information on the scope and schedule of the project, as well as an opportunity to discuss potential project impacts as they relate to their jurisdiction. The process continues by providing information to these same stakeholders and keeping them informed of the project's direction.

Stakeholders

Stakeholders are people and organizations that may be affected by the project, and agencies with jurisdiction related to project activities. Throughout the public involvement process, the Team will need to engage, educate, communicate, and coordinate with various categories of stakeholders. While such meetings are intended to focus on concerns related to a specific group of individuals, they are open to the public but will not be advertised. The Team will prepare the agenda and necessary handouts for all such meetings. Team members will also have numerous contacts with stakeholders throughout the project and will answer any questions and address comments throughout the project via e-mail and by telephone. Different outreach tools and engagement activities will need to be implemented depending on the targeted group of stakeholders.

The stakeholder categories for the I-465 Reconfiguration project include:

- Elected officials
- Federal, local, and regional transportation agencies

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- Public safety and emergency responders
- Federal, state and local resource agencies
- General public
- Major businesses and employers in the project area
- Community, neighborhood, and non-profit groups, including churches
- Historical/archeological consulting parties
- Native American Tribes

Stakeholder Communication Strategies

The groups of stakeholders described below will be coordinated with at different phases of the public involvement process. The phases of the process, and the level of stakeholder involvement at each phase, are as follows:

Communication Phases

Date	Phase Description
July 2019	<p>Early Coordination: Initial kick-off coordination to discuss the project purpose and needs and to make the stakeholders aware of the current project scope. There are two meetings:</p> <ul style="list-style-type: none"> • Community Advisory Committee (CAC) • Public Informational Meeting/Open House <p>Resource agencies will receive early coordination letters. Since limited impacts are anticipated (CE-4 level project), a resource agency meeting (RAM) is not proposed.</p>
TBD (2019-2020)	Additional Stakeholder Updates, as required, while the Detailed Environmental Studies and Engineering Plans are developed.
Fall 2019	Noise Impacts: After noise impacts are assessed, this phase provides the opportunity to comment on proposed minimization and mitigation measures. One open house type meeting is proposed.
Winter 2020	Public Hearing: Following initial approval of the CE-4 document, the public will have the opportunity to comment on the findings of the environmental document.

Elected Officials

The Team will conduct outreach via email or by telephone to inform elected officials about the project. Elected officials will be informed about road closures and detours during the early coordination phase. The Project Management Team will conduct meetings with elected officials at their request. The PIP will be updated as appropriate to reflect any changes in the following offices.

Elected Officials

Name	Office
Governor Eric Holcomb	Governor of Indiana
Mayor Joe Hogsett	Mayor of Indianapolis
Senator Mike Braun	U.S. Senator
Senator Todd Young	U.S. Senator
Representative André Carson	U.S. Congress 7 th District of Indiana
State Senator Aaron Freeman	Senate District 32
State Senator Michael Young	Senate District 35
State Senator Jack Sandlin	Senate District 36
State Representative Bob Behning	House District 91
State Representative Mike Speedy	House District 90

Name	Office
State Representative Justin Moed	House District 97
Councilman Jefferson Shreve	City/County Council District 16
Councilman Jason Holliday	City/County Council District 20
Councilman Jared Evans	City/County Council District 22
Councilman John Wessler	City/County Council District 24
Mayor Russell McClure	Mayor of Southport
Council President Jones	Town Council of Homecroft
Trustee Steve Rink	Decatur Township Trustee
Trustee Susie Day	Perry Township Trustee

Federal, Local, and Regional Transportation Agencies

The federal transportation agency with authority over the project is the FHWA. Local and regional transportation agencies and providers include:

- INDOT, Central Office
- INDOT, Rail Programs Office
- INDOT, Office of Aviation
- INDOT, Greenfield District
- Indianapolis Department of Public Works (DPW)
- Indianapolis Metropolitan Planning Organization (IMPO)
- Indianapolis Department of Metropolitan Development (DMD)
- Central Indiana Regional Transportation Authority (CIRTA)
- IndyGo
- Louisville & Indiana Railroad Co.
- University of Indianapolis
- Indianapolis Public Schools
- Perry Township School District
- Metropolitan School District of Decatur Township (MSD of Decatur Township)
- Roncalli High School
- Indianapolis International Airport

IndyGo operates the municipal public bus system. Indianapolis Public Schools, MSD of Decatur Township, Roncalli High School, and Perry Township School District provide or manage transportation services for students within the I-465 Reconfiguration project area. The Louisville & Indiana Railroad Co. owns the railroad over I-465 east of Madison Avenue. The Indianapolis International Airport is adjacent to the northern project terminus.

These organizations will need more coordinated efforts since their own facility usage, projects, and construction schedules will be ongoing during the I-465 Reconfiguration project. Meetings between the Team and these agencies will include the CAC.

Public Safety and Emergency Responders

Public safety and emergency responders must be able to effectively respond to incidents in the northeast Indianapolis area. Public safety and emergency response agencies within this jurisdiction include:

- Indianapolis Metropolitan Police Department

- Indiana State Police
- Indianapolis Fire Department
- Indiana Department of Homeland Security
- Indianapolis Homeland Security Bureau, Emergency Management Agency
- Marion County Health Department, Emergency Preparedness
- Decatur Township Fire Department
- Perry Township Fire Department

Each of these organizations requires specific coordination efforts to solicit input on how their response routes and response times may be impacted by the project. Meetings between the Team and these agencies will include the CAC.

Major Businesses and Employers

In addition to the Indianapolis International Airport, major employers in south and southwest Indianapolis include:

- FedEx
- University of Indianapolis

The Team will reach out via email or by telephone to determine each of these organizations' interest in the project. Organizations' participation as stakeholders will be voluntary and may include the CAC or a public open house.

Neighborhoods, Community Non-Profits, and Religious Organizations

The Indianapolis Mayor's Neighborhood Advocates are City/County employees who act as liaisons between the City/County government and various neighborhood groups and business associations. They attend community meetings, have open office hours, and regularly distribute communications with a wide variety of groups. The Team will coordinate with the Neighborhood Advocates for south and southwest Indianapolis throughout the project, including the CAC meeting, the initial public open house, CP meetings, and noise meetings.

Various types of neighborhood associations, nonprofit community development corporations, and other community nongovernmental organizations operate within the I-465 Reconfiguration project area. The nature of their work generally consists of community outreach programs, community and neighborhood development, and advocacy. The Team will coordinate with these organizations during the public involvement process. Coordination may involve outreach via email or by telephone. At the organizations' requests, the Team may hold a meeting to discuss how the project may affect the work they do, and how the specific communities they interact with may be affected. As potentially affected populations are identified, these groups may be included in specific EJ or noise meetings.

Neighborhoods and Community Non-Profits

Name	Association Type
Mayor’s Neighborhood Advocates (Areas 3 and 4)	City/County employees who act as liaisons
Indy Chamber	Chamber of Commerce for metro-area
Marion County Alliance of Neighborhood Associations	Umbrella organization of neighborhood associations and community development corporations
Keep Indianapolis Beautiful, Inc.	Community Improvement Nonprofit
Gleaners Food Bank	Community Nonprofit
Visit Indy	Tourism Association
TBD	Neighborhood Associations
Big Car/South Indy Quality of Life Plan	Community Development Corporations
Greater Southside Business Alliance	Neighborhood Merchants and Business Associations
Burmese American Community Institute	Community Group
Chin Community of Indiana-Chin Center	
Perry Senior Citizens Services	
Saint Timothy’s Episcopal Church Thompson Road Independent Baptist Church Rosedale Hills United Methodist Church University Heights Independent Christian Church University Heights Baptist Church Aldersgate Church Southside Church of Nazarene Indianapolis Christian Fellowship Lifeway Church Bethany Lutheran Church First Separate Baptist Masjid Al Taqwa Muslim Community Center Cross Church	Churches/religious institutions
Valley Forge Apartments Madison Mobile Home Community Village of North Acre Longacre Mobile Home Park Madison Park Village Stone Lake Apartments Yorktown Homes South Cooperative Meridian Place Fox Club Apartments Horizons Apartments Decatur Township Center (nursing home)	Residential communities

General Public

Engagement with the general public will occur during the initial public information meeting/open house and public hearing. Throughout the project, INDOT’s website, traditional media, and social media will be used to communicate with the public. This is discussed in greater detail below.

Community Advisory Committee (CAC)

The CAC provides a method to effectively distribute project information to the public. INDOT will establish a CAC comprised of key stakeholders and decision makers. The CAC will meet to gain stakeholder feedback, identify and resolve local concerns, and build community support during the NEPA decision-making process. It will be an effective means of addressing specific issues and hearing a variety of stakeholder views.

The CAC will meet once, in the early stages of project development. Members will be kept abreast of future public involvement opportunities, including the public hearing.

Meeting minutes will be routed to CAC members within thirty business days of the meeting, and more general meeting summaries will be posted on the project website.

Environmental Justice Outreach

As described in its Public Involvement Manual, “INDOT considers the needs of low-income and minority populations as it undertakes public involvement activities in the planning, programming, and project development processes. INDOT seeks opportunities to reach out to and solicit input from these populations.” Federal law, including Title VI of the Civil Rights Act of 1964, the Federal Highway Act of 1973, and the Age Discrimination Act of 1975, prohibits discrimination on the basis of race, color, national origin, gender, and age. Further, Executive Order 12898, titled “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” obligate Federal actions (those receiving federal funding) to avoid or minimize and mitigate adverse impacts to low-income and minority populations and to assure that disproportionately high and adverse impacts on these populations are identified and addressed.

In accordance with these regulations, INDOT policy requires that Environmental Justice (EJ) populations be identified and provided an opportunity for meaningful participation in the process. Based on the preliminary review of US Census data and the US Department of Housing and Urban Development (USHUD) Resource Locator mapping tool (<https://resources.hud.gov/>), potential EJ populations are present within the project area. Additional analyses and information will be gathered to identify potential EJ populations. Community contacts and any organizations serving these populations will be added to the project mailing list and informed of relevant public involvement activities and project milestones. Targeted outreach, such as meetings with specific communities, will occur.

Public Informational Meeting/Open House

One public informational meeting will be conducted to gather input from the full range of project stakeholders. Typically on projects of this type and magnitude, the open house format is most effective, as it provides the public flexibility on time and provides for one-on-one discussion between stakeholders and the project team. It is currently anticipated that one public meeting will be held during the project development phase of the project. A summary of the public meeting will be included in the environmental document.

Public meetings will be advertised on the project’s website and in local media outlets, and notices will be sent to all members of the project mailing list. As appropriate, meeting notices will be placed in neighborhood and/or non-English publications, foreign language materials and translators will be provided, and, to the extent possible, meeting locations will be transit accessible.

To ensure compliance with the Americans with Disabilities Act (ADA), all public meetings will be held in places that are accessible to individuals in wheelchairs, and meeting notices will include a contact person for requests

for accommodation for hearing or sight-impaired individuals (e.g., sign language interpreter, telecommunications device for the deaf, etc.).

Resource Agency Coordination

The National Environmental Policy Act of 1969 (NEPA) calls for an examination and consideration of impacts of a proposed action on sensitive resources for a project such as this I-465 Reconfiguration project. These resources include, but are not limited to, floodplains, wetlands, endangered species, historic and archaeological sites, parks, air quality, wildlife habitat, etc. There also are the transportation needs that must be fulfilled and socio-economic impacts that require consideration. Because of impacts to resources, socio-economic impacts, and needed transportation improvements, there is a balanced decision-making process that considers a range of factors of both impacts to the resources and the transportation needs. To produce better environmental decisions, agencies with special expertise or jurisdiction by law are included in the study process. This resource agency involvement begins early in the study to identify important issues related to the proposed action and continues throughout the study to avoid conflict later, ensuring full input from the various agencies. These agencies will receive early coordination letters. Individual meetings will occur as-needed. Resource agencies invited to consult on this project will include:

- US Army Corps of Engineers (USACE)
- US Fish and Wildlife Service (USFWS)
- Natural Resource Conservation Service (NRCS)
- National Park Service (NPS)
- US Department of Housing and Urban Development (USHUD)
- Indiana Department of Natural Resources (IDNR), Division of Fish and Wildlife (DFW)
- Indiana Geological and Water Survey (IGWS)
- Indiana Department of Environmental Management (IDEM)
- Indianapolis Department of Public Works
- Indianapolis Parks and Recreation Administration
- Citizens Energy Group
- City of Indianapolis MS4 Coordinator

Section 106 Consulting Party Coordination

Congress set forth the importance of historic and archaeological resources upon the fabric of American life as a part of the National Historic Preservation Act (1966) (NHPA), which states that “the historical and cultural foundations of the Nation should be preserved as part of our community life and development in order to give a sense of orientation to the American people.” As a result of the NHPA, federal agencies are required to take into account the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts within the Area of Potential Effects (APE). This consulting party involvement begins early in the study to identify important issues related to the proposed action and continues throughout the study to avoid conflict later, ensuring full input from the various agencies.

The project may qualify under the Minor Projects Programmatic Agreement. If applicable, a full list of cultural resource consulting parties will be developed as part of the Section 106 process. Consulting agencies would include:

- INDOT Cultural Resources Office (CRO)
- IDNR Division of Historic Preservation and Archeology (DHPA)

- Indianapolis Historic Preservation Commission
- Indiana Landmarks
- Native American Tribes with jurisdiction
- Local governmental officials

Updates on INDOT's Website

To provide the public with access to the most current project information available, the Team will provide project-related information to INDOT, who will be responsible for maintaining the project's website. Information that will be available on this website includes, but is not limited to:

- Project News and Updates
- Specific Project Information Such As:
 - Project Schedules
 - Listings of Project Meetings
 - Copies of Various Project-Related Documents
- Contact information for providing comments
- Project Maps
- Links to other Websites including the MPO, INDOT and FHWA.

News Releases

The Team will provide news releases during the study process. The releases will be distributed to regional media, social media, and will be posted on the City of Indianapolis and INDOT web sites at key project milestones. This will be the primary method for informing and involving a wide public audience.

Noise Study Information Meeting

Outreach will be conducted in accordance with the INDOT *Traffic Noise Policy* to discuss impacts identified. Property owners in areas where noise barriers are being considered will be contacted and given an opportunity to provide input on their desire to have a barrier. A formal hearing (discussed below) and/or information meetings will also be conducted to discuss the results of noise studies and solicit input from the public on barriers that are likely to be included in the final design.

Public Hearing

The Public Hearing is an opportunity for the public to make formal statements of their views on the project immediately before project decision-making. The Public Hearing will be held once preliminary plans have been developed and a draft environmental document has been approved by INDOT. The Public Hearing will be advertised via public notice that will be run twice in the legal notice section of at least two local newspapers (including the *Indianapolis Star*), as well as at least one newspaper with a minority readership (*Indianapolis Recorder*). The first notice will be published at least 15 days before the hearing. The second notice will be published 7 days before the hearing. Notice will also be made on the INDOT website, as well as a press release distributed to local media. The notice will be mailed to project stakeholders on INDOT's statewide and project mailing lists. This notice will specify the date, time, place, and purpose of the hearing. It will include a brief project description and announce the locations where the environmental document is available for viewing. The notice will include contact information for requesting assistance for persons with disabilities or communication barriers.

The Public Hearing will be held at a place and time generally convenient for people affected by or interested in the project. The hearing location will be accessible in order to accommodate people with disabilities. At the hearing, the Team will have an Open House session prior to the formal presentation. This Open House session will allow the public and stakeholders to interact directly with the Team to ask them project related questions. Various large display boards will be on view, as well as handouts with project information, copies of the draft environmental document, and design plans. Following the Open House session, there will be a formal presentation by the Team, which will include the following information:

- The project's purpose and need
- The schedule of the project, including major milestones, phasing, and anticipated construction start and end dates
- Estimated construction cost
- The Maintenance of Traffic plan
- The project's alternatives and major design features
- The social, economic, environmental, and other impacts of the project
- The availability of the environmental document
- Procedures for the public to make verbal and written statements about the project

INDOT is committed to providing a Public Hearing format that allows full public participation. After the formal presentation, there will be a Question & Answer session, so the Team can answer any project related questions. The public and other stakeholders will then have an opportunity to make a formal comment about the project in the following ways:

- Public statements at the hearing
- Verbal comments made privately during the meeting to a recording device
- Written comments will be accepted in person at the public hearing
- 30-day public comment period following the hearing - the public and other stakeholders, including stakeholders who did not attend the public hearing, may submit comments to the Team via mail or email

A transcript will be made of all verbal statements and comments made at the public hearing. The transcript will include copies of all written statements from the public, both those submitted at the public hearing and during the 30-day public comment period following the hearing. A summary of the public hearing proceedings and responses to all substantive comments will be included in the final environmental document for the project.



INDIANA DEPARTMENT OF TRANSPORTATION

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Room N642
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PHONE: (855) 463-6848
FAX: (317) 462-7031
EMAIL: eastcentralin@indot.in.gov

Eric Holcomb, Governor

Joe McGuinness, Commissioner

Example CAC Invitation
Letter.

June 13, 2019

«Sal» «First» «Last_Name»
«Title_»
«Agency»
«Mailing_1»
«Mailing_2»
«City», «State» «Zip»

«GreetingLine»

The Indiana Department of Transportation (INDOT), in cooperation with the Federal Highway Administration (FHWA), has initiated project planning for an added travel lanes project on Interstate 465 (I-465) in Marion County, Indiana, also known as the "I-465 Reconfiguration" project.

Your organization has been identified as possibly having interest in the project. INDOT and FHWA recognize the value of public outreach and stakeholder participation in the transportation decision-making process. With this letter, we extend an invitation for your organization to be involved.

Project Description

The proposed I-465 Reconfiguration project is located on the south side of Indianapolis in Marion County. The project consists of two sections: Section A/B and Section C. A Site Location Map is attached.

Section A/B begins approximately 0.3 mile west of the I-465/United States (US) 31 interchange and ends at the I-465/I-65 interchange. The proposed work for Section A/B includes building auxiliary lanes on I-465 eastbound and westbound with retaining walls, reconfiguring eastbound I-465 to northbound US 31 exit ramp, extending the southbound US 31 to eastbound I-465 merge area, and extending the entrance lane from southbound US 31 to eastbound I-465. The proposed work for Section A/B also includes the replacement of the Madison Avenue, Keystone Avenue, and Carson Avenue bridges.

Section C begins at the south end of the I-465/I-70 interchange and ends just west of the interchange with Mann Road. The proposed work for Section C includes added travel lanes along I-465, full depth pavement replacement at the shoulders, and replacement of the Mooresville Road Bypass bridge.

All work will occur within existing right-of-way. Less than one acre of temporary right-of-way may be needed. Construction is scheduled to begin in 2021.

During construction, traffic will be maintained along I-465 with shoulder and lane closures. All ramps within the interchanges will primarily remain open during construction. Local roads will experience closures while the



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Madison Avenue, Keystone Avenue, Carson Avenue, and Mooresville Road Bypass bridges are replaced, and detours will be provided.

Community Advisory Committee (CAC)

For the I-465 Reconfiguration project, a community advisory committee (CAC) will serve in an advisory capacity and provide valuable agency and community input. The CAC will consist of individual stakeholders who will meet to provide input and facilitate discussion during project development.

A CAC is a group of stakeholders that discusses study-related issues or concerns during project development. CAC members serve as liaisons between the community or organization they represent and the Project Team. The Project Team is a group that includes INDOT, FHWA, and a team of consulting engineers, scientists, traffic planners, public outreach professionals, etc.

CACs provide a forum for project stakeholders to learn about a particular project, share their views with the Project Team, identify and resolve local concerns, and discuss project issues with one another. The objective of a CAC is to provide project information to stakeholders and receive public and agency input in a two-way communication process. Although INDOT and FHWA will maintain ultimate authority over decisions regarding the project, the CAC will serve an important advisory role to the Project Team.

CAC members do not need to have in-depth knowledge of the project, but a general understanding of the project is encouraged. Your participation would not imply that your organization either supports the proposal or has any special expertise with respect to the evaluation of the project.

We suggest that your organization's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the project's purpose and need, the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
2. Participate in the CAC meeting(s) as appropriate.
3. Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your organization on the adequacy of the document, alternatives considered, anticipated impacts and mitigation.

CAC Meeting

The first meeting is scheduled for:

Tuesday, July 9, 2019, 3:30 to 5:00 p.m.
INDOT Sub-District Office
7105 E. Brookville Rd, Indianapolis, IN 46239

Please respond to INDOT in writing to accept or decline this invitation. In your response, please indicate if you will be able to participate in this meeting. It is preferred that each CAC member organization designates an individual to serve as a single point of contact throughout the duration of the project. If possible, in your response, please indicate who that individual will be for your organization and their contact information.

Public Open House

The project team is also holding a public open house. Feel free to share this information with others within your organization and the general public:

Wednesday, July 10, starting at 6:00 p.m.
Decatur Central High School (cafeteria)
5251 Kentucky Ave, Indianapolis, IN 46221

Thank you for your interest in this project. If you have any questions please contact us at (317) 234-3321 or bshattuck@indot.IN.gov.

Sincerely,



Brian Shattuck
Project Manager
INDOT

Site Location Map
intentionally omitted
to avoid duplication.

Elected Officials

Senator Mike Braun
U.S. Senate
115 North Pennsylvania Street
Indianapolis, Indiana 46204

Senator Aaron Freeman
State District 32
200 West Washionton St
Indianapolis, Indiana 46204

Representative Bob Behning
House District 91
200 West Washionton St
Indianapolis, Indiana 46204

Councilman Jefferson Shreve
City/County Council District 16
200 E Washington Street
T241
Indianapolis, Indiana 46204

Councilman Jason Holiday
City/County Council District 20
5137 Emmert Dr.
Indianapolis, Indiana 46221

Trustee Steve Rink
Decatur Township Trustee
5410 S High School Road
Indianapolis, Indiana 46221

Governor Eric Holcomb
State of Indiana
Office of the Governor
Statehouse
Indianapolis, Indiana 46204-2797

U.S. Senator Todd Young
U.S. Senate
251 North Illinois Street
Suite 120
Indianapolis, Indiana 46204

Senator Michael Young
State District 35
200 West Washington Street
Indianapolis, Indiana 46204

Representative Mike Speedy
House District 90
200 West Washionton St
Indianapolis, Indiana 46204

Councilman Jared Evans
City/County Council District 22
200 E Washington Street
T241
Indianapolis, Indiana 46204

Mayor Russell McClure
Mayor of Southport
137 Worman St
Southport, Indiana 46227

Trustee Susie Day
Perry Township Trustee
4925 Shelby St. Suite 400
Indianapolis, Indiana 46227

Mayor Joe Hogsett
City of Indianapolis
2501 City-County Building
200 East Washington Street
Indianapolis, Indiana 46204

U.S. Representative Andre Carson
Julia Carson Building
300 East Fall Creek Parkway North Dr.,
#300
Indianapolis, Indiana 46205

Senator Jack Sandlin
State District 36
200 West Washionton St
Indianapolis, Indiana 46204

Representative Justin Moed
House District 97
200 West Washionton St
Indianapolis, Indiana 46204

Councilman John Wessler
City/County Council District 24
200 E Washington Street
T241
Indianapolis, Indiana 46204

Mr. Kyle Jones
Council President
PO Box 47123
Indianapolis, Indiana 46247

Sent invitation to CAC
via email on 6/13/2019
unless otherwise noted.

Ms. Michelle Allen
Federal Highway Administration
Federal Office Building, Room 254
575 N. Pennsylvania Street
Indianapolis, Indiana 46204

Ms. Karstin Carmany-George
Greenfield District
Greenfield District Office
32 S Broadway
Greenfield, Indiana 46140

Mr. Brandon Miller
Environmental Services
IGCN N642-ES
100 N Senate Ave
Indianapolis, Indiana 46204

Mr. Rickie Clark
Public Involvement
100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

Ms. Venetta Keefe
Rail Office
100 North Senate Avenue
IGCN 955
Indianapolis, Indiana 46204

Mr. Adam French
Office of Aviation
100 N Senate Ave, Rm N955
Indianapolis, Indiana 46204

Mr. Larry Jones
Department of Public Works
200 East Washington Street
Suite 2460
Indianapolis, Indiana 46204

Mr. Daniel Parker
Department of Public Works
200 East Washington Street
Suite 2460
Indianapolis, Indiana 46625

Mr. Tim Joyce
Department of Public Works
200 East Washington Street
Suite 2460
Indianapolis, Indiana 46625

Ms. Emily Mack
Department of Metropolitan Development
200 East Washington Street
Suite 2460
Indianapolis, Indiana 46204

Ms. Anna Gremling
Indy MPO
200 East Washington Street
Suite 1922
Indianapolis, Indiana 46204

Mr. Michael Terry mailed hard copy
IndyGo
1501 West Washington Street
Indianapolis, Indiana 46222

Director Andrew McGee
Central Indiana Regional Transportation
Authority
201 East Washington St.
Room 202
Indianapolis, Indiana 46204

Mr. Mark Anderson
Metropolitan School District of Decatur
Township
4335 Decatur Boulevard
Indianapolis, Indiana 46241

Dr. Matthew Prusiecki
Metropolitan School District of Decatur
Township
5275 Kentucky Ave
Indianapolis, Indiana 46221

Dr. Robert Manuel
University of Indianapolis
1400 East Hanna Avenue
Indianapolis, Indiana 46227

Mr. David Statler
University of Indianapolis
1400 East Hanna Avenue
Indianapolis, Indiana

Dr. Aleesia Johnson mailed hard copy
Indianapolis Public Schools
120 E. Walnut St.
Indianapolis, Indiana 46204

Dr. Joseph Hollowell
Roncalli H.S.
3300 Prague Road
Indianapolis, Indiana 46227

Mr. Patrick Mapes
Perry Township School District
6548 Orinoco Avenue
Indianapolis, Indiana 46227

Mr. John Goldman mailed hard copy
Louisville & Indiana Railroad Co.
500 Willinger Lane
Jeffersonville, Indiana 47130

Mr. Jarod Klass mailed hard copy
Indianapolis Airport Authority
7800 Col. H. Weir Cook Memorial Drive
Indianapolis, Indiana 46241

Mr. Bryan Langley
Indiana Department of Homeland Security
302 W. Washington St.
Rm E208
Indianapolis, Indiana 46204

Superintendent Douglas Carter
Indiana State Police
IGCN N302
100 North Senate Avenue
Indianapolis, Indiana 46204

Chief Ernest Malone
Indianapolis Fire Department
955 Ft. Wayne Avenue
Indianapolis, Indiana 46202

Chief Bryan Roach
Indianapolis Metropolitan Police
Department
50 North Alabama
Indianapolis, Indiana 46204

Mr. Greg Hall
Marion County Health and Hospital
2951 East 38th Street
Suite 101
Indianapolis, Indiana 46218

Fire Chief Pascal Arnes
Decatur Township Fire Department
5410 S High School Road
Indianapolis, Indiana 46221

Mr. Dennis Peters
Indianapolis Homeland Security Bureau,
Emergency Management Agency
201 N Shadeland Ave
Indianapolis, Indiana 46219

mailed hard copy

mailed hard copy

Indianapolis Fire Station 23
1108 Thompson Rd
Indianapolis, Indiana 46227

mailed hard copy

Ms. Rosemary Stockdale
Indy Mayor's Neighborhood
Advocate 4
200 E Washington St
Suite 2501
Indianapolis, IN 46204

Ms. Michelle Strahl
Big Car/South Indy Quality of Life Plan 1125 Cruft Street
Indianapolis, Indiana 46203

Ms. MJ Dunne
Indy Mayor's Neighborhood Advocate 3
200 E Washington St
Suite 2501
Indianapolis, In 46204

Director
Indianapolis Neighborhood Housing Partnership South
4039 Otterbein Ave
Indianapolis, Indiana 46227

mailed hard copy

Operations Manager
FedEx Indy
6648 S Perimeter Rd
Indianapolis, IN 46241

mailed hard copy

Director
Indiana Central Little League
4410 S Keystone Ave
Indianapolis, IN 46227

mailed hard copy

I-465 Reconfiguration Meeting Summary

Port, Juliet

Tue 7/23/2019 5:21 PM

To: Adam French <afrench2@indot.in.gov>; amcgee@cirta.us <amcgee@cirta.us>; Andrew Dietrick <adietrick@indot.in.gov>; Beucler, Cody <Cody.Beucler@parsons.com>; Bryan Langley <blangley@dhs.in.gov>; bshattuck@indot.in.gov <bshattuck@indot.in.gov>; ClientExperience@myips.org <ClientExperience@myips.org>; contact@perrytownship-in.gov <contact@perrytownship-in.gov>; Daniel Parker <daniel.parker@indy.gov>; Deanna Medsker <deannaNWPNA@gmail.com>; Dennis Peters <dennis.peters@indy.gov>; Emily Mack <emily.mack@indy.gov>; Greg Hall <ghall@hhcorp.org>; Higginbotham, Jennifer L. <Jen.Higginbotham@IndyMPO.org>; Hinkle, Meghan <MHinkle@indot.IN.gov>; indianacentrallittleleague@gmail.com <indianacentrallittleleague@gmail.com>; isp@isp.in.gov <isp@isp.in.gov>; Jagger, Eric <Eric.Jagger@parsons.com>; jared.evans@indy.gov <jared.evans@indy.gov>; Jason Rhoades <jrhoades@HNTB.com>

 2 attachments (2 MB)

I465 Reconfig CAC Meeting Summary 20190709.pdf; I465 Reconfig PurposeNeed draft 20190723.pdf;

RE: Community Advisory Committee (CAC)

I-465 Reconfiguration

Marion County

Des. No. 1802075

Dear CAC Members,

The project team appreciates everyone who was able to attend and participate in the July 9th CAC meeting for the I-465 Reconfiguration Project. We are providing you with the attached Meeting Summary and draft Purpose and Need statement for your review and comment.

We respectfully request your comments within 30 days (by Thursday, August 22nd) so we can incorporate them into the draft environmental document. You can provide your written feedback to myself at the addresses listed below.

Thank You,

Juliet Port, LPG

Senior Environmental Planner

101 W Ohio St., Suite 2121 - Indianapolis, IN 46204

juliet.port@parsons.com - P: +1 317.616.4693

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Senator Aaron Freeman
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Indianapolis, Indiana 46204

Senator Michael Young
State District 35
200 West Washington Street
Indianapolis, Indiana 46204

Senator Jack Sandlin
State District 36
200 West Washington Street
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Representative Bob Behning
House District 91
200 West Washington Street
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Representative Mike Speedy
House District 90
200 West Washington Street
Indianapolis, Indiana 46204

Representative Justin Moed
House District 97
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Mayor Russell McClure
Mayor of Southport
137 Worman St
Southport, Indiana 46227

Indianapolis Neighborhood Housing
Partnership South
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Indiana Central Little League
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6648 S Perimeter Rd
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Mr. John Goldman
Louisville & Indiana Railroad Co.
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Chief Ernest Malone
Indianapolis Fire Department
955 Ft. Wayne Avenue
Indianapolis, Indiana 46202

Chief Bryan Roach
Indianapolis Metropolitan Police
Department
50 North Alabama
Indianapolis, Indiana 46204

Indianapolis Fire Station 23
1108 Thompson Rd
Indianapolis, Indiana 46227



Community Advisory Committee (CAC) Meeting Summary

I-465 Reconfiguration Project, Des. No. 1802075
July 9, 2019, 3:30pm, INDOT Sub-District

ATTENDANTS

<u>Name</u>	<u>Email</u>
Rosie Stockdale	Rosemary.stockdale@indy.gov
Larry Jones	Larry.jones@indy.gov
Mark Anderson	Manderson@decaturproud.org
Terry Treon	Ttreon@isp.in.gov
Kirby Schott	KSchott@perryschools.org
Brian Shattuck	Bshattuck@indot.in.gov
Rickie Clark	Rclark@indot.in.gov
Meghan Hinkle	Mhinkle@indot.in.gov
John LaBlonde	John.Lablonde@parsons.com
Cody Beucler	Cody.Beucler@parsons.com
Kyle Muellner	Kyle.Muellner@parsons.com
Tim Kent	Timothy.Kent@parsons.com
Dan Miller	Daniel.J.Miller@parsons.com
Juliet Port	Juliet.Port@parsons.com
Jason Rhoades	Jrhoades@HNTB.com

MEETING SUMMARY

Rickie Clark, INDOT, John LaBlonde, Parsons Project Manager, and Dan Miller, Parsons Environmental Lead, presented the PowerPoint (copies of slides are attached).

Committee members introduced themselves. Introductions were made around the room. The public open house is tomorrow, July 10th, from 6pm to 8pm, at Decatur Central High School.

The project is located on the south side of I-465 in Indianapolis, Marion County. The project has two sections, Section A/B and Section C. Section A/B starts at the I-65 interchange and ends at the US 31 interchange. Section C begins west of Mann Road and ends at the I-70 interchange.

The role of the CAC is to provide stakeholder input throughout the National Environmental Policy Act (NEPA) process. CAC members are an important link to the community. The CAC helps facilitate problem solving and identifying specific issues. The benefits include consistent messaging, deeper understanding of stakeholder concerns, detailed discussions of key issues, opportunities to hear differing views, promoting collaborative problem solving, and building understanding and support throughout the process. The project team appreciates the CAC members' participation in this important process.

Project development and schedule was discussed. The NEPA document for this project is a Categorical Exclusion (CE) – Level 4. Currently, the project is in the environmental analysis phase, which includes developing the purpose and need and beginning stakeholder coordination. The preliminary design, draft environmental document, and public hearing are scheduled for the fall of 2019. The NEPA document is anticipated to be finalized in early 2020. The contract will be awarded in late 2020.

Project stakeholders include transportation agencies, including the Indianapolis Metropolitan Planning Organization, elected officials, transit, businesses, emergency services, schools, religious institutions, community organizations, and residents.

The project needs are primarily capacity and safety. There is insufficient capacity to accommodate existing and future traffic, and the issues would only worsen with the future addition of I-69 Section 6. The interchange ramps do not meet current standards, so motorists do not have sufficient space to safely accelerate and decelerate. Within the project area, there were 410 crashes between 2015 and 2017, which is considered a high rate of crashes for this type of facility. Therefore, the purpose of the I-465 Reconfiguration Project is to improve overall traffic operation within these sections of I-465 by improving level of service (LOS) to an acceptable level (LOS D) for the design year (2045), meeting current standards for ramp lengths, and improving safety. *The Project Team is requesting comments on the draft Purpose and Need statement [attached].*

The project scope of work was discussed (see slides 9 through 12). Within Section A/B, auxiliary lanes will be added to eastbound/westbound I-465. The eastbound I-465 to northbound US 31 exit ramp will be reconfigured, and two merge areas will be extended: from southbound US 31 to eastbound I-465, and from southbound US 31 to eastbound I-465. Section A/B also includes bridge replacements at Carson Avenue, Keystone Avenue, and Madison Avenue. Within Section C, added travel lanes will be placed on eastbound/westbound I-465, which will tie-in to the west side of the I-69 Project. Section C also includes a bridge replacement at Mooresville Road Bypass. As shown on the typical sections, for Section A/B, the new auxiliary lanes will be added to the outside of existing I-465. Along Section C, the added travel lanes will be added to the inside, along the existing shoulders which are extra wide (average 17-feet) and can accommodate additional lanes.

There are different project delivery methods that INDOT uses. In the traditional bidding method, INDOT develops the plans and specifications to 100% complete and then selects the lowest bidder. In Design Build contracting, INDOT specifies the end results and design parameters to around 50% complete, and the contractors develop proposals based on their construction capabilities. This project will be combined with the I-69 Section 6 Project as a Design Build Best Value (DBBV) contract, which moves the cost decisions and plan development from INDOT to the DBBV team. The design parameters and required attributes of the end product will be developed to about 30% design, and then INDOT will select the team with the best value. This allows for innovation, creativity, and maximization of the construction strengths of the team. Therefore, the current challenge is that the project team is unable to provide as many details or answers as in the traditional process. The stakeholder feedback gathered at this stage of the project will be used to set the parameters for the DBBV team.

The environmental analysis that is underway includes many topics. In addition to ecological studies such as water resources and endangered and threatened species, we are assessing potential impacts to cultural resources (historical/archaeological), parks, trails and other recreational areas, air quality, right-of-way/relocations, noise, community impacts, environmental justice (low-income and minority populations), hazardous materials (including underground storage tanks), permits, mitigation, and public involvement. There is no right-of-way or relocations proposed for this project. There are low-income and minority populations, therefore, the project team is seeking information from the CAC members regarding potential EJ populations and concerns related to this project.

The next steps for the project team include a Public Open House tomorrow (Wednesday, July 10th) at Decatur Central High School, and resource agency coordination, such as with the US Army Corps of Engineers and the Indiana Department of Environmental Management (IDEM). Future public involvement includes environmental justice outreach and noise meetings. A public hearing on the draft environmental document will be held (anticipated in fall of 2019).

For the group discussion, the project team is seeking comments and questions on the purpose and need, mobility/key movements, schedule, environmental justice and other concerns. The contract will be awarded in 2020, and the



combined projects must be open to traffic by 2024. What are some key movements in the project area? What do we need to keep in-mind regarding public safety and emergency services? When thinking about construction impacts and schedule, how do you weigh more significant direct impacts that take less time (e.g., full closure on the overpass bridge replacements for a relatively short time, such as one year) versus reduced direct impacts that take more time (e.g., single lane closures on bridge overpass replacements that occur over relatively more time, such as three years)? Would you weigh these (impacts versus schedules) differently for different movements?

Questions and Responses:

Mark Anderson, Metropolitan School District of Decatur Township (MSD Decatur)

Would all the bridges close at one time? Our school buses use all of the eastern [Section A/B] overpass bridges. *At this time, all options are on the table. The DBBV team will have a little over 4 years to complete both projects. Your input will be important for determining the contract parameters.*

Rosie Stockdale, City of Indianapolis

Even if I-465 remains open, would you close local city streets?

There is a potential for local road closures. INDOT will continue to work with the City of Indianapolis Department of Public Works (DPW) and other stakeholders to not cause an undo burden. It's a balancing act.

Mark Anderson, MSD Decatur

How do noise walls affect property values?

The noise analysis is ongoing. Noise barriers are becoming more common because transportation agencies require the analysis and mitigation of noise impacts on Type I projects. Typically, most residents want them, but some don't like the look of them, and businesses may prefer visibility over reduced noise. First, we assess who would benefit from a noise barrier, and if it is reasonable (e.g., cost-effective) and feasible to build one. Once the analysis identifies "benefited receivers" (i.e., properties that meet the criteria for noise walls), then we will hold a noise meeting to solicit viewpoints. The property owners and residents who will be affected by the noise barrier will get to respond.

Rosie Stockdale, City of Indianapolis

What about the undeveloped land next to I-465, if that becomes developed would it get a noise wall?

Typically, noise analyses focus on occupied areas. The FHWA and INDOT encourage developers to consider noise impacts in their designs, you can find more information on FHWA's Noise Compatible Planning website (https://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/). It is unlikely the transportation agencies would add a noise barrier after completion of the project.

Will the community members invited to the noise meetings have a chance to make an informed decision, such as speaking with residents who've had them installed?

Yes, the project team will work with the "benefited receivers" (the residents and land owners invited to the noise meeting) to help them make an informed decision. For example, they will have opportunities to meet with the project team members, including noise experts and engineers, and review the draft noise analysis report. They will be given at least 30-days to provide their response.

When will the study be available? How far out does the study go, is it just the adjacent land owners?

The study should be available sometime late summer/early fall. We are studying approximately 500 feet from the proposed new roadway lanes.

Mark Anderson, MSD Decatur

Is noise measured, how do you determine that?



We go to the potential receptors (homes and businesses) and use dosimeters to measure current noise levels. That information is combined with traffic data to run computer modeling software that predicts the increase in noise levels for the recommended alternative.

How is the traffic measured and analyzed?

INDOT and Indianapolis DPW maintain traffic counts of their roadways. INDOT uses modeling software to analyze current and future traffic. This is done in conjunction with the Indianapolis Metropolitan Planning Organization (MPO) who maintains a detailed traffic model for the metropolitan area.

At about 4:30pm every afternoon traffic is at a standstill, how fast should it be?

Yes, the current LOS are sub-standard, mostly LOS E and F during peak times (aka rush hour). LOS D is the minimum LOS for urban interstates during peak times. LOS are generally described below.

Level of Service	General Operating Conditions
A	Free flow, with low volumes and high speeds.
B	Reasonably free flow, but speeds beginning to be restricted by traffic conditions.
C	Stable flow, but most drivers are restricted in the freedom to select their own speeds.
D	Approaching unstable flow; drivers have little freedom to select their own speeds.
E	Unstable flow; may be short stoppages.
F	Forced or breakdown flow; unacceptable congestion; stop-and-go.

Table 1: Level of Service General Definitions
Source: Adapted from the AASHTO Green Book and Flexibility in Highway Design

Source: U.S. Department of Transportation, *Evolving Use of Level of Service Metrics in Transportation Analysis*.

Kirby Schott, Metropolitan School District of Perry Township (MSD Perry)

The dividing line for our district is US 31. Half of it would be gridlocked if you close all 3 overpass bridges in Section A/B at the same time. I can't imagine you would do that?

This is the type of information that will help us create parameters for the contractor. These overpass bridges have piers (bridge supports) in the right-of-way where new lanes are proposed. This limits the methods and options available to the contractor, such as half-bridge demolitions. Other limiting factors include the timing of nearby projects.

Juliet Port, Parsons

Please note, the CAC has 30 days to provide written comments on these materials once the meeting summary is distributed. You can send us comments via email or post.

Rickie Clark, INDOT

Please let us know if we should include other stakeholders to enhance the communication. *[The list of invitees and their organizations is attached].*

Kirby Schott, MSD Perry

How would this schedule compare with the North Split project schedule?

The North Split project is scheduled for 2021 to 2022. This project will be awarded in 2020 with the corridor open to traffic in 2024. The project teams are coordinating with each other and the City of Indianapolis to minimize impacts.



Brian Shattuck, INDOT

What are the school schedules?

Kirby Schott, MSD Perry – modified balanced – only a 7 week summer break

Mark Anderson, MSD Decatur- similar, we start August 1st this year

Sgt. Terry Treon, Indiana State Police

How does I-69 Section 6 tie-in, will they be tied together?

Yes, this project will tie-in with I-69 on both sides. So, when completed, there would be at least four travel lanes in each direction of I-465 from I-65 to I-70.

Larry Jones, City of Indianapolis Department of Public Works (DPW)

DPW is working closely with the project team. We are concerned about closing all of the bridges at once, but mostly concerned with Madison Avenue since it gets the most use and there are not a lot of good alternatives. DPW will continue to work with the project team on the mobility and construction impact issues.

Yes, we have already met with DPW, and we will continue to work closely with them.

Mark Anderson, MSD Decatur

Regarding air quality, how is that measured and analyzed?

There is a lot of existing data on air quality, and several studies have been performed on similar projects. IDEM is responsible for area monitoring. This project is within the townships of Marion County that are in attainment, or maintenance, for current air quality standards. Therefore, an individual study is not required. We will use the existing data to assess the impacts of this project.

What about drainage and the increase in paved surfaces?

Drainage is an important part of any project. We have drainage engineers working on the project, and they already have a meeting set-up with DPW to discuss drainage.

Terry Treon, Indiana State Police

How long will this take, when will it be completed by?

The project will be awarded in 2020 with the corridor open to traffic in 2024.

Rickie Clark and Dan Miller wrapped-up the meeting, reiterating that we'd like information on any EJ populations we should know about. The team appreciates your time and participation in this project.

Meeting adjourned.

The above-summary and attached PowerPoint Slides represent our recollection of the pertinent discussion points, decisions, and action items from the meeting. Please contact the preparer, Juliet Port, at Juliet.port@parsons.com, within thirty (30) days from your receipt of this document if you wish to make any additions or corrections. If revisions are made, the updated summary will be re-sent to all the attendants. Otherwise, this summary shall stand as the official record of the meeting.



I-465 Reconfiguration

Community Advisory
Committee (CAC) Meeting
July 2019

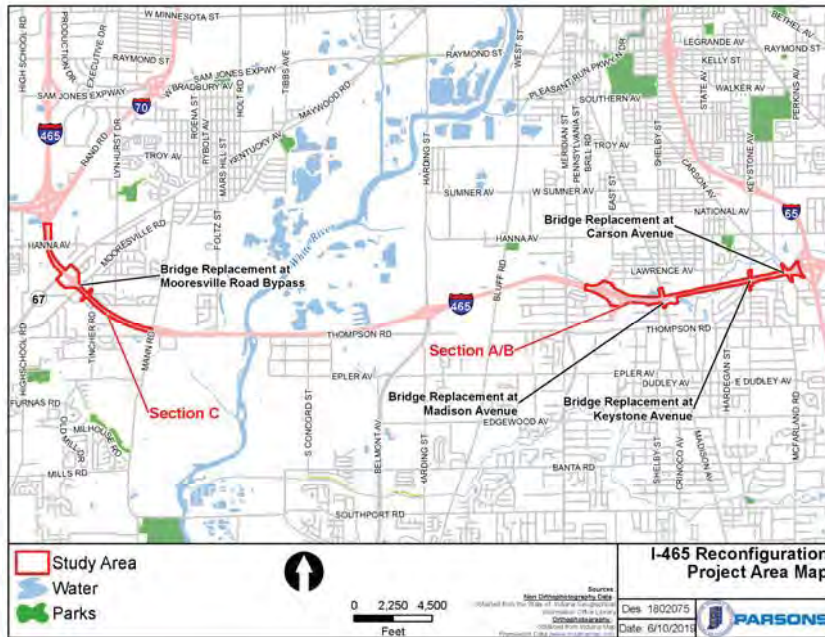


Welcome

- Introduction of Project Team
- Group Introductions
- Please Sign-in
- Upcoming Public Open House scheduled July 10, 2019, 6pm to 8pm



Project Location



Role of the CAC

- Provide input throughout the NEPA Process
- Serves as a sounding board for study information and choices
- Serves as link to community, sharing project information
- Facilitates collaborative problem solving, discussion of specific issues

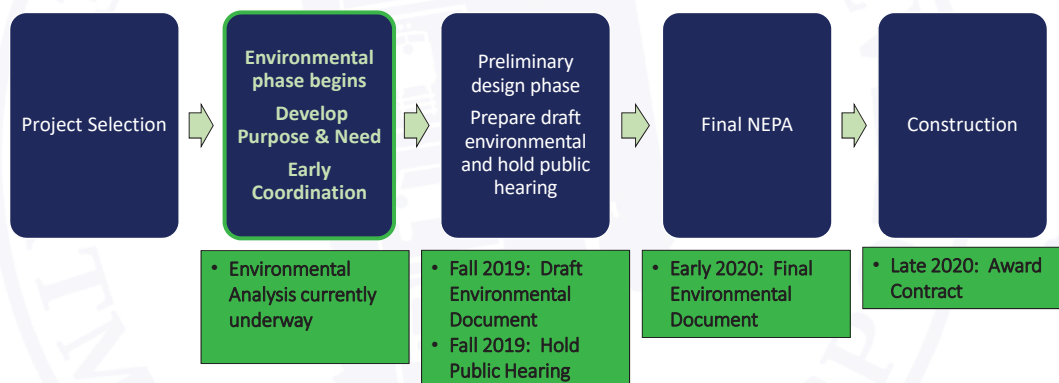
Benefits of the CAC

- Consistent communication
- Better understanding of stakeholder issues
- Detailed discussion of key issues
- Opportunity to hear differing views
- Promote collaborative problem solving
- Build understanding and support throughout the project

NextLevel
INDIANA

Project Development

Categorical Exclusion – Level 4 (CE-4) Project



NextLevel
INDIANA

Project Stakeholders

- Indiana Department of Transportation
- Federal Highway Administration, Indiana Division
- Indianapolis Metropolitan Planning Organization
- Elected & Local officials
- Transit
- Businesses
- Emergency services
- Schools
- Religious Institutions
- Community Organizations
- Residents



Reasons for the Project (Needs)

- Capacity - insufficient capacity creates congestion and excessive delays.
 - Inadequate I-465 capacity to accommodate existing and future traffic.
 - Interchange ramp lengths do not meet current standards.
 - Capacity issues need to be addressed prior to the programmed I-69 Section 6 project.
- Safety – 410 crashes occurred between 2015 and 2017. The primary types are rear end, ran off road, and same direction sideswipe.
 - Capacity, merging, and weaving movements likely contribute to the safety issues.



Project Purpose

- The purpose of the I-465 Reconfiguration Project is to improve overall traffic operation within these sections of I-465 by improving level of service to at least LOS D for the design year (2045), meeting current standards for ramp lengths, and improving safety.

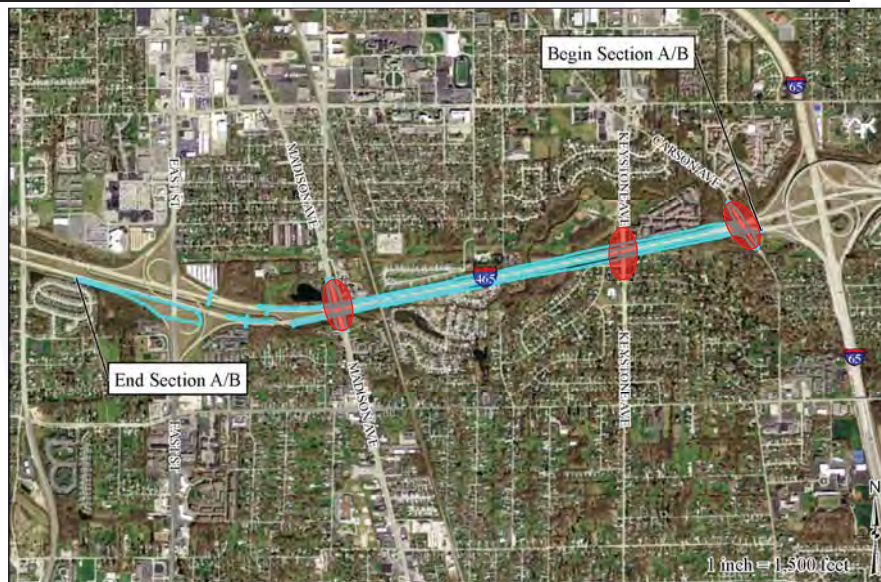


Project Scope Work – Recommended Alternative

Section A/B

- Added auxiliary lanes on eastbound/westbound I-465 (to the outside)
- Reconfiguring eastbound I-465 to northbound US 31 exit ramp
- Extending southbound US 31 to eastbound I-465 merge area
- Extending southbound US 31 to eastbound I-465
- Bridge replacements at Carson Avenue, Keystone Avenue, and Madison Avenue

Section A/B



Bridge Replacement

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INDIANA

Project Scope Work – Recommended Alternative

Section C

- Added travel lanes eastbound/westbound I-465 (to the inside)
- Tie-in to I-69 Section 6 Project west of Mann Road
- Bridge replacement at Mooresville Road Bypass



NextLevel
INDIANA

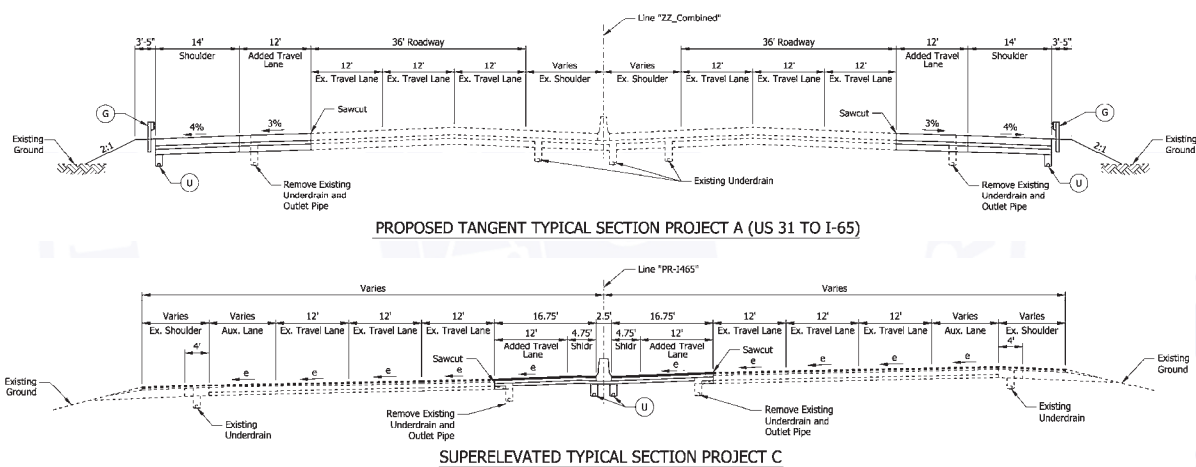
Section C



Bridge Replacement



I-465 Typical Sections



Design Build Definition

Traditional INDOT bidding method:

- INDOT develops plans and determines specifications, then selects the lowest bidder.

Design Build Contracting:

- INDOT specifies end results and design parameters
- Contractors develop proposals based on their construction capabilities.

Design Build Best Value (DBBV):

- Moves construction cost decisions and plan development from INDOT to DBBV Team.
- Contract specifies required attributes of the end product not the end product itself: allows for innovation, creativity, design, and construction strengths of the team.



Environmental Analysis

- Streams, Wetlands, and Other Waters
- Floodplains
- Endangered and Threatened Species
- Cultural Resources (Historical and Archaeological)
- Parks, Trails and Recreational Lands
- Air Quality
- Right-of-way/Relocations (None)
- Noise
- Community Impacts
- Environmental Justice (EJ): Low Income & Minority Populations
- Hazardous Materials
- Permits
- Mitigation
- Public Involvement

The project teams requests information regarding potential EJ populations and concerns related to this project.



Next Steps

Future stakeholder & public meetings

- Public Open House: Wednesday, July 10, 2019 from 6pm to 8pm at Decatur Central High School
- Resource agency coordination (e.g., US Army Corps of Engineers, Indiana Department of Environmental Management)
- Upcoming public involvement: environmental justice outreach and noise meetings
- Public Hearing (Anticipated Fall 2019)

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Group Discussion

- Purpose and Need
- Mobility / Key Movements
- Schedule
- Environmental Justice
- Other concerns?



NextLevel
INDIANA

Questions & Discussion

INDOT Project Manager
 Brian Shattuck, PE
BShattuck@indot.IN.gov
 317-234-3321

Parsons Project Manager
 John LaBlonde, PE
John.LaBlonde@parsons.com
 317-616-1015

Parsons Environmental Lead
 Daniel Miller
Daniel.J.Miller@parsons.com
 317-616-4663



Thank You

Project Website: <https://www.in.gov/indot/3961.htm>

INDOT Next Level Customer Service

855-INDOT4U (855-463-6848)

www.indot4u.com

indot@indot.in.gov



855-463-6848

Please mention "I-465 Reconfiguration Project" in your comments.



List of Invitees to I-465 CAC

Governor Eric Holcomb
State of Indiana

Mayor Joe Hogsett
City of Indianapolis

Senator Mike Braun
U.S. Senate

Senator Todd Young
U.S. Senate

U.S. Representative Andre Carson
U.S. Congress Indiana 7th District

Senator Aaron Freeman
State District 32

Senator Michael Young
State District 35

Senator Jack Sandlin
State District 36

Representative Bob Behning
House District 91

Representative Mike Speedy
House District 90

Representative Justin Moed
House District 97

Councilman Jefferson Shreve
City/County Council District 16

Councilman Jared Evans
City/County Council District 22

Councilman John Wessler
City/County Council District 24

Councilman Jason Holiday
City/County Council District 20

Mayor Russell McClure
Mayor of Southport

Mr. Kyle Jones
Council President
Town of Homecroft Council

Trustee Steve Rink
Decatur Township Trustee

Trustee Susie Day
Perry Township Trustee

Ms. MJ Dunne
Advocate
Indy Mayor's Neighborhood Advocate 3

Ms. Rosemary Stockdale
Advocate
Indy Mayor's Neighborhood Advocate 4

Director
Indianapolis Neighborhood Housing
Partnership South

Ms. Michelle Strahl
Director
Big Car/South Indy Quality of Life Plan

Mr. Chad Stover
President
Greater Southside Business Alliance

Ms. Megan Gaylor
Executive Director
Decatur Township Center

Director
Indiana Central Little League

Operations Manager
FedEx Indy

Ms. Michelle Allen
Federal Highway Administration

INDOT Deputy Commissioner
Greenfield District

INDOT Customer Service
Greenfield District

Ms. Karstin Carmany-George
INDOT Greenfield District

Mr. Brandon Miller
Senior Environmental Manager
INDOT Environmental Services

Mr. Rickie Clark
INDOT Public Involvement

Ms. Venetta Keefe
Rail Programs Manager
INDOT Rail Office

Mr. Adam French
Development Specialist
INDOT Office of Aviation

Mr. Larry Jones
City of Indianapolis
Department of Public Works

Mr. Daniel Parker
Director
Indianapolis Department of Public
Works

Mr. Tim Joyce
Deputy Director of Policy and Planning
Indianapolis Department of Public
Works

Ms. Emily Mack
Director
Indianapolis Department of
Metropolitan Development

Ms. Anna Gremling
Executive Director
Indy Metropolitan Planning
Organization

Mr. Michael Terry
President & CEO
IndyGo

Mr. Andrew McGee
Interim Director
Central Indiana Regional Transportation
Authority

List of Invitees to I-465 CAC

Mr. Mark Anderson
Director of Transportation
Metropolitan School District of Decatur
Township

Dr. Matthew Prusiecki
Superintendent
Metropolitan School District of Decatur
Township

Dr. Robert Manuel
President
University of Indianapolis

Mr. David Statler
Director of Facilities
University of Indianapolis

Dr. Aleesia Johnson
Interim Superintendent
Indianapolis Public Schools

Dr. Joseph Hollowell
President
Roncalli H.S.

Mr. Patrick Mapes
Superintendent
Perry Township School District

Mr. John Goldman
President
Louisville & Indiana Railroad Co.

Mr. Jarod Klass
Senior Director of Planning &
Development
Indianapolis Airport Authority

Mr. Bryan Langley
Agency Director
Indiana Department of Homeland
Security

Superintendnet Douglas Carter
Superintendent
Indiana State Police

Chief Ernest Malone
IFD Chief
Indianapolis Fire Department

Chief Bryan Roach
Police Chief
Indianapolis Metropolitan Police
Department

Mr. Greg Hall
Emergency Preparedness Coordinator
Marion County Health and Hospital

Fire Chief Pascal Arnes
Fire Chief
Decatur Township Fire Department

Mr. Dennis Peters
Administrator
Indianapolis Homeland Security
Bureau, Emergency Management
Agency

Chief
Indianapolis Fire Station 23



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (855) 463-6848
FAX: (317) 462-7031
EMAIL: eastcentralin@indot.in.gov

Eric Holcomb, Governor

Joe McGuinness, Commissioner

Sample Public Open
House invitation.

June 13, 2019

«AddressBlock»

«GreetingLine»

The Indiana Department of Transportation (INDOT), in cooperation with the Federal Highway Administration (FHWA), has initiated project planning for an added travel lanes project on Interstate 465 (I-465) in Marion County, Indiana, also known as the "I-465 Reconfiguration" project.

INDOT and FHWA recognize the value of public outreach and stakeholder participation in the transportation decision-making process. With this letter, we extend an invitation to be involved.

Project Description

The proposed I-465 Reconfiguration project is located on the south side of Indianapolis in Marion County. The project consists of two sections: Section A/B and Section C. Site Location Maps are attached [pending].

Section A/B begins approximately 0.3 mile west of the I-465/United States (US) 31 interchange and ends at the I-465/I-65 interchange. The proposed work for Section A/B includes building auxiliary lanes on I-465 eastbound and westbound with retaining walls, reconfiguring eastbound I-465 to northbound US 31 exit ramp, extending the southbound US 31 to eastbound I-465 merge area, and extending the entrance lane from southbound US 31 to eastbound I-465. The proposed work for Section A/B also includes the replacement of the Madison Avenue, Keystone Avenue, and Carson Avenue bridges.

Section C begins at the south end of the I-465/I-70 interchange and ends just west of the interchange with Mann Road. The proposed work for Section C includes added travel lanes along I-465, full depth pavement replacement at the shoulders, and replacement of the Mooresville Road Bypass bridge.

All work will occur within existing right-of-way. Less than one acre of temporary right-of-way may be needed. Construction is scheduled to begin in 2021.

During construction, traffic will be maintained along I-465 with shoulder and lane closures. All ramps within the interchanges will primarily remain open during construction. Local roads will experience closures while the Madison Avenue, Keystone Avenue, Carson Avenue, and Mooresville Road Bypass bridges are replaced, and detours will be provided.



www.in.gov/dot/

An Equal Opportunity Employer

Public Open House

An open house-style meeting will be conducted to gather input from local businesses, area residents, and the general public. The purpose of the public meeting is to offer all interested persons an opportunity to comment on the proposed project, including its purpose and need, and the alternatives under consideration. The public open house is scheduled for:

Wednesday, July 10, starting at 6:00 p.m.
Decatur Central High School (cafeteria)
5251 Kentucky Ave, Indianapolis, IN 46221

A brief presentation will be held at 6:30 p.m. Displays and representatives will be available before and after the presentation until 8:00 p.m. Written comments can be submitted during the meeting, on the project website, and up to thirty (30) days following the meeting to:

INDOT Greenfield District Customer Service
32 South Broadway
Greenfield, IN 46140
1-855-463-6848
Email: eastcentralin@indot.in.gov

With advance notice, INDOT can provide special accommodation for persons with disabilities and/or limited English speaking ability and persons needing auxiliary aids or services such as interpreters, signers, readers, or large print. Should special accommodation be needed please contact Rickie Clark, Office of Public Involvement at (317) 232-6601, or email rclark@indot.in.gov, preferably by Wednesday, July 3rd.

Thank you for your interest in this project. If you have any questions please contact us at (855) 463-6848 or eastcentralin@indot.in.gov.

Sincerely,



Brian Shattuck
Project Manager
INDOT

Site location map
intentionally omitted
to avoid duplication.

Sent open house invitation via USPS 6/14/2019 unless otherwise noted.

Community Organizations/Non-Profits

Mr. Michael Huber
Indy Chamber
111 Monument Circle
Suite 1950
Indianapolis, IN 46204

Ms. MJ Dunne
Indy Mayor's Neighborhood Advocate 3
200 E Washington St
Suite 2501
Indianapolis, In 46204

Emailed CAC and open house invite 6/13/19

Ms. Rosemary Stockdale
Indy Mayor's Neighborhood Advocate 4
200 E Washington St
Suite 2501
Indianapolis, IN 46204

Emailed CAC and open house invite 6/13/19

Ms. Cathy Burton
Marion County Alliance of Neighborhood Associations
PO Box 1082
Indianapolis, IN 46206

Ms. Kristina Uland
Keep Indianapolis Beautiful, Inc.
1029 Fletcher Ave
Suite 100
Indianapolis, IN 46203

Mr. Leonard Hoops
Visit Indy
200 S Capitol Ave
Suite 300
Indianapolis, IN 46225

Ms. Elaisa Vahnne
Burmese American Community Institute
4925 Shelby St
Indianapolis, Indiana 46227

Director
Indianapolis Neighborhood Housing Partnership South
4039 Otterbein Ave
Indianapolis, Indiana 4

Invited to CAC 6/13/19; Notified of open house via voicemail and email 7/2/2019

Ms. Michelle Strahl
Big Car/South Indy Quality of Life Plan
1125 Cruft Street
Indianapolis, Indiana

Invited to CAC 6/13/19 emailed MJ's open house invite 6/14/19

Mr. Chad Stover
Greater Southside Business Alliance
6825 Madison Avenue
Indianapolis, Indiana 46227

Director of Operations
Saint Timothy's Episcopal Church
2601 E Thompson Rd
Indianapolis, Indiana 46227

Director of Operations
Thompson Road Independent Baptist Church
1700 E Thompson Rd
Indianapolis, Indiana 46227

Director of Operations
Rosedale Hills United Methodist Church
4450 S Keystone Ave
Indianapolis, Indiana 46227

Director of Operations
University Heights Independent Christian Church
4050 Shelby St
Indianapolis, Indiana 46227

Director of Operations
University Heights Baptist Church
2200 E Hanna Ave
Indianapolis, Indiana 46227

Director of Operations
Aldersgate Church
9035 E 21st Street
Indianapolis, Indiana 46229

Director of Operations
Southside Church of Nazarene
2515 Thompson Rd
Indianapolis, Indiana 46227

Director of Operations
Indianapolis Christian Fellowship
4540 Madison Ave
Indianapolis, Indiana 46227

Director of Operations
Lifeway Church
3500 Thompson Rd
Indianapolis, Indiana 46227

Director of Operations
Bethany Lutheran Church
4702 S East St
Indianapolis, Indiana 46227

Director of Operations
First Separate Baptist
25 Bixler Rd
Indianapolis, Indiana 46227

Manager
Valley Forge Apartments
4350 Madison Ave
Indianapolis, Indiana 46227

Manager
Madison Mobile Home Community
4403 Madison Ave
Indianapolis, Indiana

Notified of open house via voicemail and email on 7/2/2019

Manager
Village of North Acre
1507 E Little Piney Way
Indianapolis, Indiana 46227

Notified of open house via email on 7/2/2019

Manager
Longacre Mobile Home Park
4701 Madison Ave
Indianapolis, Indiana

Notified of open house via phone call and email on 7/2/2019

Manager
Madison Park Village
4725 Madison Ave
Indianapolis, Indiana 46227

Manager
Stone Lake Apartments
2913 E Hanna Ave
Indianapolis, Indiana 46227

Ms. Megan Gaylor
Decatur Township Center
4851 Tincher Road
Indianapolis, Indiana 46221

Director of Operations
Masjid Al-Taqwa Muslim Community Center
4836 Mt Vernon Dr
Indianapolis, Indiana 46227

Cross Church
4540 Madison Ave
Indianapolis, Indiana 46227

Yorktown Home South Cooperative
4800 E Chesterfield Dr
Indianapolis, Indiana 46227

~~Meridian Place~~

Fox Club Apartments
4401 S Keystone Ave
Indianapolis, Indiana 46227

Horizon Apartments
4955 Red Horizon Blvd
Indianapolis, Indiana 46221

~~Ms. Ann Striwe
Winchester Village Neighborhood Assn.~~

Mr. Hre Mang
Chin Community of Indiana-Chin Center *
Hre Mang * 317-519-1836
* chincenter@outlook.com

Indiana Central Little League
4410 S Keystone Ave
Indianapolis, Indiana 46227

Mr. Jamie Riedmen
Perry Senior Citizens Services
6901 Derbyshire Rd
southport, Indiana 46227

Via email
6/14/2019

Lynn Austin
Transportation Manager
Gleaners Food Bank
3737 Waldemere Ave
sent via email 6/18/19

Property Owners - sent invitation to public open house 6/13/2019 via USPS

WILLIAMSON, STEVEN R & JOEL I
WILLIAMSON
9030 E COUNTY ROAD 700 S
INDIANAPOLIS, IN 46231-3420

INDIANAPOLIS AIRPORT AUTHORITY
7800 COL H WEIR COOK MEM DR
INDIANAPOLIS, IN 46241-8003

GIUFFRE, DOMINIC J & FRANK P GIUFFRE
445 W OKLAHOMA AVE
MILWAUKEE, WI 53207-2665

OST, FRED A JR
50 S MERIDIAN ST STE 202
INDIANAPOLIS, IN 46204-3537

F A E HOLDINGS 463317R
4130 HEINEY RD
INDIANAPOLIS, IN 46241-7211

HARDING REALTY LLC
10151 HAGUE RD
INDIANAPOLIS, IN 46256-3312

RPB PROPERTIES LLC
140 W WASHINGTON ST
INDIANAPOLIS, IN 46204

CRISP, RICK A
4250 SOLUN RD
INDIANAPOLIS, IN 46221-3028

SYRUS, KIMBERLY
PO BOX 20566
INDIANAPOLIS, IN 46220-0566

SCOTT, DOUGLAS L
5614 ROSELAWN LN
INDIANAPOLIS, IN 46221

BROWNING REALTY LP
5711 W MOORESVILLE RD
INDIANAPOLIS, IN 46221-3728

PETREE, JEFFREY D
5612 MOORESVILLE RD
INDIANAPOLIS, IN 46221

KOZMOU LLC
170 S PERRY RD
PLAINFIELD, IN 46168-2757

5700 MADISON LLC
6900 GRAY RD
INDIANAPOLIS, IN 46237-3209

INDIANAPOLIS IN LODGING LLC
366 10TH AVE S
WAITE PARK, MN 56387-1400

WATKINS, BOBBY C TRUSTEE, BOBBY C
WATKINS TRUST
1066 ACADIA CT
INDIANAPOLIS, IN 46217-3993

LIPPARD, ASHLEY
5611 MOORESVILLE RD
INDIANAPOLIS, IN 46221

FROSCH, CHRISTOPHER S & STEPHANIE A
5605 W MOORESVILLE RD
INDIANAPOLIS, IN 46221-3019

CARTER, ROBERT F & MARTHA J
4440 TINCHER RD
INDIANAPOLIS, IN 46221-3130

CARTER, ROBERT FELTON
4440 TINCHER RD
INDIANAPOLIS, IN 46221-3130

ELLIOTT, MARJORIE JEAN
4424 TINCHER RD
INDIANAPOLIS, IN 46221-3130

SMITH, RONDAL D & NANCY E
4439 TINCHER RD
INDIANAPOLIS, IN 46221-3130

WILSON, TERESA
4449 TINCHER RD
INDIANAPOLIS, IN 46221-3130

HARRIS, GLADYS
5440 NORCROFT DR
INDIANAPOLIS, IN 46221-3125

JAYNES, JULIA E
5451 NORCROFT DR
INDIANAPOLIS, IN 46221-3125

SCOTT, JAMES N & DEBORAH HOOVER
5647 MOORESVILLE RD
INDIANAPOLIS, IN 46221

SMITH, GOLDEN R JR & PHYLLIS D
5630 W MOORESVILLE ROAD BYP
INDIANAPOLIS, IN 46221-3763

KIDD-JORDAN, PATRICIA ANNE & LISA
ANNE JORDAN
5549 W MOORESVILLE ROAD BYP
INDIANAPOLIS, IN 46221-3762

MCFARLAND, ANTHONY
4630 TINCHER RD
INDIANAPOLIS, IN 46221-3778

Z & D PROPERTIES LLP
4615 TINCHER RD
INDIANAPOLIS, IN 46221-3778

THOMPSON, PATRICIA SUE
4617 TINCHER RD
INDIANAPOLIS, IN 46221-3778

TAYLOR, RICHARD L
4620 TINCHER RD
INDIANAPOLIS, IN 46221-3778

COOMBS, CHARLES E & BEVERLY S
4622 TINCHER RD
INDIANAPOLIS, IN 46221

DURBIN, CARRIE & SCOTT
5441 NORCROFT DR
INDIANAPOLIS, IN 46221-3127

BREEDLOVE, ANTHONY & MELISSA
5437 GAMBEL RD
INDIANAPOLIS, IN 46221-3118

UNDERWOOD, DAVID J
5429 GAMBEL RD
INDIANAPOLIS, IN 46221-3118

TRAN, TU QUAN & MAI T PHAM
5425 GAMBEL RD
INDIANAPOLIS, IN 46221-3118

TAYLOR, JOHN & GENEVA M
5421 GAMBEL RD
INDIANAPOLIS, IN 46221-3118

SIEGRIST, JOHN M
9044 PLEASANT GARDEN CT
CAMBY, IN 46113

MITCHELL, GARY L & DENISE E
5413 GAMBEL RD
INDIANAPOLIS, IN 46221-3118

LAWSON, ANDREW T
5409 GAMBEL RD
INDIANAPOLIS, IN 46221-3118

HENDRICKSON & J D BREWER & J R WHITE
TRUSTEES OF THE HJB ASSET PROTECTION
TRUST & HARRIET J BREWER LIFE ESTATE
5405 GAMBEL RD
INDIANAPOLIS, IN 46221-3118

CSMA FT LLC % RYAN LLC
1850 PARKWAY PL SE STE 900
MARIETTA, GA 30067-8261

SPETH, RONALD L & ELISA K
3296 W TONI DR
WEST VALLEY CITY, UT 84119-4423

GREGORY, CHRISTINA
5349 GAMBEL RD
INDIANAPOLIS, IN 46221-3115

MONTGOMERY, ELVIS A SR & SAUNDRA K
5343 GAMBEL RD
INDIANAPOLIS, IN 46221-3115

WHITE RIVER ASSOCIATES, LIMITED
PARTNERSHIP, C/O BARRINGTON GROUP INC
727 S ORANGE AVE
SARASOTA, FL 34236-7741

GOWARD, SUSAN CONIGLEN
4623 TINCHER RD
INDIANAPOLIS, IN 46221

BROOKS, CHRISTOPHER J & AMANDA N
4635 TINCHER RD
INDIANAPOLIS, IN 46221-3778

CRAUN, MARY
4651 TINCHER RD
INDIANAPOLIS, IN 46221-3778

HUCKSTEP, CRAIG M
4707 TINCHER RD
INDIANAPOLIS, IN 46221-3779

GONZALEZ, NICOLAS GONZALEZ
4717 TINCHER RD
INDIANAPOLIS, IN 46221-3779

CHURCH, SOUTHWEST CHURCH OF THE
NAZARENE INC
4797 TINCHER RD
INDIANAPOLIS, IN 46221-3779

TRI-LAND SOUTHERN II INC, % TRI-LAND
PROPERTIES INC
1 E OAKHILL DR STE 302
WESTMONT, IL 60559-5540

PUBLIC SERVICE CO OF IND INC C/O
DUKE ENERGY INDIANA
550 S TRYON ST DEC 41B
CHARLOTTE, NC 28202-4200

REALTY INCOME CORPORATION ATTN:PM
DEPARTMENT #1862
11995 EL CAMINO REAL
SAN DIEGO, CA 92130-2544

PUBLIC STORAGE PROPERTIES XIV, INC
DEPT PT-IN 21408
PO BOX 25025
GLENDALE, CA 91221-5025

SMITH, JAWANA S
136 GAZEBO DR
INDIANAPOLIS, IN 46227-3006

JEFFERSON, ANTONIO T & JEANA M
140 GAZEBO DR
INDIANAPOLIS, IN 46227-3006

HTOO, SAW T
144 GAZEBO DR
INDIANAPOLIS, IN 46227-3006

MENA, JORGE L & ELIZABETH
148 GAZEBO DR
INDIANAPOLIS, IN 46227-3006

JONES, EVERETT JONATHON III & SARA
ELIZABETH
152 GAZEBO DR
INDIANAPOLIS, IN 46227-3006

CABRERA, JESUS J
206 GAZEBO DR
INDIANAPOLIS, IN 46227-3015

ALBERT, BRUCE
16 FAIRWIND
NEWPORT COAST, CA 92657

GRAVES, JOHN F III
12369 GEIST COVE DR
INDIANAPOLIS, IN 46236-9195

NCUBE, THEMBELANI
218 GAZEBO DR
INDIANAPOLIS, IN 46227-3015

LOWE, SUZANNE
222 GAZEBO DR
INDIANAPOLIS, IN 46227-3015

SAINI, NAVDEEP
PO BOX 47943
INDIANAPOLIS, IN 46247-0943

MANG, RUN NEI
230 GAZEBO DR
INDIANAPOLIS, IN 46227-3015

XIE, MEIJIN
234 GAZEBO DR
INDIANAPOLIS, IN 46227-3015

TYLER, TIMOTHY L
238 GAZEBO DR
INDIANAPOLIS, IN 46227-3015

M/I SCHOTTENSTEIN HOMES INC
11711 N COLLEGE AVE STE 100
CARMEL, IN 46032

BUSART, CARL EUGENE III & MARY F BUSART
& B W HOWLAND & C J HOWLAND & M
HOWLAND & J A BUSART & C E BUSART JR
6000 W 265 N
COLUMBUS, IN 47201-4639

JALARAM HOTEL GROUP LLC
450 BIXLER RD
INDIANAPOLIS, IN 46227-1649

SPRAGUE RENTALS LLC
PO BOX 508
COLUMBUS, IN 47202-0508

NSA PROPERTY HOLDINGS LLC,
%SECURECARE SELF STORAGE
9226 TEDDY LN STE 100
LONE TREE, CO 80124-6726

BIXLER, F DAVID TRUSTEE, 1/2 INT & LOUIS H
BORGSMANN SPECIAL TRUSTEE, 1/2 INT
151 N DELAWARE ST STE 1440
INDIANAPOLIS, IN 46204-2521

CHURCH, INDIANAPOLIS CHRISTIAN
FELLOWSHIP INC
4540 MADISON AVE
INDIANAPOLIS, IN 46227-3760

STORAGE EXPRESS HOLDINGS LLC
PO BOX 70
BLOOMINGTON, IN 47402-0070

YORKTOWN HOMES SOUTH INC
4800 CHESTERFIELD DR
INDIANAPOLIS, IN 46227-1608

MILLER, DENNIS E II
4720 SHELBY ST
INDIANAPOLIS, IN 46227-4102

SUMMERS, JEREMIAH N
4708 MADISON AVE
INDIANAPOLIS, IN 46227-4150

MOSES, WILLIAM H & TRACY M
4710 MADISON AVE
INDIANAPOLIS, IN 46227-4150

KOERS, KEITH P & VICKI L
4712 MADISON AVE
INDIANAPOLIS, IN 46227-4150

PATTERSON, PATRICK & LESLIE
4724 MADISON AVE
INDIANAPOLIS, IN 46227-4150

THOE HOLDINGS LLC, INDIANA SERIES I
LLC, DBA MADISON MHP
307 N PENNSYLVANIA ST
INDIANAPOLIS, IN 46204-2091

PHILADELPHIA BALTIMORE &
WASHINGTON RAILROAD CO
43 HAVERFORD STATION RD
HAVERFORD, PA 19041-1506

CROSS ROADS HOLDING AT MADISON
PARK LLC
15954 JACKSON CREEK PKWY
MONUMENT, CO 80132-8532

LONGACRE MOBILE HOME COMMUNITY
LLC
P O BOX 28507
SANTA ANA, CA 92799-8507

GLASS, ALMA D %JACKIE CALLANE
2820 PRESIDENT LN
KOKOMO, IN 46902-3065

LAUGHNER, CHARLES F
7719 S BELMONT ST
INDIANAPOLIS, IN 46217-9794

PHILADELPHIA, BALTIMORE &
WASHINGTON RAILROAD CO
4702 S STATE AVE
INDIANAPOLIS, IN 46227-4218

SULLIVAN, THOMAS P & TAMMIE L
2114 REDFERN DR
INDIANAPOLIS, IN 46227-4310

BAKER, MARLON L & SHELIA A
2144 REDFERN DR
INDIANAPOLIS, IN 46227-4310

NIEDENTHAL, RICHARD A & ROBERT J
NIEDENTHAL & MARSHA A NIEDENTHAL
2210 REDFERN DR
INDIANAPOLIS, IN 46227-4342

PROBST, JOANNE E
2234 REDFERN DR
INDIANAPOLIS, IN 46227

STEVENS, JAN L
6819 S MERIDIAN ST
INDIANAPOLIS, IN 46217-4033

BOWERS, JOEL H & SUE A
1227 LICK CREEK PKWY
INDIANAPOLIS, IN 46227

PHILADELPHIA, BALTIMORE &
WASHINGTON RAILROAD CO
4702 S STATE AVE
INDIANAPOLIS, IN 46227-4218

BELCHER, MARK A & DEBORAH K
4401 ASBURY ST
INDIANAPOLIS, IN 46227-8607

INDIANA CENTRAL LITTLE LEAGUE INC
PO BOX 17757
INDIANAPOLIS, IN 46217

K-F-M PARTNERS, LP C/O HARRY C KIM
975 DOE RUN DR
CARMEL, IN 46032-7761

BLACK, SARA B & JAMES R BLACK &
DAVID E BERNHARDT
1543 HARDIN CT
PLAINFIELD, IN 46168-2174

BROWN, DARRYL R
6542 LOCKWOOD LN
INDIANAPOLIS, IN 46217-4012

GEARHART, THOMAS K & JACQUELINE
2220 REDFERN DR
INDIANAPOLIS, IN 46227-4342

NEWPORT, CRYSTAL L
2245 REDFERN DR
INDIANAPOLIS, IN 46227-4311

CHENAULT, ANTHONY E & TINA M
4709 MADISON AVE
INDIANAPOLIS, IN 46227-4149

FLORES, ABEL
1245 LICK CREEK PKWY SOUTH DR
INDIANAPOLIS, IN 46227-4120

NORTHACRE INVESTMENT GROUP LLC
DBA VILLAGE OF NORTHACRE
1826 S MAIN ST
AKRON, OH 44301-2400

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BROWN, DARRYL R
6542 LOCKWOOD LN
INDIANAPOLIS, IN 46217-4012

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2315 REDFERN DR
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MOBILE, AL 36616-0506

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MATTHEWS, HAROLD W II & KAREN S
2435 REDFERN DR
INDIANAPOLIS, IN 46227-4358

LANE, HAROLD W & RAVENNA K
2445 REDFERN DR
INDIANAPOLIS, IN 46227-4358

WIDDIFIELD, MARK D
2501 REDFERN DR
INDIANAPOLIS, IN 46227

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INDIANAPOLIS, IN 46227-6627

MCKINNEY, PHYLLIS Z
4451 CARSON AVE
INDIANAPOLIS, IN 46227-6626

BUSH, DONALD R & BARBARA J
102 TRI SAB LN
INDIANAPOLIS, IN 46217-3267

From: [Indiana Department of Transportation](#)
To: [Port, Juliet](#)
Subject: [EXTERNAL] I-465 Reconfiguration Project in Marion County - Public Open House
Date: Thursday, June 20, 2019 1:11:28 PM

I-465 Reconfiguration Project – Public Open House

The Indiana Department of Transportation (INDOT), in cooperation with the Federal Highway Administration (FHWA), has initiated project planning for an added travel lanes project on Interstate 465 (I-465) in Marion County, Indiana, also known as the “I-465 Reconfiguration” project.

The proposed I-465 Reconfiguration project is located on the south side of Indianapolis in Marion County. The project consists of two sections: Section A/B and Section C. Site Location Maps are attached [pending].

Section A/B begins approximately 0.3 mile west of the I-465/United States (US) 31 interchange and ends at the I-465/I-65 interchange. The proposed work for Section A/B includes building auxiliary lanes on I-465 eastbound and westbound with retaining walls, reconfiguring eastbound I-465 to northbound US 31 exit ramp, extending the southbound US 31 to eastbound I-465 merge area, and extending the entrance lane from southbound US 31 to eastbound I-465. The proposed work for Section A/B also includes the replacement of the Madison Avenue, Keystone Avenue, and Carson Avenue bridges.

Section C begins at the south end of the I-465/I-70 interchange and ends just west of the interchange with Mann Road. The proposed work for Section C includes added travel lanes along I-465, full depth pavement replacement at the shoulders, and replacement of the Mooresville Road Bypass bridge.

All work will occur within existing right-of-way. Less than one acre of temporary right-of-way may be needed. Construction is scheduled to begin in 2021.

During construction, traffic will be maintained along I-465 with shoulder and lane closures. All ramps within the interchanges will primarily remain open during construction. Local roads will experience closures while the Madison Avenue, Keystone Avenue, Carson Avenue, and Mooresville Road Bypass bridges are replaced, and detours will be provided.

Public Open House

An open house-style meeting will be conducted to gather input from local businesses, area residents, and the general public. The purpose of the public meeting is to offer all interested persons an opportunity to comment on the proposed project, including its purpose and need, and the alternatives under consideration. The public open house is scheduled for:

Wednesday, July 10, Open House begins at 6:00 p.m.
Presentation at 6:30 p.m.
Decatur Central High School (cafeteria)
5251 Kentucky Ave, Indianapolis, IN 46221

A brief presentation will be held at 6:30 p.m. Displays and representatives will be available before and after the presentation until 8:00 p.m. Written comments can be submitted during the meeting, on the project website, and up to thirty (30) days following the meeting to:

INDOT Greenfield District Customer Service
32 South Broadway
Greenfield, IN 46140
1-855-463-6848
Email: eastcentralin@indot.in.gov

With advance notice, INDOT will provide accommodation for persons with disabilities requiring auxiliary aids or services such as sign language interpretation, large print materials and alternative formatted materials. Should accommodation be required, please contact Rickie Clark, INDOT Office of Public

Involvement at 317-232-6601 rclark@indot.in.gov. Persons and/or groups representing persons of Limited English Proficiency (LEP) requiring support services related to accessing project information and participating in the public involvement process, are encouraged to contact the INDOT Office of Public Involvement for the coordination of support services.

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From: Indiana Department of Transportation <indot@subscriptions.in.gov>
Sent: Monday, July 01, 2019 11:26 AM
To: Port, Juliet
Subject: [EXTERNAL] I-465 Reconfiguration Project in Marion County - Public Open House

I-465 Reconfiguration Project – Public Open House

The Indiana Department of Transportation (INDOT), in cooperation with the Federal Highway Administration (FHWA), has initiated project planning for an added travel lanes project on Interstate 465 (I-465) in Marion County, Indiana, also known as the “I-465 Reconfiguration” project.

The proposed I-465 Reconfiguration project is located on the south side of Indianapolis in Marion County. The project consists of two sections: Section A/B and Section C. Site Location Maps are attached [pending].

Section A/B begins approximately 0.3 mile west of the I-465/United States (US) 31 interchange and ends at the I-465/I-65 interchange. The proposed work for Section A/B includes building auxiliary lanes on I-465 eastbound and westbound with retaining walls, reconfiguring eastbound I-465 to northbound US 31 exit ramp, extending the southbound US 31 to eastbound I-465 merge area, and extending the entrance lane from southbound US 31 to eastbound I-465. The proposed work for Section A/B also includes the replacement of the Madison Avenue, Keystone Avenue, and Carson Avenue bridges.

Section C begins at the south end of the I-465/I-70 interchange and ends just west of the interchange with Mann Road. The proposed work for Section C includes added travel lanes along I-465, full depth pavement replacement at the shoulders, and replacement of the Mooresville Road Bypass bridge.

All work will occur within existing right-of-way. Less than one acre of temporary right-of-way may be needed. Construction is scheduled to begin in 2021.

During construction, traffic will be maintained along I-465 with shoulder and lane closures. All ramps within the interchanges will primarily remain open during construction. Local roads will experience closures while the Madison Avenue, Keystone Avenue, Carson Avenue, and Mooresville Road Bypass bridges are replaced, and detours will be provided.

Public Open House

An open house-style meeting will be conducted to gather input from local businesses, area residents, and the general public. The purpose of the public meeting is to offer all interested persons an opportunity to comment on the proposed project, including its purpose and need, and the alternatives under consideration. The public open house is scheduled for:

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32 South Broadway
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INDIANAPOLIS -- INDOT unveiled plans to reconfigure I-465 on the south side of Indianapolis Wednesday evening.

According to INDOT, the construction will be in two sections. One section is between US 31 and I-65, with the other between I-70 and the Mann Road interchange.

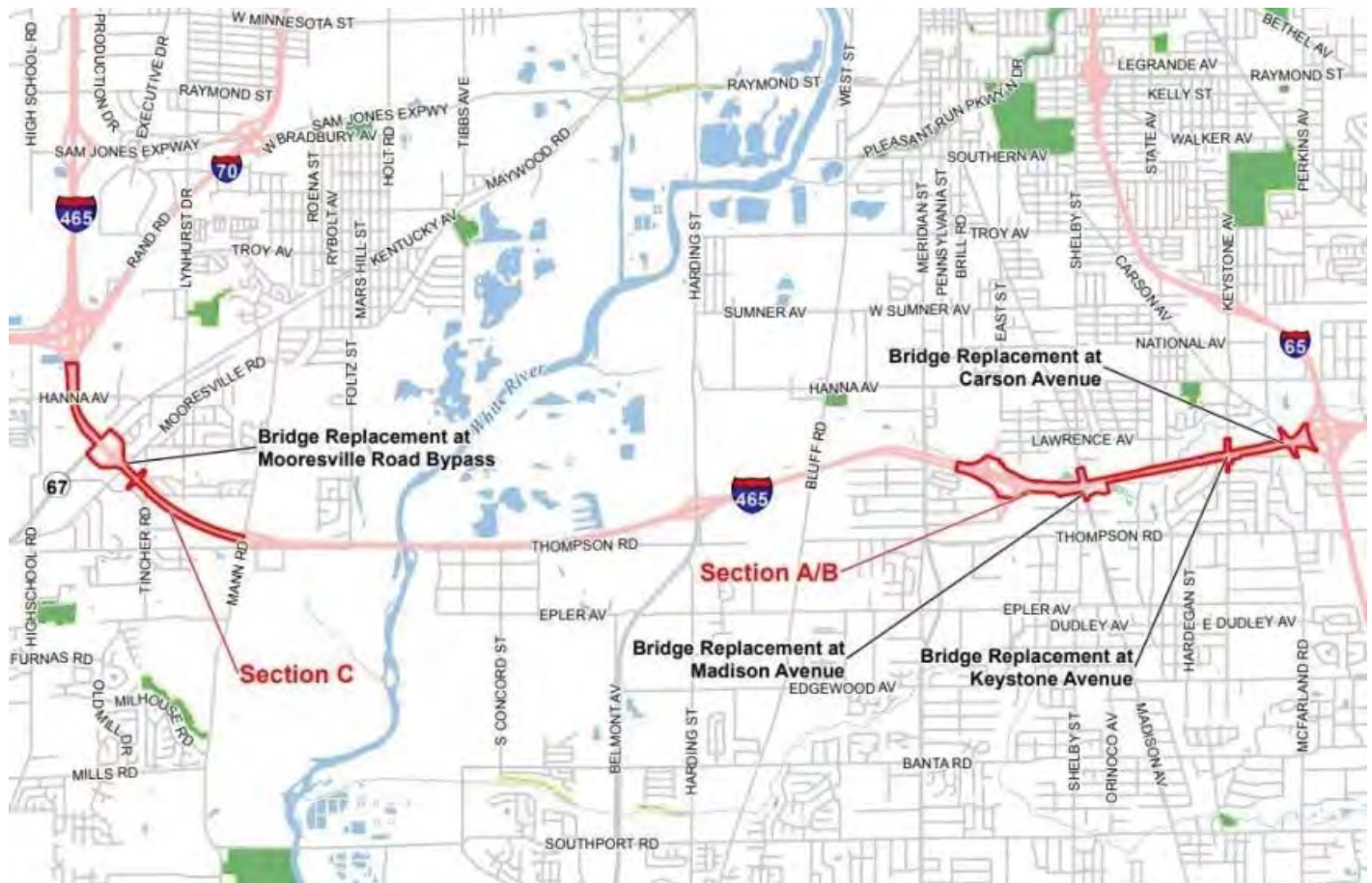
Some of the changes include new auxiliary lanes to help traffic merge, replacing bridges and adding more travel lanes.

The reconfiguration is in preparation for when I-69 construction is completed and it meets up with I-465.

<https://www.wIBC.com/news/local-news/indot-reconfigure-i-465-south-side>

INDOT announces open house for I-465 project in 2021

POSTED 10:18 AM, JULY 8, 2019, BY CBS4 WEB, UPDATED AT 02:37PM, JULY 8, 2019



I-465 Reconfiguration Project

INDIANAPOLIS, Ind. — A public open house will be held on Wednesday to discuss the I-465 reconfiguration project.

The Indiana Department of Transportation (INDOT) is hosting the event and is asking the public to voice their thoughts on I-465 construction scheduled to begin in 2021.

Part of Governor Holcomb's Next Level Roads initiative, the project involves I-465 on the south side of Indianapolis from just west of U.S. 31 to the I-465/I-65 interchange and I-465 between the I-70 interchange and Mann Road.

Plans include widening of I-465 in both directions and the building of retaining walls, according to INDOT.

The reconfiguration of the I-465/U.S. 31 interchange and the replacement of multiple bridges will also be discussed.

The open house will be held Wednesday, July 10 at 6 p.m., beginning with a presentation from INDOT at 6:30 p.m., at Decatur Central High School Cafeteria located at 5251 Kentucky Avenue.

To learn more about INDOT and Next Level Roads, [click here](#).





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Big changes planned for I 465 on Indy's south side

Construction expected to start in 2021

Posted: 5:48 PM, Jun 20, 2019 **Updated:** 5:48 PM, Jun 20, 2019



By: Tom Maccabe



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The work is not expected to begin until 2021, but when it does, drivers will face construction zones over a ten mile stretch of very busy interstate between the I 70/465 interchange near the airport and the I 65/465 interchange on the south side.

The plan, detailed Thursday in an INDOT press release, is to add one lane in each direction, while improving entrance and exit ramps.

ADVERTISING

The project also includes replacement of the Madison, Keystone and Carson Avenue bridges and the Mooresville Road Bypass bridge.

INDOT says traffic will be maintained during the work and all ramps within the interchanges will stay open.

Work on one section of 465, between Mann Road and the US 31/465 interchange, will not begin until 2022.

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But before INDOT moves forward with any work, a public hearing is needed.

It will be held July 10, 6 p.m., at the Decatur Central High School cafeteria, 5251 Kentucky Avenue.

465 on the south side opened in the 1960's and traffic volume has grown significantly since.

Backups at busy times of the day are not uncommon, and more vehicles will be added when I 69 feeds into 465.

Long stretches of 465 on other sides of the city have been improved or are under construction now.

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Residents voice concerns, comments on I-465 reconfiguration project

By **Staff Reports** - 7/11/19 7:34 PM

Southside residents got a glimpse at what their future commute to Indianapolis might look like after a state agency unveiled work plans on an interstate that loops around Indianapolis.

The Indiana Department of Transportation introduced the Interstate 465 reconfiguration project that will have an impact on southside residents and Johnson County commuters at a public meeting Wednesday night.

About 40 people attended the two-hour open house meeting at Decatur Central High School in Indianapolis.

Interstate 69 is being extended from Martinsville to Indianapolis and will eventually intersect with I-465 just north of the Johnson County line.

The scope of the I-465 work will be reconstructing the highway by adding travel lanes and reconfiguring ramps to accommodate the expected increase in traffic from I-69. The insufficient capacity of I-465 creates congestion and delays, and reconfiguring I-465 will address those needs and the safety issues that come along with it, said John LaBlonde, a transportation engineer with Parsons.

Between 2015 and 2017, there were 410 crashes within the project area, according to INDOT.

The project is planned for two phases.

The first phase starts west of the I-465 and U.S. 31 interchange and ends at 465 and 65, also known as the south split. The proposed work for this section includes building auxiliary lanes in both directions with retaining walls, reconfiguring the eastbound I-465 to northbound U.S. 31 exit ramp, extending the southbound U.S. 31 to eastbound I-465 merging area and extending the entrance lane from southbound U.S. 31 to eastbound I-465. Bridges on Madison Avenue, Keystone Avenue and Carson Avenue will also be replaced. Local roads around those areas in Indianapolis will experience closures while the bridges are being worked on. Detours will be provided.

The meeting had two purposes, to introduce the project and receive public feedback, said Rickie Clark, public hearing manager for INDOT.

Members of the public were asked to fill out input forms and to make comments. INDOT employees were available for questions during the meeting.

One resident who lives near the impact area, Howard Pavey, said he came to the meeting to learn more about the project. His commute looks different everyday, he said.

He travels often and is used to heavy traffic in the evenings, he said.

"You kind of get used to it and you plan when you're coming back home, if you're going to be hitting (I-465) at a certain time, you pick out a different route or you'll be sitting in traffic and sometimes you get stuck in traffic anyway," Pavey said.

Another group of nearby residents said their concerns are focused elsewhere. Linda Dungan, Barbara Bush and Donald Bush live directly southwest of the I-465 and I-65 interchange.

Their house is right next to the interstate, and they are concerned about noise and directional lighting, Dungan said.

Another concern is whether the state will need to buy their property. As of now, they have not been notified of anything.

"There's good and there's bad. If they add more lanes, fine," Donald Bush said.

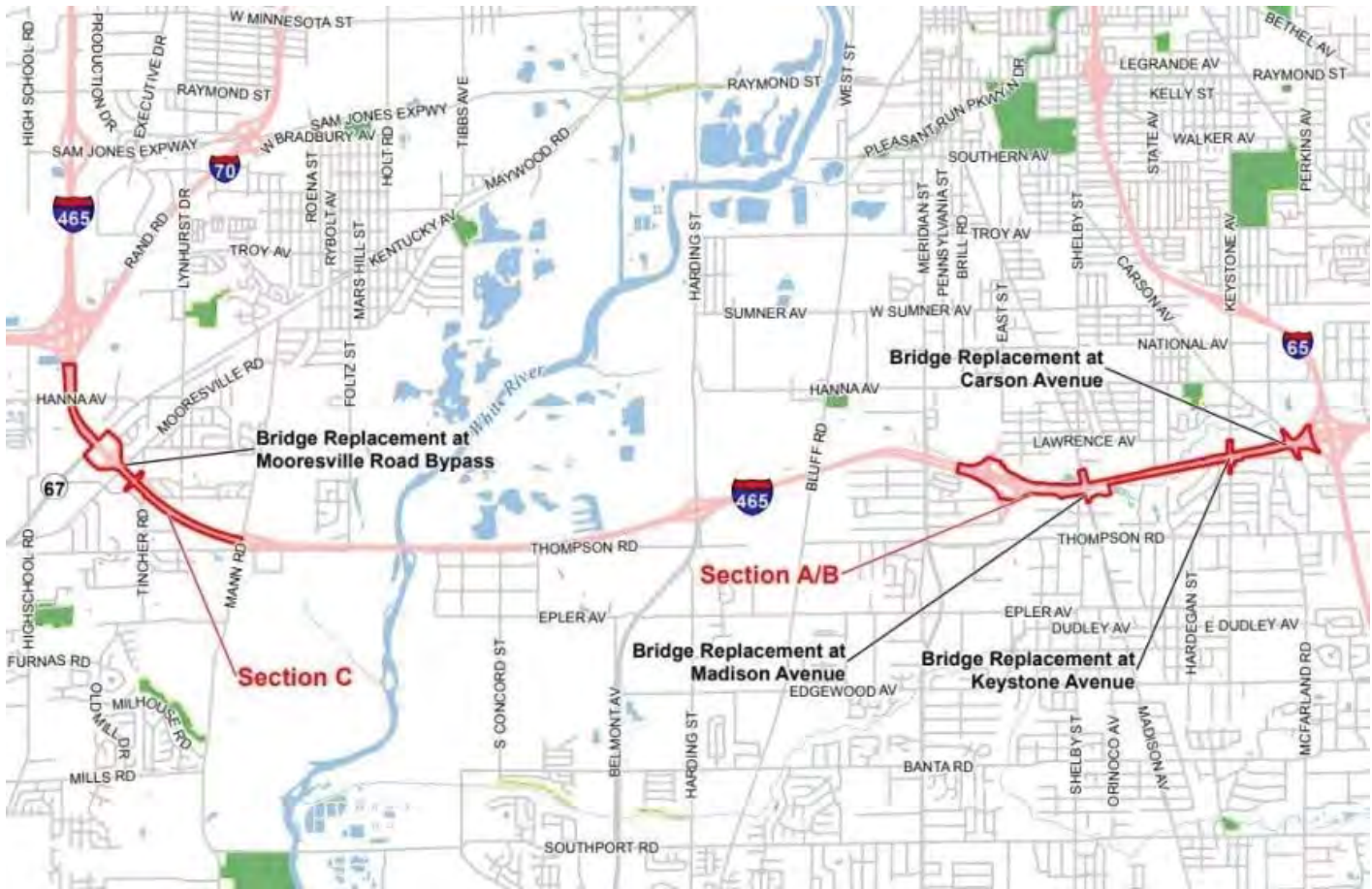
The project is still in the early development stage. INDOT plans to have environmental documents done in the fall, which will assess noise pollution, environmental injustices and other environmental concerns. Once that is done, they will hold another public hearing.

"One of the advantages of meeting with the community this early on..is that we have an opportunity to solicit input, we have an opportunity for modifications and have discussion to try and find out how is this project really going to impact the users, the stakeholders?" Clark said at the meeting.

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INDOT to hold open house on I-465 project

POSTED 10:16 AM, JULY 8, 2019, BY FOX59 WEB, UPDATED AT 02:37PM, JULY 8, 2019



I-465 Reconfiguration Project

INDIANAPOLIS, Ind. — A public open house will be held on Wednesday to discuss the I-465 reconfiguration project.

The Indiana Department of Transportation (INDOT) is hosting the event and is asking the public to voice their thoughts on I-465 construction scheduled to begin in 2021.

Part of Governor Holcomb's Next Level Roads initiative, the project involves I-465 on the south side of Indianapolis from just west of U.S. 31 to the I-465/I-65 interchange and I-465 between the I-70 interchange and Mann Road.

Plans include widening of I-465 in both directions and the building of retaining walls, according to INDOT.

The reconfiguration of the I-465/U.S. 31 interchange and the replacement of multiple bridges will also be discussed.

The open house will be held Wednesday, July 10 at 6 p.m., beginning with a presentation from INDOT at 6:30 p.m., at Decatur Central High School Cafeteria located at 5251 Kentucky Avenue.

To learn more about INDOT and Next Level Roads, [click here](#).



Weekend construction around Marion County this weekend

https://www.nuvo.net/news/indot-to-seek-public-input-on-new-i--project/article_4be6f530-a33c-11e9-b539-97d0a7f7e604.html

INDOT to seek public input on new I-465 project

Staff Report Jul 10, 2019 Updated 23 hrs ago



The Indiana Department of Transportation will hold a public open house at 6 p.m. Wednesday at Decatur Central High School in Indianapolis to discuss and seek input on a project that will add travel lanes to portions of Interstate 465.

The first section of work will be done between the I-465/U.S. 31 interchange and the I-465/I-65 interchange. New lanes with retaining walls will be built along the eastbound and westbound lanes, with U.S. 31 exit and entrance ramps to I-465 reconfigured and

extended. along with other projects in that area. The plans also call for replacement of bridges at Madison, Keystone and Carson avenues.

The second section of work will be done at the south end of the I-465/I-70 interchange, ending west of the interchange with Mann Road. Projects in this section will include adding travel lanes along I-465 and replacement of the Mooresville Road Bypass bridge.

Construction is scheduled to begin in 2021. Traffic will be maintained along I-465 with shoulder and lane closures during the work period. All interchange ramps will primarily remain open during construction, though there will be local road closures as bridges are replaced.

Tags

- I-465
- Lane
- Ramp
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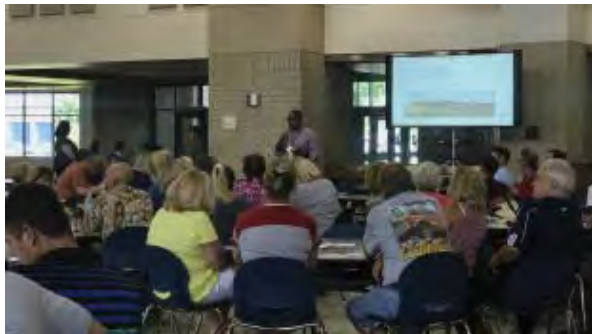
[News](#) • [Local News](#) / July 10, 2019

INDOT Takes Input On I-465 Reconfiguration Project

The Indiana Department of Public Transportation introduced a reconfiguration project for I-465 Wednesday, and took public comment. [url](#)Interstate 465, Indiana Department of Transportation2019-07-10T00:00:00-04:00

[Emily Cox](#)





The Indiana Department of Public Transportation introduced a reconfiguration project for I-465 Wednesday, and took public comment.

Emily Cox/WFYI

On Wednesday The Indiana Department of Public Transportation introduced an Interstate 465 reconfiguration project and took public comment.

The project will take place on the southside of Indianapolis, from just west of U.S. 31 to the I-465 and I-65 interchange and between the I-70 interchange and Mann Road. The plan is to widen I-465 in both directions, build retaining walls and make ramps onto the interstate longer.

Deanna Medsker lives in the Northwest Perry Neighborhood and says she's excited about the project improving safety.

"It will definitely be a little painful for residents," Medsker says. "Any of this road construction is going to be painful for a short period of time, or hopefully what will be a short period of time, but I think long term it'll be worthwhile."

Between 2015 and 2017, there were 410 crashes within the project area. The project plans to widen I-465 in both directions, build retaining walls and make ramps onto the interstate longer.

Mallory Duncan, media director for INDOT, says this project responds to the concerns heard previously.

"So we are adding travel lanes, we are extending off ramps, so people can get off interstates safely and have enough time to change their speed to get onto city streets," Duncan says. "And that will improve safety overall, as people aren't weaving in and out too quickly get on that off ramp."

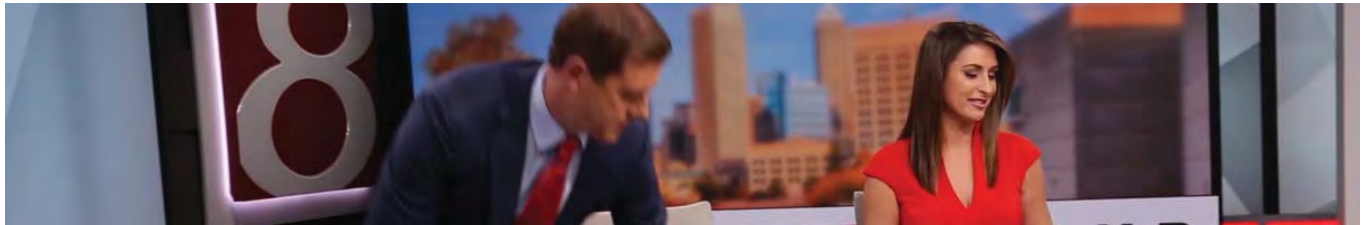
Duncan says the project will ease congestion in the area.

"We've had a lot more traffic come through," she says. "As the city of Indianapolis grows, as the state grows, there are more people, so we're trying to ease that."

Construction plans aren't yet finalized. They are slated to be completed in 2021. The next public hearing will be held this fall. INDOT aims to finish the project in 2024.

Tags: [Interstate 465](#) [Indiana Department of Transportation](#)

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LATEST NEWS

INDOT plans south side I-465 reconfiguration

INDOT plans I-465 reconfiguration



by: Staff Reports

Posted: Jul 11, 2019 / 12:00 AM UTC / Updated: Jul 11, 2019 / 12:00 AM UTC

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<https://www.wishtv.com/news/latest-news/indot-plans-south-side-i-465-reconfiguration/>

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Some of the changes include new auxiliary lanes to help traffic merge, replacing bridges and adding more travel lanes.

The reconfiguration is in preparation for when I-69 construction is completed and it meets up with I-465.

“We want the traffic to flow seamlessly between the two interstates,” Mallory Duncan of INDOT said. “And that is why we’re adding lanes, and it’ll all happen in our current right of way. So the current land that INDOT owns within I-465, we’re going to use that to add the lanes so there won’t be the mess of buying land or completely building something from scratch like we are with 69.”

Construction is scheduled to begin in 2021 and wrap up sometime in 2024.

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INDOT TO HOST PUBLIC OPEN HOUSE ON I-465 RECONFIGURATION PROJECT

Brian Scott 4 days ago Local News 16 Views

INDIANAPOLIS – The Indiana Department of Transportation will host a public open house to discuss the I-465 reconfiguration project.

The project involves I-465 on the south side of Indianapolis from just west of U.S. 31 to the I-465/I-65 interchange and I-465 between the I-70 interchange and Mann Road.

The project includes plans to widen I-465 in both directions and build retaining walls. The plan also calls for the reconfiguration of the I-465/U.S. 31 interchange. The Madison Ave., Keystone Ave., Carson Ave., and Mooresville Road bridges would also be up for replacement during this project.

Construction is scheduled to begin in 2021.

INDOT is asking the public to come and voice their thoughts during a public open house meeting.

WHO: The public and INDOT officials

WHEN: Wednesday, July 10

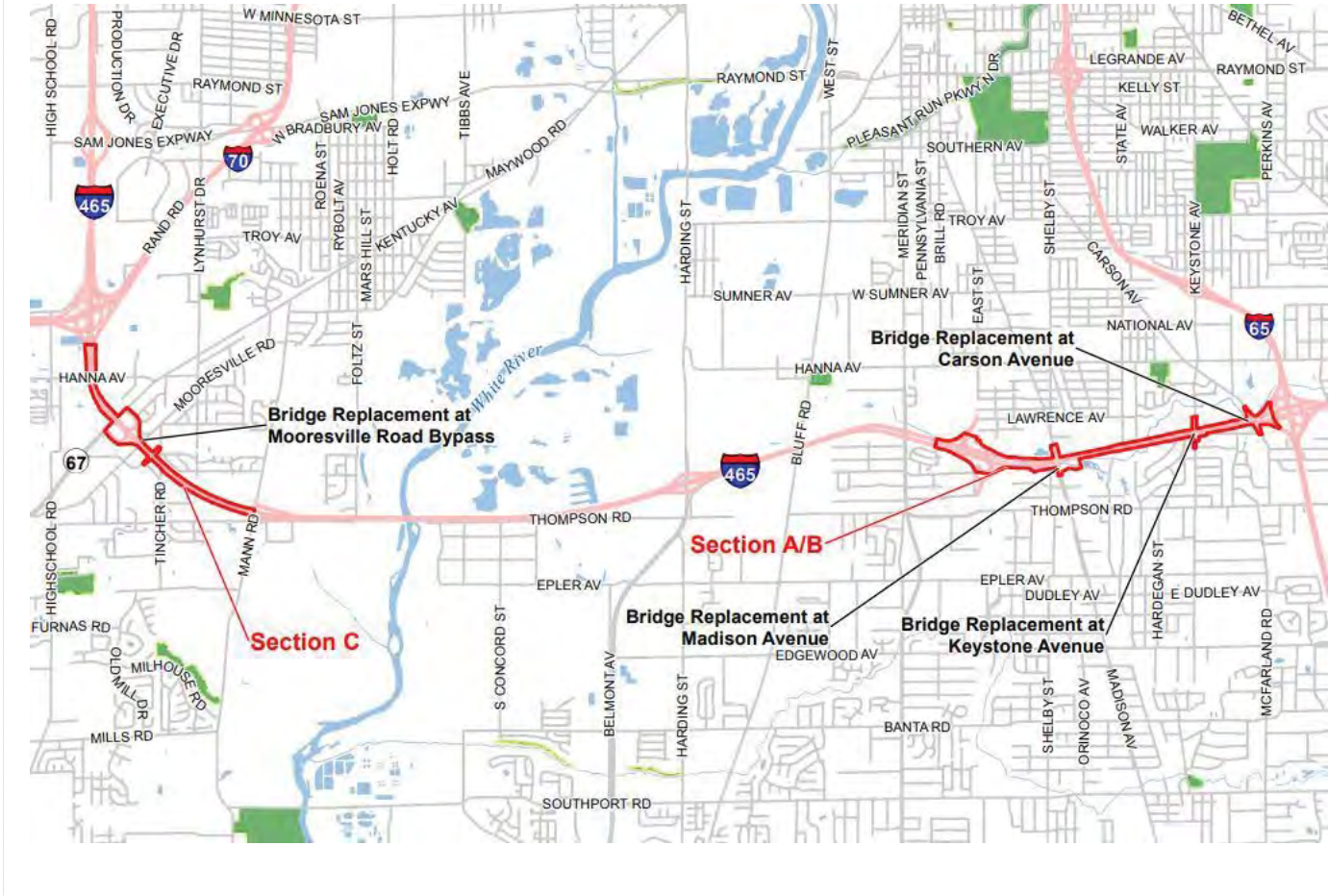


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WHERE: Decatur Central High School (cafeteria)

5251 Kentucky Ave., Indianapolis, IN 46221



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I-465 Reconfiguration

Open House
July 2019

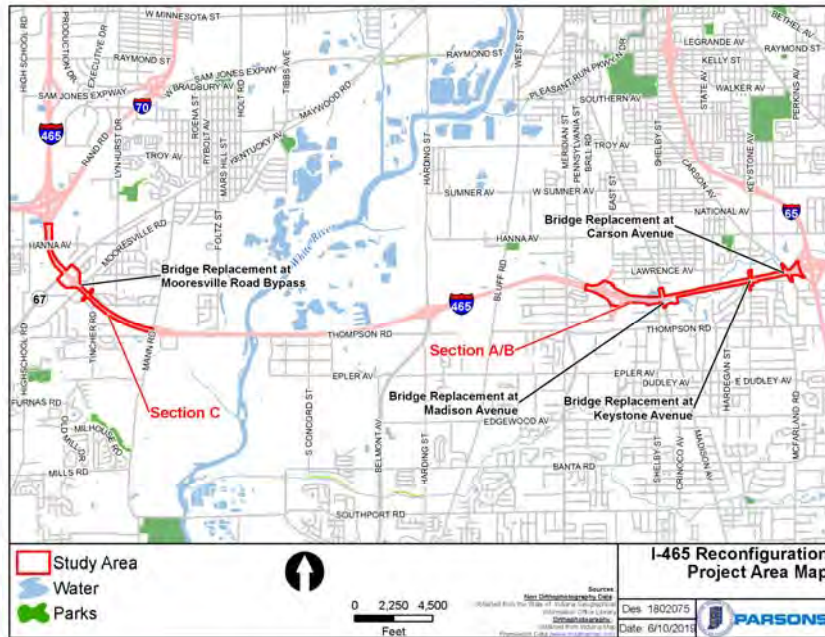


Welcome

- Introduction of Project Team
- Recognition of elected officials
- Please sign-in

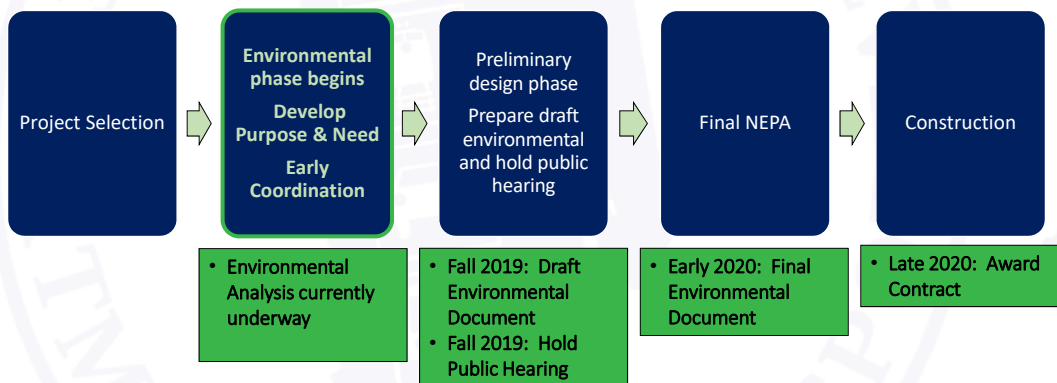


Project Location



Project Development

Categorical Exclusion – Level 4 (CE-4) Project



Project Stakeholders

- Indiana Department of Transportation
- Federal Highway Administration, Indiana Division
- Indianapolis Metropolitan Planning Organization
- Elected & Local officials
- Transit
- Businesses
- Emergency services
- Schools
- Religious Institutions
- Community Organizations
- Residents



Reasons for the Project (Needs)

- Capacity - insufficient capacity creates congestion and excessive delays.
 - Inadequate I-465 capacity to accommodate existing and future traffic.
 - Interchange ramp lengths do not meet current standards.
 - Capacity issues need to be addressed prior to the programmed I-69 Section 6 project.
- Safety – 410 crashes occurred between 2015 and 2017. The primary types are rear end, ran off road, and same direction sideswipe.
 - Capacity, merging, and weaving movements likely contribute to the safety issues.



Project Purpose

- The purpose of the I-465 Reconfiguration Project is to improve overall traffic operation within these sections of I-465 by improving level of service to at least LOS D for the design year (2045), meeting current standards for ramp lengths, and improving safety.

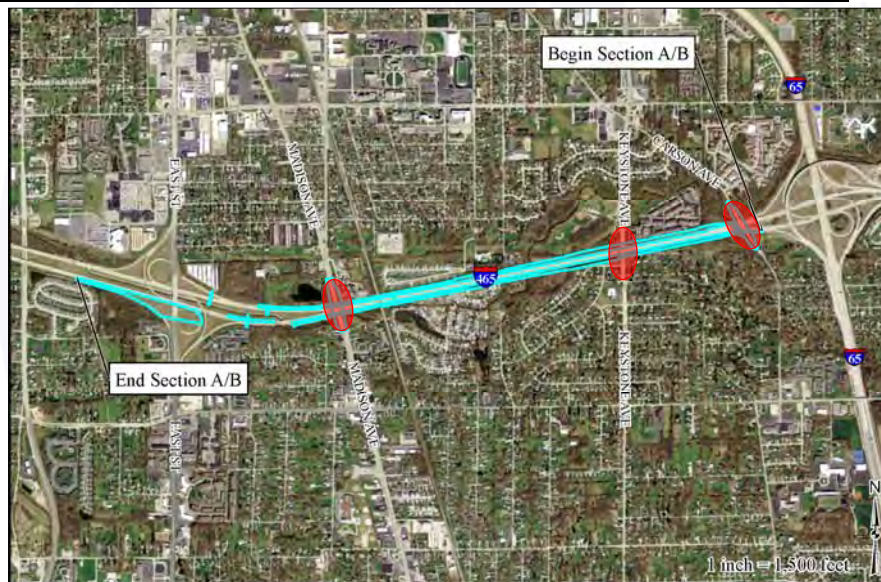


Project Scope Work – Recommended Alternative

Section A/B

- Added auxiliary lanes on eastbound/westbound I-465 (to the outside)
- Reconfiguring eastbound I-465 to northbound US 31 exit ramp
- Extending southbound US 31 to eastbound I-465 merge area
- Extending southbound US 31 to eastbound I-465
- Bridge replacements at Carson Avenue, Keystone Avenue, and Madison Avenue

Section A/B



Bridge Replacement

Project Scope Work – Recommended Alternative

Section C

- Added travel lanes eastbound/westbound I-465 (to the inside)
- Tie-in to I-69 Section 6 Project west of Mann Road
- Bridge replacement at Mooresville Road Bypass



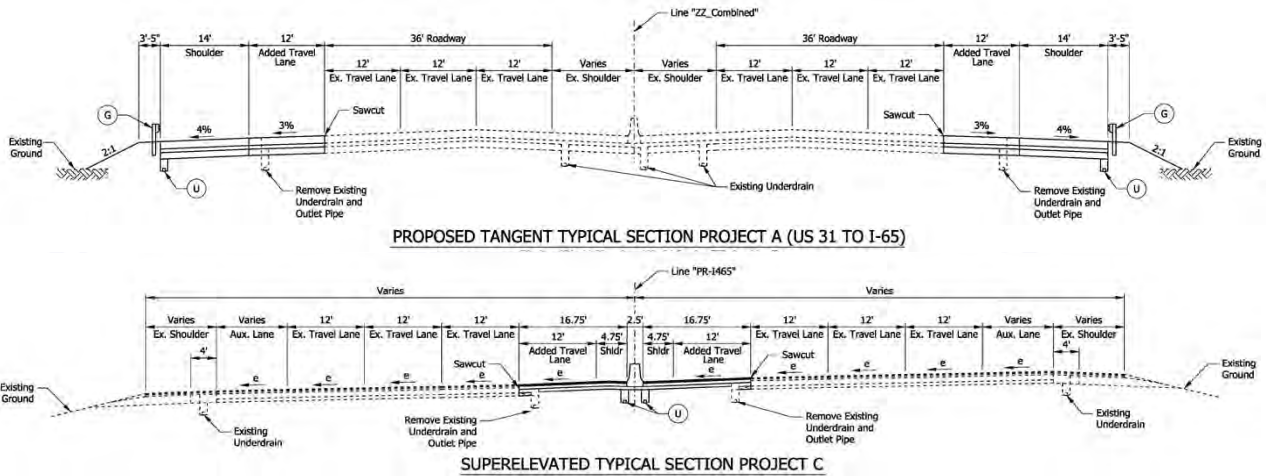
Section C



Bridge Replacement



I-465 Typical Sections



Design Build Definition

Traditional INDOT bidding method:

- INDOT develops plans and determines specifications, then selects the lowest bidder.

Design Build Contracting:

- INDOT specifies end results and design parameters
- Contractors develop proposals based on their construction capabilities.

Design Build Best Value (DBBV):

- Moves construction cost decisions and plan development from INDOT to DBBV Team.
- Contract specifies required attributes of the end product not the end product itself: allows for innovation, creativity, design, and construction strengths of the team.



Environmental Analysis

- | | |
|--|---|
| • Streams, Wetlands, and Other Waters | • Noise |
| • Floodplains | • Community Impacts |
| • Endangered and Threatened Species | • Environmental Justice (EJ): Low Income & Minority Populations |
| • Cultural Resources (Historical and Archaeological) | • Hazardous Materials |
| • Parks, Trails and Recreational Lands | • Permits |
| • Air Quality | • Mitigation |
| • Right-of-way/Relocations (None) | • Public Involvement |

The project teams requests information regarding potential EJ populations and concerns related to this project.



Mobility

- Contract award 2020. Open to traffic end of 2024.
- Combined with I-69 Section 6 DBBV contract.
- Overpass bridge replacements may require closures.
- Please provide feedback regarding your concerns.



NextLevel
INDIANA

Next Steps

Future stakeholder & public meetings

- Community advisory committee (CAC) was held Tuesday, July 9th
- Resource agency coordination (e.g., US Army Corps of Engineers, Indiana Department of Environmental Management)
- Upcoming public involvement: environmental justice outreach and noise meetings
- Public Hearing (Anticipated Fall 2019)

NextLevel
INDIANA

Contact Us

- Written comments can be submitted for up to 30 days.
- Comment forms and box at registration table, or send via email or postal mail.

Postal address: ATTN: INDOT, c/o Dan Miller
 Parsons
 101 W Ohio St, Suite 2121
 Indianapolis, IN 46204

Please mention "I-465 Reconfiguration Project" in your comments.



Thank You

Project Website: <https://www.in.gov/indot/3961.htm>

INDOT Next Level Customer Service

855-INDOT4U (855-463-6848)

www.indot4u.com

indot@indot.in.gov



855-463-6848

Please mention "I-465 Reconfiguration Project" in your comments.





I-465 Reconfiguration Project Public Meeting Sign-In Sheet



July 10, 2019

Name	Organization (If applicable)	Email	Street Address	Zipcode
Mike Riedeman	St Roch + Northwest Perry		3511 Cirdenwald Dr	46217
CAROLYN LYKE			5324 MARGARET RD	46221
Va Ke				
Emily Cox	WFYI	ecox@wfyi.org		
Neil Muleaney	Superior Construction	nmuleaney@superiorconstruction.com		
Matt Wyaberry	M M			
MIKE BYERS	IN-APA	mbyers@perenect.com		
David Bex		davidbex@anthonyproducts.com	5528 Snowberg Court	46221
Elsadig Ibrahim	INDOT	eibrahim@indot-in.gov		
LINDA ADAMS	Purdue Extension	adams284@purdue.edu		
Judi Casselman	West Newton Methodist Church			
Robt Casselman	"			



I-465 Reconfiguration Project Public Meeting Sign-In Sheet

July 10, 2019

Name	Organization (If applicable)	Email	Street Address	Zipcode
Kim Burrows			5812 Norcroft Dr	46221
David Griffith		davidwaynegriff65@gmail.com	5211 Plum Dr Apt L	46221
John McGee	WCBK	NEWS@WCBK.COM	1639 Burton Ln	46151
Jon Easter		johnnystir@gmail.com	5833 Emmert Way Indpls IN	46221
Doug Scott		dscott1129@qadoo.com	5614 Roselawn Ln 46221	46221
MIKE THOMPSON	ZINK Distributing	mikethompson@zinkdistributing.com	3150 Shelby	46227
CHAS NIEMAN	INDOT	cnierman@indot.in.gov		



I-465 Reconfiguration Project Public Meeting Sign-In Sheet

July 10, 2019

Name	Organization (If applicable)	Email	Street Address	Zipcode
Chris Paulsen	Northwest Perry NA	chinspaulsen@gmail.com		
Ann Hake	NA	anhake@yahoo.com	4398 Asbury St	46227
Robert F Carter	HO	rc166267@outlook.com	4440 Tincher Rd	46221



I-465 Reconfiguration Project Public Meeting Sign-In Sheet

July 10, 2019

Name	Organization (If applicable)	Email	Street Address	Zipcode
Michael Rheinheimer	WCBK	news@wcbk.com	1639 Burton Ln, ^{Martinsville}	46151
MARK JUNG		MARKJUNG56@ATT.NET	110 West Edgewood ^{INDY}	46217
Billy FLETCHER	LIUNA	WFLETCHER@LABORERS120.COM	1520 E RIVERSIDE DR	46202



I-465 Reconfiguration Project Public Meeting Sign-In Sheet

July 10, 2019

Name	Organization (If applicable)	Email	Street Address	Zipcode
HARRY Kim		HJKIM578@SBCGLOBAL.NET		46032
Rich Trimble		rich.trimble@gmail.com		46217
Don & Barbara Bush		bushlady@comcast.net	102 W Tri Sab 4401 Carson Ave	46227
Shelby Heck		ShelbyHeck@gmail.com	10320 N 400E (Hancock Co) Pendleton, IN	46064
James Eakin		EAKMAN1@Hotmail.com	4440 Tinsler Rd	46221
Howard Pavey		/	5528 CHITA DId	46221
Kathryn Foltz		-	, -	46217
Teress Arthelm	INDOT			46163
Billy Bandy	LIUNA			
Jason Holliday	Indo-ccc	JASONHOLLIDAY131@AOL.COM	5137 Emmert Dr., Ind, IN	46221
Mark Wood		mwood@ameritech.net	6519 Meadehall Rd.	46221
Jefferson Shreve	Andy City-Council	Jefferson@Shreve.org		46222
Ben Scamiborn	ETICA	scamib@live.com		
Deanna Medsker	North West Perry Neighborhood Assoc.	Deanna.NWPNA@gmail.com	3766 Brill Rd	46227
Jeri Warner	University Heights Neighborhood Assoc	j.warner0214@gmail.com	4259 Otterbein Ave	46227



I-465 Reconfiguration Project Public Meeting Sign-In Sheet

July 10, 2019

Name	Organization (If applicable)	Email	Street Address	Zipcode
Richard and Peggy Collison		peggy-collison@hotmail.com	140 Lindenwald Dr	46217
Greg Carlson		gkccarlson73@msn.com	4913 Burthaven Drive East Burgawick, TN	46106
Beverly Martin			2016 W. Bunker Hill Rd Mooresville, IN	46158
John A. Johnson		BPAJON@comcast.net	4551 Ariana Ct	46227
Judy Runkruff		leresden14@gmail.com	7126 Mills Rd	46221
Gary Mitchell		B.B.Mitchell1949@gmail.com	5413 Gambel Rd. Indpls	46221
Lisa Foltz				
Kevin Shaw		KShaw1@indot.in.gov		
Jody Veldkamp	Aspen Johnson County	jody.indy@gmail.com		46142
Nancy V. Wells				
LARRY WALLMAN			911 Front Royal Dr Indpls 46227	46227
BESS CARNAHAN		benjamin.carnahan@acem.com		
Dollyne Sherman		dollyne.sherman@isa.in.gov	8824 Classic View	46217
Terry Sylvester			5504 W. THOMPSON RD INDPLS	46221



I-465 Reconfiguration Project Public Meeting Sign-In Sheet

July 10, 2019

Name	Organization (If applicable)	Email	Street Address	Zipcode
Sandra Gilberto	Mendota Place	mommugilberto@aol.com	41049 Eva Lane	46227
BRUCE Bye	BETHANY LUTHERAN	bruce bruce bye @GMAIL.COM	4702 S. EAST ST	46227
CHRIS TRUMAN	TRI-LAND PROPERTIES INC.	CTRUMAN@TRILANDPROPERTIES.COM	4200 S. EAST ST #22	46227
Paul Peaper			4305 Bluff Rd	46217
Linda Dungan		ladyl8362@hotmail.com	4401 Carson Rd	46227
Meghan Hinkle	INDOT	MHinkle@indot.IN.gov	4440 Tiacher Rd	46221
Christopher Carter				
Walt Sears			5810 W Thompson	46221
Sam Morton		sammorton2@comcast.net	8121 Alan Dr	46113-9425
Penny Butts		TEALOVER3@YAHOO.COM	4638 OAKNOZZ DR	46221
Charlie Kehl			672 S Meridian	46225
Patty Shannon			5807 Oberlies Way	46168
ROB PARDUE		rpardue@isdh.in.gov		
LOW CARTER		LC@JOS.US.COM	7849 S Belmont	46217
CHASE LYDAY			5312 CASEY WAY	46221



I-465 Reconfiguration Project Public Meeting Sign-In Sheet

July 10, 2019

Name	Organization (If applicable)	Email	Street Address	Zipcode
Golden, DAINÉ SMITH	Home owner	goldeagle1346@GMAIL.COM	5630 W. Mooresville Rd BYPASS	46221
LARRY JONES	INDPLS DPW	LARRY.JONES@INDY.SOV		
Dennis Miller	Land owner		4170 Shelly St St	46227
Jama Scott	HOME OWNER		5647 W MOOREVILLE RD 46221	46221
Pat Andrews	DTCC	pcandrews@comcast.net	7631 Reynolds Rd Camby IN	46113
TOM PERKINS		tperkins1950@yahoo.com	6240 FURNAS RD INDIANAPOLIS	46221
SUSAN PALMER	Home Owner	Susanmapalmer@aol.com	5520 W MOOREVILLE RD INDPLS, IN	46221
Joyce & Ray	Home owner	—	4926 Beth Ball-ham Rd	46221
Mary Wolf	Retired		5844 E 11th St Indpls 46221	46221
Laura Giffel	Bates-Hendricks	lgiffel4council@gmail.com	402 orange st indpls, IN	46225
Rosie Stockdale	Mayor's Office			
Patricia Kidd-Jordan	HOME		5549 W. Mooresville Rd/Bypass	46221
Jayden Kuntz		jaydenraine4@gmail.com	4631 Kathi dr	46237
Cathy Harvey	Homeowner	chatterecathe1028@aol.com	7525 Trotter Carley	46113
Shirley Wiker		shirley.wiker@indy.sov.	2742 Roena St.	46241



I-465 Reconfiguration Project Public Meeting Sign-In Sheet

July 22, 2019

Name	Organization (If applicable)	Email	Street Address	Zip Code
Paul Billy Lal Hen Lian		billyltnnm@gmail.com	113 Gazebo Dr	46227
Suzanne Lowe		Sul002@att.net	222 Gazebo	46227
Tomas Moralez		1moralez@att.net	36 Gazebo Dr	46227
EXCAL Kent		26smilzy@gmail.com	139 Village Green Dr	46227
JAL GILIBERTO		DAODYGILIBERTO@YAHOO.COM	4649 EVA LANE	46227
Margaret Jackson		indy.pmmiller@jcglobe.net	116 GAZEBO DR	46227
Willmore MUNEI		wmuneil206@att.net	206 White Lick Dr	46227
Cary Colan		Candyd2012@yahoo	240 White Lick	46227
Kay Haines		Kay.Haines@comcast.net	104 Village Green Dr	46227
Chris Moser		Chrismoser7@gmail.com	117 GAZEBOS	46227
Mark Moriarty		mythunderbird@yahoo.com	32 Gazebo Dr	46227
Jaime Diaz		jdiaz16@gmail.com	29 White Lick Dr	46227
Ronald Jones		mjd@ind.gov	116 White Lick Dr	46227
MJ Dunne		mj.dunne@indy.gov		46202
Laura Giffel		giffel4council@gmail.com		46225



I-465 Reconfiguration Project Public Meeting Sign-In Sheet

July 22, 2019

Name	Organization (If applicable)	Email	Street Address	Zip Code
Melissa Cross		Cross.melissa@att.net	4701 Eva Lane	46227
SCOTT POLAN		SCOPO85@GMAIL.COM	112 GAZEBO DR	46227

Public Comment Log

Number	Date Received	Page #	Summary	Category	Name
1	7/10/2019	G-94	Request for translation to Hakha Chin.	General / translation	Va Ke
2	7/10/2019	G-95	No directional lighting near/on our property. Continue the sound wall completely around the SW corner of 65/465. Enforce "jake brake" law to reduce noise pollution. Is the Carson bridge replacement going to encroach on our property?	Carson Bridge area	Donald and Barbara Bush
3	7/10/2019	G-97	In support of widening Southport Rd from Mann Rd to SR 37; as it may connect to a future extension of Ameriplex Parkway. The construction schedule is great if completed by 2024; INDOT is moving at a good pace with these road projects.	General comment	David Griffith
4	7/10/2019	G-96	Please consider including a full access I-465 interchange at Mann Road, so routine traffic from the Bargersville, Center Grove, and southern Perry Township will have a suitable alternative access to I-465 during the late stages of I-69 construction of SR 37 from SR 144 up to I-465. The congestion during construction will be unbearable for those communities.	Mann Road interchange	Greg Carlson
5	7/10/2019	G-98	Sound barriers are needed between 465 and Meridian Place Neighborhood. 465 left side merges need to be eliminated; they are very dangerous and site of many accidents. Left lane drivers are caught off guard by merging traffic; lengthening merge lane is not enough to correct the danger. "I work for Purdue Extension and am assisting the Southdale and Meridian Place neighborhood. WE would love to host INDOT at a National Night Out event on Tuesday, Aug 6th at 6pm at Bethany Cathrav? Church and Gardens."	Noise and Safety	Linda Adams
6	7/10/2019	G-99	Would like the noise barrier to extend west from US 31 to Meridian Street I-135 - Meridian Place. The current noise wall that is up is deteriorating and needs to be removed. Having the new noise barrier will help the area. I have high interest in this project and would like to schedule a community meeting regarding the project.	Noise	Sandra Gilberto (President of Meridian Place HOA)
7	7/10/2019	G-100	I have lived in the section A/B study area for the past 25 years and the noise has steadily increased over that time. The current wall is no longer sufficient. Noise caused by highway construction projects down the road when traffic backs up near our house, when trucks idle near our house, when trucks engine brake by our house, when car stereos blast past our house, etc. This project will increase noise even more. Make sure everything is done right the first time so that it does not need to be redone anytime soon.	Noise	Ann Hake
8	7/10/2019	G-101	Mann Rd needs ramp down to I-465 northbound to get rid of traffic on 67-Kentucky Avenue every morning. Mooresville Rd Bypass - Do it all at once. I'm sure you have to.	Mann Road interchange	Robert F Carter
9	7/10/2019	G-102	(Section A/B) Expansion of 465 will increase noise levels in surrounding neighborhoods. University Heights neighborhood will be affected. It is already noisy as we are in the toe of the boot formed by 65 and 465. We get noise from 3 directions and Interstate noise is very loud! Sound barriers are absolutely needed. Also, improving mass transit would reduce the number of cars on the road. You must not close all 3 bridges at the same time.	Noise and Transit	Teri Warner

Number	Date Received	Page #	Summary	Category	Name
10	7/10/2019	G-107, G-108	There are storm water drain pipes and sewer lines running through my property. Are there any plans to remedy the drainage issues with my property? Any heavy equipment will have to address the sewer line issue. Is my easement where storm water drain is located intended to be used as access to 465 for this project? Will any trees be removed from my property? Is a sound wall going to be installed along my property? It would be greatly appreciated, as the noise level is high in my area. I would also like to know what hours work is intended to be performed. As my house is close to 465 and sleep is a must. If no sound wall is planned will the fence that is there now be repaired or replaced? It has been down in multiple places when I purchased my property.	Drainage and Noise	Dennis Miller
11	7/10/2019	G-103	We need public transport! INDOT, invest in our public by investing in real transportation solutions. Trains, trams, busses. Much smaller metro areas are doing this already and it has been successful. Shortly, people will be demanding this more and more. Gas prices will rise, environmental concerns will be in the spotlight. Young people expect and demand that you think and plan with people and the environment in mind. Please look at what else can be done besides expanding roads.	Transit	Shelby Tikkenen and Shelby Heck
12	7/10/2019	G-104	Work around the clock - 24/7 days a week. Close it all, do the work ASAP. Don't drag it out. One road leads to another.	Construction timing	Cathy Harvey
13	7/10/2019	G-105	Main issue and concern is with traffic spillage from project. There are three roads across White River - Southport, Ramond, and 465. Southport is already back up and overloaded. How can we help limit that affect.	Maintenance of traffic	Daniel N. Wells
14	7/10/2019	G-106	Do it and get it done. Don't drag out forever. That just makes it worse.	Construction timing	N/A
15	7/22/2019	G-109	Why do an outside lane between U.S. 31 and Madison Ave. Put in a viaduct for Lick Creek and concrete over the whole thing instead of taking tax-payers properties. Why does the northside always receive precedence over the southside and over the city? The entire city has sound barriers except for our neighborhood.	Right-of-way/stream	Mark Moriarty
16	7/22/2019	G-110	Put the sound barrier up first.	Noise / timing	Tomas and Louise Morevez
17	7/22/2019	G-111	If when you put the sound barrier up, are you going to take up any extra space behind the barrier? What can we do about signing the 75% of owners? Who will do it and when?	Noise	Margaret Jaelan
18	7/22/2019	G-112	I am voting for the noise barrier. Also hoping there is some consideration for timing of construction. Would like to receive any and all information to follow this project.	Noise	Suzanne Lowe
19	7/22/2019	G-113	Sound barriers should be placed on I-465 Reconfiguration in residential areas.	Noise	Jaime Diaz
20	7/22/2019	G-114	Looking forward to this project. I would like to have the sound barrier wall next to our addition.	Noise	Sal Giliberto
21	7/22/2019	G-115	Meridian Place HOA area needs a sound barrier. The noise levels are very high. Many neighborhoods are near this place and have the sound barrier.	Noise	not given
22	8/6/2019	G-116	Sidewalks on bridges. Better on ramp from I-465 to South US 31.	Sidewalks	not given
23	8/6/2019	G-117	I reside at Adrian Orchards Subdivision. My community concern is the speed limit that is enforced there. Also the people that do not stop at our 4-way stop. I'm very concerned about all the small children in our community.	Local roads	Marlene Gallegos

Number	Date Received	Page #	Summary	Category	Name
24	8/6/2019	G-118	Bridge replacement - at the street level: Bridges should have improved sidewalks or allow for future multi-modal transit, like bike lanes. Also, bridge aesthetics should be improved - beautify them as they are key gateways/corridors for neighborhoods. Sound walls needed from Lick Creek to Carson Avenue. This is a primarily residential area that abuts I-465.	Sidewalks/ multi-use access, aesthetics	Bryan Hannon
25	8/6/2019	G-119	Northbound Madison Ave. to westbound I-465 is a merge into fast lanes, any plans to change that?	Madison Ave interchange	Wilma Davison
26	8/6/2019	G-120	We are in need of a sound wall around the southwest corner of I-65 and I-465. Post signs for the "jake brake" law. Noise pollution.	Noise	Don and Barbara Bush
27	8/6/2019	G-121	I am interested in a noise wall. I like closure of one bridge at a time. I like the idea of shifting traffic with lanes still open. Also okay with full closure if it speeds up the process.	Noise	Jeana Jefferson
28	8/6/2019	G-122	Noise issues from I-465. Signs on southside - no engine brakes	Noise	Ruth Jackson
29	8/29/2019	G-123	It would be nice to have information on what recourse there is if vibrations/construction work should create any damage to homes along I-465. Homes are almost 50 years old. We are concerned about underground piping, any wall cracks, etc. What do we do to protect ourselves from financial impact from this construction?	Construction vibrations	Vicky Vaughn
30	9/4/2019	G-124	Not only would this wall be beneficial for noise reduction, but in my 8 years of residing here, I have heard/witnessed several accidents on the interstate. With only a dilapidated/antiquated chain link fence separating the interstate from the community. It would also serve as a safety barrier, which seems even more important now that an additional lane is going to be constructed. Thank you.	Noise and safety	Brian R. Tandy
31	9/9/2019	G-125	Yes, I am in favor of anything you can do to reduce the noise from I-465. The wall sounds like a good idea. There is a new black topping that reduces the noise to almost. Hope you take this into consideration. It is also salt resistant and melts better in the ice and snow.	Noise and safety	Norbert Lindenmaier



INDIANA DEPARTMENT OF TRANSPORTATION



Greenfield District
32 South Broadway
Greenfield, IN 46140

PHONE: 1-855-463-6848
FAX: (317) 467-3957

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

I-465 Reconfiguration Project

Thank you for attending this evening's public information meeting. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening.

July 10, 2019

COMMENT:

I live in ~~BMT~~ 2315 Bedford Dr Indianapolis, IN 46227 and I would like a translated version of the presentation in Haka Chin. My email address is vabiekhaihpaw@gmail.com

ok to email

NAME: Va Ke



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July 10, 2019

COMMENT:

- 1) Please no directional lighting near/on our property.
- 2) Please continue the sound wall completely around the SW corner of 65/465
- 3) enforce "take brake" law to reduce noise pollution
- 4) Is the Carson bridge replacement going to encroach on our property?

Donald and Barbara Bush bushlady@comcast.net
 4401 Carson Avenue
 Indianapolis, IN 46227
 (317) 250-2511 cell
 (317) 784-2686 home

NAME: _____



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32 South Broadway
Greenfield, IN 46140

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I-465 Reconfiguration Project

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July 10, 2019

COMMENT:

Please consider including a full access I-465 interchange at Mann Road as part of this construction project. It does not need to be elaborate, but should allow access onto I465E and egress onto Mann Rd from I465E. Ideally this should be completed early in the project, so routing traffic from the Bergersville, Center Grove, and southern Perry Township will have a suitable alternative access to I465 during the late stages of I-69 construction ~~from SR37~~ of SR 37 from SR 144 up to I-465. The congestion during SR37 construction will be nearly unbearable for those communities & will last many months or years. Although Mann Road is not ^{now} a desirable, easily traveled path from Southport Rd or SR 144; with an interchange at Mann Rd & I465, it could be a life saving alternative for commuters ^{from} the Bergersville, Center Grove, and southern Marion County residents. Now is the time to address & fix this. It could help save lives during construction by reducing traffic on SR37. And it would provide an alternative for people living south, but working on the West side, Sporduxey, or the Northside.

NAME:

Thanks. Grey Carlson
317-530-5516.



INDIANA DEPARTMENT OF TRANSPORTATION



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I-465 Reconfiguration Project

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July 10, 2019

COMMENT:

The I-465 reconfiguration project sounds like a good plan to help congestion as it receives the I-69 section 6 link. There is a thought about widening Southport Road from Mann Road to State Road 37. It would be nice if city planners could widen Southport Road as it may connect to a future extension of Ameriplex Parkway. The construction schedule is great if completion of I-465 & I-69 can be accomplished by 2024. It appears INDOT is moving at a good pace with these road projects.

NAME: David Griffith



Greenfield District
32 South Broadway
Greenfield, IN 46140

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I-465 Reconfiguration Project

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July 10, 2019

COMMENT:

- Need Sound Barriers between 465 + Meridian ^{Place} neighborhood. Which is located near RT135 + on Bixler Ave.
- 465 left side merges need to be eliminated. They are very dangerous + site of many accidents. If you drive the stretch between Meridian + Emerson you need to be in the center lane for safe travel due to the left on ramps. The left lane drivers are caught off guard by merging traffic. lengthening merge lane is not enough to correct the danger
- I work for Purdue Extension and am assisting the Southdale and Meridian Place neighborhood. We would love to host INDOT at a National Night Out event on Tuesday, Aug 6 at 6pm at Bethany Lutheran Church + Gardens.

NAME: LINDA ADAMS adams284@purdue.edu.
317-992-8661



Greenfield District
32 South Broadway
Greenfield, IN 46140

PHONE: 1-855-463-6848
FAX: (317) 467-3957

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Joe McGuinness,
Commissioner

I-465 Reconfiguration Project

Thank you for attending this evening's public information meeting. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening.

July 10, 2019

COMMENT:

1. Would like the noise barrier to extend west from US31 to Meridian Street - I/35 - Meridian Place
The current noise wall up is deteriorating and needs to be removed. Having the new noise barriers will help the area.

Contact Info. Sandra Giliberto, President
Meridian Place HOA
4649 Eva Lane 46227
Cell 317-417 7402

I have high interest in the project
I would like to schedule a Community Meeting regarding the project

NAME: Sandra Giliberto 317-417 7402
mommygiliberto@aol.com



Greenfield District
32 South Broadway
Greenfield, IN 46140

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Commissioner

I-465 Reconfiguration Project

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July 10, 2019

COMMENT:

Thank you for having this forum and providing this information!

Regarding noise along this area, I have lived in the section (A/B study) area for the past 25 years (the past 20 of them immediately adjacent to 465), and the noise has steadily increased over that time. When we first moved into our house 20 years ago, we had to raise our voices over the traffic noise in the yard, but the plaster walls blocked the noise sufficiently. Now it is no longer sufficient and we have to turn up the TV over the noise and I have to sleep with earplugs. I am still awakened by road noise in the middle of the night during highway construction projects down the road when the traffic backs up near our house, when trucks idle near our house, when trucks engine brake by our house, when car stereos blast past our house, etc.

When the construction starts essentially right outside our house, most likely during the hours we are trying to sleep, I anticipated the noise will increase to even more unhealthy levels. I am hopeful that sound barriers will be installed before this begins, since noise will then continue once 465 can accommodate even more traffic.

NAME: Ann Hake

Also: Consider a "do it right the first time" feature in contractor contracts. It is a false savings to go to all the trouble of shutting everything down for a huge project if you have to shut everything down again to fix it in 2 years, then again in 2 years, then again... you!



INDIANA DEPARTMENT OF TRANSPORTATION



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Greenfield, IN 46140

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I-465 Reconfiguration Project

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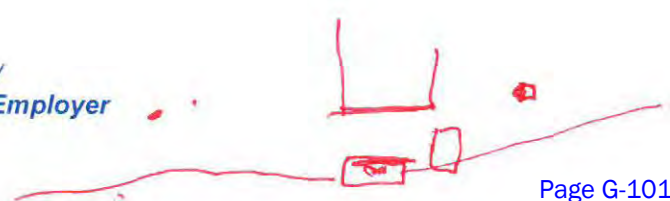
July 10, 2019

COMMENT:

Mann Rd needs ramp down to I-465 Northbound
to get rid of traffic on 67 - Kentucky Ave of A morning
Mooresville Rd Bypass - Do it All At Once. Im sure you have to

rc166267@outlook.com

NAME: Robert F Carter





Greenfield District
32 South Broadway
Greenfield, IN 46140

PHONE: 1-855-463-6848
FAX: (317) 467-3957

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

I-465 Reconfiguration Project

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July 10, 2019

COMMENT: (Section A/B)

Expansion of 465 will increase noise levels in surrounding neighborhoods. University Heights neighborhood will be affected. It is already noisy as we are in the toe of the boot formed by 65 and 465. We get noise from 3 directions and interstate noise is very loud! Sound barriers are absolutely needed

Also - improving mass transit would reduce the # of cars on the road

You must not close all 3 bridges at the same time

NAME: Jeri Warner, 4259 Otterbein Ave, 46227



Greenfield District
32 South Broadway
Greenfield, IN 46140

PHONE: 1-855-463-6848
FAX: (317) 467-3957

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Commissioner

I-465 Reconfiguration Project

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July 10, 2019

COMMENT:

We need Public Transport! I only see roads for these projects and that is not enough. Every day I commute from Northern Hancock county to the Indiana Government Center South. I sit in six lanes of traffic going one direction that slows and speeds up then slows again over and over. When traffic comes to a complete STOP on the interstate it makes me want to scream. Sometimes I do scream... I have avoided cars with tires that pop right in front of me. I've had to ~~swerve~~ ^{pull over} to avoid wrecking into the car in front of me when there has been a very quick slowdown. Many are not as lucky and wreck with other cars. Wrecks are a very common sight.

I suppose not everyone complains about these all too common sights. Living in Helsinki for One Year helped me see how things could be better. Shocked, its not roads; Not more lanes; not bigger interchanges. The answer is Public Transit! People don't know to ask for Public Transit because they have never experienced how incredible it is. We have thousands of people traveling in and out of Indianapolis / Marion County every day. We have to ask, is there a reason that each one of these thousands of people needs ~~the~~ 4,000 pounds of metal to accompany them into the city every day? No. Most people working in the City have a Computer bag and a Jacket!

INDOT, Invest in our public by investing in Real transportation Solutions. Trains, Trams, Busses. Much smaller Metro areas are doing this already & it has been successful. Shortly, people will be demanding this more and more. Gas prices will rise, environmental concerns will be in the spotlight. Young People expect & demand that you think and plan with people & the environment in mind. Please look at what else can be done besides expanding the Roads..

NAME: Shelby Tikkanen / Shelby Heck



INDIANA DEPARTMENT OF TRANSPORTATION



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July 10, 2019

COMMENT:

WORK AROUND the clock - 24-7 days a week
 Close it all, do the WORK ASAP.
 Dont drag it out -
 One ROAD leads to another

NAME: Cathy Harvey



INDIANA DEPARTMENT OF TRANSPORTATION



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I-465 Reconfiguration Project

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July 10, 2019

COMMENT:

Main issue and concern is with traffic spillage from project. There are three roads across white river southport, Ramond, + 465. Southport is already backed up and overloaded. How can we help ~~not~~ limit that affect.

NAME: Daniel P. Wells



INDIANA DEPARTMENT OF TRANSPORTATION



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Greenfield, IN 46140

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I-465 Reconfiguration Project

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July 10, 2019

COMMENT:

Do it & get it done!

Don't drag out forever

that just makes it worse

NAME: _____



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July 10, 2019

COMMENT:

Right now there is storm water drain pipe from Morgan Street that empties out into the middle of my property towards the west end of it. It continually floods that part of my property during storms + heavy snow thaws. Will this work impact the flow of water off of my property? And also is there any remedies that are planned for drainage issues with my property?

I also have an easement to property at said storm water drain location + want to know if this is intended to be used as access to 465 for this project.

I also have many mature trees that are valuable for lumber + plan to harvest these in the future, so I will need to know if any plans have been made to remove any trees from my property for this project.

I would also like to know if a sound wall is going to be installed along my property. It would be greatly appreciated, as the noise level is high in my area. A normal conversation cannot be heard outside in my area unless you are 12 feet from each other or you are yelling.

I would also like to know what hours work is intended to be performed, as my house is close to 465 + sleeps a must.

NAME: Dennis Miller 4780 Shelby 46227
70314202@ATT.NET

OVER
↓

IF NO SOUND WALL IS PLANNED, WILL THE FENCE THAT IS THERE NOW, BE REPAIRED OR REPLACED? IT WAS DOWN IN MULTIPLE AREAS WHEN I PURCHASED MY PROPERTY, AND I HAVE BEEN SLOWLY TRYING TO REPAIR IT, BUT TRANSPASSERS' KEEP KNOCKING IT DOWN.

AS FAR AS LENGTH OF TIME TO COMPLETE THE PROJECT IN MY AREA, I DON'T CARE. DO IT SLOWLY WITH MINOR CLOSURES, OR QUICKLY WITH MAJOR CLOSURES.

ALSO MY SEWER LINE RUNS ALMOST THE ENTIRE LENGTH OF MY PROPERTY, FROM MY HOUSE TO A MANHOLE AT THE NORTH WEST END OF MY PROPERTY. IT HAS EXPOSED CLEAN OUTS ABOUT EVERY 100 FT. STICKING OUT OF THE GROUND. ANY HEAVY EQUIPMENT CROSSINGS ON MY PROPERTY WILL HAVE TO ADDRESS THIS ISSUE.



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I-465 Reconfiguration Project

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July 22, 2019

COMMENT:

Why do an outside lane between U.S. 31 and Madison Ave?
Why not put in a viaduct for the creek and concrete over
the whole thing? That would provide 2 lanes in each direction!
INSTEAD of taking tax payers properties!

When you made US 31 on the NORTH SIDE an
interstate, you built OVER the existing roads. Why does the
NORTH SIDE ALWAYS gets precedence OVER the
Southside?

MOST IMPORTANTLY - The entire city
has SOUND BARRIERS EXCEPT for
along our neighborhood ???

NAME: Mark Moriarty, 32 Gazebo Dr.

mark.moriarty53@gmail.com



INDIANA DEPARTMENT OF TRANSPORTATION



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32 South Broadway
Greenfield, IN 46140

PHONE: 1-855-463-6848
FAX: (317) 467-3957

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Commissioner

I-465 Reconfiguration Project

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July 22, 2019

COMMENT:

I live @ 36 Hazebro Ds.
and the 465. sound of traffic
put the sound barriers well up
first

James & Louise
Mafelez

NAME: _____



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Greenfield, IN 46140

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July 22, 2019

COMMENT:

If when you put the sound barrier up, are you going to take up any extra space behind the barrier?

What can we do about signing the 75% of overruns? Who will do it and when?

NAME:

Mary Jackson



Greenfield District
32 South Broadway
Greenfield, IN 46140

PHONE: 1-855-463-6848
FAX: (317) 467-3957

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

I-465 Reconfiguration Project

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July 22, 2019

COMMENT:

I am voting for Noise Barrier. Also hoping there is some consideration for timing of construction.

would like to receive any and all information to follow this project.

Thanks

NAME: *Suzanne Lowe*



INDIANA DEPARTMENT OF TRANSPORTATION



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I-465 Reconfiguration Project

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July 22, 2019

COMMENT:

• Sound barriers should be placed on
 I-465 Reconfiguration. in residential areas

NAME: Jaime Diaz



INDIANA DEPARTMENT OF TRANSPORTATION



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July 22, 2019

COMMENT:

LOOKING FORWARD TO THIS PROJECT
LIKE TO THE SOUND ~~OF~~ BARRIERS WALL
NEXT TO OUR ADDITION. THANK YOU

NAME: *Sal Giliberto* SAL GILIBERTO



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32 South Broadway
Greenfield, IN 46140

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FAX: (317) 467-3957

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Commissioner

I-465 Reconfiguration Project

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July 22, 2019

COMMENT:

Meridian Place HOA area needs ~~an~~ a Sound Barrier
The noise levels are very high.

Many neighborhoods are near this place and have the
sound barrier

NAME: _____



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Commissioner

I-465 Reconfiguration Project

Thank you for attending this evening's public information meeting. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening.

August 6, 2019

COMMENT:

- Sidewalks on Bridges

- Better onramp from 465 to south US 31.

NAME/ADDRESS: _____



Greenfield District
32 South Broadway
Greenfield, IN 46140

PHONE: 1-855-463-6848
FAX: (317) 467-3957

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Joe McGuinness,
Commissioner

I-465 Reconfiguration Project

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August 6, 2019

COMMENT:

I reside at Adwin Orchards
Subdivision at 5253 Applesseed Way
my Community Concern is the Speed
limit that is not enforced there
also the people that do not stop
at our 4 way stop I'm very
concerned about all the small
children in our community

NAME/ADDRESS: Marlene Gallegos 5253 Applesseed
Way
46217



Greenfield District
32 South Broadway
Greenfield, IN 46140

PHONE: 1-855-463-6848
FAX: (317) 467-3957

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I-465 Reconfiguration Project

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August 6, 2019

COMMENT:

- Bridge Replacement - At City Street Level, Bridges should have improved sidewalks or allow for future multi-modal transit, like bike lanes. Also, Bridge Aesthetics should be improved - Beautify them as they are key gateways / corridors for N'hoods.

- SOUND WALLS NEEDED from LICK CREEK TO CARSON AVE. - THIS IS PRIMARILY PEDERENTIAL THAT ADJUTS 465.

NAME/ADDRESS: BRYAN HANNON, 1835 ROSDALE DR. 46227



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Commissioner

I-465 Reconfiguration Project

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August 6, 2019

COMMENT:

North bound Madison to West bound 465 is a merge into fast lanes any plans to change that?

NAME/ADDRESS:

Wilma Davison

W.L.MALEE65@

3504 Redwood Ave

YAHOO.COM

Indy IN 46227

www.in.gov/dot/

An Equal Opportunity Employer



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Greenfield, IN 46140

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August 6, 2019

COMMENT:

PLEASE

We are in need of a sound wall around the SW corner of I-65 and I-465

Post signs for the "jake brake" law. Noise pollution

NAME/ADDRESS: Don & Barbara Bush
4401 Carson Ave
Indpls, IN 46227

bushlady@comcast.net



INDIANA DEPARTMENT OF TRANSPORTATION



Greenfield District
32 South Broadway
Greenfield, IN 46140

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FAX: (317) 467-3957

Eric Holcomb, Governor
Joe McGuinness,
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I-465 Reconfiguration Project

Thank you for attending this evening's public information meeting. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening.

August 6, 2019

COMMENT:

I am interested in a noise wall

I like closure of one bridge at a time

I like the idea of shifting traffic w/
lanes still open

ALSO OK with full closure if it
speeds up process-

NAME/ADDRESS: Veana Jefferson 140 Gazebo DR
46227



INDIANA DEPARTMENT OF TRANSPORTATION



Greenfield District
32 South Broadway
Greenfield, IN 46140

PHONE: 1-855-463-6848
FAX: (317) 467-3957

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August 6, 2019

COMMENT:

Noise Issues from 465
 I live at 483 Maxwell Rd 46207
 Signs on South Side - No Engine Brakes
 Pa Series

NAME/ADDRESS: Ruth Jackson

R.Jackson1955@gmail.com

www.in.gov/dot/
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Greenfield District
32 South Broadway
Greenfield, IN 46140

PHONE: 1-855-463-6848
FAX: (317) 467-3957

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

I-465 Reconfiguration Project

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August 29, 2019

COMMENT:

Would be nice to have info on what recourse is if vibrations construction work should create any damage to homes along this. Homes are almost 50 years old. We are concerned about underground piping, any wall cracks, etc. What do we do to protect ourselves from financial impact from this construction.

NAME/ADDRESS:

Vicky Vaughn 5319 Gambel Rd,
Indianapolis, IN 46221



INDIANA DEPARTMENT OF TRANSPORTATION



Greenfield District
32 South Broadway
Greenfield, IN 46140

PHONE: 1-855-463-6848
FAX: (317) 467-3957

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

I-465 Reconfiguration Project

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Date: 9/4/19

COMMENT:

Not only would this wall be beneficial for noise reduction, but in my 8 years of residing here, I have heard/witnessed several accidents on the interstate. With only a dilapidated/antiquated chain link fence separating the interstate from the community, it would also serve as a safety barrier which seems even more important now that an additional lane is going to be constructed. Thank you.

NAME/ADDRESS: Brien B. Jonda
4403 Madison Ave Lot 81
Indpls IN 46227



Greenfield District
32 South Broadway
Greenfield, IN 46140

PHONE: 1-855-463-6848
FAX: (317) 467-3957

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Commissioner

I-465 Reconfiguration Project

Thank you for attending this evening's public information meeting. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening.

Date: Sept. 9, 2019

COMMENT:

yes I am in favor anything you can do to reduce the noise from I-465. The wall sounds like a good idea.

There is a new black taping that reduces the noise to almost. Hope you take this into consideration. It is also salt resistant and also melts better in ice + snow

NAME/ADDRESS: Norbert Lindenmaier
638 Chesterfield So. Dr.

Memorandum

To: Brian Shattuck, INDOT Central Office

Date: September 19, 2019

From: John LaBlonde, Parsons

Des. No. 1802075

Subject: **Outreach Activities**
 I-465 Reconfiguration Project
 Marion County

The purpose of this memorandum is to document additional outreach activities conducted in communities where noise barriers are proposed. Due to the presence of potential environmental justice (EJ) populations of concern (i.e., low-income and minority populations) and the compressed project schedule, members of the project team conducted a series of outreach events. These events are summarized in the table below.

Outreach Activities

Community	Date	Event Type
Fox Club Apartments	September 3, 2019	Outdoor booth- distributed project information, collected noise surveys and project comments.
Decatur Township Center	September 3, 2019	Met with nursing home staff, left project information and noise surveys
Madison Mobile Home Community	September 4, 2019	Outdoor booth- distributed project information, collected noise surveys and project comments.
Village of North Acre	September 4, 2019	Outdoor booth- distributed project information, collected noise surveys and project comments.
Single family homes along Tincher Rd, Norcroft Dr, Gambel Rd, and Biltmore Ave.	September 5, 2019	Door-to-door, distributed project information and noise surveys.
Horizons Apartments	September 6, 2019	Outdoor booth at neighborhood community day and pool party. Distributed project information, collected noise surveys and project comments.
Yorktown Homes South Cooperative	September 9, 2019	Community clubhouse pizza party. Distributed project information, collected noise surveys and project comments.
Fox Club Apartments	September 10, 2019	Door-to-door, distributed project information and noise survey (including Spanish language ¹).
Single family homes along Redfern Dr. and Morgan Dr.	September 10, 2019	Door-to-door, distributed project information and noise survey.

Community	Date	Event Type
Long Acre mobile home community	September 14, 2019	Door-to-door, distributed project information and noise survey.

¹ Spanish language was requested at the first visit to this community.

SELECT PHOTOGRAPHS OF OUTREACH ACTIVITIES



Booth at Fox Club Apartments (9/3/2019).



Booth at Madison Mobile Home Community (9/4/2019).



Booth at Village of North Acre (9/4/2019).



Booth at Horizons Apartments pool party (9/6/19).

August 13, 2019

Dear Resident/Property Owner:

On behalf of the Indiana Department of Transportation (INDOT), Parsons is soliciting input from residents/property owners that have been determined to benefit from the construction of noise barriers for the I-465 Reconfiguration Project in Indianapolis, Marion County. The project includes improvements to I-465 in two sections: between I-70 and Mann Road (Section C) and between the US 31 interchange and the I-65 interchange (Section A/B). The proposed work for Section C includes added travel lanes along I-465, full depth replacement at the shoulders, and replacement of the Mooresville Road Bypass bridge. The proposed work for Section A/B includes building auxiliary lanes on eastbound and westbound I-465 with retaining walls, reconfiguring eastbound I-465 to northbound US 31 exit ramp, extending the southbound US 31 to eastbound I-465 merge area, and extending the entrance lane from southbound US 31 to eastbound I-465. The proposed work for Section A/B also includes the replacement of the Madison Avenue, Keystone Avenue, and Carson Avenue bridges. The purpose of the I-465 Reconfiguration Project is to improve overall traffic operation within these sections of I-465 by improving level of service, meeting current design standards for ramp lengths, and improving safety.

Noise barriers are proposed at ten locations as shown on the enclosed exhibits. INDOT evaluates noise abatement measures for feasibility and reasonableness. If proven feasible and reasonable, then any residents and/or property owners that have been determined to benefit from the construction of a noise barrier are given the opportunity to provide their input. INDOT then makes the decision whether to construct the noise barrier based on feasibility, reasonableness, and responses from the benefited residents and/or property owners. Preliminary findings show that these potential noise barriers are both feasible and reasonable. At this time, INDOT needs your input on whether you want the proposed noise barrier constructed in your area.

At a meeting to discuss potential noise barriers, the project team will present INDOT's noise mitigation process and proposed noise barrier locations. Project staff will be available to answer questions and solicit input from the public. Your attendance and participation are encouraged.

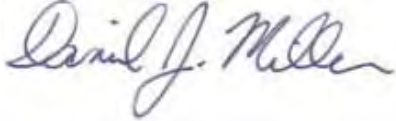
The meeting will be held: **August 29, 2019 from 6:30 – 8:30 pm**
Open House: 6:30 – 7:30 pm; Presentation: 7:30 pm
Decatur Central High School, Cafeteria
5251 Kentucky Avenue, Indianapolis, IN 46221

Enclosed is a map showing the locations of the potential noise barriers and a survey postcard. We request that you either bring the postcard to the meeting or mail the completed postcard to the address on the postcard by September 20, 2019. Without input from the majority of nearby property owners, the noise barriers may not be warranted per INDOT noise policy. Therefore, it is very important that you submit the survey postcard.

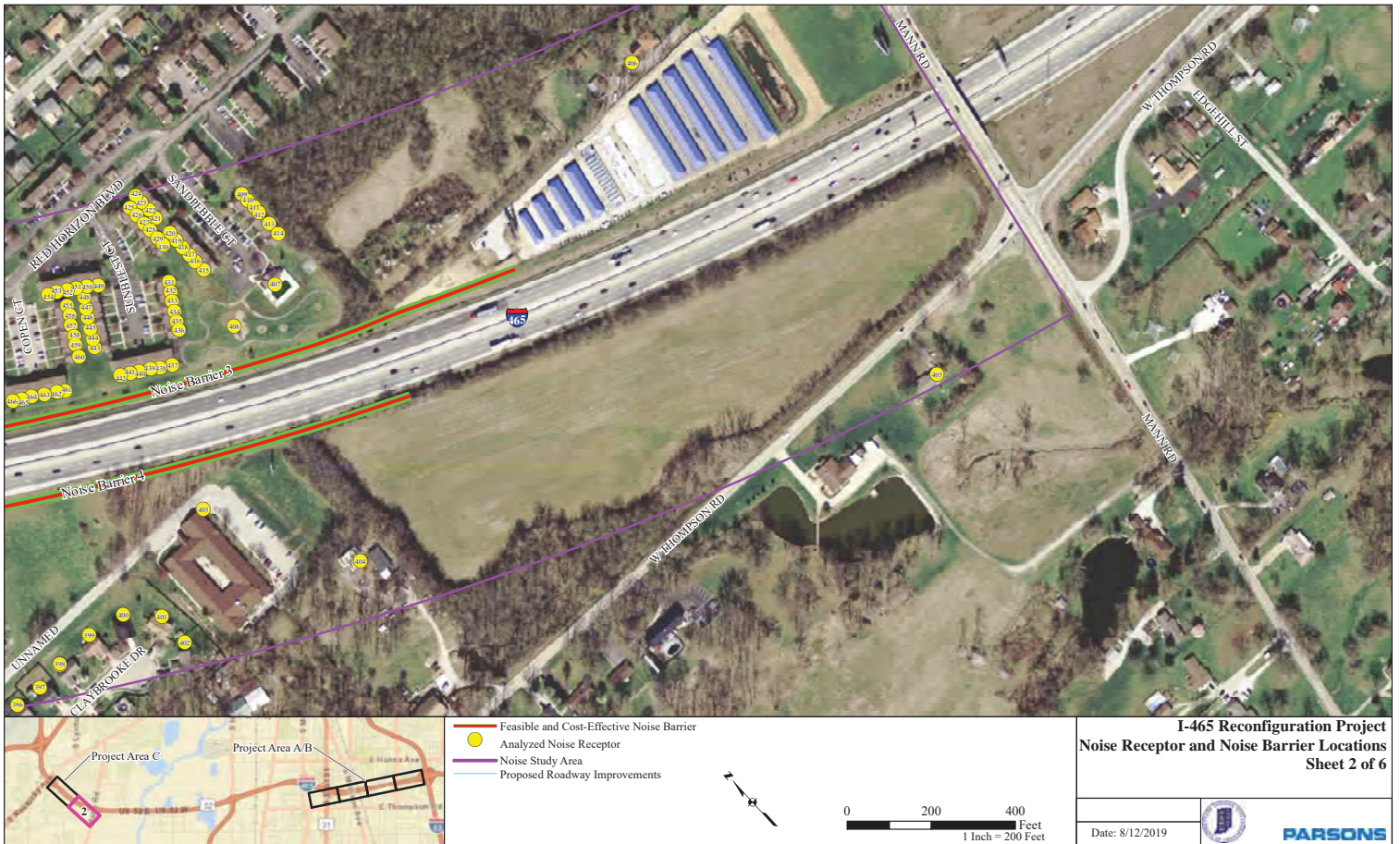
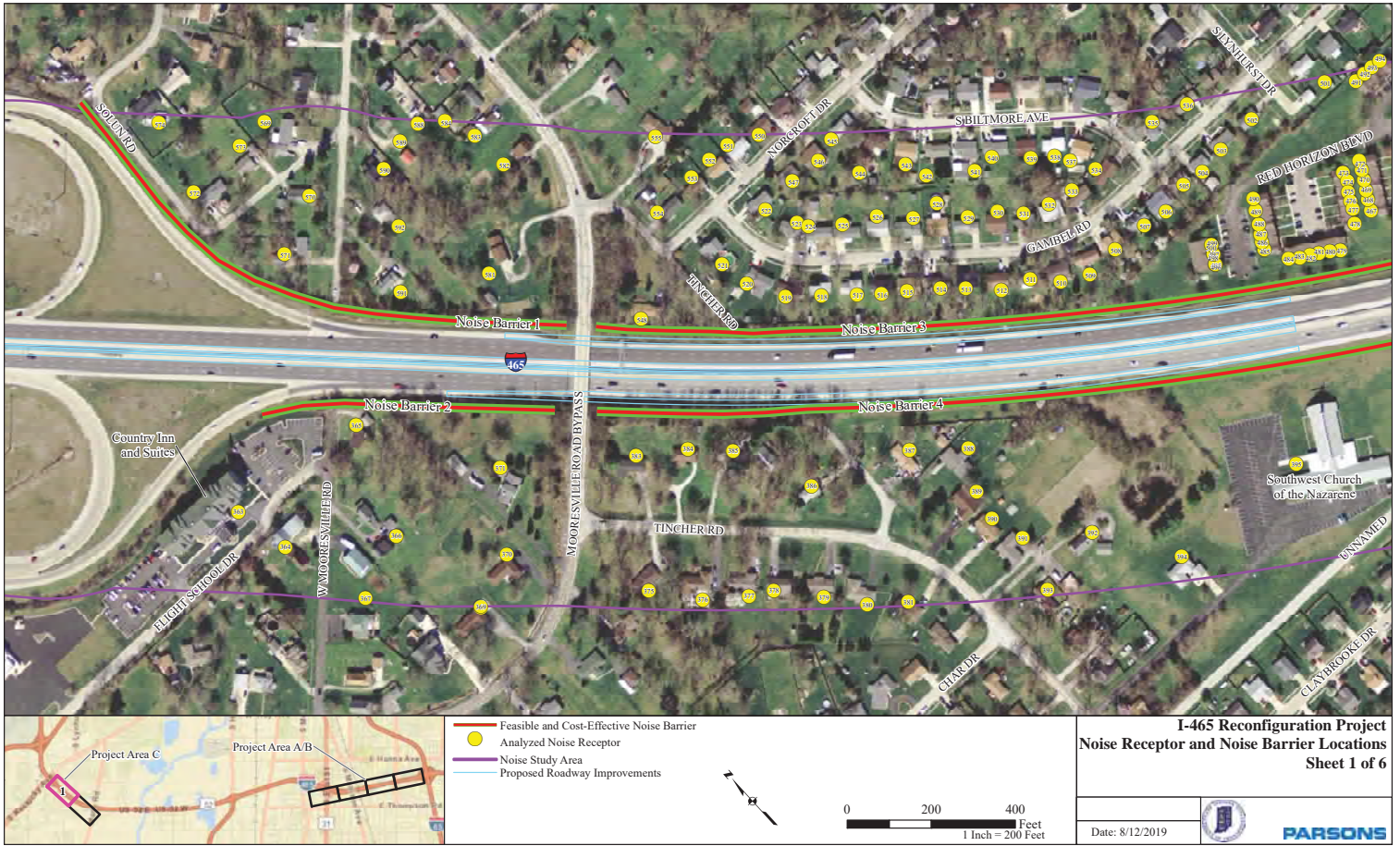
With advance notice, INDOT can provide special accommodation for persons with disabilities and/or limited English speaking ability and persons needing auxiliary aids or services such as interpreters, signers, readers, or large print. Should special accommodation be needed please contact Rickie Clark, Office of Public Involvement at (317) 232-6601, or email rclark@indot.in.gov, preferably by Monday, August 26th.

We look forward to meeting with you on **Thursday, August 29th, 2019**. Should you have additional questions regarding this meeting, please contact Dan Miller, Environmental Service Manager with Parsons at (317) 616-4663 or via e-mail at Daniel.J.Miller@parsons.com.

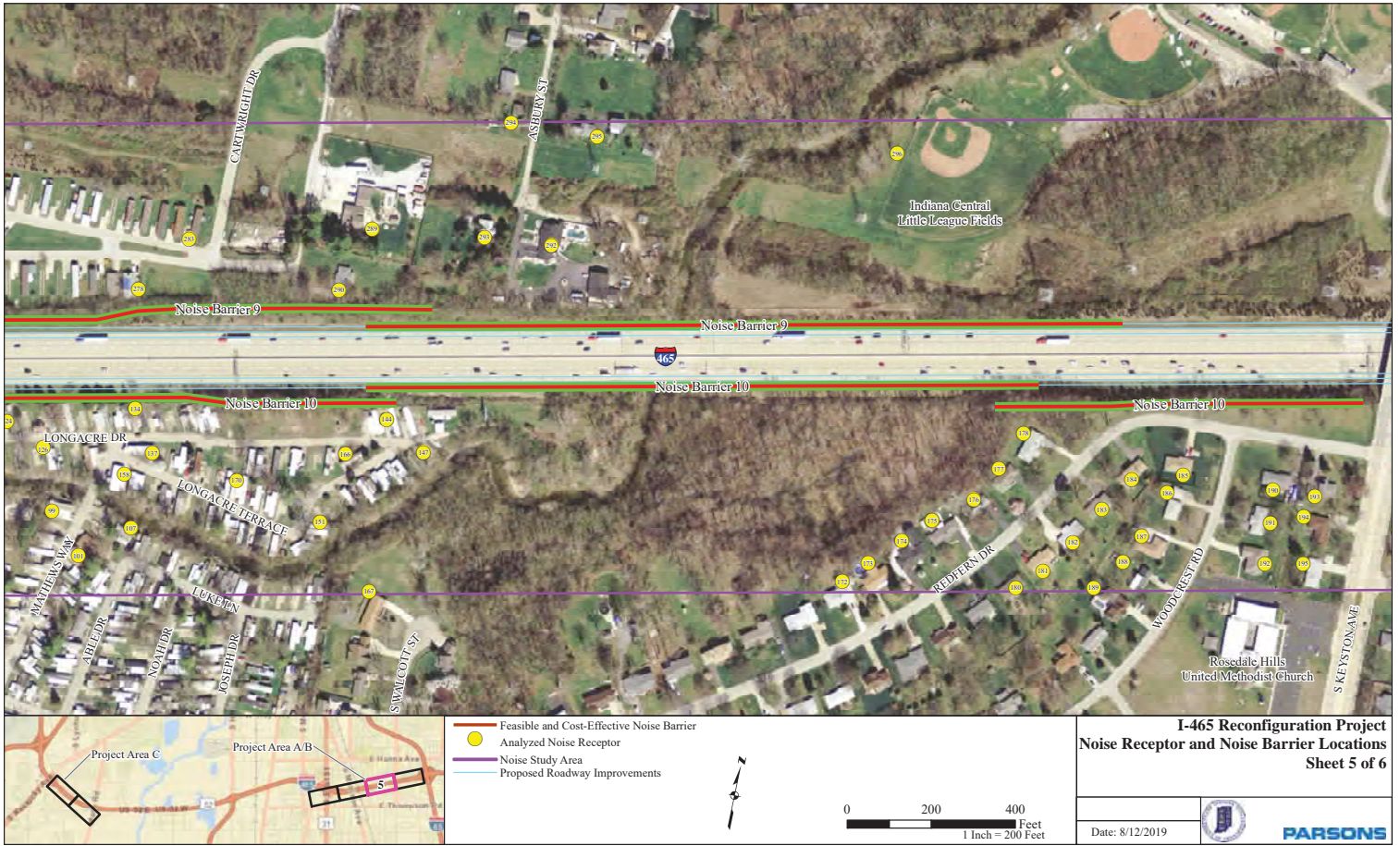
Sincerely,

A handwritten signature in black ink that reads "Daniel J. Miller". The signature is written in a cursive style with a large initial 'D' and 'M'.

Daniel J. Miller
Environmental Service Manager
Parsons







I-465 Reconfiguration Project
Noise Receptor and Noise Barrier Locations
 Sheet 5 of 6

Date: 8/12/2019



I-465 Reconfiguration Project
Noise Receptor and Noise Barrier Locations
 Sheet 6 of 6

Date: 8/12/2019

Parsons
I-465 Reconfiguration Project
Attn: Daniel J. Miller
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

**I-465 Reconfiguration Project
Survey Card**

Thank you for completing this survey card. Please only fill out one card per household.

Name (please print): _____

Mailing Address: _____

Property Address:
(if different than above) _____

Are you the property owner? _____

Yes, I want the noise barrier to be constructed.

No, I do not want the noise barrier to be constructed.

Comments:

The Indianapolis Star

130 South Meridian Street
Indianapolis, IN 46225
Marion County, Indiana

Federal Id: 06-1032273

PARSONS

Account #:INI-61927
Order #:0003907756
of Affidavits: 1

Total Amount of Claim:\$275.10
This is not an invoice

PARSONS
ATTN THOMAS WARRNER
101 W OHIO ST STE 2121
INDIANAPOLIS, IN 46204

PUBLISHER'S AFFIDAVIT

STATE OF WISCONSIN,
County Of Brown } SS:

Personally appeared before me, a notary public in and for said county and state, the undersigned

I, being duly sworn, say that I am a clerk for THE INDIANAPOLIS NEWSPAPERS a DAILY STAR newspaper of general circulation printed and published in the English language in the city of INDIANAPOLIS in state and county of Marion, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 2 times., the dates of publication being as follows:

The insertion being on the 11/22/2019

The insertion being on the 11/29/2019

Newspaper has a website and this public notice was posted in the same day as it was published in the newspaper.

Pursuant to the provisions and penalties of Ch. 155, Acts 1953,

I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

[Signature]

Date: 11-29, 2019 Title: Clerk

Subscribed and sworn to before me this 29 day of November, 2019

[Signature]
Notary Public

Notary Expires: 8-25-23

SHELLY HORA
Notary Public
State of Wisconsin

STAR

(Governmental Unit)

County, Indiana

To: INDIANAPOLIS

Indianapolis, IN

150 lines, 2 columns wide equals 300 equivalent lines at \$0.46 per line @ 2 days, \$275.10

Website Publication \$0

Charge for proof(s) of publication \$0.00

TOTAL AMOUNT OF CLAIM \$275.10

Acct #:INI-61927
Ad #: 0003907756

DATA FOR COMPUTING COST
Width of single column 9.5 ems
Number of insertions 2
Size of type 7 point

Claim No. _____ Warrant No. _____
IN FAVOR OF
The Indianapolis Star
Indianapolis, IN
Marion County
130 S. Meridian St. Indianapolis, IN 46225

I have examined the within claim and hereby certify as follows:

That it is in proper form.

This it is duly authenticated as required by law.

That it is based upon statutory authority.

That it is apparently (correct)
(incorrect)

\$ _____
On Account of Appropriation For

FED. ID
#06-1032273

Allowed _____, 20____

In the sum of \$ _____

I certify that the within claim is true and correct; that the services there-in itemized and for which charge is made were ordered by me and were necessary to the public business.

**LEGAL NOTICE
OF
PUBLIC HEARING**

The Indiana Department of Transportation (INDOT) will hold a public hearing on Tuesday, December 10, 2019, starting at 6:00 p.m. at the Decatur Central High School Cafeteria, 5251 Kentucky Avenue, Indianapolis, Indiana 46221. The doors will be open at 5:30 p.m. in order to view displays and talk to the representatives prior to the start of the hearing.

The purpose of the public hearing is to offer all interested persons an opportunity to comment on preliminary design plans and environmental documentation for the proposed added travel lanes project on Interstate 465 (I-465) in Indianapolis, Marion County. The project consists of two sections: Section A/B, from 0.3 mile west of the I-465/US 31 interchange to the I-465/I-65 interchange; and, Section C from the I-465/I-70 interchange to the I-465/Mann Road interchange.

The purpose of the I-465 Reconfiguration Project is to improve overall traffic operation within these sections of I-465 by improving level of service, meeting current design standards for ramp lengths, and improving safety.

The needs for this project are due to insufficient capacity along I-465 and safety issues that result in a high rate of crashes for this type of facility. Safety issues include interchange ramp lengths that do not meet current Indiana Design Manual standards. The traffic capacity analysis identified substandard levels of service within the project area.

The proposed work for Section A/B includes building auxiliary lanes to the outside on I-465, reconfiguring the eastbound I-465 to the northbound and southbound US 31 exit ramps, and extending the entrance lane from southbound US 31 to eastbound I-465. Additionally, the Madison Avenue, Keystone Avenue, and Carson Avenue bridges will be replaced. The proposed work for Section C includes added travel lanes along the inside shoulder of I-465, lengthening the I-465/SR 67 interchange ramps, and replacement of the Mooresville Road Bypass bridge.

All work will occur within existing right-of-way. During construction, traffic will be maintained along I-465 with shoulder and lane closures. Local roads will experience closures while the Madison Avenue, Keystone Avenue, Carson Avenue, and Mooresville Road Bypass bridges are replaced, and detours will be provided.

Based on the INDOT Traffic Noise Analysis Procedure (2017), the feasibility and cost-effectiveness of noise barriers were considered at all locations in the project area where noise impacts were identified under the future build alternative. Based on this evaluation, 10 feasible and cost-effective barriers are proposed for this project.

The Categorical Exclusion Level 4 environmental document and preliminary design plans are available to view prior to the public hearing at the following locations:

1. Indianapolis Public Library-Decatur Branch, 5301 Kentucky Avenue, Indianapolis, IN 46221, Phone # (317) 275-4330
2. Indiana Department of Transportation Greenfield District Office, 32 South Broadway Street, Greenfield, IN 46140, Phone # 1-855-463-6848
3. Hearings Examiner, Indiana Government Center North, N642, 100 North Senate Ave., Indianapolis, IN 46204 2216, Phone # (317) 234 0796
4. I-465 Reconfiguration Project website <https://www.in.gov/indot/3961.htm>

INDOT is seeking public comments regarding the environmental documentation and preliminary design plans for the I-465 Reconfiguration project and encourages the community to attend the public hearing. **Public comments will be accepted through Friday, January 10, 2020. INDOT respectfully requests comments be submitted by this time.** Verbal statements for the public record will be accepted during a public comment session offered during the public hearing immediately following the formal presentation. Written comments may be submitted prior to the public hearing and during the comment period to: Daniel Miller, Parsons, 101 West Ohio Street, Suite 2121, Indianapolis, IN 46204, email: daniel.j.miller@parsons.com.

In accordance with the Americans with Disabilities Act (ADA) and with advance notice, INDOT coordinates accommodations for persons with disabilities requiring auxiliary aids including but not limited to sign language interpretation, alternative format documents and other ADA supportive services. Should accommodation be required please contact Rickie Clark, INDOT Office of Public Involvement at 317-232-6601 or e-mail rclark@indot.in.gov.

In addition, and in accordance with Title VI of the Civil Rights Act of 1964, INDOT will coordinate accommodation for persons of Limited English Proficiency (LEP) requiring auxiliary aids and/or supportive services including but not limited to in-person language interpretation, alternative format documents and other services as needed. Should accommodation be required please contact Rickie Clark, Office of Public Involvement at (317) 232-6601, or email rclark@indot.in.gov.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1)) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary.", approved by the Federal Highway Administration, U.S. Department of Transportation on August 16, 2012.



I-465 Reconfiguration Project Public Hearing Sign-In Sheet

December 10, 2019

Name	Organization (if applicable)	Email	Street Address	Zip Code
William H. Moses			4710 MADISON AVE	46227
PAT PATTERSON			4724 MADISON AVE	46227
KEITH KOORE'S			4712 MADISON AVE	46227
Jody Veldkamp			2452 Forest Hills	46143
Preeti Samra				
Matthew TARA			4440 Ingleside Lane	46227
Jason Holiday	INAP.CCC			
Dennis Matke			4720 Shelby	46227
Josh Masquerier		jmasquerie@gmail.com	4039 FLOYD DR.	46221
Katherine Foster		itskat3@comcast.net	6939 Chauncey Dr	46221
Sony Mitchell			5113 Gambel	46221
Michelle Petty		michelle.petty4829@gmail.com	4829 El Camino	46221
Kelley Bowling	Indy Rents	kbowling@indyrents.net	3016 W. Southport	46217
MARK OLSEN	LUNDA CONST.	MOLSEN@LUNDAconstruction.com	15601 CLAYTON AVE EAST	55331
Elizabeth Meulendyke	CHA	emeulendyke@chacompanies.com	300 S. Meridian	46225



I-465 Reconfiguration Project Public Hearing Sign-In Sheet

December 10, 2019

Name	Organization (If applicable)	Email	Street Address	Zip Code
Greg/Dawn Howard		D.G.Datanetworking LLC, Gmail, com	4403 Madison Ave lot 86	46227
Della Whitlow			4403 Madison Ave lot 35	46227
Mike Burrows			Norcraft	46221
Kim Burrows			Norcraft	46221
Meghan Hinkle	INDOT			
Kari Carmay-Goxy	INDOT			
David Puckebaum				



I-465 Reconfiguration Project Public Hearing Sign-In Sheet

December 10, 2019

Name	Organization (If applicable)	Email	Street Address	Zip Code
JANICE COURTNEY		jmcourtney@ameritech.net	6408 GRANNER DR	46221
JOSHUA RICHARDSON		jdrichardson13@outlook.com	5222 HONEY MANOR DR	46221
CHRIS TRURAN	TRI-LAND PROPERTIES	CTRURAN@TRILANDPROPERTIES.COM	4200 S. EAST ST # 22 SOUTHWEST PLAZA 90 TRI-LAND PROPERTIES INDHS, IN 46227	46227
Michael S. Miller		stevekimmiller@msn.com	4532 SUSY LN Ind #2	46221
Conny Callahan		N/A	3016 S. LACROIX ST	46221
Tom Callahan			483 S. Harcourt Dr	46221
Spiegel	let me know when FELS comes out, please.	ppspiegel@gmail.com	4410 N. Pennsylvania St	46205
STEVE MORGAN		JMORGAN953@COMCAST.NET		
Richard ELLIS			4002 Superior Rd	46221
Carlos Byrdine		cbyr74@yahoo.com	5006 Max Ave	46143



I-465 Reconfiguration

Public Hearing
December 10, 2019

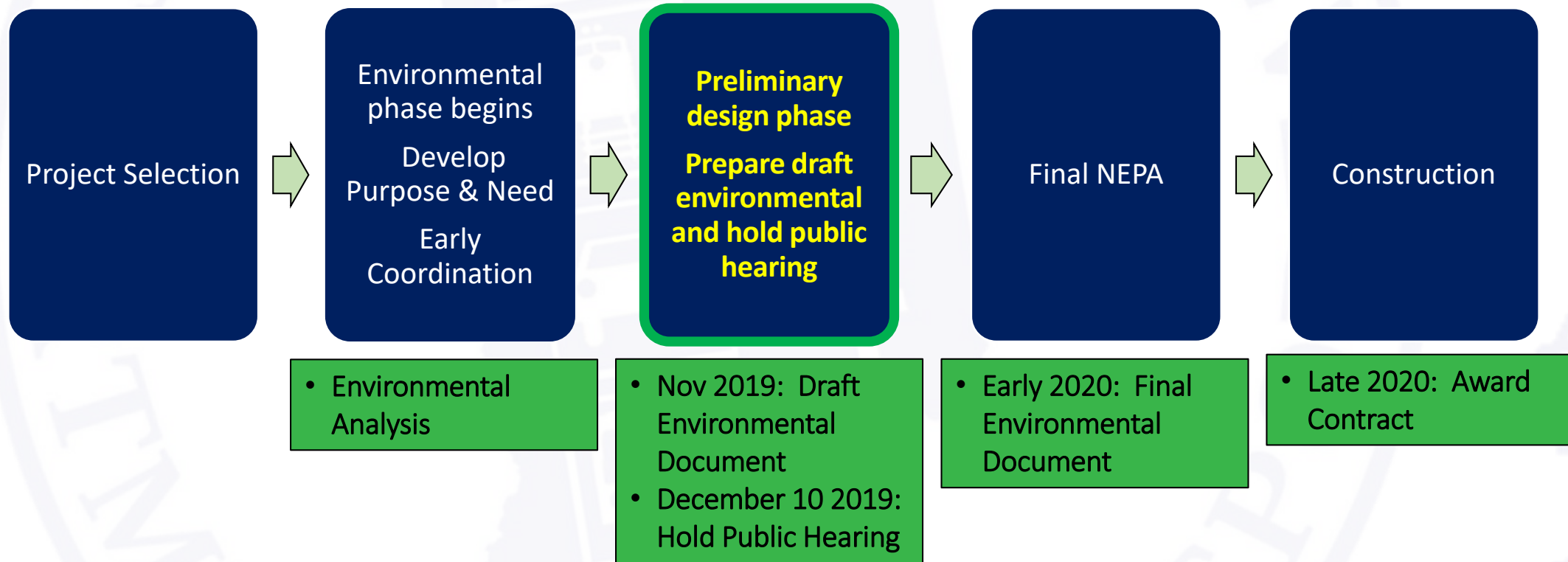
Welcome

- **Introductions of Project Team**
 - INDOT-Project Management
 - INDOT-Public Involvement
 - INDOT-Environmental Services
 - Parsons
- **Recognition of elected and local public officials**
- **Purpose of Public Hearing**

- Legal notice published: Indianapolis Star 11/22 & 11/29
- Notice of public hearing mailed to area residents/landowners
- Announcement posted to INDOT website. A media release was also issued.

Project Development

Categorical Exclusion – Level 4 (CE-4) Project



Public comment period ends January 10, 2020.

Public Involvement

Stakeholders:

- Indiana Department of Transportation
- Federal Highway Administration, Indiana Division
- Indianapolis Metropolitan Planning Organization
- Elected & Local officials
- Transit
- Businesses
- Emergency services
- Schools
- Religious Institutions
- Community Organizations
- Residents

Previous Activities:

- Community Advisory Committee (CAC) - July 9, 2019
- Public Open House - July 10, 2019
- Noise Meeting – August 23, 2019
- Multiple community outreach events

Environmental Analysis Phase

National Environmental Policy Act (NEPA)

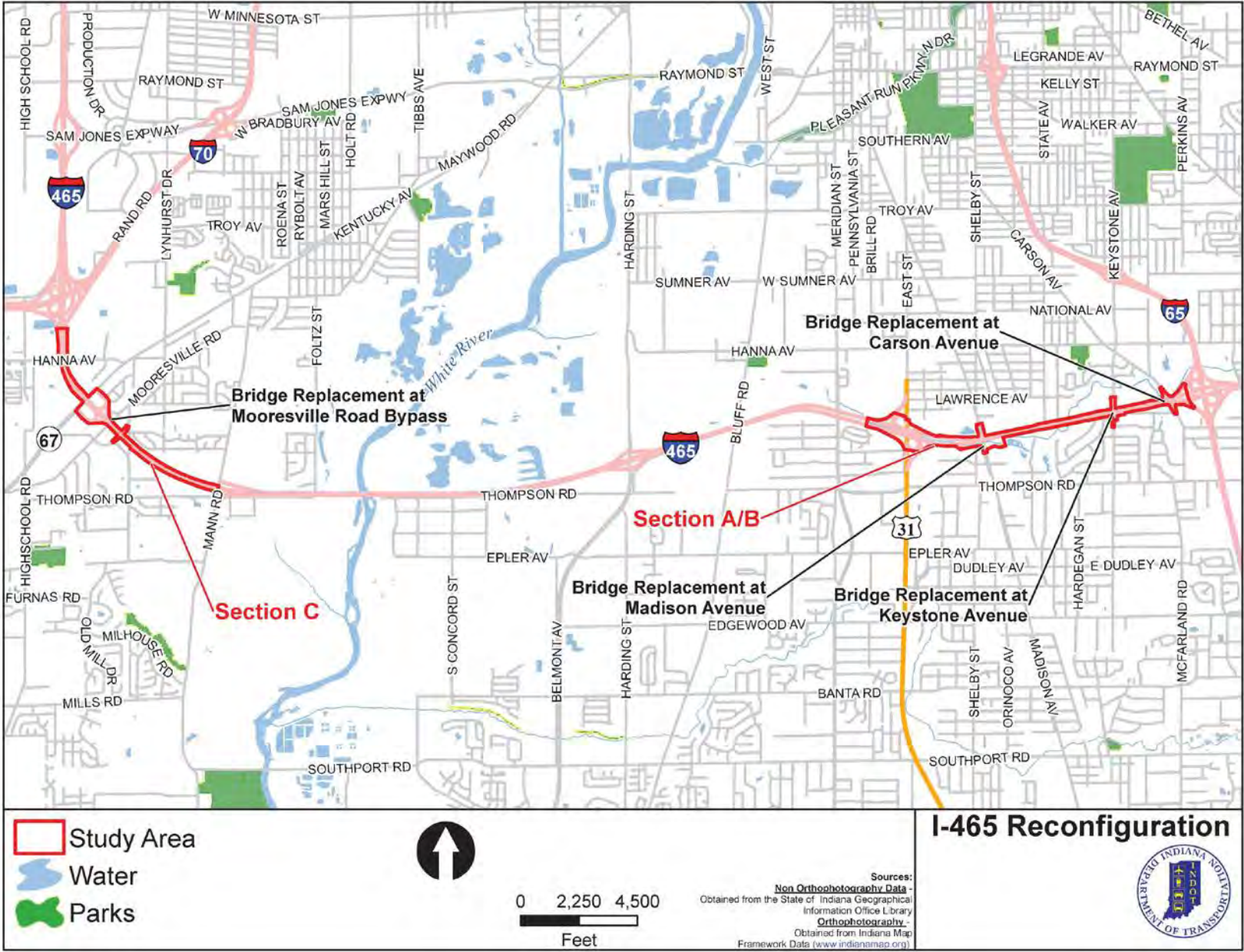
- Requires INDOT to analyze and evaluate the impacts of a proposed project to the natural and socio-economic environments
- NEPA is a decision-making process
 - Purpose and Need
 - Alternatives Screening
 - Preferred Alternative

Draft environmental document released for public involvement – November 2019

Impacts analyzed, evaluated, and described in an environmental document

- What are the impacts this project might have on the community?
- How can impacts be avoided?
- Can impacts be minimized?
- Mitigation for impacts?

Project Location



Reasons for the Project (Needs)

- Capacity - insufficient capacity creates congestion and excessive delays.
 - Inadequate I-465 capacity to accommodate existing and future traffic.
 - Interchange ramp lengths do not meet current standards.
 - Capacity issues need to be addressed prior to the programmed I-69 Section 6 project.
- Safety – 410 crashes occurred between 2015 and 2017. The primary types are rear end, ran off road, and same direction sideswipe.
 - Capacity, merging, and weaving movements likely contribute to the high crash rate.

Project Purpose

- The purpose of the I-465 Reconfiguration Project is to improve overall traffic operation within these sections of I-465 by improving level of service to at least level of service (LOS) D for the design year (2045), meeting current standards for ramp lengths, and improving safety.

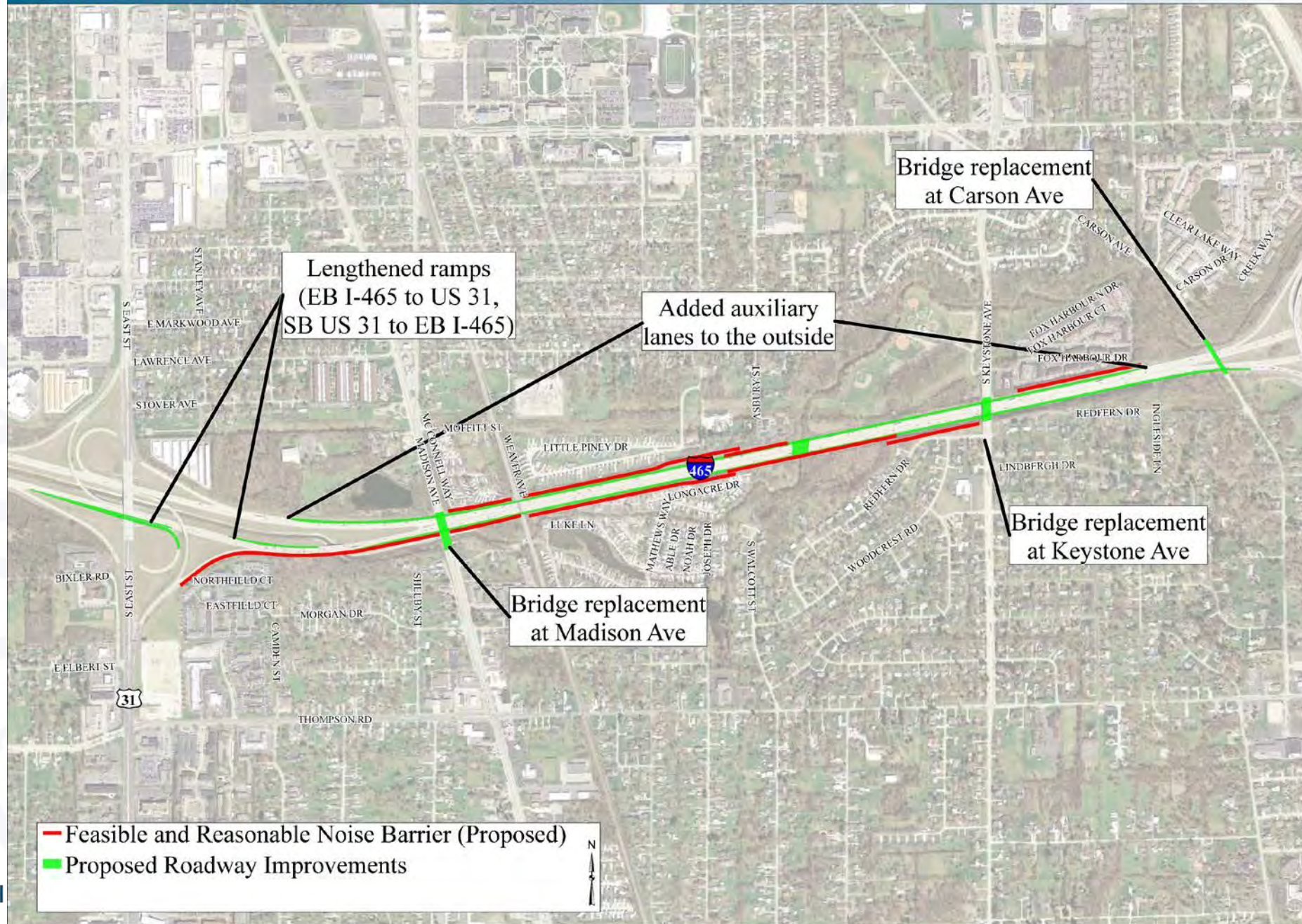


Project Scope Work – Recommended Alternative

Section A/B

- Added auxiliary lanes on eastbound/westbound I-465 (to the outside)
- Reconfiguring eastbound I-465 to northbound US 31 exit ramp
- Extending southbound US 31 to eastbound I-465 merge area
- Extending southbound US 31 to eastbound I-465
- Bridge replacements at Carson Avenue, Keystone Avenue, and Madison Avenue

I-65 Reconfiguration Section A/B



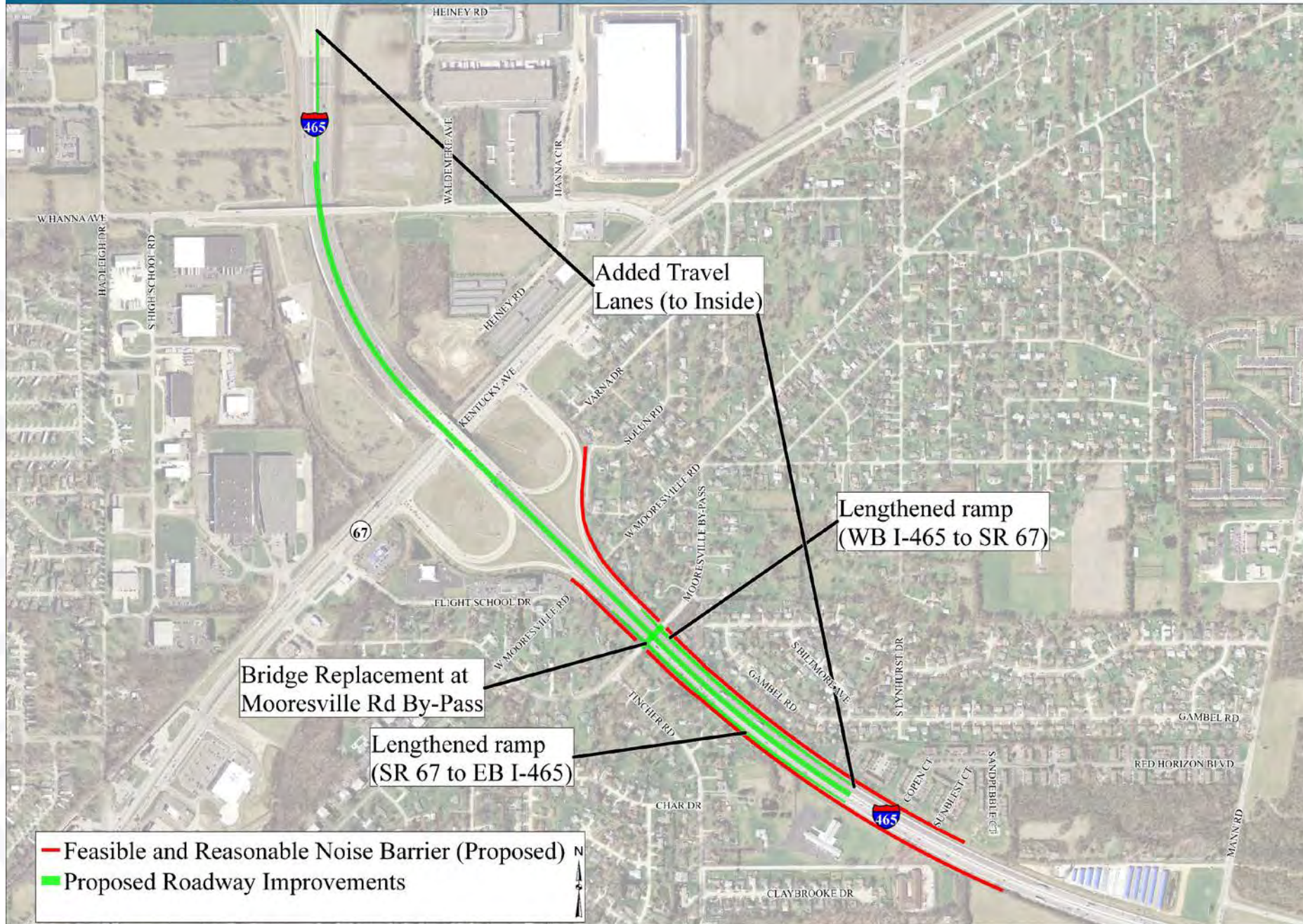
Project Scope Work – Recommended Alternative

Section C

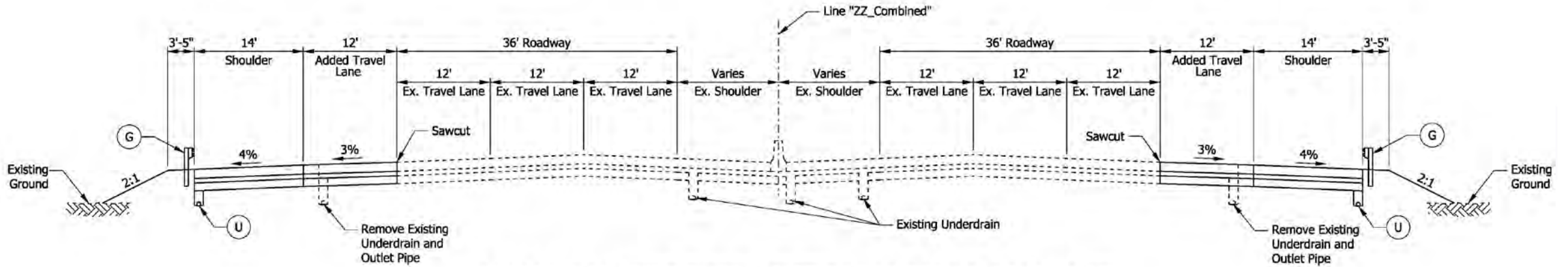
- Added travel lanes eastbound/westbound I-465 (to the inside)
- Tie-in to I-69 Section 6 Project west of Mann Road
- Bridge replacement at Mooresville Road Bypass



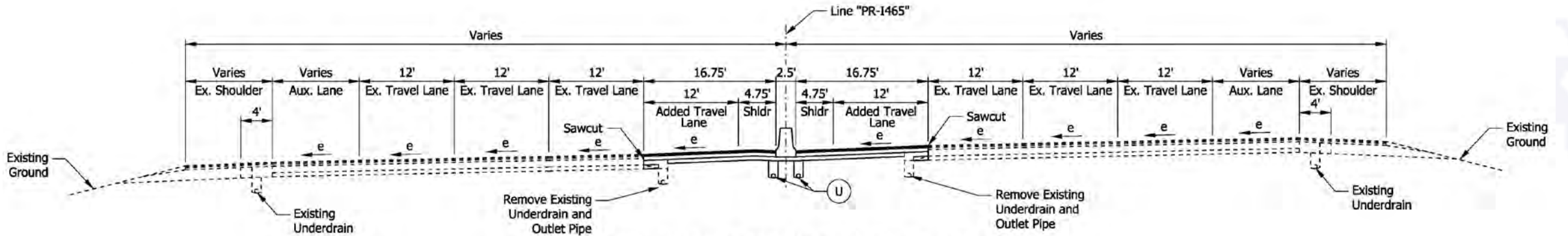
I-465 Reconfiguration Section C



I-465 Typical Sections



PROPOSED TANGENT TYPICAL SECTION PROJECT A (US 31 TO I-65)



SUPERELEVATED TYPICAL SECTION PROJECT C

Design Build Definition

Traditional INDOT bidding method:

- INDOT develops plans and determines specifications, then selects the lowest bidder.

Design Build Contracting:

- INDOT specifies end results and design parameters
- Contractors develop proposals based on their construction capabilities.

Design Build Best Value (DBBV):

- Moves construction cost decisions and plan development from INDOT to DBBV Team.
- Contract specifies required attributes of the end product not the end product itself: allows for innovation, creativity, design, and construction strengths of the team.

Maintenance of Traffic During Construction

- To be determined by DBBV contractor
- Consecutive bridges (e.g., Keystone and Madison Aves) can not be closed at the same time.
- Coordination with stakeholders (emergency management, schools, IndyGo) is an ongoing process.



Environmental Impacts

- 20 streams (12,722 linear feet)
- 1.052 acres of wetlands
- Floodplain of McFarland and Lick Creek
- 24.09 acres of terrestrial habitat
- 18.05 acres of trees considered “suitable summer habitat”
- Noise impacts (10 noise barriers are proposed)
- No new right-of-way, no relocations
- No cultural resource impacts (e.g., historic districts)
- Also evaluated community impacts, public services, environmental justice, air quality, hazardous materials, etc.
- Mitigation required for stream and wetland impacts and tree clearing within the floodway

Results of August-September 2019 Noise Survey

513 mailings sent to benefited receivers

- 133 responses in favor of a barrier
- 6 responses not in favor of a barrier
- Met with landowners and businesses

As a result of stakeholder input, the location of four barriers was slightly adjusted.

Abatement is likely at 10 barrier locations.

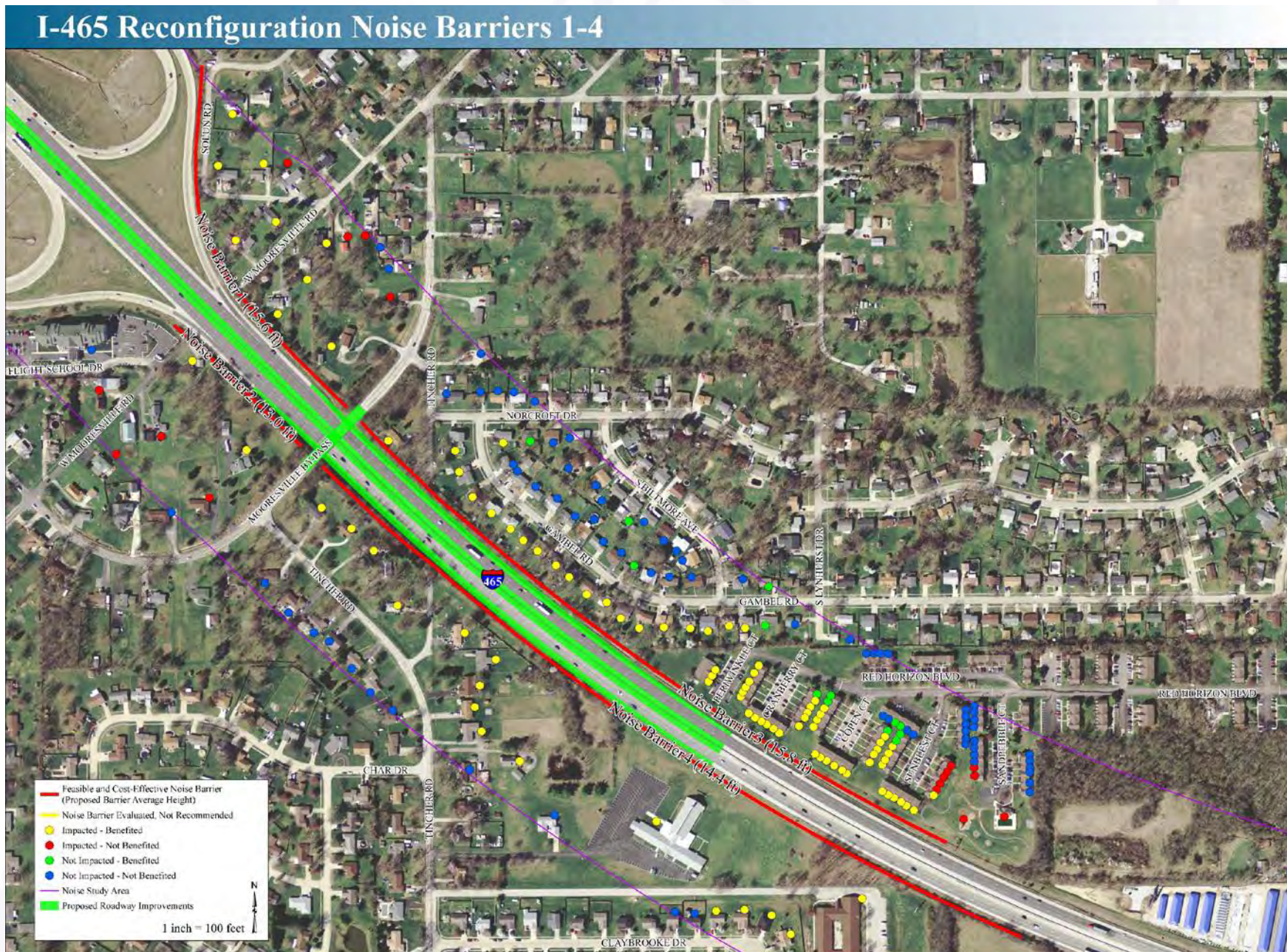


Example barrier (appearance varies)

Feasible and Reasonable Barriers

Section C

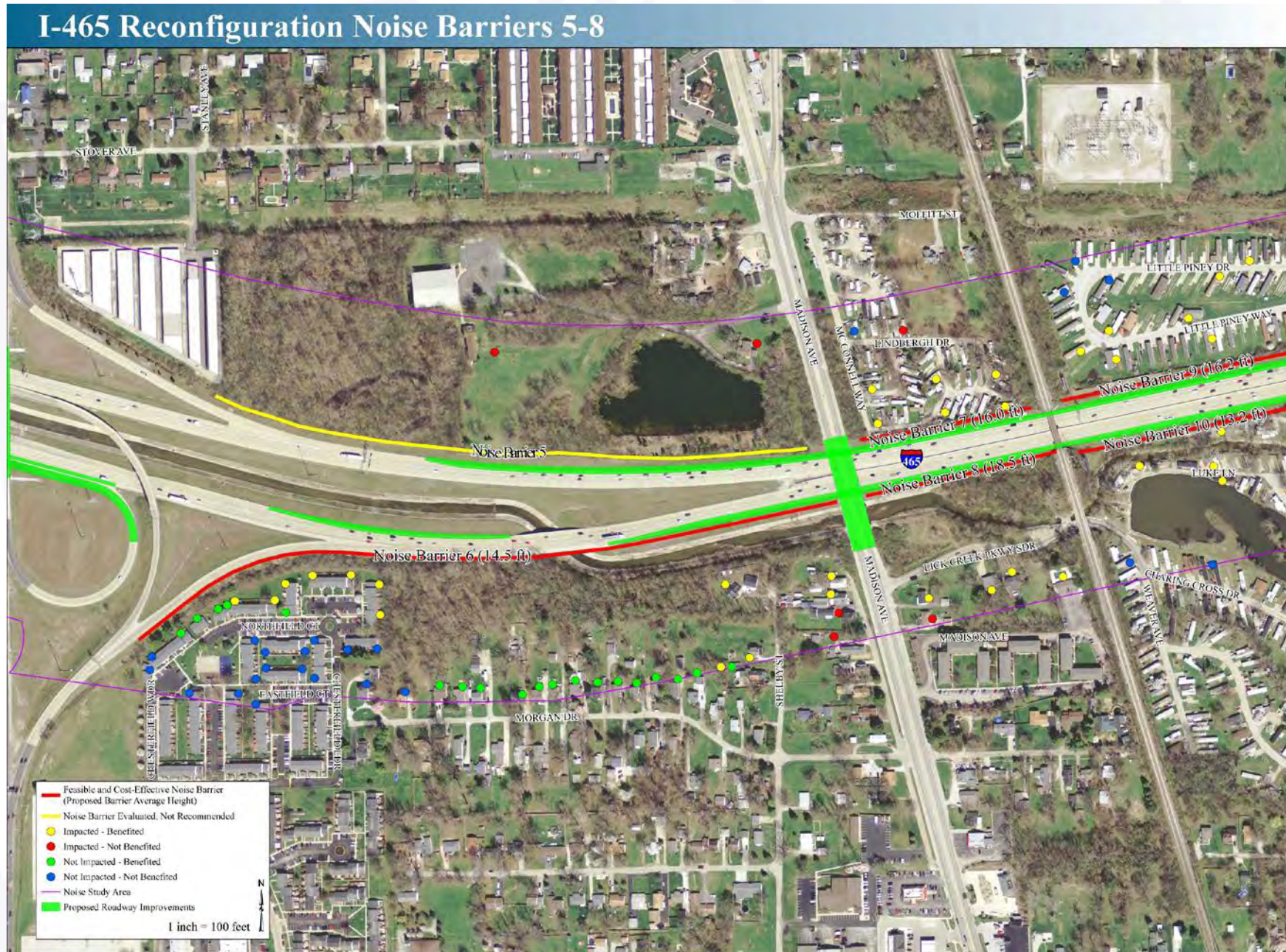
Noise Barrier	Total Length (ft)	Average Height (ft)
1+3	3,825	15.7
2+4	3,500	14.2



Feasible and Reasonable Barriers

Section A/B

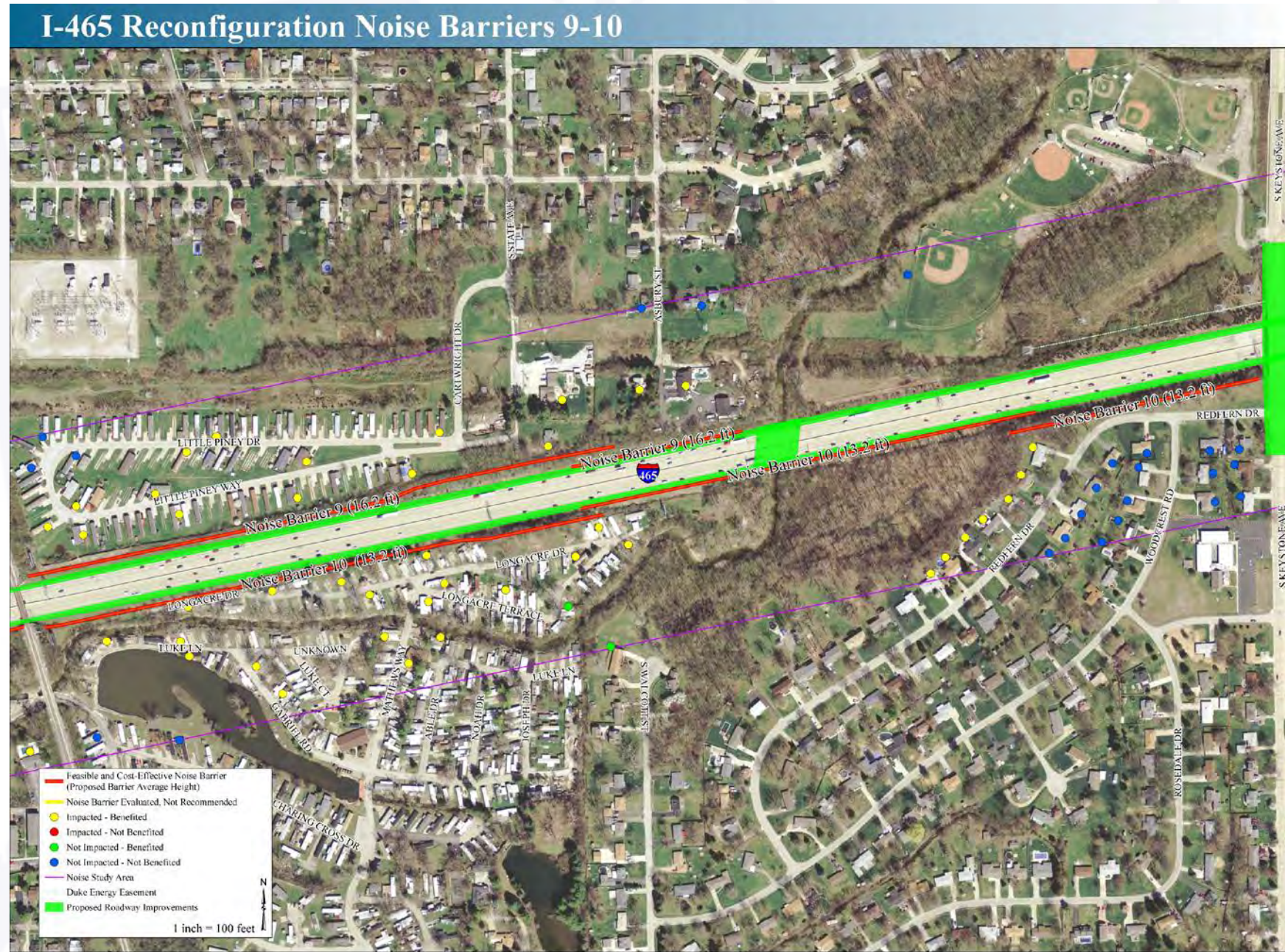
Noise Barrier	Total Length (ft)	Average Height (ft)
6	2,500	14.5
7	600	16.0
8+10	5,100	13.9



Feasible and Reasonable Barriers

Section A/B

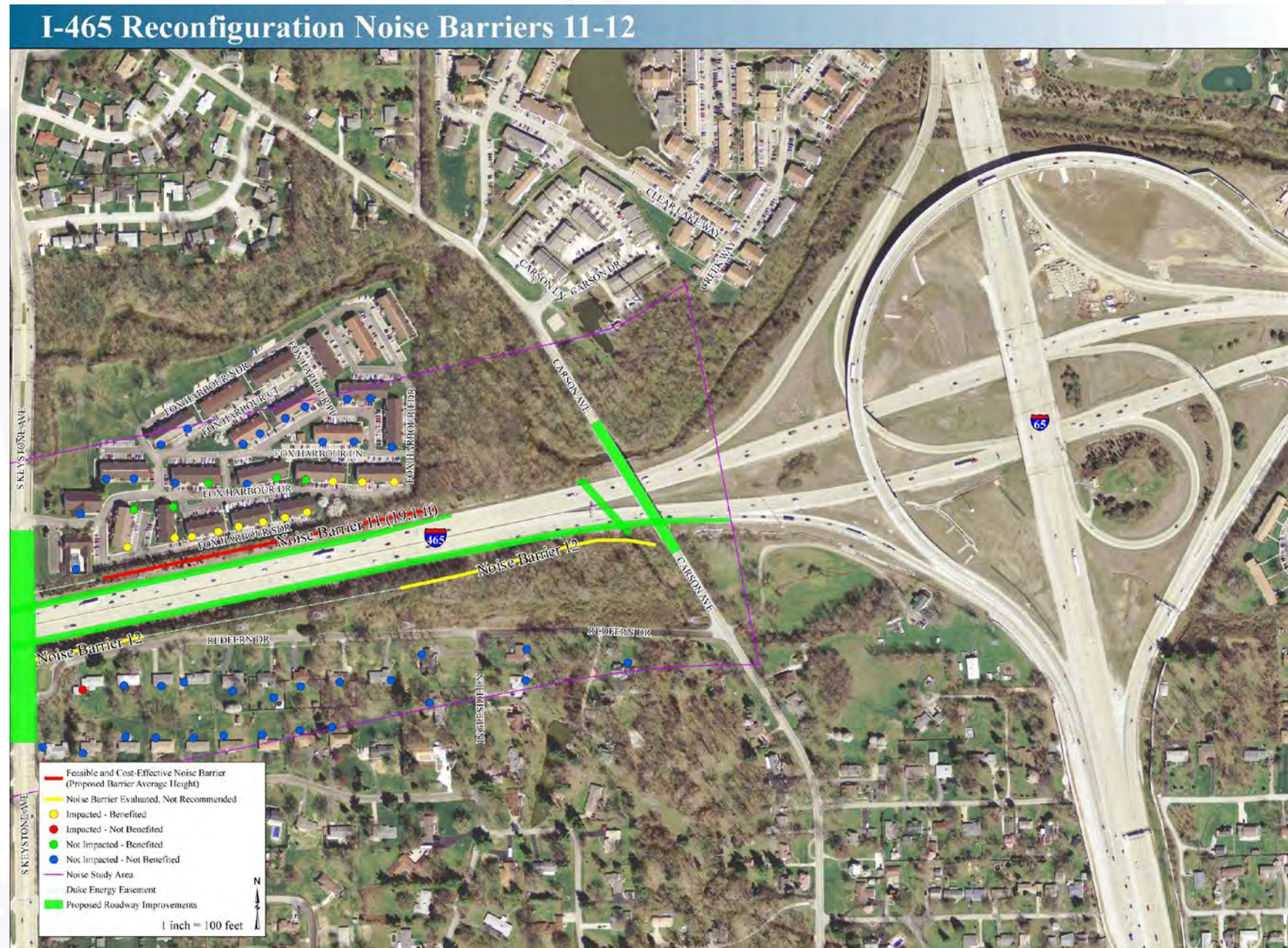
Noise Barrier	Total Length (ft)	Average Height (ft)
8+10	5,100	13.9
9	2,660	16.2



Feasible and Reasonable Barriers

Section A/B

Noise Barrier	Total Length (ft)	Average Height (ft)
11	1,175	19.1



Project Schedule

- Environmental document released for public involvement – November 2019
- Public Hearing – December 2019
- Finalize environmental document – Early 2020
- Begin construction – Late 2020
- Open to traffic – End of 2024
- Completion of all activities – 2025

Submit Public Comments

- **Submit public comments:**
 - Public Comment Form
 - Via e-mail (Daniel.j.miller@parsons.com)
 - Participate during public comment session following formal presentation
- **INDOT respectfully requests comments be submitted by Friday, January 10, 2020**
- All comments submitted are included in the public hearings transcript and made part of the public record
- Comments are reviewed, evaluated and given full consideration during decision-making process

Next Steps

- **Public and project stakeholder input**
 - Submit comments via options described in the information packet
- **INDOT review of public comments**
 - All comments are given full consideration during decision-making process
 - Finalize/approve environmental document, complete project design
- **Communicate a decision**
 - INDOT will notify project stakeholders of decision
 - Work through local media, social media outlets, paid legal notice
 - Make project documents accessible via repositories
- **Questions? Contact Public Involvement Team**

Project Resource Locations

Project Website: <https://www.in.gov/indot/3961.htm>

INDOT Greenfield District Office

32 South Broadway, Greenfield, IN 46140
1-855-463-6848

Indianapolis Public Library, Decatur Branch

5301 Kentucky Ave, Indianapolis, IN 46221

INDOT Office of Public Involvement

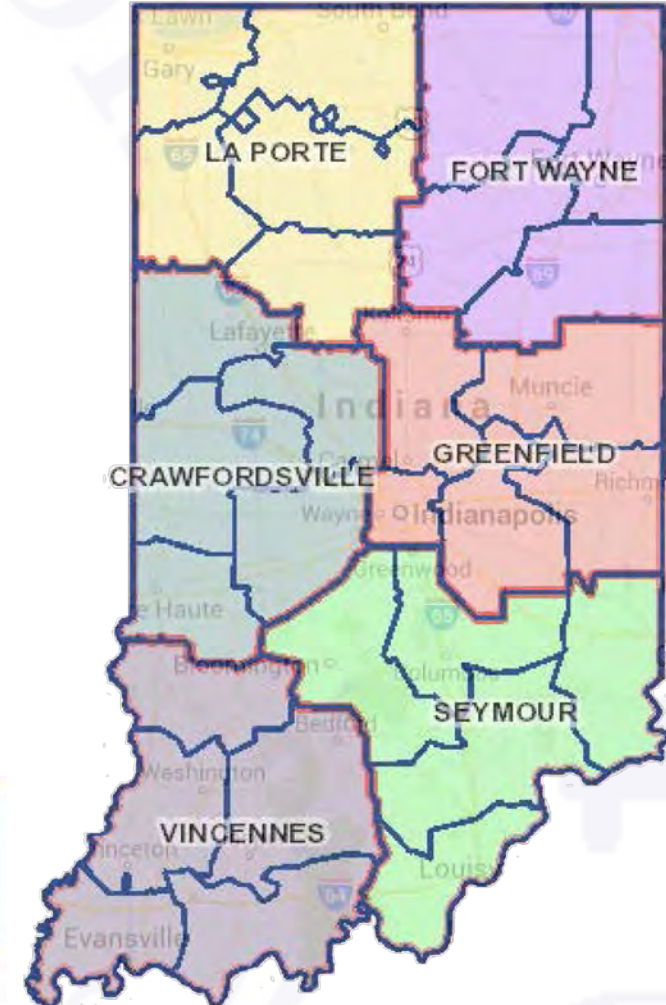
100 North Senate Avenue, Room N642, Indianapolis, IN 46204
(317) 232-6601, rclark@indot.in.gov

INDOT Next Level Customer Service

855-463-6848 • INDOT4U.com • INDOT@indot.in.gov

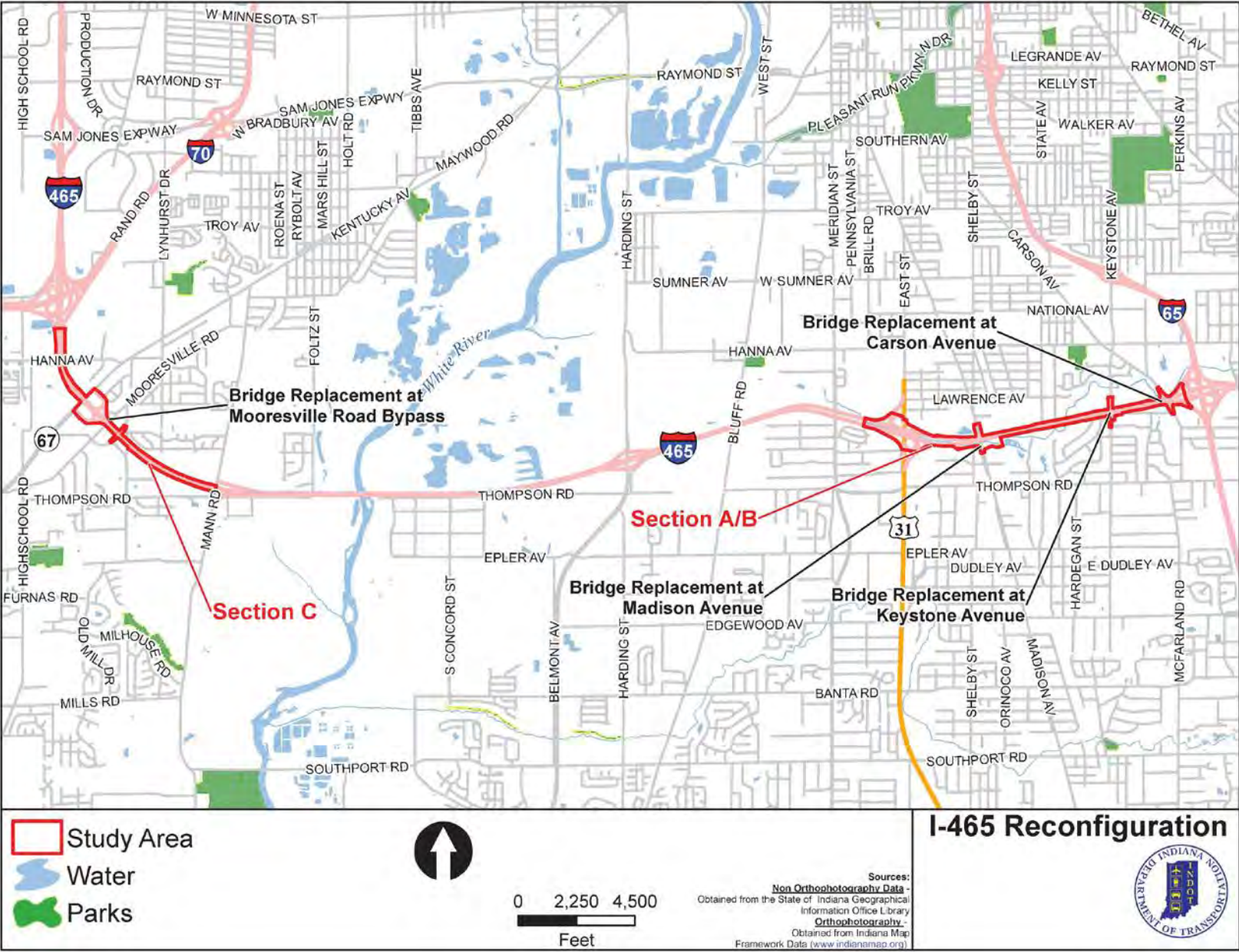


855-463-6848



Please mention "I-465 Reconfiguration Project" in your comments.

Project Location



Thank You

- Please visit with the INDOT design team and project officials following the presentation and comment session
- Project Open House
 - Project maps, displays, INDOT project team and informal Q & A

I-465 Reconfiguration Project Public Hearing

Tuesday, December 10, 2019

6:00 p.m.

Decatur Central High School cafeteria

Comments presented during public comment session

Matthew Iaria: My name is Matthew Iaria, I live at 4440 Eagleside Lane and I'm referring to the Section A/B project and we have a wall that is not going to be built.....the sound proof wall, I guess was turned down and is not going to be built.....and I live right outside the area where we didn't get a letter.....I live about 100 yards outside of the area.....and we didn't get a letter so I'm here representing a lot of those people. We feel like we need the wall because just recently if you could bring people back out.....there was a green space between us and the interstate.....it was grown out about 20 feet high with trees.....it was under power lines and just last week, they cleared that whole area out.....it's as clean as this floor right here, the sound is just unbelievably loud.....now we can see the interstate.....before we couldn't see it, so I'd like to encourage you to come back out and just see if it's possible to do that. I spoke to some of your people here tonight.....very nice, very cordial, polite....very articulate on explaining everything.....but they said the wall has steel poles in it and the power lines could possibly cause problems with the steel poles. Now I'm thinking that there are walls built everywhere now, maybe we can built poles out of plastic, maybe out of wood, make them out of concrete. I have a letter here from another neighbor, if I could read that here for the record tonight.....before I read her letter, I just wanted to finish up by saying that I'd like you to reconsider and come back out to our area and our homes where we're at.....you're building a barrier across the interstate from us, I'd like to have one built right where we're at.....power lines are a problem to deal with from what you're people have told me.....I'd like to read you a letter from my neighbor.....if you wouldn't mind holding this microphone for me.....(Mr. Iaria begins reading comments from his neighbor from his cell phone)....."Unfortunately I cannot attend this evening's meeting, I've reached out to many of my neighbors and many are unable to attend as well. I'm writing this letter to request that the interstate sound barriers be put across our stretch of the interstate as well. In an initial report, sent earlier this summer, it looked as though our area was not slated to get the sound barriers, I sent in my postcard as well as did some of my neighbors.....many in our neighborhood did not receive the first or second letter. I spoke with some of the neighbors that live on and around my block.....as well as others who live across Carson Avenue and ever since 465 was reconfigured it has been louder for all of us. The noise along our area has gotten substantially worse since the land was cleared becoming a vacant lot.....the vacant land was cleared after the noise study and could be a huge difference. My neighbors and I can now hear interstate noise inside our homes with the windows closed.....it is so bad even during non-rush hour time frames. My neighbor to the west of me told me that his windows now rattle.....it has been very difficult to have conversations outside.....we have to shout at each

other when just standing near each other. Kids do not want to be outside because it hurts their ears. The truck brakes have woken people up at night.....I cannot communicate enough how much worse the noise has gotten in our area.....our stretch of the interstate needs to be looked at again. It's my understanding that we were borderline to begin with.....and now the noise has really changed for us.....and I am also concerned that many neighbors didn't receive a lot of the information.....if there is any additional information, please pass it along". That letter was from Ms. Carla Russell. We would appreciate it if you could just come to our area and listen to the sound and reconsider that section from 465/65 to Keystone Avenue.....thank you.

Gary Mitchell: My name is Gary Mitchell and I live at 5413 Gamble Road.....I've got a couple of concerns.....the existing burm going into Kentucky Avenue under the Mooresville Bridge is going to be used for the extra lane.....it's my understanding. In talking to the guys back here.....they said that they wanted to extend another 14-foot over from the existing burm to make a burm for people to pull off on. On the inside.....they're saying that they are going to have a 5-foot burm. I think we're making something that we don't want to do. We need something wide enough for a semi to pull off on.....otherwise we're going to be jamming up traffic like a son of a gun. People have flats on the inside sometimes.....you can't pull off onto a 5-foot burm.....it's got to be wider. Now, what we're planning is.....we might as well add another 2 to 3 foot.....it would be a lot cheaper than having to go back and redo it and getting a lot of people hurt and/or killed. That was the main thing.....that was two main things. Another thing is that I live on Gamble Road.....that is right beside 465.....and when that Mooresville Road is taken out.....that's going to shoot the traffic right back down by my street.....what are we going to do to try to prevent that because that bridge is going to take some time to rebuild. School buses have got to continue to run.....and we're going to load my street up with a lot of traffic.....that's all I got guys.....thank you.



Greenfield District
32 South Broadway
Greenfield, IN 46140

PHONE: 1-855-463-6848
FAX: (317) 467-3957

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

I-465 Reconfiguration Project

Thank you for attending today's public hearing. Please submit comments by using the space provided below. You may also direct comments to Dan Miller (Daniel.J.Miller@Parsons.com). INDOT appreciates your attendance and participation today.

December 10, 2019

COMMENT:

We live at 5012 Norcroft Dr. I can see 465 from my windows. I hear the interstate and takes brakes 24/7. I feel that we should have been contacted about the noise barrier. The noise barrier extends along the exit ramp on the N side of 465. So clearly there is a noise issue. Just not in my backyard!

This is my childhood home and I can say that the noise levels have grown greatly over the years to to point that you can't carry on a conversation on our back patio.

The basic question is why is the noise reduction barrier not as long on the south side of the ramp as it is on the north.

We will awaiting a response and direct feedback from this comment. Thank you.

NAME:

Kim Burrows

ORGANIZATION:

Homeowner



Greenfield District
32 South Broadway
Greenfield, IN 46140

PHONE: 1-855-463-6848
FAX: (317) 467-3957

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

I-465 Reconfiguration Project

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December 10, 2019

COMMENT:

Section C Questions/Concerns

1. What is the plan to address additional traffic on side roads?
2. Maintenance of side roads due to increased traffic levels?
3. SB 107 is already congested will traffic lights be adjusted for increased flow?
4. Will construction occur during normal daytime hours or Night/Overnight?
5. If overnight what noise considerations have been addressed?
6. From an environmental perspective, what is to be considered for dust and noise?
7. From my home on El Camino Ct I can clearly hear 465 traffic at night. I am concerned this will increase. Could this be reviewed?

NAME: Michelle Petty

ORGANIZATION: Homeowner



Greenfield District
32 South Broadway
Greenfield, IN 46140

PHONE: 1-855-463-6848
FAX: (317) 467-3957

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

I-465 Reconfiguration Project

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December 10, 2019

COMMENT:

I believe it would be a good option to extend the collector distributor of IN 70 down past Kentucky Ave. so that there is only 1 entrance ramp on to 465 instead of the 2 in less than a mile.

NAME: Carlos Bendine 317-367-5359

ORGANIZATION:

12-10-19

INDOT,

Unfortunately, I cannot attend this evening's meeting. I have reached out to my neighbors and they could not attend this meeting as well.

I am writing this letter to request that the interstate sound barriers be put across our stretch of the interstate as well. In the initial report sent earlier this summer, it looked as though our area is not slotted to get the sound barriers. I sent in my postcard as well as some of my neighbors. Many in our neighborhood did not receive the first or second letter.

I have spoken with some of my neighbors that live on & around my block as well as others who live across Carson Avenue and ever since 465 was re-configured it has been louder for all of us. The noise along Redfern has recently gotten substantially worse since the vacant land has been cleared. This clearing was done after the noise studies were completed and it is a huge difference.

My neighbors and I can now hear the interstate noise inside our homes with the windows closed. It is now bad even in non-rush hour time frames. My neighbor to the west of me told me that his windows now rattle. It has always been difficult to have a conversation outside but now we have to shout so someone standing near can hear us. Kids do not want to be outside because it hurts their ears.

The trucks brakes have woken people up at night. I cannot reiterate enough how much worse it has gotten recently. Our stretch of the interstate needs to be looked at again. It's my understanding that we were borderline to begin with and now it has really changed for us. I'm also concerned that many neighbors did not even get the information at all.

If you have any further questions, please contact me.

Thank you,

Carla Russell
317.698.6102

Jagger, Eric

From: ROBERT REX <bhexhex@aol.com>
Sent: Thursday, December 12, 2019 4:05 PM
To: Miller, Daniel J
Subject: [EXTERNAL] 495 Noise Barriers

Hi Daniel,

There are some transparent noise barriers on the MONON Pedestrian Bridge north of 495. Those won't block our views.

>

> My 2 cents

Jagger, Eric

From: Clark, Rickie <RCLARK@indot.IN.gov>
Sent: Monday, December 16, 2019 7:07 AM
To: Miller, Daniel J; Port, Juliet
Subject: [EXTERNAL] Fwd: I-465 Reconfiguration Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Public comment for 465 reconfiguration project.

Thanks,

Rickie

Sent from my iPhone

Begin forwarded message:

From: "Axthelm, Teresa" <TAxthelm@indot.IN.gov>
Date: December 13, 2019 at 3:06:27 PM EST
To: "Clark, Rickie" <RCLARK@indot.IN.gov>
Subject: I-465 Reconfiguration Comments

Good afternoon Rickie,

I wanted to share the following comments that the call center received on 12/12/19 at 8:13 pm.

Description:

I have read about a project on I465 Section A/B on the south side where the ramps are going to be extended. What should really be done would be to reconfigure the US31 and I65 ramps on the south side so that traffic entering I465 is not dumped into the fast lanes. All that work was done at I65 including a large High Rise Ramp for I465 East Bound to I65 South but why wasn't a new ramp for I65 North to I465 west completed to dump traffic into the right hand lane where it should be?

Mr. Jack Sheets
Jack.e.sheets@gmail.com

Sincerely,

Teresa Axthelm
Greenfield District
Communications Outreach Manager
32 South Broadway
Greenfield, IN 46140
Office: (317) 467-3415
Email: TAxthelm@indot.in.gov

[Click Here To Sign Up for INDOT Project Email and Text Alerts! \[public.govdelivery.com\]](https://public.govdelivery.com)

For the Latest Road Information, Download the INDOT Mobile App!

[iTunes App Store \[itunes.apple.com\]](https://itunes.apple.com)

[Google Play store for Android](https://play.google.com/store/apps/details?id=com.indot)



[\[facebook.com\]](https://facebook.com)



[\[twitter.com\]](https://twitter.com)



[\[youtube.com\]](https://youtube.com)



[\[in.gov\]](https://in.gov)



[\[in.gov\]](https://in.gov)



[\[in.gov\]](https://in.gov)

Jagger, Eric

From: Miller, Daniel J
Sent: Tuesday, December 17, 2019 9:52 AM
To: Jason Burdine
Subject: RE: [EXTERNAL] 465 improvements

Mr. Burdine,

Thank you for your comments. At this time, a collector-distributor ramp is not proposed. Your comment will go into the permanent record, and will be relayed to the appropriate personnel at INDOT for future consideration. Please let me know if you have any questions.

Thanks again,
Dan

Daniel J. Miller
Project Manager/Environmental Services Manager
101 West Ohio Street, Suite 2121 - Indianapolis, IN 46204 Daniel.J.Miller@Parsons.com #317.616.4663 PARSONS –
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-----Original Message-----

From: Jason Burdine <cbur74@yahoo.com>
Sent: Monday, December 16, 2019 9:55 PM
To: Miller, Daniel J <Daniel.J.Miller@parsons.com>
Subject: [EXTERNAL] 465 improvements

Thank you for having the public information meeting last week at Decatur High School. It was really great to see the proposed improvements to the south side of 465. Myself and my daughter travel the 465 every day to work. From Greenwood to Whitestown. So I am very hopeful that these improvements will help traffic flow and reduce wrecks in that area. Traveling that section the area of south bound 465 at interstate 70 and Kentucky Ave has of course a lot of congestion and dangerous in the even rush hours. Having 2 major exits and entrances to 465 in less than a mile is dangerous. I was wondering if you guys had put any thought to having a collector-distributor ramp for those 2 intersections. Seems to me if you just extended the collector-distributor ramp that you have for interstate 70 to the south and take in Kentucky Ave on that ramp would be safer. To only have one exit and one entrance to the high speed 465 highway instead of what is there now. They use collector-distributor downtown Indy and they work great in my opinion. Any ways I would love to hear your thoughts on that. Thanks for your time. Hope you have a great holiday season.

Jason Burdine 317-361-5359

Sent from my iPhone

Jagger, Eric

From: Patricia Wilson <wolfpride48@gmail.com>
Sent: Monday, December 16, 2019 6:10 PM
To: Miller, Daniel J
Subject: [EXTERNAL] Noise Barriers 6-8

We reiterate are prior written comments on the #6 southside proposed noise barrier. We are not in favor of the barrier. We can look out our back patio and see if I-465 is moving in either direction. This gives us a heads-up if we will be taking the interstate. The noise has never been a problem for us as in summer the trees cushion the noise and in winter our doors are closed. We have noticed on I-65 there has been graffiti and on the east corridor of I-465 plants have popped up between the panels. A barrier gives perfect cover for someone to be unnoticed on private property. The barrier seems to be a waste of money (except for maybe the apartments or trailer park). We knew the interstate was there when we moved in. (916 Morgan Drive 46227) Dave & Pat Wilson

Miller, Daniel J

From: Clark, Rickie <RCLARK@indot.IN.gov>
Sent: Thursday, January 2, 2020 2:01 PM
To: Miller, Daniel J; Port, Juliet; Lee, Alexander; LaBlonde, John
Cc: Shattuck, Brian
Subject: [EXTERNAL] RE: Highway Lighting

Follow Up Flag: Follow up
Flag Status: Flagged

I'll send this to our Customer Service Office for review and follow up.

Thanks Dan.

Rickie

From: Miller, Daniel J [mailto:Daniel.J.Miller@parsons.com]
Sent: Thursday, January 02, 2020 10:58 AM
To: Clark, Rickie <RCLARK@indot.IN.gov>; Port, Juliet <Juliet.Port@parsons.com>; Lee, Alexander <Alexander.Lee@parsons.com>; LaBlonde, John <John.LaBlonde@parsons.com>
Cc: Shattuck, Brian <bshattuck@indot.IN.gov>
Subject: RE: Highway Lighting

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Hello Rickie,

We've discussed this internally, and it sounds like an INDOT Maintenance issue if the lighting went out in the area.

Would you like us to reach out to her and direct her to INDOT? It sounds like she has been trying to reach out already.

Thanks,
Dan

Daniel J. Miller
Project Manager/Environmental Services Manager
101 West Ohio Street, Suite 2121 - Indianapolis, IN 46204
Daniel.J.Miller@Parsons.com #317.616.4663

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From: Clark, Rickie <RCLARK@indot.IN.gov>
Sent: Thursday, December 26, 2019 7:58 AM
To: Port, Juliet <Juliet.Port@parsons.com>; Miller, Daniel J <Daniel.J.Miller@parsons.com>; Lee, Alexander <Alexander.Lee@parsons.com>; LaBlonde, John <John.LaBlonde@parsons.com>
Cc: Shattuck, Brian <bshattuck@indot.IN.gov>
Subject: [EXTERNAL] Fwd: Highway Lighting

Comment regarding 465 reconfiguration.

Sent from my iPhone

Begin forwarded message:

From: Meridianplacehoainc <Meridianplacehoainc@aol.com>
Date: December 22, 2019 at 6:48:26 AM EST
To: Rickie Clark <rclark@indot.in.gov>
Subject: Highway Lighting

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Hi Rickie. I first want to wish you and your family a very Merry Christmas.

I've tried reaching out to INDOT regarding the lighting in sections A/B of the I-465 Reconfiguration area. All of the highway lighting is out. It's very dark and scary to take the ramps on or off the highway. I've seen a couple of accidents in the last month. Was this planned? If not, can you assist me with getting lighting in the area?

Sandra Giliberto, President
Meridian Place Homeowners Association, Inc.
317-417-7402

Sent from my iPhone

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Miller, Daniel J

From: Miller, Daniel J
Sent: Thursday, January 2, 2020 8:33 AM
To: Kathryn Kendall
Cc: Vanessa Colbran; Jessica Lopes
Subject: RE: INDOT Travel Lane Project - AMC Theatres, 4325 S Meridian St, Indianapolis, IN 46217 (RI#1862)

Hello Ms. Kendall,

All work for this project will remain within existing right-of-way. Therefore, there will be no property acquisition. Construction is anticipated to begin at the end of this year. Traffic is to be open by the end of 2024 (some minor grading/seeding may remain).

Please let me know if you have any questions.

Thanks,

Daniel J. Miller
Project Manager/Environmental Services Manager
101 West Ohio Street, Suite 2121 - Indianapolis, IN 46204
Daniel.J.Miller@Parsons.com #317.616.4663

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From: Kathryn Kendall <kkendall@realtyincome.com>
Sent: Friday, December 27, 2019 3:50 PM
To: Miller, Daniel J <Daniel.J.Miller@parsons.com>
Cc: Vanessa Colbran <vcolbran@realtyincome.com>; Jessica Lopes <jlopes@realtyincome.com>
Subject: [EXTERNAL] INDOT Travel Lane Project - AMC Theatres, 4325 S Meridian St, Indianapolis, IN 46217 (RI#1862)

Dear Mr. Miller,

Our office is in receipt of the attached notice, Realty Income is the owner of the above-referenced property.

At your convenience, please let us know whether the planned improvements in proximity to our parcel will remain solely within the City's existing right of way, or if the work will extend onto our property.

At this time, are there any plans which show any impact to our property? Will any right of way be required from the site, and if so what is the timing for acquisition? Also, Is there an estimated start date for the project?

I look forward to your response.

Thank you,

Kathryn Kendall

Assistant, Right of Way, Condemnations, & Real Estate

Realty Income Corporation (NYSE "O")

11995 El Camino Real, San Diego, CA 92130

www.realtyincome.com [realtyincome.com]



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Miller, Daniel J

From: Miller, Daniel J
Sent: Thursday, January 2, 2020 10:15 AM
To: Brianna Hursey
Subject: RE: Sound barrier wall between Carson & Keystone Aves, South of 465

Good morning Mrs. Hursey,

Thank you for your comment. It has been added to the record for consideration. Please let me know if you would like more information on the noise analysis to date. The analysis is being updated, and will be placed online at the project website.

Thank you,
Dan

Daniel J. Miller

Project Manager/Environmental Services Manager
101 West Ohio Street, Suite 2121 - Indianapolis, IN 46204
Daniel.J.Miller@Parsons.com #317.616.4663

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From: Brianna Hursey <bhursey@hotmail.com>
Sent: Sunday, December 29, 2019 11:01 AM
To: Miller, Daniel J <Daniel.J.Miller@parsons.com>
Subject: [EXTERNAL] Sound barrier wall between Carson & Keystone Aves, South of 465

Mr. Miller,

My husband and I were recently informed by a neighbor who attended the neighborhood informational meeting with INDOT that the initial plans to install a sound wall on the South side of 465, between Keystone and Carson Avenues have now been cancelled.

I am writing to inform you, that as an individual who resides in the neighborhood South of that section of the interstate, that this plan should be reconsidered. My husband and I have lived in this neighborhood for 6 years and love the location, but hate the interstate traffic noise. We find that it is worse in the winter time when there is less of a natural barrier to block the sound. Furthermore, now that the area has been cleared for the project, the sound from the interstate has only increased and recently on a clear night, I had to practically scream to be able to converse with a neighbor outside, just to be heard over the noise.

Our house was included in the initial mailing and survey, regarding the possible sound barriers, and I responded that one should be added to the south side of the interstate. Now, with additional mailings that indicate lane additions on this section of interstate, to ease congestion with traffic merging onto I-65 south, I find the barrier wall is more important than ever. I am saddened that acres of wildlife refuge was wiped out for a project that appears to be stalled, and it frustrates me that INDOT has provided the neighbor who attended the meeting, with excuses as to why the project is not moving forward. Therefore, I ask that these plans for the sound barrier wall be reconsidered, to return our neighborhood to a peaceful state.

Thank you,
Brianna Hursey

4425 Ingleside Ln
Indianapolis, IN 46227

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Miller, Daniel J

From: Brianna Hursey <bhursey@hotmail.com>
Sent: Thursday, January 2, 2020 9:31 PM
To: Miller, Daniel J
Subject: [EXTERNAL] Re: Sound barrier wall between Carson & Keystone Aves, South of 465

Follow Up Flag: Follow up
Flag Status: Flagged

Mr Miller,

I appreciate your timely reply to my email regarding the sound barrier for my neighborhood. I am curious, was the sound testing completed prior to, or following, the removal of the wildlife area/small wooded area at the north end of the neighborhood was cleared? If it was completed prior to this area being cleared, I respectfully request new testing to take place, and preferably during a high traffic volume time-frame, such as a weekday evening between 3:00-6:00 pm. If testing was completed after the clearing, then I would like to inquire if INDOT has plans to complete further or future testing for the area after additional lanes are added to the interstate as planned, as recent mailings have indicated. Furthermore, if testing was completed after the removal of the wildlife area and no sound wall is to be built, I would like to know if INDOT has plans to help restore this devastated area that was demolished in haste, in order to restore peace and natural beauty to our neighborhood. At the very least, if a wall is not going to be constructed a natural barrier should become a priority and should be funded by INDOT, as they funded the removal and destruction of the natural barrier initially.

I believe those of us in the neighborhood directly impacted by this stretch of interstate are owed numerous answers and should be kept well informed of plans for this area. I also believe we are owed an alternative solution if a barrier wall is not to be placed at the north end of our neighborhood, as our neighborhood will suffer more noise pollution, more air pollution without additional trees to clean the air, and potentially decreased property values as a result of the removal of the natural barrier that once protected our neighborhood and ensure increased privacy from the traffic on the interstate.

Thank you for your time,
Brianna Hursey

From: Miller, Daniel J <Daniel.J.Miller@parsons.com>
Sent: Thursday, January 2, 2020 10:15 AM
To: Brianna Hursey <bhursey@hotmail.com>
Subject: RE: Sound barrier wall between Carson & Keystone Aves, South of 465

Good morning Mrs. Hursey,
Thank you for your comment. It has been added to the record for consideration. Please let me know if you would like more information on the noise analysis to date. The analysis is being updated, and will be placed online at the project website.

Thank you,
Dan

Daniel J. Miller

Project Manager/Environmental Services Manager
101 West Ohio Street, Suite 2121 - Indianapolis, IN 46204
Daniel.J.Miller@Parsons.com #317.616.4663

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From: Brianna Hursey <bhursey@hotmail.com>
Sent: Sunday, December 29, 2019 11:01 AM
To: Miller, Daniel J <Daniel.J.Miller@parsons.com>
Subject: [EXTERNAL] Sound barrier wall between Carson & Keystone Aves, South of 465

Mr. Miller,

My husband and I were recently informed by a neighbor who attended the neighborhood informational meeting with INDOT that the initial plans to install a sound wall on the South side of 465, between Keystone and Carson Avenues have now been cancelled.

I am writing to inform you, that as an individual who resides in the neighborhood South of that section of the interstate, that this plan should be reconsidered. My husband and I have lived in this neighborhood for 6 years and love the location, but hate the interstate traffic noise. We find that it is worse in the winter time when there is less of a natural barrier to block the sound. Furthermore, now that the area has been cleared for the project, the sound from the interstate has only increased and recently on a clear night, I had to practically scream to be able to converse with a neighbor outside, just to be heard over the noise.

Our house was included in the initial mailing and survey, regarding the possible sound barriers, and I responded that one should be added to the south side of the interstate. Now, with additional mailings that indicate lane additions on this section of interstate, to ease congestion with traffic merging onto I-65 south, I find the barrier wall is more important than ever. I am saddened that acres of wildlife refuge was wiped out for a project that appears to be stalled, and it frustrates me that INDOT has provided the neighbor who attended the meeting, with excuses as to why the project is not moving forward. Therefore, I ask that these plans for the sound barrier wall be reconsidered, to return our neighborhood to a peaceful state.

Thank you,
Brianna Hursey

4425 Ingleside Ln
Indianapolis, IN 46227

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Miller, Daniel J

From: Tom Meier <tomandjanemeier@gmail.com>
Sent: Thursday, January 2, 2020 6:19 PM
To: Miller, Daniel J
Subject: [EXTERNAL] I-465 Reconfiguration Project A/B Sound Barriers

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Miller, The recent clear cutting of trees and heavy brush across from our home has resulted in a substantial increase in noise from I-465. A decibel sound test done prior to the clear cutting indicated that sound barriers were not needed or planned. That is no longer the case. Sound barriers are now very much needed and a current decibel sound test performed on a weekday afternoon will undoubtedly confirm that. I have observed sound barriers where it would seem none are needed, such as by storage facilities. So, I believe our request for I-465 sound barriers for our neighborhood along Redfern Drive between Carson Ave. and Keystone Ave. is imperative for maintaining our property values.

Respectfully, Tom and Jane Meier, 2901 Redfern Drive, Indianapolis, 46227



INDIANA DEPARTMENT OF TRANSPORTATION



Greenfield District
32 South Broadway
Greenfield, IN 46140

PHONE: 1-855-463-6848
FAX: (317) 467-3957

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

I-465 Reconfiguration Project

Thank you for attending today's public hearing. Please submit comments by using the space provided below. You may also direct comments to Dan Miller (Daniel.J.Miller@Parsons.com). INDOT appreciates your attendance and participation today.

December 10, 2019

COMMENT:

PLEASE PUT UP SOUND BARRIER WALL FROM
KEYSTONE TO I65 ON SOUTH SIDE OF 465 TOO.
THE MAP SHOWING PLANNED LOCATIONS OF SOUND
BARRIER WALLS DOES NOT SHOW A WALL ON THE SOUTH
SIDE OF 465.

I LIVE AT 2634 LINDBERGH DRIVE AND 465
TRAFFIC IS VERY LOUD. PLEASE PUT UP SOUND BARRIER
WALL TO DECREASE NOISE FOR ME AND MY NEIGHBORS.

FEEL FREE TO CONTACT ME IF YOU NEED TO
DO A SOUND STUDY AT MY PROPERTY. MY
HOME PHONE IS 317-782-0139

NAME: Jon Tucker

ORGANIZATION: HOME OWNER 2634 LINDBERGH DR INDCS, IN 46227

Miller, Daniel J

From: Berni Nash <berninash@realtor.com>
Sent: Monday, January 6, 2020 10:59 AM
To: Miller, Daniel J
Cc: carlarussell88@gmail.com
Subject: [EXTERNAL] Sound barrier for Redfern Drive, 46227

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sir:

I live at 2575 Redern Drive, my childhood home. I live with my 92-yr-old mother, Esther Fleener.

We were horrified to watch the removal of trees, bushes, vines, and shrubs over the past several months directly across from our house. For the 61 years my family has occupied our property, we've had to live with the noise from the 465 interstate.

We must insist on the installation of an adequate sound barrier as soon as possible, prefaced by a decibel level test, of course.

We absolutely can hear traffic while inside our house, let alone while outside! Not to mention when walking the dogs down my street, we CAN'T hear local surface traffic coming up behind us because the interstate noise drowns out all other sounds which increases the danger of just walking on Redfern and other nearby streets.

In fact, when I walk down streets several streets over, the noise from the interstate is almost as deafening as it is on Redfern Dr.!

My father bought our lot and built our house 62 years ago BEFORE 465 even existed. It broke our hearts when we woke up one day to the sound of earth movers claiming the beautiful vacant fields across from us to construct I-465. We no longer could forage for raspberries and hike in the quiet, natural grassy fields. We no longer enjoyed the peacefulness and beauty the location of our home offered.

As a real estate agent for over 35 years, I can ABSOLUTELY confirm that the value of our properties has gone down, not only because of the heightened noise level that INDOT's removal of the greenery has imposed on us, but also because the absence of the landscaping many of us homeowners had worked on for years and years to make the areas between our homes and the interstate more appealing, is gone, gone, gone. A wasteland awaits our eyes every morning now.

Re-test the decibel levels, please, and feel free to contact me if I can assist you with anything.

Berni Nash

Berni Nash, e-Pro, ABR, REALTOR, Broker
Indianapolis, IN
berninash@realtor.com
License #RB14044307
est. 2014
615-506-0070(direct/cell/send text)
615-247-3840 (personal fax)

Berni Nash, e-Pro, ABR, Realtor
Affiliate Broker, Retired License
Nashville, TN.

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Greater Nashville Assoc of REALTORS

Miller, Daniel J

From: Carla Russell <carla.arias@att.net>
Sent: Tuesday, January 7, 2020 6:23 PM
To: Miller, Daniel J
Subject: [EXTERNAL] Interstate 465/sound barrier

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Daniel,

I am reaching out to you as a resident who lives at 4410 Ingleside Lane. My house sits on the corner of Redfern and Ingleside Lane.

I am aware that a decibel study had been completed prior to the decision of where noise barriers would be placed and where they would not be placed. That test was completed prior to the entire woods being leveled and now the noise is unbearable.

I have to almost shout to have a conversation outside. We do a great many things in our yard. Kids play and practice sports. I keep up with my yard so I work in it all summer long. My neighbors and I get together around fires and have conversations that are now very difficult to do as the noise is so loud. When there's snow, we are outside in it.

I have always been able to hear the noise of the interstate with my windows closed in certain areas of my home but it was like a gentle hum with the exception of large trucks breaking or loud thumping music. That has always been annoying. Now however, we hear the interstate all of the time inside our house. It does not even have to be rush hour. There are times in the night that we have awoken from sleep do to the noise of the interstate.

It is frustrating to think that we may be stuck with this because a decibel study has already been done and yet the areas all around us are getting the barriers. To those of us that live in this neighborhood, it makes no sense. Many residents have never received information about the 2 meetings held at Decatur. We have many residents that walk/run the neighborhood or that walk their dogs and they are impacted even though they don't live on our street.

Most share the frustrations of not being able to hear, but my close neighbor mentioned that his windows now shake.

I am asking that another sound/decibel study be taken. It would seem to me that this level of noise will also affect our property values.

Thank you for taking the time to read my request and let me know if you need anything else or if I can help the process in any way.

Sincerely,

Carla Russell
317.698.6102

Miller, Daniel J

From: Kirkman Patty <Patty.Kirkman@franciscanalliance.org>
Sent: Tuesday, January 7, 2020 2:04 PM
To: Miller, Daniel J
Cc: carlarussell88@gmail.com; Jim & Patty Kirkman (home); pace5445@hotmail.com
Subject: [EXTERNAL] Email to Dan Miller / PARSONS / INDOT : from Harold & Ravenna Lane

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Dan,

I am passing along to you the below from 'Harold & Ravenna Lane'. I am a neighbor to 'Harold & Ravenna' and they asked me to assist in getting this to you. I will also be sending you another email later today from me and my husband.

Thanks,
Patty Kirkman
2409 Redfern Drive
Indianapolis, IN 46227
jkirkman7@att.net

January 6, 2020

Hello Mr. Dan Miller,

We are sending this email to you in regards to the I-465 Reconfiguration Project. We live at 2445 Redfern Drive. We have experienced loud noise from I-465 which is directly across our street for several years. It has increasingly gotten worse, especially since they cut the trees down and cleared the large wooded area down the street. We would greatly appreciate if your department could do a re-test on the decibel rating for our neighborhood. Thank you for your time and consideration.

Sincerely,

Harold and Ravenna Lane
2445 Redfern Drive
Indianapolis, IN 46227
pace5445@hotmail.com

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Miller, Daniel J

From: Kirkman Patty <Patty.Kirkman@franciscanalliance.org>
Sent: Tuesday, January 7, 2020 11:29 PM
To: Miller, Daniel J
Cc: carlarussell88@gmail.com; Jim & Patty Kirkman (home)
Subject: [EXTERNAL] Email to Dan Miller / PARSONS / INDOT : from James and Patricia Kirkman

January 7, 2020

To: Daniel Miller, PARSONS, INDOT
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204
email: daniel.j.miller@parsons.com.

From: James and Patricia Kirkman
2409 Redfern Drive
Indianapolis, IN 46227
Email: jkirkman7@att.net

Mr. Miller,

In regards to the I-465 Reconfiguration Project, we have recently heard that this project may not include a noise barrier wall along our street, Redfern Drive, which runs parallel to I-465. This is very concerning and disappointing and upsetting to us. As we sit and write this letter from our living room, the highway noise we hear is constant. We can hear the highway noise inside every room in our house, even in our basement. And not only do we constantly hear it, we can feel it too. We can feel the booms and rumbles of trucks and semis inside our home as they drive along I-465, sometimes even rattling our windows.

We have lived here for a little over 20 years, and the highway noise has always been an issue for us. When we purchased our home, we were informed that a noise barrier wall along our street would occur within 10-15 years, and so we've been waiting for this project, but more importantly we've been waiting for a noise barrier wall. We were very glad to recently hear about the I-465 Reconfiguration Project including noise barrier walls for our neighborhoods. But now I'm writing to you after being informed that our street is not planned to receive any noise barrier wall, which is a huge disappointment to us due to the amount of highway noise we have in our home, outside our home, along our street, and throughout our neighborhood.

During our 20 plus years here, we have been raising 3 boys in our home, and it's never been enjoyable for our family to spend any time outside due to the highway noise. We are a parents that have never bought, or even encouraged, our boys to ride a bicycle because none of us like being outside due to the highway noise. We have never bought a bike for our boys. We have never taught any of our boys to ride a bike. And the reason for this is because of the highway noise outside of our home being so loud. Our youngest son is a special needs kid with autism, who loves to be outside, but we hardly ever take him outside at home because it is always too loud for him. Anytime someone comes to our door, or pulls up into our driveway, where someone needs to talk to us, it's almost impossible to hear each other and have a conversation outside. We never open any of our windows in our home due to the highway noise. Our windows always stay shut and locked. During our first year here, we quickly realized that opening our windows cannot ever occur due to the loud highway noise. And also during our first year here, we found out the prior home owners had triple paned glass windows installed to help reduce the highway noise inside our home. Most homes do not have tripled paned glass, but our home does to help reduce the highway noise.

We both are in our late 40s of age, and we have recently started having hearing loss issues. Our older boys keep asking us to go get our hearing checked, because we ask them to repeat what they say to us a lot during normal conversations. Living in this neighborhood and home makes us wonder if living with constant highway noise is a contributing factor to our hearing loss issues.

One thing that that that has always helped reduce some of the highway noise in our neighborhood is a large wooded area along Redfern Dive. While we don't have a large wooded area across from our property, I know that the large wooded area down the street from us has been helpful with some noise reduction for our neighborhood. But within the last few months, all of that large wooded area was completely cut down. In our 20 plus years here, we have never seen that area cleared out. With no trees or woods there anymore to help reduce some of the noise, the highway noise seems louder and worse now. We feel that another decibel noise reading test is definitely needed since the wooded area is no longer there.

Thank you for time and consideration of what I've mentioned in this email. We are asking that another decibel noise reading test be done along Redfern Drive and we are asking for a noise barrier wall for our street, just like our surrounding neighborhoods along I-465 will be getting. We really need our home and our street and our neighborhood to be more enjoyable outside by reducing the loud highway noise by having a noise barrier wall, especially now that more lanes will be added to I-465. Additional travel lanes along I-465 will mean additional highway noise.

Please let us know if another decibel noise reading test can be done and how can we get a noise barrier wall along our street.

Thank You,
James and Patricia Kirkman
2409 Redfern Drive
Indianapolis, IN 46227
jkirkman7@att.net

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Miller, Daniel J

From: Shaun Antrim <shaun.antrim@gmail.com>
Sent: Wednesday, January 8, 2020 8:29 AM
To: Miller, Daniel J
Cc: carlarussell88@gmail.com
Subject: [EXTERNAL] I-465 Reconfiguration Project

Follow Up Flag: Follow up
Flag Status: Flagged

Dan,
My name is Shaun Antrim and I live adjacent to I-465, within the corridor that will be receiving auxiliary lanes. Unfortunately, my section of Redfern drive is not slated to receive sound barriers due to the decibel readings taken during the initial study. This is the reason for my message and concern. Since INDOT's initial readings, Duke Energy has removed all vegetation between my property and the interstate, greatly increasing the noise. Aside from actually being able to see the interstate now, the noise is so great that we can hear it in the back of our house with the doors/windows closed. In fact, the windows now shake when a truck downshifts or loud stereo passes by.

I am asking that INDOT take new decibel readings. With these recent changes to vegetation and the proposed changes to I-465 (in conjunction with the changes that have already taken place with the I-465/65 fly-over), I am concerned that the sound will become more of an issue and greatly affect both our property values and quality of life; and I have no interest in moving. It is the opinions of my myself and my neighbors that the addition of noise barriers will greatly improve this situation.

Thank you for your help and consideration. Please let me know if you have any questions or need additional information.

Shaun Antrim
2655 Redfern Drive, 46227

M. Shaun Antrim
Designer | Creative Problem Solver



INDIANA DEPARTMENT OF TRANSPORTATION



Greenfield District
32 South Broadway
Greenfield, IN 46140

PHONE: 1-855-463-6848
FAX: (317) 467-3957

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

I-465 Reconfiguration Project

Thank you for attending today's public hearing. Please submit comments by using the space provided below. You may also direct comments to Dan Miller (Daniel.J.Miller@Parsons.com). INDOT appreciates your attendance and participation today.

December 10, 2019

COMMENT:

ATT DAN MILLER: 12-30-19

In reference to the I 465 reconfiguration project. My backyd. abats my neighbors property on Redford. There has been a noticeable increase in the noise level in my house and especially my yard. While I noticed activity on Redford tearing trees & brush out between Keystone & Carson, I did not realize what was the purpose. After talking to neighbors I realized the increase noise level was coming from the interstate. Noise level had already been irritating when outside in yard. After doing a lot of walking west of Keystone, I noticed noise level east of Keystone just as bad. I would ask to please reconsider a sound barrier for my neighbors & I. I do a double test. The test is like a machine runs continuously & don't shut off. My neighbors feel as if do test are older &

NAME: DAVID BRANDMAIER (OVER)

ORGANIZATION: 2648 LINDBERGH DR. 46227

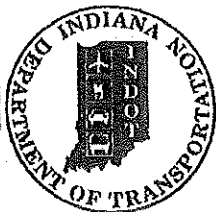
(317) 783-3537

www.in.gov/dot/
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don't know what to write.

Please contact me if I can help you w/
any info or if neighbors need to sign
petitions. Please reconsider.

DAVE
(317) 658-2074



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December 10, 2019

COMMENT:

We have been concerned about the noise from the interstate since the I465/I65 interchange was put into place. With another lane of traffic closer to our living space & no buffer, we would question ~~if~~ living in this area to be comfortable relative to noise, especially with increased car & truck traffic in the coming years. We would be moved to request a re-test of our decibel rating after the trees, etc. were cleared, which would affect the decibel rating done before the land was cleared. We would appreciate your consideration in this matter.

NAME: MAX & DONNA VORIS - 4441 INGLESIDE LANE, INDPLS

ORGANIZATION: _____

Comment	Name & Organization	Date Received	Source	Category	Comment Summary	Response
1	Matthew Iaria	12/10/2019	Oral (From Hearing)	Noise	The noise wall proposed near my residence and my neighborhood was proposed, but now it has been turned down. Recently, a large stand of trees that previously blocked the view and noise of I-465 has been cleared. Now the noise is worse. Maybe we can construct poles out of other materials.	The reason that a noise barrier was not found to be "reasonable and feasible" in this location was due to high-voltage transmission lines that cross and then run parallel to the interstate in this location. These transmission lines restrict where a barrier could be placed along the right-of-way due to safety issues. Because of these safety issues and the associated risks, a gap would have to be placed within a barrier at this location. Because of this necessary gap, the barrier would not meet the acoustic feasibility criterion (i.e., provide a 5 dBA reduction at a majority of the impacted receptors). Since the wall was not feasible, reasonableness was not evaluated. Upon review, it was determined that the utility (Duke Energy) recently cleared vegetation in this area, per their safety policy. The recent vegetation clearing at this location does not require a reanalysis of traffic noise impacts and abatement. Per INDOT's Noise Analysis Procedure, trees and other dense vegetation should not be modeled unless the vegetation is evergreen and completely blocks all lines of sight to the roadway. Since the vegetation at this location is not evergreen, it was not incorporated into the noise modeling for this project. Therefore, the noise results provided in the Traffic Noise Impact Analysis already reflect conditions without vegetation in this area. Furthermore, the gap in the noise barrier must remain. Regarding other materials, although earthen berms meet criteria there is insufficient room within existing right-of-way to construct berms near the powerlines. Additional materials do not meet current INDOT Specifications.
2	Gary Mitchell	12/10/2019	Oral (From Hearing)	Shoulder Width/ Maintenance of Traffic	The existing berm is going to be used for a new travel lane. The new inside berm is only going to be five foot wide. This is not wide enough for larger vehicles to pull off the road on the inside without blocking traffic on the interstate. A few feet should be added to this berm. It would be cheaper than redoing it in the future, and would prevent people from getting hurt. Also, with Mooreseville Road bridge closed, all of that traffic will be directed to my street (Gamble Rd); what are we going to do to try to prevent that because that bridge will take a lot of time to rebuild. This may impact school buses too.	Widening the shoulder in this area would require additional right-of-way and impact sensitive resources adjacent to the interstate. The reduced shoulder and added lane design meets current <i>Indiana Design Manual</i> standards. Therefore, the shoulder was reduced to avoid additional right-of-way take and impacts to resources. This project is a part of a design build best value (DBBV) contract. The maintenance of traffic will be determined by the DBBV contractor. Coordination will be ongoing as the maintenance of traffic is determined.
3	Kim Burrows	12/10/2019	Form (From Hearing)	Noise	I can see I-465 from my house, and I can hear the interstate and jake brakes all the time. We should have been contacted regarding the noise barrier, as it extends along the exit ramp on the north side of I-465, but not along my property. The noise levels continue to grow year to year. Why is the noise reduction barrier not as long on the south side as it is on the north side?	The limits of the noise analysis were conducted in compliance with the INDOT Noise Policy. Your property extends outside of the survey area.
4	Michelle Petty	12/10/2019	Form (From Hearing)	Maintenance of Traffic /Noise	Section C questions/concerns: 1.What is the plan to address additional traffic on side roads? 2.Maintenance of side roads due to increased traffic levels? 3.SR 67 is already congested; will traffic lights be adjusted for increased flow? 4.Will construction occur during normal daytime hours or night/overnight? 5.If overnight, what noise considerations have been addressed? 6.From an environmental perspective, what is to be considered for dust and noise? 7.I am concerned traffic noise will increase at night; could this be reviewed?	The contract will reduce congestion and provide safety along I-465. The side roads are not part of the project, except for the selected overpass bridge replacements. This project is a part of a design build best value (DBBV) contract. The maintenance of traffic will be determined by the DBBV contractor. Coordination will be ongoing as the maintenance of traffic is determined. Construction timing will also be determined by the DBBV contractor, through coordination with INDOT and City officials. 3.SR 67 is not part of this project, and there is no work currently proposed. Dust must be controlled per INDOT specifications.
5	Carlos Burdine	12/10/2019	Form (From Hearing)	Interstate Access	It would be a good option to extend the collector-distributor of I-70 down past Kentucky Avenue, so that there is only 1 entrance ramp on to I-465 instead of the 2 in less than a mile.	Extending the collector-distributor in this section would require additional right-of-way and impact sensitive resources adjacent to the interstate. Therefore, it is not being considered to avoid additional right-of-way take and impacts to these resources.

6	Carla Russell	12/10/2019	Form (From Hearing)	Noise	The interstate sound barriers should be put across our stretch of the interstate as well (Noise Barrier 12). The initial report indicated that our area is not proposed to receive a sound barrier. There was clearing done after the noise studies were completed, and the noise has gotten substantially worse. Our stretch of the interstate needs to be looked at again. Many neighbors did not receive any information at all.	The reason that a noise barrier was not found to be "reasonable and feasible" in this location was due to high-voltage transmission lines that cross and then run parallel to the interstate in this location. These transmission lines restrict where a barrier could be placed along the right-of-way due to safety issues. Because of these safety issues and the associated risks, a gap would have to be placed within a barrier at this location. Because of this necessary gap, the barrier would not meet the acoustic feasibility criterion (i.e., provide a 5 dBA reduction at a majority of the impacted receptors). Since the wall was not feasible, reasonableness was not evaluated. We have been made aware that the utility has recently cleared a lot of vegetation in this area, per their safety policy. Conducting a second study to account for the tree removal will not change the current analysis as the gap in the noise barrier must remain.
7	Robert Rex	12/12/2019	Email	Noise	Consider transparent noise barriers like those on the MONON Pedestrian Bridge north of 495. They won't block our views.	Final noise barrier design/texture will be coordinated with benefitted receivers and finalized by the DBBV contractor.
8	Jack Sheets	12/13/2019	Email	Interstate Access	The US 31 and I-65 ramps on the south side should be reconfigured so that traffic entering I-465 is not dumped into the fast lanes. Work was done at I-65 including a large high-rise ramp for I-465 eastbound to I-65 south, but why wasn't a new ramp for I-65 north to I-465 west completed to dump traffic into the right hand lane where it should be?	Reconfiguring this interchange would have been cost-prohibitive for this contract. However, this reconfiguration is currently being considered by INDOT for a future project.
9	Dave and Patricia Wilson	12/16/2019	Email	Noise	Per our previous response, we are not in favor of noise barrier #6. We like being able to see I-465 to see the status of traffic so that we may decide if we will use the interstate. We are concerned with graffiti, vegetation, and safety. The noise has never been a problem for us.	Noise surveys were conducted with all of the benefitted receivers. The majority of residents were in favor of a barrier at this location. Therefore, per INDOT policy, Noise Barrier 6 is currently scheduled to be constructed.
10	Jason Burdine	12/17/2019	Email	Interstate Access	Southbound I-465 at I-70 and Kentucky Ave has a lot of congestion and is dangerous in the rush hours. Having 2 major exits and entrances to 465 in less than a mile is dangerous. Has any consideration been put into having a collector-distributor ramp for those two intersections? It would be safer to extend the collector-distributor ramp for I-70 to the south and take in Kentucky Avenue on that ramp. They use collector-distributor downtown, and they work great.	Extending the collector-distributor in this section would require additional right-of-way and impact sensitive resources adjacent to the interstate. Therefore, it is not being considered to avoid additional right-of-way take and impacts to these resources.
11	Sandra Giliberto - President, Meridian Place HOA	12/22/2019	Email	Lighting	I've tried reaching out to INDOT regarding the lighting in sections A/B of the I-465 Reconfiguration area. All of the highway lighting is out. It's very dark and scary to take the ramps on or off the highway. I've seen a couple of accidents in the last month. Was this planned? If not, can you assist me with getting lighting in the area?	Issues with the lighting is not part of this project, as no construction is taking place until the environmental process is complete. This issue was sent to the INDOT Customer Service Office for review and follow-up.
12	Kathryn Kendall, Assistant, Right of Way, Condemnations, & Real Estate Realty Income Corporation	12/27/2019	Email	Right-of-Way/Schedule	Our office is in receipt of the attached notice, Realty Income is the owner of the above-referenced property. Please let us know whether the planned improvements in proximity to our parcel will remain solely within the City's existing right of way, or if the work will extend onto our property. At this time, are there any plans which show any impact to our property? Will any right of way be required from the site, and if so what is the timing for acquisition? Also, Is there an estimated start date for the project?	All work for this project will remain within existing right-of-way. Therefore, there will be no property acquisition. Construction is anticipated to begin at the end of this year. Traffic is to be open by the end of 2024 (some minor grading/seeding may remain).
13	Brianna Hursey	12/29/2019	Email	Noise	I was informed that the noise wall on the south side of I-465, between Keystone and Carson Avenues, have been cancelled. This should be reconsidered. Clearing has caused noise to worsen. Our house was included in the initial mailing and survey, now with additional mailings indicating lane additions, the noise barrier is more important than ever. I am saddened that acres of wildlife refuge was wiped out for this project.	The reason that a noise barrier was not found to be "reasonable and feasible" in this location was due to high-voltage transmission lines that cross and then run parallel to the interstate in this location. These transmission lines restrict where a barrier could be placed along the right-of-way due to safety issues. Because of these safety issues and the associated risks, a gap would have to be placed within a barrier at this location. Because of this necessary gap, the barrier would not meet the acoustic feasibility criterion (i.e., provide a 5 dBA reduction at a majority of the impacted receptors). Since the wall was not feasible, reasonableness was not evaluated. We have been made aware that the utility has recently cleared a lot of vegetation in this area, per their safety policy. Conducting a second study to account for the tree removal will not change the current analysis as the gap in the noise barrier must remain.

14	Brianna Hursey	1/2/2020	Email	Noise	Was the sound testing completed prior to, or following, the removal of the wildlife area/small wooded area at the north end of the neighborhood was cleared? If it was completed prior to this area being cleared, I request new testing to take place, and preferably during a high traffic volume time-frame. If testing was completed after the clearing, does INDOT have plans to complete further or future testing for the area after additional lanes are added to the interstate as planned, as recent mailings have indicated. Does INDOT has plans to help to restore the area cleared. At the very least, if a wall is not going to be constructed a natural barrier should become a priority.	<p>The reason that a noise barrier was not found to be "reasonable and feasible" in this location was due to high-voltage transmission lines that cross and then run parallel to the interstate in this location. These transmission lines restrict where a barrier could be placed along the right-of-way due to safety issues. Because of these safety issues and the associated risks, a gap would have to be placed within a barrier at this location. Because of this necessary gap, the barrier would not meet the acoustic feasibility criterion (i.e., provide a 5 dBA reduction at a majority of the impacted receptors). Since the wall was not feasible, reasonableness was not evaluated.</p> <p>We have been made aware that the utility has recently cleared a lot of vegetation in this area, per their safety policy. Conducting a second study to account for the tree removal will not change the current analysis as the gap in the noise barrier must remain.</p>
15	Tom Meier	1/2/2020	Email	Noise	The recent clear cutting of trees and heavy brush across from our home has resulted in a substantial increase in noise from I-465. A decibel sound test done prior to the clear cutting indicated that sound barriers were not needed or planned. That is no longer the case. Sound barriers are now very much needed and a current decibel sound test performed on a weekday afternoon will undoubtedly confirm that.	<p>The reason that a noise barrier was not found to be "reasonable and feasible" in this location was due to high-voltage transmission lines that cross and then run parallel to the interstate in this location. These transmission lines restrict where a barrier could be placed along the right-of-way due to safety issues. Because of these safety issues and the associated risks, a gap would have to be placed within a barrier at this location. Because of this necessary gap, the barrier would not meet the acoustic feasibility criterion (i.e., provide a 5 dBA reduction at a majority of the impacted receptors). Since the wall was not feasible, reasonableness was not evaluated.</p> <p>We have been made aware that the utility has recently cleared a lot of vegetation in this area, per their safety policy. Conducting a second study to account for the tree removal will not change the current analysis as the gap in the noise barrier must remain.</p>
16	Jon Tucker	1/3/2020	Written (Form Mailed In)	Noise	Please put up a sound barrier from Keystone to I-65 on the south side of I-465. The map showing planned locations of the sound barriers does not show a wall at this location. You may do a noise study at my property.	<p>The reason that a noise barrier was not found to be "reasonable and feasible" in this location was due to high-voltage transmission lines that cross and then run parallel to the interstate in this location. These transmission lines restrict where a barrier could be placed along the right-of-way due to safety issues. Because of these safety issues and the associated risks, a gap would have to be placed within a barrier at this location. Because of this necessary gap, the barrier would not meet the acoustic feasibility criterion (i.e., provide a 5 dBA reduction at a majority of the impacted receptors). Since the wall was not feasible, reasonableness was not evaluated.</p> <p>We have been made aware that the utility has recently cleared a lot of vegetation in this area, per their safety policy. Conducting a second study to account for the tree removal will not change the current analysis as the gap in the noise barrier must remain.</p>
17	Berni Nash	1/6/2020	Email	Noise	We were horrified to watch the removal of trees, bushes, vines, and shrubs over the past several months directly across from our house. For the 61 years my family has occupied our property, we've had to live with the noise from I-465. We insist on the installation of an adequate sound barrier as soon as possible, prefaced by a decibel level test. Our house was purchased before the interstate was built, and the value has gone down due to the heightened noise and removal of greenery.	<p>The reason that a noise barrier was not found to be "reasonable and feasible" in this location was due to high-voltage transmission lines that cross and then run parallel to the interstate in this location. These transmission lines restrict where a barrier could be placed along the right-of-way due to safety issues. Because of these safety issues and the associated risks, a gap would have to be placed within a barrier at this location. Because of this necessary gap, the barrier would not meet the acoustic feasibility criterion (i.e., provide a 5 dBA reduction at a majority of the impacted receptors). Since the wall was not feasible, reasonableness was not evaluated.</p> <p>We have been made aware that the utility has recently cleared a lot of vegetation in this area, per their safety policy. Conducting a second study to account for the tree removal will not change the current analysis as the gap in the noise barrier must remain.</p>
18	Carla Russell	1/7/2020	Email	Noise	The noise study was completed prior to the entire woods being leveled, and now the noise is unbearable. I have to almost shout to have a conversation outside. We do a great many things in our yard (kids play and practice sports, yard work, neighbor get-togethers), which are now very difficult to do because of the noise. I have always been able to hear the noise of the interstate with my windows closed in certain areas of my home, but now we hear the interstate all of the time inside our house. Our neighbors have the same frustrations. I am asking that another sound/decibel study be taken. It would seem to me that this level of noise will also affect our property values.	<p>The reason that a noise barrier was not found to be "reasonable and feasible" in this location was due to high-voltage transmission lines that cross and then run parallel to the interstate in this location. These transmission lines restrict where a barrier could be placed along the right-of-way due to safety issues. Because of these safety issues and the associated risks, a gap would have to be placed within a barrier at this location. Because of this necessary gap, the barrier would not meet the acoustic feasibility criterion (i.e., provide a 5 dBA reduction at a majority of the impacted receptors). Since the wall was not feasible, reasonableness was not evaluated.</p> <p>We have been made aware that the utility has recently cleared a lot of vegetation in this area, per their safety policy. Conducting a second study to account for the tree removal will not change the current analysis as the gap in the noise barrier must remain.</p>

19	Harold and Revenna Lane (from Patricia Kirkman)	1/7/2020	Email	Noise	We have experienced loud noise from, I-465 which is directly across our street for several years. It has increasingly gotten worse, especially since they cut the trees down and cleared the large wooded area down the street. We would greatly appreciate if your department could do a re-test on the decibel rating for our neighborhood.	<p>The reason that a noise barrier was not found to be "reasonable and feasible" in this location was due to high-voltage transmission lines that cross and then run parallel to the interstate in this location. These transmission lines restrict where a barrier could be placed along the right-of-way due to safety issues. Because of these safety issues and the associated risks, a gap would have to be placed within a barrier at this location. Because of this necessary gap, the barrier would not meet the acoustic feasibility criterion (i.e., provide a 5 dBA reduction at a majority of the impacted receptors). Since the wall was not feasible, reasonableness was not evaluated.</p> <p>We have been made aware that the utility has recently cleared a lot of vegetation in this area, per their safety policy. Conducting a second study to account for the tree removal will not change the current analysis as the gap in the noise barrier must remain.</p>
20	James and Patricia Kirkman	1/7/2020	Email	Noise	We have recently heard that this project may not include a noise barrier wall along our street, Redfern Drive, which runs parallel to I-465. This is very concerning. We can hear the highway noise inside every room in our house, even in our basement. And not only do we constantly hear it, we can feel it too. We have lived here for a little over 20 years, and the highway noise has always been an issue for us. During our 20 plus years here, we have been raising 3 boys in our home, and it's never been enjoyable for our family to spend any time outside due to the highway noise. We both are in our late 40s of age, and we have recently started having hearing loss issues. Living in this neighborhood and home makes us wonder if living with constant highway noise is a contributing factor to our hearing loss issues. The large wooded area down the street from us has been helpful with some noise reduction for our neighborhood. But within the last few months, all of that large wooded area was completely cut down. We feel that another decibel noise reading test is definitely needed since the wooded area is no longer there.	<p>The reason that a noise barrier was not found to be "reasonable and feasible" in this location was due to high-voltage transmission lines that cross and then run parallel to the interstate in this location. These transmission lines restrict where a barrier could be placed along the right-of-way due to safety issues. Because of these safety issues and the associated risks, a gap would have to be placed within a barrier at this location. Because of this necessary gap, the barrier would not meet the acoustic feasibility criterion (i.e., provide a 5 dBA reduction at a majority of the impacted receptors). Since the wall was not feasible, reasonableness was not evaluated.</p> <p>We have been made aware that the utility has recently cleared a lot of vegetation in this area, per their safety policy. Conducting a second study to account for the tree removal will not change the current analysis as the gap in the noise barrier must remain.</p>
21	Shaun Antrim	1/8/2020	Email	Noise	Unfortunately, my section of Redfern drive is not slated to receive sound barriers due to the decibel readings taken during the initial study. Since INDOT's initial readings, Duke Energy has removed all vegetation between my property and the interstate, greatly increasing the noise. Aside from being able to see the interstate now, the noise is so great that we can hear it in the back of our house with the doors/windows closed. I am asking that INDOT take new decibel readings. With these recent changes to vegetation and the proposed changes to I-465 (in conjunction with the changes that have already taken place with the I-465/65 fly-over), I am concerned that the sound will become more of an issue and greatly affect both our property values and quality of life.	<p>The reason that a noise barrier was not found to be "reasonable and feasible" in this location was due to high-voltage transmission lines that cross and then run parallel to the interstate in this location. These transmission lines restrict where a barrier could be placed along the right-of-way due to safety issues. Because of these safety issues and the associated risks, a gap would have to be placed within a barrier at this location. Because of this necessary gap, the barrier would not meet the acoustic feasibility criterion (i.e., provide a 5 dBA reduction at a majority of the impacted receptors). Since the wall was not feasible, reasonableness was not evaluated.</p> <p>We have been made aware that the utility has recently cleared a lot of vegetation in this area, per their safety policy. Conducting a second study to account for the tree removal will not change the current analysis as the gap in the noise barrier must remain.</p>
22	David Brandmaier	1/9/2020 (Received)	Written (Form Mailed In)	Noise	My backyard abuts my neighbors property on Redfern. There has been a noticeable increase in noise in my house and yard. After discussing with neighbors, the tree/brush removal has caused increased interstate noise. Please reconsider a sound barrier and do a decibel test. My neighbors have similar concerns.	<p>The reason that a noise barrier was not found to be "reasonable and feasible" in this location was due to high-voltage transmission lines that cross and then run parallel to the interstate in this location. These transmission lines restrict where a barrier could be placed along the right-of-way due to safety issues. Because of these safety issues and the associated risks, a gap would have to be placed within a barrier at this location. Because of this necessary gap, the barrier would not meet the acoustic feasibility criterion (i.e., provide a 5 dBA reduction at a majority of the impacted receptors). Since the wall was not feasible, reasonableness was not evaluated.</p> <p>We have been made aware that the utility has recently cleared a lot of vegetation in this area, per their safety policy. Conducting a second study to account for the tree removal will not change the current analysis as the gap in the noise barrier must remain.</p>

23	Max and Donna Voris	1/9/2020 (Received)	Written (Form Mailed In)	Noise	<p>We are concerned with the noise from another lane of traffic closer to our living space and no buffer. We request a retest of the decibel rating since trees/brush have been cleared, which would affect the previous test done.</p>	<p>The reason that a noise barrier was not found to be "reasonable and feasible" in this location was due to high-voltage transmission lines that cross and then run parallel to the interstate in this location. These transmission lines restrict where a barrier could be placed along the right-of-way due to safety issues. Because of these safety issues and the associated risks, a gap would have to be placed within a barrier at this location. Because of this necessary gap, the barrier would not meet the acoustic feasibility criterion (i.e., provide a 5 dBA reduction at a majority of the impacted receptors). Since the wall was not feasible, reasonableness was not evaluated.</p> <p>We have been made aware that the utility has recently cleared a lot of vegetation in this area, per their safety policy. Conducting a second study to account for the tree removal will not change the current analysis as the gap in the noise barrier must remain.</p>
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