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Public Involvement

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Public Involvement Plan

I-465/I-69 Interchange Modification and Added Travel Lanes Project

Des. 1400075

Revised July 2020





Introduction

This Public Involvement Plan has been developed for the proposed I-465/I-69 Interchange Modification Project with Added Travel Lanes (hereinafter referred to as “Clear Path 465”) 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 Policies and Procedures Manual* (August 2012). 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 Clear Path 465 project is located on the northeast side of Indianapolis, in Marion County, Indiana. The project includes added travel lanes on I-465 from the White River Bridge (approximately 2.4 miles west of I-69) to Fall Creek (approximately 2.15 miles south of I-69). Portions of I-69 will be reconstructed between I-465 and 82nd Street to accommodate a new I-465/I-69 interchange configuration. The interchange at I-465/I-69 will be reconfigured to provide direct movements from eastbound I-465 and northbound I-465 to northbound I-69.

Based on the anticipated right-of-way and environmental impacts, the project is scoped for an Environmental Assessment (EA) level of environmental documentation as part of the National Environmental Protection Act (NEPA) process.

Goals for the Public Involvement Plan

INDOT recognizes that Indianapolis and Fishers 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:

- Fostering a positive image of the project and INDOT
- 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 the INDOT Greenfield District Office; INDOT Central Office; 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

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 Clear Path 465 project include:

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



Project Milestones

The Team is committed to updating the public when the project reaches key milestones. The major milestones are identified as the following:

- **Alternative Selection Report Complete**
Completion of initial studies and engineering analysis for a broad-range of alternatives, including a more comprehensive review of three primary alternatives based on purpose and need, traffic operations, safety, design parameters and cost.
- **Operational Acceptance**
INDOT Receives Operational Acceptance from Federal Highway Administration (FHWA) on the Recommended Alternative.
- **Stage 1 Design Complete**
The final design process is now 25% complete and progressing.
- **Right of Way**
The following activities have begun and are underway:
 - Begin Right of Way process
 - Begin appraisals
 - Begin Right of Way acquisition
- **Stage 2 Design Complete**
The final design process is now 55% complete and progressing.
- **Environmental Document**
Send updates informing the public that final NEPA approval has been received.
- **Stage 3 Design Complete**
The final design process is now 95% complete and progressing.

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
Summer 2017	Invitation Letters: Initial kick-off coordination to discuss the project in generalities, upcoming proposed meetings, and to make the stakeholders aware of the current project scope.
August 2017	Selection of Recommended Alternative: Opportunity to influence design elements and selection of recommended alternative. There are two meetings: <ul style="list-style-type: none"> • Community Advisory Committee (CAC) • Public Informational Meeting/Open House.
October 2017	Early Coordination Letters (ECLs) will be sent to resource agencies with initial details and an invitation to the November resource agency meeting.
November 2017	The recommended alternative is being refined. <ul style="list-style-type: none"> • Resource Agency Meeting. Opportunity for written comments and initial coordination.
May 2018	The recommended alternative is selected. Opportunity to influence management of traffic. <ul style="list-style-type: none"> • CAC



Date	Phase Description
September 2018 to May 2019	Kitchen Table Meetings with landowners and businesses that may be impacted by right-of-way acquisition.
December 2018	TMP Phase: This phase involves development of the maintenance of traffic. TMP meeting(s) will be held, as needed, focusing on these stakeholder groups: <ul style="list-style-type: none"> • Transportation officials • Public safety and emergency responders • Local businesses • Potential environmental justice populations
December 2018 and August 2019	Noise Impacts: After noise impacts for the recommended alternative are assessed, this phase provides the opportunity to comment on proposed minimization and mitigation measures. One open house type meeting is proposed.
December 2018 and December 2019	Consulting Parties (CP): After impacts to historic properties/districts determined eligible for the national register are defined, this phase provides CPs the opportunity to comment on the proposed impacts and associated minimization, avoidance, and/or mitigation measures.
Summer 2020	Public Hearing: The final proposed alternative is presented to the public for their comment.

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 TMP 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
Mayor Scott Fadness	Mayor of Fishers
Senator Mike Braun	U.S. Senator
Senator Todd Young	U.S. Senator
Representative André Carson	U.S. Congress 7 th District of Indiana
Representative Susan Brooks	U.S. Congress 5 th District of Indiana
State Senator John Ruckelshaus	Senate District 30
State Senator James Merritt	Senate District 31
State Representative Carey Hamilton	House District 87
State Representative John Bartlett	House District 95
Councilwoman Dan Boots	City/County Council District 3
Councilman Ethan Evans	City/County Council District 4
Councilman Cecilia Coble	Fishers Council President
Councilman Pete Peterson	Fishers Council Southeast District
Commissioner Christine Altman	President, Board of Hamilton County Commissioners



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, Greenfield District
- INDOT, Rail Office
- INDOT, Office of Aviation
- Indianapolis Department of Public Works (DPW)
- Indianapolis Metropolitan Planning Organization (IMPO)
- Indianapolis Department of Metropolitan Development (DMD)
- Central Indiana Regional Transportation Authority (CIRTA)
- IndyGo
- The Indiana Railroad Company
- Metropolitan School District of Lawrence Township (MSD of Lawrence Township)
- Metropolitan School District of Washington Township (MSD of Washington Township)
- Heritage Christian School
- Fishers Engineering
- Fishers Public Works
- Hamilton County Highway Department

IndyGo operates the municipal public bus system. MSD of Lawrence Township, MSD of Washington Township, and Heritage Christian School provide bus services for students to and from schools within the Clear Path 465 project area. The Indiana Railroad Company owns the railroad that goes under I-465 west of the I-465/I-69 interchange.

These agencies will need more coordinated efforts since their own facility usage, projects, and construction schedules will be ongoing during the Clear Path 465 project. Meetings between the Team and these agencies will include the CAC and TMP meetings.

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
- Community Health Network/Community Hospital North
- Fairbanks Addiction Treatment Center
- Hamilton County Emergency Management
- Fishers Police

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 and TMP meetings.



Major Businesses and Employers

Major employers in northeast Indianapolis include:

- Community Health Network
- Roche Diagnostics
- Stanley Security Systems
- US Post Office (Bash Street)
- MSD of Lawrence Township
- MSD of Washington Township

The Team will reach out via email or by telephone to determine each of these businesses' interest in the project. Businesses' participation as stakeholders will be voluntary and may include TMP meetings.

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 Advocate for northeast Indianapolis throughout the project, including the CAC meeting, the initial public open house, EJ meetings, and noise meetings.

Various types of neighborhood associations, nonprofit community development corporations, and other community nongovernmental organizations operate within the Clear Path 465 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	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
Visit Indy	Tourism Association
BRAG - Binford Redevelopment and Growth, Inc.	Umbrella association for neighborhood associations and businesses in northeast Indianapolis
Greater Lawrence Chamber of Commerce	Chamber of Commerce for northeast Indianapolis
Ivy Hills Residents' Association Avalon Hills Civic Association East Avalon Hills Neighborhood Association Devonshire III & VI Civic Association Eastwood Neighborhood Association Steinmeier Neighborhood Association	Neighborhood Associations



Name	Association Type
Greater Lawrence Chamber of Commerce	Neighborhood Merchants and Business Associations
Northview Christian Church Faith Presbyterian Church Vineyard Community Church Abundant Life Church Spirit of Joy Lutheran Church New Horizons Church Castleton United Methodist Church Indianapolis Apostolic Christian Church Castleton Christian Church Common Ground Christian Church Allisonville Christian Church East 91st Street Christian Church	Churches/religious institutions

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, during selection of the recommended alternative. Members will be kept abreast of future public involvement opportunities.

Meeting minutes will be routed to CAC members within seven 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 believes that an effective public involvement process should actively seek out and engage those individuals who may otherwise be under-served in transportation planning, programming, and [the] project development process.” 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. EJ populations will be identified through a review of US Census data available for the area and coordination with local officials. If



any relevant populations are identified, a strategy for involving them in the project will be developed. Individuals 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 will occur with any identified EJ populations.

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 meetings will be held during the alternatives analysis phase of the project.

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 Clear Path 465 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 both ECLs and will be invited to the CAC meeting. Resource agencies invited to consult on this project will include:

- US Army Corps of Engineers (USACE)
- US Environmental Protection Agency (USEPA)
- US Fish and Wildlife Service (USFWS)
- Natural Resource Conservation Service (NRCS)
- National Park Service (NPS)
- US Department of Housing & Urban Development (USHUD)
- Indiana Department of Natural Resources (IDNR), Division of Fish and Wildlife (DFW)
- Indiana Department of Environmental Services (IDEM)
- Indiana Geological Survey (IGS)
- Marion County Surveyor
- Indianapolis Parks and Recreation Administration
- Citizens Energy Group



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 the INDOT website. The Clear Path 465 project has its own webpage (<http://www.in.gov/indot/3654.htm>), email (clearpath465@indot.in.gov) and social media. Information that 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
 - Current and upcoming Lane Closures and Detours
- Contact information for providing comments
- Project Maps
- Links to other Websites including the MPO, INDOT and FHWA.

The project team will follow the updated INDOT guidance for submitting project documents for website posting via the INDOT E-Communications Web Administrator.

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 approximately 5 to 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

Virtual options to supplement public involvement requirements may be considered by FHWA and INDOT:

- To supplement an in-person public hearing and/or to enhance the in-person public hearing experience.
- A virtual public hearing can be held as a main way to supplement a smaller in-person component when:
 - The Governor and/or President declares a health or other emergency and/or a local government jurisdiction determines that an in-person public hearing should not be held out of concerns for public health and/or safety.

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 has an opportunity to view project documents prior to, during and following the public hearing
 - In-person and online
 - Project offices, local libraries, municipal offices could be used
 - Coordinate with local municipality to adhere to emergency related guidelines
- Public can submit comments (via testimony during comment session of the public hearing)
 - Implement protocol for in-person, over the phone and on-line submission of public comments; intent is for the public to submit comments but also receive information
- Comments are documented
 - Verbal comments submitted as part of the public hearing must be recorded and transcribed; options might include offering a toll-free telephone number to receive comments
 - Written comments submitted via comment station, mail and on-line repository
- 45-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
- Public can have access to public hearing materials (presentation, displays and other)
 - On-line and in-person



- Appointment only and office hours following any executive orders and/or safety protocols may be implemented as a way to meet with the public
- Options might also include a public “drive-thru” to answer questions, share project information could be distributed; project team members could work the “drive thru” to answer questions and share project information
- Virtual public involvement options could include virtual and telephone town halls, webinars, Web-Ex, video conferencing tools, podcasts, project videos, and social media
- Public hearing venue is available for use, safety protocols will be taken such as
 - Follow Center for Disease Control (CDC) guidelines and proper social distancing where it can happen during the public hearing.
 - Account for social distancing by providing larger location, include multiple project display locations to spread out the public/stakeholders.

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 45-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.

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. A full list of cultural resource consulting parties will be developed as part of the Section 106 process. Consulting agencies will 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



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

R & T INVESTMENTS, LLC
7209 E 86TH ST
INDIANAPOLIS, IN 46250

RE: Clear Path 465
Des. No. 1400075, I-465 and I-69 from Allisonville Road to 82nd Street Improvement Project
Added Travel Lanes on I-465 from Bridge over White River to I-69; Interchange Modification Northbound and Southbound on I-69 from I-465 to 82nd Street; and Added Travel Lanes on I-465 from I-69 to Bridge over Fall Creek Road; Marion County, Indiana

Notice of Entry for Survey or Investigations

March 20, 2018

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:

Mark Perron, PE
Project Manager
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204
(317)616-1025
Mark.Perron@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

Linda Weintraut, Ph.D.
Weintraut & Associates, Inc.
P.O. Box 5034
Zionsville, IN 46077
(317) 733-9770
linda@weintrautinc.com

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/
An Equal Opportunity Employer

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:

Michael Widing
Greenfield District Right-of-Way Manager
32 South Broadway
Greenfield, IN 46160
(317) 467-3941
miwiding@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.

The project website is www.clearpath465.indot.in.gov. Information from the public meeting will be posted on the website, and interested parties can sign-up to receive project updates via text or email. You can also follow the Clear Path project on social media at [@ClearPath465](https://twitter.com/ClearPath465) on Twitter, Facebook and Instagram.

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
daniel.j.miller@parsons.com

Attachment

METRO CENTRE OF INDIANAPOLIS LLC
6330 E 75TH ST
INDIANAPOLIS, IN 46250

421 REALTY COMPANY INC
8000 CASTLETON RD
INDIANAPOLIS, IN 46250

COLUMNS OF CASTLETON %SAMUEL
GELTMAN & COMPANY
7850 IVYDALE DR
INDIANAPOLIS, IN 46250

RPM INDIANAPOLIS LLC
7960 N SHADELAND AVE
INDIANAPOLIS, IN 46250

BAYVIEW CLUB APARTMENTS INDIANA LLC
%MATTHEW HARKER PRESIDENT RAIT
RESIDENTIA
7545 BAYVIEW CLUB DR
INDIANAPOLIS, IN 46250

LOWE'S HOME CENTERS, INC
8002 N SHADELAND AVE
INDIANAPOLIS, IN 46250

NEHER GROUP NORTHEAST LLC
7740 JOHNSON RD
INDIANAPOLIS, IN 46250

MITCHELL & LEE LLC
7830 JOHNSON RD
INDIANAPOLIS, IN 46250

GA HC REIT II INDIANA ORTHOPEDICS MOB,
LLC
7930 N SHADELAND AVE
INDIANAPOLIS, IN 46250

HILLSDALE POINT PARTNERSHIP LLC
7710 JOHNSON RD
INDIANAPOLIS, IN 46250

PARATY LLC
6220 CASTLEWAY WDR
INDIANAPOLIS, IN 46250

CASTLETON PARK INDIANAPOLIS LP
%CUSHMAN & WAKEFIELD
7999 KNUE RD
INDIANAPOLIS, IN 46250

CASTLETON PARK INDIANAPOLIS LP
%CUSHMAN & WAKEFIELD
6415 CASTLEWAY WDR
INDIANAPOLIS, IN 46250

METRO CENTRE OF INDIANAPOLIS
LLC
6925 E 96TH ST STE 209
INDIANAPOLIS, IN 46250

421 REALTY COMPANY INC
8463 CASTLEWOOD DR
INDIANAPOLIS, IN 46250

POLACORP INC & AGORMED INC
8202 CLEARVISTA PKWY STE 5B
INDIANAPOLIS, IN 46256

COASTAL 86TH STREET LLC &
KESSLER/BERWYN MEDICAL LLC
231 VERNON ST
ROSEVILLE, CA 95678

R & T INVESTMENTS, LLC
7209 E 86TH ST
INDIANAPOLIS, IN 46250

EXTRA SPACE PROPERTIES TWO LLC
c/o PARADIGM TAX GROUP RE:EXTRA
SPACE STORAGE
34405 W 12 MILE RD STE 215
FARMINGTON HILLS, MI 48331

KJS, LLC & 421 REALTY COMPANY IN
8463 CASTLEWOOD DR
INDIANAPOLIS, IN 46250

LBT REALTY ENTERPRISES, LLC
PO BOX 33057
CINCINNATI, OH 45233

JORDAN CW LLC c/o Corrie Case
8783 RANDALL DR
FISHERS, IN 46038

INDIANA BELL TELEPHONE c/o
AMERITECH CORPORATION
ONE SBC CENTER ROOM 36-M-1
SAINT LOUIS, MO 63101

ECK, JEANNE N TRUSTEE OF THE
JEANNE N ECK REVOCABLE TRUST
6126 BRAMSHAW RD
INDIANAPOLIS, IN 46220

KELLER, NANCY C & CHARLES W, JR
8302 MASTERS RD
INDIANAPOLIS, IN 46250

HERRING-LAUGHNER, ELIZABETH A
300 N MERIDIAN ST STE 1100 BGBC
PARTERS LLP
INDIANAPOLIS, IN 46204

ARC HOSPITALITY PORTFOLIO II
OWNER LLC
3950 UNIVERSITY DR STE 301
FAIRFAX, VA 22030

ARTEK PROPERTIES, INC c/o COOK
PROPERTIES, INC.
PO BOX 5399
LOUISVILLE, KY 40255

INKY SES INDIANAPOLIS LLC
29 N WACKER DR STE 200
CHICAGO, IL 60606

SEXTON REALTY, LLC
5806 N DEARBORN ST
INDIANAPOLIS, IN 46220

CHAMPER LLC
8047 CASTLETON RD
INDIANAPOLIS, IN 46250

WHEATON VAN LINES INC
PO BOX 50800
INDIANAPOLIS, IN 46250

BEST ACCESS SOLUTIONS INC
DORMA DRIVE DRAWER AC
REAMSTOWN, PA 17567

State of IN
100 N Senate

INKY CWS INDIANAPOLIS NE LLC c/o
ARBOR LODING PARTNERS LLC
29 N WACKER DR STE 200
Chicago, IL 0

WESNER, JOSHUA THOMAS & TARA
SUZETTE
7347 AVALON TRAIL RD
INDIANAPOLIS, IN 46250

WESNER, JOSHUA THOMAS & TARA
SUZETTE
7347 AVALON TRAIL RD
INDIANAPOLIS, IN 46250

WESNER, JOSHUA THOMAS & TARA
SUZETTE
7347 AVALON TRAIL RD
INDIANAPOLIS, IN 46250

WESNER, JOSHUA THOMAS & TARA
SUZETTE
7347 AVALON TRAIL RD
INDIANAPOLIS, IN 46250

MORRIS, FRANK R & NANCY L
7231 AVALON TRAIL CT
INDIANAPOLIS, IN 46250

SOJANE INC
7420 N SHADELAND AVE
INDIANAPOLIS, IN 46250

SOJANE INC
7420 N SHADELAND AVE
INDIANAPOLIS, IN 46250

SCHOOL BUILDING CORPORATION OF
LAWRENCE TOWNSHIP
7001 JOHNSON RD
INDIANAPOLIS, IN 46220

INDIANAPOLIS RADIO LICENSE CO
6810 N SHADELAND AVE
INDIANAPOLIS, IN 46220



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

July 28, 2017

Sample public open
house notification letter.

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

Dear Mr. Clark,

The Indiana Department of Transportation (INDOT), in cooperation with the Federal Highway Administration (FHWA), has initiated project planning, including an Environmental Assessment (EA), for the proposed I-465/I-69 Interchange Modification and Added Travel Lanes project in Marion County, Indiana, also known as the "Clear Path 465" 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 Clear Path 465 project is located on the northeast side of Indianapolis. The proposed project includes added travel lanes on I-465 from the White River Bridge (approximately 2.4 miles west of I-69) to Fall Creek (approximately 2.15 miles south of I-69). Portions of I-69 will be reconstructed between I-465 and 82nd Street to accommodate a modified I-465/I-69 interchange configuration. A map of the project study area is attached.

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 range of alternatives under consideration. The public open house is scheduled for:

Wednesday, August 23, 2017, starting at 6:00 p.m.
Heritage Christian School, 6401 East 75th Street, Indianapolis, IN 46250

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
clearpath465@indot.in.gov

www.in.gov/dot/
An Equal Opportunity Employer

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, August 16, 2017.

Follow Us

The project website is www.clearpath465.indot.in.gov. Information from the public meeting will be posted on the website, and interested parties can sign-up to receive project updates via text or email. You can also follow the Clear Path project on social media at [@ClearPath465](https://twitter.com/ClearPath465) on Twitter, Facebook and Instagram.

Tentative/Preliminary Project Schedule

Summer 2017	Hold stakeholder and public meetings
Fall 2017	Select preferred alternative
Spring 2019	Publish Draft Environmental Assessment (EA), hold public hearing
Summer 2019	Publish Final EA
Spring 2020	Begin construction

Thank you for your interest in this project. If you have any questions please contact us at (855) 463-6848 or clearpath465@indot.in.gov.

Sincerely,



Nicole Gearlds
Project Manager
INDOT, Greenfield District

Addresses mailed public open house
letters on July 28, 2017

Administrator Northview Christian Church	Administrator Vineyard Community Church 8383 Craig Street Suite 185 Indianapolis, In 46256	Pastor Peter Bosworth Abundant Life Church 7606 East 82nd Street Indianapolis, IN 46256
Administrator Spirit of Joy Lutheran Church 6612 East 75th Street Indianapolis, IN 46256	Administrator New Horizons Church 7315 East 75th Street Indianapolis, IN 46256	Administrator Castleton United Methodist Church 7101 Shadeland Station Indianapolis, IN 46256
Administrator Indianapolis Apostolic Christian Church 7540 East 71st Street Indianapolis, IN 46256	Administrator Castleton Christian Church 7214 Hague Road Indianapolis, IN 46256	Administrator Common Ground Christian Church 7440 Hague Road Indianapolis, IN 46256
Administrator Allisonville Christian Church 7701 Allisonville Road Indianapolis, IN 46250	Administrator East 91st Street Christian Church 6049 East 91st Street Indianapolis, IN 46250	Facility Manager International Business College of Indiana 7205 Shadeland Station Indianapolis, IN 46256
Facility Manager Roche Diagnostics 9115 Hague Road Indianapolis, Indiana 46250	Facility Manager Stanley Security Systems 6161 East 75th Street Indianapolis, Indiana 46250	Facility Manager US Post Office 8710 Bash Street Indianapolis, Indiana 46256
HERITAGE CHRISTIAN SCHOOLS INC HERITAGE CHRISTIAN SCHOOLS INC 6401 E 75TH ST INDIANAPOLIS, IN 46250	L & Q REALTY, LLC L & Q REALTY, LLC PO BOX 150 ANDERSON, IN 46015	VAF REALTY, LLC VAF REALTY, LLC 6430 E 75TH ST INDIANAPOLIS, IN 46250
ALIDADE HERITAGE III LLC ALIDADE HERITAGE III LLC 40900 WOODWARD AVE STE 250 BLOOMFIELD HILLS, MI 48304	IN14 INDIANAPOLIS LLC % GLADSTONE COMMERCIAL CORPORATION 1521 WESTBRANCH DR STE 100 MCLEAN, VA 22102	6750 E 75TH LLC 6750 E 75TH LLC 6750 E 75TH ST INDIANAPOLIS, IN 46250
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421 REALTY COMPANY INC 421 REALTY COMPANY INC 8463 CASTLEWOOD DR INDIANAPOLIS, IN 46250	BAYVIEW CLUB APARTMENTS INDIANA LLC BAYVIEW CLUB APARTMENTS INDIANA LLC 100 N 18TH ST FL 23 PHILADELPHIA, PA 19103	HILLSDALE POINT PARTNERSHIP LLC HILLSDALE POINT PARTNERSHIP LLC 7710 JOHNSON RD INDIANAPOLIS, IN 46250
NEHER GROUP NORTHEAST LLC NEHER GROUP NORTHEAST LLC 7740 JOHNSON RD INDIANAPOLIS, IN 46250	MITCHELL & LEE LLC MITCHELL & LEE LLC 7830 JOHNSON RD INDIANAPOLIS, IN 46250	GA HC REIT II INDIANA ORTHOPEDICS MOB, LLC GA HC REIT II INDIANA ORTHOPEDICS MOB, LLC 18191 VON KARMAN AVE STE 300 SUITE 200 IRVINE, CA 92612

RPM INDIANAPOLIS LLC RPM INDIANAPOLIS LLC 556 BEACH AVE BOURBONNAIS,, IL 60914	LOWE'S HOME CENTERS, INC LOWE'S HOME CENTERS, INC 1000 LOWES BLVD MOORESVILLE, NC 28117	LEEPER ELECTRIC SERVICE, INC LEEPER ELECTRIC SERVICE, INC PO BOX 22325 INDIANAPOLIS, IN 46222
KUBER OF INDIANA LLC KUBER OF INDIANA LLC 8110 N SHADELAND AVE INDIANAPOLIS, IN 46250	DRURY DEVELOPMENT CORPORATION DRURY DEVELOPMENT CORPORATION 721 EMERSON RD STE 200 SAINT LOUIS, MO 63141	ARGOTE ENTERPRISES LLC ARGOTE ENTERPRISES LLC 14059 SOUTHWOOD CIR FISHERS, IN 46037
POLACORP INC POLACORP INC 8202 CLEARVISTA PKWY STE 5B INDIANAPOLIS, IN 46256	REGENCY CENTRE INVESTMENTS INC REGENCY CENTRE INVESTMENTS INC 8202 CLEARVISTA PKWY STE 2B INDIANAPOLIS, IN 46256	FAGURA 1 LLC FAGURA 1 LLC 7202 E 82ND ST INDIANAPOLIS, IN 46256
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COASTAL 86TH STREET LLC & KESSLER/BERWYN MEDICAL LLC COASTAL 86TH STREET LLC & KESSLER/BERWYN MEDICAL LLC 231 VERNON ST ROSEVILLE, CA 95678	WC-CASTLETON LLC WC-CASTLETON LLC PO BOX 4377 WARSAW, IN 46581	AJJ PROPERTIES LLC AJJ PROPERTIES LLC 5710 BROOKWOOD RD INDIANAPOLIS, IN 46226
R & T INVESTMENTS, LLC R & T INVESTMENTS, LLC 7209 E 86TH ST INDIANAPOLIS, IN 46250	EXTRA SPACE PROPERTIES TWO LLC EXTRA SPACE PROPERTIES TWO LLC 34405 W 12 MILE RD STE 215 FARMINGTON HILLS, MI 48331	KJS, LLC & 421 REALTY COMPANY IN KJS, LLC & 421 REALTY COMPANY IN 8463 CASTLEWOOD DR INDIANAPOLIS, IN 46250
LBT REALTY ENTERPRISES, LLC LBT REALTY ENTERPRISES, LLC PO BOX 33057 CINCINNATI, OH 45233	JORDAN CW LLC JORDAN CW LLC 8783 RANDALL DR FISHERS, IN 46038	MC VAY, EDWARD L & MARY W MC VAY, EDWARD L & MARY W 8309 MISTY DR INDIANAPOLIS, IN 46236
INDIANA BELL TELEPHONE CO AMERITECH CORPORATION INDIANA BELL TELEPHONE CO AMERITECH CORPORATION ONE SBC CENTER ROOM 36-M-1 SAINT LOUIS, MO 63101	ECK, JEANNE N TRUSTEE OF THE JEANNE N ECK REVOCABLE TRUST 6126 BRAMSHAW RD INDIANAPOLIS, IN 46220	KELLER, NANCY C & CHARLES W, JR KELLER, NANCY C & CHARLES W, JR 8302 MASTERS RD INDIANAPOLIS, IN 46250
HERRING-LAUGHNER, ELIZABETH A HERRING-LAUGHNER, ELIZABETH A 300 N MERIDIAN ST STE 1100 BGBC PARTERS LLP INDIANAPOLIS, IN 46204	ARC HOSPITALITY PORTFOLIO II OWNER LLC ARC HOSPITALITY PORTFOLIO II OWNER LLC 3950 UNIVERSITY DR STE 301 FAIRFAX, VA 22030	ARTEK PROPERTIES, INC & COOK PROPERTIES, INC. ARTEK PROPERTIES, INC & COOK PROPERTIES, INC. PO BOX 5399 LOUISVILLE, KY 40255
INKY SES INDIANAPOLIS LLC INKY SES INDIANAPOLIS LLC 29 N WACKER DR STE 200 CHICAGO, IL 60606	SEXTON REALTY, LLC SEXTON REALTY, LLC 5806 N DEARBORN ST INDIANAPOLIS, IN 46220	CHAMPER LLC CHAMPER LLC 8047 CASTLETON RD INDIANAPOLIS, IN 46250

WHEATON VAN LINES INC
WHEATON VAN LINES INC
PO BOX 50800
INDIANAPOLIS, IN 46250

Via Email on July 28, 2017:
Joel Smith, City of Indy
Michael Huber, Chamber of Commerce
Kristina Uland, KIBI
Kim Mathews, BRAG
Jessica Tower, Lawrence Chamber

Added on August 8, 2017:
Spirit of Joy Lutheran Church's headquarters,
3535 Kessler Blvd E Dr., 46220
Independence Royalty Trust (per email from
BayView apartments)

From: Indiana Department of Transportation
To: [Port, Juliet](mailto:Port.Juliet@Parsons.com)
Subject: INDOT to host public open house regarding proposed Clear Path 465 project in Indianapolis, Marion County
Date: Tuesday, August 01, 2017 2:55:02 PM

PUBLIC OPEN HOUSE – Clear Path 465

The Indiana Department of Transportation will host a public open house on **Wednesday, August 23, 2017, beginning at 6:00 p.m. at Heritage Christian High School, 6401 East 75th Street, Indianapolis, Indiana 46250.** A brief presentation will be held at 6:30 p.m. Displays and representatives will be available prior to and following the presentation until 8:00 p.m. The public should enter through the main entrance and follow signage to the meeting room.

The purpose of the public open house is to offer all interested persons an opportunity to comment on the range of alternatives under consideration for the proposed I-465/I-69 Interchange Improvement with Added Travel Lanes. The project has been named “Clear Path 465”.

The proposed Clear Path 465 project is located on the northeast side of Indianapolis. The proposed project includes added travel lanes on I-465 from the White River Bridge (approximately 2.4 miles west of I-69) to Fall Creek (approximately 2.15 miles south of I-69). Portions of I-69 will be reconstructed between I-465 and 82nd Street to accommodate a modified I-465/I-69 interchange configuration.

Project information may be viewed by visiting the Clear Path 465 website at www.clearpath465.indot.in.gov/links.govdelivery.com. Sign-up to receive Clear Path 465 project updates via email or text message (rates may apply) at alerts.indot.in.gov/links.govdelivery.com. You may also follow the project @ClearPath465 on Twitter, Facebook and Instagram.

In accordance with the Americans with Disability Act (ADA) and with advance notice, INDOT can provide accommodation for persons with disabilities requiring auxiliary aids or services such as sign language interpretation, large print materials, Communication Access Real Time or CART (typed text to a visual presentation) and/or other related services. If you are an individual with a disability or represent an ADA stakeholder group and require accommodation related to participating at the public open house, you are encouraged to contact the INDOT Office of Public Involvement at (317) 232-6601 or email rclark@indot.in.gov. In addition, accommodation for persons with Limited English Proficiency (LEP), such as language interpretation services and document conversion services, can be arranged by contacting the INDOT Office of Public Involvement.

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From: Indiana Department of Transportation
To: [Port, Juliet](#)
Subject: Informational Open House Planned for Clear Path 465: The I-465 & I-69 Northeast Interchange Project
Date: Tuesday, August 01, 2017 3:01:16 PM

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ClearPath465 header



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Informational Open House Planned for Clear Path 465: The I-465 & I-69 Northeast Interchange Project

ClearPath465 project area map



[\[links.govdelivery.com\]](#)

The Indiana Department of Transportation (INDOT) is holding an open-house meeting for the proposed Interstate 465 and Interstate 69 interchange improvement and added travel lanes project (Clear Path 465) on the northeast side of Indianapolis.

The purpose of the open house is to present information, display preliminary design alternatives, and offer an opportunity for the public to consider and comment on the proposed project.

The proposed Clear Path 465 project includes added travel lanes on I-465 from the White River Bridge (approximately 2.4 miles west of I-69) to Fall Creek (approximately 2.15 miles south of I-69). Portions of I-69 will be rebuilt between I-465 and 82nd Street to accommodate a modified I-465 and I-69 interchange configuration.

The open house is scheduled for **Wednesday, August 23, 2017, from 6:00 p.m. until 8 p.m. at the Heritage Christian School (6401 East 75th Street, Indianapolis). A brief presentation will be held at 6:30 p.m.** The project team will be available before and after the presentation to provide information and answer questions.

Stay informed

Clear Path 465 project information will be posted at [www.clearpath465.indot.in.gov\[links.govdelivery.com\]](#).

From: Indiana Department of Transportation
To: [Port, Juliet](#)
Subject: Informational Open House TOMORROW for Clear Path 465: The I-465 & I-69 Northeast Interchange Project
Date: Tuesday, August 22, 2017 9:28:44 AM

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ClearPath465 header



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Informational Open House TOMORROW for Clear Path 465: The I-465 & I-69 Northeast Interchange Project

ClearPath465 project area map



[\[links.govdelivery.com\]](#)

The Indiana Department of Transportation (INDOT) is holding an open-house meeting for the proposed Interstate 465 and Interstate 69 interchange improvement and added travel lanes project (Clear Path 465) on the northeast side of Indianapolis.

The purpose of the open house is to present information, display preliminary design alternatives, and offer an opportunity for the public to consider and comment on the proposed project.

The proposed Clear Path 465 project includes added travel lanes on I-465 from the White River Bridge (approximately 2.4 miles west of I-69) to Fall Creek (approximately 2.15 miles south of I-69). Portions of I-69 will be rebuilt between I-465 and 82nd Street to accommodate a modified I-465 and I-69 interchange configuration.

The open house is scheduled for **Wednesday, August 23, 2017, from 6:00 p.m. until 8 p.m. at the Heritage Christian School (6401 East 75th Street, Indianapolis). A brief presentation will be held at 6:30 p.m.** The project team will be available before and after the presentation to provide information and answer questions.

Stay informed

Clear Path 465 project information will be posted at [www.clearpath465.indot.in.gov\[links.govdelivery.com\]](#).

Port, Juliet

From: Indiana Department of Transportation <indot@subscriptions.in.gov>
Sent: Tuesday, August 01, 2017 3:01 PM
To: Port, Juliet
Subject: Informational Open House Planned for Clear Path 465: The I-465 & I-69 Northeast Interchange Project

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INDIANA DEPARTMENT OF TRANSPORTATION



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Informational Open House Planned for Clear Path 465: The I-465 & I-69 Northeast Interchange Project



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The Indiana Department of Transportation (INDOT) is holding an open-house meeting for the proposed Interstate 465 and Interstate 69 interchange improvement and added travel lanes project (Clear Path 465) on the northeast side of Indianapolis.

The purpose of the open house is to present information, display preliminary design alternatives, and offer an opportunity for the public to consider and comment on the proposed project.

The proposed Clear Path 465 project includes added travel lanes on I-465 from the White River Bridge (approximately 2.4 miles west of I-69) to Fall Creek (approximately 2.15 miles south of I-69). Portions of I-69 will be rebuilt between I-465 and 82nd Street to accommodate a modified I-465 and I-69 interchange configuration.

The open house is scheduled for **Wednesday, August 23, 2017, from 6:00 p.m. until 8 p.m. at the Heritage Christian School (6401 East 75th Street, Indianapolis). A brief presentation will be held at 6:30 p.m.** The project team will be available before and after the presentation to provide information and answer questions.

Stay informed

Clear Path 465 project information will be posted at www.clearpath465.indot.in.gov/links.govdelivery.com.

Sign up to receive project updates via email or text message (rates may apply) at alerts.indot.in.gov/links.govdelivery.com.

Follow @ClearPath465 on [Twitter/links.govdelivery.com](https://twitter.com/ClearPath465), [Facebook/links.govdelivery.com](https://facebook.com/ClearPath465) and [Instagram/links.govdelivery.com](https://instagram.com/ClearPath465).

Follow @INDOTEast on [Twitter/links.govdelivery.com](https://twitter.com/INDOTEast) and follow @INDOTEastCentral on [Facebook/links.govdelivery.com](https://facebook.com/INDOTEastCentral) and [Instagram/links.govdelivery.com](https://instagram.com/INDOTEastCentral).



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About Next Level Roads

“In Indiana, the Crossroads of America is more than a motto; it’s our mission.”
– Governor Eric Holcomb

Next Level Roads is Governor Eric J. Holcomb’s initiative to elevate Indiana’s economic competitiveness and quality of life for all Hoosiers through investment in transportation infrastructure. This sustainable, data-driven plan dedicates more than \$30 billion over the next 20 years to improving the conditions of existing roads and bridges – both state and local, finishing major projects, and building for the future. Next Level Roads is enhancing Indiana’s position as a leader in freight and logistics and empowering cities, towns and counties to build communities that attract jobs and talent. Learn more about Next Level Roads at in.gov/indot/links.govdelivery.com.

About the Indiana Department of Transportation

INDOT empowers businesses to deliver Indiana to the world and bring the world to Indiana by providing a transportation network that is second to none. The agency builds and maintains more than 28,000 lane miles of highway and 5,600 bridges, and provides oversight for 117 public aviation facilities and more than 4,000 miles of active rail lines. Indiana ranked as the #1 state in the U.S. for infrastructure in CNBC’s 2016 “Top States for Business” ranking. Learn more about INDOT at in.gov/indot/links.govdelivery.com.

Customer Service

INDOT East Central District Office
32 South Broadway
Greenfield, IN 46140



INDOT to introduce I-465 and I-69 interchange improvements

By:

[Drew Blair](https://www.wishtv.com/meet-the-team/drew-blair/928984258) (<https://www.wishtv.com/meet-the-team/drew-blair/928984258>) ✉ (<mailto:drew.blair@wishtv.com>)

Updated: Aug 23, 2017 05:18 AM EDT

INDIANAPOLIS (WISH) - One of the most highly traveled interchanges in the greater Indianapolis area is a new target of focus for a highway improvement project.

Indiana's Department of Transportation (INDOT) has announced preliminary plans to redesign the I-465 and I-69 interchange on the northeast side of the city.

INDOT has named the project "Clear Path 465."

The plan includes adding lanes on I-465 starting at the White River Bridge which is between Keystone Avenue and Allisonville Road. The extension would go to Fall Creek, near where Shadeland Avenue intersects I-465.

Portions of I-69 would be reconstructed between I-465 and 82nd Street, according to INDOT's information posted online.

The department's preliminary project schedule indicates a final plan could be selected by Fall 2017 with construction beginning in the spring of 2020.

On Wednesday, project representatives have scheduled an open house to reveal the proposal in its early stages and take comment or question from people in attendance.

The open house will be held from 6-8 p.m. at Heritage Christian High School at 6401 East 75th Street.

Officials said a presentation would take place followed by representative availability for further discussion.

INDOT created a Twitter account for project updates [@ClearPath465](#) and has invited the public to sign-up for email or text updates [here](#).

Never miss another Facebook post from WISH-TV

<http://www.insideindianabusiness.com/story/36233329/state-seeks-input-on-clear-path-465-project>



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State Seeks Input on Clear Path 465 Project

Posted: Aug 28, 2017 1:46 PM EDT
Updated: Aug 28, 2017 1:46 PM EDT

By Dan McGowan, Senior Writer/Reporter [CONNECT](#)

INDIANAPOLIS - The Indiana Department of Transportation is continuing to take public feedback on the preferred route for its Clear Path 465 project. The work calls for additional travel lanes, reconstruction and modification to parts of I-465 and I-69 on the northeast side of Indianapolis, which is one of the busiest corridors in the state.

INDOT says three potential design alternatives are being considered and it is taking input from business, residential and commuter stakeholders through its [Clear Path 465 website](#). A preferred alternative is expected to be chosen in the fall, with environmental analysis to take place for about a year and a half. INDOT says a Draft Environmental Assessment and more public hearings are scheduled for Spring of 2019 and a final Environmental Assessment could come in the Summer of 2019. Construction could begin Spring 2020.

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1630 North Meridian Street
Suite 400
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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

July 28, 2017

Sample CAC invitation letter.

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

Dear Ms. Gremling,

The Indiana Department of Transportation (INDOT), in cooperation with the Federal Highway Administration (FHWA), has initiated project planning, including an Environmental Assessment (EA), for the proposed I-465/I-69 Interchange Modification and Added Travel Lanes project in Marion County, Indiana, also known as the “Clear Path 465” 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 Clear Path 465 project is located on the northeast side of Indianapolis. The proposed project includes added travel lanes on I-465 from the White River Bridge (approximately 2.4 miles west of I-69) to Fall Creek (approximately 2.15 miles south of I-69). Portions of I-69 will be reconstructed between I-465 and 82nd Street to accommodate a modified I-465/I-69 interchange configuration. A map of the project study area is attached.

Community Advisory Committee (CAC)

For the Clear Path 465 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.

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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:

Wednesday, August 16, 2017, starting at 5:00 p.m.

Heritage Christian School, 6401 East 75th Street, Indianapolis, IN 46250

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.

Tentative/Preliminary Project Schedule

Summer 2017	Conduct stakeholder and public meetings
Fall 2017	Select preferred alternative
Spring 2019	Publish Draft Environmental Assessment (EA), hold public hearing
Summer 2019	Publish Final EA
Spring 2020	Begin construction

Follow Us

The project website is www.clearpath465.indot.in.gov. Information from the public open house will be posted on the website, and interested parties can sign-up to receive project updates via text or email. You can also follow [@ClearPath465](https://twitter.com/ClearPath465) on Twitter, Facebook and Instagram.

Thank you for your cooperation and interest in this project. If you have any questions or would like to discuss the project or our organizations' respective roles and responsibilities during the preparation of the EA, please contact Nicole Gearlds at ngearlds@indot.in.gov or (317) 467-3986.

Sincerely,



Nicole Gearlds
Project Manager
INDOT, Greenfield District

Project Map
intentionally omitted.

Agency	Sal.	First	Last Name	Title	Phone	Email	Mailing 1	Mailing 2	City	State	Zip
Mayor's Neighborhood Advocate - Northeast	Mr.	Joel	Smith	City of Indianapolis Mayor's Office			200 East Washington Str		Indianapolis	Indiana	46204
Federal Highway Administration	Ms.	Michelle	Allen				Federal Office Building, R	575 N. Pennsylvania	Indianapolis	Indiana	46204
Federal Highway Administration	Ms.	Eryn	Fletcher	Senior Transportation E			Federal Office Building, R	575 N. Pennsylvania	Indianapolis		
INDOT	Mr.	Doug	Dagley	Project Manager			Greenfield District Office	32 S Broadway	Greenfield	Indiana	46140
Greenfield District	Ms.	Nicole	Gearlds	Project Manager			Greenfield District Office	32 S Broadway	Greenfield	Indiana	46140
Greenfield District	Mr.	Nathan	Riggs	Greenfield Media Relat			Greenfield District Office	32 S Broadway	Greenfield	Indiana	46140
Greenfield District	Ms.	Karstin	Carmany-Geo	Environmental			Greenfield District Office	32 S Broadway	Greenfield	Indiana	46140
Public Involvement	Mr.	Rickie	Clark	Public Hearing Manage			100 North Senate Avenu	Room N642	Indianapolis	Indiana	46204
Rail Office	Ms.	Venetta	Keefe	Rail Programs Manager			100 North Senate Avenu	IGCN 955	Indianapolis	Indiana	46204
Office of Aviation	Mr.	Adam	French	Development Specialis			Office of Aviation	100 N Senate Ave	Indianapolis	Indiana	46204
Department of Public Works	Mr.	Daniel	Parker	Director			200 East Washington Str	Suite 2460	Indianapolis	Indiana	46204
Department of Public Works	Ms.	Katie	Robinson	Director of the Office of			200 East Washington Str	Suite 2460	Indianapolis	Indiana	46625
Department of Public Works	Mr.	Tim	Joyce	Deputy Director of Polic			200 East Washington Str	Suite 2460	Indianapolis	Indiana	46625
Department of Metropolitan Develop	Ms.	Emily	Mack	Director			200 East Washington Str	Suite 2042	Indianapolis	Indiana	46204
Indy MPO	Ms.	Anna	Gremling	Executive Director			200 East Washington Str	Suite 1922	Indianapolis	Indiana	46204
Hoosier Heritage Port Authority	Ms.	Rhonda	Klopfenstein				33 N 9th Street	Suite 215	Noblesville	Indiana	46060
Metropolitan School District of Lawrence Township	Dr.	Shawn	Smith	Superintendent			6501 Sunnyside Road		Indianapolis	Indiana	46236
Indiana Department of Homeland Se	Mr.	Bryan	Langley	Agency Director			302 W. Washington St.	Rm E208	Indianapolis	Indiana	46204
Indiana State Police	Superint	Douglas	Carter	Superintendent			IGCN N302	100 North Senate	Indianapolis	Indiana	46204
Indianapolis Fire Department	Chief	Ernest	Malone	IFD Chief			955 Ft. Wayne Avenue		Indianapolis	Indiana	46202
Indianapolis Metropolitan Police Dep	Chief	Bryan	Roach	Police Chief			50 North Alabama		Indianapolis	Indiana	46204
Marion County Health and Hospital	Mr.	Greg	Hall	Emergency Preparedne			2951 East 38th Street	Suite 101	Indianapolis	Indiana	46218
Community Health Network	Mr.	Brian	Mills	President and CEO			7330 Shadeland Station	Suite 200	Indianapolis	Indiana	46256
Center	Ms.	Barbara	Elliot	President and CEO			8102 Clearvista Parkway		Indianapolis	Indiana	46256
Hamilton County Emergency Manage	Mr.	Erin	Rowe	Executive Director			18100 Cumberland Parkway		Noblesville	Indiana	46060
Fishers Police	Chief	Mitch	Thompson	Chief of Police			4 Municipal Drive		Fishers	Indiana	46038
Hamilton County Highway Departme	Mr.	Bradley Jame	Davis	Director			1700 South 10th Street		Noblesville	Indiana	46060
City of Indianapolis	Mayor	Joe	Hogsett	Mayor of Indianapolis			2501 City-County Buildi	200 East Washing	Indianapolis	Indiana	46204
City of Fishers	Mayor	Scott	Fadness	Mayor of Fishers			1 Municipal Drive		Fishers	Indiana	46038
House District 95	State Re	John	Bartlett	State Representative			200 W Washington St		Indianapolis	Indiana	46204
House District 87	State Re	Carey	Hamilton	State Representative			200 W Washington St		Indianapolis	Indiana	46204
City/County Council District 3	Councilm	Christine	Scales	City/County Councilwor			5133 Plantation Drive		Indianapolis	Indiana	46250
City/County Council District 4	Councilm	Michael J.	McQuillen	City/County Councilma			P.O. Box 50022		Indianapolis	Indiana	46250
City of Fishers City Council	Mr.	David	George	City Council President			1 Municipal Drive		Fishers	Indiana	46038
City of Fishers City Council	Mr.	Pete	Peterson	City Council southeast			1 Municipal Drive		Fishers	Indiana	46038
Board of Hamilton County Commis	Commis	Christine	Altman	President, Board of Cor			One Hamilton County Squ	Suite 206	Noblesville	Indiana	46060

Community Advisory Committee (CAC) Meeting Summary

Clear Path Northeast (I-465 / I-69 Interchange Improvement Project with Added Travel Lanes)

Des. No. 1400075

August 16, 2017, 5:00pm, Heritage Christian School

ATTENDANTS

Name

Brent Alspach
 Dave Ayala
 Mark Perron
 Nicole Gearlds
 Chris Myers
 Carl Chaifetz
 Dan Miller
 Juliet Port
 Kurtis Plohr
 Craig Moore
 Taylor Darrah
 Larry Jones
 Dennis Peters
 Allen Pekareh
 Joel Smith
 Andy Nahrwold
 Anna Gremling
 Jeff Payne
 David Croston
 Mike McQuillen
 Tom Rueschhoff
 Kathy Krusie
 Meredith Klekotka
 Bradley Davis
 Karstin Carmany-George
 Olivia Speckman
 Jeff Hill
 John Erickson
 Eryn Fletcher
 Rickie Clark
 Roland Fegan

Email

BAlspach@isp.IN.gov
 Dave.Ayala@parsons.com
 Mark.Perron@parsons.com
 NGearlds@indot.in.gov
 Chris.Myers@indot.in.gov
 Carl.Chaifetz@parsons.com
 Daniel.J.Miller@parsons.com
 Juliet.Port@parsons.com
 Kurtis.Plohr@parsons.com
 Craig.Moore@parsons.com
 TDarrah@indot.in.gov
 LarryJones@indy.gov
 Dennis.Peters@indy.gov
 Allen.Pekarek@indy.gov
 Joel.Smith@indy.gov
 ANahrwold@indot.in.gov
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 DCroston@ecommunity.com
 Mike@mikemcquillen.com
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 KKrusie@ecommunity.com
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 Hillj@fishers.in.us
 JErickson@dhs.in.gov
 Eryn.Fletcher@dot.gov
 RClark@indot.in.gov
 D30fegan@indot.in.gov

MEETING SUMMARY

Welcome and Introductions (PowerPoint slides 1 to 3) – Chris Myers, INDOT

- Members of the Community Advisory Committee (CAC) meeting were welcomed. The project team was introduced.
- Nicole Gearlds is the INDOT Project Manager (PM) and is available for any questions or concerns. Rickie Clark represents the Office of Public Involvement. Chris Myers is the Director of Communications for the INDOT Greenfield District.
- INDOT is seeking information on how this project may impact the community and stakeholder groups, including the organizations represented by the CAC members. Priorities include reducing environmental impacts and accommodating specific needs and requests brought forth by the CAC members to the fullest extent possible.
- CAC members introduced themselves.
- The August 23, 2017 Public Open House, project website, and meeting sign-in sheets were discussed.

CAC and Project Overview (PowerPoint slides 4 to 10) – Chris Myers, INDOT

- Project Stakeholders, the roles, and benefits of the CAC were discussed (slides 4 to 6). It was noted that the CAC is important to the project development process and their input is critical to the decision-making process.
- Reasons for the Project were discussed (slide 7). There are a multitude of traffic concerns. There are bottlenecks on I-465 and I-69 in the AM and PM peaks (rush hour). There are safety concerns as well, many due to weaving movements. There has been a lot of growth in the area, and now is our chance to make it right.
- Environmental Analysis was discussed. Items of concern include, but are not limited to, streams, wetlands, hazardous materials, endangered species, environmental justice (low income & minority populations), cultural resources, community impacts, parks/trails, and noise. CAC members were requested to identify any concerns, such as potential environmental justice populations.
- Project Development was discussed (slide 9). The CAC is being held at the beginning of the project development process. Currently, the Project Team is analyzing alternatives, refining the purpose and need, and identifying environmental concerns. It is anticipated that a preferred alternative will be selected in the Fall of 2017. An Environmental Assessment (EA) will be prepared for this project.
- Next Steps and future stakeholder and public meetings were discussed (slide 10). There will be additional opportunities for comments and engagement as the project progresses.

Alternatives Analysis and Overview of Alternatives (PowerPoint slides 11 to 17) – Mark Perron, Parsons

- Alternatives Analysis was discussed. There are a number of important factors besides environmental impacts, including safety and traffic, optimizing value, focusing on constructability, and keeping traffic moving during construction. Public and stakeholder input is important as well. We are seeking feedback from the CAC regarding your alternative preference.
- Alternatives A, B, and C were discussed (slides 12 to 17). There are a lot of similarities between the alternatives. There will be added travel lanes on I-465 from the White River to Fall Creek Road (regardless of the alternative). Each alternative provides a direct connection from eastbound I-465 to northbound I-69. The highlights of each slide were explained.

Open Discussion. The floor of the meeting was opened-up to questions and discussion - moderated by Mark Perron; responses given by Mark Perron, Craig Moore and David Ayala, Parsons, and Chris Myers, INDOT.

- Mike McQuillen –City-County Councilor, Indianapolis, Marion County

Question: Of the three alternatives, which has the most and which has the least impact on changing the face of 82nd Street?

PARSONS

Response: Alternatives A and B should have the least impact and should function similar to as they do today. We still have to complete a lot of detailed analyses. Alternative C may have the most impact. We shouldn't be changing the look or feel of that area too much, they should be similar in terms of operation.

Question: Is there a possibility of taking business and property along the sides of this project?

Response: Yes, there is a possibility. We aren't certain at this point. We are still refining the traffic models, and it's going to come down to how many lanes we need on I-69. We are trying to stay within existing right-of-way as much as possible.

- David Croston – Vice President, Facilities, Construction and Engineering, Community Health Network

Question/Comment: In terms of emergency vehicles, such as ambulances coming off at the 82nd Street interchange, have you considered how they can get through traffic? It is helpful to have extra wide shoulders to make sure they can get around traffic. How do Alternatives B and C ramps differ at 82nd Street?

Response: Existing ramps and shoulders were discussed, as well as the differences between alternatives at that interchange. Reviewed applicable slides. Maintaining emergency vehicle access is a high priority. Further discussions on this topic will occur as the design progresses.

- David Nahrwold – Highway Engineer Supervisor 4, INDOT Greenfield District

Comment: I cannot stress how important it is to involve us in the process, because maintenance of traffic (MOT) is huge, and we need to be involved in the design.

Response: Absolutely. It's a major component already under consideration, not just for the I-69 intersections but for I-465 as well. As we go through this process and select a preferred alternative, there will be a number of opportunities for all of the CAC members to engage, and the public as well. As we dive into the details of the MOT and construction planning process, we will be seeking input from everyone. The critical issues are to keep movements open, public safety, and all the different uses of this facility. These factors are going to drive a lot of the design.

- Meredith Klekotka, Transportation Director, Department of Metropolitan Development, City of Indianapolis

Question: When do you anticipate knowing the real estate acquisition? When will you determine what the properties are and how many parcels?

Response: After we select the preferred alternative and start the design, then we can start refining those details. Right-of-way acquisition cannot start until after completion of the Environmental Assessment, due summer of 2019.

Question: What are the traffic estimates for 82nd Street to southbound Binford Boulevard?

Response: It's about 300 vehicles during peak hours. Those vehicles cross over all of the southbound I-69 traffic, which creates a lot of issues, contributing to the bottlenecks and queueing. We are studying this issue.

- Larry Jones, Deputy Director, Transportation – Engineering and Operations, Department of Public Works, City of Indianapolis

Question: What is the determining factor on the number of lanes for northbound I-69 to 82nd Street?

Response: We are still determining that. It has to do with giving priority to the most traffic and where the lanes drop out. It's a balancing act.

- David Nahrwold – Highway Engineer Supervisor 4, INDOT Greenfield District

Question: Alternative A is keeping the 2 loop ramps off I-465, but isn't that part of the problem?

Response: Yes, the loop ramps would remain, but both the northbound Binford traffic and 82nd St traffic would be barrier-separated, so that should help with the weaving issues. There are advantages and disadvantages that we are weighing.

- Roland Fegan – District Construction Director, INDOT Greenfield District

Question: What about tying into existing Binford Boulevard on the south and I-69 on the north? Where on 465 are you tying in?

Response: Good questions, we are still determining these details. On Binford Boulevard, we are considering a signal on the eastbound I-465 to southbound Binford ramp. There is a lot of traffic that exits that way and then has to get across Binford to turn left onto 75th Street. We are still evaluating the impacts from that signal, and whether we need to add a third lane to get everyone through. The project should tie in around 75th Street. For I-69, the project should tie in somewhere around 86th Street. Along I-465, the project goes all the way from the White River Bridge, which was widened a few year ago, to the Fall Creek Road bridge, which was also previously widened.

- Brad Davis – Director, Hamilton County Highway Department

Comment: All of the alternatives need to account for continued growth along I-69 and increased demand for southbound I-69 to I-465 movements. Heavy consideration should be given to the daily problems we have from these movements.

Response: Yes, that's a good point. We are designing to year 2040 traffic projections. We are looking to the future to make sure this is designed correctly.

- David Nahrwold – Highway Engineer Supervisor 4, INDOT Greenfield District

Question: So what's the design life for this operation?

Response: The design life is 2040. We'd like to get in and get out with value and avoid a lot of major construction any time soon. The philosophy is to get all the problems solved, and anticipate what we can so we don't have to disrupt this area again in the near future.

- Dennis Peters, Department of Public Works, City of Indianapolis

Question: Do you take into account all the utilities during the alternatives analysis, and is it a separate budget line?

Response: Yes. We will further evaluate the utility details before completion of the environmental analysis.

Concluding statements were made, including further requests for feedback, a specific request for information relating to potential environmental justice (low income and minority) populations, and reiterating the project team will remain available for any questions or concerns.

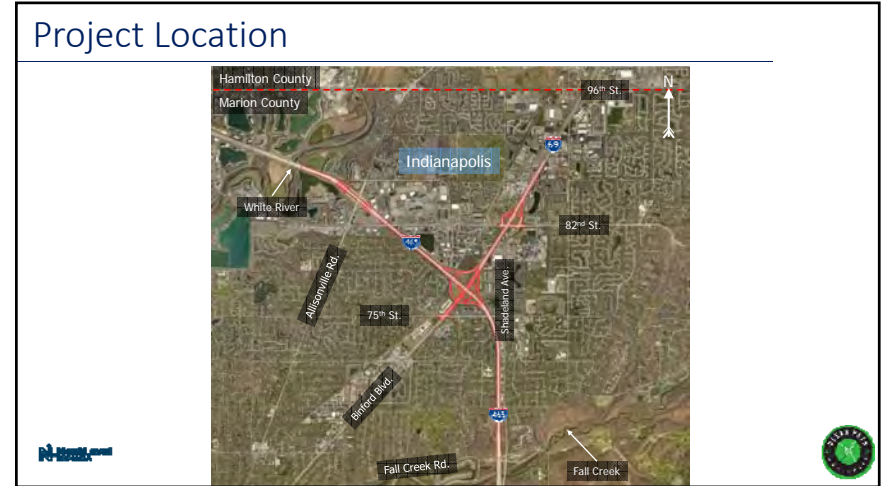
The above-summary and attached PowerPoint Slides represent our recollection of the pertinent discussion points, decisions, and action items from the meeting. Please contact the preparer, Juliet Port, at Juliet.port@parsons.com, within thirty (30) days from your receipt of this document if you wish to 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.

CAC Meeting #1
Presentation

1



2



3

Welcome

- Introduction of Project Team
- Recognition of Those in Audience
- Upcoming Public Open House scheduled August 23, 2017, 6pm to 8pm
- Project website: www.clearpath465.indot.in.gov
- Please sign-in

4

Project Stakeholders

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

5

Role of the CAC

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



6

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



7

Reasons for the Project

- Several Key Movements have insufficient capacity which creates congestion and excessive delays.
 - Inadequate I-465 and I-69 mainline capacity to accommodate existing and future traffic volumes
 - I-465 East to I-69 North movement experiences a long queue due to a single lane, low speed loop ramp
 - I-465 to I-69 North movements conflict with traffic exiting at 82nd St.
 - I-69 South to I-465 West ramp merges with I-465 West at the same time the outside ramp lane drops
 - Traffic using 82nd St. entrance ramp to access Binford South must cross all I-69 to I-465 traffic
- Safety – Over 1,100 crashes occurred between 2011 and 2013. Contributing factors include congestion, excessive delays and inadequate weaving distances throughout the project area.



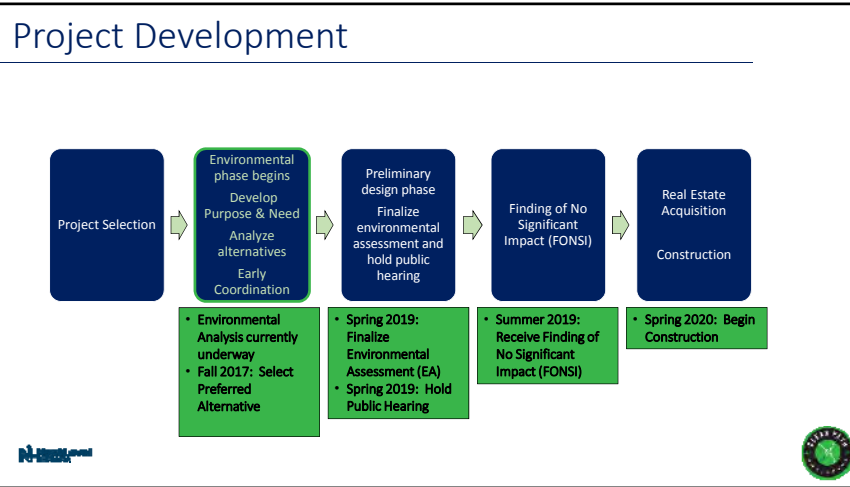
8

Environmental Analysis

- | | |
|--|---|
| • Right-of-way | • Noise |
| • Streams, Wetlands, and Other Waters | • Community Impacts |
| • Floodplains | • Environmental Justice (low income & minority populations) |
| • Endangered Species | • Hazardous Materials |
| • Farmland | • Permits |
| • Cultural Resources (Historical/Archaeological) | • Mitigation |
| • Parks and Recreational Lands (Trails) | • Public Involvement |
| • Air Quality | • Commercial Development |



9



10

Next Steps

Future stakeholder & public meetings

- Public Open House: Wednesday, August 23, 2017 from 6pm to 8pm at Heritage Christian School
- Upcoming Public Involvement: Resource Agency coordination, environmental justice outreach, Transportation Management Plan and noise meetings
- Public Hearing (Anticipated Spring 2019)

11

Alternative Analysis

The selection of the Preferred Alternative is based on many factors including:

- Safety
- Traffic Operations analysis
- Optimize Value
- Constructability
- Environmental considerations
- Public and Stakeholder Input

Note: The proposed project is just getting under way, and many design elements (such as maintenance of traffic) are preliminary and being considered as part of the Alternatives Analysis.

12

Alternative A at I-465/I-69 Interchange

- Direct connection (over I-465) from I-465 East to I-69 North
 - Provides a direct higher speed ramp movement that avoids the existing loop ramp
- I-69 South to Binford South remains on left side of I-69 and travels under I-465
- Direct connection (over I-465 ramps and under I-465) from 82nd St. to Binford South
 - Removes I-69 South weave movement
- Direct connection from I-465 and Binford North to 82nd St.
- Loop ramps remain with dedicated I-465 East to 82nd St. loop ramp

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Alternative A at I-69/82nd St. Interchange

- 1) Split the I-69 South entrance ramp at 82nd St. to I-465 ramps and direct connect ramp to Binford South
- 2) Five I-69 North mainline lanes through 82nd St. Interchange
- 3) One-lane exit ramp at 82nd St.
- 4) Widen existing I-69 Bridge over 82nd St.




14

Alternative B at I-465/I-69 Interchange

- 1) Direct connection (under I-465) from I-465 East to I-69 North
 - Provides a direct higher speed ramp movement that avoids the existing loop ramp
- 2) I-69 South to Binford South remains on left side of I-69 and travels over I-465
- 3) Direct connection (over I-465 ramps and I-465) from 82nd St. to Binford South
 - Removes I-69 South weave movement
- 4) I-465 North to I-69 North ramp merges on left side of I-69
- 5) I-465 East to I-69 North loop ramp removed to eliminate weaving with Binford North traffic




15

Alternative B at I-69/82nd St. Interchange

- 1) Split the I-69 South entrance ramp at 82nd St. to I-465 ramps and direct connect ramp to Binford South (Same as Alternative A)
- 2) Five I-69 North mainline lanes through 82nd St. Interchange (Same as Alternative A)
- 3) Two-lane exit from I-69 North to 82nd St.
- 4) Widen existing I-69 Bridge over 82nd St. (Same as Alternative A)




16

Alternative C at I-465/I-69 Interchange

- 1) Direct connection (under I-465) from I-465 East to I-69 North
 - Provides a direct higher speed ramp movement that avoids the existing loop ramps
- 2) Direct connection from I-69 South and 82nd St. to Binford South
 - Under I-465 Over 82nd St and I-465 ramps
- 3) Direct connection from I-465 and Binford North to 82nd St.
- 4) Loop ramps remain with dedicated I-465 East to 82nd St. loop ramp




17

Alternative C at I-69/82nd St. Interchange

- 1) I-69 South to Binford South exits on right north of 82nd St., passes over 82nd St. and under I-465
 - Removes weave from 82nd St. to Binford Blvd.
- 2) Five I-69 North mainline lanes through 82nd St. interchange
(Same as Alternative A)
- 3) One-lane exit from at 82nd St. (Same as Alternative A)
- 4) Widen existing I-69 bridge over 82nd St.
(Same as Alternative A)




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Project Summary

- **Fall 2017:** Select Preferred Alternative
- **Spring 2019:** Finalize Environmental Assessment (EA), hold public hearing
- **Spring 2020:** Begin construction
- Future stakeholder & public meetings
 - Public Open House: Wednesday, August 23, 2017 from 6pm to 8pm at Heritage Christian School
 - Public Hearing (Anticipated Spring 2019)

Questions & Discussion



Contact: Nicole Gearlds

Email: clearpath465@indot.in.gov

Visit the project website at www.clearpath465.indot.in.gov

From: [Port, Juliet](#)
To: [Allen Pekarek](#); [Andy Nahrwold](#); [Anna Gremling](#); [Ayala, Dave](#); bradley.davis@hamiltoncounty.in.gov; [Bryan Langley](#); [Carey Hamilton](#); [Carole Krol](#); [Chad Tuttle](#); [Chaifetz, Carl](#); [Chanelle Mitchell](#); [Chris Myers](#); [Christine Altman](#); [Christine Scales](#); [Daniel Parker](#); [David Croston](#); [David George](#); [Dennis Peters](#); [Douglas Carter](#); [Emily Mack](#); [Erin Rowe](#); [Eryn Fletcher](#); [Greg Hall](#); [Jeff Hill](#); [Jeff Payne](#); [Joel Smith](#); [John Bartlett](#); [John Erickson](#); [Kari Carmany-George](#); [Kathy Krusie](#); [Katie Robinson](#); [Larry Jones](#); [Megan Drummond](#); [Meredith Klekotka](#); [Michelle Allen](#); [Mike McQuillen](#); [Miller, Daniel J](#); [Moore, Craig](#); [Nicole Gearlds](#); nriggs@indot.in.gov; [Olivia Speckman](#); [Perron, Mark](#); [Pete Peterson](#); [Plohr, Kurtis](#); [Rhonda Klopfenstein](#); [Rickie Clark](#); [Roland Fegan](#); [Sargent Brent Alspach](#); [Scott Fadness](#); [Taylor Darrah](#); [Tim Joyce](#); [Tom Rueschhoff](#); [Tonya Claspell](#); [Venetta Keefe](#)
Subject: Clear Path 465 CAC Meeting Summary Des 1400075
Date: Tuesday, September 19, 2017 4:56:00 PM
Attachments: [image001.png](#)
[Clear Path 465 Des1400075 CAC Meeting Summary 20170816.pdf](#)

RE: Clear Path 465
Des. No. 1400075
Community Advisory Committee (CAC)
Meeting Summary for CAC Meeting held on August 16, 2017

Dear CAC Members and Attendees,

Thank you for your continued interest in the Clear Path 465 project.

Attached is the meeting summary from August's meeting. We appreciate your time, and we welcome any feedback you have.

Thank You,

Juliet Port, LPG
Senior Environmental Planner
110 W Ohio St., Suite 2121 - Indianapolis, IN 46204
juliet.port@parsons.com - P: +1 317.616.4693

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FW: I-69 Project and Community Hospital North.

Monday, September 18, 2017 8:57 AM

Subject	FW: I-69 Project and Community Hospital North.
From	Gearlds, Nicole
To	Chaifetz, Carl
Cc	Perron, Mark; Port, Juliet; Miller, Daniel J
Sent	Monday, September 18, 2017 8:43 AM

FYI

Nicole Gearlds

Project Manager - Greenfield District

32 South Broadway
Greenfield, IN 46140

Mobile: (317) 800-5785

Office: (317) 467-3986 (Cisco Extension: 14885)

Email: ngearlds@indot.in.gov



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[\[in.gov\]](#)



[\[in.gov\]](#)



[\[in.gov\]](#)

From: Hayden, Mark [\[mailto:MHayden@ecommunity.com\]](mailto:MHayden@ecommunity.com)

Sent: Thursday, September 14, 2017 3:56 PM

To: Gearlds, Nicole <NGearlds@indot.IN.gov>

Cc: Krusie, Kathy R. <KKrusie@ecommunity.com>; Croston, David C. <DCroston@ecommunity.com>

Subject: I-69 Project and Community Hospital North.

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

Nicole

I received your contact information from Kathy Krusie, the President of the Community North Hospitals. Kathy suggested I reach out to you be part of the dialog about this project as it impacts our campus. We would like to be proactive about the concerns we have regarding the impacts of the

construction phases on traffic to and through our campus. We already experience some frustrated drivers using our campus to avoid congestion at the intersection of 82nd and Shadeland. Specifically concerns relate to restrictions in traffic flows on 82nd, Shadeland and both north and south on 69 that cause unintended consequences for our campus.

- We are already experiencing frustrated motorists cutting through the Cancer Center lot to shortcut the intersection at 82nd and Shadeland to go East on 82nd. Some at reckless speed. We know some cut the same corner via Clearvista at our stoplight too.
- Clearvista may also receive increased traffic from the East if there are bottlenecks getting on 69 or getting to Shadeland, both resulting in cut through traffic from west bound cars from 82nd Street near Medcheck. Commuters headed downtown can avoid delays with 69 by either heading down Shadeland to 465 or down to 75th to head toward Binford.
- Grid lock in this area possess both public safety issues delaying emergency vehicles getting to our EDs as well as potential negative impacts of ambulances avoiding our campus. Although all of this is the price of progress, we will need close cooperation with city and state officials to make sure mitigation strategies address traffic issues as best as possible during the implementation process that include.
- A bias for public safety and access to our campus for emergent traffic from all directions as a management strategy throughout the project.
- Project Phasing that limits the amount of simultaneous restrictions to traffic (i.e. more phases/longer project with gentler total disruptions)
- Adjustments to traffic signal timing to mitigate congestion including manual operation of signals if necessary.
- Enforcement of speed limits and stop signs on our campus with swift response to escalations in dangerous behaviors.
- Temporary restrictions or closing of the right turn in at the cancer center during peak times of day or especially congested times of the project (probably by our forces.)

We all look forward to continued improvements to the capacity of 465 and 69 that allow us all to travel more easily. We hope voicing our concerns and participating in the process will help to identify strategies to mitigate the impacts to our campus.

Mark



Mark Hayden
Senior Project Manager
Community Health Network
Office 317-355-5277
Cell 317-710-9258
mhayden@ecomunity.com

Facilities Construction and Engineering
13050 Parkside Drive Suite 100
Fishers, IN 46038

CONFIDENTIALITY NOTE: This e-mail contains information that may be privileged, confidential and subject to legal restrictions and penalties regarding its unauthorized disclosure

Public Open House
presentation



Clear Path 465

August 2017



Public Open House Welcome

- Introduce Project Team
- Open House Format
- Project website: www.clearpath465.indot.in.gov
- Electronic Form for Questions
- Please sign-in



Purpose of the Public Open House

- Opportunity to provide input throughout the Environmental Process
- Discuss key issues
- Promote collaboration
- Build understanding and support throughout the project



Project Stakeholders

- | | |
|---|---------------------------------|
| • Indiana Department of Transportation | • Emergency services |
| • Indiana Division Federal Highway Administration | • Schools |
| • Elected & Local officials | • Religious Institutions |
| • Transit | • Community Organizations |
| • Businesses | • Residents |
| | • Motorists / Users of Facility |



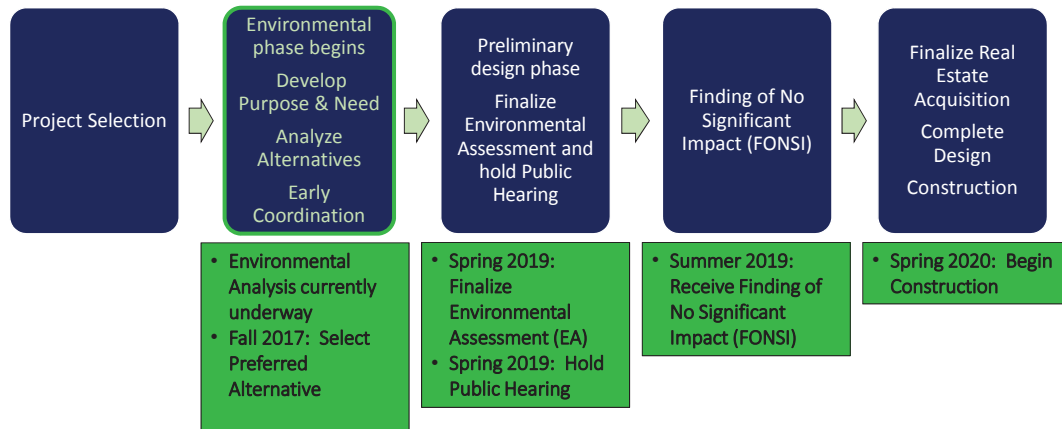
Project Location



Reasons for the Project

- Several Key Movements have insufficient capacity which creates congestion and excessive delays.
 - Inadequate I-465 and I-69 mainline capacity to accommodate existing and future traffic volumes
 - I-465 East to I-69 North movement experiences a long queue due to a single lane, low speed loop ramp
 - I-465 to I-69 North movements conflict with traffic exiting at 82nd St.
 - I-69 South to I-465 West ramp merges with I-465 West at the same time the outside ramp lane drops
 - Traffic using 82nd St. entrance ramp to access Binford South must cross all I-69 to I-465 traffic
- Safety – Over 1,100 crashes occurred between 2011 and 2013. Contributing factors include congestion, excessive delays and inadequate weaving distances throughout the project area.

Project Development Process



Environmental Analysis

- Right-of-way
- Streams, Wetlands, and Other Waters
- Floodplains
- Endangered Species
- Farmland
- Cultural Resources (Historical/Archaeological)
- Parks and Recreational Lands (Trails)
- Air Quality
- Noise
- Community Impacts
- Environmental Justice (low income & minority populations)
- Hazardous Materials
- Permits
- Mitigation
- Public Involvement
- Commercial Development



Next Steps

- Resource Agency Coordination
- Environmental Justice Outreach
- Transportation Management Plan Meetings
- Noise Meetings
- Public Hearing (Anticipated Spring 2019)



Alternative Analysis

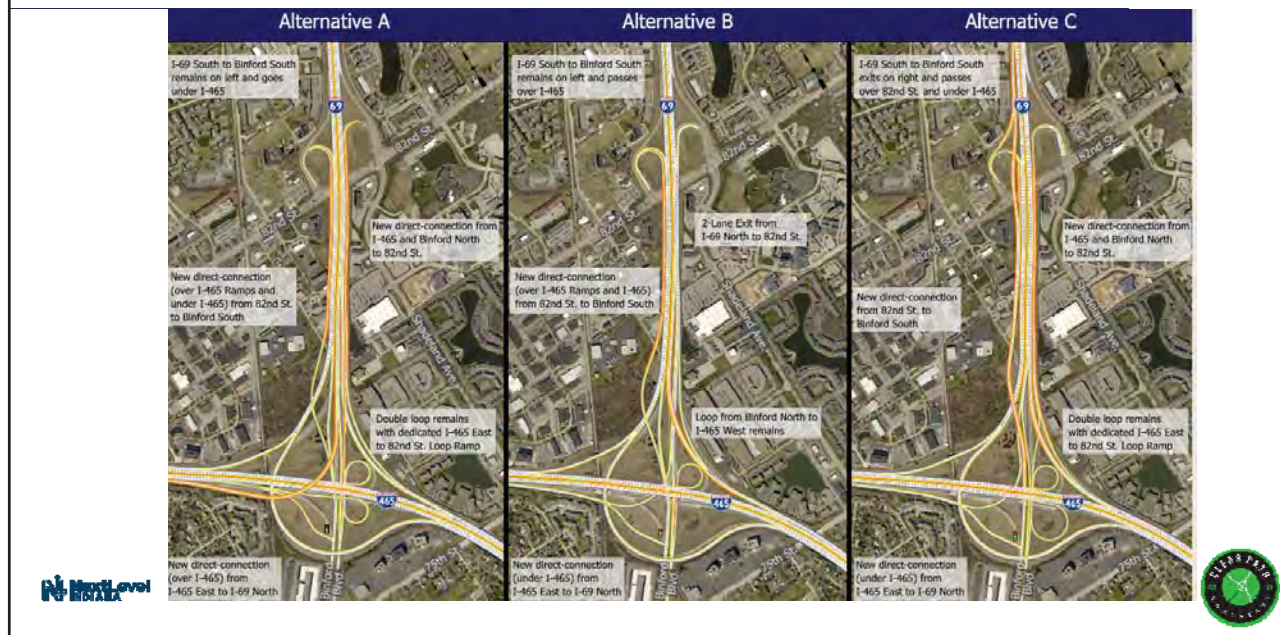
The Preferred Alternative Selection is based on many factors including:

- Safety
- Traffic Operations analysis
- Optimize Value
- Constructability
- Environmental considerations
- Public and Stakeholder Input

Note: The proposed project is just getting under way, and many design elements (such as maintenance of traffic) are preliminary and being considered as part of the Alternatives Analysis.



Three Alternatives



Project Summary

- **Fall 2017:** Select Preferred Alternative
- **Spring 2019:** Finalize Environmental Assessment (EA), hold public hearing
- **Spring 2020:** Begin construction
- Opportunity for open discussion at each location around the room

Questions & Discussion



Email: clearpath465@indot.in.gov
 INDOT Customer Service: (855) 463-6848

Visit the project website at www.clearpath465.indot.in.gov





Clear Path 465 Public Open House Sign-In Sheet
August 23, 2017

Name	Organization If applicable	Email	Street Address	Zipcode
<i>Alex Chapman</i>				
<i>Juliet Pont</i>	<i>PARSONS</i>			
<i>Richard Hign</i>				
<i>Tanya Schreier</i>		<i>tlsh70@sbcglobal.net</i>	<i>Noblesville</i>	<i>46060</i>
<i>George Kenton</i>	<i>East Indian Hills</i>	<i>GEORGE@EASTINDIANHILLS.COM</i>		
<i>MICHAEL BALDWIN</i>	<i>BRAG</i>	<i>MBALDWIN36@COMCAST.NET</i>	<i>7130 N LAYMAN AVE INDIANAPOLIS</i>	<i>46250</i>
<i>Elsad's Ibrahim</i>	<i>INDOT</i>	<i>eibrahim@indot.in.gov</i>		
<i>Mark Thedor</i>	<i>Hessier Park Group + Gino</i>	<i>mark.thedor@hessierpark.com</i>	<i>4820 Don Patrick Circle Anderson, IN</i>	<i>46015</i>
<i>Jan Clodfelter</i>	<i>United Consultants</i>	<i>jan@jclodfelter.com</i>		
<i>Kelly Hartman</i>	<i>Mitchell + Lee</i>	<i>khartman@insightconline.net</i>	<i>7830 Johnson Rd, 1-205</i>	<i>46250</i>
<i>Richard Pedersen</i>		<i>REFFSPETZ@CS.COM</i>	<i>7019 EASTWICK CIR INDIANAPOLIS 46256</i>	<i>46256</i>
<i>JOHN J. Sullivan</i>		<i>jsullivan@yalekaw.com</i>	<i>6019 Buckle Kite Cir. 4</i>	<i>46250</i>
<i>BERT IDEB KITE</i>		<i>bert.kite@inunc.org</i>	<i>6120 Buckskin Ct</i>	<i>46250</i>
<i>DAN BUCKLEY</i>			<i>7229 Avalon Tr Ct</i>	<i>46250</i>
<i>Jeff POTALA</i>		<i>JAPOTALA@LAMECONSTRUCT.COM</i>		<i>60441</i>



Clear Path 465 Public Open House Sign-In Sheet
August 23, 2017

Name	Organization If applicable	Email	Street Address	Zipcode
SEAN HENDRICKSON	INDOT	SEAN.HENDRICKSON@INDOT.IN.GOV		
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FRANK MOOSBRUGGER		MOOSBRF2@NASM.COM	7010 EASTWICK CIR	46256
Tim Fodt/ill	THE SALVATION ARMY	Tim_Fodtill@USC.SALVATIONARMY.ORG	3100 N. MERIDIAN ST.	46207
Joe Rengel			758 Megan	46256
Kathy McCain			2309 Eastwick Ln	46256
Helen McNeil				
Burl & Vicky Neal		BURL17@ATT.NET	8620 BITTEN LAKE	46256
John Shank		JShank@Quikrete.com	6127 Weyford Rd	46220
Kar. Carmay-bump	INDOT	*		
DAN + LAURA SAFFEN		DANLA7262@SBCGLOBAL.NET	5910 Kilmer Ln	46250
Jim Ward		allison@iguest.net	7611 Brookview	46250
Randy Gooder	Indy Vineyard Church	randy_g@indyvineyard.org	8383 Craig	46037



Clear Path 465 Public Open House Sign-In Sheet
August 23, 2017

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Kelly Dyer	Cardinal Cove	KADQCLG@aol.com	7780 CARDINAL CV N	46256
Jay Neel		jay.neel@msa.com	980 Williamsburg Ln	46077
Sally Roseth				46220
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PEGGY PETE OBERINDY		OBERINDY@aol.com	6614 LAKEKNOLL DR	46228
PAGI LEIDONICK		PCrimmins@BGIndy.com		
Steve Fleming		SFleming@INDY.RR.COM	4944 Deer Ridge Dr	
Karen Kryah	BRAG	kjkryah2@gmail.com		
DAN HULL	TSA	Daniel-Hull@USC.SOLUTIONSERVICES.COM		46208
Chas. Spyc				
Bon Taylor	Devonshire Neighborhood	rtaylor@tsudesigngroup.com	6432 Parkhurst, Indpls, IN	46220
Richard Schevitz	Avaton Hills East			
Ben Brecherowicz		BenBrecherowicz@yahoo.com		
David Day			6425 Doreen Rd	Indpls, IN 46220



(consolidated page)

Clear Path 465 Public Open House Sign-In Sheet
August 23, 2017

Name	Organization If applicable	Email	Street Address	Zipcode
Tom Johnson ADAM GILBERT			8009 Castle Lake Rd	46256
Jim Hightower		JHIGHTOW@COMCAST.NET	6160 DUCKSHIRE COURT	46250
Andy Stone	Brendonwood HOA	astone46240@gmail.com	5930 E 36th Street	46226
Joy Masterson		joysm@comcast.net	4338 Briarwood Dr	46250
Debi Gibson		chveski11@att.net	6251 Welham	46226



Clear Path 465 Public Open House Sign-In Sheet
August 23, 2017

Name	Organization If applicable	Email	Street Address	Zipcode
DAVE AYALA	PARSONS	dave.ayala@parsons.com	101 West Ohio St Indianapolis IN 46204	46204
TAMMIE MAYER		tammie.mayer@yahoo.com	101 West Ohio St Indianapolis IN 46204	46204
Marya Ron Sans			8101 Castle Lake Road	46256
Steve Townsend	citizen	stowntown8@comcast.net	7727 Mulford Way	46256
LOTTI Buckley	citizen	Lori.Buckley@hotmail.com	7225 Avalon Tr. Ct.	46250
JANE WALTER		JAWALTER8014@COMCAST.NET	8014 BARVIEW PT.	46256
Andy Nahrowd	INDOT	anahrowd@indot.in.gov		
Mark Flanery	BRAG	mark@binford71.org		
Kit Wessendorf		kit.wess@gmail.com	7221 Kingman Circle	46256
MARY WILLIAMS	ARTC	mary@artcenvironmental.com	8047 Castleton Rd	46250
Nancy Keller			8302 Masters Rd	46250
Kate Weese	Resident	Kate.weese@comcast.net	6126 Hythe Rd.	46220
Joanne Lappacan		joanne.lappacan@yahoo.com	13005 E. Elster Way Fishers	46037
Jim McBRATH	Resident			46220
Scott Bailey	INDOT			



Clear Path 465 Public Open House Sign-In Sheet
August 23, 2017

Name	Organization If applicable	Email	Street Address	Zipcode
Jimmy Nocon		jnocon@me.com	6473 BRAMSHAW	46220
Ed Dewald		ed@dewald.com	10828 Woodmont Lane	46037
Tracey & Neil Fitzgerald		mrs-fitzgerald@live.com	6913 Hague Rd	46256
Jack Conrad		jackc@e2ol.com	8320 Masters Rd	
Andy Gene Nehor		gneher@lawnpdx.com	7740 Johnson Road	46212
Laura Lazzaro		llazzaro@sbcglobal.net	7552 Camelback Dr	46250
Steve Hutseck		evetshalteck@yahoo.com	6125 REDCOACH LN	46250
Neil Muleconey		nmuleconey@supericeconstruction.com	10955 Cornell St.	46280
Lisa Richards		Lisa_Richards@me.com	21 Angela Ct	46109
Megan Earnest	Simon	megan.earnest@simon.com	HAMILTONTOWN CENTER	46240
Sheryl Holko	Devonshire III & VI	Sherylholko@yahoo.com	6385 Brixton Ln	46220
Carolyn Goldenetz	ENPOA	goldenetz@gmail.com	7814 Warbler Way	46256
Kathy Varie		kvarie@comcast.net		46220
BRENT BOECKMANN	-	boeckmann001@gmail.com	17950 MERIDIAN HILLS LN	46240
ALEXANDER BOECKMANN	-	"	"	"



Clear Path 465 Public Open House Sign-In Sheet
August 23, 2017

Name	Organization If applicable	Email	Street Address	Zipcode
Carl Chaifetz	Parsons	carl.chaifetz@parsons.com	101 W. Ohio St Indianapolis, IN	46204
Jim Sapp	Sapp Family	J.Sapp@sapp.com	8070 Castleton Indpls, IN 4625	46250
TOBY RANDOLPH	PARSONS	tobias.randolph@parsons.com	14106 Avalon East Dr Fishers, IN 46037	46037
DARRIN BOYD	CUSHMAN & WAKEFIELD	DARRIN.BOYD@CUSHWAKE.COM	6081 E 82ND SUITE 100 INDPLS, IN 46250	46250
Doreen Hiatt	Wheaton/Bakins Var Lines	Doreen-Hiatt@wvlcorp.com	8010 Castleton Rd Indianapolis IN	46250
Bill Hiatt	"	"	"	"
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RALPH BEU		ralphbeu@att.net	920 WARING DR E	46229
Jim Longest	BLW	JLongest@B-L-W.com	8126 Castleton Rd	46250
CAROLE KRUL	HCS TRANSPORTATION	Carole.Krul@heritagechristian.net	4401 E 75th	46250
FRANK LOUIS	—	flouis@shglobal.net	8574 Hague	46256
Nate Schebb	INDOT	nschebb@indot.in.gov	Fishers	46038
Kathleen Barrett	—	kpickleddegg@gmail.com	96th + Allisonville Rd	46250
Connie Peters	Ultra Steak Inc	connie.peters@ultrasteak.com	13099 PARKSIDE DR FISHERS	46038
Viki Hamblen	Cushman	viki.hamblen@cushwake.com	6081 E 82ND #100	46250



Clear Path 465 Public Open House Sign-In Sheet
August 23, 2017

Name	Organization If applicable	Email	Street Address	Zipcode
Conner DeVol	Indianapolis Racquet Club	conner@indyracquet.com		
Ken Shock		keshook_indy@yahoo.com		
Ross Williams	ARTEL	ross@artelenvironmental.com	8047 Castleton Rd	46250
Chad Tuttle	Roche	chad.tuttle@roche.com	9115 Hance Rd	46256
Doug Myers	ARTEL	doug@artelenvironmental.com	8047 Castleton Rd	46250
John Heppersberger	Neighbor	happersberger@sbcglobal.net	6403 Welham Rd	46220
Mark Wittmayer	"	mbwittmayer@sbcglobal.net	6685 Fairleigh DR	46220
Jon McClain	Professional Service Industries	jon.mclain@psiusa.com		
TOM SCHUBERT	NEIGHBOR	engrtom@sbcglobal.net		
Taylor Rubin	INDOT	trubler@indot.in.gov		
Angel Turpin	Neighbor / Allen ^{High School}	bet5267@gmail.com	6021 Winnipelly Ln.	46220
Bonnie Schaller	Neighbor	embodysakami@comcast.net		46220
Valerie Elliott	neighbor	catnip4154@me.com	7242 Highbury Dr	46256
Scott Hicks	Biz Owner	scott@avalonhills.com	7118 N. Shadeland	46250
JD MASUR	ROBT W. YORKER ASSOCIATES			



Clear Path 465 Public Open House Sign-In Sheet
August 23, 2017

Name	Organization If applicable	Email	Street Address	Zipcode
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★ TONY MUMMER			6524 JOHNSON RD	46220
Ryan Hurlbourn	BRAG	HARKSS@jmi.l.com		
John Effinger		john.effinger@gmail.com		
Cory Mays	-			
BEN SMITH		SMITHB710@SBCGLOBAL.NET		
Alison McConnell	Ivy Hills	alison.mconnell@att.net		
GREG MOUSTON	PARSONS	gregory.mouston@parsons.com		
TONY SARGENT		T.W.SARGENT@GMAIL.COM		
Joyce Craig	Devonshire VII	_____	6701 HYTHE	46220
Elaine Ivy				
G. BRASS		_____	6811 MARMON CT.	46220
Cecil Whitaker	FEATHER COVE I			
Sudi A. Bolar	hometown		6160 Bundeslin Ct	46250



Clear Path 465 Public Open House Sign-In Sheet
August 23, 2017

Name	Organization If applicable	Email	Street Address	Zipcode
JOE MARINK			75 1/2 CAMELBACK DR	46250
Bruce Mc Mullen	President, Ivy Hills	ihraindy@gmail.com	7836 Creekview Cir.	46250
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Kashif Khan	Infrastructure Engineer	kkhan@infrastructure-cyber.com	2601 Torture Creek East Suite 2213	46241
Curtis Dulan	INDOT	cdulan@indot.in.gov		46260
Craig May	421 Realty	cmay@royalpin.com	8463 Castewood Dr Indpls 46250	
MIKE KEMPF		m.w.kempff@sbcglobal.net	7855 STONEHURST DR INDPLS, IN	46256
Wendy BREHMER	INDOT	wbrehmer@indot.in.gov	—	46237
Joy Martin	EAT	martin9809@aol.com	7417 Eastwick Lane	662 → 46258
Herb Martin	EAT			
Melinda Kestell	Milton/Star Creek Valley	mke11471@aol.com	4771 Kestell View Dr/46220	46220
J.T. Moly Stewart		USTEWJT@gmail.com	9592 Clouleaf Ln	46038
Danny Kelley		dpk.floyd@protonmail.com	5833 Eastview Ct.	46250
Jim Borse		jrborse@mac.com	7363 Johnson Rd	46250
Sally Borse		sally-borse@yalelab.com	"	"



Clear Path 465 Public Open House Sign-In Sheet
August 23, 2017

Name	Organization If applicable	Email	Street Address	Zipcode
Geo. Wright	BRAC	EMWPPH@gmail.com	6416 CHEK BOURG.	46220
STEVE VARNER		STEVE.VARNER@ESPAVING.COM		
LARRY RILLE	BRAC	LARRY.RILLE@gmail.com	6533 Johnson	46220
Cliff Walker	INDOT			
CHRIS SILL	INDOT			
Beth Petrie	The Salvation Army	Beth_Petrie@usc.salvationarmy.org	3100 N. Meridian	46208
Dana & Kendall Roberts		danar624@gmail.com	7959 Springwater Dr	46256
Jim Strange	SELF	Jim_Strange6157@ME.COM	7242 Hubbury Dr	46256
* SAM MALDONADO	ANACON HILLS CIVIC ASSOC	HMALDONADO@776@sbglobal.net	6639 E. 65 ST.	46220
BOBBI RICHARDSON	IVY HILLS	piecrustbaker@me.com	5529 E-77	46250
Larry Richardson	"	ldr43@me.com	"	"
HARDIK SHAH	AMERICAN STRUCTUREPANT	HARDI25@GMAIL.COM	11869 Glenview DR Fishers	46038
Jeff Stofko	Truzy Inn	dis.indie145@moderndayhotels.com	8186 N. Stnd.	46250
Scott Miley			7718 Teal	46256

* PLEASE NOTIFY + INVITE ME TO THE NOISE MEETING. I AM A NEIGHBORHOOD ASSOCIATION OFFICER.



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

April 6, 2018

Sample invitation to
second CAC meeting.

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

Dear Ms. Gremling,

The Indiana Department of Transportation (INDOT), in cooperation with the Federal Highway Administration (FHWA), invites you to attend the second Community Advisory Committee (CAC) meeting for the proposed I-465/I-69 Interchange Modification and Added Travel Lanes project in Marion County, Indiana, also known as the "Clear Path 465" project.

Project Description

The proposed Clear Path 465 project is located on the northeast side of Indianapolis. The proposed project includes added travel lanes on I-465 from the White River Bridge (approximately 2.4 miles west of I-69) to Fall Creek (approximately 2.15 miles south of I-69). Portions of I-69 will be reconstructed between I-465 and 82nd Street to accommodate a modified I-465/I-69 interchange configuration.

Community Advisory Committee (CAC)

The CAC consists of important stakeholders who serve in an advisory capacity. The first CAC meeting was held on August 16, 2017. We received valuable feedback and appreciate everyone's participation. Since that time, the project team has been busy evaluating alternatives and conducting further engineering and environmental studies. The purpose of this CAC is to present the current recommended alternative and provide project updates. The input we receive will assist with project development and the NEPA process.

Second CAC Meeting

The second meeting is scheduled for:

Wednesday, May 9, 2018, starting at 2:00 p.m.

Heritage Christian School, 6401 East 75th Street, Indianapolis, IN 46250

Please respond if you plan to attend the meeting by accepting the Outlook invitation or emailing juliet.port@parsons.com.

Tentative/Preliminary Project Schedule

Spring 2019	Publish Draft Environmental Assessment (EA), hold public hearing
Summer 2019	Publish Final EA
Spring 2020	Begin construction

Follow Us

The project website is www.clearpath465.indot.in.gov. Interested parties can sign-up to receive project updates via text or email. You can also follow [@ClearPath465](https://twitter.com/ClearPath465) on Twitter, Facebook and Instagram.

Thank you for your cooperation and interest in this project. If you have any questions or would like to discuss the project or our organizations' respective roles and responsibilities during the preparation of the EA, please contact JoAnn Wooldridge at jwooldridge@indot.in.gov or (317) 467-3978.

Sincerely,



JoAnn Wooldridge
Project Manager
INDOT, Greenfield District

Mr. Joel Smith
Mayor's Neighborhood Advocate -
Northeast
200 East Washington Street
Indianapolis, Indiana 46204

Ms. JoAnn Wooldridge
Greenfield District
Greenfield District Office
32 S Broadway
Greenfield, Indiana 46140

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

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

Ms. Rhonda Klopfenstein
Hoosier Heritage Port Authority
33 N 9th Street
Suite 215
Noblesville, Indiana 46060

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

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

Ms. Barbara Elliot
Fairbanks Addiction Treatment Center
8102 Clearvista Parkway
Indianapolis, Indiana 46256

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

State Representative Carey Hamilton
House District 87
200 W Washington St
Indianapolis, Indiana 46204

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

Mr. Nathan Riggs
Greenfield District
Greenfield District Office
32 S Broadway
Greenfield, Indiana 46140

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

Ms. Emily Mack
Department of Metropolitan
Development
200 East Washington Street, Suite 2042
Indianapolis, Indiana 46204

Dr. Shawn Smith
Metropolitan School District of
Lawrence Township
6501 Sunnyside Road
Indianapolis, Indiana 46236

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

Mr. Mark Hayden
Community Health Network
13050 Parkside Dr
Suite 100
Fishers, Indiana 46038

Mr. Erin Rowe
Hamilton County Emergency
Management
18100 Cumberland Parkway
Noblesville, Indiana 46060

Mayor Scott Fadness
City of Fishers
1 Municipal Drive
Fishers, Indiana 46038

Councilwoman Christine Scales
City/County Council District 3
5133 Plantation Drive
Indianapolis, Indiana 46250

Ms. Eryn Fletcher
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. Daniel Parker
Department of Public Works
200 East Washington Street
Suite 2460
Indianapolis, Indiana 46204

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

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

Sargent Brent Alspach
Indianapolis Metropolitan Police
Department
50 North Alabama
Indianapolis, Indiana 46204

Ms. Kathy Krusie
Community Health Network
7330 Shadeland Station
Suite 200
Indianapolis, Indiana 46256

Mr. Bradley James Davis
Hamilton County Highway Department
1700 South 10th Street
Noblesville, Indiana 46060

State Representative John Bartlett
House District 95
200 W Washington St
Indianapolis, Indiana 46204

Councilman Michael J. McQuillen
City/County Council District 4
P.O. Box 50022
Indianapolis, Indiana 46250

Mr. David George
City of Fishers City Council
1 Municipal Drive
Fishers, Indiana 46038

Mr. Pete Peterson
City of Fishers City Council
1 Municipal Drive
Fishers, Indiana 46038

Commissioner Christine Altman
Board of Hamilton County
Commissioners
One Hamilton County Square, Suite 206
Noblesville, Indiana 46060

Ms. Carole Krol
Heritage Christian School
6401 E 75th Street
Indianapolis, Indiana 46250

Mr. Chad Tuttle
Roche Diagnostics
9115 Hague Road
Indianapolis, Indiana 46256

Ms. Megan Drummond
Cornerstone Companies, Inc.
8902 N. Meridian Street, Suite 205
Indianapolis, Indiana 46260

Ms. Linda Broadfoot
Indianapolis Parks and
Recreation Administration
City-County Building
200 East Washington Street
Indianapolis, Indiana 46204



Community Advisory Committee (CAC) Meeting Summary

Clear Path 465 (I-465/I-69 Interchange Improvement Project with Added Travel Lanes)

Des. No. 1400075

May 9, 2018, 2:00pm, Heritage Christian School

ATTENDANTS

Name

Dave Ayala
Mark Perron
Ed Ingle
Chris Myers
Nathan Riggs
Dan Miller
Juliet Port
JoAnn Wooldridge
LaMar Holliday
Mark Hayden
Greg Hall
Michelle Allen
Chanelle Mitchell
Joel Smith
Jim Parish
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Chad Tuttle
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**MEETING SUMMARY**

Mark Perron, 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 project website is www.clearpath465.indot.in.gov.

A summary of the Purpose and Need was provided along with hard copies of the full draft Purpose and Need statement (attached). The primary needs stem from congestion and safety. There is insufficient existing and future capacity. From 2013 to 2015, over 1,000 crashes were reported (almost one crash per day). Safety analyses indicate the causes include insufficient number of lanes and weaving movements. The purpose of the project is to improve overall traffic operations and improve safety. The Project Team is requesting comments on the draft Purpose and Need statement.

Presented an overview of the project process, stakeholders, and the role of the CAC.

- The recommended alternative was presented, and the Project Team is working on the design and additional environmental studies.
- The Environmental Assessment (EA) and Public Hearing are scheduled for Spring of 2019.
- The CAC is made of stakeholders who serve as a critical link to the community. The CAC meetings provide a forum for stakeholders to comment and collaborate.

An overview of the environmental studies conducted to-date was presented. An Environmental Screening Memorandum was prepared as part of the Alternatives Analysis (attached). There are additional environmental studies and analyses underway, including right-of-way, Waters of the U.S. (streams and wetlands), Environmental Justice (EJ) (low income and minority populations), cultural resources (Section 106), parks/trails (Section 4(f)), and noise.

The Project Team is seeking comments regarding EJ (low-income and minority populations). A potential EJ population was identified northeast of the interchange where no new right-of-way is proposed, therefore a disproportionate impact is not anticipated. The Project Team requests any information CAC members may have to help us identify potential EJ populations (e.g., religious groups).

Noise Studies and Cultural Resource evaluations (aka Section 106) are ongoing. In the future we will be holding additional meetings including:

- “Kitchen-Table” meetings for affected property owners
- EJ Outreach
- Noise Meetings
- Cultural resource Consulting Party meeting(s)
- Transportation Management Planning (TMP) meetings to discuss construction maintenance of traffic phasing
- Public Hearing

Existing traffic conditions and the Alternatives Analysis were discussed. There are traffic “Hot Spots” during the morning “AM Peak” along westbound I-465 and southbound I-69.

- Along westbound I-465, the congestion propagates from the I-465/Allisonville Road interchange back to the east.
- Along southbound I-69 there is a bottleneck at 82nd Street that builds north, and the bottlenecks from westbound I-465 spills back into the area.

There are traffic “Hot Spots” during the evening, “PM Peak” along eastbound I-465 and northbound I-69.

- Along eastbound I-465 from I-69 to the Allisonville interchange.



- Along northbound I-69 between I-465 and the 82nd Street interchange, which spills along northbound I-465 to the 56th Street/Shadeland interchange.

An overview of Alternatives A, B, and C (see attachments) was provided along with comparison tables of various metrics used to compare the alternatives. The three alternatives are similar and generally include the same footprint, primarily within existing right-of-way. The No Build Alternative was also analyzed.

The results from the Alternatives Analysis were summarized and discussed. As shown on the slides, the analysis included traffic operations, safety, driver expectancy, constructability/long-term maintenance, and environmental impacts. All of the alternatives meet the project's purpose and need, except the No Build Alternative. The result of the analyses is a recommended alternative, called "Alternative C-Modified". Elements of the original Alternative C were modified to minimize issues and maximize safety, constructability, value, and operations. Key elements include barrier-separated movements to eliminate weaving conditions and many off-line elements that can be constructed with little to no disruption to ongoing traffic. The Project Team is seeking comments regarding the recommended Alternative C-Modified as well as the other alternatives under evaluation.

Questions and Responses:

Carrie Hamilton, State Representative

Why aren't the neighborhoods at this meeting? (Note – this comment was asked before the meeting began)
The purpose of the CAC is to engage specific stakeholders including local transportation agencies, emergency management, major employers, and elected officials. The City of Indianapolis Mayor's Neighborhood Liaison, Joel, has attended both CAC meetings as well as the public open house. The neighborhood groups were invited to the public open house. Area residents will have additional opportunities for engagement through social media, traditional media, "kitchen-table" meetings, and the Public Hearing. Noise meetings will be held for impacted receivers, and Consulting Party meetings will be held for those neighborhoods deemed eligible for the National Register of Historic Places.

Mark Hayden, Community Health

What is the duration of construction? Could this project conflict with other programmed projects in the area? We are concerned about a cumulative impact due to multiple simultaneous roadway construction projects for emergency vehicles and other hospital access.
We aren't sure yet. We will have TMP meetings. The Project Team will coordinate with adjacent projects to minimize conflicts between work zones.

Mike McQuillen, City-County Councilor

What are the advantages of Alternative C-Modified, especially regarding the local traffic?
Safety is the biggest advantage, and both Alternatives A and C include barrier separated local traffic that will improve safety and greatly improve traffic operations. Drivers will have to make their decision early, for example southbound I-69 drivers would decide north of the 82nd Street interchange. Currently, southbound motorists traveling to Binford cross several congested lanes, so separating them is a big advantage. Other advantages include constructability, driver expectancy, operations, and long-term maintenance.

Greg Hall, Marion County Health Department

Does your analysis consider diverted traffic and impacts to surrounding roadways during construction? Traffic is often diverted to local streets, especially during backups. Construction may affect public safety and increase issues on local roads.
Yes, this will be analyzed and discussed further during TMP meetings and EJ evaluations. That's one of the reasons we are recommending an alternative that includes building as much as possible offline to limit these issues. We will be reaching out to emergency management, schools systems, and other stakeholders to address these concerns further in the TMP meetings.



Chad Tuttle, Roche Diagnostics

Will there be public meetings as well?

Yes, *in addition to the Open House we held last year, we will have further meetings (see list on page 2).*

Brad Davis, Hamilton County

Where are the (northbound) lane drops and merge points?

Along I-465 and I-69, there are current lane drops that would be eliminated by the added travel lanes from this project. Northbound Binford splits south of the loop ramps where one lane travels on a barrier separated ramp to 82nd Street, and two lanes continue towards northbound I-69. The two Binford lanes merge with the two-lane eastbound I-465 to northbound I-69 ramp and the right lane (from Binford) drops. Three northbound lanes continue on and merge with the three-lane northbound I-465 to northbound I-69 ramp. The six lanes continue north and the right lane (originally from the northbound I-465 to northbound I-69 ramp) drops north of 82nd Street. Five northbound I-69 lanes continue north and tie-in with existing pavement. The 82nd Street to northbound I-69 ramp will be reconstructed to merge into the five mainline northbound lanes.

Mark Zwoyer, City of Indianapolis DPW

Are you performing Diversion Studies? Some of the local roads are in need of maintenance.

Yes, *there will be some level of analysis and coordination in future TMP meetings.*

Rickie Clark, INDOT

Have you done your noise analyses yet?

We are just beginning now that we have a recommended alternative. We know people are concerned about noise, but we need to develop the necessary engineering details such as horizontal and vertical alignments in order to complete the analyses.

Carrie Hamilton, State Representative

When will Noise meetings be conducted? Have surveys gone out yet, do those get sent before or after the meeting?

The noise meetings will be conducted after we've completed the noise analysis, we are aiming for the end of the year. Noise will also play into the Section 106 process and assessing potential impacts to historic districts determined eligible for the National Register. We will send the meeting invitations and surveys to the residents and businesses that qualify for noise walls.

Mike McQuillen, City/County Councilor

The community members are very concerned, active, and need to be involved. The public open house was very helpful. The community needs to have more opportunities to be involved.

Yes, *the neighborhoods will have further opportunities for engagement (see list on page 2).*

Andre Denman, Indy Parks

Will the bridge over the former Nickel Plate railroad be designed to accommodate trains?

Yes, *because the bridges are a critical design element in the middle of the interchange, the bridges will be designed to accommodate trains. However, this would not impede their conversion to trail use, should that proposal move forward.*

Brad Davis, Hamilton County

Are you planning Intelligent Transportation Systems (ITS)?

Yes, *there is an existing ITS tower that will be moved, and we intend to replace, relocate and enhance that system.*



Jeff Hill, City of Fishers

How about costs, how does the recommended alternative compare? What do you see as the most challenging part? I like your plans to build offline, but will the tighter geometrics' create a concern for safety (e.g., roll-overs)?
Yes, the project team did weigh costs, but they were very close, so costs did not become a differentiator between alternatives. The Alternative C-Modified does have slightly lower projected costs. However, maintenance and constructability has more impact on the decisions. Challenges will be contract(s), traffic, and maintenance. The TMP meetings will be critical to designing a successful maintenance of traffic plan. The eastbound to 82nd Street loop ramp has been made larger to increase the design speed to 30 mph. The southbound I-69 to southbound I-465 ramp will be designed to maintain a 45-mph design speed.

Rickie Clark, INDOT

Where are the 5 relocations?
West side of I-69 between the main interchange and 82nd St. Includes Suburban Extended Stay Hotel, Carvana dealership (under construction), a vacant building, and some small businesses including a plumber.

Andre Denman, Indy Parks

Would the wooded lot be used for mitigation?
No, it will be for the ramps and storm water retention. Some of it may be considered excess property. Hydraulic studies are pending.

Brad Davis, Hamilton County

Why are the two missing movements (northbound Binford to eastbound I-465 and northbound I-465 to southbound Binford) missing?
The missing movements were studied but were not included because there are local interchange movements. Currently motorists can utilize 75th Street/71st Street, Shadeland Avenue and the I-465/56th Street interchange which does not take motorists out of the way. There would be significant right of way impacts and project costs to implement these redundant movements.

Meeting was 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.

Port, Juliet

From: Port, Juliet
Sent: Wednesday, July 25, 2018 12:32 PM
To: Allen Pekarek; Andre Denman; Andrew Jomes; Anna Gremling; Ayala, Dave; Bethany Natali; bradley.davis@hamiltoncounty.in.gov; Bryan Langley; Carey Hamilton; Carole Krol; Chaifetz, Carl; Chanelle Mitchell; Chris Myers; Christine Altman; Christine Scales; Chuck Taylor; Daniel Parker; David Croston; David George; Dennis Peters; Douglas Carter; Ed Ingle; Emily Mack; Erin Rowe; Eryn Fletcher; Greg Hall; Jay Dumontelle; Jeff Bischoff; Jeff Hill; Jeff Payne; Jim Parish; JoAnn Wooldridge; Joel Smith; John Bartlett; John Erickson; Kari Carmany-George; Kathy Krusie; Lamar Holliday; Larry Jones (larry.jones@indy.gov); Mark Hayden; Mark Zwoyer; Megan Drummond; Meredith Klekotka; Michelle Allen; Mike McQuillen; Miller, Daniel J; Nathan Beadle; nriggs@indot.in.gov; Perron, Mark; Pete Peterson; Rhonda Klopfenstein; Rickie Clark; Sargent Brent Alspach; Scott Fadness; Taylor Darrah; Tim Joyce; Tonya Claspell; Venetta Keefe; Ward Kennedy
Subject: Clear Path 465
Attachments: Clear Path 465 CAC Meeting2.zip

RE: Community Advisory Committee (CAC) Meeting #2, held May 9, 2018
Clear Path 465
Marion County
Des. No. 1400075

Dear CAC Members,

The draft Meeting Summary and associated materials are attached. We are requesting comments within 30 days. We appreciate your attention to this project.

Thank You,

Juliet Port, LPG
Senior Environmental Planner
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CAC Meeting #2
CAC Meeting Presentation
May 9, 2018





Clear Path 465
May 2018



Welcome

- Introduction of Project Team
- Recognition of Those in Audience
- Project website: www.clearpath465.indot.in.gov
- Please sign-in



Project Overview - Purpose and Need

The project need stems from:

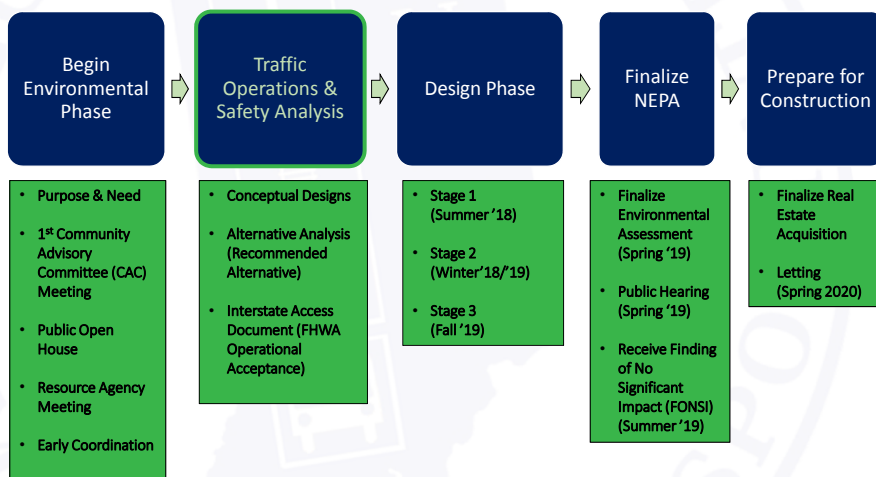
- **Congestion**
 - Insufficient capacity for existing and future (2040) traffic volumes along critical roadway segments within the Project Area resulting in significant congestion issues.
- **Safety**
 - Between 2013 and 2015, over 1,000 crashes were reported within the Project Area – an average of almost 1 crash per day.
 - Causes: Not enough lanes, weaving movements (system & local movements)

The **Purpose** of the Project is to:

- Improve overall traffic operations by increasing capacity to meet LOS goals for each movement.
- Improve safety
 - Reduce total number of crashes and crash rates (crashes/mile/year)
 - Decrease the fatality / injury severity percentages



Project Overview – Project Development Process



Project Stakeholders

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



Role of the CAC

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



Project Updates

- Environmental
- Alternatives Analysis
- Recommended Alternative



Environmental

- Right-of-way
 - New Right-of-Way/Relocations
 - Upcoming Kitchen-Table Meetings
- Streams, Wetlands, and Other Waters
 - Waters of the U.S./State Report Currently under Review
 - Identified 118 Wetlands and 31 Streams within or adjacent to the Project Area
- Environmental Justice (low income & minority populations)
 - Please Provide Any Information You Have on EJ Populations
- Cultural Resources (Historical/Archaeological)
- Parks and Recreational Lands (Trails)
 - Section 4(f)
- Noise



Alternative Analysis

The selection of the Preferred Alternative is based on many factors including:

- Safety
- Traffic Operations analysis
- Optimize Value
- Constructability
- Environmental considerations
- Public and Stakeholder Input



Existing Traffic Operations – AM Peak “Hot Spots”



Existing Traffic Operations
AM Peak "Hot Spot" #1 (WB I-465)

		No-Build - AM								Peak-Hour Average	Speed (mph)	
Route	Segment	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30			
NB/WB I-465	56th St On to NB to NB Ramp	60	58	55	52	49	45	42	39	35	45	>60
		64	53	49	44	41	38	35	32	29	38	60
		65	55	53	54	54	54	53	52	54	54	58
		65	56	55	55	55	55	55	52	55	55	55
	NB to NB thru NB to WB	65	56	54	55	54	53	54	50	54	54	53
		67	59	58	53	42	40	43	40	48	48	50
	NB to WB Ramp to SB to WB Ramp	63	57	48	44	41	38	35	32	28	36	50
		66	54	46	38	33	28	28	28	23	30	50
	I-69 to Allisonville Rd	62	54	49	45	42	37	34	31	27	33	50
		64	51	45	41	40	38	41	40	40	40	50
	at Allisonville Rd	64	55	52	52	52	52	52	53	52	52	50
		64	57	54	54	54	54	54	54	55	54	50
Allisonville On to Keystone Off	64	57	55	55	55	55	55	55	55	55	50	
	64	60	58	58	58	58	58	58	58	58	50	
		65	61	60	60	60	60	60	60	60	50	

- Shockwaves propagate back from weave to Allisonville Road
- Secondary Bottleneck at 56th/Shadeland On-Ramp



Existing Traffic Operations
AM Peak "Hot Spot" #2 (SB I-69)

		No-Build - AM								Peak-Hour Average	Speed (mph)	
Route	Segment	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30			
SB I-69	106th	64	64	63	63	60	41	38	35	32	57	>60
		63	62	61	58	54	41	37	34	31	50	60
	106th On to 96th Off	62	61	59	51	38	34	32	30	28	48	58
		63	62	61	49	38	35	35	31	28	46	55
	96th	61	61	60	55	50	42	41	38	35	47	53
		63	62	61	58	53	43	42	39	37	47	50
	96th On to 82nd Off	63	62	61	54	43	38	38	35	33	45	50
		64	63	60	53	48	35	34	35	33	45	50
	82nd St	59	56	55	52	49	41	41	37	35	45	50
		59	52	48	44	40	38	38	35	33	43	50
	82nd On to I-465 Split	58	48	44	42	39	37	37	35	33	40	50
		48	40	35	33	33	33	33	33	33	33	50
		51	50	50	48	46	46	46	46	48	50	
		54	52	51	42	34	34	34	35	45	50	

- Bottleneck at 82nd Street weave builds back north
- WB I-465 bottleneck spills back into this area during peak hour



Existing Traffic Operations – PM Peak “Hot Spots”



Existing Traffic Operations PM Peak “Hot Spot” #3 (EB I-465)

		No-Build - PM								Speed (mph)	
Route	Segment	4:30	4:45	5:00	5:15	5:30	5:45	6:00	6:15		Peak-Hour Average
EB/SB I-465	Keystone On to Allisonville Off	60	55	49	39	32	24	20	18	18	38
		65	49	36	26	24	20	18	16	16	29
	at Allisonville Rd	67	44	39	26	21	17	16	16	16	21
		68	41	36	24	18	16	16	16	16	23
		68	41	36	22	18	16	16	16	16	23
		69	38	30	21	17	16	16	16	16	23
	Allisonville to I-69	62	38	30	24	18	16	16	16	16	23
		64	34	27	20	16	16	16	16	16	22
		65	44	42	35	31	28	26	26	26	46
	EB to SB Ramp to EB to NB Ramp	65	36	32	25	21	20	20	20	20	41
		62	36	32	25	21	20	20	20	20	41
	EB to NB Ramp to SB to SB Ramp	54	45	38	30	26	24	24	24	24	40
		65	55	54	54	54	54	54	54	54	54
	I-69 to 56th St Off	60	57	56	56	56	56	56	56	56	56
		63	58	56	56	56	56	56	56	57	56
64		60	58	58	58	58	58	58	59	58	

- EB I-465 between Allisonville Road and I-69 Interchange
- Lasts throughout PM peak period



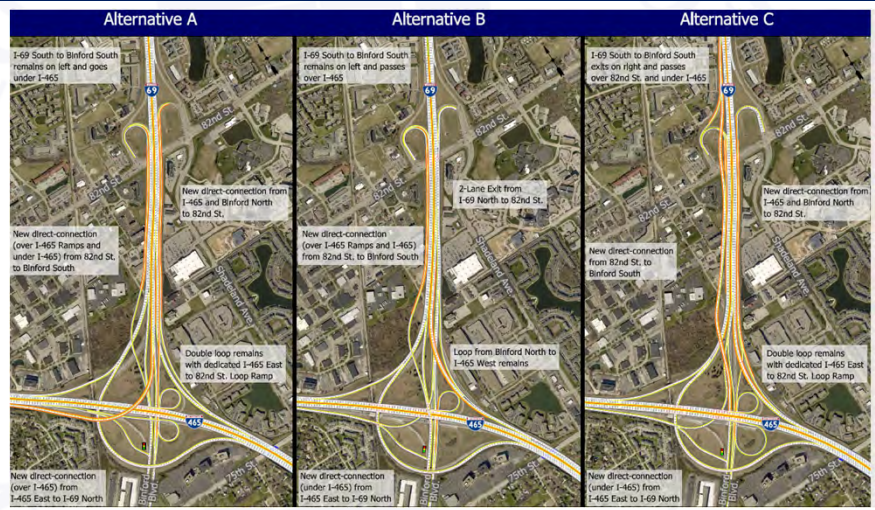
Existing Traffic Operations PM Peak "Hot Spot" #4 (NB I-69)

		No-Build - PM								Peak-Hour Average	Speed (mph)
Route	Segment	4:30	4:45	5:00	5:15	5:30	5:45	6:00	6:15		
NB I-69	NB Binford Blvd	57	55	54	54	54	54	55	56	54	>60
	I-465 to 82nd St Off	59	53	51	51	51	51	52	52	51	60
	at 82nd St	64	58	57	57	57	57	57	57	57	58
	82nd St On to 96th St Off	62	54	55	53	54	54	55	56	54	55
	at 96th St	65	60	59	59	59	59	59	60	59	60
	96th St On to 106th St Off	64	61	60	60	60	60	60	60	60	60
	at 106th St	64	59	58	57	57	58	58	58	57	58
		65	62	62	61	61	61	62	62	61	61
		65	62	62	61	61	61	62	61	61	61
		66	63	63	62	62	63	63	63	63	62
		66	64	63	63	63	63	63	63	63	63
		66	64	63	63	63	63	63	63	63	63
	66	64	63	63	63	63	63	63	63	63	
	65	62	61	61	61	61	61	61	61	61	
	66	64	63	63	63	63	63	63	63	63	
	67	65	65	65	65	65	65	65	65	65	

- NB I-69 between I-465 and 82nd Street
- Bottleneck is metered by WB I-465 bottleneck



Alternative Analysis Overview - A, B and C



Three Build-Alternatives were presented at the August 2017 open house.



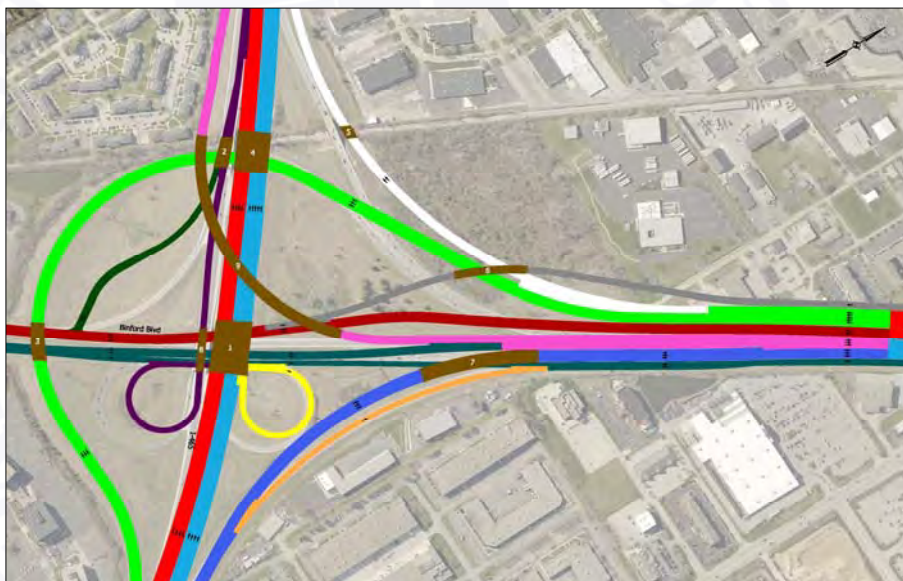
Alternative Analysis – I-465 Mainline (Off-Line)



NextLevel
INDIANA



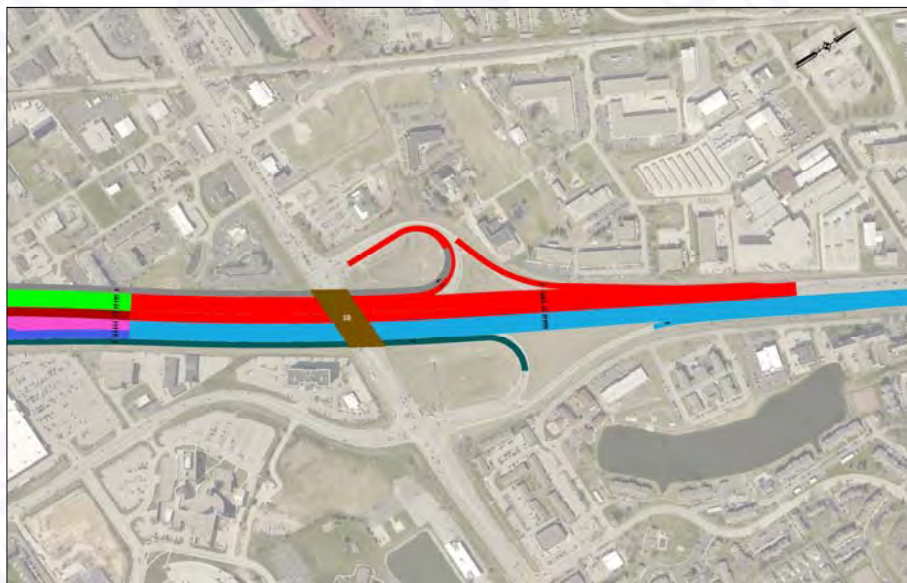
Build Alternative “A” Overview (I-465/I-69 Interchange)



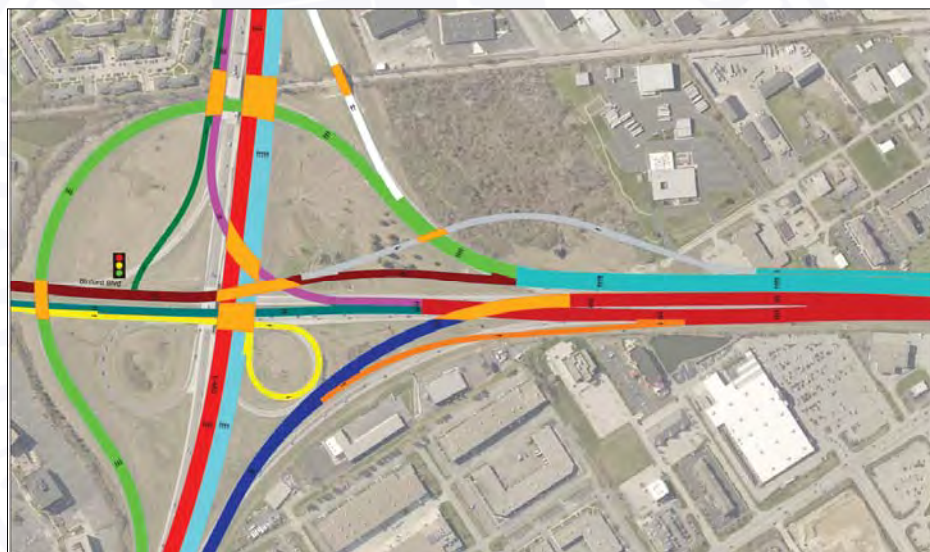
NextLevel
INDIANA



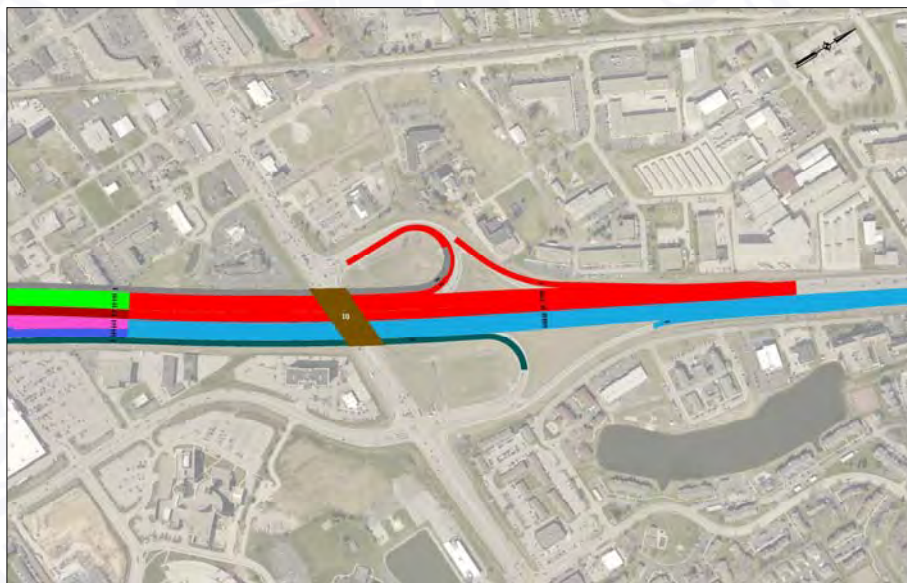
Build Alternative "A" Overview (I-69/82nd St Interchange)



Build Alternative "B" Overview (I-465/I-69 Interchange)



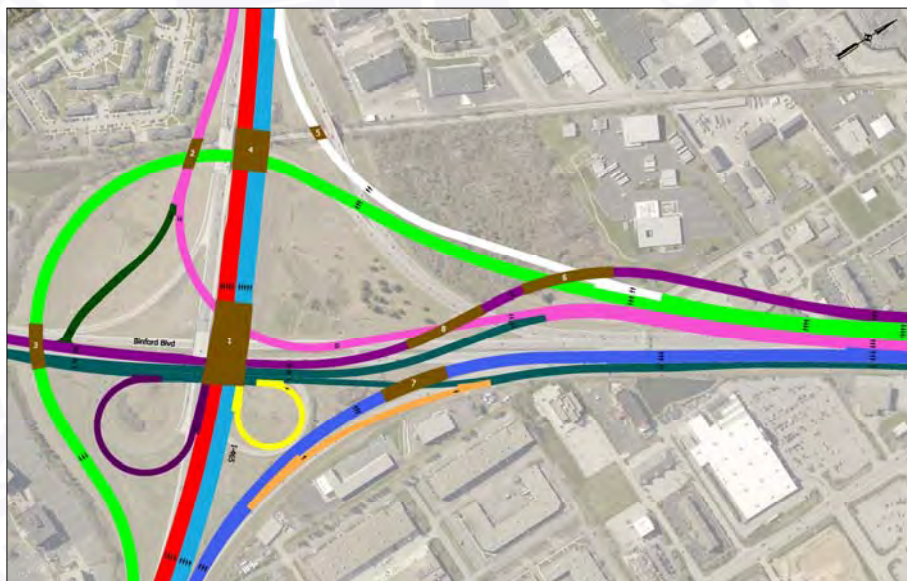
Build Alternative "B" Overview (I-69/82nd St Interchange)



NextLevel
INDIANA



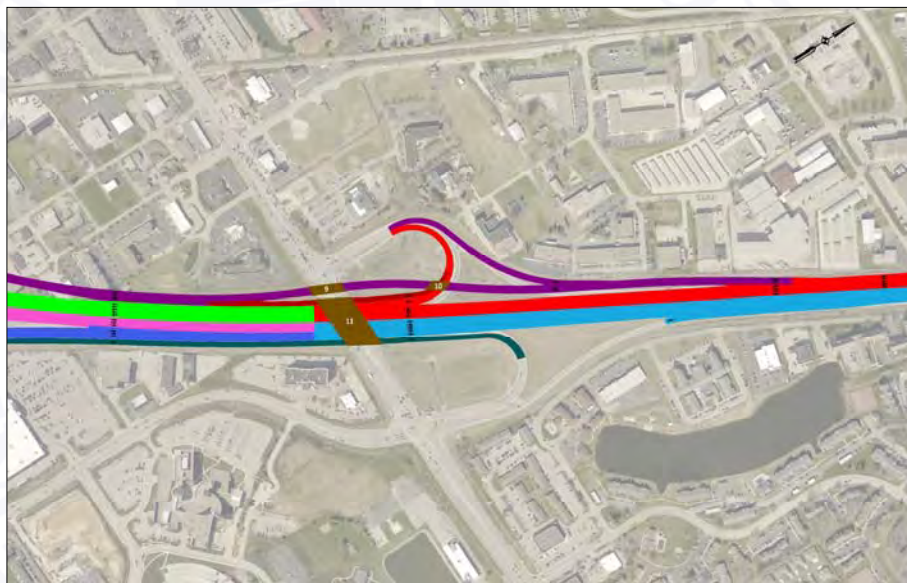
Build Alternative "C" Overview (I-465/I-69 Interchange)



NextLevel
INDIANA



Build Alternative “C” Overview (I-69/82nd St Interchange)



NextLevel INDIANA



Alternative Analysis – Traffic Operations

Qualitative Ratings (Three Adjectives – Low, Medium, High):

- Low – Does not meet LOS requirements for most movements.
- Medium – Achieves minimum LOS for all movements. Limited separation between freeway system and local service movements.
- High – Achieves desirable LOS for majority of movements. Full separation between freeway system and local service movements.

CRITERIA	BUILD ALTERNATIVES			NO BUILD
	A	B	C	
AM Vehicular Delay (s)	33	33	34	185
PM Vehicular Delay (s)	37	37	37	289
AM Network Speed (mph)	57	58	57	47
PM Network Speed (mph)	57	57	57	40
Overall Traffic Operations (Vissim)	High	High	High	Low
NB I-69 (Binford to 82 nd Street)	High (Barrier Separated)	Medium (EB I-465 to NB I-69 freeway traffic weaves with 82 nd Street local traffic)	High (Barrier Separated)	Low
C-D System Operations	Medium (Limited CD System)	Medium (Limited C-D System)	High (Full C-D System)	N/A
SB I-69 Split to I-465/Binford	Medium (SB Binford on left)	Medium (SB Binford on left)	High (SB I-465 on left)	Medium

NextLevel INDIANA



Alternative Analysis – Safety

Qualitative Ratings (Three Adjectives – Low, Medium, High):

- Low – Large overall crash rate in relation to other ramps.
- Medium – Above-average overall crash rate in relation to other ramps.
- High – Small overall crash rate in relation to other ramps.

CRITERIA	BUILD ALTERNATIVES			NO BUILD
	A	B	C	
Predicated Yearly Crashes	231	216	232	305
Fatal/Injury Percentage	31.20%	29.60%	31.00%	32.50%
82 nd Street to SB I-69 (Alt A/C)	Medium	High (Barrier Separated)	Medium	Medium
82 nd Street to WB I-465 (Alt B)				
NB Binford to WB I-465	Medium	High (No Weave with EB I-465 to NB Binford Loop)	Medium	Medium
SB I-69 to SB I-465	Medium (Long Barrier Separated Ramp)	High	High (SB I-465 ramp on left)	Low
SB I-69 to SB Binford	High	Low (5% downgrade to signal creates risk of rear-end crashes)	Medium	High
NB I-69 to 82 nd	High (Barrier Separated)	Medium	High (Barrier Separated)	Medium



Alternative Analysis – Driver Expectancy

Qualitative Ratings (Three Adjectives – Low, Medium, High):

- Low – Non-desirable geometric features. Signing does not meet MUTCD requirements
- Medium – Adequate geometry and signing . MUTCD minimum values met.
- High – Desirable geometry meets / exceeds standards with simple signing that meets MUTCD desirable values.

CRITERIA	BUILD ALTERNATIVES			NO BUILD
	A	B	C	
Overall Geometric Layout	Medium (SB Binford on left; NB I-69 lane drop)	Medium	High (SB Binford on right; Full C-D system)	Low
EB I-465 to NB I-69 Ramp Profile	High (Upgrade)	Medium (Downgrade)	Medium (Downgrade)	Medium
NB I-465 to NB I-69 Ramp	Medium	High (Enters on left side of I-69)	Medium	Low
NB I-69 Lane Drop Spacing	Medium (Flyover pushes gore farther north)	Medium	High (Maximize lane drop distance)	N/A
NB I-69 Separation for 82 nd Street	High (Barrier)	Medium	High (Barrier)	Medium
EB I-465 Exit Ramps	Medium	High (Single Exit)	Medium	Low
SB I-69 to SB Binford Blvd	Medium (Exit on Left)	Medium (Exit on Left)	High (Exit on Right)	Medium
EB I-465 to NB Binford / 82 nd Street Loop Ramp	Medium	High (Existing loop ramp is removed)	Medium	Low
SB I-69 to SB I-465	High	Low (RT side ramp drops on curve)	High	Low
SB Binford Blvd Profile at Signal	High	Low (Steep profile from 3 rd level bridge to existing ground)	High	N/A
Signing	High (Separates SB I-69 to Binford ramp from 82 nd Street entrance)	High (One EB I-465 exit)	Medium (SB 82 nd Street on-ramp splits)	Medium



Alternative Analysis – Constructability/Long-Term Maintenance

Qualitative Ratings (Three Adjectives – Low, Medium, High):

- Low – Complex bridges (large skew, straddle bents, long spans, etc.) and construction (extra MOT phases, traffic conflicts). Difficult on-going maintenance.
- Medium – Unconventional construction, conflicts with existing traffic and phases. No overly complex elements requiring special access/preventative maintenance.
- High – Conventional construction techniques with few traffic conflicts. Potential for accelerated construction. Straight-forward on-going maintenance.

CRITERIA	BUILD ALTERNATIVES			NO BUILD
	A	B	C	
Overall Constructability / Maintenance	Medium (large 3 rd -level bridge)	Medium (large 3 rd -level bridge)	High (no 3 rd -level bridges)	N/A
Number of Bridges:	10	9	11	8
Complex Bridges	3 Bridges (#6, #7, #9)	3 Bridges (#6, #7, #8) Bridge #8 is most complex	3 Bridges (#6, #7, #8)	
Total Bridge Area (sf)	274,550	259,170	257,550	96,000
No. of 3 rd Level Structures	1	1	0	0
No. of Straddle Bent Bridges	1	1	2	0
Retaining Wall Area (sf)	149,000	62,320	128,600	N/A



Environmental

CATEGORY	NO-BUILD	ALTERNATIVE A	ALTERNATIVE B	ALTERNATIVE C	ALTERNATIVE C - MODIFIED
Wetlands (acres)	0	6.461*	6.462*	6.461*	6.462*
Rivers and Streams (linear feet)	0	13,460	13,460	13,460	13,460
Floodplains (acres)	0	7.06	7.06	7.06	7.06
Forested Habitat (acres)	0	4.0*	9.3*	6.5*	9.3*
Potential to impact threatened or endangered species	None	Low to Moderate	Low to Moderate	Low to Moderate	Low to Moderate
Potential Section 4(f) Public Parks, Recreation Areas and Wildlife/Waterfowl Refuges (number)	0	1	1	1	1
Potential Section 4(f) Historic Properties/Districts (number)	0	5	5	5	5
Known Archaeological Sites (number)	4	4	4	4	4
Cemeteries (number)	0	0	0	0	0
Potential to negatively impact Cultural Resources	None	Moderate	Moderate	Moderate	Moderate
Section 6(f) Properties (numbers/acres)	0	0	0	0	0
Farmland (acres)	0	0	0	0	0
Residential Relocations (number)	0	0	0	0	0
Business Relocations (number)	0	5	5	5	5
Public Facilities and Services Relocations (number)	0	0	0	0	0
Potential for disproportionate impacts to EJ populations	None	Low	Low	Low	Low
Potential Noise Impacts	None	High	High	High	High
Potential Hazardous Materials Sites (number)	0	11	11	11	11



*Detention requirements may have further impacts on areas of existing right-of-way



Summary of Alternative Analysis

CRITERIA	BUILD ALTERNATIVES			NO BUILD
	A	B	C	
MEETS PURPOSE AND NEED				
	Yes	Yes	Yes	No
OVERALL QUALITATIVE SUMMARY				
High	20	15	23	
Medium	17	18	15	
Low	3	6	3	



Preliminary Recommended Alternative C Modified (I-69 / 82nd Street Interchange)



Preliminary Recommended Alternative C Modified
(I-465 / I-69 Interchange)



Preliminary Recommended Alternative C Modified
(I-465 ATL)



Proposed Traffic Operations
AM Peak "Hot Spot" #1 (WB I-465)



Proposed Traffic Operations
AM Peak "Hot Spot" #1 (WB I-465)

		No-Build - AM								Peak-Hour Average	Speed (mph)
Route	Segment	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30		
NB/WB I-465	S6th St On to NB to NB Ramp	60	58	57	56	55	54	53	52	51	58
		64	58	57	56	55	54	53	52	51	
		65	55	53	54	54	54	53	52	54	
		65	56	54	55	55	55	55	55	55	
		65	56	54	55	54	53	54	50	54	
	NB to NB thru NB to WB	67	59	58	53						53
		63	57								
	NB to WB Ramp to SB to WB Ramp	66	54								54
		62									
	I-69 to Allisonville Rd	64	51								52
64		55	52	52	52	52	52	51	52		
64		57	54	54	54	54	54	55	54		
64		57	55	55	55	55	55	55	55		
64		60	58	58	58	58	58	58	58		
Allisonville On to Keystone Off	65	61	60	60	60	60	60	60	60	60	

		Recommended Alternative - AM								Peak-Hour Average	Speed (mph)
Route	Segment	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30		
NB/WB I-465	S6th/Shadeland On to NB to NB Ramp	60	59	58	58	59	60	60	61	59	59
		60	59	59	59	59	60	61	61	59	
		60	59	58	58	59	60	60	61	59	
		61	60	59	59	59	60	61	61	59	
		61	60	60	60	60	60	61	62	60	
	NB to NB Ramp to NB to WB Ramp	60	60	58	58	59	60	61	61	59	59
		59	58	56	56	57	58	60	60	57	
	NB to WB Ramp to SB to WB Ramp	60	59	57	57	57	58	60	61	57	57
		61	60	59	59	60	60	61	61	60	
	I-69 to Allisonville Rd	61	60	59	59	59	60	61	61	59	59
61		60	59	59	59	60	61	61	59		
61		60	59	59	59	60	61	61	59		
61		60	59	59	59	60	61	61	59		
62		60	59	59	60	61	61	62	60		
Allisonville Rd On to Keystone Ave Off	61	59	56	56	57	59	60	61	57	57	
	61	59	57	57	57	59	60	60	58		

Proposed Traffic Operations
AM Peak "Hot Spot" #2 (SB I-69)



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Proposed Traffic Operations
AM Peak "Hot Spot" #2 (SB I-69)

		No-Build - AM								Peak-Hour Average	Speed (mph)
Route	Segment	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30		
SB I-69	106th	64	64	63	63	60	58	56	56	57	<div style="background-color: #f08080; width: 10px; height: 10px; display: inline-block;"></div> >60 <div style="background-color: #ffcc00; width: 10px; height: 10px; display: inline-block;"></div> 60 <div style="background-color: #ffff00; width: 10px; height: 10px; display: inline-block;"></div> 58 <div style="background-color: #ffcc00; width: 10px; height: 10px; display: inline-block;"></div> 55 <div style="background-color: #ff0000; width: 10px; height: 10px; display: inline-block;"></div> 53
	106th On to 96th Off	62	61	59	51	49	47	46	46	46	
	96th	63	62	61	64	60	58	56	56	56	
	96th On to 82nd Off	63	62	61	58	56	54	52	52	52	
	82nd St	59	56	55	53	51	49	48	48	48	
	82nd On to I-465 Split	58	57	56	54	52	50	49	49	49	
		55	54	53	51	49	47	46	46	46	
		54	52	51	49	47	45	44	44	44	
		Recommended Alternative - AM								Peak-Hour Average	Speed (mph)
Route	Segment	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30		
SB I-69	at 106th St	65	64	64	64	65	65	65	65	65	<div style="background-color: #f08080; width: 10px; height: 10px; display: inline-block;"></div> >60 <div style="background-color: #ffcc00; width: 10px; height: 10px; display: inline-block;"></div> 60 <div style="background-color: #ffff00; width: 10px; height: 10px; display: inline-block;"></div> 57.5 <div style="background-color: #ffcc00; width: 10px; height: 10px; display: inline-block;"></div> 55 <div style="background-color: #ff0000; width: 10px; height: 10px; display: inline-block;"></div> 52.5
	106th St On to 96th St Off	63	62	61	61	62	63	64	64	62	
	at 96th St	62	60	58	58	60	62	62	63	60	
	96th St On to 82nd St Off	62	61	60	60	61	62	63	63	61	
	at 82nd St	63	62	60	62	62	63	63	63	62	
		62	61	56	58	60	62	63	63	59	
		62	61	58	59	60	61	63	63	60	
		60	59	57	58	58	60	61	61	58	
	60	58	57	58	58	59	60	60	58		
	61	60	59	59	59	60	61	61	59		
	60	59	58	58	59	60	61	61	59		
	59	57	56	56	57	58	60	60	57		
	60	58	57	57	58	59	60	60	58		
	59	59	58	58	58	59	60	60	58		

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Proposed Traffic Operations
PM Peak "Hot Spot" #3 (EB I-465)



Proposed Traffic Operations
PM Peak "Hot Spot" #3 (EB I-465)

		No-Build - PM								Peak-Hour Average	Speed (mph)	
Route	Segment	4:30	4:45	5:00	5:15	5:30	5:45	6:00	6:15			
EB/SB I-465	Keystone On to Allisonville Off	60	55	53	56	58	59	58	58	58	60	58
	at Allisonville Rd	67	57	57	57	58	58	58	58	58	58	58
		68	57	57	57	58	58	58	58	58	58	58
		69	57	57	57	58	58	58	58	58	58	58
		62	57	57	57	58	58	58	58	58	58	58
	Allisonville to I-69	64	58	58	58	58	58	58	58	58	58	58
	65	58	58	58	58	58	58	58	58	58	58	58
	62	58	58	58	58	58	58	58	58	58	58	58
	EB to SB Ramp to EB to NB Ramp	54	54	54	54	54	54	54	54	54	54	54
	EB to NB Ramp to SB to SB Ramp	60	57	56	56	56	56	56	56	56	56	56
I-69 to 50th St Off	63	58	56	56	56	56	56	56	56	56	56	
64	60	58	58	58	58	58	58	58	58	58	58	

		Recommended Alternative - PM								Peak-Hour Average	Speed (mph)	
Route	Segment	4:30	4:45	5:00	5:15	5:30	5:45	6:00	6:15			
EB/SB I-465	Keystone Ave On to Allisonville Rd Off	59	59	59	59	55	59	59	60	59	59	59
	at Allisonville Rd	57	57	57	57	55	56	57	58	58	58	58
		59	58	58	58	57	57	58	59	58	58	58
		58	57	58	57	57	57	58	59	58	58	58
		56	56	57	56	56	55	57	58	56	56	56
	Allisonville Rd On to I-69	56	56	56	55	55	56	56	57	55	55	55
		59	58	58	58	58	58	59	59	58	58	58
		59	58	58	58	58	58	58	59	58	58	58
		59	57	58	57	57	57	58	58	58	57	57
	EB to NB Ramp to EB to 82nd St Ramp	61	60	60	60	59	60	60	60	60	60	60
EB to 82nd St Ramp to SB to SB Ramp	60	59	59	59	59	59	59	60	59	59	59	
60	59	59	59	59	59	59	59	60	59	59	59	
60	59	59	59	59	59	59	59	60	59	59	59	
I-69 to 50th/Shadeland	58	56	55	55	54	55	56	58	55	55	55	
58	56	56	56	55	55	56	58	55	55	55	55	
60	58	58	57	58	57	58	59	59	58	58	58	



Proposed Traffic Operations
PM Peak "Hot Spot" #4 (NB I-69)



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Proposed Traffic Operations
PM Peak "Hot Spot" #4 (NB I-69)

No-Build - PM

Route	Segment	4:30	4:45	5:00	5:15	5:30	5:45	6:00	6:15	Peak-Hour Average	Speed (mph)
NB I-69	NB Binford Blvd	57	55	54	54	54	54	56	56	54	>60
	I-465 to 82nd St Off	64	58	57	57	57	57	57	57	57	60
	at 82nd St	62	54	55	53	54	54	56	56	54	55
	at 82nd St	65	60	59	59	59	59	59	60	60	59
	82nd St On to 96th St Off	64	59	58	57	57	58	58	58	57	58
	at 96th St	65	62	62	61	61	61	62	61	61	61
	at 96th St	66	63	63	62	62	63	63	63	63	62
	at 96th St	66	64	63	63	63	63	63	63	63	63
	at 96th St	66	64	63	63	63	63	63	63	63	63
	96th St On to 106th St Off	65	62	61	61	61	61	61	61	61	61
at 106th St	66	64	63	63	63	63	63	63	63	63	
at 106th St	67	65	65	65	65	65	65	65	65	65	

Recommended Alternative - PM

Route	Segment	4:30	4:45	5:00	5:15	5:30	5:45	6:00	6:15	Peak-Hour Average	Speed (mph)
NB I-69	EB to NB Ramp On to NB to NB Ramp On	61	61	60	61	60	61	61	61	61	>60
	at 82nd St	62	61	61	61	61	61	61	61	61	60
	at 82nd St	59	58	57	57	57	56	57	59	57	57.5
	at 82nd St	62	61	61	61	60	60	61	61	61	55
	at 82nd St	62	61	61	61	61	61	61	61	61	52.5
	82nd St On to 96th St Off	60	59	59	59	58	58	59	60	58	58
	at 96th St	57	55	55	54	53	54	55	57	54	54
	at 96th St	61	60	60	60	58	59	60	61	60	61
	at 96th St	62	60	61	60	61	60	61	61	60	60
	at 96th St	63	61	62	61	61	61	62	62	61	61
	at 96th St	63	62	62	62	62	62	62	63	62	62
	at 96th St	64	63	63	63	63	63	63	63	63	63
	at 96th St	64	63	63	63	63	63	63	63	63	63
	96th St On to 106th St Off	63	60	61	61	61	61	61	61	62	61
	at 106th St	64	63	63	63	63	63	63	63	63	63
at 106th St	65	64	64	64	64	64	64	64	65	64	

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Selection of the Preferred Alternative

- Safety ✓
- Traffic Operations analysis ✓
- Optimize Value ✓
- Constructability ✓
- Environmental considerations ✓
- Public and Stakeholder Input



Project Summary

- **Spring 2019:** Finalize Environmental Assessment (EA), hold public hearing
- **Spring 2020:** Begin construction
- Future stakeholder & public meetings
 - Public Hearing (Anticipated Spring 2019)

Questions & Discussion



Contact: JoAnn Wooldridge

Email: clearpath465@indot.in.gov

Visit the project website at www.clearpath465.indot.in.gov



Questions



Questions





Draft Purpose & Need Statement
Clear Path 465
Des. No. 1400075

The need for the Clear Path 465 project stems from insufficient capacity that causes backups during the peak hours and safety concerns due to a high volume of crashes within the project area (see Figure 1).

- **Congestion.** There is insufficient existing and future capacity in critical roadway segments of the project area, resulting in congestion issues. The results of traffic analyses (discussed further below) show unacceptable Levels of Service (LOS) for both base-year (2015) and design-year (2040) traffic in each direction along critical roadway segments within the project corridor. LOS is a performance measure that represents quality of service, measured on an A – F scale, with LOS A representing the best operating conditions from a traveler’s perspective and LOS F the worst. The entire project area is considered urban, which means the minimally acceptable LOS is D.
- **Safety.** Between 2013 and 2015, over 1,058 crashes were reported within the project area – an average of nearly one crash per day. Contributing factors include traffic congestion and weaving movements. There are also substandard shoulder widths along I-69, which do not provide space for emergency storage of disabled vehicles, enforcement activities, or maintenance activities. Crash data is discussed further below.

The purpose of the Clear Path 465 Project is to improve overall traffic operation by increasing capacity to meet an acceptable LOS (at least LOS D), and to improve safety.

Supporting Data

1. Peak-hour traffic volumes were collected by INDOT in 2014 and 2015. The INDOT Technical Planning and Programming section used the Indiana Statewide Travel Demand Model to assign an annual growth rate to the mainline (0.6%) and ramps (0.3%) in the project area to forecast the 2040 (“design year”) peak-hour volumes. The adjusted and balanced data was then analyzed to produce an LOS for key segments in the project area. The base-year (2015) and design-year (2040) peak hour LOS for traffic congestion throughout the project area are summarized in Table 1.
 - a. Eastbound I-465 experiences congestion during both base-year AM and PM peak hours (morning and evening rush hour) on multiple roadway segments. Eastbound I-465 has five mainline lanes over the White River, but is reduced to three mainline lanes after the Allisonville Road off-ramp and continuing to I-69. The base-year LOS is E in both the AM and PM peak hours between the Allisonville on-ramp and the Binford Boulevard off-ramp. The same section drops to an LOS F for both AM and PM peak hours of the design year.
 - b. The eastbound I-465 to northbound I-69 ramp is a one-lane, low-speed loop ramp. This loop ramp also forms a tight weaving section on northbound Binford Boulevard with the northbound Binford Boulevard loop ramp to westbound I-465. The high demand and low



speeds on the eastbound to northbound loop ramp cause queuing that can back up onto the eastbound I-465 mainline lanes, especially in the PM peak hour. This section of eastbound I-465 shows a base-year LOS E in both the AM and PM peak hours. The LOS in the PM peak hour drops to an LOS F in the design year.

- c. Southbound I-465 between I-69 and the 56th Street/Shadeland Avenue exit has four mainline lanes but still experiences heavy congestion resulting in LOS E in the base-year AM and PM peak hours. The LOS drops to F in both AM and PM peak hours of the design year.
- d. Northbound I-465 between the 56th Street/Shadeland Avenue on-ramp and the I-69 off-ramp has four mainline lanes but still experiences heavy congestion in the base-year AM and PM peak hours resulting in a base-year LOS E in both the AM and PM peak hours. The LOS drops to F in both AM and PM peak hours of the design year.
- e. Westbound I-465 experiences congestion during both base-year AM and PM peak hours, but especially the AM peak period. Motorists traveling from southbound I-69 to westbound I-465 use a two-lane ramp that drops to one lane after merging with westbound I-465. This lane then acts as an auxiliary lane that exits at the Allisonville Road off-ramp. This leaves three westbound mainline lanes after the Allisonville Road off-ramp. The limited capacity of this weaving section between I-69 and Allisonville Road results in a base-year LOS F in the AM peak hour and LOS E in the PM peak hour. Both AM and PM peak hours are LOS F in the design year. The three-lane section of westbound I-465 after the Allisonville Road off-ramp shows a base-year LOS F in the AM peak hour and LOS D in the PM peak hour. The design-year analysis shows an LOS F in the AM peak hour and LOS E in the PM peak hour.
- f. Southbound I-69 experiences congestion during both base-year and design-year AM and PM peak hours. The segment between the southbound 82nd Street off-ramp and the southbound 82nd Street on-ramp has four mainline lanes. The design-year analysis shows an LOS E in the AM peak hour. Farther south, the left two lanes of southbound I-69 split to southbound Binford Boulevard. This forces most of the heavy I-69 traffic volumes bound for I-465 into the right two lanes upstream of the 82nd Street on-ramp. A problematic weaving movement is caused by the 82nd Street on-ramp traffic entering southbound I-69 and weaving across three lanes to get to southbound Binford Boulevard before the gore. This weaving movement and the lack of adequate capacity on southbound I-69 causes a base-year LOS E in the AM peak hour, which worsens to an LOS F in the design year. Also, the two-lane ramp from southbound I-69 to southbound I-465 operates at LOS E in the base-year AM peak hour and LOS F in the design-year AM peak hour.
- g. Northbound I-69 experiences congestion during the base-year PM peak hour between I-465 and 82nd Street. Traffic from northbound Binford Boulevard and eastbound I-465 going to the northbound 82nd Street off-ramp weaves across two lanes of heavy traffic from northbound I-465. This weaving movement on northbound I-69 causes a base-year LOS E in the PM peak hour and design-year LOS E in the AM peak hour and LOS F in the PM peak



hour. Also, the two-lane ramp from northbound I-465 to northbound I-69 operates at LOS E in the base-year PM peak hour and LOS F in the design-year PM peak hour.

Table 1. Existing Design Speeds and LOS Summary

CRITICAL ROADWAY SEGMENTS	EXISTING # OF LANES	DESIGN SPEED (MPH)	LOS (AM/PM)	
			BASE-YEAR (2015)	DESIGN-YEAR (2040)
EB I-465 – White River to Allisonville Rd	4	70	C/D	D/E
EB I-465 - Inside Allisonville Rd Interchange	3	70	D/D	D/E
EB I-465 – Allisonville Rd On-Ramp to Binford Blvd Off-Ramp	3	70	E/E	F/F
EB I-465 – Binford Blvd Off-Ramp to Loop Ramp	3	70	E/E	E/F
EB I-465 – Loop Ramp to I-69 On-Ramp	3	70	C/C	D/D
SB I-465 – I-69 On-Ramp to 56 th St. / Shadeland Ave.	4	70	E/E	F/F
NB I-465 – 56 th St. / Shadeland Ave. to I-69 Ramps	4	70	E/E	F/F
WB I-465 – I-69 Ramp to Loop Ramp	3	70	D/C	E/D
WB I-465 – Loop Ramp to I-69 Ramp	3	70	C/C	D/C
WB I-465 – I-69 Ramps to Allisonville Rd (weave)	4	70	F/E	F/F
WB I-465 – Inside Allisonville Rd Interchange	3	70	F/D	F/E
WB I-465 – Allisonville Rd to White River	4	70	E/D	F/D
NB I-69 – I-465 Ramps/Binford Blvd to 82 nd St. (weave)	4	55	D/E	E/F
NB I-69 – Inside 82 nd St. Interchange	4	55	C/D	C/D
NB I-69 – North of 82 nd St.	5	55	C/C	C/D
SB I-69 – North of 82 nd St.	5	55	D/C	D/C
SB I-69 – Inside 82 nd Street Interchange	4	55	D/C	E/C
SB I-69 – 82 nd Street to I-465 Ramps (weave)	5	55	E/C	F/D
NB Binford – 75 th St. to NB I-69	2	55	C/C	C/C
NB I-465 to NB I-69/82 nd St.	2	50	D/E	D/F
SB I-69 to WB I-465	2	50	C/B	C/C
SB I-69 to SB I-465	2	50	E/D	F/D

Highlighted cells show unacceptable LOS in the base-year and/or the design year.

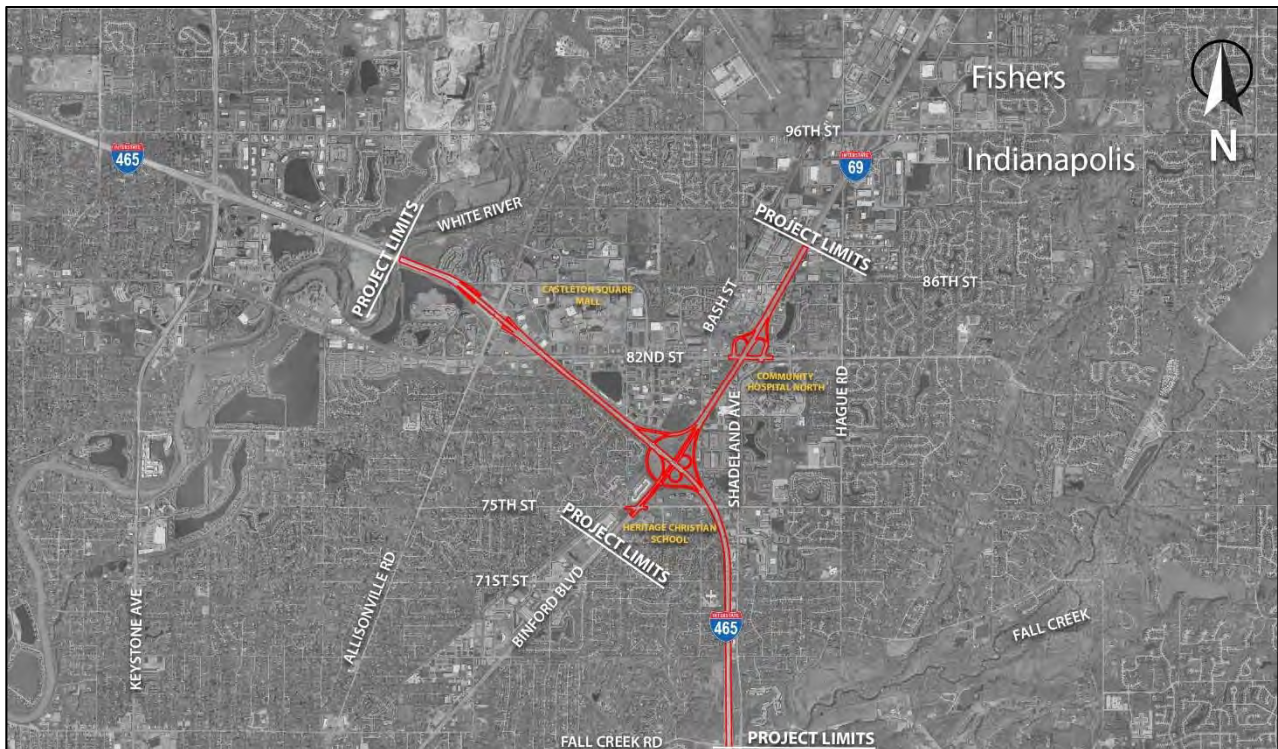


- Specific areas within the interchange have been identified as “high-crash” due to the number and type of crashes. These areas are eastbound I-465 as it approaches the eastbound I-465 to southbound Binford Boulevard off-ramp (large number of rear end crashes), and southbound I-69 just south of the 82nd Street on-ramp (large number of rear end and sideswipe crashes) due to weaving. A summary of crash data is provided in Table 2.

Table 2. Historical Crash Summary (2013 to 2015)

CRASH SEVERITY	CRASH LOCATION					
	NB I-69	SB I-69	WB/NB I-465	EB/SB I-465	UNKNOWN DIRECTION	NB/SB BINFORD
Property Damage Only	35	142	302	379	18	10
Injury	10	39	45	68	7	3
Fatality	0	0	0	0	0	0
PROPERTY DAMAGE ONLY (PDO) CRASHES [YEARLY MEAN]:						295
FATAL/INJURY (FI) CRASHES [YEARLY MEAN]:						57
CRASHES [YEARLY MEAN]:						353
CRASHES [3-YEAR TOTAL]:						1058

Figure 1. Clear Path I-465 Project Area





Clear Path 465 September 2018

JoAnn Wooldridge, INDOT Project Manager
Dan Miller, Parsons Environmental Manager



Project Updates

- Project Overview
- Environmental
- Alternatives Analysis
- Recommended Alternative



Project Overview - Purpose and Need

The project need stems from:

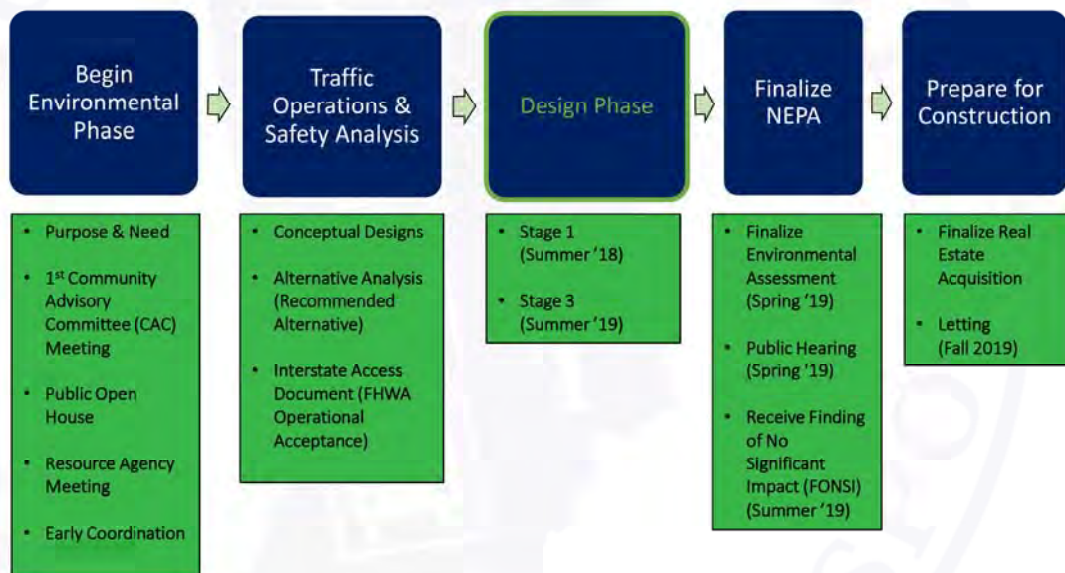
- **Congestion**
 - Insufficient capacity for existing and future (2040) traffic volumes along critical roadway segments within the Project Area resulting in significant congestion issues.
- **Safety**
 - Between 2013 and 2015, over 1,000 crashes were reported within the Project Area – an average of almost 1 crash per day.
 - Causes: Not enough lanes, weaving movements (system & local movements)

The **Purpose** of the Project is to:

- Improve overall traffic operations by increasing capacity to meet LOS goals for each movement.
- Improve safety
 - Reduce total number of crashes and crash rates (crashes/mile/year)
 - Decrease the fatality / injury severity percentages



Project Overview – Project Development Process



Project Stakeholders

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



Environmental

- Right-of-way
 - New Right-of-Way/Relocations
 - Upcoming Kitchen-Table Meetings
- Streams, Wetlands, and Other Waters
 - Waters of the U.S./State Report Currently under Review
- Environmental Justice (low income & minority populations)
- Cultural Resources (Historical/Archaeological)
- Parks and Recreational Lands (Trails)
- Noise



Alternative Analysis

The selection of the Preferred Alternative is based on many factors including:

- Safety
- Traffic Operations analysis
- Optimize Value
- Constructability
- Environmental considerations
- Public and Stakeholder Input



Alternative Analysis Overview - A, B and C



Three Build-Alternatives were presented at the August 2017 open house.



Preliminary Recommended Alternative C Modified (I-69 / 82nd Street Interchange)



NextLevel
INDIANA



Preliminary Recommended Alternative C Modified (I-465 / I-69 Interchange)



NextLevel
INDIANA



Preliminary Recommended Alternative C Modified (I-465 ATL)



NextLevel
INDIANA



Selection of the Preferred Alternative

- Safety ✓
- Traffic Operations analysis ✓
- Optimize Value ✓
- Constructability ✓
- Environmental considerations ✓
- Public and Stakeholder Input

NextLevel
INDIANA



Project Outreach

- Public Open House (Summer 2017)
- Two Citizen Advisory Committee meetings (Summer 2017/Spring 2018)
- Right-of-Way, Kitchen-Table Meetings (Fall 2018)
- Transportation Management Plan (TMP) Meetings (Fall/Winter 2018)
- Noise meetings (Fall/Winter 2018)
- Public Hearing (Spring 2019)



Project Summary

- **Spring 2019:** Finalize Environmental Assessment (EA), hold public hearing
- Future stakeholder & public meetings
 - Public Hearing (Anticipated Spring 2019)
- **Fall 2019:** Construction letting

Questions & Discussion



Contact: JoAnn Wooldridge
Email: clearpath465@indot.in.gov

Visit the project website at www.clearpath465.indot.in.gov





Clear Path 465 Informational Meeting Sign-In Sheet September 12, 2018

Name	Organization If applicable	Email	Street Address	Zipcode
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Clemesa McCreedy

Community Health

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Clear Path 465 Informational Meeting Sign-In Sheet September 12, 2018

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Clear Path 465 Informational Meeting Sign-In Sheet
 October 15, 2018

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Clear Path 465 Informational Meeting Sign-In Sheet
 October 15, 2018

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Lori + DAN BUCKLEY		DANBUCKLEY62@GMAIL.COM	7229 AVALON TRAIL CT	46250



Clear Path 465 Informational Meeting Sign-In Sheet

October 15, 2018

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Clear Path 465
I-465/I-69 Interchange
Reconstruction & ATL
Noise Meeting
December 17, 2018



Agenda

- Introductions
- Project overview and status
- Noise basics
- Noise analysis process
- Noise barrier evaluation
- Proposed noise barrier locations
- Property owner survey
- Questions & Answers



Introductions

- **Indiana Department of Transportation (INDOT)**

- Runfa Shi, Project Manager
- Brandon Miller, Environmental Services

- **Parsons project team**

- Mark Perron, Project Manager
- Dan Miller, Environmental Services Manager
- Tony Pakeltis, Noise Analyst



Project Overview

- **Clear Path 465 Projects in Marion County**

- Modification of I-465/I-69 Interchange
- Modification of interchange ramps at I-465/Allisonville Road and I-69/82nd Street
- Added travel lanes on I-465 and I-69

- **Purpose and Need**

- Improve overall traffic operations by increasing capacity
- Improve safety
 - Reduce total number of crashes and crash rates (crashes/mile/year)
 - Decrease the fatality/injury severity percentages



Project Area



Project Limits:

- White River bridge to Fall Creek bridge

Number of Lanes:

- Existing: 3 through-lanes + 1 auxiliary lane between interchanges
- Proposed: 4 through-lanes + 1-2 auxiliary lanes between interchanges

Key Features:

- Reconstruct inside shoulders and construct lanes to outside
- I-465 constructed off-line through I-69 interchange
- No work to existing overpass bridges carrying Allisonville Road, 82nd Street, and 75th Street
- No major work to existing Allisonville Road interchange



Project Limits:

- 75th Street to north of 82nd Street

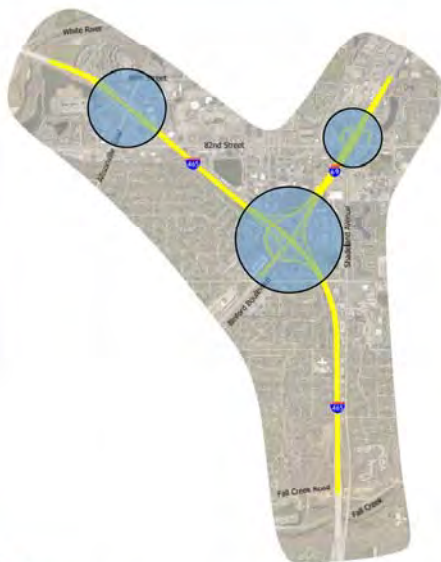
Number of Lanes:

- Existing: 4 through-lanes + 0-1 auxiliary lane between interchanges
- Proposed: 4 through-lanes + Collector/Distributor (C/D) roadway

Key Features:

- Movements to 82nd Street and Binford Boulevard on C/D roadway
- Southbound (SB) Binford Boulevard now exits off I-69 before 82nd Street

7



I-465 and I-69

- Partial cloverleaf with semi-directional Ramps
- New high-speed ramp for Eastbound I-465 to Northbound I-69
- Increased ramp capacity with more lanes
- Separating interstate from local traffic (i.e. Eastbound exit to I-69 separate from exit to 82nd Street C/D roadway).

I-69 and 82nd Street

- Folded Diamond
- On-ramp from 82nd Street to SB I-69 splits to both I-69 and Binford before entering the interstate – Removes weave movement that degrades safety and mobility.

I-465 and Allisonville Road

- Existing single-point interchange
- Minor ramp reconstruction

8



Project Status

- **Environmental**

- Right-of-Way
 - New Right-of-Way/Relocations
- Streams, Wetlands, and Other Waters
- Cultural Resources (Historical/Archaeological)
- Section 4(f)
 - 71st St. Trail
 - Historic Properties/Districts
- Environmental Justice (low income & minority populations)
- Noise



Project Status

- **Spring/Summer/Fall 2019**

- Finalize Environmental Assessment (EA)
- Hold Public Hearing
- Finding of No Significant Impact (FONSI)

- **INDOT is reviewing options with contract packaging that will determine final construction schedule**

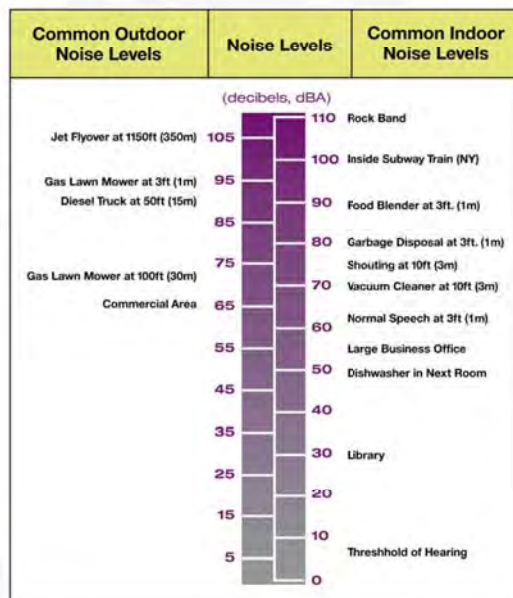


Noise Basics

- **Noise is unwanted sound**
- **Sound is a pressure fluctuation caused by vibration (source)**
 - Travels through a medium such as air (path)
 - Capable of causing response in human ear & brain (receiver)
 - Sound levels are measured in decibels (dBA)



Noise Basics



Noise Basics

Change in Sound Level	Perception
3 dBA	Barely Perceptible
5 dBA	Clearly Perceptible
10 dBA	Twice as Loud



Noise Basics



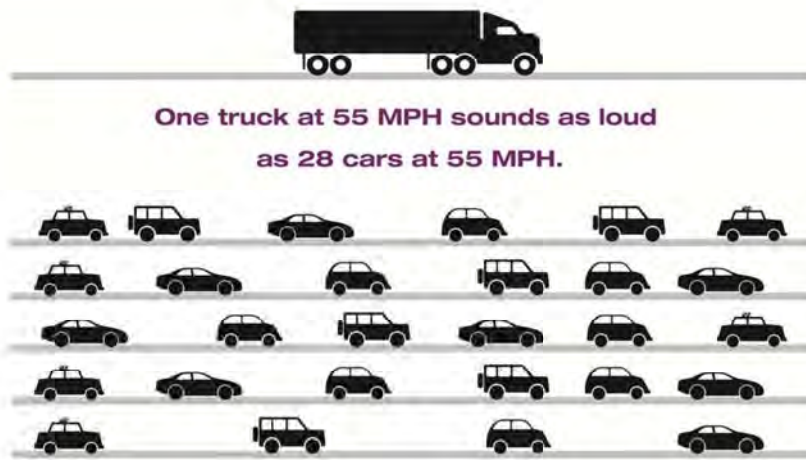
2,000 vehicles per hour sound twice as loud (+10 dBA) as 200 vehicles per hour.



Traffic at 65 MPH sounds twice as loud (+10 dBA) as traffic at 30 MPH.



Noise Basics



Noise Basics

- **Federal Highway Act of 1970**

- Mandated Federal Highway Administration (FHWA) to develop standards for traffic noise. Regulations are found in 23 CFR 772.

- **INDOT Traffic Noise Policy**

- States are required to develop & implement noise policy based on 23 CFR 772 standards. FHWA must review and approve state policies.
- Noise analysis is required for all Type I highway projects that require FHWA approval. Also applies to all Type I projects on roadways that are part of the Interstate System.
- The most current update of INDOT's Traffic Noise Policy was July 2017.



Noise Analysis Process

- **Noise impacts occur when either**

- Predicted sound level approaches or exceeds Noise Abatement Criteria (NAC)
 - 67 dBA for residences
 - Approach NAC = 66 dBA
- Predicted sound level substantially exceeds existing sound level
 - 15+ dBA increase



Noise Analysis Process

- **Identify areas of frequent outdoor human use**

- Front or backyards of residences, balconies or patios of apartments, outdoor seating at commercial properties, recreational areas

- **Field measurement of existing noise levels**

- **Future noise level prediction based on year 2040 traffic forecasts**

- **Determine impacts**

- **Evaluate abatement measures for impacts**



Noise Analysis Process

- **FHWA Traffic Noise Model (TNM) 2.5**

- 3D modeling software used to analyze existing and projected traffic volumes & speeds
- Roadways, pavement, terrain, grass, and receiver locations are also added to the model
- Generates existing and predicted future noise levels
- Identifies noise impacts
- Evaluates noise barrier effectiveness



Noise Barrier Evaluation

- **Feasible**

- Acoustic Feasibility: 5 dB(A) reduction at a majority of impacted receivers
- Engineering Feasibility: Consider environmental, drainage, safety, and other issues to identify best location for a barrier

- **Reasonable**

- Noise Reduction Goal
 - 7 dB(A) reduction for majority of receivers on property directly adjacent to the roadway.
- Cost effectiveness
 - INDOT uses \$30/square foot to estimate barrier cost
 - Cost per benefited receptor of \$25,000 or less is considered cost-effective. Cost per benefited receptor goes up to \$30,000 if the majority of the homes were built prior to initial construction of the roadway.
- Property owner support
 - Support for single family home residences is based on a simple majority of votes. For apartment complexes, the opinion of the property owner and the occupants are considered. Businesses are also solicited for input if their property is behind a noise barrier.



Evaluated Noise Barriers



Preliminary Feasible and Reasonable Noise Barriers



Preliminary Feasible and Reasonable Noise Barrier 1



- **East side of I-69, north of 82nd Street**
 - 1,900 feet long
 - Estimated cost \$821,760
 - Average height 14.4 ft
 - 144 benefited receivers



Preliminary Feasible and Reasonable Noise Barrier 2



- **East side of I-69, south of 82nd Street**
 - 1,250 feet long
 - Estimated cost \$640,830
 - Average height 17.1 ft
 - 84 benefited receivers



Preliminary Feasible and Reasonable Noise Barrier 3



- **North of 75th St, along I-465 WB to I-69 NB ramp**
 - 1,600 feet long
 - Average height 16.0 ft
 - Estimated cost \$747,540
 - 88 benefited receivers



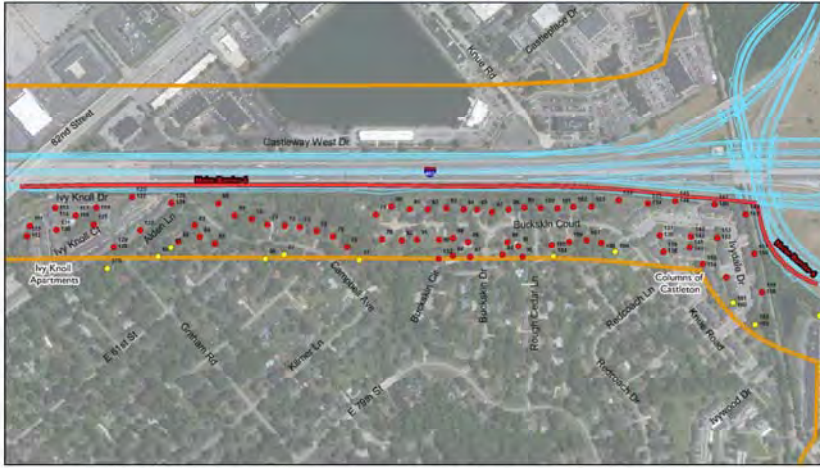
Preliminary Feasible and Reasonable Noise Barrier 4



- **North side of I-465, west of Allisonville Rd**
 - 2,460 feet long
 - Average height 16.0 ft
 - Estimated cost \$1,181,430
 - 248 benefited receivers



Preliminary Feasible and Reasonable Noise Barrier 6

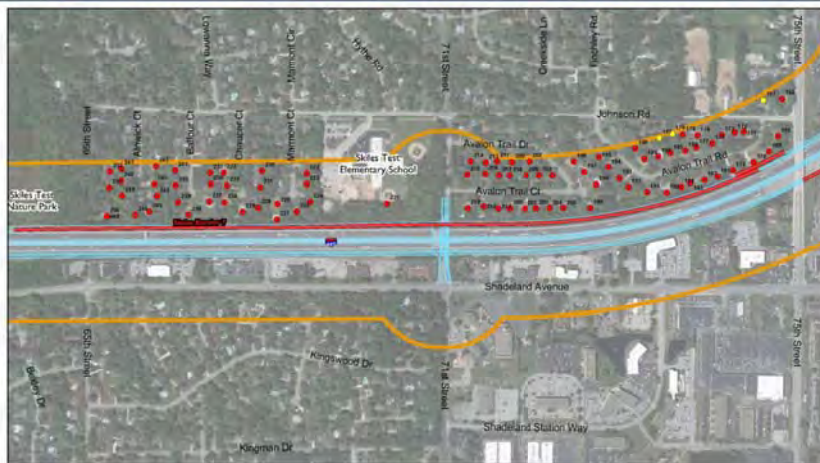


- **South side of I-465, east of Allisonville Rd**

- 5,500 feet long
- Estimated cost \$2,499,180
- Average height 15.1 ft
- 238 benefited receivers



Preliminary Feasible and Reasonable Noise Barrier 7



- **West side of I-465, south of 75th Street**

- 5,600 feet long
- Estimated cost \$2,340,000
- Average height 13.9 ft
- 102 benefited receivers



Noise Barrier Types



- **Typical noise barrier has a panel design**



Noise Barrier Types



- **Noise wall texture is usually either block wall design or panel design**



Property Owner Survey

- **Turn in completed survey cards tonight**
- **For questions, email or call:**
daniel.j.miller@parsons.com (317) 616-4663
- **Or mail survey cards, postmarked no later than January 17, 2019:**

Parsons
Clear Path 465 Project
Attn: Daniel J. Miller
101 W. Ohio St., Suite 2121
Indianapolis, IN 46204



Thank you for Attending!



Contact: Runfa Shi
Email: clearpath465@indot.in.gov

Visit the project website at www.clearpath465.indot.in.gov





Clear Path 465 Public Noise Meeting Sign-In Sheet

December 17, 2018

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December 17, 2018

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Clear Path 465 Public Noise Meeting Sign-In Sheet

December 17, 2018

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Clear Path 465 Public Noise Meeting Sign-In Sheet

December 17, 2018

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Clear Path 465 Public Noise Meeting Sign-In Sheet

December 17, 2018

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Clear Path 465 Public Noise Meeting Sign-In Sheet

December 17, 2018

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Clear Path 465 Public Noise Meeting Sign-In Sheet

December 17, 2018

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