

FHWA-Indiana Environmental Document
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM
GENERAL PROJECT INFORMATION

Road No./County:	I-465 and I-65 / Marion County, Indiana
Designation Number:	0902297
Project Description/Termini:	The Indiana Department of Transportation proposes a project to improve the I-465 and I-65 interchange. The project is located along the south leg of I-465 in southern Marion County, Indiana, within the Indiana Department of Transportation's (INDOT) Greenfield District. The project begins approximately 0.2 mile west of Carson Avenue and extends 2.3 miles east to approximately 0.5 mile west of Emerson Avenue. Along I-65, the project begins just north of Hanna Avenue and extends south approximately 3.3 miles to just north of Southport Road.

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager).
X	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services).
	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA.
	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA.

Note: For documents prepared by or for Environmental Services, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval _____ 8/1/2012
 ESM Signature Date ES Signature Date

 FHWA Signature Date

Release for Public Involvement _____
 ESM Initials Date

RC 4-30-12
 ES Initials Date
 INDOT Public Involvement requirements met: Public Check 4-30-12

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Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

Reviewer Signature _____ Date _____

Name and organization of CE/EA Preparer: Michael S. Oliphant, United Consulting; reviewed by Devin L. Stettler, MPI, AICP

Part I - PUBLIC INVOLVEMENT

Every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. **The level of public involvement should be commensurate with the proposed action.**

Discuss what public involvement activities (legal notices, letters to affected property owners and residents, meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

Remarks:

This project will require the acquisition of 8.4 acres of new permanent right-of-way. A public hearing was held on April 10, 2012 in accordance with the INDOT Public Involvement Manual (Part 1, Section IV.C.4) since greater than 0.5 acre of new permanent or temporary right-of-way is required. This meeting provided an opportunity for all interested and affected parties, including any affected minority and low income populations which may be impacted to identify themselves and express their opinions regarding the human health and environmental impacts due to the proposed project. Several written and verbal comments were submitted by the April 27, 2012 deadline. These comments concentrated mostly on increased noise and neighborhood safety. A copy of the public hearing transcript and deposition to the public hearing comments are located in Appendix K.

A notice of survey was sent to impacted property owners on February 10, 2011. The notice of survey is located on Appendix page K-1. To meet the public involvement requirements of Section 106, FHWA's finding of "no historic properties affected" was advertised in the *Indianapolis Star* on September 12, 2011. The public comment period closed on October 17, 2011. The text of the public notice and the affidavit of publication appear on Appendix page D-3 of this report. No comments were received by the published deadline.

Public Controversy on Environmental Grounds

Will the project involve substantial controversy concerning community and/or natural resource impacts?

Yes

No

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Date:

July 2012

Remarks:

Several concerns were expressed during the public involvement phase of this project. The concerns expressed by the public in regards to the preferred alternative concentrated mostly on increased noise and neighborhood safety. A detailed list of each concern and associated response are found in Appendix K of this document. The comments received were considered not to involve substantial controversy since most were in regards to traffic noise policy.

A noise impact analysis was completed in accordance with the 2011 INDOT Traffic Noise Policy (effective 07-13-2011). Based on the analysis, noise abatement is feasible and cost-effective at three locations within the project limits. These locations of likely abatement measures are I-465 EB, I-465 WB and I-65 NB3 (near Edgewood Avenue). All other areas were considered unfeasible or not cost effective per INDOT's 2011 Traffic Noise Policy requirements for noise wall installation. The noise impact analysis was approved by the Indiana Department of Transportation on July 23, 2012.

Opportunity for a Public Hearing Required	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
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Part II - General Project Identification, Description, and Design Information

Sponsor of the Project: Indiana Department of Transportation INDOT District: Greenfield
Local Name of the Facility: I-465 and I-65

Funding Source: 80% Federal 20% State Local Private

PURPOSE AND NEED:

Describe the problem that the project will address.

The purpose of the project is to reduce congestion, improve safety and the overall condition of the southbound and northbound to eastbound traffic movements within the I-465 at I-65 interchange. The primary need for this project is the increased congestion along the freeway resulting from the significant growth occurring in the area, the diminished safety from the increased congestion, the deteriorating condition of the existing freeway, and a number of substandard geometric features that do not meet current INDOT design standards.

The City of Greenwood and the surrounding area in northern Johnson County and southern Marion County have experienced increased growth and development over the past several years, and plans are underway for future development within the area of the project. As a result, traffic volumes have risen sharply throughout the corridor. Based on current traffic counts, the interchange has several directional movements that are operating at a Level of Service (LOS) below the minimum requirements for a facility of this type, and traffic forecasts indicate the majority of the corridor will not meet minimum LOS requirements in the design year 2032. Along with this increased traffic, there has been a steady increase in the number of accidents that have occurred within the project limits.

The pavement within the project limits is in relatively good condition where resurfacing has occurred. The shoulders were not resurfaced with the travel lanes during the previous resurfacing and are generally in fair condition. Rumble strips were visually observed throughout the corridor but appear worn away and in poor condition. The section of I-65 between Thompson Road and I-465 that is currently concrete is considered in fair condition. The condition of the pavement under the Thompson Road bridge is poor.

I-465 carried 112,780 vehicles per day (VPD) in 2011 and traffic is projected to increase to 130,550 VPD by 2032. I-65 carried 112,550 VPD in 2011 and traffic is projected to increase to 130,280 VPD by 2032. The interchange at I-465 and I-65 is presently reaching its traffic-carrying capacity, with peak density rates on certain mainline and ramp segments to exceed acceptable limits. Any additional forecasted traffic causes further reduction in the LOS, thus causing longer and more intense periods of congestion along the corridor.

A LOS Analysis was conducted by American Structurepoint, Inc. as part of the 2011 Engineer's Report for the project. LOS is a qualitative description of operation based on delay and maneuverability. It can range from "A" representing free flow conditions to "F" representing gridlock. The existing (current year) and design year within the project limits for

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the mainline, ramps, and weaving segments were analyzed. The LOS summary for these scenarios based on the existing lane configurations and existing geometry at this interchange are provided in the Traffic Data and Capacity Analysis of the Engineer's Report located in Appendix J of this document. The results of the analysis indicates if no improvements are made, several of the ramp junctions and mainline segments within the project limits will be functioning at a LOS as low as F in at least one of the peak hours.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Marion County, Indiana
Municipality: City of Indianapolis, Southport, and Beech Grove
Limits of Proposed Work: The project begins approximately 0.2 mile west of Carson Avenue and extends approximately 2.3 miles east to approximately 0.5 mile west of Emerson Avenue. Along I-65, the project begins just north of Hanna Avenue and extends south approximately 3.3 miles to just north of Southport Road.
Total Work Length: 5.6 Miles

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?

Yes¹		No	
X			
Date:		Pending	

If yes, when did the FHWA grant a conditional approval for this project?

¹If an IMS or IJS is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IMS/IJS.

In the Remarks box below, describe in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.

The Indiana Department of Transportation plans to address the capacity issues associated with this I-465 and I-65 south interchange. The project will improve the westbound to southbound traffic movement and the northbound to eastbound traffic movement. The I-465 Eastbound to Southbound I-65 ramp will be reconstructed and shifted southwest to accommodate the improvements. The following paragraphs discuss the proposed improvements:

I-465

The configuration of I-465 through the interchange will be maintained as existing. One additional lane will be added in each direction from Sherman Avenue to just west of Emerson Avenue. The extra lane will be added by shifting the existing travel lanes toward the median and converting the existing 17 foot median shoulders to a 12 foot travel lane with a 5 foot inside shoulder. The shifting of the lanes will require the entire existing roadway to be resurfaced to correct the crown location.

I-65

I-65 from just south of I-465 to the north end will remain as existing. In the southbound direction, from just south of I-465 to Thompson Road, the existing I-65 travel lanes will be shifted toward the median barrier by approximately 7 feet creating a 5 foot inside shoulder to minimize the widening necessary on the outside. The shifting of the lanes will require the existing roadway to be resurfaced to correct the crown location. The interstate will be widened to six lanes (three through + three auxiliary) at the ramp junction where the west to south flyover and east to south ramp will tie into I-65. The six lane section at the ramp junction will drop 2 lanes between the ramp tie-in and Thompson Road to become a 4 lane section just north of Thompson Road. From Thompson Road south to north of Southport Road, one additional 12 foot lane will be added to the outside with a new 10 foot shoulder. The existing lanes will not be shifted or resurfaced in this section.

Interchange

West to South Ramp: The existing ramp is a one lane loop ramp in the northwest quadrant. The proposed ramp will be a two lane flyover ramp passing over I-65, the north to west flyover, and I-465, entering I-65 on the south side of the interchange.

North to East Ramp: The existing ramp is a one lane directional ramp in the southeast quadrant. The proposed ramp will consist of adding one additional lane to the outside of the existing ramp.

East to South Ramp: The existing ramp is a one lane directional ramp in the southwest quadrant. The proposed ramp will be a one lane ramp reconstructed to merge into the outside of the proposed west to south flyover ramp as it merges into south southbound I-65.

Bridges

1. New “Flyover Ramp”

The New Flyover Ramp (West to South Ramp) will consist of a new bridge built on a 784 foot radius to accommodate westbound to southbound traffic. Alternate bids for a concrete beam and steel beam structure will be incorporated into the design of the project. The anticipated bridge length is 1,500 feet with MSE walls to be utilized at each bridge end. Final length of wall versus final length of bridge will be evaluated during the design stage. The clear roadway width will be 45 feet and consist of two 12-foot travel lanes, a 9-foot inside shoulder, a 12-foot outside shoulder with a 2-foot barrier offsets. Concrete barrier will be constructed at each coping.

2. Sherman Drive over I-465 - Structure No. I-465-108-4403C

The Sherman Drive bridge is designated for replacement to accommodate the additional northbound to eastbound ramp lane and shoulder and the westbound flyover exit ramp deceleration lane. The proposed bridge structure will be raised approximately 5 feet at the north abutment to accommodate the required 16-foot – 6-inch of vertical clearance required per IDM Figure 44-4A. The proposed bridge will be a two span I-beam type bridge with a length of approximately 288 feet. The proposed clear roadway width will be 40 feet consisting of two 12-foot travel lanes and 8-foot shoulders. Standard concrete barrier will be placed at the copings. The approaches will be reconstructed as necessary to accommodate the raise in the profile grade. Since this structure was recently rehabilitated due to its previously, deteriorated condition, an investigation was performed to identify the challenges associated with rehabilitating this structure to accommodate the proposed improvements rather than completely replacing the structure.

Adjustments to the proposed lane geometry under this structure would be required to avoid conflict with the existing piers. The gore areas for the new fly over ramps would need to be moved east to properly accommodate the necessary barrier for the existing piers. In addition, to provide the required vertical clearance under the rehabilitated structure, the ramp profiles would need lowered considerably and could possibly adversely affect the ramp tie geometry at Emerson Avenue. The profile adjustment would require a retaining wall between the mainline and ramp lanes under Sherman Drive and would extend east until the ramp profile ties into the mainline profile.

In addition, any future reconfiguration of I-465 would also be limited by the location of the existing piers. The proposed structure would be configured to accommodate the current build and would allow for future expansion of I-465.

The necessary adjustments to the structure itself would include increasing the length of the north end span from 36 feet to approximately 80 feet. This may be accomplished by constructing an MSE wall at the new abutment location and would assume that splicing additional lengths of beams to the existing would be structurally adequate. It would also require removing the south slopewall by utilizing top down construction to install a new tie

back retaining wall abutment.

As a result of the geometric concessions required to utilize portions of the existing structure and the associated costs, the recommendation in the scoping report to replace this structure appears to be in the best interest of the project.

3. 9th Avenue over I-465 – Structure No. I-465-109-4402J and 4402JB

One additional eastbound and one additional westbound lane for mainline I-465 will be constructed in the median to avoid this bridge being widened. Adequate clear roadway width is available to accommodate the additional lanes. The current sufficiency rating for this structure is 95.7. The only work to this structure will be milling and overlaying the bridge deck.

4. Gray Road over I-65 - Structure No. I65-105-5565A

One additional southbound lane will be constructed for mainline I-65 under the Gray Road bridge at log mile 103.53. Adequate clear roadway width for I-65 under Gray Road is not provided for the new lane configurations. This structure can accommodate the proposed lane configuration with reduced clear zones at the outside piers. This bridge has a sufficiency rating of 94.2 and does not require any additional repairs at this time; therefore, it is recommended the existing slopewall be removed back to the outside pier location and barrier wall be constructed and attached to the piers.

5. Edgewood Avenue over I-65 - Structure No. I65-106-5566 A

One additional southbound lane will be constructed for mainline I-65 under the Edgewood Avenue bridge at log mile 104.24. Adequate clear roadway width for I-65 under Edgewood Avenue is not provided for the new lane configuration. It is recommended the slope wall be removed and a retaining wall constructed to accommodate the additional roadway width. The current sufficiency rating for this structure is 96.9. No additional work is required.

6. Thompson Road over I-65 - Structure No. I65-107-5567 A

One additional southbound lane will be constructed for mainline I-65 under Thompson Road at log mile 105.23. Adequate clear roadway width for I-65 under Thompson Road is not provided for the new lane configuration. It is recommended the slope wall be removed and a retaining wall constructed to accommodate the additional roadway width. Thompson Road currently provides 16 feet – 8 inches of vertical clearance over I-65. No vertical clearance adjustments need to be made for this structure. The current sufficiency rating for this structure is 93.3. No additional work is required.

It is anticipated the project will have a total project cost of \$40,420,000. Construction is anticipated to begin in 2013 and be completed by the end of 2014. The existing right-of-way along I-65 is “Limited Access” and varies from 130 feet to 200 feet from the centerline of the freeway on the northbound side and 130 feet to 180 feet from the centerline of the freeway on

the southbound side. The existing right-of-way along I-465 is "Limited Access" and varies from 100 feet to 200 feet from the centerline of the freeway on the eastbound side and 100 feet to 160 feet from the centerline of the freeway on the westbound side. It is estimated that 8.4 acres of additional permanent right-of-way will need to be acquired as part of this project. This project will not require the acquisition of any permanent structures. Additionally, no schools, churches, parks, cemeteries, or non-profit organizations will be impacted by this project.

Environmental Impact Summary:

The subsequent sections of this report explain in detail the environmental impacts associated with the preferred alternative. The table below provides a summary of the impacts for the preferred alternative.

Resource Impacted	Impact	Resource Description
Undeveloped Scrub Shrub Successional Forest	6.7 acres	Shrubs and small trees are abundant (no longer a grassy field and not yet a forest)
Stream Channel	475 linear feet	Open Stream channel

Shrewsberry and Associates completed a Noise Impact Analysis dated January 2012. As part of this noise impact analysis, receptors within 500 feet of I-65 and I-465 (in both directions) were identified and modeled with the Federal Highway Administration Traffic Noise Model version 2.5. A copy of the Noise Impact Analysis is located in Appendix H of this document. The noise impact analysis has identified 428 impacted receptors and has determined that noise abatement is likely, but not guaranteed, at three locations. Noise abatement at these locations is based upon preliminary design costs and design criteria. The results of the Noise Impact Analysis are summarized in Section F of this report.

OTHER ALTERNATIVES CONSIDERED:

Describe all discarded alternatives, including the Do-Nothing Alternative and an explanation of why each discarded alternative was not selected.

The project alternatives were separated into interchange improvement alternatives, I-65 improvement alternatives and I-465 improvement alternatives. Each of the alternatives are discussed in further detail below:

I-465 Improvement Alternatives:

Alternative No. 1 – No Build

The no-build alternative involves no improvements to the existing I-465 corridor. Based on the traffic analysis included in Appendix J, maintaining the existing three lanes in each direction along I-465 would result in design year LOS as low as F between I-65 and Emerson Avenue. Therefore, this alternative was discarded from further consideration.

2. Alternative No. 2 – Added Travel Lane at Outside Shoulder with Wide Median

This alternative involves constructing an added travel lane to the outside of I-465 in each direction while holding the inside edge of pavement at the existing location. This lane would be added to the outside shoulder, and the existing 36-foot-6-inch paved median would remain in place. The lane addition would include a 12-foot with a 12-foot paved shoulder to face of guardrail. This alternative would not require construction in the median.

This option was discarded for the following reasons:

- a. A significant amount of additional right-of-way would be required along the segment length to accommodate the added travel lanes at the outside shoulder.
- b. Since this alternative requires more land acquisition, more environmental impacts would be expected.
- c. The Sherman Drive bridge over I-465 would require a longer structure than the preferred alternative.
- d. The 9th Avenue bridge over I-465 would require widening which would increase the cost of the project.
- e. This alternative would cost an additional \$4,215,000 above the current costs for the preferred alternative.

I-65 Improvement Alternatives:

1. Option No. 1 – No Build

The no-build option involves no improvements to the existing I-65 corridor. Based on the traffic analysis included in Appendix J, maintaining the existing three lanes in each direction along I-65 would result in design year LOS as low as F between Southport Road and I-465 in the southbound direction (in the PM peak) and between Southport Road and I-465 in the northbound direction (in the AM peak). Therefore, this option was discarded from further consideration.

2. Option No. 2 – Added Travel Lane at Outside Shoulder with Wide Median

This option involves constructing an added travel lane to the outside of I-65 while holding the inside edge of pavement at the existing location. The ramp junction between the west to south flyover ramp and southbound I-65 will consist of three southbound I-65 lanes joined by three entering ramp lanes. The fifth and sixth auxiliary lanes will be merged into the fourth lane before Thompson Road. The fourth lane will continue south to Southport Avenue. This will require widening along the outside of southbound I-65 from I-465 to Southport Road.

This alternate would maintain the existing 12 foot median from I-465 to Thompson Road and

add widening as necessary to the outside. From Thompson to Southport Road, the existing open median would be maintained and the existing outside shoulder would be removed and replaced with the added fourth lane and new shoulder. Maintaining the existing 12 foot median from I-465 to Thompson Road under this option would result in significant impacts along southbound I-65 including cut walls and/or additional right-of-way acquisition.

This option was discarded for the following reasons:

- a. A significant amount of additional right-of-way would be required along the entire project length to accommodate the added travel lane at the outside shoulder.
- b. Since this option requires more land acquisition, more environmental impacts can be expected.
- c. The Thompson Road and Edgewood Avenue bridges would have to be significantly rehabilitated with a longer end span to cross the additional width of the interstate at the outside shoulder.
- d. This option would also add more pavement and earthwork which would cause the project to exceed the allowable construction budget.
- e. This alternative would cost an additional \$1,560,000 above the current costs for the preferred alternative.

Interchange Alternatives:

Alternative No. 1 – No Build

The no-build alternative involves no improvements to the existing interchange. Based on the traffic analysis included in Appendix J, the west to south loop ramp currently operates at LOS F in the PM peak at both its exit from westbound I-465 and entrance to southbound I-65. The north to east diagonal ramp currently operates at LOS F at its two lane exit ramp junction from northbound I-65. The two lane portion currently operates at LOS D to E, and after the ramp peels off to the left (LOS C), the ramps single lane entrance to eastbound I-465 also operates at LOS D to E. In 2032 it will operate at a LOS F. Therefore, this alternative was discarded from further consideration.

Alternative No. 2 – Interchange Reconstruction Full Build Out

I-465

The existing variable width grass median through the interchange area will be removed. All lanes and shoulders through the limits of the existing grass median will be fully reconstructed and pushed together on new alignment with an enclosed median with concrete median barrier. This section will consist of three 12-foot lanes in each direction with 10 foot inside and outside shoulders. A two lane collector-distributor will be added in the eastbound

direction to connect to the two loop ramps in the south half of the interchange (south to east, and east to north) Some incidental widening will be necessary near each ramp junctions to accommodate slight differences in geometry from existing ramps and proposed ramps.

I-65

The two I-65 bridges over I-465 will be replaced with one bridge spanning the new I-465 section. The profile will be adjusted to obtain vertical clearance over the new I-465 lanes. This will require full reconstruction of the existing six lane section of I-65 within the limits necessary to tie the profile into existing pavement on each side of I-465. The newly reconstructed lanes will have a 5 foot inside shoulder to match the I-65 section to the south. The shoulders will transition out to 12 feet just north of I-465. The remaining portion of I-65 between the north limits of the reconstruction and Hanna Avenue will be resurfaced.

Interchange Configuration Modifications

The bullet points below describe the proposed modifications to the I-65 and I-465 interchange.

- **South to East Ramp:** The existing ramp is a one lane flyover ramp that passes over I-465 WB lanes and enters I-465 EB on the median side. The proposed ramp will be a one lane loop ramp located in the southwest quadrant.
- **South to West Ramp:** The existing ramp is a one lane directional ramp in the northwest quadrant. The proposed ramp will be a one lane ramp, reconstructed to follow the same configuration as existing.
- **North to East Ramp:** The existing ramp will be a two lane directional ramp in the southeast quadrant. The proposed ramp in the future build will be a fully reconstructed two lane ramp with the alignment pushed in slightly toward the interchange.
- **North to West Ramp:** The existing ramp is a flyover ramp that passes over I-465 EB lanes and enters I-465 WB on the median side. The proposed ramp will be a flyover ramp that passes over I-465 and I-65 and under the west to south flyover ramp, entering I-465 WB on the outside.
- **West to North Ramp:** The existing ramp is a one lane directional ramp in the northeast quadrant. The proposed ramp will be a one lane ramp, reconstructed to follow the same configuration as existing.
- **East to South Ramp:** The existing ramp is a one lane directional ramp in the southwest quadrant. The proposed ramp will be a one lane ramp, reconstructed for the full build configuration.

- East to North Ramp: The existing ramp is a one lane loop in the southeast quadrant. The proposed ramp will be a one lane loop, reconstructed to follow the same configuration as existing.

The total cost of this alternative is \$83,978,000.

It is INDOT's desire to address the capacity issues associated with this I-465 and I-65 south interchange. This alternative fully addresses the capacity and safety issues identified at the subject intersection. However, due to budgetary constraints this alternative was discarded. The preferred alternative is designed to incorporate this alternative as a separate project in the future.

The Do Nothing Alternative is not feasible, prudent or practicable because (Mark all that apply):

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

It would not correct existing deteriorated conditions and maintenance problems, or

It would result in serious impacts to the motoring public and general welfare of the economy.

Other (Describe)

X
X
X
X
X

ROADWAY CHARACTER:

I-465

Functional Classification: Urban Interstate Freeways
 Current ADT: 112,780 VPD 2011 Design Year ADT: 130,550 VPD 2032
 Current Year DHV 8,441 Trucks (%) 13 Design Year DHV 9,771 Trucks (%) 13
 Designed Speed (mph): 70 Legal Speed (mph): 55

Existing

Proposed

Number of Lanes:	<u>6 (three in each direction)</u>	<u>8 (four in each direction)</u>
Type of Lanes:	<u>12 foot travel lanes</u>	<u>12 foot travel lanes</u>
Pavement Width:	<u>160</u> ft.	<u>174</u> ft.
Shoulder Width:	<u>10</u> ft.	<u>10 foot outside</u> ft. <u>5 foot inside</u>
Median Width:	<u>26 - 36</u> ft.	<u>barrier</u> ft.
Sidewalk Width:	<u>N/A</u> ft.	<u>N/A</u> ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

If the proposed action has multiple roadways, this section should be filled out for each roadway.

I-65

Functional Classification: Urban Interstate Freeways
 Current ADT: 112,550 VPD 2011 Design Year ADT: 130,280 VPD 2032
 Current Year DHV 8,479 Trucks (%) 15% Design Year DHV 9,815 Trucks (%) 15%
 Designed Speed (mph): 70 Legal Speed (mph): 55

	Existing	Proposed
Number of Lanes:	6 (three in each direction)	7 (four southbound & three northbound)
Type of Lanes:	12 foot travel lanes	12 foot travel lanes
Pavement Width:	112 ft.	119 ft.
Shoulder Width:	10 ft.	10 foot outside 5 foot inside
Median Width:	28 ft.	barrier ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting: Urban Suburban Rural
Topography: Level Rolling Hilly

If the proposed action has multiple roadways, this section should be filled out for each roadway.

DESIGN CRITERIA FOR BRIDGES:

Structure Number(s): I65-105-5565A (NBI # 35990) Sufficiency Rating: 94.2 (2010 National Bridge Inventory Database)

	Existing	Proposed
Bridge Type:	Composite Continuous Steel Girder, Steel Beam	Composite Continuous Steel Girder, Steel Beam
Number of Spans:	4	4
Weight Restrictions:	None ton	None ton
Height Restrictions:	16.16 ft.	16.16 ft.
Curb to Curb Width:	34 ft.	34 ft.
Outside to Outside Width:	133 ft.	133 ft.
Shoulder Width:	10 foot ft.	10 foot ft.
Length of Channel Work:	N/A ft.	N/A ft.

Describe bridges and structures; provide specific location information for small structures.

Remarks: This bridge carries Gray Road over I-65 at log mile 103.53. This structure was constructed in 1971, and rehabilitated in 1990. The rehabilitation included an overlay of the existing deck and addition of concrete railing. Overall, the bridge is in good condition.

One additional southbound lane will be constructed for mainline I-65 under the Gray Road bridge at log mile 103.53. Adequate clear roadway width for I-65 under Gray Road is not provided for the new lane configurations. This structure can accommodate the proposed lane configuration with reduced clear zones at the outside piers.

This bridge has a sufficiency rating of 94.2 and does not require any additional repairs at this time; therefore, it is recommended the existing sloped wall be removed back to the outside pier location and barrier wall be constructed and attached to the piers.

Will the structure be rehabilitated or replaced as part of the project? Yes No N/A

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Structure Number(s): I65-106-5566A (NBI # 36000) Sufficiency Rating: 96.9 (2010 National Bridge Inventory Database)

	Existing	Proposed
Bridge Type:	Composite Continuous Steel Girder	Composite Continuous Steel Girder
Number of Spans:	<u>2</u>	<u>2</u>
Weight Restrictions:	None ton	None ton
Height Restrictions:	<u>16.08</u> ft.	<u>16.08</u> ft.
Curb to Curb Width:	<u>44</u> ft.	<u>44</u> ft.
Outside to Outside Width:	<u>46</u> ft.	<u>46</u> ft.
Shoulder Width:	<u>10</u> ft.	<u>10</u> ft.
Length of Channel Work:	<u>N/A</u> ft.	<u>N/A</u> ft.

Describe bridges and structures; provide specific location information for small structures.

Remarks: This bridge carries Edgewood Avenue (Stop 8 Road) over I-65 at log mile 104.24. This structure was constructed in 1971 and rehabilitated in 1990. The rehabilitation included an overlay of the existing deck. Overall the structure is in good condition.

One additional southbound lane will be constructed for mainline I-65 under the Edgewood Avenue bridge at log mile 104.24. Adequate clear roadway width for I-65 under Edgewood Avenue is not provided for the new lane configuration. It is recommended the slope wall be removed and a retaining wall constructed to accommodate the additional roadway width.

Will the structure be rehabilitated or replaced as part of the project? Yes No N/A

Structure Number(s): I65-107-5567A (NBI # 36010) Sufficiency Rating: 93.3 (2010 National Bridge Inventory Database)

	Existing	Proposed
Bridge Type:	Composite Continuous Steel Beam	Composite Continuous Steel Beam
Number of Spans:	<u>2</u>	<u>2</u>
Weight Restrictions:	None ton	None ton
Height Restrictions:	<u>16.5</u> ft.	<u>16.5</u> ft.
Curb to Curb Width:	<u>43.16</u> ft.	<u>43.16</u> ft.
Outside to Outside Width:	<u>45</u> ft.	<u>45</u> ft.
Shoulder Width:	<u>10</u> ft.	5 foot outside <u>10</u> foot inside
Length of Channel Work:	<u>N/A</u> ft.	<u>N/A</u> ft.

Describe bridges and structures; provide specific location information for small structures.

Remarks: This bridge carries Thompson Road over I-65 at log mile 105.23. This structure was constructed in 1971, and rehabilitated in 1990. The rehabilitation included an overlay of the existing deck. Overall, the structure is in good condition.

One additional southbound lane will be constructed for mainline I-65 under Thompson Road at log mile 105.23. Adequate clear roadway width for I-65 under Thompson Road is not provided for the new lane configuration. It is recommended the slope wall be removed and a retaining wall constructed to accommodate the additional roadway width. Thompson Road currently provides 16 feet – 8 inches of vertical clearance over I-65. No vertical clearance adjustments need to be made for this structure.

Yes
 No
 N/A

Will the structure be rehabilitated or replaced as part of the project?

Structure Number(s): I65-108-4795C (NBI # 36020) Sufficiency Rating: 92.0 (2010 National Bridge Inventory Database)

	Existing	Proposed
Bridge Type:	RCG, KSB, RCG, WID WPICB KSB, PCIB	RCG, KSB, RCG, WID WPICB KSB, PCIB
Number of Spans:	<u>3</u>	<u>3</u>
Weight Restrictions:	<u>None</u> ton	<u>None</u> ton
Height Restrictions:	<u>17.42</u> ft.	<u>17.42</u> ft.
Curb to Curb Width:	<u>70.25</u> ft.	<u>70.25</u> ft.
Outside to Outside Width:	<u>145</u> ft.	<u>145</u> ft.
Shoulder Width:	<u>10</u> ft.	<u>10</u> ft.
Length of Channel Work:	<u>N/A</u> ft.	<u>N/A</u> ft.

Describe bridges and structures; provide specific location information for small structures.

Remarks: These bridges carry I-65 NB and SB, respectively, over I-465 at log mile 105.85 and 105.90. The structures were constructed in 1963 and were rehabilitated in 1977, 1992, and 2004. The latest rehabilitations included an overlay of the existing deck and repairs. Overall, the structure is in good condition.

Yes
 No
 N/A

Will the structure be rehabilitated or replaced as part of the project?

Structure Number(s): I65-108-4796 (NBI # 36050) Sufficiency Rating: 79.1 (2010 National Bridge Inventory Database)

	Existing	Proposed
Bridge Type:	RCG, KSB, RCG, WID WPICB KSB, PCIB	RCG, KSB, RCG, WID WPICB KSB, PCIB
Number of Spans:	<u>3</u>	<u>3</u>
Weight Restrictions:	<u>None</u> ton	<u>None</u> ton
Height Restrictions:	<u>17.25</u> ft.	<u>17.25</u> ft.
Curb to Curb Width:	<u>70.25</u> ft.	<u>70.25</u> ft.
Outside to Outside Width:	<u>74</u> ft.	<u>74</u> ft.
Shoulder Width:	<u>10</u> ft.	<u>10</u> ft.
Length of Channel Work:	<u>N/A</u> ft.	<u>N/A</u> ft.

This is page 16 of 48 Project name: I-465 at I-65 Interchange Modification Date: July 2012

Describe bridges and structures; provide specific location information for small structures.

Remarks: These bridges carry I-65 NB and SB, respectively, over I-465 at log mile 105.85 and 105.90. The structures were constructed in 1963 and were rehabilitated in 1977, 1992, and 2004. The latest rehabilitations included an overlay of the existing deck and repairs. Overall, the structure is in good condition.

Will the structure be rehabilitated or replaced as part of the project? Yes No N/A

Structure Number(s): I65-108-4795 DRC (NBI # 36040) Sufficiency Rating: 96 (2010 National Bridge Inventory Database)

	Existing	Proposed
Bridge Type:	RCG, KSB, RCG, WID WPICB KSB, PCIB	RCG, KSB, RCG, WID WPICB KSB, PCIB
Number of Spans:	3	3
Weight Restrictions:	None ton	None ton
Height Restrictions:	17.08 ft.	17.08 ft.
Curb to Curb Width:	28.66 ft.	28.66 ft.
Outside to Outside Width:	31 ft.	31 ft.
Shoulder Width:	10 ft.	5 foot outside 10 foot inside
Length of Channel Work:	N/A ft.	N/A ft.

Describe bridges and structures; provide specific location information for small structures.

Remarks: This bridge carries I-65 NB to WB ramp over I-465 at log mile 105.9. The structure was constructed in 1963, and was rehabilitated in 1977, 1989, and 2004. The latest rehabilitations included an overlay of the existing deck and repairs. Overall the bridge is in good condition.

Will the structure be rehabilitated or replaced as part of the project? Yes No N/A

Structure Number(s): I65-108-4797 B (NBI # 36070)
I65-108-4797 JB (NBI # 36080) Sufficiency Rating: 93 (2010 National Bridge Inventory Database)

	Existing	Proposed
Bridge Type:	CRCG WID W/PCBB	CRCG WID W/PCBB
Number of Spans:	3	3
Weight Restrictions:	None ton	None ton
Height Restrictions:	N/A ft.	N/A ft.
Curb to Curb Width:	85.00 & 62.75 ft.	85.00 & 62.75 ft.
Outside to Outside Width:	153 ft.	153 ft.
Shoulder Width:	10 ft.	10 ft.
Length of Channel Work:	None ft.	None ft.

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Describe bridges and structures; provide specific location information for small structures.

Remarks: This bridge carries I-65 NB and SB, respectively, over Lick Creek at log mile 106.06. The structures were constructed in 1963, and were rehabilitated in 1977 and 1992. The latest rehabilitations included an overlay of the existing deck and repairs. Overall, the structure is in good condition.

Will the structure be rehabilitated or replaced as part of the project? Yes No N/A

Structure Number(s): I65-108-4797 DR B (NBI # 36090) Sufficiency Rating: 96.7 (2010 National Bridge Inventory Database)

	Existing	Proposed
Bridge Type:	Continuous Pre-stressed Concrete Box Beam	Continuous Pre-stressed Concrete Box Beam
Number of Spans:	<u>3</u>	<u>3</u>
Weight Restrictions:	<u>None</u> ton	<u>None</u> ton
Height Restrictions:	<u>None</u> ft.	<u>None</u> ft.
Curb to Curb Width:	<u>38.33</u> ft.	<u>38.33</u> ft.
Outside to Outside Width:	<u>41.33</u> ft.	<u>41.33</u> ft.
Shoulder Width:	<u>10</u> ft.	<u>10</u> ft.
Length of Channel Work:	<u>None</u> ft.	<u>None</u> ft.

Describe bridges and structures; provide specific location information for small structures.

Remarks: This bridge carries I-65 SB to WB ramp over Lick Creek at log mile 106.06. The structure was constructed in 1963, and was rehabilitated in 1977, and 1992. The latest rehabilitations included an overlay of the existing deck and repairs. Overall the bridge is in good condition.

Will the structure be rehabilitated or replaced as part of the project? Yes No N/A

Structure Number(s): I465-108-4403C (NBI # 49710) Sufficiency Rating: 46 (2010 National Bridge Inventory Database)

	Existing	Proposed
Bridge Type:	RCG, KCSB, RCG	I-Beam Bridge
Number of Spans:	<u>4</u>	<u>2</u>
Weight Restrictions:	<u>None</u> ton	<u>None</u> ton
Height Restrictions:	<u>16.75</u> ft.	<u>16.5</u> ft.
Curb to Curb Width:	<u>34.33</u> ft.	<u>40</u> ft.
Outside to Outside Width:	<u>35.33</u> ft.	<u>42</u> ft.
Shoulder Width:	<u>4.66</u> ft.	<u>8</u> ft.
Length of Channel Work:	<u>N/A</u> ft.	<u>N/A</u> ft.

Describe bridges and structures; provide specific location information for small structures.

Remarks: The Sherman Drive bridge is designated for replacement to accommodate the additional northbound to eastbound ramp lane and shoulder and the westbound flyover exit ramp deceleration lane. The proposed bridge structure will be raised approximately 5 feet at the north abutment to accommodate the required 16-foot – 6-inch of vertical clearance.

The proposed bridge will be a two span I-beam type bridge with a length of approximately 288 feet. The proposed clear roadway width will be 40 feet consisting of two 12-foot travels lanes and 8-foot shoulders. Standard concrete barrier will be placed at the copings. The approaches will be reconstructed as necessary to accommodate the raise in the profile grade.

Will the structure be rehabilitated or replaced as part of the project? **Yes** **No** **N/A**

Structure Number(s): I465-109-4402 B (NBI # 49720) Sufficiency Rating: 95.7 (2010 National Bridge Inventory Database)
I465-109-4402JB (NBI # 49730)

	Existing	Proposed
Bridge Type:	Continuous Pre-stressed Concrete Box Beam	Continuous Pre-stressed Concrete Box Beam
Number of Spans:	4	4
Weight Restrictions:	None ton	None ton
Height Restrictions:	None ft.	None ft.
Curb to Curb Width:	59 & 64.33 ft.	59 & 64.33 ft.
Outside to Outside Width:	128 ft.	128 ft.
Shoulder Width:	10 ft.	5 foot inside 10 foot outside
Length of Channel Work:	N/A ft.	N/A ft.

Describe bridges and structures; provide specific location information for small structures.

Remarks: This bridge carries I-465 over 9th Avenue at log mile 51.91. The structure was constructed in 1961, and was last rehabilitated in 1999. The latest rehabilitation included an overlay of the existing deck and widening the existing bridge. Overall, the structure is in good condition.

One additional eastbound and one additional westbound lane for mainline I-465 will be constructed in the median to avoid this bridge being widened. Adequate clear roadway width is available to accommodate the additional lanes.

Will the structure be rehabilitated or replaced as part of the project? **Yes** **No** **N/A**

Structure Number(s): Pending Sufficiency Rating: New Bridge

	Existing	Proposed
Bridge Type:	N/A	Concrete Beam or Steel Girder
Number of Spans:	N/A	11 Spans
Weight Restrictions:	N/A ton	None ton
Height Restrictions:	N/A ft.	N/A ft.
Curb to Curb Width:	N/A ft.	45 ft.
Outside to Outside Width:	N/A ft.	48 ft.
Shoulder Width:	N/A ft.	9 inside ft. 12 outside
Length of Channel Work:	N/A ft.	N/A ft.

Describe bridges and structures; provide specific location information for small structures.

Remarks: Ramp PR-J will consist of a new bridge built on a 784 foot radius to accommodate westbound to southbound traffic. The bridge length will be 1,500 feet with MSE walls to be utilized at each bridge end. The clear roadway width will be 49 feet and consist of two 12-foot travel lanes, a 15-foot inside shoulder, an 10-foot outside shoulder with a 2-foot barrier offsets. Concrete barrier will be constructed at each coping.

Will the structure be rehabilitated or replaced as part of the project? **Yes** **No** **N/A**

If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a temporary roadway proposed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the project involve the use of a detour or require a ramp closure? (describe in remarks)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for access by local traffic and so posted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for through-traffic dependent businesses.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made to accommodate any local special events or festivals.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the proposed MOT substantially change the environmental consequences of the action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there substantial controversy associated with the proposed method for MOT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks:

A minimum of two lanes of traffic will be maintained in each direction along I-465 and along I-65 for the entire project length. Temporary traffic barriers will be utilized to separate the work areas from the traffic. The westbound to southbound flyover ramp can mostly be constructed without major disruption to mainline I-465 and I-65 traffic. Temporary lane shifts at 60:1 tapers may be required along the mainline to construct auxiliary lanes and ramp entrance and exit lanes. Temporary closures may be required for construction of portions of bridge structures. Construction of the additional southbound auxiliary lane between I-465 and Southport Road will require temporary widening south of Thompson Road.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 3,500,000 (2012) Right-of-Way: \$ 500,000 (2012) Construction: \$ 36,420,000 (2012)

Anticipated Start Date of Construction: July 2013

Date project incorporated into STIP July 23, 2012

If in an MPO area, location of project in TIP Page 21 which was incorporated by reference into the STIP on July 23, 2012 .

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	1.7	0.3
Commercial	0.0	0.0
Agricultural	0.0	0.0
Forest	0.0	0.0
Wetlands	0.0	0.0
Other: Undeveloped Scrub – Shrub Forest	6.7	0.0
Other:	0.0	0.0
Other:	0.0	0.0
TOTAL	8.4	0.3

Remarks:

The existing right-of-way along I-65 is "Limited Access" and varies from 130 feet to 200 feet from the centerline of the freeway on the northbound side and 130 feet to 180 feet from the centerline of the freeway on the southbound side.

The existing right-of-way along I-465 is "Limited Access" and varies from 100 feet to 200 feet from the centerline of the freeway on the eastbound side and 100 feet to 160 feet from the centerline of the freeway on the westbound side.

It is estimated that 8.4 acres of additional permanent right-of-way will need to be acquired as part of this project. This project will not require the acquisition of any permanent structures. Additionally, no schools, churches, parks, cemeteries, or non-profit organizations will be impacted by this project. It is estimated that 0.3 acre of temporary right-of-way will be required for drive construction.

Part III – Identification and Evaluation of Impacts of the Proposed Action

SECTION A – ECOLOGICAL RESOURCES

	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
Streams, Rivers, Watercourses & Jurisdictional Ditches	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
State Wild, Scenic or Recreational River	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks:

A “Waters of the U.S.” determination report was completed by American Structurepoint, Inc. on September 28, 2011. A total of eleven streams were identified within the study limits. The streams within or near the project limits include Lick Creek, McFarland Creek, Little Buck Creek (outside the project limits), Gray Run (outside the project limits), Tributary to Beech Creek, Wetnight Ditch and five Unnamed Tributaries (UNT)s. The proposed project will impact a total of 475 linear feet of stream channel; and will result in 200 feet of additional encapsulation and 275 feet of stream relocation. The impacts to each of the streams within the project limits are listed below.

Lick Creek flows under I-65 north of I-465. This stream approaches I-65 from the east, is conveyed east under I-65 and the exit ramp for I-465, turns southwest along the west side of the northwest quadrant of the I-65 and I-465 interchange and crosses under Carson Avenue, turns north along the west side of Carson Avenue and flows out of the project area. Lick Creek is a tributary to the White River. The southbound to westbound ramp over Lick Creek is currently carried by a three span continuous pre-stressed concrete box beam bridge. I-65 over Lick Creek is carried by a three span reinforced concrete girder bridge. Neither structure will be replaced as a part of this project. As a result, no impacts to Lick Creek are expected.

McFarland Creek Crossing #1 flows under I-465, just west of Carson Avenue within the investigation area. This stream approaches I-465 from the south and flows northwest under I-465, west of Carson Avenue, meeting its confluence with Lick Creek. McFarland Creek is a tributary to Lick Creek. I-465 is carried over McFarland Creek with 200 foot of 18 foot reinforced concrete slab top culvert. This structure will not be replaced as a part of this project. As a result, no impacts to McFarland Creek are expected.

McFarland Creek Crossing #2 flows under I-65 approximately 800 feet north of Thompson Road. McFarland Creek is a tributary to Lick Creek. I-65 is carried over McFarland Creek with 292 feet of 8 foot by 8 foot concrete box culvert. This structure will not be replaced as a part of this project. As a result, no impacts to McFarland Creek are expected.

Wetnight Ditch flows under I-65 approximately 500 feet north of Edgewood Avenue. This stream approaches I-65 from the northeast and is carried under I-65 with 289 feet of 100 inch by 72 inch elliptical corrugated metal pipe. This stream flows outside the limits of the project before emptying into Derbyshire Creek. The proposed project

will not involve any work below the ordinary high water mark of Wetnight Ditch. As a result, no impacts to this stream are anticipated.

UNT #1 flows south along the west side of I-65 for approximately 860 feet before reaching its confluence with Lick Creek. No impacts to this stream are anticipated from this project.

UNT #2 flows southwest under Carson Avenue, northwest of the I-65 and I-465 interchange. This stream originates from an excavated pond located along the east side of Carson Avenue and flows southwest under Carson Avenue before reaching Lick Creek. No impacts to this stream are anticipated from this project.

UNT #3 flows north along the east side of Sherman Drive under I-465, continues west under Sherman Drive, and turns north for approximately 400 feet before outletting into Lick Creek. A 226.5 foot elliptical concrete pipe (3 foot by 5 foot) carries this stream under I-465. The existing pipe will be extended by 16 feet to the east and 8 feet to the west. The extended pipe will outlet into a manhole west of the roadway. From the manhole the channel will be relocated under Sherman Drive through 184 feet of 66 inch pipe. Impacts to this stream include 275 feet of channel relocation and 200 feet of stream enclosure. The stream enclosure and relocation are required to accommodate auxiliary lane widening on westbound I-465, retaining wall and slope construction at Sherman Avenue over I-465.

UNT #4 flows north under I-465, just west of 9th Avenue. The open channel portion of this stream approaches I-465 from the south, outside of the investigation area and flows north through an encapsulated pipe under I-465 outletting on the north side of I-465 and continues north, outside the project area, meeting its confluence with Beech Creek. A 60 inch corrugated metal pipe carries this stream under I-465. This structure will not be modified. As a result, no impacts to this stream are anticipated from this project.

Tributary to Beech Creek flows north under I-465 along the eastside of Sherman Drive before outletting into Beech Creek. A 72 inch reinforced concrete pipe carries this stream under I-465. This structure will not be modified. As a result, no impacts to this stream are anticipated from this project.

UNT #5 flows northwest into a roadside ditch located on the south side of I-465, and flows west outletting into a Tributary to Beech Creek. No impacts to this stream are anticipated from this project.

	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
Other Surface Waters				
Reservoirs		X		
Lakes		X		
Farm Ponds		X		
Detention Basins		X		

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Storm Water Management Facilities

Other: _____

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks:

Two detention ponds are located near the proposed project limits. No other lakes, reservoirs and storm water management facilities were identified near the limits of the proposed project. None of the identified surface water features are expected to be impacted by this project.

Wetlands

<u>Presence</u>		<u>Impacts</u>	
Yes	No	Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Total wetland area: 0.639 Total wetland area impacted: 0.00 acre(s)
 acre(s)

(If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
Wetland A	Emergent	0.041	No Impact	Wetland A is located east of the I-65 northbound on-ramp from westbound Southport Road. The wetland is located on the roadway backslope, extending from the roadside ditch approximately ten feet up the slope and spanning an overall length of approximately 225 feet. Hydrology appears to be provided by a stormwater pipe along the southwestern edge of the wetland at this location.
Wetland B	Emergent	0.059	No Impact	Wetland B is located east of I-65 and approximately 150 feet north of Little Buck Creek. The wetland is situated in a generally flat area located adjacent to the roadside ditch, extending from the roadside ditch east beyond the investigated area. Hydrology appears to be provided by sheet flow from adjacent areas along the interstate and outside of the investigated area to the east.
Wetland C	Emergent	0.015	No Impact	Wetland C is located approximately 35 feet east of the I-65 edge-of-pavement and extends from the roadside ditch to the edge of the right-of-way. The wetland is located in a depression, extending from the roadside ditch to a pipe outlet located outside the investigated area. The pipe appears to be overflow for an adjacent excavated pond.

Wetland D	Emergent	0.32	No Impact	Wetland D is located east of I-65 in a low-lying area between the roadside ditch and the investigated area. A hydrology source was not readily apparent at the time of the field visit, but may be provided by a stormwater input from the adjacent community or through overflow from the adjacent roadside ditch.
Wetland E	Emergent	0.20	No Impact	Wetland E is located west of the I-65 southbound off ramp to East Southport Road, and north of Little Buck Creek. The wetland is situated in a low-lying flat area adjacent to a ditch. The roadside ditch runs along the northeast boundary of the wetland. The area slopes gradually to Little Buck Creek to the south and appears to collect a large amount of surface water runoff from the adjacent developments and roadway.
Wetland F	Emergent	0.004	No Impact	Wetland F is located within the southeast quadrant of the I-465 and I-65 interchange, along the eastbound exit ramp to I-65 north. The wetland is situated on the roadway backslope, approximately three feet from a roadside ditch.

Wetlands

Wetland Determination
Wetland Delineation Report
USACE Isolated Waters Determination
Mitigation Plan

Documentation

Yes	No
X	
X	
	X
	X

ES Approval Dates

September 30, 2011
September 30, 2011

Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):

- Substantial adverse impacts to adjacent homes, business or other improved properties;
- Substantially increased project costs;
- Unique engineering, traffic, maintenance, or safety problems;
- Substantial adverse social, economic, or environmental impacts, or
- The project not meeting the identified needs.

Individual Wetland Finding

Yes	No
	N/A

Measures to avoid, minimize and mitigate wetland impacts need to be discussed in the remarks section

Remarks: A wetland delineation report was completed by American Structurepoint, Inc. for the corridor in September 2011. A total of 6 wetlands were delineated. The delineated wetlands include 0.639 acre of jurisdictional wetlands. The project has been designed to avoid impacts to all of the identified wetlands. As a result, no direct or indirect wetland impacts are anticipated to result from this project.

Terrestrial Habitat

<u>Presence</u>		<u>Impacts</u>	
Yes	No	Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Use the remarks table to identify each type of habitat and the acres impacted (i.e. forested, grassland, farmland, lawn, etc).

Remarks:

Land-Use	Impact (Acres)	Habitat
Scrub-Shrub Forest	6.7 acres	Shrubs and small trees are abundant (no longer a grassy field and not yet a forest)
Residential and Commercial Areas	1.7 acres	Shade and ornamental lawn trees

Several terrestrial wildlife species or evidence of terrestrial wildlife species were observed during the November 15, 2011 ecological evaluation. The observed species included a squirrel and European Starling. Please see the ecological evaluation form located on Appendix pages F-1 – F-6 for further details.

Proposed impacts to scrub-shrub forested habitat will occur at the edges of these areas. The proposed project will not split or fragment scrub shrub forested habitat, agricultural lands or wetlands. As a result, no changes in wildlife communities, species types and species diversification are expected. Provisions will be incorporated into the design to insure that wildlife passage is maintained throughout riparian corridors.

Several fish species and aquatic macrophytes were observed within the stream crossings throughout the project corridor. Measures such as avoiding channel work during the fish spawning season have been incorporated into the project to reduce the project impact to aquatic flora and fauna.

During construction temporary deterioration of surface water quality will likely occur. Increased turbidity, siltation caused by erosion of exposed land, and disturbance of streambeds will be the primary construction impact on water quality and aquatic habitat. Runoff from disturbed areas often increase levels of biological oxygen demand, metals, pesticides and nutrients in the streams, depending on land use and rainfall at the time of construction. This could have a temporary negative impact on fish and other aquatic species during construction.

If there are high incidences of animal movements observed in the project area, or if bridges and other areas appear to be the sole corridor for animal movement, consideration of utilizing wildlife crossings should be taken

Karst

Is the proposed project located within or adjacent to the potential Karst Area of Indiana?	Yes	No
Are karst features located within or adjacent to the footprint of the proposed project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If yes, will the project impact any of these karst features?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Use the remarks table to identify any karst features within the project area. (Karst investigation must comply with the Karst MOU, dated October 13, 1993)

Remarks:

The project is located outside of the designated Karst area of the state as identified in the October 13, 1993 MOU. No Karst features were observed by Michael S. Oliphant during an November 15, 2011 site visit. Additionally, no Karst features are known to exist within or adjacent to the proposed project area. Please refer to the Karst topographical map located on Appendix page B-12 of this document for further details

	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
Threatened or Endangered Species				
Within the known range of any federal species?	X			X
Any critical habitat identified within project area?		X		X
Federal species found in project area (based upon informal consultation)?		X		
State species found in project area (based upon consultation with IDNR)?	X			
Is Section 7 formal consultation required for this action?		X		

Remarks:

The proposed project is within the range of the federally endangered Indiana bat (*Myotis sodalis*). No official response was received from the USFWS regarding the proposed project. The proposed project scope falls under the USFWS programmatic agreement with the Indiana Department of Transportation and the project is expected to have no adverse effects on federally endangered or threatened species.

The state endangered American Badger (*Taxidea taxus*) and Kirtland's Snake (*Clonophis kirtlandii*) were recorded within ½ mile of the project. In a July 11, 2011 review letter the Indiana Department of Natural Resources recommended a list of measures to protect the Kirtland's Snake (*Clonophis kirtlandii*) during construction. Each of the recommended protection measures are listed below:

Construction should take place April through October.

Place silt fence along the outside of the entire construction one week prior to the start of construction.

All logs, trash, or any other types of debris (including riprap) should be removed from the construction area at least one week prior to the start of work to keep the snakes from hiding underneath any debris.

Any equipment, materials or debris left overnight in the area should be checked for the presence of Kirtland's snake prior to the start of work each day.

If any vegetation will be removed during the work, this should also be conducted one week prior.

Any snakes that are found should be retained in a safe manner, and the state herpetologist, Sarabeth Klueh, should be notified at sklueh@dnr.in.gov or (812) 334 -1137.

A coordination meeting was held at the Indiana Department of Transportation to further discuss the protective measures for the Kirtland's Snake on October 19, 2011 (meeting minutes attached on Appendix pages F-7 – F-15). The Indiana Department of Transportation, Indiana Department of Natural Resources – Division of Fish and Wildlife, United Consulting and American Structurepoint, Inc. were represented at the meeting. The hardships of the April through October construction schedule were discussed at the meeting. It was agreed that construction could take place from October through April if silt fence were installed and sampling, monitoring and removal of snakes by a qualified professional took place prior to October. The details of the sampling, monitoring and removal must be coordinated with the state herpetologist, Sarabeth Klueh, sklueh@dnr.in.gov or (812) 334 -1137.

SECTION B – OTHER RESOURCES

	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
Drinking Water Resources				
Sole Source Aquifer (SSA)		X		
Is the Project in the St. Joseph Aquifer System?		X		
Is the FHWA/EPA SSA MOU Applicable?		X		
Initial Groundwater Assessment Required?		X		
Detailed Groundwater Assessment Required?		X		
Source Water Protection Area(s)		X		
Public Water System(s)		X		
Residential Well(s)		X		
Wellhead Protection Area		X		

Remarks: The project is not located within the legally designated St. Joseph Aquifer System. Please refer to the sole source aquifer map located on Appendix page B-13 of this report for further details. No other drinking water resources were identified within the limits of the proposed project. In a June 13, 2011 review letter, the Indiana Department of Environmental Management indicated the proposed project is not within a wellhead protection area. Please refer to the Indiana Department of Environmental Management review letter located on Appendix page C-27 for further details.

<u>Presence</u>		<u>Impacts</u>	
Yes	No	Yes	No

Flood Plains

Longitudinal Encroachment
 Transverse Encroachment
 Is the project located in a FEMA designated floodplain?
 Homes located in floodplain within 1000' up/downstream from project.

X			X
X			X
X			X
X			X

Discuss impacts according to classification system described in the "Procedural Manual for Preparing Environmental Studies".

Remarks:

A total of seven stream floodplain crossings were identified within the limits of the proposed project. The following paragraphs below outline the floodplain impacts to occur as a result of work at each of the crossings. Additionally, a copy of the Flood Insurance Rate Map, which defines the floodplain and floodway throughout the project corridor has been included on Appendix pages B-7 – B-11 of this document.

Lick Creek flows under I-65 north of I-465. This stream approaches I-65 from the east, is conveyed east under I-65 and the exit ramp for I-465, turns southwest along the west side of the northwest quadrant of the I-65 and I-465 interchange and crosses under Carson Avenue, turns north along the west side of Carson Avenue and flows out of the project area. Lick Creek is a tributary to the White River. The southbound to westbound ramp over Lick Creek is currently carried by a three continuous pre-stressed concrete box beam bridge. I-65 over Lick Creek is carried by a three span reinforced concrete girder bridge. A Category 2 floodplain impact will occur at this location. This project will not involve the replacement or modification of this drainage structure or the addition of any new drainage structures at this location. As a result, this project will not affect flood heights or floodplain limits of Lick Creek. This project will not increase flood risks or damage at this crossing, and it will not adversely affect existing emergency services or emergency routes, therefore, it has been determined that this encroachment is not substantial.

McFarland Creek Crossing #1 flows under I-465, just west of Carson Avenue within the investigation area. This stream approaches I-465 from the south and flows northwest under I-465, west of Carson Avenue, meeting its confluence with Lick Creek. McFarland Creek is a tributary to Lick Creek. I-465 is carried over McFarland Creek with 200 foot of 18 foot reinforced concrete slab top culvert. A Category 2 floodplain impact will occur at this location. This project will not involve the replacement or modification of this drainage structure or the addition of any new drainage structures at this location. As a result, this project will not affect flood heights or floodplain limits of McFarland Creek. This project will not increase flood risks or damage at this crossing, and it will not adversely affect existing emergency services or emergency routes, therefore, it has been determined that this encroachment is not substantial.

McFarland Creek Crossing #2 flows under I-65 approximately 800 feet north of Thompson Road. McFarland Creek is a tributary to Lick Creek. I-65 is carried over McFarland Creek with a 292 feet of 8 foot by 8 foot concrete box culvert. A Category 2 floodplain impact will occur at this location. This project will not involve

the replacement or modification of this drainage structure or the addition of any new drainage structures at this location. As a result, this project will not affect flood heights or floodplain limits of McFarland Creek. This project will not increase flood risks or damage at this crossing, and it will not adversely affect existing emergency services or emergency routes, therefore, it has been determined that this encroachment is not substantial.

Wetnight Ditch flows under I-65 approximately 500 feet north of Edgewood Avenue. This stream approaches I-65 from the northeast and is carried under I-65 with 289 feet of 100 inches by 72 inches of elliptical corrugated metal pipe. This stream flows outside the limits of the project before emptying into Derbyshire Creek. A Category 2 floodplain impact will occur at this location. This project will not involve the replacement or modification of this drainage structure or the addition of any new drainage structures at this location. As a result, this project will not affect flood heights or floodplain limits of McFarland Creek. This project will not increase flood risks or damage at this crossing, and it will not adversely affect existing emergency services or emergency routes, therefore, it has been determined that this encroachment is not substantial.

UNT #3 flows north along the west side of Sherman Drive under I-465, continuing west under Sherman Drive, and turns north for approximately 400 feet before outletting into Lick Creek. A 226.5 foot elliptical concrete pipe (3 foot by 5 foot) carries this stream under I-465. The existing pipe will be extended by 16 feet to the east and 8 feet to the west. The extended pipe will outlet into a manhole west of the roadway. From the manhole the channel will be relocated under Sherman Drive through 184 feet of 66 inch pipe. Impacts to this stream include 275 feet of channel relocation and 200 feet of stream enclosure. The modifications to this drainage structure included in this project will result in an insubstantial change in their capacity to carry flood water. This change could cause a minimal increase in flood heights and flood limits. These minimal increases will not result in any substantial adverse impacts on the natural and beneficial floodplain values; they will not result in substantial change in flood risks or damage; and they do not have substantial potential for interruption or termination of emergency service or emergency routes; therefore, it has been determined that this encroachment is not substantial.

UNT #4 flows north under I-465, just west of 9th Avenue. The open channel portion of this stream approaches I-465 from the south, outside of the investigation area and flows north through an encapsulated pipe under I-465 outletting, on the north side of I-465 and continues north, outside the project area, meeting is confluence with Beech Creek. A 60 inch corrugated metal pipe carries this stream under I-465. A Category 2 floodplain impact will occur at this location. This project will not involve the replacement or modification of this drainage structure or the addition of any new drainage structures at this location. As a result, this project will not affect flood heights or floodplain limits of this tributary. This project will not increase flood risks or damage at this crossing, and it will not adversely affect

existing emergency services or emergency routes, therefore, it has been determined that this encroachment is not substantial.

Tributary to Beech Creek flows north under I-465 along the eastside of Sherman Drive before outletting into Beech Creek. A 72 inch reinforced concrete pipe carries this stream under I-465. A Category 2 floodplain impact will occur at this location. This project will not involve the replacement or modification of this drainage structure or the addition of any new drainage structures at this location. As a result, this project will not affect flood heights or floodplain limits of this tributary. This project will not increase flood risks or damage at this crossing, and it will not adversely affect existing emergency services or emergency routes, therefore, it has been determined that this encroachment is not substantial.

No specific comments were received in regards to floodplains from the Indiana Department of Natural Resources - Division of Water during the early coordination period. The Regulatory Assessment Section indicated this project may require formal approval of our agency for construction in a floodway pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct or excavate fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile. A copy of IDNR review letter can be found on Appendix pages C-10 – C-18 of this document.

	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
Farmland				
Agricultural Lands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Yes	No		
NRCS Form AD-1006/CPA-106 scored ≥ 160?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		

Provide the NRCS Form AD-1006/CPA-106 score and state whether there is a significant loss of farmland as a result of the project in the remarks section. See CE Manual for guidance to determine which NRCS form is appropriate for your project.

Remarks: None of the land within the project limits meets the definition of farmland under the Farmland Protection Policy Act (FPPA). The requirements of the FPPA do not apply to this project. The National Resources Conservation Service indicated the project will not cause a conversion of prime farmland in a June 10, 2011 review letter. (Appendix page C-29)

SECTION C – CULTURAL RESOURCES

	<u>Category</u>	<u>Type</u>	<u>INDOT Approval Dates</u>
Minor Projects PA Clearance	N/A	N/A	N/A

Eligible and/or Listed Resource Present

Results of Research	<u>Yes</u>	<u>No</u>
Archaeology	<input type="checkbox"/>	<input checked="" type="checkbox"/>
History/Architecture	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This is page 31 of 48 Project name: I-465 at I-65 Interchange Modification Date: July 2012

NRHP Buildings/Site(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NRHP District(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NRHP Bridge(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project Effect	Yes	Not Applicable	SHPO/ES/FHWA Approval Dates
No Historic Properties Affected	<input checked="" type="checkbox"/>	<input type="checkbox"/>	October 14, 2011 (SHPO) / August 29, 2011 (ES)
No Adverse Effect	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Adverse Effect	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Documentation Prepared

Documentation	Yes	Not Applicable	SHPO/ES/FHWA Approval Dates
Historic Properties Short Report	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Historic Property Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	July 8, 2011 (SHPO)/May 16, 2011 (ES)
Archaeological Records Check/ Review	<input checked="" type="checkbox"/>	<input type="checkbox"/>	May 9, 2011 (SHPO)/March 31, 2011 (ES)
Archaeological Phase Ia Survey Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	May 9, 2011 (SHPO)/March 31, 2011 (ES)
Archaeological Phase Ic Survey Report	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Archaeological Phase II Investigation Report	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Archaeological Phase III Data Recovery	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
APE, Eligibility and Effect Determination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	October 14, 2011 (SHPO)/August 29, 2011 (ES)
800.11 Documentation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	October 14, 2011 (SHPO)/August 29, 2011 (ES)
Memorandum of Agreement	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.

Remarks:

Area of Potential Effect (APE):

The proposed Area of Potential Effect (APE) consists of I-465/ 3,518 feet west and 1.2 miles east of its intersection with I-65, and I-65, 2,173 feet north and 2.85 miles south of its intersection with I-465. A copy of the Area of Potential Effect Map is located on Appendix page D-10.

Coordination with Consulting Parties:

An early coordination letter was submitted to potential consulting parties and the Indiana State Historic Preservation Officer (SHPO) on June 7, 2011 (See Appendix pages C-1 – C-9). The following other individuals and organizations were invited, in writing, to be consulting parties:

Indiana Landmarks
 Indianapolis Historic Preservation Commission
 Perry Township-Southport Historical Society
 Marion County Historical Society
 Marion County Historian
 Beech Grove

City of Southport

The above-listed parties have been provided with copies of the Historic Properties Report (HPR) and response postcards with which to accept or decline the invitation to be a consulting party.

Archaeology:

An archaeological field reconnaissance was conducted for the proposed I-65 and I-465 interchange modification between February 20, 2011 and February 28, 2011 by Archaeological Consultants of Ossian. This investigation examined approximately 77.4 acres. Most of the study area consisted of existing right-of-way. No cultural resources were identified during the investigation. As a result, no further archaeological assessment was recommended. The Indiana Department of Natural Resources – Division of Historic Preservation and Archaeology concurred with the findings of the Phase 1a Reconnaissance in a May 9, 2011 review letter.

Historic Properties:

The corridor was researched and examined by the ASC Group, Inc. A historic properties report was produced in May 2011. This report was prepared using information from local and state government repositories, historical societies, Marion County Interim Report, and site inspection. The historic properties report did not identify any properties listed on or eligible for the National Register of Historic Places. The historic properties report was sent to consulting parties and the DHPA on June 7, 2011 (Appendix pages C-1 – C-9). The DHPA concurred with the findings of the historic properties report in a July 8, 2011 review letter located on Appendix pages D-35 - D-36 of this report.

Documentation, Findings:

A finding of “no historic properties affected” was issued by INDOT’s Cultural Resources Office on behalf of the FHWA on August 29, 2011 (Appendix page D-5). A letter informing consulting parties of the finding, including the SHPO, was sent on September 13, 2011. A copy of the letter is located on Appendix page D-4 of this report. The SHPO concurred with the finding of “no historic properties affected” on October 14, 2011. A copy of this letter is located on Appendix pages D-1 – D-2 of this report.

Public Involvement:

To meet the public involvement requirements of Section 106, FHWA’s finding of “no historic properties affected” was advertised in the *Indianapolis Star* on September 12, 2011. The public comment period closed on October 17, 2011. The text of the public notice and the affidavit of publication appear on Appendix

page D-3 of this report. No comments were received by the published deadline.

SECTION D – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

Section 4(f) Involvement

	<u>Presence</u>		<u>Use</u>		<u>FHWA / ES Approval/dates</u>
	Yes	No	Yes	No	
Parks & Other Recreational Land					
Publicly owned park		X			
Publicly owned recreation area		X			
Other (school, state/national forest, bikeway, etc.)	X			X	
Programmatic Section 4(f)		X			
Individual Section 4(f) Evaluation		X			
"De minimis" Impact		X			

	<u>Presence</u>		<u>Use</u>		<u>FHWA / ES Approval/dates</u>
	Yes	No	Yes	No	
Wildlife & Waterfowl Refuges					
National Wildlife Refuge		X			
State Fish & Wildlife Area – recreation or refuge areas only		X			
Programmatic Section 4(f)		X			
Individual Section 4(f) Evaluation		X			
"De minimis" Impact		X			

	<u>Presence</u>		<u>Use</u>		<u>FHWA / ES approval/dates</u>
	Yes	No	Yes	No	
Historic Properties					
Sites eligible and/or listed on the NRHP		X			
Programmatic Section 4(f)		X			
Individual Section 4(f) Evaluation		X			
"De minimis" Impact		X			

X
 Discuss Programmatic Section 4 (f) and De minimis Section 4(f) impacts in the remarks section below. Individual Section 4(f) documentation must be separate Draft and Final documents. For further discussions on Programmatic, De minimis and Individual Section 4(f) documents please refer to the "Procedural Manual for the Preparation of Environmental Studies". Discuss proposed alternatives that satisfy the requirements of Section 4(f).

Remarks: Roncalli High School is located on the west side of I-65. The recreational facilities at Roncalli High School are located adjacent to the project corridor. However, no right-of-way will be required from this property. As a result, no Section 4(f) impacts are anticipated. No other Section 4(f) resources were identified within or near the project area during a November 15, 2011 site visit or through coordination with the Indiana Department of Natural Resources (Appendix page C-26). As a result, no Section 4(f) impacts are expected to occur as a result of this project.

Section 6(f) Involvement

Section 6(f) Property	<u>Presence</u>		<u>Use</u>	
	Yes	No	Yes	No
		X		

Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discuss any Section 6(f) involvement.

Remarks: No Section 6(f) resources were identified by the National Park Service, Indiana Department of Natural Resources – Division of Outdoor Recreation or by site inspection. Additionally, no Section 6(f) resources are found within or near the project limits in the National Park Service's Land and Water Conservation Fund Database. As a result, the project will not involve any properties acquired by or improved with the Land and Water Conservation Fund.

SECTION E – Air Quality

Air Quality

Conformity Status of the Project

	Yes	No
Is the project in an air quality non-attainment or maintenance area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If YES, then:		
Is the project in the most current MPO TIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the project exempt from conformity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If the project is NOT exempt from conformity, then:		
Is the project in the Transportation Plan (TP)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is a hot spot analysis required (CO/PM)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is an MSAT level 1a Analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is an MSAT level 1b Analysis required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is an MSAT level 2 Analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is an MSAT level 3 Analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is an MSAT level 4 Analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is an MSAT level 5 Analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks:

This project is located in Marion County. Marion County is currently non-attainment area for Carbon Monoxide, Ozone, and PM2.5 Please see the FHWA Indianapolis Area Ozone non-attainment map and FHWA Indianapolis Area PM 2.5 non-attainment map located on Appendix pages G-1 – G-4 for further details. Currently, the project’s design concept and scope are accurately reflected in both the Indianapolis MPO Transportation Plan (TP) and the Transportation Improvement Program (TIP). The project is listed in the July 23, 2012 conformity finding for the Indianapolis Metropolitan Planning Area 2035 Transportation Plan amendment. As a result, the conformity requirements of 40 CFR 93 have been satisfied.

Hot Spot Analysis: This project was determined to be a project of air quality concern. The proposed project is outside the non-attainment area for Carbon Monoxide within Marion County. The project is located within the non-attainment area for PM 2.5. As a result, a Qualitative PM 2.5 Hot Spot Analysis was conducted by Keramida, Inc. This analysis provides estimation of likely future localized PM 2.5 pollutant concentrations and a comparison of those concentrations to the relevant air quality standards. A copy of the May 30, 2012 Qualitative PM 2.5 Hot Spot Analysis is located on Appendix pages G-9 – G-13 of this document. The following information was taken from the Qualitative PM 2.5 Hot Spot Analysis Report.

Factors considered in analyzing whether this project will cause or contribute to a local PM-2.5 hot spot include:

The margin between representative air quality data the NAAQS for PM-2.5, changes in diesel truck traffic volume and fuel use, and implementation of standards to reduce highway diesel tailpipe emissions. Based on the relatively

large margin between actual measured PM-2.5 concentrations and the NAAQS for fine particulate matter, and the anticipated decrease in direct PM-2.5 emissions from heavy duty highway trucks, this analysis concludes that the I-65 South and I-465 interchange project will not cause or contribute to a violation of the 24-hour or annual NAAQS for fine particulate matter.

A public hearing was held on Thursday, April 10, 2012 at 6 PM in the South Grove Intermediate School, Beech Grove, IN. The results of the PM 2.5 Analysis was presented during the public hearing. No comments were received related to the PM 2.5 Analysis either written or verbal by the public comment period deadline of April 27, 2012. The Indiana Department of Transportation concurred with the results of this analysis on October 26, 2011. The Qualitative PM2.5 Hot Spot Analysis Report was reviewed by IDEM, USEPA and FHWA. A conformity finding was issued for the PM 2.5 Hot Spot Qualitative Analysis on July 23, 2012.

Mobile Source Air Toxics: In addition to the criteria air pollutants for which there are NAAQS, the EPA also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g. airplanes), area sources (e.g. dry cleaners), and stationary sources (e.g. factories or refineries). Mobile Source Air Toxics (MSATs) are a subset of the 188 air toxics defined by the Clean Air Act. The MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

The EPA is the lead Federal Agency for administering the Clean Air Act and has certain responsibilities regarding the health effects of MSATs. The EPA has issued a Final Rule on Controlling Emissions of Hazardous Air Pollutants from Mobile Sources (66 FR 17229 – March 29, 2001). This rule was issued under the authority in Section 202 of the Clean Air Act. In its rule, the EPA examined the impacts of existing and newly promulgated mobile source control programs, including its reformulated gasoline (RFG) program, its national low emission vehicle (NLEV) standards, its Tier 2 motor vehicle emissions standards and gasoline sulfur control requirements, and it proposed heavy duty engine and vehicle standards and on-highway diesel fuel sulfur control requirements. Between 2000 and 2020, FHWA projects that even with a 64 percent increase in VMT, these programs will reduce on-highway emissions of benzene, formaldehyde, 1, 3-butadiene and acetaldehyde by 57 to 65 percent, and will reduce on-highway diesel PM emissions by 87 percent.

SECTION F - NOISE

Noise

Is a noise analysis required in accordance with FHWA regulations and INDOT's noise policy?

Yes No

No Yes/ Date

ES Approval of Noise Analysis July 23, 2012

Remarks:

Because this activity is classified as a Type I project involving added capacity, a noise analysis was required per 23 CFR 772 and the INDOT Traffic Noise Policy (effective 07-13-2011). Shrewsberry and Associates completed a Noise Impact Analysis dated November 2011. INDOT approved the Noise Impact Analysis on July 23, 2012. A copy of the Noise Impact Analysis Report approval is located on Appendix page H-1. As part of this Noise Impact Analysis, receptors within 500 feet of I-65 and I-465 (in both directions) were identified and modeled with the Federal Highway Administration Traffic Noise Model version 2.5. A copy of the Noise Impact Analysis is located in Appendix H of this document. The results of the noise impact study are summarized in the paragraphs below:

The Noise Impact Analysis has identified 428 impacted receptors and has determined that noise abatement is likely, but not guaranteed, at three locations. Noise abatement at these locations is based upon preliminary design costs and design criteria. Nine (9) proposed noise walls were analyzed as part of the noise impact study. Based on the studies completed to date, noise abatement is feasible and reasonable (based on cost effectiveness) along portions of I-465 EB, I-465 WB, and portions of I-65 NB. These preliminary indications of likely abatement measures are based upon the preliminary design for Noise Barrier Wall I-465 EB, I-465 WB and I-65 NB3. A summary of each of the noise abatement locations have been provided below.

I-465 Eastbound

Wall I-465 EB is a height of 12 feet to 14 feet and 4,295 feet in length at an estimated cost of \$20,172 dollars per benefited receptor. Wall I-465 EB will provide at least 7 dBA noise reduction to 52.5% of impacted first row receptors and provide an average noise reduction of greater than 5.0 dBA to benefited receptors.

I-465 Westbound

Wall I-465 WB ranges in height from 13 to 14 feet and is 5,350 feet in length at an estimated cost of \$11,592 dollars per benefited receptor. Wall I-465 WB will provide at least 7 dBA noise reduction to 51.9% of impacted first row receptors and provide an average noise reduction of greater than 5.0 dBA to benefited

receptors.

I-65 Northbound

Wall I-65 NB3 is a height of 12 feet and is 1,625 feet in length at an estimated cost of \$21,680 dollars per benefited receptor. Wall I-65 NB will provide at least 7 dBA noise reduction to 60.0% of impacted first row receptors and provide an average noise reduction of greater than 5.0 dBA to benefited receptors.

Each of the proposed noise walls will reduce the noise level by a minimum of 7 dB(A) at a majority of the identified impacted receptors. A survey was sent to noise-impacted property owners benefited by the noise walls found to be both feasible and cost effective (I-465 EB, I-465 WB, and I-65 NB3) on March 14, 2012. The property owners were surveyed to determine whether they “do” or “do not” want the proposed noise abatement in their area. INDOT requires that a majority (50% +1) of property owners respond. One hundred seventy four (174) surveys were mailed and 99 replies were received. Of the 99 responses received, 96 property owners indicated that they “do” want the proposed noise walls, and 3 indicated they “do not” want walls. A public hearing was also held on April 10, 2012.

Public Involvement:

Several concerns were expressed during the public involvement phase of this project. The concerns expressed by the public in regards to the preferred alternative concentrated mostly on increased noise and neighborhood safety. A noise impact study was completed in accordance with the 2011 INDOT Traffic Noise Policy (effective 07-13-2011). Based on the noise study, noise abatement is feasible and cost-effective at three locations within the project. These locations of likely abatement measures are I-465 EB, I-465 WB and I-65 NB3 (near Edgewood Avenue). All other areas were considered unfeasible or not cost effective per INDOT’s 2011 Traffic Noise Policy requirements for noise wall installation. The comments received were considered not to involve substantial controversy since most of the comments were in regards to traffic noise and the Noise Impact Analysis met the requirements in the 2011 INDOT Traffic Noise Policy.

Statement of Likelihood:

Based on the studies completed to date, the State of Indiana has identified 428 impacted receptors and has determined that noise abatement is likely, but not guaranteed, at 3 locations. Noise abatement at these locations is based upon preliminary design costs and design criteria. Noise abatement in these locations has been estimated to cost \$3,929,760 and will reduce the noise level by a minimum of 7 dB(A) at a majority of the identified impacted receptors. A

reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is not feasible and reasonable, the abatement measures might not be provided. The final decision on the installation of an abatement measure(S) will be made upon the completion of the project's final design and the public involvement processes.

The viewpoints of the benefited residents and property owners were sought and were considered in determining the reasonableness of highway traffic noise for proposed highway construction projects. INDOT will incorporate highway traffic noise consideration in on-going activities for public involvement in the highway program.

SECTION G – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

- Will the proposed action comply with the local/regional development patterns for the area?
- Will the proposed action result in substantial impacts to community cohesion?
- Will the proposed action result in substantial impacts to local tax base or property values?
- Will construction activities impact community events (festivals, fairs, etc.)?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: The preferred alternative is consistent with local land use plans developed by the City of Indianapolis. The preferred alternative improves the overall function of the I-465 at I-65 Interchange. No negative impacts to community cohesion are anticipated. This project will not have any significant short or long-term economic impacts.

Indirect and Cumulative Impacts

Will the proposed action result in substantial indirect or cumulative impacts?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: The proposed project will improve the overall safety for motorists using the roadway by improving the capacity and geometrics of the interchange. The proposed improvements are not expected to result in significant changes to traffic patterns, volumes and vehicle mixes. As a result, the proposed project is not expected to result in substantial indirect or cumulative impacts.

Public Facilities & Services

Will the proposed action result in substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation or pedestrian and bicycle facilities? Discuss the maintenance of traffic, and how that will affect public facilities and services.

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks:

Impacts to public facilities or services will be minimized by the maintenance of traffic plan and phased construction. The local fire department, police stations, emergency services, and schools will be updated periodically on construction and delays for their planning purposes. Access for the residents will be improved. Public services such as police and fire protection will have improved access at the completion of the project.

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Are any EJ populations located within the project area?

Will the project result in adversely high or disproportionate impacts to the EJ population?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks:

Title VI of the Civil Rights Act of 1964 and the subsequent legislation require federal agencies to ensure that none of their programs discriminate on the basis of race, color, national origin, age gender, handicap/disability and religion. The President's Executive Order 12898 on February 11, 1994 and the President's Memorandum on Environmental Justice of the same date underscore these provisions with respect to Environmental Justice in Minority Populations and Low Income Populations. The intent is to ensure that the federal departments and agencies identify and address any disproportionately high and adverse human health or environmental effects from their policies, programs and activities on minority populations and low income populations. This project will require the acquisition of 8.4 acres of new permanent right-of-way. As a result, an Environmental Justice analysis is required for this undertaking.

The following information was determined by a review of 2000 U.S. Block Group Census Data concerning race, income, and poverty levels within the project limits. A copy of the 2000 U.S. Census data is located on Appendix page I-2 of this report. The reference community is typically a county, city, or town that contains the project and is called the community of comparison (COC). The community that overlaps the project limits is called the affected community (AC). An AC that is more than 50 percent minority or low-income is an automatic Environmental Justice population. Environmental Justice populations are present if the low-income population or minority population is 25 percent higher than the population in the COC.

Along the I-465 at I-65 project corridor, 2000 U.S Census Block Group Data was analyzed for Marion County. Marion County is not an automatic Environmental Justice community because its minority or low-income populations are less than 50 percent. In addition, the AC does not have a minority population 25% above the percentage in the COC (125%). Census data representing Marion County was utilized for the COC and the block groups within the project limits were considered the AC. An analysis of the AC is provided in the paragraphs below:

The percentage of the population in poverty in the AC along the project is 6.10 percent which is less than 25 percent greater than that of the COC (11.40

percent). The percentage of the AC that is non-white (7.1 percent) is less than 25 percent greater than that of COC (31.13 percent). These comparisons indicate that the affected community does not have concentrations of low-income individuals and minority individuals when compared to COC as a whole.

The AC does not contain populations of concern for Environmental Justice. As a result, there will be no disproportionately high adverse environmental or health impacts to low-income populations or minority populations from this project. The Indiana Department of Transportation is committed to ensure nondiscrimination in its federally funded activities and to comply with the intent of the Executive Order and the Memorandum on Environmental Justice, through the continuous public involvement process.

Relocation of People, Businesses or Farms:

Will the proposed action result in the relocation people, businesses or farms?

Is a Business Information Survey (BIS) required?

Is a Conceptual Stage Relocation Study (CSRS) required?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Number of relocations: Residences: 0 Businesses: 0 Farms: 0 Other: 0

If a BIS or CSRS is required, discuss the results in the Remarks section.

Remarks: No relocations of people, businesses, or farms will take place because of this project.

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Documentation

- Red Flag Investigation
- Hazardous Materials Site Assessment Form
- Phase I Initial Site Assessment (ISA)
- Phase II Preliminary Site Investigation(PSI)
- Design/Specifications for Remediation required?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Yes/ Date

ES Review of Investigations	<input type="checkbox"/>	February 21, 2011
------------------------------------	--------------------------	-------------------

Include a summary of findings for each investigation.

Remarks: A red flag investigation was completed on February 21, 2011 by United Consulting. Please refer to red flag investigation beginning on Appendix page E-1 for further details. No potentially hazardous sites were identified in the project vicinity or in the project area. A site inspection on November 15, 2011 did not show any evidence of hazardous materials within the permanent or temporary right of way for this project. No further investigation for hazardous materials is required at this time.

SECTION I – PERMITS CHECKLIST

	<u>Required</u>	<u>Not Required</u>
Army Corps of Engineers (404/Section10 Permit) Individual Permit (IP)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
This is page 41 of 48 Project name: <u>I-465 at I-65 Interchange Modification</u> Date: <u>July 2012</u>		

Nationwide Permit (NWP)		X
Regional General Permit (RGP)	X	
Pre-Construction Notification (PCN)		X
Other		X
Wetland Mitigation required		X
IDEM		
Section 401 WQC	X	
Isolated Wetlands determination		X
Rule 5		X
Other		X
Wetland Mitigation required		X
Stream Mitigation required		X
IDNR		
Construction in a Floodway	X	
Navigable Waterway Permit		X
Lake Preservation Permit		X
Other		X
Mitigation Required		X
US Coast Guard Section 9 Bridge Permit		X
Others (Please discuss in the Remarks section below)		X

Remarks: I.D.E.M. Section 401 Water Quality Certification: Some construction activity is anticipated below the ordinary high water mark of jurisdictional waterways. As a result, a Section 401 Water Quality Certification from the Indiana Department of Environmental Management will be required. IDEM may require mitigation if more than 300 linear feet of stream or more than 0.1 acre of Waters of the U.S. will be impacted.

U.S. Army Corps of Engineers Section 404 Permit: Some construction activity is anticipated below the ordinary high water mark of jurisdictional waterways. As a result, a Section 404 Permit from the Louisville District, U.S. Army Corps of Engineers will be required.

I.D.N.R. Construction in a Floodway: The project will involve construction in a regulated floodway. As a result, a Construction in a Floodway Permit from the Indiana Department of Natural Resources - Division of Water is required.

I.D.E.M. Rule 5 Permit: The project will disturb greater than one acre. As a result, Rule 5 administered through the Indiana Department of Environmental Management will apply to this project. Completion of this permit will be coordinated with the Indiana Department of Environmental Management.

SECTION J- ENVIRONMENTAL COMMITMENTS

Information below must be included on Commitments Summary Form. List all commitments, indicating which are firm and which are optional.

- Remarks:
1. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife. (FIRM) IDNR
 2. Dewatering should be limited to one stream bank or side of the creek (at the bridge construction site) at a time so at least half of the creek is always

flowing naturally. On larger streams, both sides can be dammed at once as long as the center of the channel is allowed to flow naturally. Avoid complete damming and pump around of streams. (FIRM) IDNR

3. Do not dewater directly into the stream. Dewater into a sediment bag, into a roll off box, and onto a riprap apron or similar system. (FIRM) IDNR
4. Cofferdam materials and methods can vary. Self-contained and encapsulated materials are recommended. Anything filled with water is better than soil-filled where there is a potential for leaking or failure of the system due to length of use or accidents. (FIRM) IDNR
5. Dewatering pumps should incorporate filters or bypasses to avoid injury or killing fish and other aquatic organisms. (FIRM) IDNR
6. Project design should avoid inclusion of a temporary causeway or runaround. Such features result in impacts to the stream and surrounding habitat. If a causeway is deemed critical for the construction to occur, a justification for the necessity of the causeway must be provided with any permit application. Ease of access from one bank to the other during construction is not necessarily a justification. (FIRM) IDNR
7. The use of temporary, easily removed structures such as timber mats should be considered before using causeways. If a causeway is absolutely necessary, impacts to the waterway from the installation and removal of a temporary causeway can be reduced minimizing the amount of time the causeway is in place, reducing the temporary crossing width, using more and larger culvert pipes, placing filter fabric under the aggregate fill to reduce impacts during the removal of the causeway post construction, and by using larger size aggregate with no fines included. (FIRM) IDNR
8. If box or pipe culverts are used, the bottoms should be buried a minimum of 6 inches below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the bankfull width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width/length) of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel. The new structure must not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. (FIRM) IDNR
9. Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap

may be used only at the toe of sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and native tree to central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (FIRM) IDNR

10. Impacts that remove trees from a non-wetland, riparian area require mitigation. When one or more acres of non-wetland forest are removed, replacement is at a 2:1 ratio based on area. If less than one acre of non-wetland, riparian area require mitigation. When one or more acres of non-wetland forest are removed, replacement at a 2:1 ratio based on area. If less than one acre of non-wetland forest is removed in rural setting, replacement is at a 1:1 ratio based on area. If less than one acre if non-wetland forest in urban setting, the mitigation requirement involves planting five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height. (FIRM) IDNR
11. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species as soon as possible upon completion. (FIRM) IDNR
12. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush. (FIRM) IDNR
13. Do not cut any trees suitable for Indiana bat roosting (3 inches dbh, living or dead, with loose hanging bark) from April 1 through September 30. (FIRM) IDNR
14. Do no excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (FIRM) IDNR
15. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (FIRM) IDNR
16. Do no deposit or allow demolition materials or debris to fall or otherwise enter the waterway. (FIRM) IDNR
17. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized. (FIRM) IDNR
18. Seed and protect all disturbed stream banks and slopes that are 3:1 or

steeper with erosion control blankets (follow manufacturer's recommendations for selection and installation) or use an appropriate structural armament; seed and apply mulch on all other disturbed areas. (FIRM) IDNR

19. Construction should take place April through October unless a snake sampling, monitoring and removal plan is submitted to the Indiana Department of Natural Resources – Division of Fish and Wildlife. (FIRM) IDNR
20. Place silt fence along the outside of the entire construction area one week prior to the start of construction. (FIRM) IDNR
21. All logs, trash, or any other types of debris (including riprap) should be removed from the construction area at least one week prior to the start of work to keep the snakes from hiding underneath any debris. If any vegetation will be removed during the work, this should also be conducted one week prior. (FIRM) IDNR
22. Any equipment, materials or debris left overnight in the area should be checked for the presence of Kirtland's snake prior to the start of work each day. (FIRM) IDNR
23. Any snakes that are found should be retained in a safe manner, and the state herpetologist, Sarabeth Klueh, should be notified at sklueh@dnr.in.gov or (812) 334 -1137. (FIRM) IDNR
24. Post DO NOT DISTURB signs at the construction zone boundaries and do not clear trees or understory vegetation outside the boundaries. (For further consideration) USFWS
25. Restrict below low-water work to placement of piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. (For further consideration) USFWS
26. Restrict channel work and vegetation clearing to within the width of the normal roadway approach right-of-way. In rural areas this should be feasible under current Indiana Natural Resources Commission policy, whereby it is not necessary for a bridge (when replaced on essentially the same alignment). (For further consideration) USFWS
27. Minimize the extent of artificial bank stabilization. (For further consideration) USFWS
28. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat. (For further consideration) USFWS

29. Implement temporary erosion and siltation control devices such as placement of straw bales in drainage ways and ditches, covering exposed areas with burlap, jute matting or straw, and grading slopes to retain runoff in basins. (For further consideration) USFWS
30. In the event a Section 404 wetland permit is required from the USACE, you must also obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. (FIRM) IDEM
31. Regarding open burning and disposal of organic debris generated by land clearing activities; some types of open burning are allowed under specific conditions. You can seek an open burning variance from IDEM. (FIRM) IDEM
32. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months of April through October. See 326 IAC 8-5-2, Asphalt Paving Rule. (FIRM) IDEM
33. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality. (FIRM) IDEM
34. All solid waste generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. (FIRM) IDEM
35. If any contaminated soils are discovered during this project, they must be subject to disposal as hazardous waste. Please contact the Office of Land Quality at 317-308-3103 to obtain information on proper disposal procedures. (FIRM) IDEM
36. The Greenwood Municipal Airport is located approximately 13,320' to the West of the project site. If any permanent structures or equipment utilized for the project penetrates the 100:1 slope from the airport FAA form 7460 (Notice of Proposed construction or alteration) must be filed. (FIRM) INDOT
37. If permanent or temporary right-of-way amounts change, INDOT Environmental Services will be contacted immediately. (FIRM) INDOT Environmental Services
38. Any work in a wetland area within INDOT's right-of-way or borrow/waste area is prohibited unless specifically allowed in the US Army Corps of Engineers or IDEM permit. (FIRM) INDOT Environmental Services

39. If any archaeological artifacts or human remains are uncovered during construction, federal law and regulations (16 USC 470, et seq.; 36 CFR 800.11, et al.) and State Law (IC 14-41-1) require that work must stop and that the discovery must be reported to the Division of Historic Preservation and that the discovery must be reported to the Division of Historic Preservation and Archaeology in the Indiana Department of Natural Resources within 2 business days. (FIRM) IDNR
40. If any potential hazardous materials are discovered during construction the IDEM Spill Line should be notified with details of the discovery within 24 hours. INDOT Environmental Services, Hazardous Materials Unit should then be contacted to organize the proper handling of the material to be in accordance with the IDEM guidelines. (FIRM) INDOT Environmental Services
41. Upon completion of the environmental document phase, the noise study will be provided directly to the Indianapolis and Marion County Department of Metropolitan Development. (FIRM) INDOT Environmental Services

SECTION K- EARLY COORDINATION

Please list the date coordination was sent and all agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received.

Remarks:

The environmental review of this project was initiated on June 9, 2011 with the mailing of an early coordination letter containing valuable insight about the proposed project. The purpose of this correspondence was to inform all concerned parties of the intentions of the Indiana Department of Transportation. The early coordination letter was sent to the following agencies:

Agency	Response Received
Natural Resources Conservation Service	June 10, 2011
Indiana Department of Environmental Management	November 15, 2011
Indiana Department of Environmental Management – Groundwater	June 13, 2011
US Fish and Wildlife Service	1993 Memorandum of Understanding
US Army Corps of Engineers	Did not respond
Indiana Department of Natural Resources – Division of Water	July 11, 2011
Indiana Department of Natural Resources – State Historic Preservation Officer	July 8, 2011
Indiana Landmarks	Did not respond
Indianapolis Historic Preservation Commission	Did not respond
Perry Township Historical Society	Did not respond

Marion County Historical Society	Did not respond
Marion County Historian	Did not respond
INDOT Aeronautics Division	June 28, 2011
Indianapolis MPO	June 16, 2011
Beech Grove City Engineer	Did not respond
Southport City Engineer	Did not respond
INDOT Greenfield District	Did not respond
Indiana Geological Survey	August 19, 2011
National Park Service	Did not respond
US HUD	Did not respond
Indiana Department of Natural Resource Division of Outdoor Recreation	June 22, 2011

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Appendix A

INDOT Supporting Documentation

Categorical Exclusion Level Thresholds – I-465 at I-65 Interchange Modification

	Level 1	Level 2	Level 3	Level 4
Relocations	None	≤ 2	> 2	> 10
Right of way¹	< 0.5 acres	< 10 acres	≥ 10 acres	≥ 10 acres
Length of added through lane	None	< 1 miles	≥ 1 mile	≥ 1 mile
Permanent Traffic pattern alteration	None	None	Yes	Yes
New alignment	None	None	< 1 mile	≥ 1 mile ²
Wetlands	< 0.1 acres	< 1 acre	< 1 acre	≥ 1 acre
Stream Impacts*	≤ 300 linear feet of stream impacts, no work beyond 75 feet from pavement	> 300 linear feet impacts, or work beyond 75 feet from pavement	N/A	N/A
Section 4(f)*	None	None	None	Any impacts
Section 6(f)	None	None	Any impacts	Any impacts
Section 106	“No Historic Properties Affected” or falls within guidelines of Minor Projects PA	“No Adverse Effect” or “Adverse Effect”	N/A	If ACHP involved
Noise Analysis Required	No	No	Yes ³	Yes ³
Threatened/Endangered Species*	“Not likely to Adversely Affect”, or Falls within Guidelines of USFWS 9/8/93 Programmatic Response	N/A	N/A	“Likely to Adversely Affect” ⁴
Sole Source Aquifer Groundwater Assessment	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Required
Approval Level • ESM ⁵ • ES ⁶ • FHWA	Yes	Yes	Yes Yes	Yes Yes Yes

*These thresholds have changed from the March 2009 Manual.

¹Permanent and/or temporary right of way.

²If the length of the new alignment is equal to or greater than one mile, contact the FHWA’s Air Quality/Environmental Specialist.

³In accordance with INDOT’s Noise Policy.

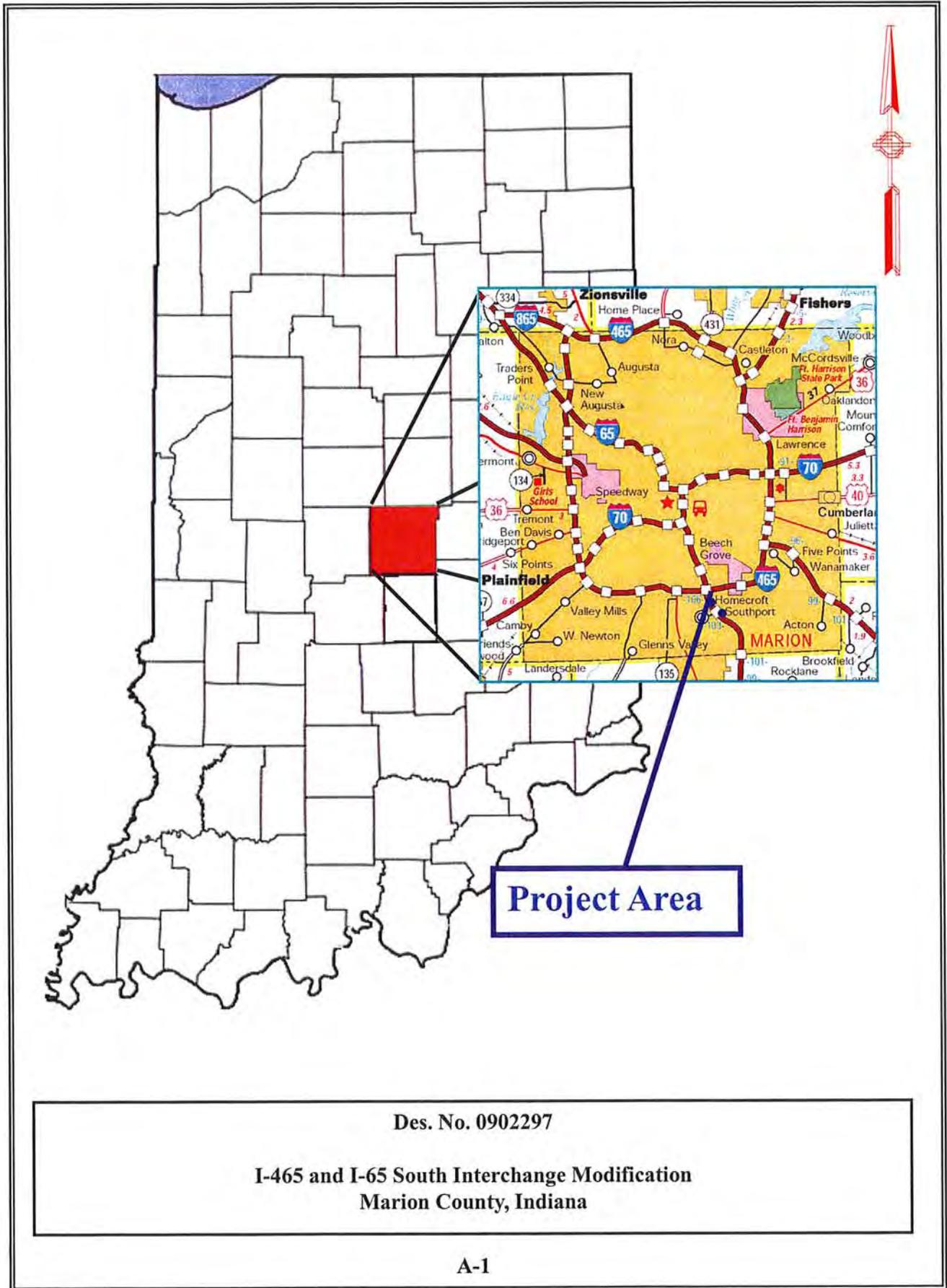
⁴If the project is considered Likely to Adversely Affect Threatened and/or Endangered Species, INDOT and the FHWA should be consulted to determine whether a higher class of document is warranted.

⁵Environmental Scoping Manager

⁶Environmental Services

Appendix B

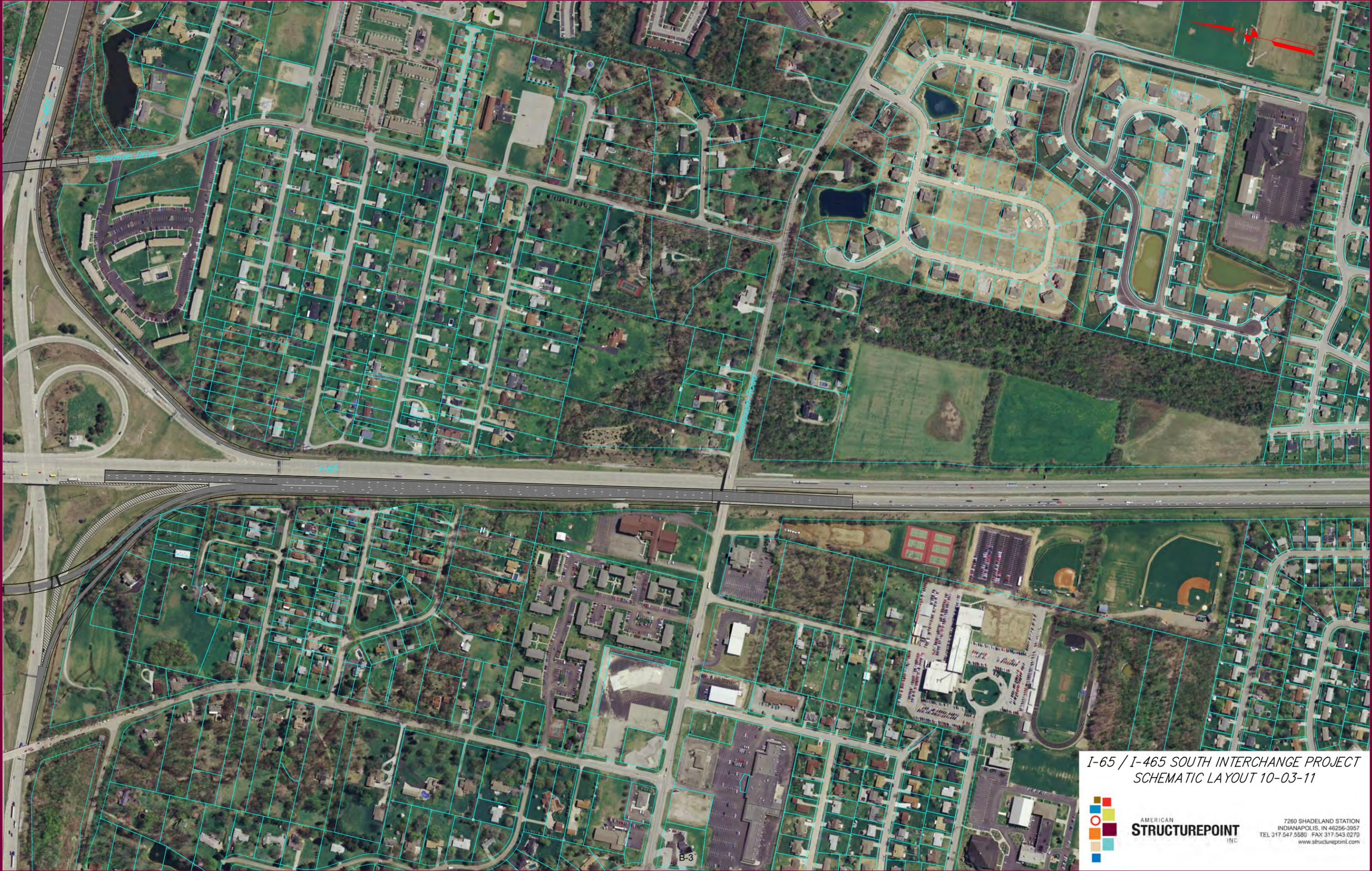
Graphics



Des. No. 0902297

**I-465 and I-65 South Interchange Modification
Marion County, Indiana**

A-1

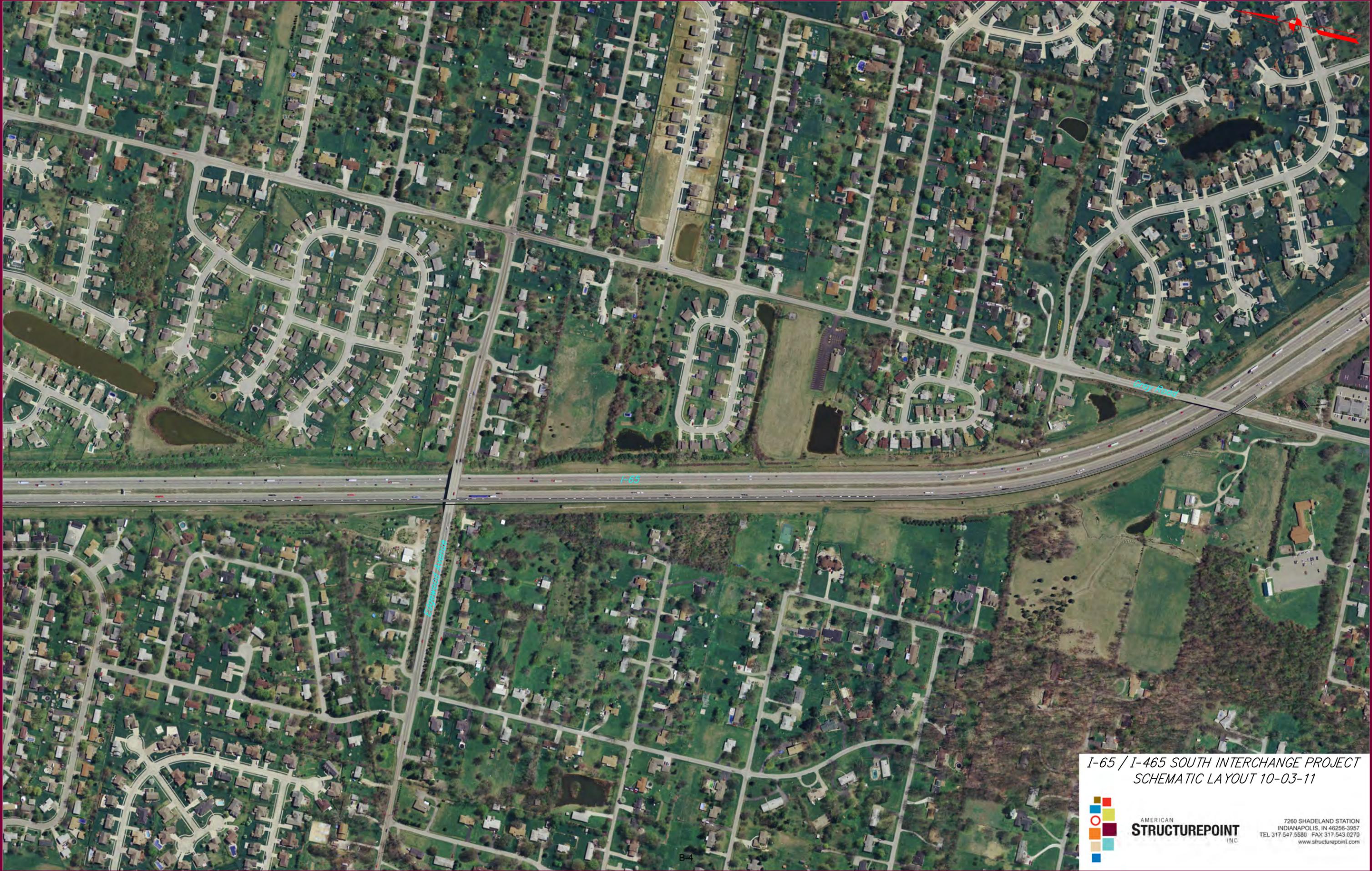


*I-65 / I-465 SOUTH INTERCHANGE PROJECT
SCHEMATIC LAYOUT 10-03-11*



AMERICAN
STRUCTUREPOINT
INC

7260 SHADELAND STATION
INDIANAPOLIS, IN 46256-3957
TEL 317.547.5580 FAX 317.543.0270
www.structurepoint.com



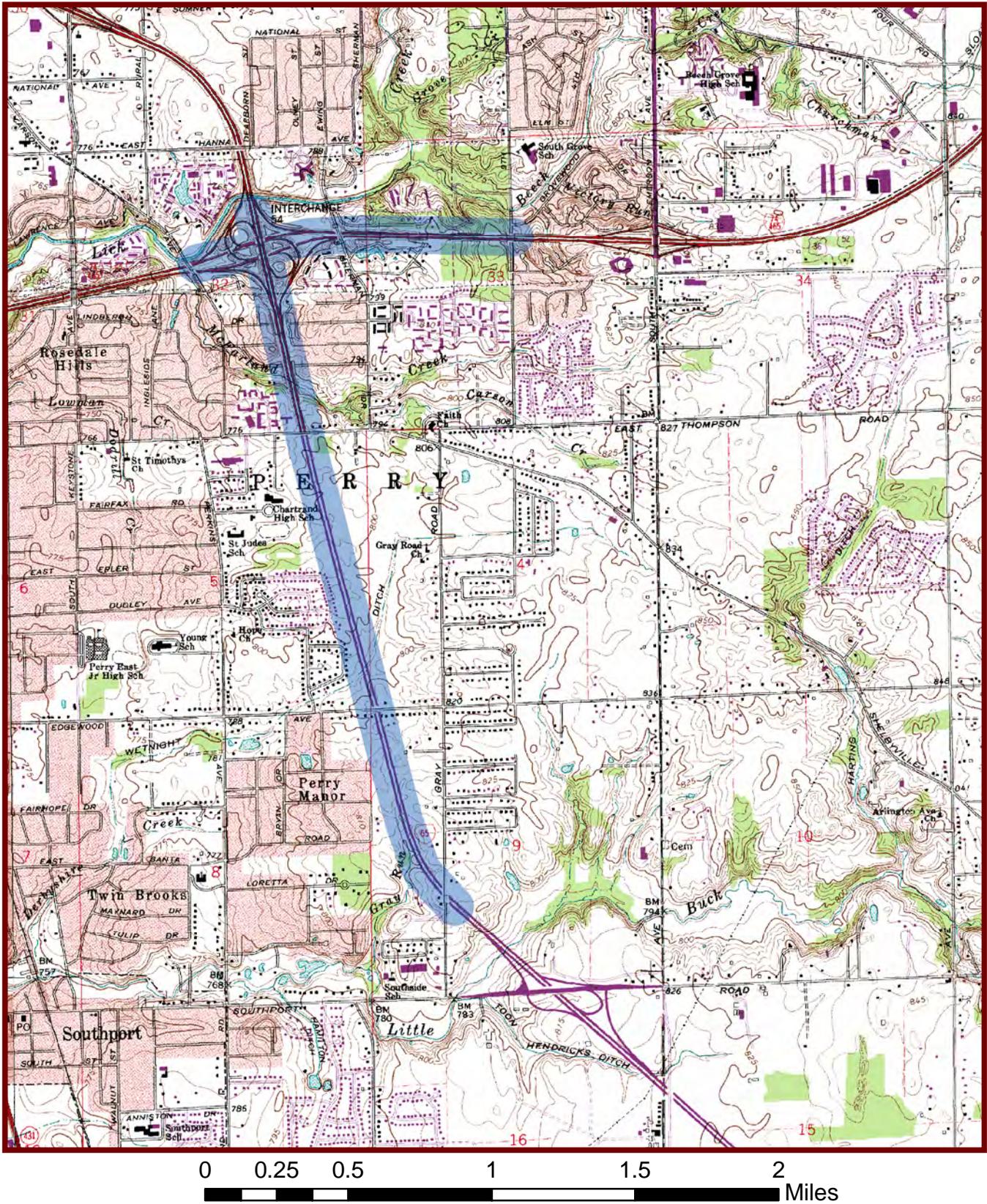
*I-65 / I-465 SOUTH INTERCHANGE PROJECT
SCHEMATIC LAYOUT 10-03-11*



AMERICAN
STRUCTUREPOINT
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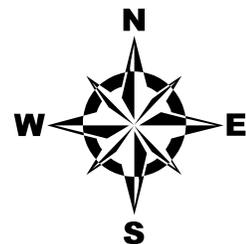
7260 SHADELAND STATION
INDIANAPOLIS, IN 46256-3957
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I-465 at I-65 Interchange Modification

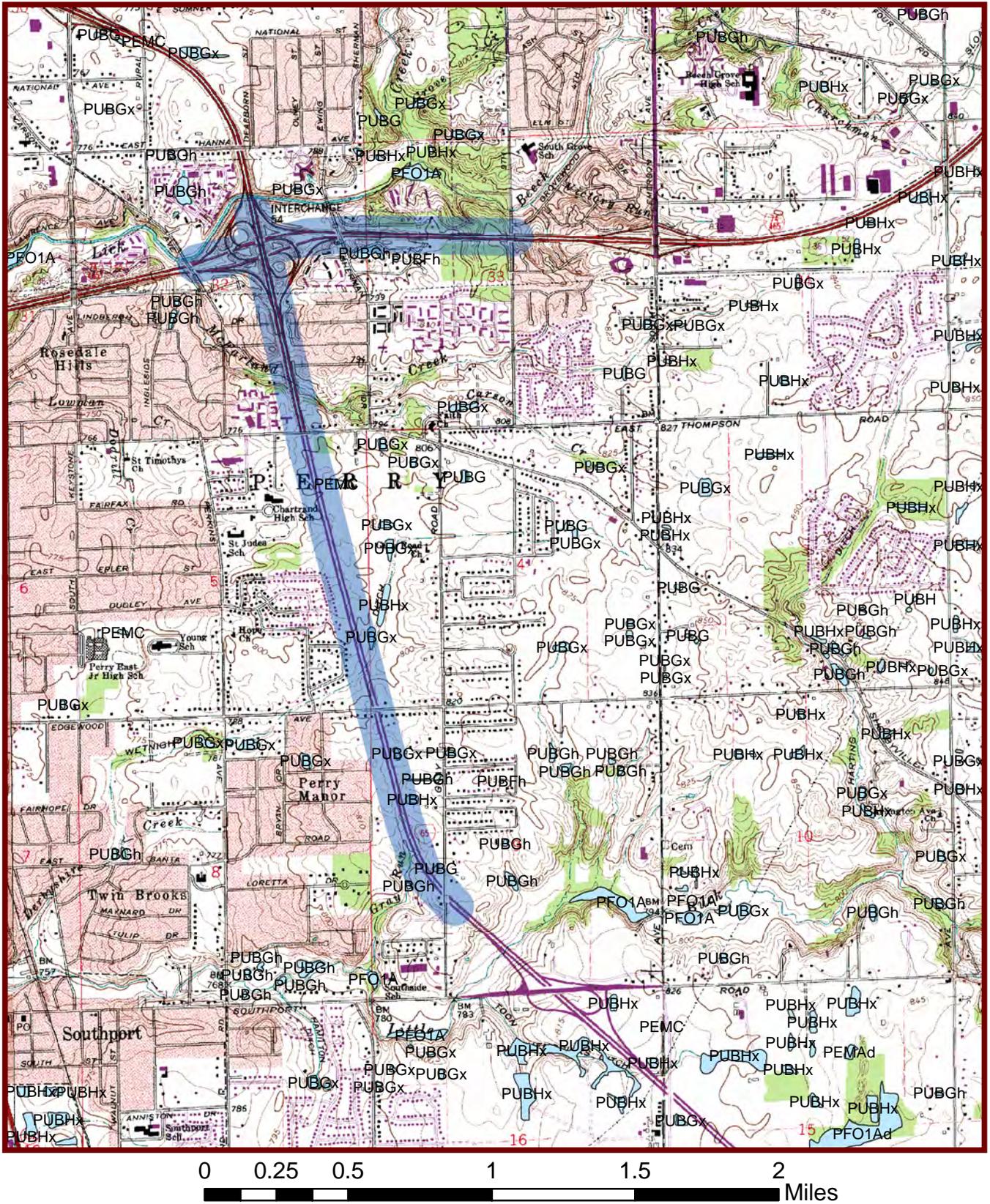


USGS Quadrangle

Indiana Department of Transportation
Office of Environmental Services
100 North Senate Avenue, Room 642N
Indianapolis, Indiana 46204

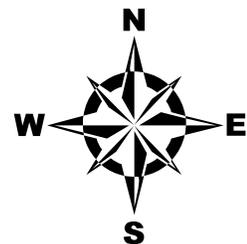


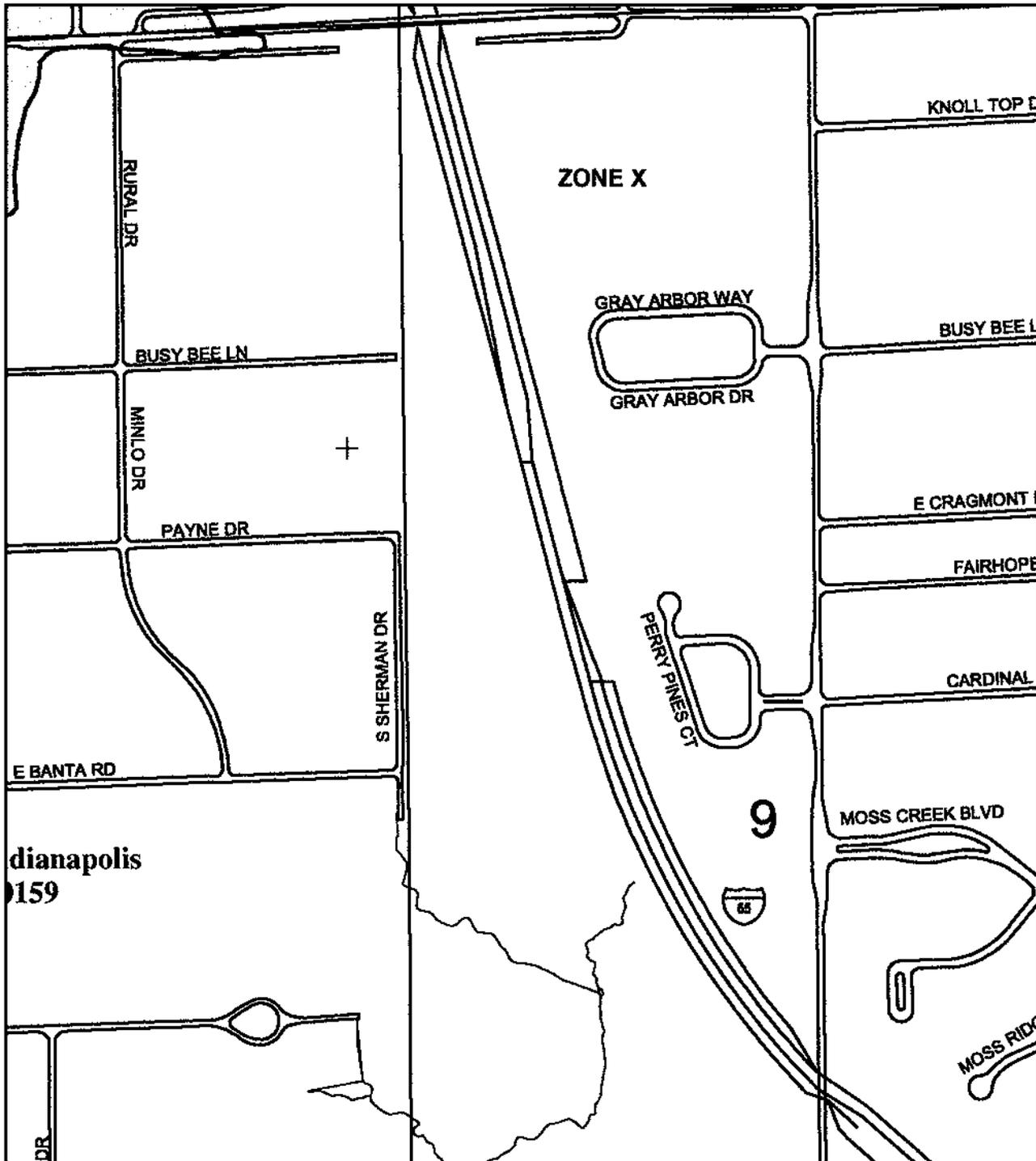
I-465 at I-65 Interchange Modification



National Wetland Inventory Map

Indiana Department of Transportation
Office of Environmental Services
100 North Senate Avenue, Room 642N
Indianapolis, Indiana 46204





MAP SCALE 1" = 500'



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0261F

FIRM
FLOOD INSURANCE RATE MAP

MARION COUNTY,
INDIANA
(ALL JURISDICTIONS)

PANEL 261 OF 290

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
INDIANAPOLIS, CITY OF	180169	0261	F
SOUTHPORT, CITY OF	180161	0261	F

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

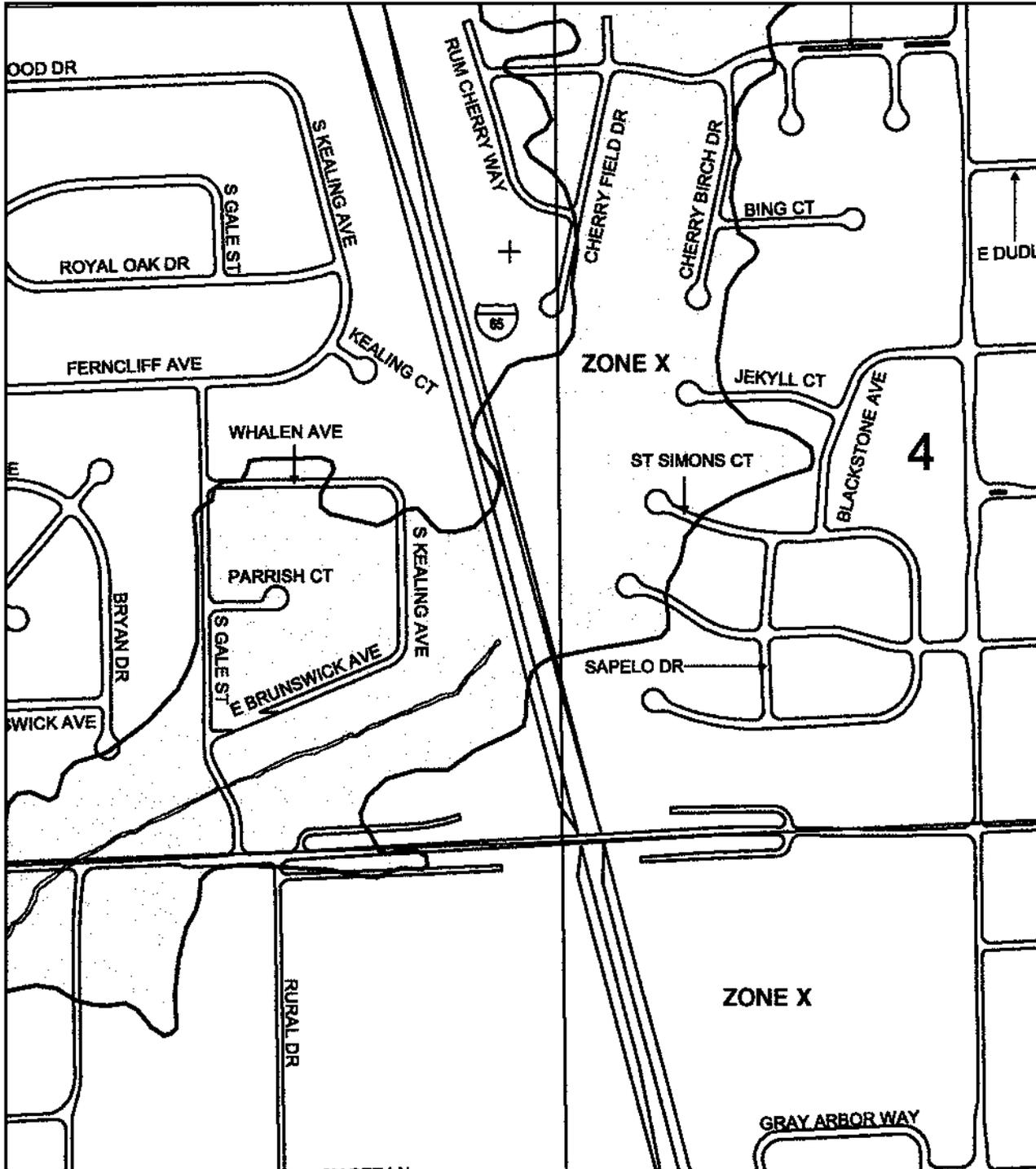


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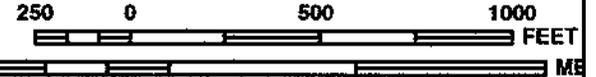
MAP REVISED
JULY 5, 2005

Federal Emergency Management Agency

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MAP SCALE 1" = 500'



PANEL 0261F

FIRM
FLOOD INSURANCE RATE MAP

MARION COUNTY,
INDIANA
(ALL JURISDICTIONS)

PANEL 261 OF 290

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
INDIANAPOLIS, CITY OF	180169	0261	F
SOUTHPORT, CITY OF	180161	0261	F

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.



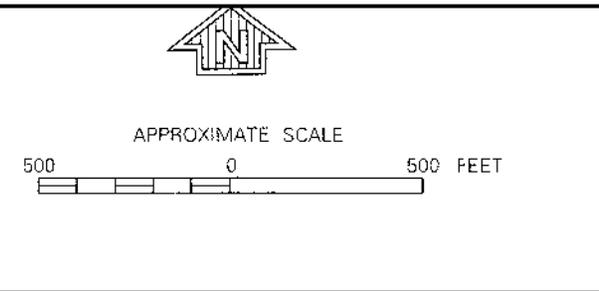
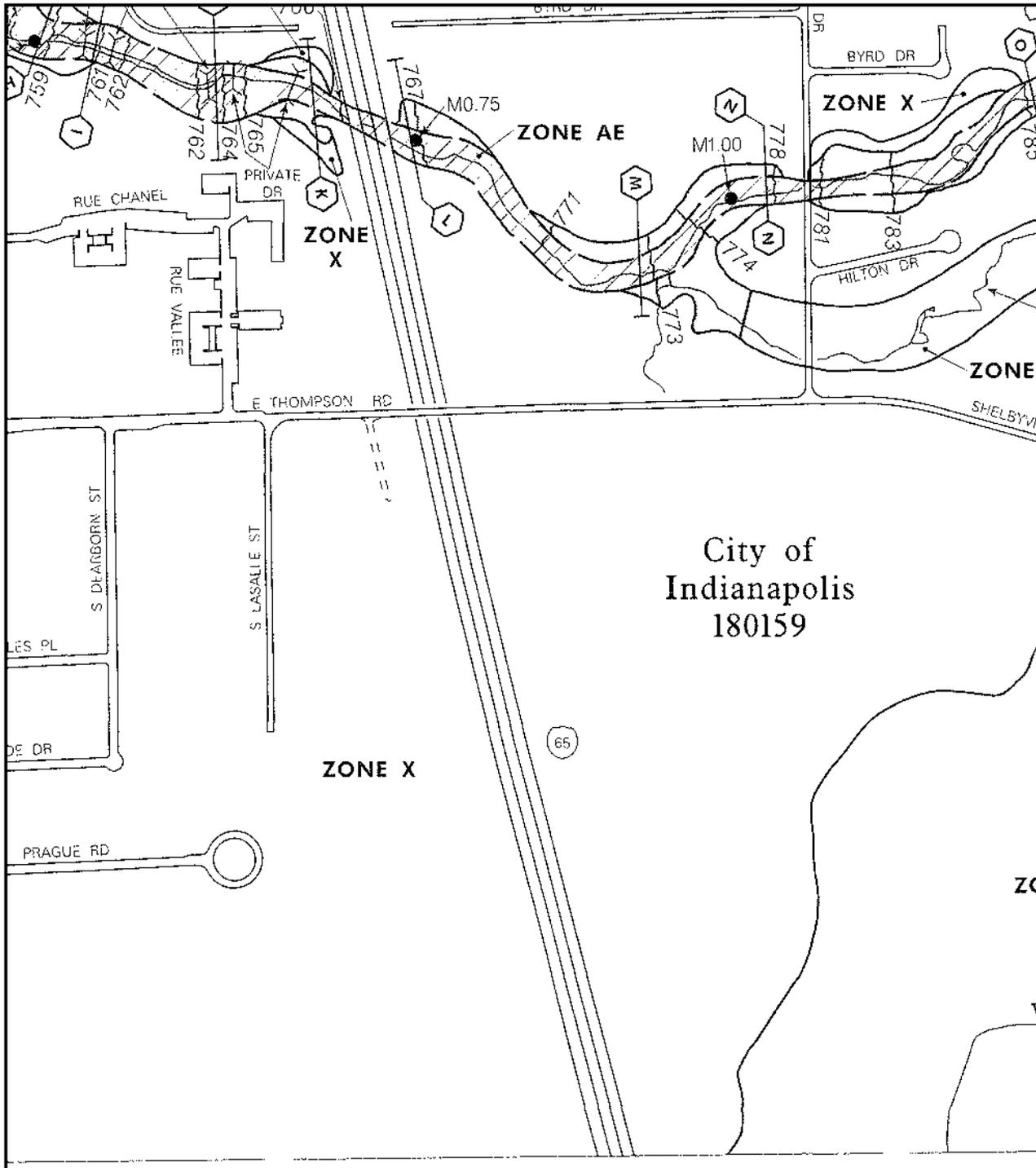
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MAP REVISED
JULY 5, 2005

Federal Emergency Management Agency

NATIONAL FLOOD INSURANCE PROGRAM

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NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP
MARION COUNTY,
INDIANA
(ALL JURISDICTIONS)

PANEL 253 OF 290

SEE MAP INDEX FOR PANELS NOT PRINTED!

CONTAINS

COMMUNITY	NUMBER	PANEL	SUFFIX
BEECH GROVE CITY OF	18058	0253	E
INDIANAPOLIS CITY OF	18015	0253	E

Users are urged to use the most current data shown below, should be used as a reference only. Community numbers shown above should be used as a reference only for the subject community.

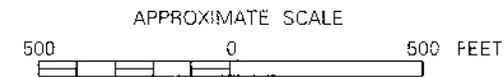
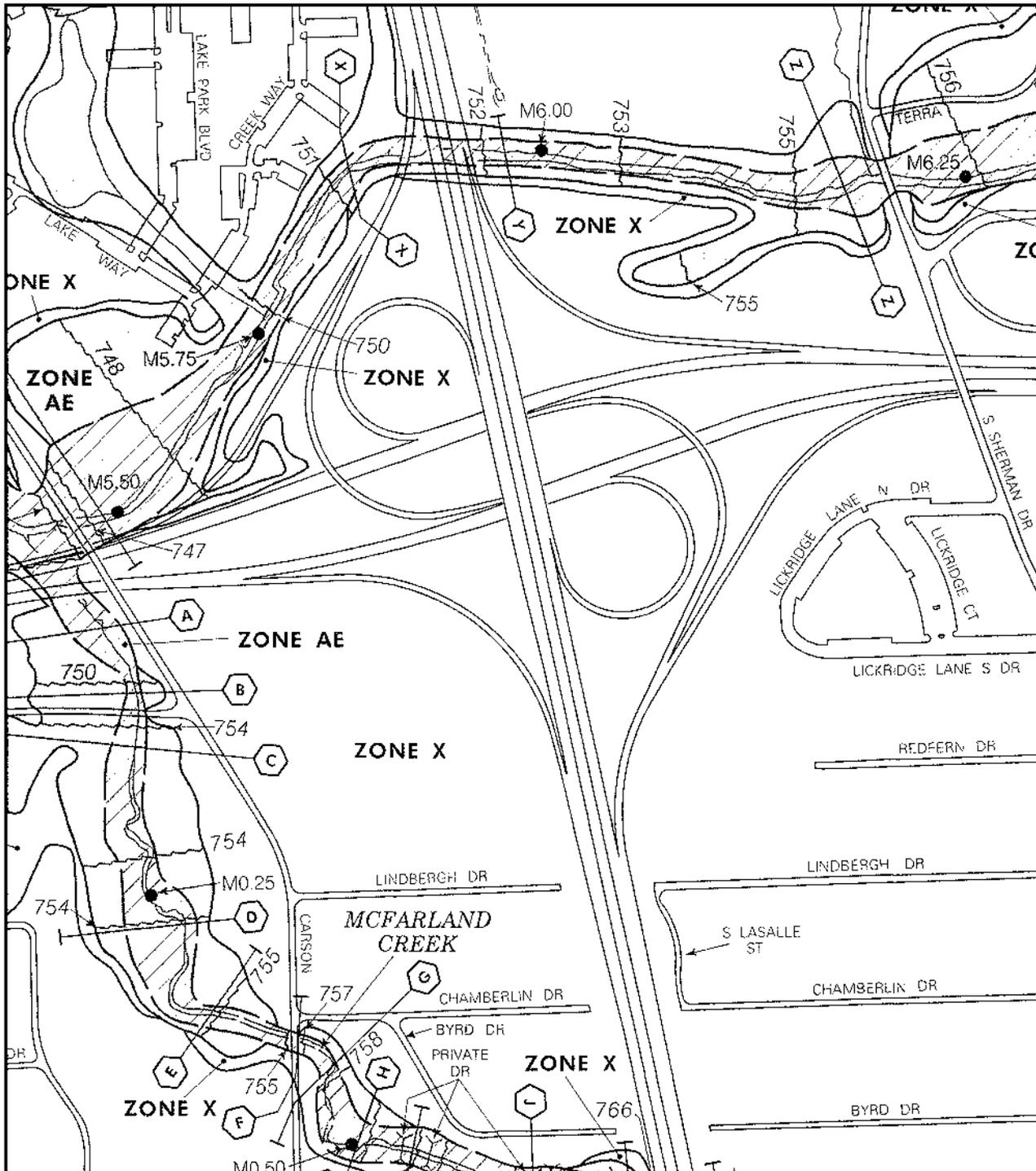
MAP NUMBER
18097C0253 E

EFFECTIVE DATE:
JANUARY 5, 2001



Federal Emergency Management Agency

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NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP
 MARION COUNTY,
 INDIANA
 (ALL JURISDICTIONS)

PANEL 253 OF 290

SEE MAP INDEX FOR PANELS NOT PRINTED!
 CONTAINS

COMMUNITY	NUMBER	PANEL	SUFFIX
BEECH GROVE CITY OF	180158	0253	E
INDIANAPOLIS CITY OF	180159	0253	E

Do not use the map information shown below to determine flood insurance rates. Only the information shown above should be used as a guide to determine flood insurance rates for the subject community.

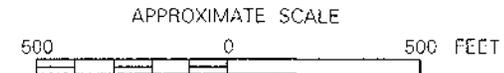
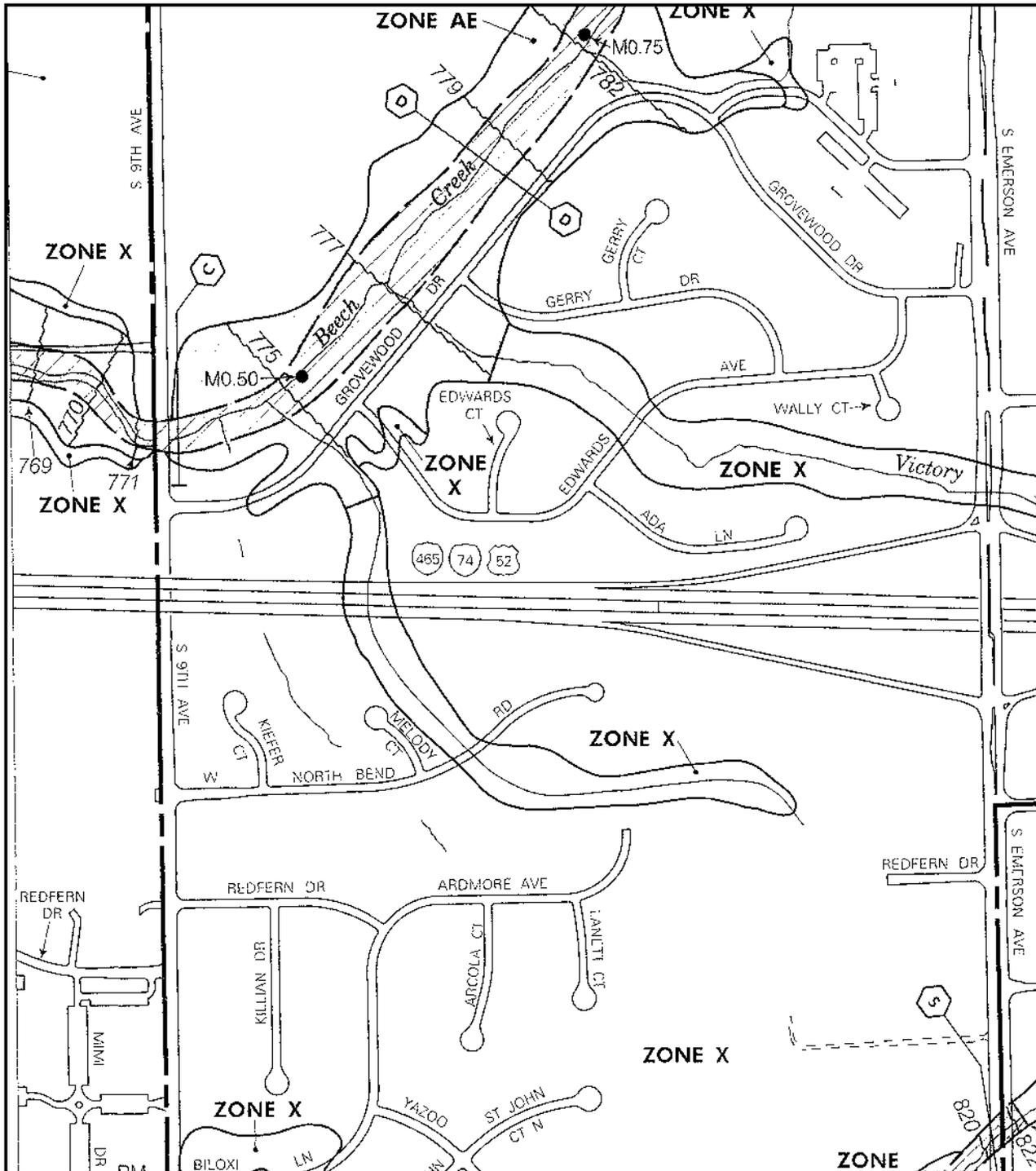
MAP NUMBER
18097C0253 E

EFFECTIVE DATE:
JANUARY 5, 2001



Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP
 MARION COUNTY,
 INDIANA
 (ALL JURISDICTIONS)

PANEL 254 OF 290

(SEE MAP INDEX FOR PANELS NOT PRINTED)

CONTAINS

COMMUNITY	NUMBER	PANEL	SUFFIX
BEECH GROVE CITY OF	18258	0254	1
INDIANAPOLIS CITY OF	19379	0254	1

When using the MAP NUMBER shown below, please include the COMMUNITY NUMBER shown above when placing final orders. The COMMUNITY NUMBER shown above should be used on requests for information for the affected community.

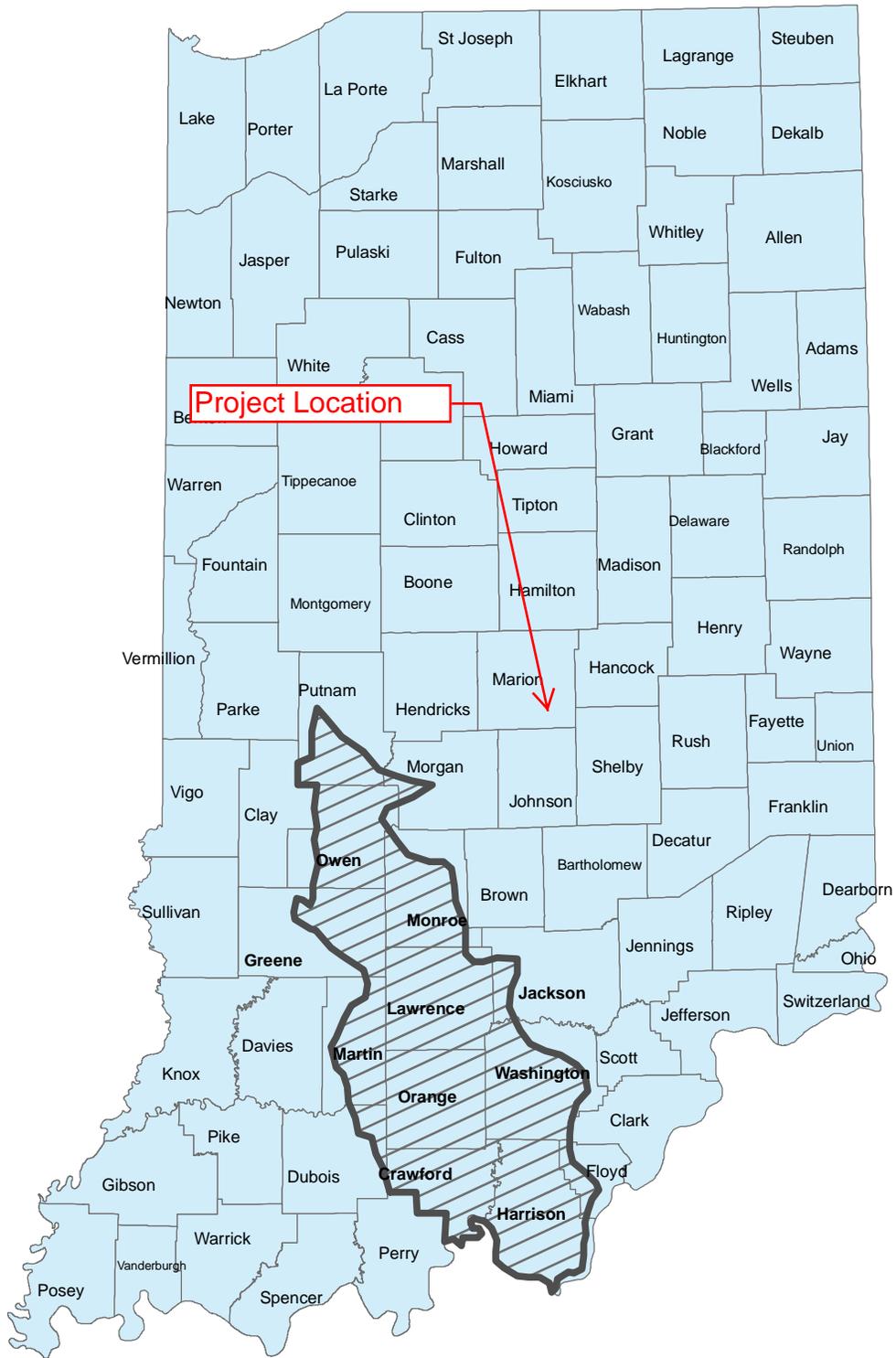
MAP NUMBER
18097C0254 E

EFFECTIVE DATE:
JANUARY 5, 2001

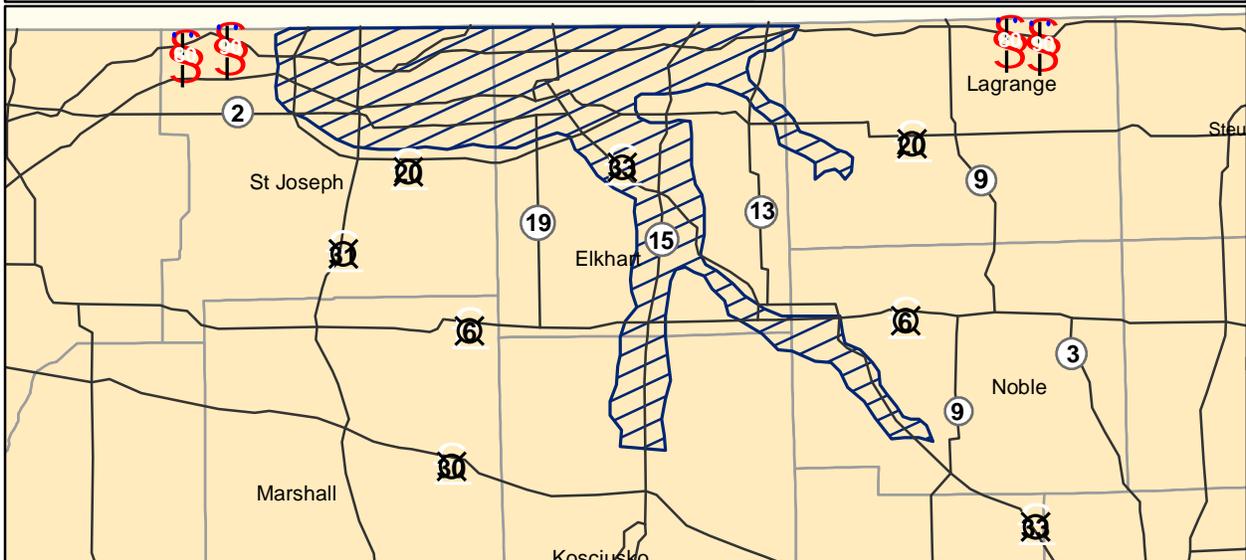
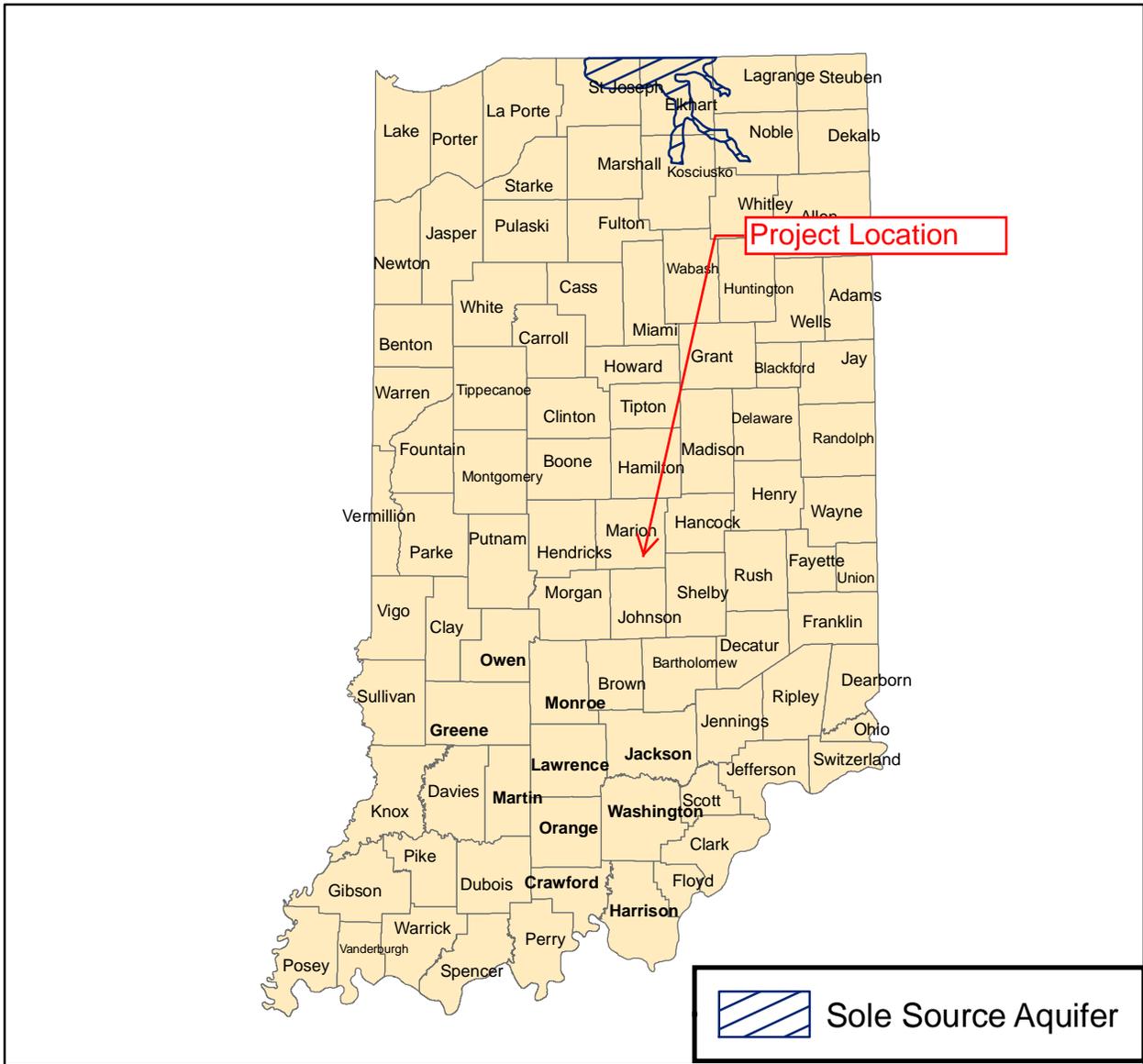


Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



 Potential Karst Features Region



I-65 at I-465 Interchange Modification Marion County, Indiana



Figure 1 - Looking west along I-465 from a location east of I-65.



Figure 2 - Looking west along I-465 from a location east of I-65.



I-65 at I-465 Interchange Modification Marion County, Indiana



Figure 3 - Looking northwest along I-465 from a location just east of I-65.



Figure 4 - Looking southwest along I-465 from a location just east of I-65.



I-65 at I-465 Interchange Modification Marion County, Indiana



Figure 5 – Looking east along I-465 from a location just east of I-65.



Figure 6 - Looking north along I-65 from a location north of I-465.



I-65 at I-465 Interchange Modification Marion County, Indiana



Figure 7 - Looking southwest along I-465 exit ramp.

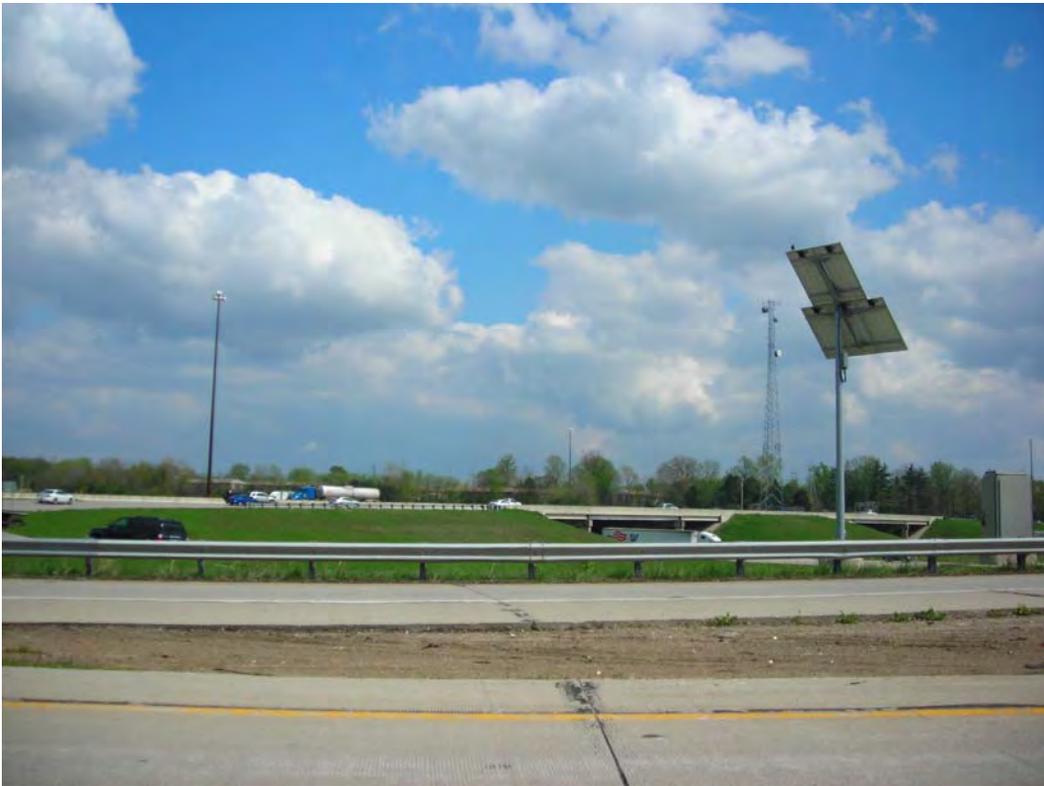


Figure 8 - Looking southeast across the I-65 and I-465 Interchange.



I-65 at I-465 Interchange Modification Marion County, Indiana



Figure 9 - Looking west along I-465 from a location west of I-65.



Figure 10 - Looking south along I-65 from a location south of I-465.



I-65 at I-465 Interchange Modification Marion County, Indiana



Figure 11 - Looking north along I-65 from a location south of I-465.



Figure 12 - Looking northeast along the I-65 to I-465 exit ramp.



I-65 at I-465 Interchange Modification Marion County, Indiana



Figure 13 - Looking northwest across the I-65 to I-465 interchange.



Figure 14 - Looking east along I-465 from a location east of I-65.



Appendix C

Early Coordination



ENGINEERING

ENVIRONMENTAL

INSPECTION

LAND SURVEYING

LAND ACQUISITION

PLANNING

WATER &
WASTEWATER

SINCE 1965

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B. Keith Bryant, PE

Michael Rowe, PE

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www.ucindy.com
1625 N. Post Road, Indianapolis, IN 46219 (317) 895-2585

July 8, 2011

Ms. Nancy R. Hasenmueller, Section Head
Indiana Geological Survey
611 North Walnut Grove
Bloomington, Indiana 47405

RE: INDOT Des. No.: 0902297
I-465 and I-65 Interchange Modification
Marion County, Indiana

Dear Ms. Hasenmueller,

The Indiana Department of Transportation proposes a project to reconstruct and modify the interchange of I-65 and I-465 in Marion County, Indiana. The project is located along the south leg of I-465 in southern Marion County, Indiana, within the Indiana Department of Transportation's (INDOT) Greenfield District. The project begins approximately 0.2 mile west of Carson Avenue and extends approximately 1.3 miles east to approximately 0.5 mile west of Emerson Avenue. Along I-65, the project begins just north of Hanna Avenue and extends south approximately 2.8 miles to just east of Gray Road. The proposed project will be constructed in two phases. The first phase is anticipated to be complete by 2013. The second phase will be constructed at a future date to be determined.

Our firm is part of a project team retained by the Indiana Department of Transportation to undertake all of the required preliminary engineering activities for the subject project. Please refer to the end of this letter for attached location maps and ground level photographs to assist with your review.

As part of the early coordination for this project, you are asked to study this enclosed information and prepare a written evaluation of the potential project impacts upon resources that are within your jurisdiction. Please utilize the referenced Designation number in your reply. You are asked to reply within 30 days or by August 8, 2011. If no reply is received by that date, it will be noted in the environmental document that your agency has no comment on the proposed project.

Project Need and Purpose:

The City of Greenwood and the surrounding area in northern Johnson County and southern Marion County have experienced increased growth and development over the past several years, and plans are underway for future development within the area of the project. As a result, traffic volumes have risen sharply throughout the corridor. Based on current traffic counts, the interchange has several

directional movements that are operating at a level of service below the minimum requirements for a facility of this type, and traffic forecasts indicate the majority of the corridor will not meet minimum level of service requirements in the design year 2032. Along with this increased traffic, there has been a steady increase in the number of accidents that have occurred within the project limits.

The primary need for this project is the increased congestion along the freeway resulting from the significant growth occurring in the area, the diminished safety from the increased congestion, the deteriorating condition of the existing freeway, and a number of substandard geometric features that do not meet current INDOT design standards. These factors all contribute to the need to upgrade the south interchange of I-465 and I-65. The long term primary purpose of this project is to increase the traffic-carrying capacity of the interchange and improve safety. The short-term purpose of the project is to build an interim improvement that addresses the westbound to southbound and northbound to eastbound traffic movements to reduce congestion.

Existing Conditions:

A. Road Classification and Speed

I-465 and I-65 are both classified as Urban Interstate Freeways. Both roadways are part of the 4R System, the National Highway System, and the National Truck Network. The posted speed limit is 55 mph throughout the limits of this interchange modification project.

B. Roadway Cross Section

I-465

Within the project limits, the mainline section consists of six 12-foot lanes, three in each direction, with 10-foot paved outside shoulders. Within the subject interchange, the inside shoulders are 10-foot paved with a wide, variable width grass median to contain the existing left-hand ramp merges (N-W and S-E, or ramps "J" and "L"). Between Sherman Drive and 9th Street the inside shoulders are 17 feet wide as part of a 36-foot wide paved median with a concrete median barrier. East of 9th Street, the inside shoulders are 12 feet as part of a 26-foot wide paved median with a concrete median barrier.

I-65

Several typical cross-sections exist along I-65 within the project limits. From just south of Main Street to Thompson Road, the freeway consists of six 12-foot travel lanes, three in each direction. The directional traffic is separated by a 28-foot-wide grass median. This segment has 4-foot paved inside shoulders and 10-foot paved outside shoulders. Guardrail exists in the median for the majority of I-65 between Thompson Road and Main Street. Between Thompson Road and I-465, the freeway consists of seven 12-foot travel lanes; three southbound lanes and four northbound lanes with 10-foot paved outside shoulders. These travel lanes are

separated by a 36-foot median consisting of 17-foot paved shoulders with a concrete median barrier.

C. Interchange

The interchange type is a modified cloverleaf with two left hand entering, semi directional ramps to I-465. All ramps are single 16-foot wide lanes with 10-foot outside paved shoulders and 4-foot inside paved shoulders.

D. Land Use

The land use along I-465 within the project limits is primarily built-up commercial with some residential. The land use on either side of I-65 from Southport Road to I-465 is primarily residential. Roncalli High School is located on the west side of the interstate south of Thompson Road.

Proposed Project (Phase I):

The Indiana Department of Transportation plans to address the capacity issues associated with this I-465 and I-65 south interchange. The project will be phased such that only the westbound to southbound traffic movement and the northbound to eastbound traffic movement will be constructed in Phase 1 with the rest of the interchange to be constructed in the future. The following paragraphs discuss the proposed improvements.

I-465

The configuration of I-465 through the interchange will be maintained as existing. One additional lane will be added in each direction from Sherman Avenue to just west of Emerson Avenue. The extra lane will be added by shifting the existing travel lanes toward the median and converting the existing 17 foot median shoulders to a 12 foot travel lane with a 5 foot inside shoulder. The shifting of the lanes will require the entire existing roadway to be resurfaced to correct the crown location.

I-65

Existing I-65 from just south of I-465 to the north end will remain as existing. In the southbound direction, from just south of I-465 to Thompson Road, the existing I-65 travel lanes will be shifted toward the median barrier by approximately 7 feet creating a 5 foot inside shoulder to minimize the widening necessary on the outside. The shifting of the lanes will require the existing roadway to be resurfaced to correct the crown location. The interstate will be widened to six lanes (three through + three auxilliary) at the ramp junction where the west to south flyover and east to south ramp will tie into I-65. The six lane section at the ramp junction will drop 2 lanes between the ramp tie-in and Thompson Road to become a 4 lane section just north of Thompson Road. From Thompson Road south to Southport Road, one additional 12 foot lane will be added to the outside with a new 10 foot shoulder. The existing lanes will not be shifted or resurfaced in this section. I-65 northbound lanes from approximately 1000 feet north of Thompson Road to just north of the ramp junction for the north to east ramp, will be shifted toward the median barrier by approximately 7 feet creating a 5 foot inside

shoulder. The existing lanes will be resurfaced and widening will be added in the ramp junction area to make room for the added ramp lane to the north to east ramp.

Interchange

West to South Ramp: The existing ramp is a one lane loop ramp in the northwest quadrant. The proposed ramp will be a two lane flyover ramp passing over I-65, the north to west flyover, and I-465, entering I-65 on the south side of the interchange.

North to East Ramp: The existing ramp is a one lane directional ramp in the southeast quadrant. The proposed ramp will consist of adding one additional lane to the outside of the existing ramp.

East to South Ramp: The existing ramp is a one lane directional ramp in the southwest quadrant. The proposed ramp will be a one lane ramp, reconstructed in preparation for the full build configuration.

Future Build Improvements (Phase 2):

I-465

The existing variable width grass median through the interchange area will be removed. All lanes and shoulders through the limits of the existing grass median will be fully reconstructed and pushed together on new alignment with an enclosed median with concrete median barrier. This section will consist of three 12-foot lanes in each direction with 10 foot inside and outside shoulders. A two lane collector-distributor will be added in the eastbound direction to connect to the two loop ramps in the south half of the interchange (south to east, and east to north) Some incidental widening will be necessary near each ramp junctions to accommodate slight differences in geometry from existing (or Phase 1 constructed) ramps and proposed ramps in the future build.

I-65

The two I-65 bridges over I-465 will be replaced with one bridge spanning the new I-465 section. The profile will be adjusted to obtain vertical clearance over the new I-465 lanes. This will require full reconstruction of the existing six lane section of I-65 within the limits necessary to tie the profile into existing pavement on each side of I-465. The newly reconstructed lanes will have a 5 foot inside shoulder to match the I-65 section to the south. The shoulders will transition out to 12 feet just north of I-465. The remaining portion of I-65 between the north limits of the reconstruction and Hanna Avenue will be resurfaced.

Interchange

The bullet points below describe the proposed modifications to the I-65 and I-465 interchange.

- **South to East Ramp:** The existing ramp is a one lane flyover ramp that passes over I-465 WB lanes and enters I-465 EB on the median side. The

proposed ramp will be a one lane loop ramp located in the southwest quadrant.

- South to West Ramp: The existing ramp is a one lane directional ramp in the northwest quadrant. The proposed ramp will be a one lane ramp, reconstructed to follow the same configuration as existing.
- North to East Ramp: The existing ramp will be a two lane directional ramp in the southeast quadrant. The proposed ramp in the future build will be a fully reconstructed two lane ramp with the alignment pushed in slightly toward the interchange.
- North to West Ramp: The existing ramp is a flyover ramp that passes over I-465 EB lanes and enters I-465 WB on the median side. The proposed ramp will be a flyover ramp that passes over I-465 and I-65, and under the west to south flyover ramp, entering I-465 WB on the outside.
- West to South Ramp: There will be no change from the ramp built in Phase 1.
- West to North Ramp: The existing ramp is a one lane directional ramp in the northeast quadrant. The proposed ramp will be a one lane ramp, reconstructed to follow the same configuration as existing.
- East to South Ramp: The existing ramp is a one lane directional ramp in the southwest quadrant. The proposed ramp will be a one lane ramp, reconstructed for the full build configuration.
- East to North Ramp: The existing ramp is a one lane loop in the southeast quadrant. The proposed ramp will be a one lane loop, reconstructed to follow the same configuration as existing.

Bridges

1. New "Flyover Ramp"

The New Flyover Ramp will consist of a new bridge built on an 800 feet radius to accommodate westbound to southbound traffic. Alternate bids for a concrete beam and steel beam structure will be incorporated into the design of the project. The anticipated bridge length is 1,600 feet with MSE walls to be utilized at each bridge end. Final length of wall versus final length of bridge will be evaluated during the design stage. The clear roadway width will be 49 feet and consist of two 12-foot travel lanes, a 12-foot inside shoulder, an 8-foot outside shoulder, and 2-foot barrier offsets. Concrete barrier will be constructed at each coping.

2. Sherman Drive over I-465 - Structure No. I-465-108-4403C

The Sherman Drive bridge is designated for replacement to accommodate the additional northbound to eastbound ramp lane and shoulder and the westbound

flyover exit ramp deceleration lane. The proposed bridge structure will be raised approximately 7 feet at the north abutment to accommodate the required 16-foot – 6-inch of vertical clearance required per IDM Figure 44-4A. The proposed bridge will be a two span I-beam type bridge with a length of approximately 295 feet. The proposed clear roadway width will be 42 feet consisting of two 12-foot travel lanes and 9-foot shoulders. Standard concrete barrier will be placed at the copings. The approaches will be reconstructed as necessary to accommodate the raise in the profile grade. Since this structure was recently rehabilitated due to its previously, deteriorated condition, an investigation was performed to identify the challenges associated with rehabilitating this structure to accommodate the proposed improvements rather than completely replacing the structure.

Adjustments to the proposed lane geometry under this structure would be required to avoid conflict with the existing piers. The gore areas for the new fly over ramps would need to be moved east to properly accommodate the necessary barrier for the existing piers. In addition, to provide the required vertical clearance under the rehabilitated structure, the ramp profiles will need lowered considerably and could possibly adversely affect the ramp tie geometry at Emerson Avenue. The profile adjustment would require a retaining wall between the mainline and ramp lanes under Sherman Drive and would extend east until the ramp profile ties into the mainline profile.

In addition, any future reconfiguration of I-465 would also be limited by the location of the existing piers. The proposed structure would be configured to accommodate the current build and would allow for future expansion of I-465.

The necessary adjustments to the structure itself would include increasing the length of the north end span from 36 feet to approximately 80 feet. This may be accomplished by constructing an MSE wall at the new abutment location and would assume that splicing additional lengths of beams to the existing would be structurally adequate. It would also require removing the south slopewall by utilizing top down construction to install a new tie back retaining wall abutment.

As a result of the geometric concessions required to utilize portions of the existing structure and the associated costs, the recommendation in the scoping report to replace this structure appears to be in the best interest of the project.

A cost comparison between rehabilitating and replacing this structure will be included in the structure size and type portion of the design phase. However, it is anticipated that any amount of cost savings will be insignificant when comparing the undesirable geometric constraints of the existing structure with the flexibility of the replacement structure.

3. 9th Avenue over I-465 – Structure No. I-465-109-4402J and 4402JB

One additional eastbound and one additional westbound lane for mainline I-465 will be constructed in the median to avoid this bridge being widened. Adequate clear roadway width is available to accommodate the additional lanes. The current sufficiency rating for this structure is 95.7, and no additional work is required.

4. Gray Road over I-65 - Structure No. I65-105-5565A

One additional southbound lane will be constructed for mainline I-65 under the Gray Road bridge at log mile 103.53. Adequate clear roadway width for I-65 under Gray Road is not provided for the new lane configurations. This structure can accommodate the proposed lane configuration with reduced clear zones at the outside piers. This bridge has a sufficiency rating of 94.2 and does not require any additional repairs at this time; therefore, it is recommended the existing slopewall be removed back to the outside pier location and barrier wall be constructed and attached to the piers.

5. Edgewood Avenue over I-65 - Structure No. I65-106-5566 A

One additional southbound lane will be constructed for mainline I-65 under the Edgewood Avenue bridge at log mile 104.24. Adequate clear roadway width for I-65 under Edgewood Avenue is not provided for the new lane configuration. It is recommended the slope wall be removed and a retaining wall constructed to accommodate the additional roadway width. The current sufficiency rating for this structure is 96.9. No additional work is required.

6. Thompson Road over I-65 - Structure No. I65-107-5567 A

One additional southbound lane will be constructed for mainline I-65 under Thompson Road at log mile 105.23. Adequate clear roadway width for I-65 under Thompson Road is not provided for the new lane configuration. It is recommended the slope wall be removed and a retaining wall constructed to accommodate the additional roadway width. Thompson Road currently provides 16 feet – 8 inches of vertical clearance over I-65. No vertical clearance adjustments need to be made for this structure. The current sufficiency rating for this structure is 93.3. No additional work is required.

Right-of-Way Information:

The existing right-of-way along I-65 is "Limited Access" and varies from 130 feet to 200 feet from the centerline of the freeway on the northbound side and 130 feet to 180 feet from the centerline of the freeway on the southbound side.

The existing right-of-way along I-465 is "Limited Access" and varies from 100 feet to 200 feet from the centerline of the freeway on the eastbound side and 100 feet to 160 feet from the centerline of the freeway on the westbound side.

It is estimated that 8.4 acres of additional permanent right-of-way will need to be acquired as part of this project. This project will not require the acquisition of any permanent structures. Additionally, no schools, churches, parks, cemeteries, or non-profit organizations will be impacted by this project. Additional permanent right-of-way required for this project can be broken down into the following land uses:

Residential = 1.7 acres
Undeveloped = 6.7 acres

TOTAL = 8.4 acres

Traffic Maintenance During Construction:

A minimum of two lanes of traffic will be maintained in each direction along I-465 and along I-65 for the entire project length. Temporary traffic barriers will be utilized to separate the work areas from the traffic. The westbound to southbound flyover ramp can mostly be constructed without major disruption to mainline I-465 and I-65 traffic. Temporary lane shifts at 60:1 tapers may be required along the mainline to construct auxiliary lanes and ramp entrance and exit lanes. Temporary closures may be required for construction of portions of bridge structures. Construction of the additional southbound auxiliary lane between I-465 and Southport Road will require temporary widening south of Thompson Road.

Wetland and Stream Impacts:

The National Wetland Inventory Map identifies 2 potential wetland sites within the project corridor and 21 potential wetland sites within the half-mile of the I-465 and I-65 project corridors. A "waters of the U.S." (wetland determination/delineation) report will be required to confirm and identify wetland boundaries throughout the corridor.

Three potential stream crossings (Lick Creek, McFarland Ditch, and Wetnight Ditch) were identified within the project corridor. A "waters of the U.S." (wetland determination/delineation) report will be required to officially determine the boundaries and locations of all jurisdictional ditches, streams, or other watercourses within the project limits.

Cultural Resources:

ASC Group, Inc. completed a Historic Properties Report dated April 19, 2011 for this project. The proposed area of potential effect consists of I-465/ 3,518 feet west and 1.2 miles east of its intersection with I-65, and I-65, 2,173 feet north and 2.85 miles south of its intersection with I-465. The report identifies fifty-seven properties 50 years of age or older. None of the properties were recommended eligible for the National Register of Historic Places. A copy of the Historic Properties Report has been provided to all potential Section 106 "consulting parties" listed below.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertaking on historic properties. In accordance with 36 CFR800.2(c), you are hereby requested to be a consulting party to participate in efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. The following agencies have been invited to be consulting parties: Indiana Landmarks, Perry Township-Southport Historical Society, Marion County Historian, City of Southport and Indianapolis Historic Preservation Commission. Per 36 CFR 800.3(f)(3), we hereby request that the State Historic Preservation Officer (SHPO)

notify this office if the SHPO is aware of any other parties that may be entitled to be consulting parties for the subject project.

Your cooperation in expediting the development of this project is appreciated. The Indiana Department of Transportation wants to advance this project to construction as soon as possible to provide for a safe and efficient facility for the residents of the area. If you have any questions or comments, please contact our office at your convenience.

Sincerely,
UNITED CONSULTING *UCS*



Michael S. Oliphant, AICP
Environmental Specialist

enclosures

- c: Runfa Shi, INDOT Project Manager
- Rich Zielinski, American Structurepoint, Project Development Director
- Indiana Department of Natural Resources – Division of Water
- Indiana Department of Natural Resources – Division of Outdoor Recreation
- Indiana Department of Natural Resources – State Historic Preservation Officer
- National Park Service
- Natural Resources Conservation Service
- Marion County Historical Society
- Indiana Landmarks
- Perry Township-Southport Historical Society
- Marion County Historian
- City of Southport
- City of Beech Grove Engineer
- Indianapolis Historic Preservation Commission
- Indiana State Department of Health
- INDOT Aeronautics Division
- Ben Lawrence, INDOT OES
- Staffan Peterson, INDOT OES
- Rickie Clark, INDOT Public Hearings
- Indianapolis MPO
- INDOT Greenfield District
- Indiana Geological Survey
- Federal Highway Administration
- US HUD
- Marion County Drainage Board
- Indiana Department of Environmental Management – Groundwater Section
- US Army Corps of Engineers
- US Fish and Wildlife Service
- File 11-465

JUL 12 2011

UNITED CONSULTING ENGINEERS, INC

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife

Early Coordination/Environmental Assessment

DNR #: ER-15789 Request Received: June 10, 2011

Requestor: United Consulting Engineers Inc
Michael S Oliphant
1625 North Post Road
Indianapolis, IN 46219-1995

Project: I-465 and I-65 interchange modification; Des. # 0902297

County/Site info: Marion

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

Regulatory Assessment: This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile.

Natural Heritage Database: The Natural Heritage Program's data have been checked. The American badger (*Taxidea taxus*) and the Kirtland's snake (*Clonophis kirtlandii*) have been recorded within one half mile of the project site.

Fish & Wildlife Comments: Badgers are a highly mobile species and avoid disturbance. We do not foresee any adverse impacts to the badger resulting from the project.

Regarding the Kirtland's snake, we recommend that construction only take place from April through October and that a silt fence be placed along the outside of the entire construction area one week prior to the beginning of construction. All logs, trash, or any other type of debris (including any riprap) should be removed from the construction area at least a week prior to the start of work to keep the snakes from hiding underneath any debris. Any equipment, materials, or debris that is left overnight in the area should be checked for the presence of Kirtland's snakes prior to the start of work each day. If any vegetation will be removed during the work, this should also be conducted one week prior. Any snakes that are found should be retained in a safe manner, and the state herpetologist, Sarabeth Klueh, should be notified at sklueh@dnr.in.gov or (812) 334-1137.

Avoid areas of concern to fish, wildlife, and botanical resources to the greatest extent possible. Be prepared to demonstrate avoidance, minimization, and mitigation of impacted resources. A mitigation, bank stabilization, revegetation, and/or monitoring plan must be submitted with the Construction in a Floodway permit application (if required). You may contact Brian Boszor, Central Region Environmental Biologist, (bboszor@dnr.in.gov) for guidance regarding development of the plans. The following are recommendations that address potential impacts identified in the proposed project area:

1) Stream Crossings

For purposes of maintaining fish passage through a crossing structure, the Environmental Unit recommends bridges rather than culverts and bottomless culverts rather than box or pipe culverts. Wide culverts are better than narrow culverts, and culverts with shorter through lengths are better than culverts with longer through lengths. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the

Attachments: A - General Information

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife

Early Coordination/Environmental Assessment

crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the bankfull width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width / length) of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel. The new structure must not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions.

2) Bank Stabilization

Establishing vegetation along the banks is critical for stabilization and erosion control. In addition to vegetation, some other form of bank stabilization may be required. While hard armoring alone (e.g. riprap or glacial stone) may be required in certain instances, soft armoring and bioengineering techniques should be considered first. In many instances, one or more methods are necessary to increase the likelihood of vegetation establishment. Combining vegetation with most bank stabilization methods can provide additional bank protection while not compromising the benefits to fish and wildlife. The following is a link to a USDA / NRCS document that outlines many different bioengineering techniques for streambank stabilization:

<http://directives.sc.egov.usda.gov/17553.wba> (Choose Handbooks; Title 210 Engineering; National Engineering Handbook; Part 650 Engineering Field Handbook. Choose Chapter 16 from next window).

Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.

3) Riparian Habitat

Impacts that remove trees from a non-wetland, riparian area require mitigation. When one or more acres of non-wetland forest are removed, replacement is at a 2:1 ratio based on area. If less than one acre of non-wetland forest is removed in a rural setting, replacement is at a 1:1 ratio based on area. If less than one acre of non-wetland forest is removed in an urban setting, the mitigation requirement involves planting five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height (5:1 mitigation based on the number of large trees). A native riparian forest mitigation plan must use at least 5 canopy trees and 5 understory trees or shrubs selected from the Woody Riparian Vegetation list (copy enclosed) or an approved equal. A native riparian forest mitigation plan for impacts of less than one acre in an urban area may involve fewer numbers of species and sizes of trees, depending on the level of impact. Additionally, a native herbaceous seed mixture should be planted consisting of at least 10 species of grasses, sedges, and wildflowers selected from the Herbaceous Riparian Vegetation list (copy enclosed) or an approved equal.

4) Cofferdams

Any proposed dewatering should be detailed using the following guidelines:

- a) Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
- b) Dewatering should be limited to one streambank or side of the creek (at the bridge construction site) at a time so at least half of the creek is always flowing naturally. On larger streams, both sides can be dammed at once as long as the center of the channel is allowed to flow naturally. Avoid complete damming and pump around of streams.

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- c) Do not dewater directly into the stream. Dewater into a sediment bag, into a roll off box, and onto a riprap apron or similar system.
- d) Cofferdam materials and methods can vary. Self-contained and encapsulated materials and methods are recommended. Anything filled with water is better than soil-filled where there is a potential for leaking or failure of the system due to length of use or accidents.
- e) Dewatering pumps should incorporate filters or bypasses to avoid injuring or killing fish and other aquatic organisms.

5) Causeways

Project design should avoid inclusion of a temporary causeway or runaround. Such features result in impacts to the stream and surrounding habitat. If a causeway is deemed critical for the construction to occur, a justification for the necessity of the causeway must be provided with any permit application. Ease of access from one bank to the other during construction is not necessarily a justification.

In many cases, the need for a causeway can be eliminated by working from either bank, or at least reduced such that it does not span the entire channel. A causeway could extend from just one bank and leave the other side of the creek open, or it could extend from both sides but leave the middle of the channel open and flowing at all times. If the causeway needs to span the entire width, consider whether or not construction can be sequenced in such a way that as a portion of the bridge is completed, a section of the causeway can be removed.

The use of temporary, easily removed structures such as timber mats should be considered before using causeways. If a causeway is absolutely necessary, impacts to the waterway from the installation and removal of a temporary causeway can be reduced by minimizing the amount of time the causeway is in place, reducing the temporary crossing width, using more and larger culvert pipes, placing filter fabric under the aggregate fill to reduce impacts during the removal of the causeway post construction, and by using larger size aggregate with no fines included.

6) Wetland Habitat

Due to the presence or potential presence of wetlands on site, we recommend contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and also the US Army Corps of Engineers (USACE) 404 program.

Fish, wildlife, and botanical resource losses as a result of this project can be minimized through implementation of the following measures. These will likely be a requirement of any approved permit for this project (if applicable).

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species as soon as possible upon completion.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark) from April 1 through September 30.
5. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.
6. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
7. Do not deposit or allow demolition materials or debris to fall or otherwise enter the waterway.

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife

Early Coordination/Environmental Assessment

8. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.

9. Seed and protect all disturbed streambanks and slopes that are 3:1 or steeper with erosion control blankets (follow manufacturer's recommendations for selection and installation) or use an appropriate structural armament; seed and apply mulch on all other disturbed areas.

Contact Staff:

Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife

Our agency appreciates this opportunity to be of service. Please do not hesitate to contact the above staff member at (317) 232-4160 or 1-877-928-3755 (toll free) if we can be of further assistance.



J. Matthew Buffington
Environmental Supervisor
Division of Fish and Wildlife

Date: July 11, 2011

Herbaceous Riparian Vegetation

Common Name	Scientific Name	Size / Class	Indicator
Hog-Peanut	<i>Amphicarpaea bracteata</i>	herbaceous vine	FAC
Ground-Nut	<i>Apios americana</i>	herbaceous vine	FACW
Panicled Aster	<i>Aster lanceolatus</i>	wildflower	FACW
Side-Flowering Aster	<i>Aster lateriflorus</i>	wildflower	FACW-
False Nettle	<i>Boehmeria cylindrica</i>	wildflower	OBL
Blue-Joint Grass	<i>Calamagrostis canadensis</i>	grass	OBL
Emory's Sedge	<i>Carex emoryi</i>	sedge	OBL
Shoreline Sedge	<i>Carex hyalinolepis</i>	sedge	OBL
Lakebank Sedge	<i>Carex lacustris</i>	sedge	OBL
Larger Straw Sedge	<i>Carex normalis</i>	sedge	FACW
Hairy-Fruit Sedge	<i>Carex trichocarpa</i>	sedge	OBL
Fox Sedge	<i>Carex vulpinoidea</i>	sedge	OBL
Wild or Streambank Chervil	<i>Chaerophyllum procumbens</i>	wildflower	FAC+
Wood-Reed	<i>Cinna arundinacea</i>	grass	FACW
Honewort	<i>Cryptotaenia canadensis</i>	wildflower	FAC
American Beakgrass	<i>Diarrhena americana</i>	grass	FACU
Wild Cucumber	<i>Echinocystis lobata</i>	herbaceous vine	FACW-
Canada Wild Rye	<i>Elymus canadensis</i>	grass	FAC-
Virginia Wild Rye	<i>Elymus virginicus</i>	grass	FACW-
Riverbank Wild Rye	<i>Elymus riparius</i>	grass	FACW
Spotted Joe-Pye-Weed	<i>Eupatorium maculatum</i>	wildflower	OBL
Boneset	<i>Eupatorium perfoliatum</i>	wildflower	FACW+
White Snakeroot	<i>Eupatorium rugosum</i>	wildflower	FACU
White Avens	<i>Geum canadense</i>	wildflower	FAC
Fowl Manna Grass	<i>Glyceria striata</i>	grass	OBL
False Sunflower	<i>Heliopsis helianthoides</i>	wildflower	FAC-
Bottlebrush Grass	<i>Hystrix patula</i>	grass	FACU
Orange Jewelweed	<i>Impatiens capensis</i>	wildflower	FACW
Yellow Jewelweed	<i>Impatiens pallida</i>	wildflower	FACW
Soft Rush	<i>Juncus effusus</i>	rush	OBL
Wood Nettle	<i>Laportea canadensis</i>	wildflower	FACW
Rice Cut Grass	<i>Leersia oryzoides</i>	grass	OBL
White Grass	<i>Leersia virginica</i>	grass	FACW
Great Blue Lobelia	<i>Lobelia siphilitica</i>	wildflower	FACW+
American Bugleweed	<i>Lycopus americanus</i>	wildflower	OBL
Virginia Blue Bells	<i>Mertensia virginica</i>	wildflower	FACW
Hairy Sweet-Cicely	<i>Osmorhiza claytonii</i>	wildflower	FACU
Switch Grass	<i>Panicum virgatum</i>	grass	FAC+
Wild Blue Phlox	<i>Phlox divaricata</i>	wildflower	FACU
Clearweed	<i>Pilea pumila</i>	wildflower	FACW
Green-Headed Coneflower	<i>Rudbeckia laciniata</i>	wildflower	FACW+
Three-Lobed Coneflower	<i>Rudbeckia triloba</i>	wildflower	FAC-
Clustered Black-Snakeroot	<i>Sanicula odorata</i>	wildflower	FAC+
Dark Green Bulrush	<i>Scirpus atrovirens</i>	bulrush	OBL

Wool-Grass	<i>Scirpus cyperinus</i>	bulrush	OBL
River Bulrush	<i>Scirpus fluviatilis</i>	bulrush	OBL
Drooping Bulrush	<i>Scirpus pendulus</i>	bulrush	OBL
Soft-Stem Bulrush	<i>Scirpus validus</i>	bulrush	OBL
Cup-Plant	<i>Silphium perfoliatum</i>	wildflower	FACW-
Late Goldenrod	<i>Solidago gigantea</i>	wildflower	FACW
Prairie Cordgrass	<i>Spartina pectinata</i>	grass	FACW+
American Germander	<i>Teucrium canadense</i>	wildflower	FACW-
Blue Vervain	<i>Verbena hastata</i>	wildflower	FACW+
Wingstem	<i>Verbesina alternifolia</i>	wildflower	FACW

Woody Riparian Vegetation

Common name	Species name	Region 3 status	Type of plant	Tree, Shrub, Vine	Region (N, C, S)	Coefficient of Conservatism	Comment
Box Elder	<i>Acer negundo</i>	FACW-	Large Understory Tree	T	N, C, S	1	
Black Maple	<i>Acer nigrum</i>	FAC	Large Canopy Tree	T	N, C, S	6	
Red Maple	<i>Acer rubrum</i>	FAC	Large Canopy Tree	T	N, C, S	5	
Silver Maple	<i>Acer saccharinum</i>	FACW	Large Canopy Tree	T	N, C, S	1	
Sugar Maple	<i>Acer saccharum</i>	FACU	Large Canopy Tree	T	N, C, S	4	
Ohio Buckeye	<i>Aesculus glabra</i>	FAC+	Large Understory Tree	T	N, C, S	5	
Indigobush	<i>Amorpha fruticosa</i>	FACW-	Medium Shrub	S	S	3	
Black Chokeberry	<i>Aronia melanocarpa</i>	FACW-	Medium Shrub	S	N, C, S	8	
Purple Chokeberry	<i>Aronia prunifolia</i>	FACW	Medium Shrub	S	N	8	
Common Paw Paw	<i>Asimina triloba</i>	FAC	Small Understory Tree	T	N, C, S	6	
River Birch	<i>Betula nigra</i>	FACW	Small Canopy Tree	T	N, S	2	
American Hornbeam	<i>Carpinus caroliniana</i>	FAC	Medium Understory Tree	T	N, C, S	5	
Bitternut Hickory	<i>Carya cordiformis</i>	FAC	Large Canopy Tree	T	N, C, S	5	
Pecan	<i>Carya illinoensis</i>	FACW	Large Canopy Tree	T	S*	4	Extreme southwestern counties
Shelbark Hickory	<i>Carya laciniosa</i>	FACW	Large Canopy Tree	T	N, C, S	8	
Shagbark Hickory	<i>Carya ovata</i>	FACU	Large Canopy Tree	T	N, C, S	4	
Sugarberry	<i>Celtis laevigata</i>	FACW	Large Understory Tree	T	S	7	
Hackberry	<i>Celtis occidentalis</i>	FAC-	Large Canopy Tree	T	N, C, S	3	
Buttonbush	<i>Cephalanthus occidentalis</i>	OBL	Medium Shrub	S	N, C, S	5	
Redbud	<i>Cercis canadensis</i>	FACU	Small Understory Tree	T	N, C, S	3	
Alternate-leaf Dogwood	<i>Cornus alternifolia</i>	FACU-	Small Understory Tree	T	N, C, S	8	
Pale Dogwood (formerly Silky Dogwood)	<i>Cornus obliqua</i>	FACW+	Medium Shrub	S	N, C, S	5	
Roughleaf Dogwood	<i>Cornus drummondii</i>	FAC-	Medium Shrub	S	N, C, S	2	
Flowering Dogwood	<i>Cornus florida</i>	FACU-	Small Understory Tree	T	N, C, S	4	Susceptible to dogwood anthracnose
Gray Dogwood	<i>Cornus racemosa</i>	FACW-	Medium Shrub	S	N, C, S	2	
Red-osier Dogwood	<i>Cornus sericea</i>	FACW	Medium Shrub	S	N	4	
Hazelnut	<i>Corylus americana</i>	FACU-	Medium Shrub	S	N, C, S	4	
Cockspur Hawthorn	<i>Crataegus crus-galli</i>	FAC	Small Understory Tree	T	N, C, S	4	

Downy Hawthorn	Crataegus mollis	FACW-	Small Understory Tree	T	N, C, S	2	
Dotted hawthorn	Crataegus punctata		Small Understory Tree	T	N, C, S	2	Okay in floodplains; not in extreme southwestern counties
Persimmon	Diospyros virginiana	FAC	Medium Understory Tree	T	S	2	
American Beech	Fagus grandifolia	FACU	Large Canopy Tree	T	N, C, S	8	
Honey Locust	Gleditsia triacanthos	FAC	Small Canopy Tree	T	N, C, S	1	
Kentucky Coffeetree	Gymnocladus dioicius	FACU	Large Canopy Tree	T	N, C, S	4	
Witch Hazel	Hamamelis virginiana	FACU	Small Understory Tree	T	N, C, S	5	
Smooth Hydrangea	Hydrangea arborescens	FACU-	Small Shrub	S	N, C, S	7	
Common Winterberry	Ilex verticillata	FACW+	Medium Shrub	S	N, C, S	8	
Butternut (White Walnut)	Juglans cinerea	FACU+	Small Canopy Tree	T	N, C, S	5	Scattered within range; susceptible to butternut canker
Black Walnut	Juglans nigra	FACU	Large Canopy Tree	T	N, C, S	2	
Spicebush	Lindera benzoin	FACW-	Medium Shrub	S	N, C, S	5	
Sweet Gum	Liquidambar styraciflua	FACW	Large Canopy Tree	T	S	4	
Tuliptree	Liriodendron tulipifera	FACU+	Large Canopy Tree	T	N, C, S	4	
Wild Sweet Crabapple	Malus coronaria		Medium Understory Tree	T	N, C, S		
Common Moonseed	Menispermum canadense	FAC	Low Vine	V	N, C, S	3	
Black Gum	Nyssa sylvatica	FAC	Large Understory Tree	T	N, C, S	5	
Hop Hornbeam	Ostrya virginiana	FACU-	Medium Understory Tree	T	N, C, S	5	
Virginia Creeper	Parthenocissus quinquefolia	FAC-	Vine	V	N, C, S	2	
Common Ninebark	Physocarpus opulifolius	FACW-	Small Shrub	S	N, C, S	7	
American Sycamore	Platanus occidentalis	FACW	Large Canopy Tree	T	N, C, S	3	
Eastern Cottonwood	Populus deltoides	FAC+	Large Canopy Tree	T	N, C, S	1	
Swamp Cottonwood	Populus heterophylla	OBL	Large Canopy Tree	T	N, S	8	Scattered within its range
Quaking Aspen	Populus tremuloides	FAC	Small Canopy Tree	T	N	2	
American Plum	Prunus americana	UPL	Small Understory Tree	T	N, C, S	4	Also along riverbanks
Black Cherry	Prunus serotina	FACU	Small Canopy Tree	T	N, C, S	1	
Common Hop-free	Ptelea trifoliata	FACU+	Medium Shrub	S	N, C, S	4	
White Oak	Quercus alba	FACU	Large Canopy Tree	T	N, C, S	5	
Swamp White Oak	Quercus bicolor	FACW+	Large Canopy Tree	T	N, C, S	7	
Southern Red Oak	Quercus falcata	FACU-	Med.-Lg. Canopy Tree	T	S*	5	Far southern and southwestern counties
Shingle Oak	Quercus imbricaria	FAC-	Medium Canopy Tree	T	N, C, S	3	

Overcup Oak	Quercus lyrata	OBL	Medium Canopy Tree	T	S*	7	Extreme southwestern counties
Bur Oak	Quercus macrocarpa	FAC-	Large Canopy Tree	T	N, C, S	5	
Swamp Chestnut Oak	Quercus michauxii	FACW	Med.-Lg. Canopy Tree	T	S*	7	Far southern and southwestern counties
Chinkapin Oak	Quercus muehlenburgii	UPL	Med.-Lg. Canopy Tree	T	N, C, S	4	Also along well-drained riverbanks
Pin Oak	Quercus palustris	FACW	Small Canopy Tree	T	N, C, S	3	
Northern Red Oak	Quercus rubra	FACU	Large Canopy Tree	T	N, C, S	4	
Shumard Oak	Quercus shumardii	FACW-	Large Canopy Tree	T	C, S	7	
Post Oak	Quercus stellata	FACU-	Sm.-Med. Canopy Tree	T	S*	5	Seasonally swampy woods in SW counties
Staghorn Sumac	Rhus typhina		Large Shrub	S	N	2	
Pasture Gooseberry	Ribes cynosbati	FACW	Small Shrub	S	N, C, S	4	
Carolina Rose	Rosa carolina	FACU-	Small Shrub	S	N, C, S	4	
Peachleaf Willow	Salix amygdaloides	FACW	Small Canopy Tree	T	N	4	
Sandbar Willow	Salix interior	OBL	Medium Shrub	S	N, C, S	1	
Black Willow	Salix nigra	OBL	Large Understory Tree	T	N, C, S	3	
Elderberry	Sambucus canadensis	FACW-	Medium Shrub	S	N, C, S	2	
Bristly Greenbriar	Smilax hispida	FAC	Vine	V	N, C, S	3	
American Bladdernut	Staphylea trifolia	FAC	Medium Shrub	S	N, C, S	5	
Bald Cypress	Taxodium distichum	OBL	Large Canopy Tree	T	S*	10	Only in Vanderburgh, Posey, Warrick, Knox, Gibson Co.
American Basswood	Tilia americana	FACU	Large Canopy Tree	T	N, C, S	5	
American Elm	Ulmus americana	FACW-	Large Canopy Tree	T	N, C, S	3	Susceptible to Dutch elm disease; typically grows as a small understory tree
Slippery Elm	Ulmus rubra	FAC	Large Canopy Tree	T	N, C, S	3	
Nannyberry	Viburnum lentago	FAC+	Medium Shrub	S	N	5	
Black Haw	Viburnum prunifolium	FACU	Medium Shrub	S	N, C, S	4	
Riverbank Grape	Vitis riparia	FACW-	Vine	V	N, C, S	1	
Prickly ash	Zanthoxylum americanum		Medium Shrub	S	N	3	



Indiana Department of Environmental Management

We make Indiana a cleaner, healthier place to live.

Mitchell E. Daniels, Jr.
Governor

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Tuesday, November 15, 2011

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The Indiana Department of Transportation proposes a project to improve the I-465 and I-65 interchange. The project is located along the south leg of I-465 in southern Marion County, Indiana, within the Indiana Department of Transportation's (INDOT) Greenfield District. The project begins approximately 0.2 mile west of Carson Avenue and extends 2.3 miles east to approximately 0.5 mile west of Emerson Avenue. Along I-65, the project begins just north of Hanna Avenue and extends south approximately 3.3 miles to just north of Southport Road.

This letter from the Indiana Department of Environmental Management (IDEM) serves as a standardized response to enquiries inviting IDEM comments on roadway construction, reconstruction, or other improvement projects within existing roadway corridors when the proposed scope of the project is beneath the threshold requiring a formal National Environmental Policy Act-mandated Environmental Assessment or Environmental Impact Statement. As the letter attempts to address all roadway-related environmental topics of potential concern, it is possible that not every topic addressed in the letter will be applicable to your particular roadway project.

For additional information on specific roadway-related topics of interest, please visit the appropriate Web pages cited below, many of which provide contact information for persons within the various program areas who can answer questions not fully addressed in this letter. Also please be mindful that some environmental requirements may be subject to change and so each person intending to include a copy of this letter in their project documentation packet is advised to download the most recently revised version of the letter; found at: <http://www.in.gov/idem/5283.htm>.

To ensure that all environmentally-related issues are adequately addressed, IDEM recommends that you read this letter in its entirety, and consider each of the following issues as you move forward with the planning of your proposed roadway construction, reconstruction, or improvement project:

WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before

discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE [Permits and Public Notices \(http://www.lrl.usace.army.mil/orf/default.asp\)](http://www.lrl.usace.army.mil/orf/default.asp) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.

Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciusko, and Wells counties; smaller portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana) are served by the USACE Louisville District Office (502-315-6733).

Additional information on contacting these U.S. Army Corps of Engineers (USACE) District Offices, government agencies with jurisdiction over wetlands, and other water quality issues, can be found at <http://www.in.gov/idem/4396.htm>. IDEM recommends that impacts to wetlands and other water resources be avoided to the fullest extent.

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm>.
3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana. A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.
4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: <http://www.in.gov/idem/4384.htm> for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the following statutes:
 - o IC 14-26-2 Lakes Preservation Act 312 IAC 11
 - o IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
 - o IC 14-28-1 Flood Control Act 310 IAC 6-1
 - o IC 14-29-1 Navigable Waterways Act 312 IAC 6
 - o IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
 - o IC 14-29-4 Construction of Channels Act No related code

For information on these Indiana (statutory) Code and Indiana Administrative Code citations, see the DNR Web site at: <http://www.in.gov/dnr/water/9451.htm>. Contact the DNR Division of Water at 317-232-4160 for further information.

The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. The shade provided by the large overhanging trees helps maintain proper stream temperatures and dissolved oxygen for aquatic life.

6. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for a Rule 5 Storm Water Runoff Permit. Visit the following Web page
 - o <http://www.in.gov/idem/4902.htm>

To obtain, and operate under, a Rule 5 permit you will first need to develop a Construction Plan (<http://www.in.gov/idem/4917.htm#constreg>), and as described in 327 IAC 15-5-6.5 ([http://www.in.gov/legislative/iac/T03270/A00150 \[PDF\]](http://www.in.gov/legislative/iac/T03270/A00150), pages 16 through 19). Before you may apply for a Rule 5 Permit, or begin construction, you must submit your Construction Plan to your county Soil and Water Conservation District (SWCD) (<http://www.in.gov/isda/soil/contacts/map.html>).

Upon receipt of the construction plan, personnel of the SWCD or the Indiana Department of Environmental Management will review the plan to determine if it meets the requirements of 327 IAC 15-5. Plans that are deemed deficient will require re-submittal. If the plan is sufficient you will be notified and instructed to submit the verification to IDEM as part of the Rule 5

Notice of Intent (NOI) submittal. Once construction begins, staff of the SWCD or Indiana Department of Environmental Management will perform inspections of activities at the site for compliance with the regulation.

Please be mindful that approximately 149 Municipal Separate Storm Sewer System (MS4) areas are now being established by various local governmental entities throughout the state as part of the implementation of Phase II federal storm water requirements. All of these MS4 areas will eventually take responsibility for Construction Plan review, inspection, and enforcement. As these MS4 areas obtain program approval from IDEM, they will be added to a list of MS4 areas posted on the IDEM Website at: <http://www.in.gov/idem/4900.htm>.

If your project is located in an IDEM-approved MS4 area, please contact the local MS4 program about meeting their storm water requirements. Once the MS4 approves the plan, the NOI can be submitted to IDEM.

Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns. Information and assistance regarding storm water related to construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for addition project input.
8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.
9. For projects involving effluent discharges to waters of the State of Indiana, contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.
10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

AIR QUALITY

The above-noted project should be designed to minimize any impact on ambient air quality in, or near, the project area. The project must comply with all federal and state air pollution regulations. Consideration should be given to the following:

1. Regarding open burning, and disposing of organic debris generated by land clearing activities; some types of open burning are allowed (<http://www.in.gov/idem/4148.htm>) under specific conditions. You also can seek an open burning variance from IDEM.

However, IDEM generally recommends that you take vegetative wastes to a registered yard waste composting facility or that the waste be chipped or shredded with composting on site (you must register with IDEM if more than 2,000 pounds is to be composted; contact 317/232-0066). The finished compost can then be used as a mulch or soil amendment. You also may bury any vegetative wastes (such as leaves, twigs, branches, limbs, tree trunks and stumps) onsite, although burying large quantities of such material can lead to subsidence problems, later on.

Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized.

Additionally, if construction or demolition is conducted in a wooded area where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for 3-5 years precautionary measures should be taken to avoid an outbreak of histoplasmosis. This disease is caused by the fungus *Histoplasma capsulatum*, which stems from bird or bat droppings that have accumulated in one area for 3-5 years. The spores from this fungus become airborne when the area is disturbed and can cause infections over an entire community downwind of the site. The area should be wetted down prior to cleanup or demolition of the project site. For more detailed information on histoplasmosis prevention and control, please contact the Acute Disease Control Division of the Indiana State Department of Health at (317) 233-7272.

2. The U.S. EPA and the Surgeon General recommend that people not have long-term exposure to radon at levels above 4 pCi/L. (For a county-by-county map of predicted radon levels in Indiana, visit: <http://www.in.gov/idem/4145.htm>.)

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit:

http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf.) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure visit: <http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>,

<http://www.in.gov/idem/4145.htm>, or <http://www.epa.gov/radon/index.html>.

3. With respect to asbestos removal: all facilities slated for renovation or demolition (except residential buildings that have (4) four or fewer dwelling units and which will not be used for commercial purposes) must be inspected by an Indiana-licensed asbestos inspector prior to the commencement of any renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, any subsequent demolition, renovation, or asbestos removal activities must be performed in accordance with the proper notification and emission control requirements.

If no asbestos is found where a renovation activity will occur, or if the renovation involves removal of less than 260 linear feet of RACM off of pipes, less than 160 square feet of RACM off of other facility components, or less than 35 cubic feet of RACM off of all facility components, the owner or operator of the project does not need to notify IDEM before beginning the renovation activity.

For questions on asbestos demolition and renovation activities, you can also call IDEM's Lead/Asbestos section at 1-888-574-8150.

However, in all cases where a demolition activity will occur (even if no asbestos is found), the owner or operator must still notify IDEM 10 working days prior to the demolition, using the form found at <http://www.in.gov/icpr/webfile/formsdiv/44593.pdf>.

Anyone submitting a renovation/demolition notification form will be billed a notification fee based upon the amount of friable asbestos containing material to be removed or demolished. Projects that involve the removal of more than 2,600 linear feet of friable asbestos containing materials on pipes, or 1,600 square feet or 400 cubic feet of friable asbestos containing material on other facility components, will be billed a fee of \$150 per project; projects below these amounts will be billed a fee of \$50 per project. All notification remitters will be billed on a quarterly basis.

For more information about IDEM policy regarding asbestos removal and disposal, visit: <http://www.in.gov/idem/4983.htm>.

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm>.
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>).
6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.ai.org/legislative/iac/t03260/a00020.pdf.) New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm>, or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

LAND QUALITY

In order to maintain compliance with all applicable laws regarding contamination and/or proper waste disposal, IDEM recommends that:

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm>.
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.
5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).
6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: <http://www.in.gov/idem/4999.htm>.

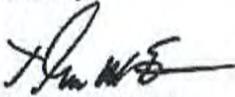
FINAL REMARKS

Should you need to obtain any environmental permits in association with this proposed project, please be mindful that IC 13-15-8 requires that you notify all adjoining property owners and/or occupants within ten days your submittal of each permit application. However, if you are seeking multiple permits, you can still meet the notification requirement with a single notice if all required permit applications are submitted with the same ten day period.

Should the scope of the proposed project be expanded to the extent that a National Environmental Policy Act Environmental Assessment (EA) or Environmental Impact Statement (EIS) is required, IDEM will actively participate in any early interagency coordination review of the project.

Meanwhile, please note that this letter does not constitute a permit, license, endorsement or any other form of approval on the part of the Indiana Department of Environmental Management regarding any project for which a copy of this letter is used. Also note that it is the responsibility of the project engineer or consultant using this letter to ensure that the most current draft of this document, which is located at <http://www.in.gov/idem/5284.htm>, is used.

Sincerely,



Thomas W. Easterly
Commissioner

Signature(s) of the Applicant

I acknowledge that the following proposed roadway project will be financed in part, or in whole, by public monies.

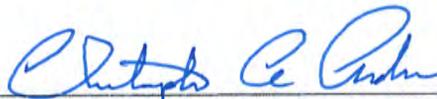
Project Description

The Indiana Department of Transportation proposes a project to improve the I-465 and I-65 interchange. The project is located along the south leg of I-465 in southern Marion County, Indiana, within the Indiana Department of Transportation's (INDOT) Greenfield District. The project begins approximately 0.2 mile west of Carson Avenue and extends 2.3 miles east to approximately 0.5 mile west of Emerson Avenue. Along I-65, the project begins just north of Hanna Avenue and extends south approximately 3.3 miles to just north of Southport Road.

With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environment that appears directly above. In addition, I understand that in order to complete that project in which I am interested, with a minimum of impact to the environment, I must consider all the issues addressed in the aforementioned letter, and further, that I must obtain any required permits.

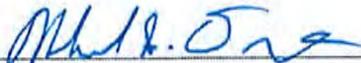
Date: 7-2-12

Signature of the INDOT
Project Engineer or Other Responsible Agent


for Ben Lawrence

Date: 1/30/12

Signature of the
For Hire Consultant



Michael S. Oliphant

Representing the Company: United Consulting

Oliphant, Mike

From: Belch, Stephanie A. <Stephanie.Belch@indy.gov>
Sent: Thursday, June 16, 2011 4:33 PM
To: Oliphant, Mike
Cc: Blasdel, Audra; Heil, Larry; Roth, Philip D.; Miser, Lori; Cunningham, Steve; Walter, Randy
Subject: I-465@I-65 Interchange Mod.

Dear Mike,

As discussed briefly this morning on the phone, MPO staff has reviewed the early coordination packet for this project submitted by your office for the Indiana Department of Transportation (INDOT). It is our observation that there are inconsistencies between the scope described in the early coordination document and what is shown in the MPO's Long Range Transportation Plan (LRTP).

This interchange modification project, with no added travel lanes, was amended into the region's Long Range Transportation plan (LRTP) approved earlier this year. The same project is listed in the Indianapolis Regional Transportation Improvement Program for funding in 2012 (for preliminary engineering, right-of-way, and construction costs).

Our concern is that the added travel lanes were not included in the LRTP as part of the project's scope. According to several e-mail exchanges between INDOT's central office and MPO staff, this project originally included the added travel lanes along I-465 between the interchange and Emerson Ave., and along I-65 between the interchange and Southport Road. But during a "rerack" of INDOT projects last summer and fall, it was scaled back to include just the interchange modification. Therefore, the project included in our LRTP and approved for air quality conformity only includes the interchange modification.

Additionally, because of the new requirement to use MOVES air-quality conformity software, and the associated State Implementation Plan updates, we are unable to amend the LRTP to include this interchange modification with added travel lanes until Spring of 2012 at the earliest.

Please advise on how to proceed.

Sincerely,

Stephanie Belch

Stephanie Belch | Principal Planner
Indianapolis Metropolitan Planning Organization (MPO)
200 East Washington Street | City-County Building | Room 1922
Phone: 317.327.7599 Fax: 317.327.5950
stephanie.belch@indy.gov

MPO Website: www.indympo.org

Central Indiana's Transportation
Initiative Website: indyconnect.org

Project No. _____ Des. No. 0902297

Project Description: I-465 at I-65 Interchange Modification, Marion County, Indiana

Name of Organization requesting early coordination:

United Consulting

QUESTIONNAIRE FOR THE INDIANA GEOLOGICAL SURVEY

1) Do unusual and/or problem () geographic, () geological, () geophysical, or () topographic features exist within the project limits? Describe:

No

2) Have existing or potential mineral resources been identified in this area? Describe:

No

3) Are there any active or abandoned mineral resources extraction sites located nearby?

Describe: No

This information was furnished by:

Name: Robin Rupp Title: Geologist

Address: 611 North Walnut Grove, Bloomington, IN 47405

Phone: 812-855-7428 Date: August 19, 2011

June 22, 2011

Mr. Michael Oliphant
Environmental Specialist
United Consulting
1625 N. Post Road
Indianapolis, IN 46219

Re: I-465 and I-65 Interchange Modification
Marion County, Indiana

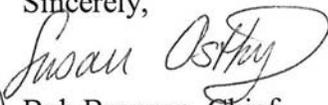
DES# 0902297

Dear Mr. Oliphant:

This letter is in response to your request for a 6(f)3 determination regarding the proposed I-465 and I-65 Interchange Modification project in Marion County, Indiana. Through your description of this project our department determined there will be no negative effect on any site currently encumbered under 6(f)3 through the federally sponsored Land and Water Conservation Fund (LWCF). There are no LWCF properties within the project boundary; therefore there will be no taking of LWCF property out of outdoor recreational use.

If you have other question or concerns please do not hesitate to contact Susan Ostby at 317-232-4074. Thank you for consulting with our department.

Sincerely,


(for)

Bob Bronson, Chief
State and Community Outdoor Recreation Planning Section
Division of Outdoor Recreation, IDNR

RJB:sdo



Mitchell E. Daniels, Jr.
Governor

Thomas W. Easterly
Commissioner

100 North Senate Avenue
Indianapolis, Indiana 46204
(317) 232-8603
(800) 451-6027
www.IN.gov/idem

June 13, 2011

Mr. Michael Oliphant
United Consulting
1625 North Post Road
Indianapolis, Indiana 46219

Dear Mr. Oliphant:

RE: Wellhead Protection Area Proximity
Determination
I-65 And I-465, Marion County

Upon review of the above referenced site, it has been determined that the site is **not located** within a Wellhead Protection Area.

This information is accurate to the best of our knowledge. However, there are in some cases, a few factors that could impact the accuracy of this determination. For example, some Wellhead Protection Area Delineations have not been submitted or may not have been approved by this office. In these cases, we use a 3,000 foot fixed radius buffer to make the proximity determination. To find the status of a Public Water Supply System's Wellhead Protection Area Delineation, please visit our tracking database at <http://www.in.gov/idem/4289.htm>.

If you have any additional questions, please feel free to contact me at the address above or at (317) 234-7476.

Sincerely,

James Sullivan, Chief
Ground Water Section
Drinking Water Branch
Office of Water Quality

JS:gml



Indiana State
Department of Health
An Equal Opportunity Employer

Mitchell E. Daniels, Jr.
Governor

Gregory N. Larkin, M.D., F.A.A.F.P.
State Health Commissioner

RECEIVED

JUN 14 2011

UNITED CONSULTING ENGINEERS, INC.

Date: June 10, 2011

To: Michael S. Oliphant
United Consulting
1625 North Post Road
Indianapolis, IN 46219

RE: I-465 and I-65 Interchange Modifications
Marion County-INDOT Des. No. 0902297

In regards to the above referenced project, I am responding to the environmental review documents received by our office.

We have no reservation about the proposed project and foresee no significant environmental disturbance.

We believe this proposed project will have environmental detriment to the community and have attached supporting document or intend on requesting more information for our consideration.

If you have any questions, please contact Dennis H. Ehlers at AC 317/233-7588.

Sincerely

MICHAEL METTLER, REHS, DIRECTOR
ENVIRONMENTAL PUBLIC HEALTH DIVISION

DHEhlers
CC: Marion County Health Department

RECEIVED



Natural Resources Conservation Service
6013 Lakeside Blvd.
Indianapolis, IN 46278

JUN 16 2011

UNITED CONSULTING ENGINEERS, INC.

June 10, 2011

Michael S. Oliphant
Environmental Specialist
United Consulting
1625 N. Post Road
Indianapolis, Indiana 46219-1995

Dear Mr. Oliphant:

The proposed project to reconstruct and modify the interchange of I-65 and I-465 in Marion County, Indiana as stated in your letter received June 9, 2011, will not cause a conversion of prime farmland.

If you need additional information, please contact Lisa Bolton at 317-290-3200, extension 342.

Sincerely,

A handwritten signature in black ink that reads "Jane E. Hardisty".

ACTING FOR

JANE E. HARDISTY
State Conservationist

Enclosures

Helping People Help the Land

An Equal Opportunity Provider and Employer

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request	6/7/11	4. Sheet 1 of 1
1. Name of Project	I-465 at I-65 Interchange Modification	5. Federal Agency Involved	FHWA	
2. Type of Project	Interchange Modification	6. County and State	Marion County, Indiana	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS	10-9-11	
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form).		YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	2. Person Completing Form Lisa Bolton
5. Major Crop(s)		6. Farmable Land in Government Jurisdiction		4. Acres Irrigated Average Farm Size
		Acres: %		7. Amount of Farmland As Defined in FPPA Acres: %
8. Name Of Land Evaluation System Used		9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS 6-10-11	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	0			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C. Total Acres In Corridor	0	0	0	0

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15				
2. Perimeter in Nonurban Use	10				
3. Percent Of Corridor Being Farmed	20				
4. Protection Provided By State And Local Government	20				
5. Size of Present Farm Unit Compared To Average	10				
6. Creation Of Nonfarmable Farmland	25				
7. Availability Of Farm Support Services	5				
8. On-Farm Investments	20				
9. Effects Of Conversion On Farm Support Services	25				
10. Compatibility With Existing Agricultural Use	10				
TOTAL CORRIDOR ASSESSMENT POINTS	160	0	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100				
Total Corridor Assessment (From Part VI above or a local site assessment)	160	0	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	0	0	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
-----------------------	---	-----------------------	---

5. Reason For Selection:

Signature of Person Completing this Part: _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternate Corridor

**Questionnaire for the Indiana Department of Transportation,
Office of Aviation**

Project No: _____ **Des/Bridge No:** 0902297 _____

Project Description:

The modification and reconstruction of I65 and I465 in
Southern Marion County, Indiana.

Requested By:

United Consulting

Are there any existing or proposed airports within or near the project limits? YES

If yes, describe any potential conflicts with air traffic during or after the construction of the project.

The Greenwood Municipal Airport is located approximately
13,320' to the West of the project site.

If any permanent structures or equipment utilized for
the project penetrates the 100:1 slope from the airport FAA
form 7460 (Notice of Proposed construction or alteration) must
be filed. For assistance contact Marcus Dial, INDOT Office of
Aviation, 317-232-1494.

This information was furnished by:

Name: James W. Kinder
Title: Chief Airport Inspector – INDOT Office of Aviation
Date: June 28, 2011

Appendix D

Section 106 Documentation

Division of Historic Preservation & Archaeology 402 W. Washington Street, W274-Indianapolis, IN 46204-2739
Phone 317-232-1646-Fax 317-232-0693-dhpa@dnr.IN.gov



October 14, 2011

RECEIVED

OCT 17 2011

UNITED CONSULTING ENGINEERS, INC.

Staffan Peterson, Ph.D.
Manager, Cultural Resources Office
Environmental Services
Indiana Department of Transportation
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Indiana Department of Transportation's ("INDOT's") finding of No Historic Properties Affected and supporting documentation regarding the I-65 and I-465 Interchange Modifications (Des. No. 0902297; DHPA No. 11509)

Dear Dr. Peterson:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer has conducted an analysis of the materials under United Consulting's cover letter dated September 13, 2011, and received on September 14, 2011, for the aforementioned project in Perry Township, Marion County, Indiana.

As we had indicated in our July 8, 2011 letter to United Consulting, we have assumed that it is INDOT's intention that the work that will be performed in Phase 1 (to be completed by 2013) and in Phase 2 (which will be constructed in the future at time yet to be determined) all be reviewed here, as one undertaking. Nothing in United Consulting's September 13 cover letter or in the documentation supporting the finding suggests otherwise. We will comment on the finding accordingly. However, we wish to remind all concerned that the data that has been gathered and the recommendations that have been made in the historic property report (Nelson 5/9/11) about the ineligibility for inclusion in the National Register of Historic Places of above-ground properties may become less reliable if many years pass before Phase 2 commences. This is because properties that are not now 50 years old may reach that minimum age threshold for National Register eligibility and because perceptions of what gives property significance can change over time.

We concur with the ultimate conclusion of the HPR that there are no above-ground properties within the area of potential effects that are currently listed in or eligible for inclusion in the National Register.

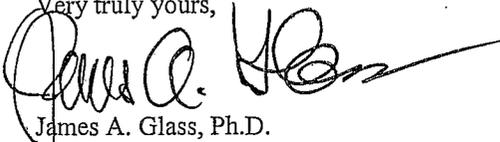
Additionally, as previously indicated, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places within the proposed project area. Therefore, we concur with the recommendation of the archaeologist that no further archaeological investigation appears necessary.

Accordingly, we concur with the INDOT's August 29, 2011, finding, on behalf of FHWA, of No Historic Properties Affected.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations.

If you have questions about archaeological issues, please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. Additionally, in any future correspondence regarding the I-465 and I-65 Interchange Modifications, please refer to DHPA 11509.

Very truly yours,



James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:WTT:JLC:jlc

cc: ✓ Michael Oliphant, United Consulting

emc: Lawrence Heil, P.E., Indiana Division, Federal Highway Administration
Staffan Peterson, Ph.D., Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Michael Oliphant, United Consulting

UNITED CONSULTING ENGINEERS AN
MARION COUNTY, INDIANA

To: INDIANAPOLIS NEWSPAPERS
307 N PENNSYLVANIA ST - PO BOX 145
INDIANAPOLIS, IN 46206-0145

PUBLISHER'S CLAIM

LINE COUNT

Public Notice

The Indiana Department of Transportation proposes a project to reconstruct and modify the interchange of I-65 and I-465 in Marion County, Indiana. The project is located along the south leg of I-465 in southern Marion County, Indiana, within the Indiana Department of Transportation's (INDOT) Greenfield District. The project limits along I-465 begin approximately 0.2 mile west of Carson Avenue and extend approximately 1.3 miles east to approximately 0.5 mile west of Emerson Avenue. The project limits along I-65 begin just southeast of Gray Road and extend approximately 2.7 miles north to just south of Hanna Avenue.

The project will address capacity issues associated with this interchange. The proposed project will be constructed in two phases. Only phase 1 is funded at this point and planned for construction. Phase 1 is anticipated to be let for construction in May of 2013. Phase 2 is a future configuration of the interchange that is not funded or planned for construction at this point.

Phase 1 will construct the west to south flyover ramp, and will widen the existing north to east ramp from one lane to two lanes. On I-465, a fourth auxiliary lane will be added to both sides from the ramp junctions at the I-65 interchange to the ramp junctions at the Emerson Avenue interchange. On I-65, a fourth auxiliary lane will be added to southbound I-65 from the entrance ramp junction at the I-465 interchange to the exit ramp junction at the Southport Avenue interchange. Phase 2 will reconstruct every other ramp movement at the interchange. Phase 2 will be constructed at a future date to be determined.

It is estimated that approximately 8.5 acres of additional permanent right-of-way will need to be acquired as part of this project. This project will not require the acquisition of any permanent structures. Additionally, no schools, churches, parks, cemeteries, or non-profit organizations will be impacted by this project.

The proposed action does not impact items listed on or eligible for the National Register of Historic Places. The Federal Highway Administration has issued a "No Historic Properties Affected" finding for the project, due to no properties listed on or eligible for the National Register of Historic Places being identified within the Area of Potential Effects. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.6(a)(4), the documentation specified in 36 CFR 800.11 (d) is available for inspection at United Consulting, 1625 North Post Road, Indianapolis, Indiana 46219. This documentation serves as the basis for the Federal Highway Administration's "No Historic Properties Affected" finding. The views of the public on this finding are being sought. Please reply to the contact listed below. Please reply no later than October 17, 2011.

Michael S. Oliphant,
Environmental Specialist
United Consulting
1625 North Post Road
Indianapolis, Indiana 46219
Phone (317) 895-2585
Fax (317) 895-2596
Email: mikeo@ucindy.com
(S - 9/12/11 - 5860387)

(Must not exceed two actual lines, neither of which shall
exceed four solid lines of the type in which the body of the
document is set). - number of equivalent lines _____
of lines _____
of lines _____
of lines _____
number of lines in notice _____

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columns wide equals 168.0 equivalent lines at .458

for notices containing rule and figure work (50 per cent _____
of proof) _____

proofs of publication (\$1.00 for each proof in excess of two) _____
AMOUNT OF CLAIM \$ 76.94

PRINTING COST

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lines 1.0

In accordance with the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is
the amount claimed is legally due; after allowing all just credits, and that no part of the same

the printed matter attached hereto is a true copy, of the same column width and type size,
reproduced in said paper 1 times. The dates of publication being between the dates of:

2011
The content checked below is true and correct:

I do not have a Web site.
My Web site and this public notice was posted on the same day as it was published in
my Web site, but due to a technical problem or error, public notice was posted on _____
my Web site but refuses to post the public notice.

Kerrey Dodson

DATE: 09/12/2011

Title: Clerk



September 13, 2011

Mr. David Vanderstel
Marion County Historian
4415 Broadway Street
Indianapolis, Indiana 46205

RE: Section 106 Documentation
INDOT Des. No.: 0902297
I-465 and I-65 Interchange Modification
Marion County, Indiana

Dear Mr. Vanderstel:

The Indiana Department of Transportation made a finding of "No Historic Properties Affected" on August 29, 2011 for the above referenced project. A copy of the Indiana Department of Transportation's finding and the 800.11 supporting documentation have been enclosed for your reference. Your agency will have 30 days to comment on this finding.

If you have any questions or comments, please contact our office at your convenience.

Sincerely,
UNITED CONSULTING *as*

Michael S. Oliphant, AICP
Environmental Specialist

enclosures: No Historic Properties Affected Finding

c: Consulting Parties
File 11-465

ENGINEERING
ENVIRONMENTAL
INSPECTION
LAND SURVEYING
LAND ACQUISITION
PLANNING
WATER &
WASTEWATER
SINCE 1965

OFFICERS
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Dave Richler, PE, PLS
Steven W. Jones
Christopher R. Pope, PE
B. Keith Bryant, PE
Michael Rowe, PE

PROFESSIONAL STAFF
Jerry D. Ritchie, PE
Andrew T. Wolka, PE
Devin L. Stettler, AICP
Darryl P. Wineinger, PE
Adam C. Post, PE
Michael S. Oliphant, AICP
E. Rachelle Pemberton, PE
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Brian J. Pierson, PE
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Paul D. Glotzbach, PE
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Jay N. Ridens, PE
Christopher J. Dyer, PE
Matthew R. Lee, PE
Joseph A. Rupp, PE
Christopher J. Wheeler, PE
William R. Curtis, PE
Jeromy A. Richardson, PE
John P. Sprague, PE
Heather E. Kilgour, PE
Adam J. Greulich, PLS
Whitney D. Neukam, PE
Kelly J. LaValley, PE
Matthew A. Taylor, PE
Josh O. Betz, PLS
Scott G. Minnich, PE
Dann C. Barrett, PE

www.uciindy.com
1625 N. Post Road, Indianapolis, IN 46219 (317) 895-2585

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS**

**AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING**

**I-65 and I-465 Interchange Modifications, Perry Township, Marion County, Indiana
DES. NO.: 0902297**

**AREA OF POTENTIAL EFFECT
(Pursuant to 36 CFR Section 800.4(a)(1))**

The Area of Potential Effect (APE) consists of I-465/I-74, 3,518 ft west and 1.2 miles east of its intersection with I-65, and I-65, 2,173 ft north and 2.85 miles south of its intersection with I-465/I-74. Please see Appendix A in the attached 800.11(e) documentation for a map depicting the APE.

**ELIGIBILITY DETERMINATIONS
(Pursuant to 36 CFR 800.4(c)(2))**

No properties in the APE are listed in or have been determined eligible for listing in the National Register of Historic Places (NRHP).

EFFECT FINDING

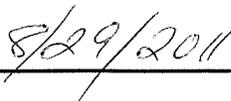
Because no properties in the APE are listed in or have been determined eligible for listing in the NRHP, INDOT, acting on FHWA's behalf, has determined a No Historic Properties Affected finding is appropriate for this undertaking.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is No Historic Properties Affected; therefore, no Section 4(f) evaluation is required. INDOT respectfully requests the Indiana State Historic Preservation Officer (IN SHPO) provide written concurrence with the Section 106 determination of No Historic Properties Affected.



Staffan Peterson, for FHWA
Manager
INDOT Cultural Resources



Approved Date

**FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO HISTORIC PROPERTIES AFFECTED
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.4(d)(1)
I-65 and I-465 Interchange Modifications, Perry Township, Marion County, Indiana
DES. NO.: 0902297
FEDERAL PROJECT NO.:**

1. DESCRIPTION OF THE UNDERTAKING

The undertaking's objective is to ease congestion at the I-65/I-465 southside interchange in Perry Township, Marion County, Indiana, caused by the most substandard entities in such a way that when the remainder of the interchange is seen to need further modification, the work will only require a minimum degree of retrofit (Appendix A). The project begins approximately 0.2 mile west of Carson Avenue and extends approximately 1.3 miles east to approximately 0.5 mile west of Emerson Avenue. Along I-65, the project begins just north of Hanna Avenue and extends south approximately 2.8 miles to just east of Gray Road. The Indiana Department of Transportation (INDOT) intends to complete the work in two phases. A complete project description is available in Appendix F.

Per Federal Highway Administration – Indiana Division (FHWA-IN) Procedures, Federal-aid highway construction projects qualify as “undertakings” as defined in 36 CFR 800.16(y) and are subject to review under FHWA-IN/INDOT Section 106 Procedures. Federal-aid funds would be used for planning and/or construction of the proposed improvements. Section 106 is thus applicable.

The APE consists of I-465/I-74, 3,518 ft west and 1.2 miles east of its intersection with I-65, and I-65, 2,173 ft north and 2.85 miles south of its intersection with I-465/I-74 (Appendix A). The APE is on the southeast side of Indianapolis, set entirely in Perry Township (Appendix B). Most of the architectural resources in and around the APE were built in the late 1940s to the present day; there are scattered buildings that date to the early twentieth century as well. The building stock generally gets newer as one travels south on I-65. There are few natural changes in topography, but the elevation does drop notably in certain areas of the APE with streams and creeks.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

Efforts to identify historic properties in the APE included a check of records available at the Indiana Department of Natural Resources-Division of Historic Preservation and Archaeology (DHPA), historical/architectural fieldwork, and communication with consulting parties. DHPA serves as Indiana's State Historic Preservation Office (SHPO).

Sources of information examined at DHPA included National Register of Historic Places (NRHP) listings, Indiana Register of Historic Places listings, the *Decatur, Perry, and Franklin Townships, Marion County Interim Report*, cultural resources management reports, archaeological site files and maps, and cemetery records. The records check did not identify any NRHP-listed or Indiana Register-listed resources in the APE. No previously recorded archaeological sites or cemeteries are located in the project area. Four previously inventoried aboveground resources in the APE are included in the interim report. All four are single family houses rated Contributing.

The results of the field surveys were reported in a Historic Property Report (HPR) and an Archaeological Field Reconnaissance Report (Appendix C). INDOT, on behalf of FHWA, has reviewed these reports. The HPR identified 57 resources 50 years of age or older in the APE, none of which are listed in, determined eligible for listing in, or recommended as eligible for listing in the NRHP. The archaeological survey identified no sites.

The SHPO, INDOT, and FHWA are entitled to participate in the Section 106 process as consulting parties. The following other individuals and organizations have been invited, in writing, to be consulting parties (Appendix D).

- Indiana Landmarks
- Indianapolis Historic Preservation Commission
- Perry Township-Southport Historical Society

- Marion County Historical Society
- Marion County Historian
- City of Beech Grove Engineer
- City of Southport Engineer

The above-listed parties have been provided with copies of the HPR and response postcards with which to accept or decline the invitation to be a consulting party. The Perry Township-Southport Historical Society declined to be a consulting party. No other responses were received from the invitees. In a letter dated May 9, 2011, DHPA stated that they had not identified any currently known archaeological resources listed in or eligible for listing in the NRHP within the proposed project area. DHPA concurred that no further archaeological investigation appears necessary. In a letter dated July 8, 2011, DHPA concurred that there are no aboveground properties in the APE that are listed in or eligible for listing in the NRHP (Appendix E).

3. BASIS FOR FINDING

No historic properties are present within the APE. Therefore, the finding for this project is No Historic Properties Affected.

A public notice regarding the APE and No Historic Properties Affected finding will be issued for this project in a local newspaper concurrently with the issuance of these findings to the consulting parties. A 30-day comment period will be given. This document will be revised, if necessary, after the public notice to reflect any comments received.

APPENDIX

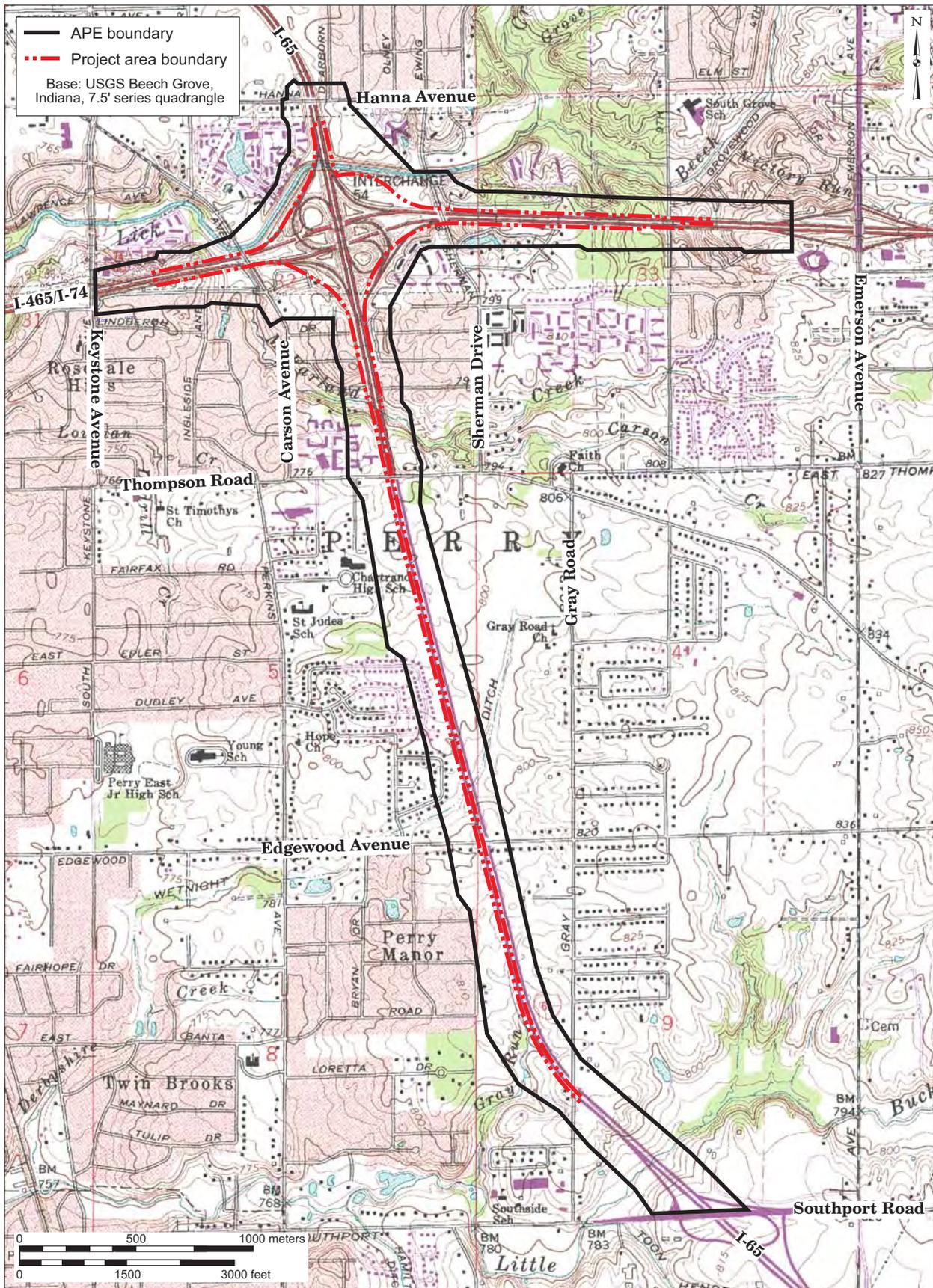
- A. MAPS**
- B. PHOTOGRAPHS**
- C. ABSTRACTS AND SUMMARIES FROM THE HISTORIC PROPERTY REPORT AND PHASE IA ARCHAEOLOGICAL FIELD RECONNAISSANCE REPORT**
- D. LIST OF CONSULTING PARTIES**
- E. CORRESPONDENCE OF CONSULTING PARTIES**
- F. EARLY COORDINATION SUBMITTAL WITH PROJECT DESCRIPTION**

APPENDIX A

MAPS



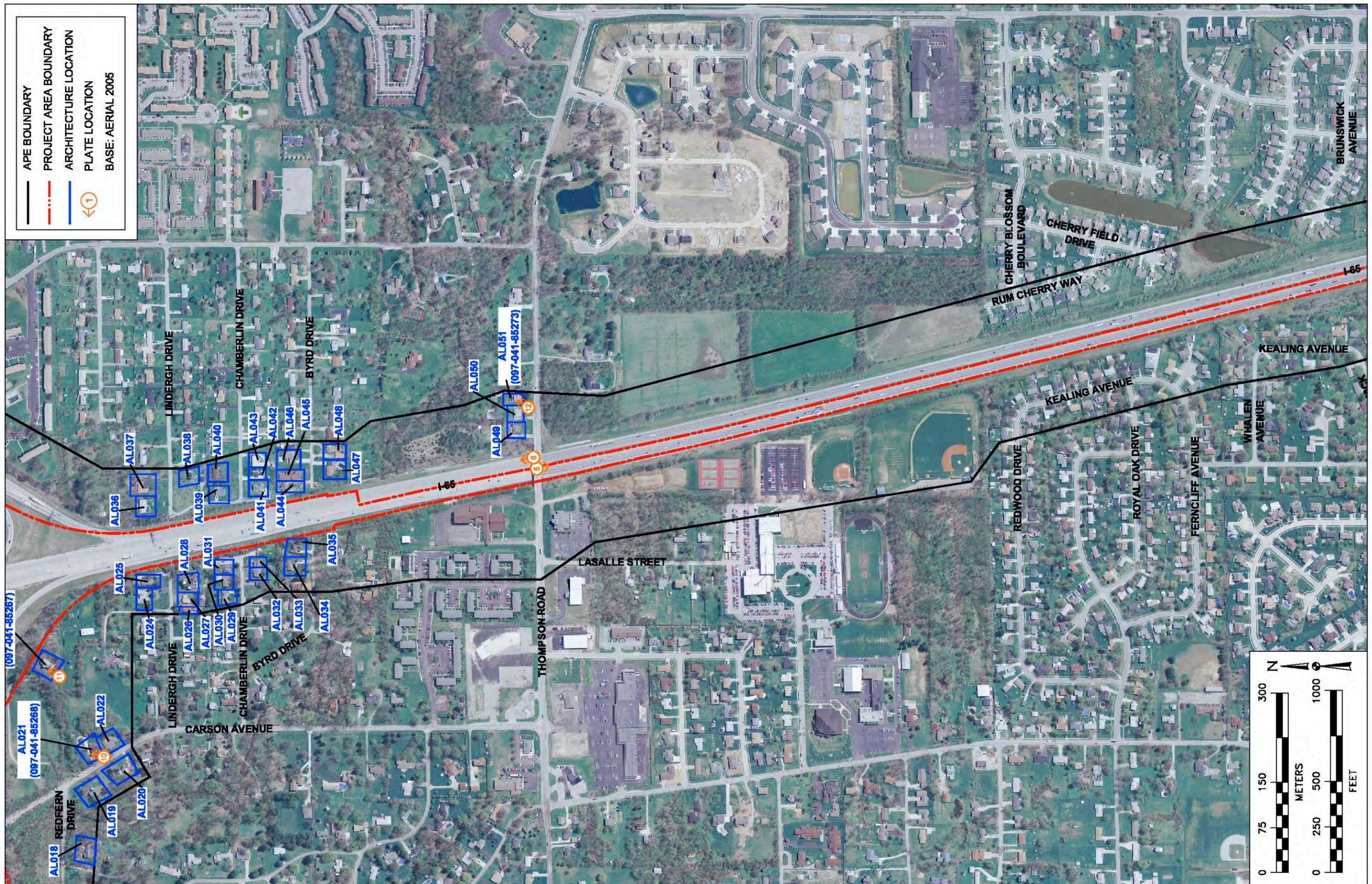
Appendix A, Map 1. Indiana map showing the vicinity of the APE.



Appendix A, Map 2. Portion of the 1980 Beech Grove quadrangle (USGS 7.5' topographic map) showing the APE and project area.



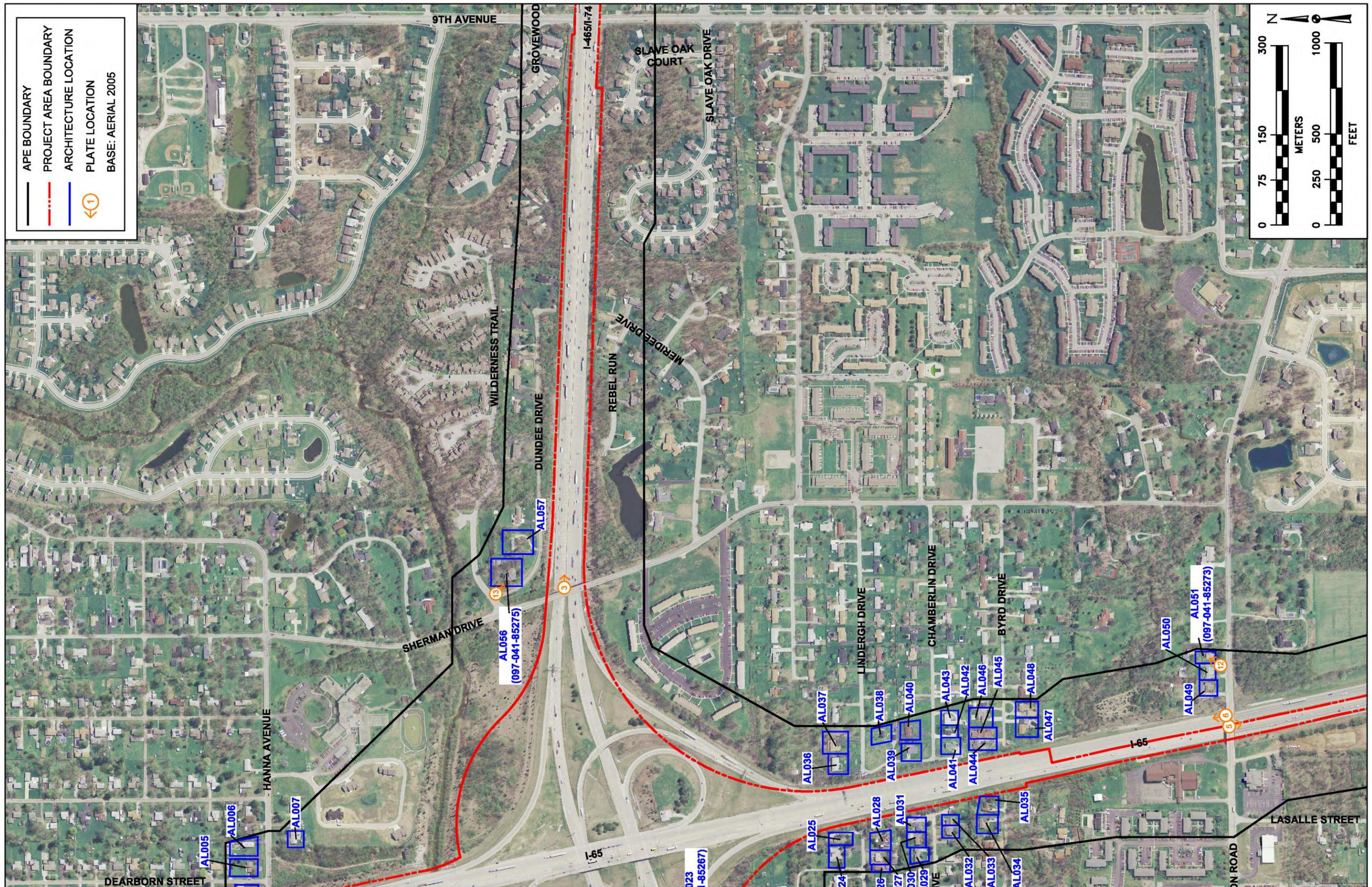
Appendix A, Map 3. Aerial photograph showing the APE, project area, plate locations, photo locations, and architectural locations. (5 sheets)



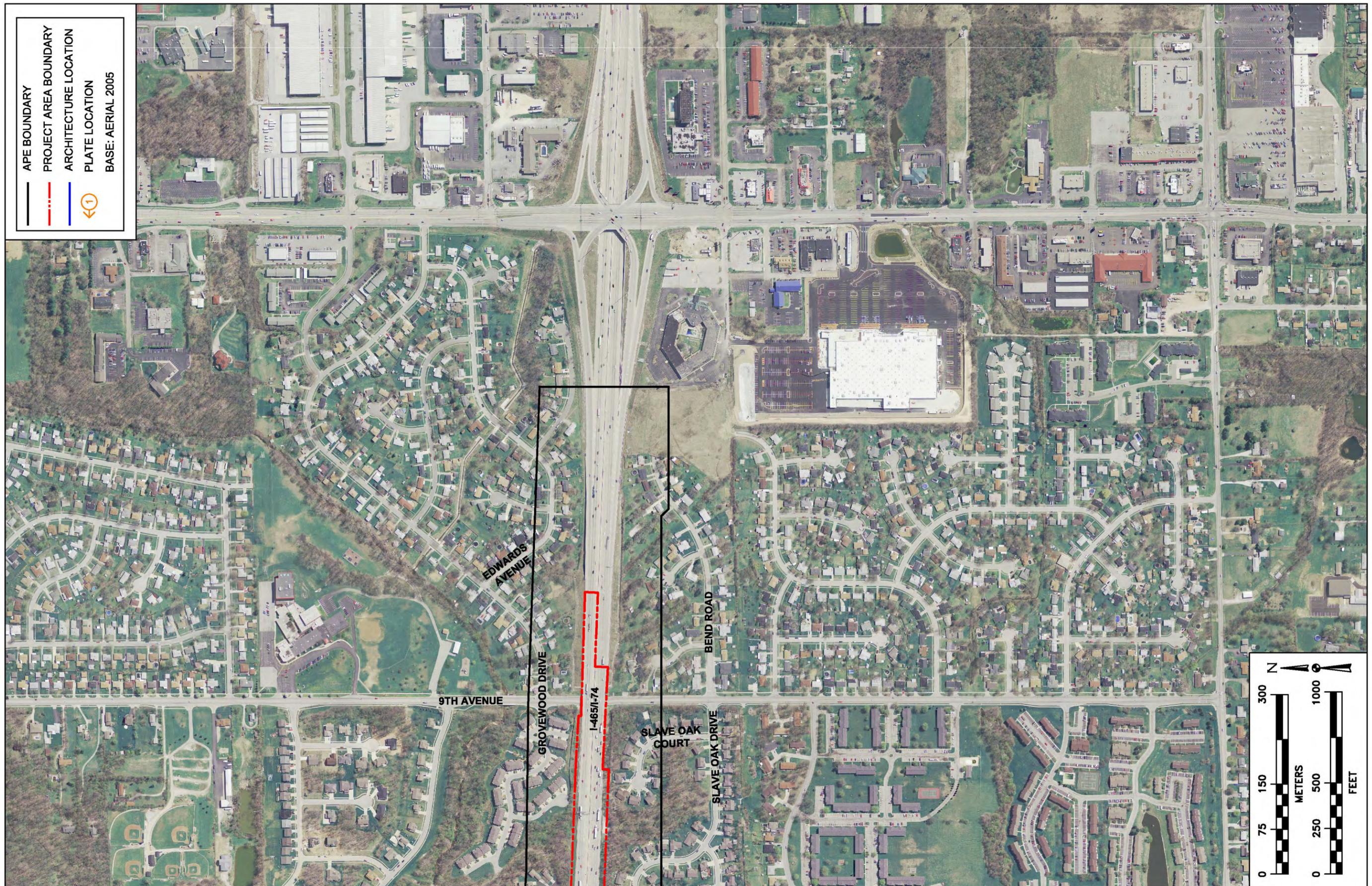
Appendix A, Map 3. Aerial photograph showing the APE, project area, plate locations, photo locations, and architectural locations. (5 sheets)



Appendix A, Map 3. Aerial photograph showing the APE, project area, plate locations, photo locations, and architectural locations. (5 sheets)



Appendix A, Map 3. Aerial photograph showing the APE, project area, plate locations, photo locations, and architectural locations. (5 sheets)



Appendix A, Map 3. Aerial photograph showing the APE, project area, plate locations, photo locations, and architectural locations. (5 sheets)

APPENDIX B
PHOTOGRAPHS



Plate 1. View from the Carson Avenue bridge over I-465, west of I-65 interchange, looking east.



Plate 2. View from the Carson Avenue bridge over I-465, west of I-65 interchange, looking west.



Plate 3. View from the Sherman Drive bridge over I-465, east of I-65 interchange, looking east.



Plate 4. View from the Hanna Avenue bridge over I-65, north of I-465 interchange, looking southeast.



Plate 5. View from the Thompson Road bridge over I-65, south of I-465 interchange, looking southeast.



Plate 6. View from the Thompson Road bridge over I-65, south of I-465 interchange, looking northwest.



Plate 7. View from the Edgewood Avenue bridge over I-65, south of I-465 interchange, looking northwest.



Plate 8. View from the Edgewood Avenue bridge over I-65, south of I-465 interchange, looking southeast.



Plate 9. View from the Gray Road bridge over I-65, south of I-465 interchange, looking northwest.



Plate 10. AL021/097-041-85268 at 4451 South Carson Avenue, looking northeast.



Plate 11. AL023/097-041-85267 at 4401 South Carson Avenue, looking northeast.



Plate 12. AL051/097-041-85273 at 3706 East Thompson Road, looking northeast.



Plate 13. AL056/097-041-85275 at 4249 South Sherman Drive, looking southeast.

APPENDIX C

**ABSTRACTS AND SUMMARIES FROM THE HISTORIC PROPERTY REPORT
AND PHASE IA ARCHAEOLOGICAL FIELD RECONNAISSANCE REPORT**

**Historic Properties Report for the I-65 and I-465 Interchange Interim Modification
(Des. No. 0902297), Perry Township, Marion County, Indiana**

By

Ross Nelson, MA, MS

Submitted By:

Luella Beth Hillen

ASC Group, Inc.

6330 East 75th Street

Suite 100

Indianapolis, Indiana 46250

317.915.9300

317.915.9301 fax

317.965.7313 cell

BHillen@ascgroup.net

Submitted To:

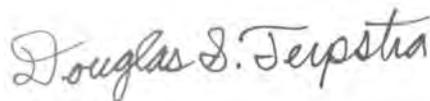
United Consulting

1625 North Post Road

Indianapolis, Indiana 46219

317.895.2585

Lead Agency: INDOT



Douglas S. Terpstra, MS, Principal Investigator

August 1, 2011

ABSTRACT

ASC Group, Inc., under contract with United Consulting, has completed a historic properties report for the proposed I-65 and I-465 Interchange Interim modification (Des. No. 0902297) in Perry Township, Marion County, Indiana. The project's objective is to, albeit on an interim basis, ease congestion at the I-65/I-465 southside interchange caused by the most substandard entities in such a way that when the remainder of the interchange is seen to need further modification, the work will only require a minimum degree of retrofit. The project proposes work on the current loop ramp carrying westbound I-465 to southbound I-65. Other ramps and auxiliary lanes may be involved in the project if such work is deemed effective. The preferred alternative includes utilizing the existing paved median shoulder of I-65 by adding a lane in the existing median between I-465 and Thompson Road. The existing travel lanes would be shifted toward the median and the median would be converted to a travel lane with a shoulder. The outside will be widened with new shoulder to accommodate the additional lane. Between Thompson Road and Southport Road, the additional lane will be added to the outside shoulder along with a new paved shoulder. Cutback walls will be required at the Thompson Road and Edgewood Avenue bridges to accommodate the additional lane. The project begins approximately 0.2 mile west of Carson Avenue and extends approximately 2.3 miles east to approximately 0.5 mile east of Emerson Avenue. Along I-65, the project begins just north of Hanna Avenue and extends south approximately 3.3 miles to just north of Southport Road. The Area of Potential Effect consists of I-465/I-74, 3,518 ft west and 1.2 miles east of its intersection with I-65, and I-65, 2,173 ft north and 2.85 miles south of its intersection with I-465/I-74.

The project area is on the southeast side of Indianapolis, set entirely in Perry Township. Most of the architectural resources in and around the project area were built in the late 1940s to the present-day; there are scattered buildings that date to the early twentieth century as well. The building stock generally gets newer as one travels south on I-65. There are few natural changes in topography, but the elevation of the project area does drop notably in certain areas of the Area of Potential Effect with streams and creeks.

The survey examined all buildings and structures within the Area of Potential Effect. All buildings and structures 50 years of age or older were photographed, recorded on maps, and evaluated for National Register of Historic Places eligibility. Fifty-seven properties 50 years of age or older were identified within the Area of Potential Effect. No properties are recommended eligible for the National Register of Historic Places.

CONCLUSIONS

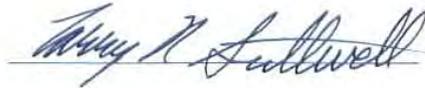
Fifty-seven properties 50 years of age or older were evaluated as part of this study. There are no NRHP-listed properties within the APE, and no properties more 50 years of age within the APE are recommended eligible for the NRHP. In addition, no part of the APE is recommended eligible for the NRHP as a historic district. The majority of the buildings within the APE, especially on the southern half of the APE, are less than 50 years of age, so the potential non-contributing buildings outnumber the potential contributing buildings, which limits the significance and integrity of any potential district.

**An Archaeological Field Reconnaissance of the Proposed I-65 and I-465
Interchange Modification (Des. No. 0902297) in Indianapolis, Marion
County, Indiana**

by

Larry N. Stillwell

Principal Investigator

A handwritten signature in cursive script, reading "Larry N. Stillwell", written in black ink.

Submitted by:

Archaeological Consultants of Ossian

P.O. Box 2374

Muncie, IN 47307

Submitted to:

American Structurepoint, Inc.

Indianapolis, IN

March 18, 2011

Archaeological Consultants of Ossian Cultural Resource Management Report 11FR20

Abstract

An archaeological field reconnaissance was conducted for the proposed I-65 and I-465 interchange modification (Des. No. 0902297) in Indianapolis, Marion County, Indiana. Between February 20 and 28, 2011, personnel from Archaeological Consultants of Ossian conducted an archaeological reconnaissance survey of the project area. The survey was conducted within a till plain environmental setting on soils that ranged from very poorly drained to well drained near Lick Creek. The field reconnaissance examined approximately 77.4 acres. Most of the project area consisted of existing road right-of-way. Shovel testing of the project area located no cultural resources. Shovel probe survey determined that virtually all of the project area had been heavily disturbed by prior construction activity associated with the interstates and interchange. It is the opinion of the archaeologist that the proposed undertaking will not affect any archaeological properties eligible for listing on the National Register of Historic Places. Thus, no further archaeological work is warranted. Project clearance is recommended.

Conclusions and Recommendations

An archaeological field reconnaissance for the proposed I-65 and I-465 interchange modification in Indianapolis, Marion County, Indiana, located no archaeological sites. The field reconnaissance determined that the vast majority of the project area had been disturbed by prior development. The results of other CRM surveys conducted within the county suggest that sites contained within the region vary in size from small ephemeral lithic scatters to fairly significant prehistoric deposits. Because no archaeological resources were located during the field reconnaissance, it is the opinion of the archaeologist that the proposed undertaking will not affect any archaeological properties eligible for listing on the National Register of Historic

Places, and no further archaeological work is warranted. Project clearance is recommended. If human remains, features, or midden deposits are encountered during the construction of the proposed project, work must be halted and the archaeologists at both the Cultural Resources Section of the Indiana Department of Transportation and the Indiana Department of Natural Resources-Division of Historic Preservation and Archaeology must be contacted for additional evaluation before work resumes.

APPENDIX D

LIST OF CONSULTING PARTIES

Consulting Parties for Des. No. 0902297
I-65 and I-465 Interchange Interim Modifications Project
Perry Township, Marion County, Indiana

First Name	Last Name	Agency/Organization	Address	City	State	Zip Code	Accepted/Declined Consulting party status
James	Glass	Indiana Department of Natural Resources- Division of Historic Preservation and Archaeology	402 W. Washington St., Room W274	Indianapolis	IN	46204-2739	Accepted
Mark	Dollase	Indiana Landmarks	340 West Michigan Street	Indianapolis	IN	46202	No Response
David	Baker	Indianapolis Historic Preservation Commission	200 East Washington Street	Indianapolis	IN	46204	No Response
Keith	Brown	Perry Township-Southport Historical Society	6548 Orinoco Avenue	Indianapolis	IN	46227	Declined
Carol	Hall	Marion County Historical Society	P.O. Box 2223	Indianapolis	IN	46206	No Response
David	Vanderstel	Marion County Historian	4415 Broadway Street	Indianapolis	IN	46205	No Response
Trent	Newport	City of Beech Grove Engineer	Cross Roads Engineers, PC 3417 Sherman Drive	Beech Grove	IN	46107	No Response
Dave	Kieser	City of Southport City Engineer	6901 Derbyshire Road	Southport	IN	46227	No Response

APPENDIX E
CORRESPONDENCE OF CONSULTING PARTIES

**UNITED
CONSULTING**

INDOT Des. No.:0902297
I-465 and I-65
Interchange Modification
Marion County, Indiana

1625 North Post Road
Indianapolis, Indiana 46219

Phone: 317 - 895 - 2585
Fax: 317 895 - 2596
Email: mikeo@ucindy.com

**Section 106 Consultation
Invitation Card**

If your agency wishes to be a consulting party, please check the box entitled "we agree to be a consulting party".

we agree to be a consulting party

we do not agree to be a consulting party

The response cards should be returned to United Consulting by July 7, 2011.

If a response card is not received your agency will not be included on the list of consulting parties for this project.

Name of Organization:

*Perry Township /
Southport Historical Society*



Division of Historic Preservation & Archaeology-402 W. Washington Street, W274-Indianapolis, IN 46204-2739
Phone 317-232-1646-Fax 317-232-0693-dhpa@dnr.IN.gov



May 9, 2011

Michael S. Oliphant, AICP
Environmental Specialist
United Consulting
1625 N. Post Road
Indianapolis, Indiana 46219

Federal Agency: Federal Highway Administration ("FHWA")

Re: Archaeological field reconnaissance report (Stillwell, 3/18/11) regarding the I-65 and I-465 interchange modification (Designation No. 0902297; DHPA No. 11509)

Dear Mr. Oliphant:

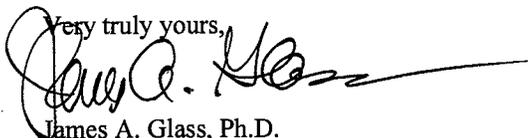
Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, the Indiana State Historic Preservation Officer regarding the implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer has conducted an analysis of the materials dated April 5, 2011, and received on April 7, 2011, for the above indicated project located in Indianapolis, Marion County, Indiana.

In regard to the archaeological field reconnaissance report (Stillwell, 3/18/11), based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places within the proposed project area. Therefore, we concur with the recommendation of the archaeologist that no further archaeological investigation appears necessary.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations.

The above comments are strictly in regard to archaeological resources, since no information was provided about buildings and structures.

A copy of the revised 36 C.F.R. Part 800 that went into effect on August 5, 2004, may be found on the Internet at www.achp.gov for your reference. If you have questions about archaeological issues please contact Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov, or Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. If you have questions about buildings or structures please contact John Carr at (317) 233-1949 or jcarr@dnr.IN.gov, or Toni Lynn Giffin at (317) 233-9636 or tgiffin@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA No. 11509.

Very truly yours,


James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:WTT:wt

emc: Staffan D. Peterson, Ph.D., Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Larry N. Stillwell, Archaeological Consultants of Ossian

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov



July 8, 2011

Michael S. Oliphant, AICP
Environmental Specialist
United Consulting
1625 North Post Road
Indianapolis, Indiana 46219

Federal Agency: Federal Highway Administration ("FHWA")

Re: Project description and historic property report (Nelson, 5/9/11) for the I-465 and I-65
Interchange Modification (Des. No. 0902297; DHPA No. 11509)

Dear Mr. Oliphant:

Pursuant to Section 106 of the National Historic Preservation Act, as amended (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer has reviewed the materials submitted with your letter dated June 7, 2011 and received on June 9, for the aforementioned project in Perry Township, Marion County, Indiana.

Your letter describes work that will be performed in Phase 1, to be completed by 2013, and in Phase 2, which will be constructed in the future by a date yet to be determined. We are assuming that what you have asked us and the other consulting parties to comment on is work that would be performed under both Phase 1 and Phase 2. If that is not the case, then we would appreciate clarification on that point for our office and the other consulting parties. Furthermore, we would suggest that the data that has been gathered and the recommendations that have been made in the historic property report ("HPR") about the ineligibility for inclusion in the National Register of Historic Places of above-ground properties may tend to become less reliable if many years pass before Phase 2 commences. This is because properties that are not now 50 years old may reach that minimum age threshold for National Register eligibility and because perceptions of what gives property significance can change over time.

Although we might have characterized a couple of the buildings identified in the HPR somewhat differently, we agree with the ultimate conclusion of the HPR that there are no above-ground properties within the area of potential effects that are listed in or eligible for inclusion in the National Register of Historic Places.

As we commented in our May 9, 2011 letter, based on the previously submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places within the proposed project area. Therefore, we concur with the recommendation of the archaeologist that no further archaeological investigation appears necessary.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations.

Unless other consulting parties express the opinion that there is an historic property within the area of potential effects, then, upon completing its own identification and evaluation efforts, it would be appropriate for the Indiana Department of Transportation ("INDOT"), on behalf of FHWA, to analyze the information that has been gathered from the Indiana

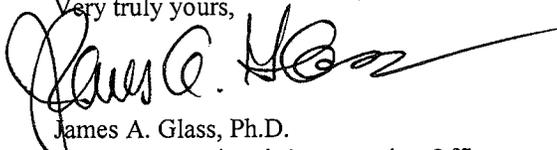
SHPO, any other consulting parties, the general public and make the necessary determinations and findings. Please refer to the following comments for guidance:

- 1) If INDOT believes that a determination of No Historic Properties Affected accurately reflects its assessment, then it shall provide documentation of its finding as set forth in 36 C.F.R. § 800.11 to the Indiana SHPO, notify all consulting parties, and make the documentation available for public inspection (36 C.F.R. §§ 800.4[d][1] and 800.2[d][2]).
- 2) If, on the other hand, INDOT finds that a historic property may be affected, then it shall notify the Indiana SHPO, all other consulting parties, and the public of its finding and seek views on effects in accordance with 36 C.F.R. §§ 800.4(d)(2) and 800.2(d)(2). Thereafter, INDOT may proceed to apply the criteria of adverse effect and determine whether the project will result in no adverse effect or in an adverse effect, in accordance with 36 C.F.R. § 800.5.

Please be advised that prior to INDOT's approving and issuing a finding, the 36 C.F.R. § 800.11 documentation must be submitted to INDOT for review and comment.

If you have questions about our comments regarding buildings or structures, then please contact John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. Questions about archaeological issues should be directed to Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. In all future correspondence regarding the I-465 and I-65 Interchange Modification, please refer to DHPA No. 11509.

Very truly yours,



James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:JLC:jlc

emc: Staffan Peterson, Ph.D., Cultural Resources Office, Environmental Services, Indiana Department of Transportation
Mary Kennedy, Cultural Resources Office, Environmental Services, Indiana Department of Transportation
Shaun Miller, Cultural Resources Office, Environmental Services, Indiana Department of Transportation
Melany Prather, Cultural Resources Office, Environmental Services, Indiana Department of Transportation
Christie Stanifer, Division of Fish and Wildlife, Indiana Department of Natural Resources
Michael Oliphant, AICP, United Consulting
Luella Beth Hillen, ASC Group, Inc.

APPENDIX F

EARLY COORDINATION SUBMITTAL WITH PROJECT DESCRIPTION



ENGINEERING

ENVIRONMENTAL

INSPECTION

LAND SURVEYING

LAND ACQUISITION

PLANNING

WATER &
WASTEWATER

SINCE 1965

OFFICERS

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Dave Richter, PE, PLS

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Matthew A. Taylor, PE

Josh O. Betz, PLS

Scott G. Minnich, PE

www.ucindy.com
1625 N. Post Road, Indianapolis, IN 46219 (317) 895-2585

June 7, 2011

Mr. David Baker, Administrator
Indianapolis Historic Preservation Commission
200 East Washington Street
Indianapolis, Indiana 46204

RE: INDOT Des. No.: 0902297
I-465 and I-65 Interchange Modification
Marion County, Indiana

Dear Mr. Baker,

The Indiana Department of Transportation proposes a project to reconstruct and modify the interchange of I-65 and I-465 in Marion County, Indiana. The project is located along the south leg of I-465 in southern Marion County, Indiana, within the Indiana Department of Transportation's (INDOT) Greenfield District. The project begins approximately 0.2 mile west of Carson Avenue and extends approximately 1.3 miles east to approximately 0.5 mile west of Emerson Avenue. Along I-65, the project begins just north of Hanna Avenue and extends south approximately 2.8 miles to just east of Gray Road. The proposed project will be constructed in two phases. The first phase is anticipated to be complete by 2013. The second phase will be constructed at a future date to be determined.

Our firm is part of a project team retained by the Indiana Department of Transportation to undertake all of the required preliminary engineering activities for the subject project. Please refer to the end of this letter for attached location maps and ground level photographs to assist with your review.

As part of the early coordination for this project, you are asked to study this enclosed information and prepare a written evaluation of the potential project impacts upon resources that are within your jurisdiction. Please utilize the referenced Designation number in your reply. You are asked to reply within 30 days or by July 7, 2011. If no reply is received by that date, it will be noted in the environmental document that your agency has no comment on the proposed project.

Project Need and Purpose:

The City of Greenwood and the surrounding area in northern Johnson County and southern Marion County have experienced increased growth and development over the past several years, and plans are underway for future development within the area of the project. As a result, traffic volumes have risen sharply throughout the corridor. Based on current traffic counts, the interchange has several

directional movements that are operating at a level of service below the minimum requirements for a facility of this type, and traffic forecasts indicate the majority of the corridor will not meet minimum level of service requirements in the design year 2032. Along with this increased traffic, there has been a steady increase in the number of accidents that have occurred within the project limits.

The primary need for this project is the increased congestion along the freeway resulting from the significant growth occurring in the area, the diminished safety from the increased congestion, the deteriorating condition of the existing freeway, and a number of substandard geometric features that do not meet current INDOT design standards. These factors all contribute to the need to upgrade the south interchange of I-465 and I-65. The long term primary purpose of this project is to increase the traffic-carrying capacity of the interchange and improve safety. The short-term purpose of the project is to build an interim improvement that addresses the westbound to southbound and northbound to eastbound traffic movements to reduce congestion.

Existing Conditions:

A. Road Classification and Speed

I-465 and I-65 are both classified as Urban Interstate Freeways. Both roadways are part of the 4R System, the National Highway System, and the National Truck Network. The posted speed limit is 55 mph throughout the limits of this interchange modification project.

B. Roadway Cross Section

I-465

Within the project limits, the mainline section consists of six 12-foot lanes, three in each direction, with 10-foot paved outside shoulders. Within the subject interchange, the inside shoulders are 10-foot paved with a wide, variable width grass median to contain the existing left-hand ramp merges (N-W and S-E, or ramps "J" and "L"). Between Sherman Drive and 9th Street the inside shoulders are 17 feet wide as part of a 36-foot wide paved median with a concrete median barrier. East of 9th Street, the inside shoulders are 12 feet as part of a 26-foot wide paved median with a concrete median barrier.

I-65

Several typical cross-sections exist along I-65 within the project limits. From just south of Main Street to Thompson Road, the freeway consists of six 12-foot travel lanes, three in each direction. The directional traffic is separated by a 28-foot-wide grass median. This segment has 4-foot paved inside shoulders and 10-foot paved outside shoulders. Guardrail exists in the median for the majority of I-65 between Thompson Road and Main Street. Between Thompson Road and I-465, the freeway consists of seven 12-foot travel lanes; three southbound lanes and four northbound lanes with 10-foot paved outside shoulders. These travel lanes are

separated by a 36-foot median consisting of 17-foot paved shoulders with a concrete median barrier.

C. Interchange

The interchange type is a modified cloverleaf with two left hand entering, semi directional ramps to I-465. All ramps are single 16-foot wide lanes with 10-foot outside paved shoulders and 4-foot inside paved shoulders.

D. Land Use

The land use along I-465 within the project limits is primarily built-up commercial with some residential. The land use on either side of I-65 from Southport Road to I-465 is primarily residential. Roncalli High School is located on the west side of the interstate south of Thompson Road.

Proposed Project (Phase I):

The Indiana Department of Transportation plans to address the capacity issues associated with this I-465 and I-65 south interchange. The project will be phased such that only the westbound to southbound traffic movement and the northbound to eastbound traffic movement will be constructed in Phase 1 with the rest of the interchange to be constructed in the future. The following paragraphs discuss the proposed improvements.

I-465

The configuration of I-465 through the interchange will be maintained as existing. One additional lane will be added in each direction from Sherman Avenue to just west of Emerson Avenue. The extra lane will be added by shifting the existing travel lanes toward the median and converting the existing 17 foot median shoulders to a 12 foot travel lane with a 5 foot inside shoulder. The shifting of the lanes will require the entire existing roadway to be resurfaced to correct the crown location.

I-65

Existing I-65 from just south of I-465 to the north end will remain as existing. In the southbound direction, from just south of I-465 to Thompson Road, the existing I-65 travel lanes will be shifted toward the median barrier by approximately 7 feet creating a 5 foot inside shoulder to minimize the widening necessary on the outside. The shifting of the lanes will require the existing roadway to be resurfaced to correct the crown location. The interstate will be widened to six lanes (three through + three auxilliary) at the ramp junction where the west to south flyover and east to south ramp will tie into I-65. The six lane section at the ramp junction will drop 2 lanes between the ramp tie-in and Thompson Road to become a 4 lane section just north of Thompson Road. From Thompson Road south to Southport Road, one additional 12 foot lane will be added to the outside with a new 10 foot shoulder. The existing lanes will not be shifted or resurfaced in this section. I-65 northbound lanes from approximately 1000 feet north of Thompson Road to just north of the ramp junction for the north to east ramp, will be shifted toward the median barrier by approximately 7 feet creating a 5 foot inside

shoulder. The existing lanes will be resurfaced and widening will be added in the ramp junction area to make room for the added ramp lane to the north to east ramp.

Interchange

West to South Ramp: The existing ramp is a one lane loop ramp in the northwest quadrant. The proposed ramp will be a two lane flyover ramp passing over I-65, the north to west flyover, and I-465, entering I-65 on the south side of the interchange.

North to East Ramp: The existing ramp is a one lane directional ramp in the southeast quadrant. The proposed ramp will consist of adding one additional lane to the outside of the existing ramp.

East to South Ramp: The existing ramp is a one lane directional ramp in the southwest quadrant. The proposed ramp will be a one lane ramp, reconstructed in preparation for the full build configuration.

Future Build Improvements (Phase 2):

I-465

The existing variable width grass median through the interchange area will be removed. All lanes and shoulders through the limits of the existing grass median will be fully reconstructed and pushed together on new alignment with an enclosed median with concrete median barrier. This section will consist of three 12-foot lanes in each direction with 10 foot inside and outside shoulders. A two lane collector-distributor will be added in the eastbound direction to connect to the two loop ramps in the south half of the interchange (south to east, and east to north) Some incidental widening will be necessary near each ramp junctions to accommodate slight differences in geometry from existing (or Phase 1 constructed) ramps and proposed ramps in the future build.

I-65

The two I-65 bridges over I-465 will be replaced with one bridge spanning the new I-465 section. The profile will be adjusted to obtain vertical clearance over the new I-465 lanes. This will require full reconstruction of the existing six lane section of I-65 within the limits necessary to tie the profile into existing pavement on each side of I-465. The newly reconstructed lanes will have a 5 foot inside shoulder to match the I-65 section to the south. The shoulders will transition out to 12 feet just north of I-465. The remaining portion of I-65 between the north limits of the reconstruction and Hanna Avenue will be resurfaced.

Interchange

The bullet points below describe the proposed modifications to the I-65 and I-465 interchange.

- **South to East Ramp:** The existing ramp is a one lane flyover ramp that passes over I-465 WB lanes and enters I-465 EB on the median side. The

proposed ramp will be a one lane loop ramp located in the southwest quadrant.

- South to West Ramp: The existing ramp is a one lane directional ramp in the northwest quadrant. The proposed ramp will be a one lane ramp, reconstructed to follow the same configuration as existing.
- North to East Ramp: The existing ramp will be a two lane directional ramp in the southeast quadrant. The proposed ramp in the future build will be a fully reconstructed two lane ramp with the alignment pushed in slightly toward the interchange.
- North to West Ramp: The existing ramp is a flyover ramp that passes over I-465 EB lanes and enters I-465 WB on the median side. The proposed ramp will be a flyover ramp that passes over I-465 and I-65, and under the west to south flyover ramp, entering I-465 WB on the outside.
- West to South Ramp: There will be no change from the ramp built in Phase 1.
- West to North Ramp: The existing ramp is a one lane directional ramp in the northeast quadrant. The proposed ramp will be a one lane ramp, reconstructed to follow the same configuration as existing.
- East to South Ramp: The existing ramp is a one lane directional ramp in the southwest quadrant. The proposed ramp will be a one lane ramp, reconstructed for the full build configuration.
- East to North Ramp: The existing ramp is a one lane loop in the southeast quadrant. The proposed ramp will be a one lane loop, reconstructed to follow the same configuration as existing.

Bridges

1. New "Flyover Ramp"

The New Flyover Ramp will consist of a new bridge built on an 800 feet radius to accommodate westbound to southbound traffic. Alternate bids for a concrete beam and steel beam structure will be incorporated into the design of the project. The anticipated bridge length is 1,600 feet with MSE walls to be utilized at each bridge end. Final length of wall versus final length of bridge will be evaluated during the design stage. The clear roadway width will be 49 feet and consist of two 12-foot travel lanes, a 12-foot inside shoulder, an 8-foot outside shoulder, and 2-foot barrier offsets. Concrete barrier will be constructed at each coping.

2. Sherman Drive over I-465 - Structure No. I-465-108-4403C

The Sherman Drive bridge is designated for replacement to accommodate the additional northbound to eastbound ramp lane and shoulder and the westbound

flyover exit ramp deceleration lane. The proposed bridge structure will be raised approximately 7 feet at the north abutment to accommodate the required 16-foot – 6-inch of vertical clearance required per IDM Figure 44-4A. The proposed bridge will be a two span I-beam type bridge with a length of approximately 295 feet. The proposed clear roadway width will be 42 feet consisting of two 12-foot travel lanes and 9-foot shoulders. Standard concrete barrier will be placed at the copings. The approaches will be reconstructed as necessary to accommodate the raise in the profile grade. Since this structure was recently rehabilitated due to its previously, deteriorated condition, an investigation was performed to identify the challenges associated with rehabilitating this structure to accommodate the proposed improvements rather than completely replacing the structure.

Adjustments to the proposed lane geometry under this structure would be required to avoid conflict with the existing piers. The gore areas for the new fly over ramps would need to be moved east to properly accommodate the necessary barrier for the existing piers. In addition, to provide the required vertical clearance under the rehabilitated structure, the ramp profiles will need lowered considerably and could possibly adversely affect the ramp tie geometry at Emerson Avenue. The profile adjustment would require a retaining wall between the mainline and ramp lanes under Sherman Drive and would extend east until the ramp profile ties into the mainline profile.

In addition, any future reconfiguration of I-465 would also be limited by the location of the existing piers. The proposed structure would be configured to accommodate the current build and would allow for future expansion of I-465.

The necessary adjustments to the structure itself would include increasing the length of the north end span from 36 feet to approximately 80 feet. This may be accomplished by constructing an MSE wall at the new abutment location and would assume that splicing additional lengths of beams to the existing would be structurally adequate. It would also require removing the south slopewall by utilizing top down construction to install a new tie back retaining wall abutment.

As a result of the geometric concessions required to utilize portions of the existing structure and the associated costs, the recommendation in the scoping report to replace this structure appears to be in the best interest of the project.

A cost comparison between rehabilitating and replacing this structure will be included in the structure size and type portion of the design phase. However, it is anticipated that any amount of cost savings will be insignificant when comparing the undesirable geometric constraints of the existing structure with the flexibility of the replacement structure.

3. 9th Avenue over I-465 – Structure No. I-465-109-4402J and 4402JB

One additional eastbound and one additional westbound lane for mainline I-465 will be constructed in the median to avoid this bridge being widened. Adequate clear roadway width is available to accommodate the additional lanes. The current sufficiency rating for this structure is 95.7, and no additional work is required.

4. Gray Road over I-65 - Structure No. I65-105-5565A

One additional southbound lane will be constructed for mainline I-65 under the Gray Road bridge at log mile 103.53. Adequate clear roadway width for I-65 under Gray Road is not provided for the new lane configurations. This structure can accommodate the proposed lane configuration with reduced clear zones at the outside piers. This bridge has a sufficiency rating of 94.2 and does not require any additional repairs at this time; therefore, it is recommended the existing slopewall be removed back to the outside pier location and barrier wall be constructed and attached to the piers.

5. Edgewood Avenue over I-65 - Structure No. I65-106-5566 A

One additional southbound lane will be constructed for mainline I-65 under the Edgewood Avenue bridge at log mile 104.24. Adequate clear roadway width for I-65 under Edgewood Avenue is not provided for the new lane configuration. It is recommended the slope wall be removed and a retaining wall constructed to accommodate the additional roadway width. The current sufficiency rating for this structure is 96.9. No additional work is required.

6. Thompson Road over I-65 - Structure No. I65-107-5567 A

One additional southbound lane will be constructed for mainline I-65 under Thompson Road at log mile 105.23. Adequate clear roadway width for I-65 under Thompson Road is not provided for the new lane configuration. It is recommended the slope wall be removed and a retaining wall constructed to accommodate the additional roadway width. Thompson Road currently provides 16 feet – 8 inches of vertical clearance over I-65. No vertical clearance adjustments need to be made for this structure. The current sufficiency rating for this structure is 93.3. No additional work is required.

Right-of-Way Information:

The existing right-of-way along I-65 is "Limited Access" and varies from 130 feet to 200 feet from the centerline of the freeway on the northbound side and 130 feet to 180 feet from the centerline of the freeway on the southbound side.

The existing right-of-way along I-465 is "Limited Access" and varies from 100 feet to 200 feet from the centerline of the freeway on the eastbound side and 100 feet to 160 feet from the centerline of the freeway on the westbound side.

It is estimated that 8.4 acres of additional permanent right-of-way will need to be acquired as part of this project. This project will not require the acquisition of any permanent structures. Additionally, no schools, churches, parks, cemeteries, or non-profit organizations will be impacted by this project. Additional permanent right-of-way required for this project can be broken down into the following land uses:

Residential = 1.7 acres
Undeveloped = 6.7 acres

TOTAL = 8.4 acres

Traffic Maintenance During Construction:

A minimum of two lanes of traffic will be maintained in each direction along I-465 and along I-65 for the entire project length. Temporary traffic barriers will be utilized to separate the work areas from the traffic. The westbound to southbound flyover ramp can mostly be constructed without major disruption to mainline I-465 and I-65 traffic. Temporary lane shifts at 60:1 tapers may be required along the mainline to construct auxiliary lanes and ramp entrance and exit lanes. Temporary closures may be required for construction of portions of bridge structures. Construction of the additional southbound auxiliary lane between I-465 and Southport Road will require temporary widening south of Thompson Road.

Wetland and Stream Impacts:

The National Wetland Inventory Map identifies 2 potential wetland sites within the project corridor and 21 potential wetland sites within the half-mile of the I-465 and I-65 project corridors. A "waters of the U.S." (wetland determination/delineation) report will be required to confirm and identify wetland boundaries throughout the corridor.

Three potential stream crossings (Lick Creek, McFarland Ditch, and Wetnight Ditch) were identified within the project corridor. A "waters of the U.S." (wetland determination/delineation) report will be required to officially determine the boundaries and locations of all jurisdictional ditches, streams, or other watercourses within the project limits.

Cultural Resources:

ASC Group, Inc. completed a Historic Properties Report dated April 19, 2011 for this project. The proposed area of potential effect consists of I-465/ 3,518 feet west and 1.2 miles east of its intersection with I-65, and I-65, 2,173 feet north and 2.85 miles south of its intersection with I-465. The report identifies fifty-seven properties 50 years of age or older. None of the properties were recommended eligible for the National Register of Historic Places. A copy of the Historic Properties Report has been provided to all potential Section 106 "consulting parties" listed below.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertaking on historic properties. In accordance with 36 CFR800.2(c), you are hereby requested to be a consulting party to participate in efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. The following agencies have been invited to be consulting parties: Indiana Landmarks, Perry Township-Southport Historical Society, Marion County Historian, City of Southport and Indianapolis Historic Preservation Commission. Per 36 CFR 800.3(f)(3), we hereby request that the State Historic Preservation Officer (SHPO)

notify this office if the SHPO is aware of any other parties that may be entitled to be consulting parties for the subject project.

Your cooperation in expediting the development of this project is appreciated. The Indiana Department of Transportation wants to advance this project to construction as soon as possible to provide for a safe and efficient facility for the residents of the area. If you have any questions or comments, please contact our office at your convenience.

Sincerely,
UNITED CONSULTING *UCS*

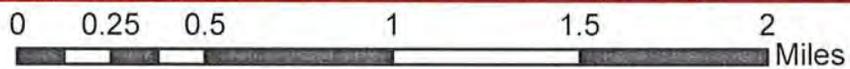
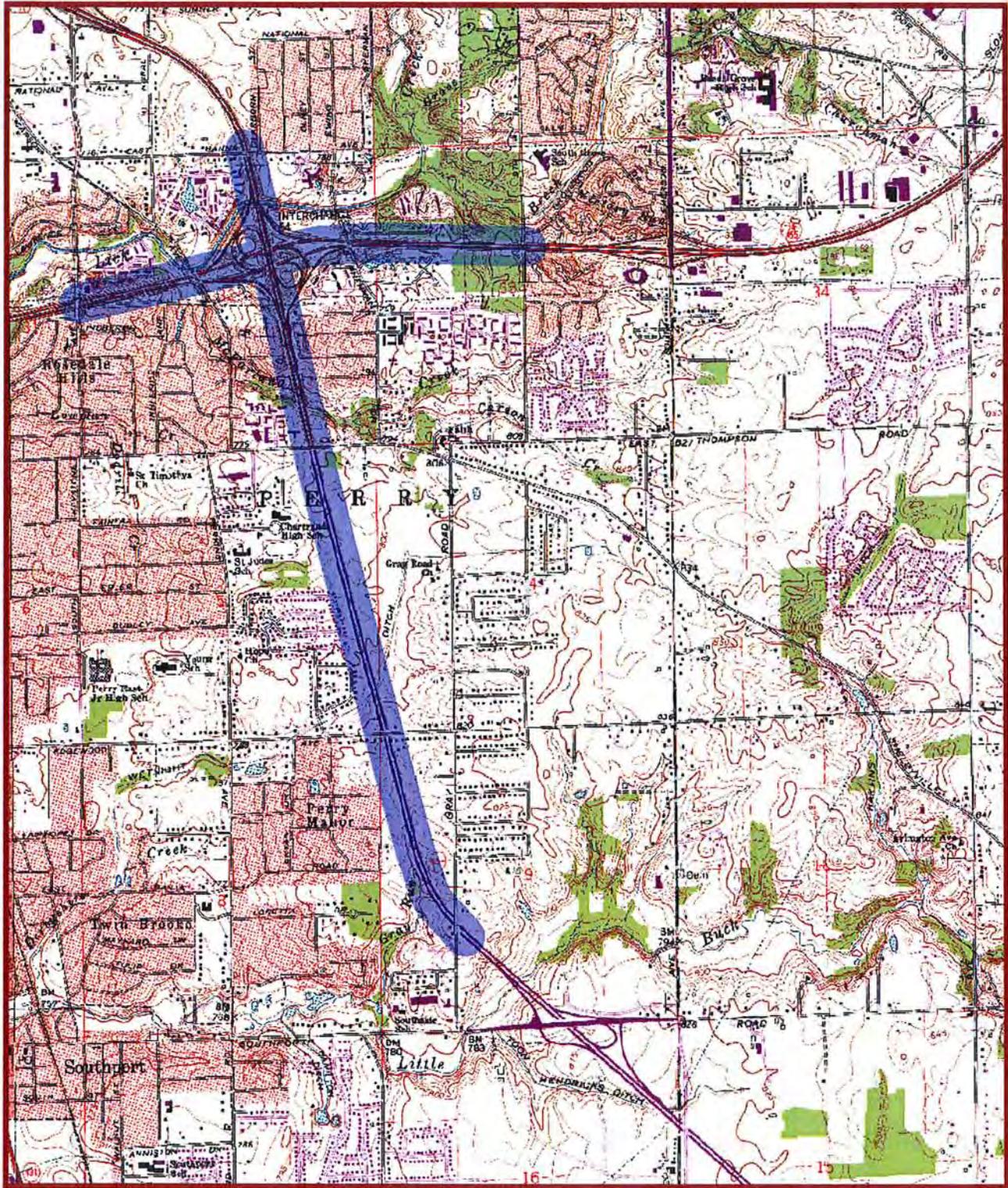


Michael S. Oliphant, AICP
Environmental Specialist

enclosures

- c: Runfa Shi, INDOT Project Manager
- Rich Zielinski, American Structurepoint, Project Development Director
- Indiana Department of Natural Resources – Division of Water
- Indiana Department of Natural Resources – Division of Outdoor Recreation
- Indiana Department of Natural Resources – State Historic Preservation Officer
- National Park Service
- Natural Resources Conservation Service
- Marion County Historical Society
- Indiana Landmarks
- Perry Township-Southport Historical Society
- Marion County Historian
- City of Southport
- City of Beech Grove Engineer
- Indianapolis Historic Preservation Commission
- Indiana State Department of Health
- INDOT Aeronautics Division
- Ben Lawrence, INDOT OES
- Staffan Peterson, INDOT OES
- Rickie Clark, INDOT Public Hearings
- Indianapolis MPO
- INDOT Greenfield District
- Indiana Geological Survey
- Federal Highway Administration
- US HUD
- Marion County Drainage Board
- Indiana Department of Environmental Management – Groundwater Section
- US Army Corps of Engineers
- US Fish and Wildlife Service
- File 11-465

I-465 at I-65 Interchange Modification

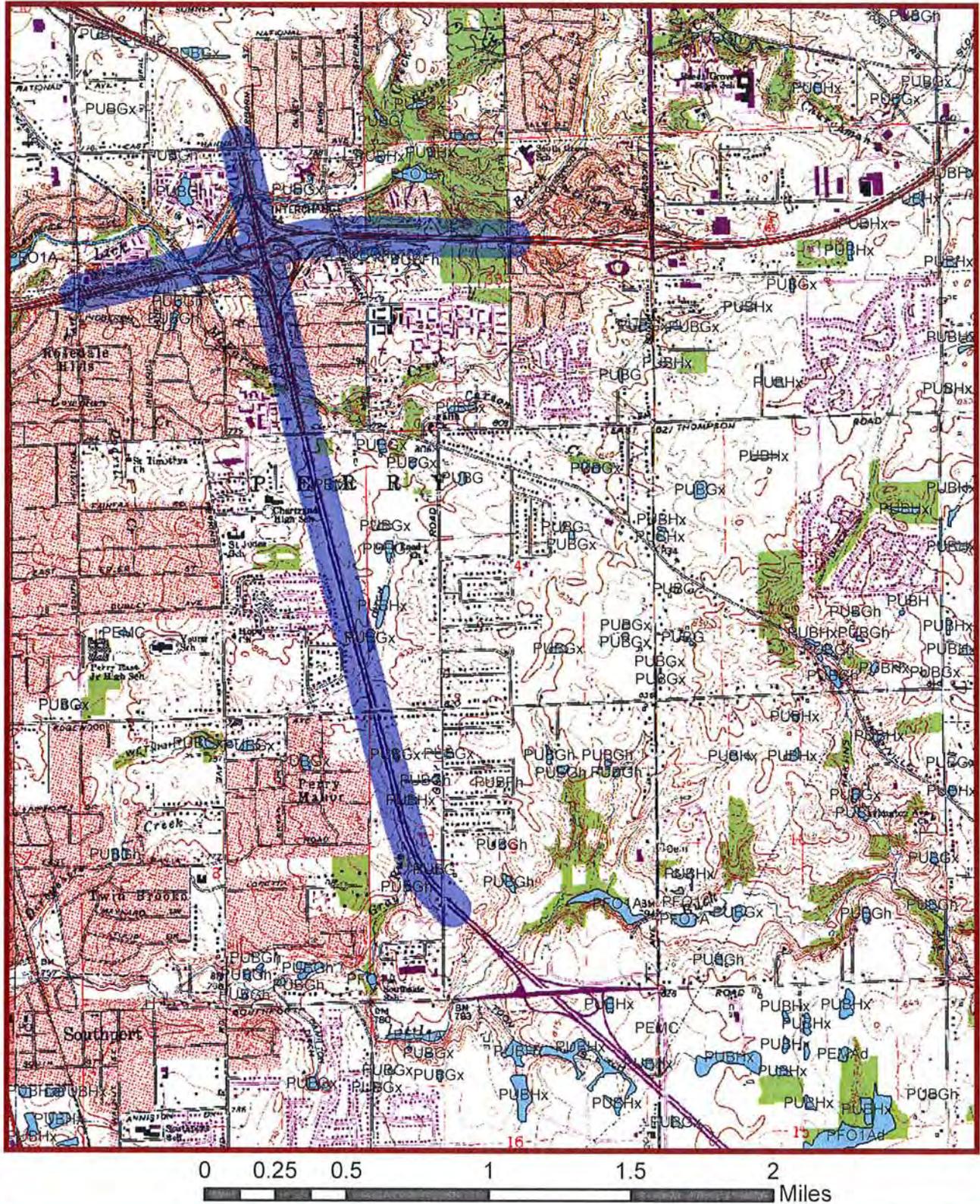


USGS Quadrangle

Indiana Department of Transportation
Office of Environmental Services
100 North Senate Avenue, Room 642N
Indianapolis, Indiana 46204
D-48



I-465 at I-65 Interchange Modification



National Wetland Inventory Map

Indiana Department of Transportation
Office of Environmental Services
100 North Senate Avenue, Room 642N
Indianapolis, Indiana 46204
D-49





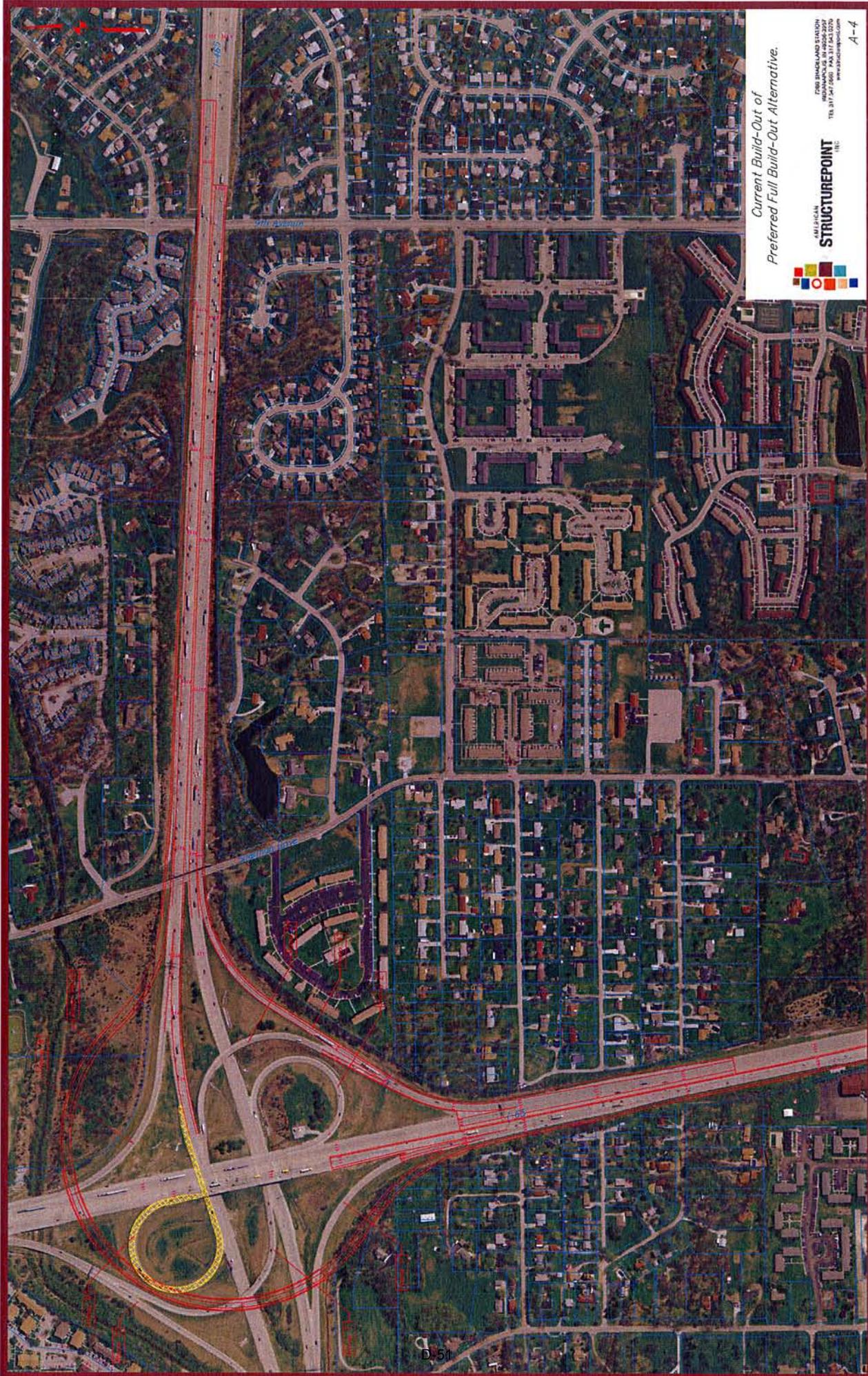
Alternate B
Reduced Cost Full Build-Out
Interchange Modification



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706 SHADLOW LANE
ANN ARBOR, MI 48106-1802
TEL: 313.761.1000
WWW.STRUCTUREPOINT.COM

A-3



Current Build-Out of Preferred Full Build-Out Alternative.



AMERICAN
STRUCTUREPOINT
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ANN ARBOR, MI 48106-1000
TEL: 313.767.7000
WWW.STRUCTUREPOINT.COM

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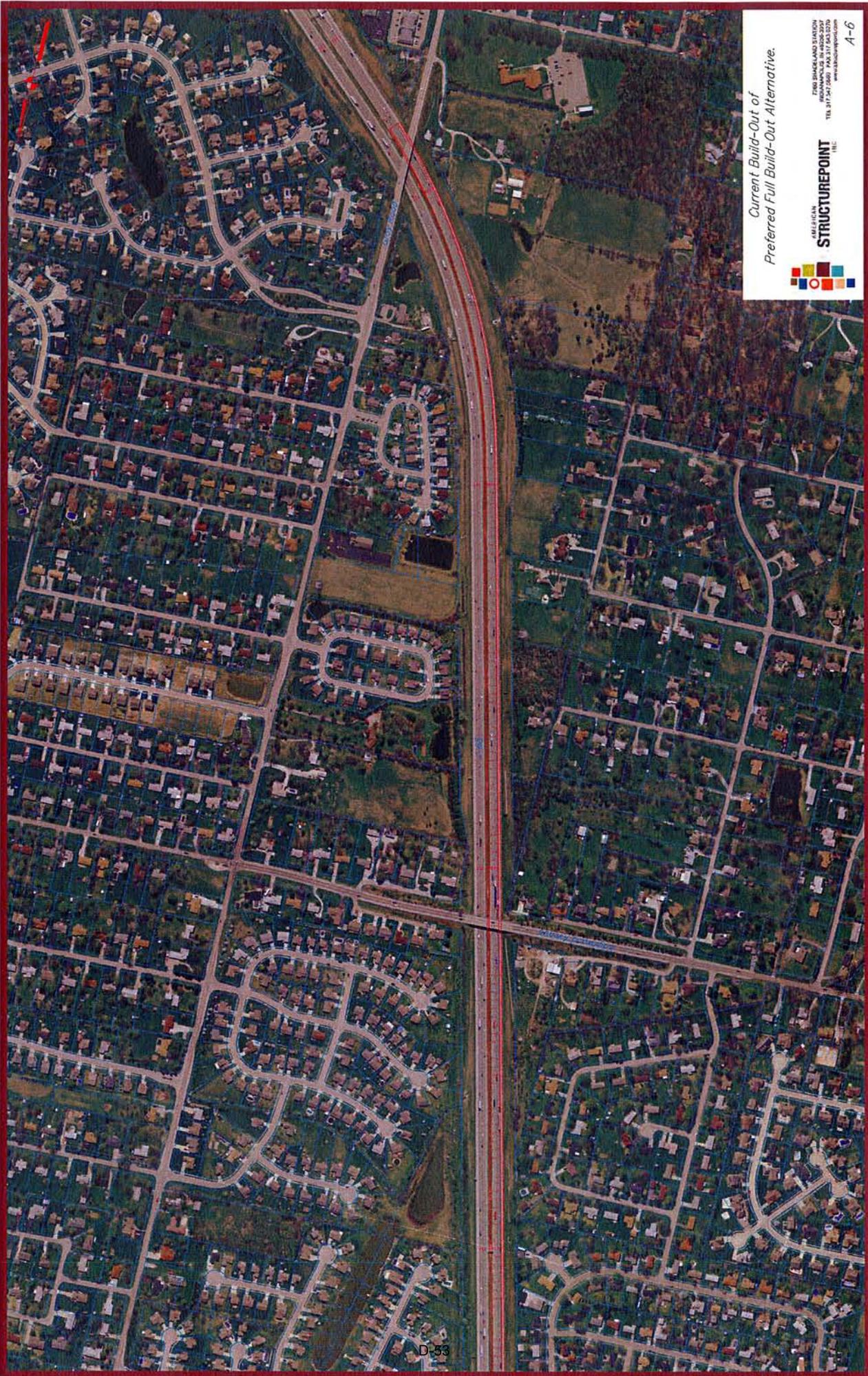
Current Build-Out of
Preferred Full Build-Out Alternative.



AMERICAN
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*Current Build-Out of
Preferred Full Build-Out Alternative.*



**AMERICAN
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INDIANAPOLIS, IN 46203-2527
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WWW.STRUCTUREPOINT.COM

A-6

I-65 at I-465 Interchange Modification
Marion County, Indiana



Figure 1 - Looking west along I-465 from a location east of I-65.



Figure 2 - Looking west along I-465 from a location east of I-65.



I-65 at I-465 Interchange Modification
Marion County, Indiana



Figure 3 - Looking northwest along I-465 from a location just east of I-65.



Figure 4 - Looking southwest along I-465 from a location just east of I-65.



I-65 at I-465 Interchange Modification
Marion County, Indiana

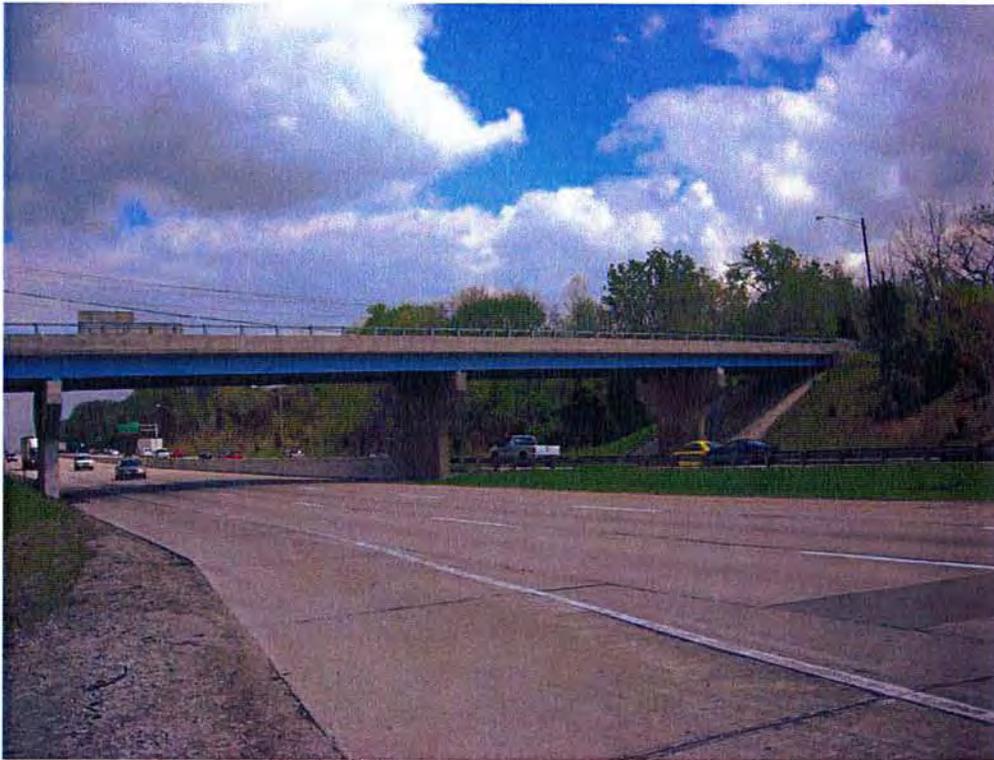


Figure 5 – Looking east along I-465 from a location just east of I-65.



Figure 6 - Looking north along I-65 from a location north of I-465.



I-65 at I-465 Interchange Modification
Marion County, Indiana



Figure 7 - Looking southwest along I-465 exit ramp.



Figure 8 - Looking southeast across the I-65 and I-465 Interchange.



I-65 at I-465 Interchange Modification
Marion County, Indiana



Figure 9 - Looking west along I-465 from a location west of I-65.



Figure 10 - Looking south along I-65 from a location south of I-465.



I-65 at I-465 Interchange Modification
Marion County, Indiana



Figure 11 - Looking north along I-65 from a location south of I-465.



Figure 12 - Looking northeast along the I-65 to I-465 exit ramp.



I-65 at I-465 Interchange Modification
Marion County, Indiana



Figure 13 - Looking northwest across the I-65 to I-465 interchange.



Figure 14 - Looking east along I-465 from a location east of I-65.



Oliphant, Mike

From: Carpenter, Patrick A <PACarpenter@indot.IN.gov>
Sent: Monday, May 16, 2011 1:39 PM
To: Oliphant, Mike; rnelson@ascgroup.net; 'Doug Terpstra'; Beth Hillen
Cc: Kennedy, Mary; Robinson, Kim Marie
Subject: RE: INDOT-CRO Review--Section 106 HPR for I-465 and I-65 Interchange Modification, Indianapolis, Marion County (Des. #0902297)

Thank you for the revised hard copy of the HPR. If you haven't done so, you can proceed to distribute to SHPO and consulting parties.

Can you please send me a revised electronic version for our records?

Thank you,

Patrick Carpenter
Senior Environmental Manager
Cultural Resources Office, Environmental Services
Indiana Department of Transportation
100 N Senate Ave., IGCN-Rm. N-642
Indianapolis, IN 46204-2216
317-233-2061

From: Carpenter, Patrick A
Sent: Wednesday, May 04, 2011 4:00 PM
To: 'Oliphant, Mike'; 'rnelson@ascgroup.net'; 'Doug Terpstra'; Beth Hillen
Cc: Shi, Runfa; Lawrence, Ben; Kennedy, Mary; Peterson, Staffan (INDOT)
Subject: INDOT-CRO Review--Section 106 HPR for I-465 and I-65 Interchange Modification, Indianapolis, Marion County (Des. #0902297)

INDOT's Cultural Resource Office has reviewed the Historic Property Report for the above referenced project. The HPR is well written and detailed, we do have some comments prior to distribution to SHPO and consulting parties. The first is the only one requiring a specific revision.

- Criterion D—Although standing structures are rarely eligible under Criterion D, and in those cases which they are, it is usually based on the ability of the construction techniques to yield significant information. Nevertheless, SHPO has asked that evaluations contain a statement indicating that this National Register criterion was considered. In the evaluation text, this can be a sentence or two. For the table evaluations, just insert the letter D into that last sentence.
- Mid-Century Modern Houses—We have not developed a systematic way to address these, but they are generating more interest. Some of those in the table look interesting, AL024, AL028 for instance. I don't have an opinion on their eligibility, but it would not be outside the realm of possibility that SHPO or consulting parties may have questions about these properties.

After you address our comment on Criterion D and revise the HPR, you can proceed to submit to SHPO and consulting parties.

Please note that per Design Memoranda 11-03 and 11-04 Technical Advisories, a Consultant Performance Evaluation form has been completed for this submittal and is attached. For more information about the Consultant Performance Evaluation process, please visit the following INDOT websites:

<http://www.in.gov/dot/div/contracts/standards/memos/memos.html>

<http://www.in.gov/dot/div/contracts/standards/memos/2011/1104-ta.pdf>

Do not hesitate to contact me if you have any questions.

Thank you,

Patrick Carpenter
Senior Environmental Manager
Cultural Resources Office, Environmental Services
Indiana Department of Transportation
100 N Senate Ave., IGCN-Rm. N-642
Indianapolis, IN 46204-2216
317-233-2061

Oliphant, Mike

From: Laswell, Jeffrey <JLaswell@indot.IN.gov>
Sent: Thursday, March 31, 2011 9:41 AM
To: Oliphant, Mike
Cc: Miller, Shaun (INDOT); Peterson, Staffan (INDOT); Robinson, Kim Marie; Isaco1029@aol.com; Clark, Shirley; Shi, Runfa
Subject: Archaeological Field Reconnaissance I-65 and I-465 Interchange Modification Des. No. 0902297 Marion County, IN
Attachments: UnitedConsulting_PhaseIa_0902297_03312011.pdf

Mr. Oliphant,

Thank you for the submission of the above referenced archaeological report. The report was reviewed by INDOT Cultural Resources personnel who meet the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61. It is our opinion that the report is acceptable, and we concur with the evaluations and recommendations made by Stillwell (2011) received by our office on March 25, 2011. However, INDOT, CROS respectfully requests the following revisions prior to forwarding the final report to SHPO.

1. *Page 10, paragraph 6* states that an approximately 10 ac area of new r/w (see Figure 3) was subject to both shovel testing and pedestrian surface inspection (in areas exhibiting 30 percent visibility or greater). Systematic shovel testing revealed that fill covered the entire parcel, but shovel probes failed to penetrate this layer at a depth of 50 cmbs, nor were any naturally occurring stratigraphy documented. As a result, a single auger was placed in this 10 ac area, which determined that at least 2 ft of fill (60 cm) was present.

Some comments and considerations with respect to this area:

- Please show the location of the auger probe on the Figure 3 map.
- Based upon the single auger probe, please discuss what was found beneath the fill layer and the potential for the presence or absence of intact buried surfaces which may contain archaeological deposits.
- Is a single auger probe in such a large land tract enough of a sample to make a determination as to the overall depth and extent of fill across the landform, particularly if shovel testing failed to breach this layer? If not, the recommendation of some type of Phase Ic reconnaissance may be necessary. Please provide some level of discussion addressing whether a Phase Ic is warranted in this area based upon the Phase Ia findings.
- While pedestrian transects were performed in areas with 30 percent visibility or greater, the presence of approximately 60 cm of fill across the survey area would seem to preclude the use

surface examination under these conditions. Please clarify the reasoning for implementing this methodological approach, particularly since the original ground surface was not exposed

- Consider consulting the updated USDA Web Soil Survey Map in order to document the presence of Udorthents throughout much of this area, which would further make the case for disturbance and not just the presence of fill.

2. Please add Nance and Ball (1996) to the References Cited section

3. Please add Lightfoot (1986) to the References Cited section

4. "1988" is missing from the Hixon reference in the References Cited section

5. *Page 11*, McFarland Creek is referenced in the text with respect to Figure 6, but is missing from the figure on page 29.

Once the above revisions have been made, please submit one copy of the archaeology report to SHPO for review and concurrence. In addition, we ask that the SHPO submittal letter and a copy of the revised report are sent to INDOT, CRO care of Shaun Miller at smiller@indot.in.gov during the time of submission. If there are any questions or concerns regarding this project, please contact Mr. Jeffrey Laswell of this section at jlaswell@indot.in.gov or (317) 233-2093.

Please note that per Design Memoranda 11-03 and 11-04 Technical Advisories, a Consultant Performance Evaluation form has been completed for this submittal and is attached. For more information about the Consultant Performance Evaluation process, please visit the following INDOT websites:

<http://www.in.gov/dot/div/contracts/standards/memos/memos.html>

<http://www.in.gov/dot/div/contracts/standards/memos/2011/1104-ta.pdf>

Best Regards,

Jeffrey Laswell
Archaeologist
INDOT Environmental Services
Cultural Resources Office
100 N. Senate Ave. IGCN - Room N642
Indianapolis, Indiana
46204-2216
(317) 233-2093

Appendix E

Red Flag and Hazardous Materials

HAZARDOUS MATERIALS SITE VISIT FORM

Des # 0902297 Road # I-465 and I-65 Type of Road Project: Interchange Modification

Description of area: The Indiana Department of Transportation proposes a project to improve the I-465 and I-65 interchange. The project is located along the south leg of I-465 in southern Marion County, Indiana, within the Indiana Department of Transportation's (INDOT) Greenfield District. The project begins approximately 0.2 mile west of Carson Avenue and extends 2.3 miles east to approximately 0.5 mile west of Emerson Avenue. Along I-65, the project begins just north of Hanna Avenue and extends south approximately 3.3 miles to just north of Southport Road.

Person completing this Field Check Michael S. Oliphant

1. **Has a Red Flag Investigation been completed?** X Yes No

2. **Right-of-Way Requirements:**

No New ROW Strip ROW X Minor Take Whole Parcel Take Information Not Available

Notes: The project will require 8.4 acres of permanent right-of-way.

3. **Land Use History and Development:** (Industrial, Light Industry, Commercial, Agricultural, Residential, Other – also, indicate source of data: **visual inspection, aerial photos, U.S.G.S. topo maps**, etc.)

Setting (rural or urban): Urban

Current Land Uses: Residential and Commercial

Previous Land Uses: Residential and Commercial

Adjacent Land Uses: Residential and Commercial

Describe any structures on the property: There are no non transportation structures within the project limits.

4. Visual Inspection:	Property	Adjoining Property	Property	Adjoining Property
Storage Structures:			Evidence of Contamination:	
Underground Tanks	<u>None</u>	<u>None</u>	Junkyard	<u>None</u>
Surface Tanks	<u>None</u>	<u>None</u>	Auto Graveyard	<u>None</u>
Transformers	<u>None</u>	<u>None</u>	Surface Staining	<u>None</u>
Sumps	<u>None</u>	<u>None</u>	Oil Sheen	<u>None</u>
Ponds/Lagoons	<u>None</u>	<u>None</u>	Odors	<u>None</u>
Drums	<u>None</u>	<u>None</u>	Vegetation Damage	<u>None</u>
Basins	<u>None</u>	<u>None</u>	Dumps	<u>None</u>
Landfills	<u>None</u>	<u>None</u>	Fill Dirt Evidence	<u>None</u>
Other	<u>None</u>	<u>None</u>	Vent pipes or fill pipes	<u>None</u>
			Other	<u>None</u>

5. **Is a Phase I, Initial Site Assessment required?** No

Date: February 21, 2011

To: Kenneth McMullen, CHMM
Hazardous Materials Unit Supervisor
Office of Environmental Services
Indiana Department of Transportation
100 North Senate Avenue, Room N642
Indianapolis, IN 46204

From: Michael S. Oliphant, AICP
United Consulting
1625 North Post Road
Indianapolis, Indiana 46219
mikeo@ucindy.com

Re: Des. # 0902297
I-465 at I-65 Interchange Modification
Marion County, Indiana

Narrative:

The Indiana Department of Transportation proposes a project to reconstruct and modify the interchange of I-65 and I-465 in Marion County, Indiana. The project along I-65 begins 0.46 miles north of Southport Road and extends to a location 0.35 miles north of I-465. The project along I-465 begins 0.30 miles west of Carson Avenue and extends to a location 0.39 miles west of Emerson Avenue. The proposed project will improve the functionality and capacity of the interchange through ramp reconfiguration and adding travel lanes.

Summary:

Infrastructure			
Indicate items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project:			
Other road projects	0	Airports	0
Cemeteries	0	Hospitals	0
Railroads	0	Recreational Facilities	5
Religious Facility	8	Schools	6
Trails	0	Pipelines	2

Explanation: A pipeline crosses I-65 at a location approximately 1 mile north of Southport Road. Roncalli High School is located on the west side of I-65. The recreational facilities at Roncalli High School could be considered a Section 4(f) Resource. Further investigation is recommended to determine if the aforementioned facilities qualify as a Section 4(f) Resource. Three churches are directly adjacent to the project corridor. The identified churches are University Heights Baptist Church, Parc-Way Assembly of God, and Bethany Independent Christian Church. Although within the half-mile radius investigation area, the remaining identified recreational facilities, schools, pipelines and religious facilities are outside the limits of this project.

INDOT representative concurrence: _____^{kbm} (Initial)

Water Resources			
Indicate items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project:			
Canal Routes – Historic	0	Canal Structures – Historic	0
Wetland Line	0	Floodplain-DFIRM	0
Rivers, Streams and Lakes	3	Wetlands	21
Wetland Points	0	Lakes – Impaired*	0
Streams – Impaired*	0	Cave Entrance Density	0
Sinkhole Areas	0	Karst Springs	0
		Sinking-Stream Basins	0

* Reason for impairment, if applicable:

Explanation: The National Wetland Inventory Map identifies 2 potential wetland sites within the project corridor and 21 potential wetland sites within the half-mile radius investigation area. A “Waters of the U.S.” (wetland determination/delineation) report will be required to confirm and identify wetland boundaries throughout the project corridor.

Two potential stream crossings have been identified along the project corridor. A “Waters of the U.S.” (wetland determination/delineation) report will be required to officially determine the boundaries and locations of all jurisdictional ditches, streams, or other watercourses within the project limits.

INDOT representative concurrence: k.bm (Initial)

Mining/Mineral Exploration			
Indicate items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project:			
Oil Wells	0	Gas Wells	0
Mines – Surface	0	Mines – Underground	0
Petroleum Fields	0		

Explanation: None identified within the half-mile radius investigation area.

INDOT representative concurrence: k.bm (Initial)

Ecological Information:

From the county listing of the Indiana Natural Heritage Data Center, information on endangered, threatened, or rare (ETR) species and high quality natural communities:

Forty-five (45) aquatic species, terrestrial species (vertebrate/invertebrate), avian species, and vascular plants from the state list.

Seven (7) aquatic species, terrestrial species (vertebrate/invertebrate), avian species, and vascular plants from the federal list.

Seven (7) state listed habitats.

Although these species are listed as being present within Marion County. No specific location was given within the list.

Recommendations:

Several potential hazardous waste sites the half-mile radius investigation area. Although within the half-mile radius investigation area, the identified hazardous material sites are outside the limits of this project. As a result, a Phase I Initial Site Assessment is not recommended.

The Marion County – Perry Township Interim report lists three houses as notable structures within 1000 feet of the centerline of I-65. Additionally, it is possible that other significant resources, not inventoried in the interim report, are present. All applicable Cultural and Section 106 Documentation; including an Historic Properties Report, will be developed and submitted to the Indiana Department of Transportation’s Cultural Resources Section for approval. The proposed project will result in the acquisition of undisturbed right-of-way. As a result, an Archaeological Records Review and Phase Ia Archaeological Survey will be required to identify potentially significant cultural resources within the proposed project limits.

The recreational facilities at Roncalli High School could be considered a Section 4(f) Resource. Further investigation is recommended to determine if the aforementioned facilities qualify as a Section 4(f) Resource.

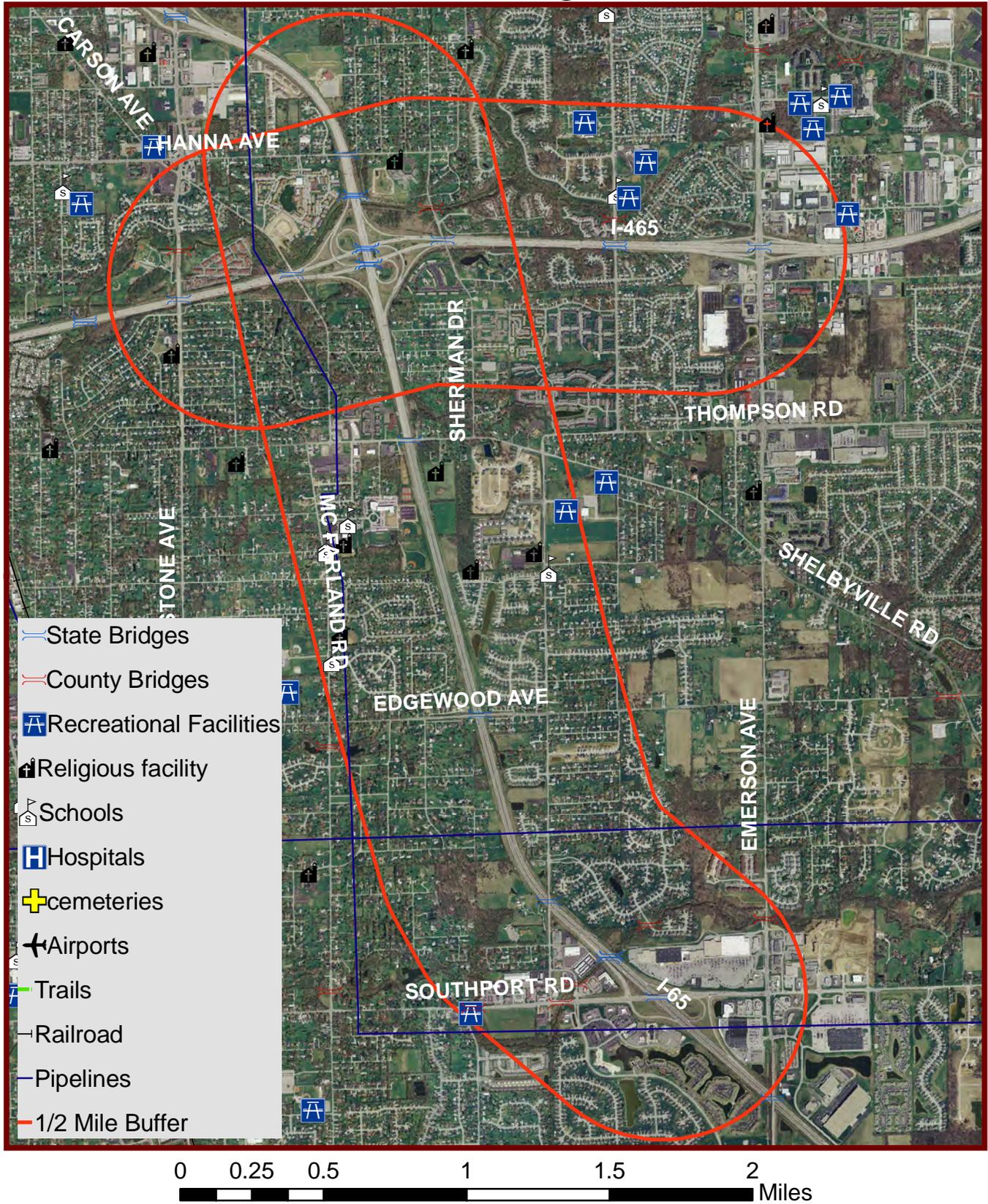
INDOT representative concurrence: kbm (Initial)

Michael S. Oliphant, AICP
Environmental Specialist
United Consulting

Graphics:

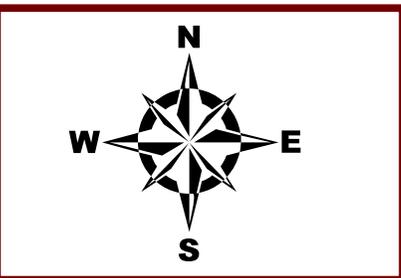
A map for each report section with a half-mile radius buffer around all project area(s) showing all items identified as possible items of concern is attached.

I-465 at I-65 Interchange Modification

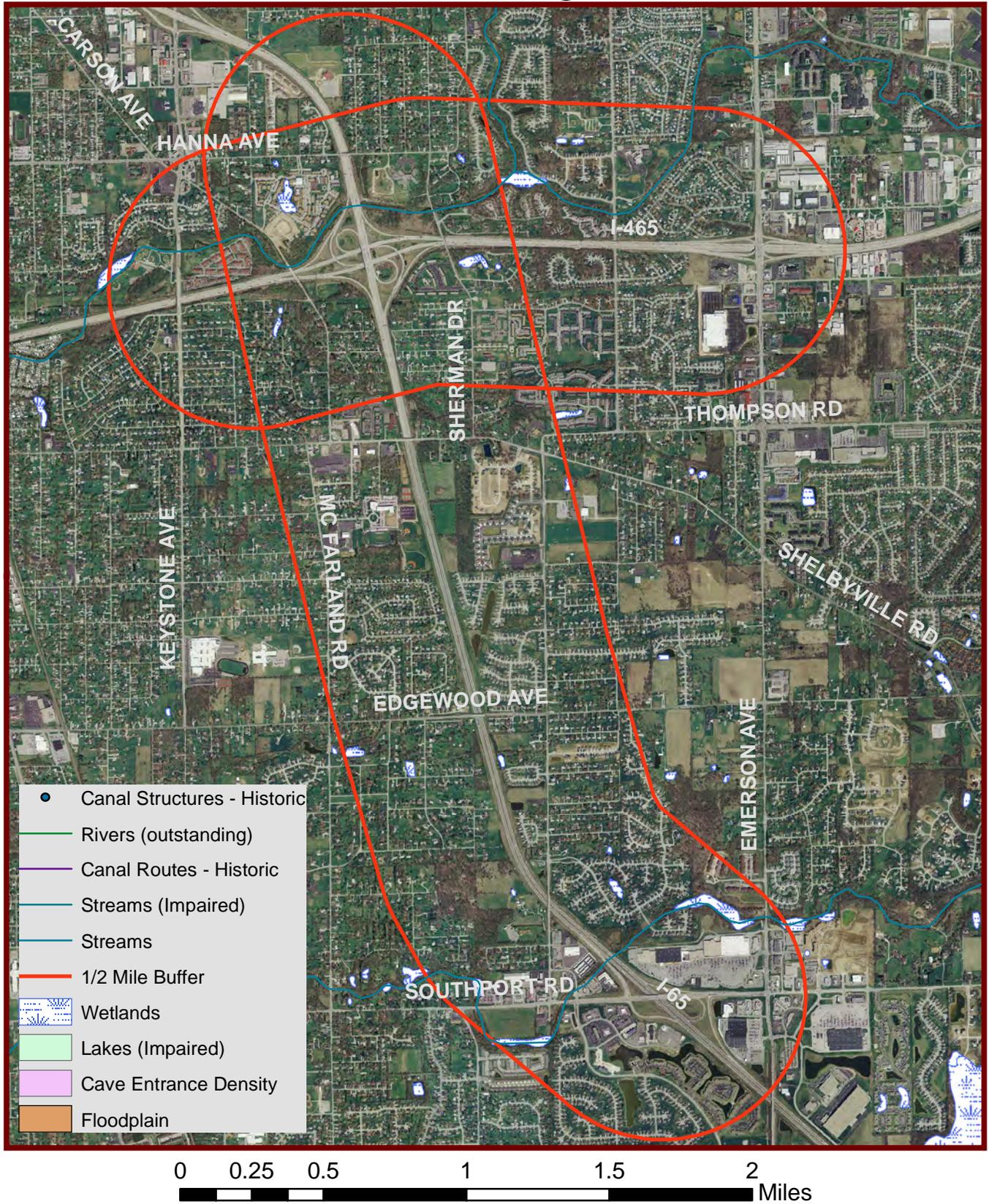


Infrastructure Resources

Indiana Department of Transportation
Office of Environmental Services
100 North Senate Avenue, Room 642N
Indianapolis, Indiana 46204

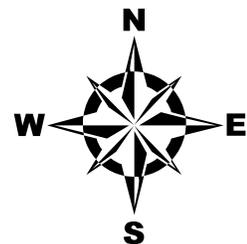


I-465 at I-65 Interchange Modification

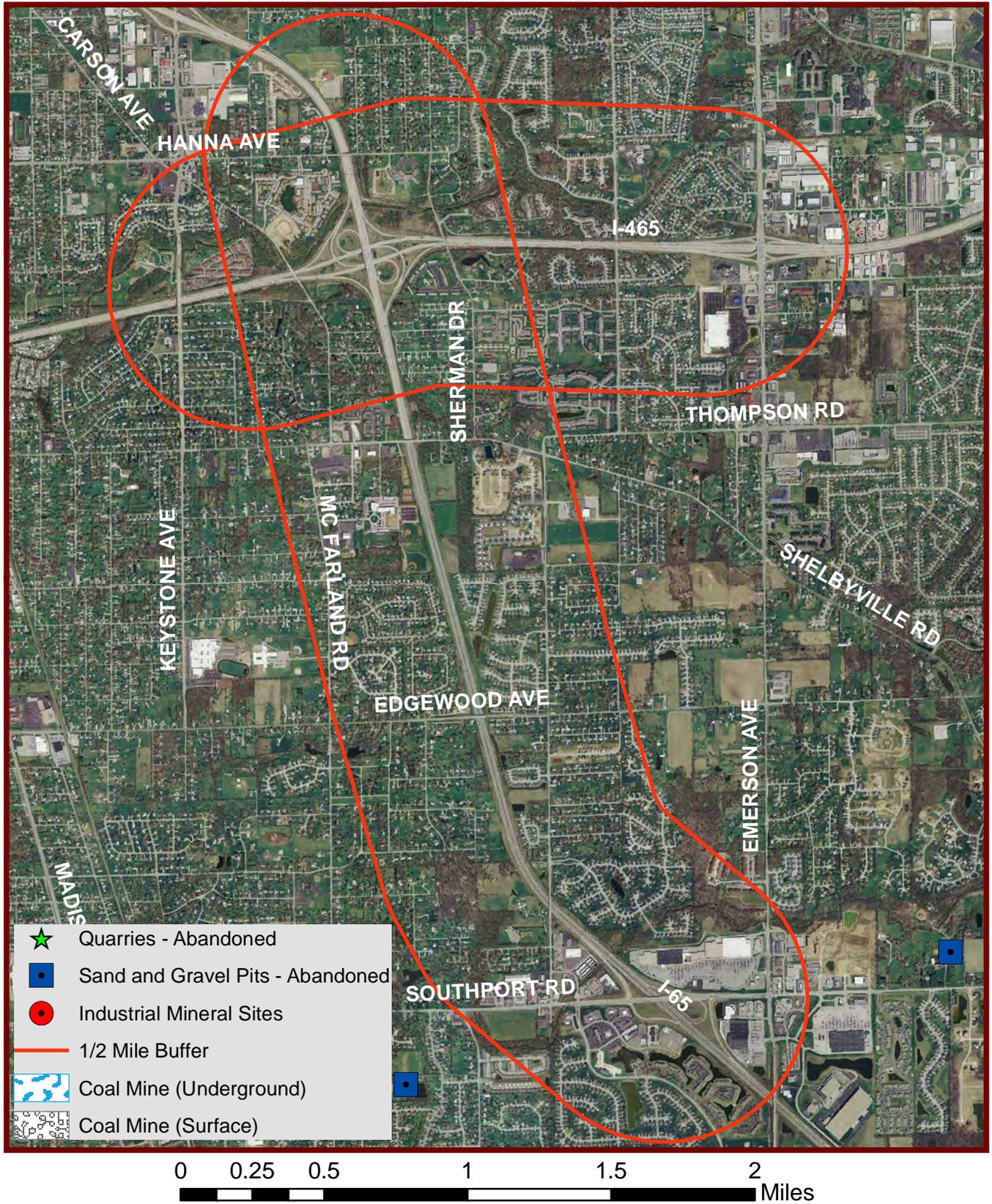


Water Resources

Indiana Department of Transportation
Office of Environmental Services
100 North Senate Avenue, Room 642N
Indianapolis, Indiana 46204

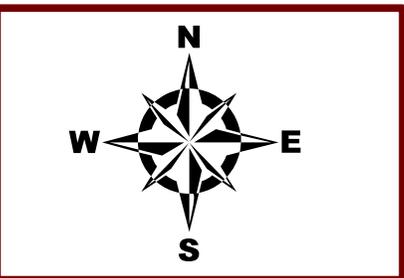


I-465 at I-65 Interchange Modification

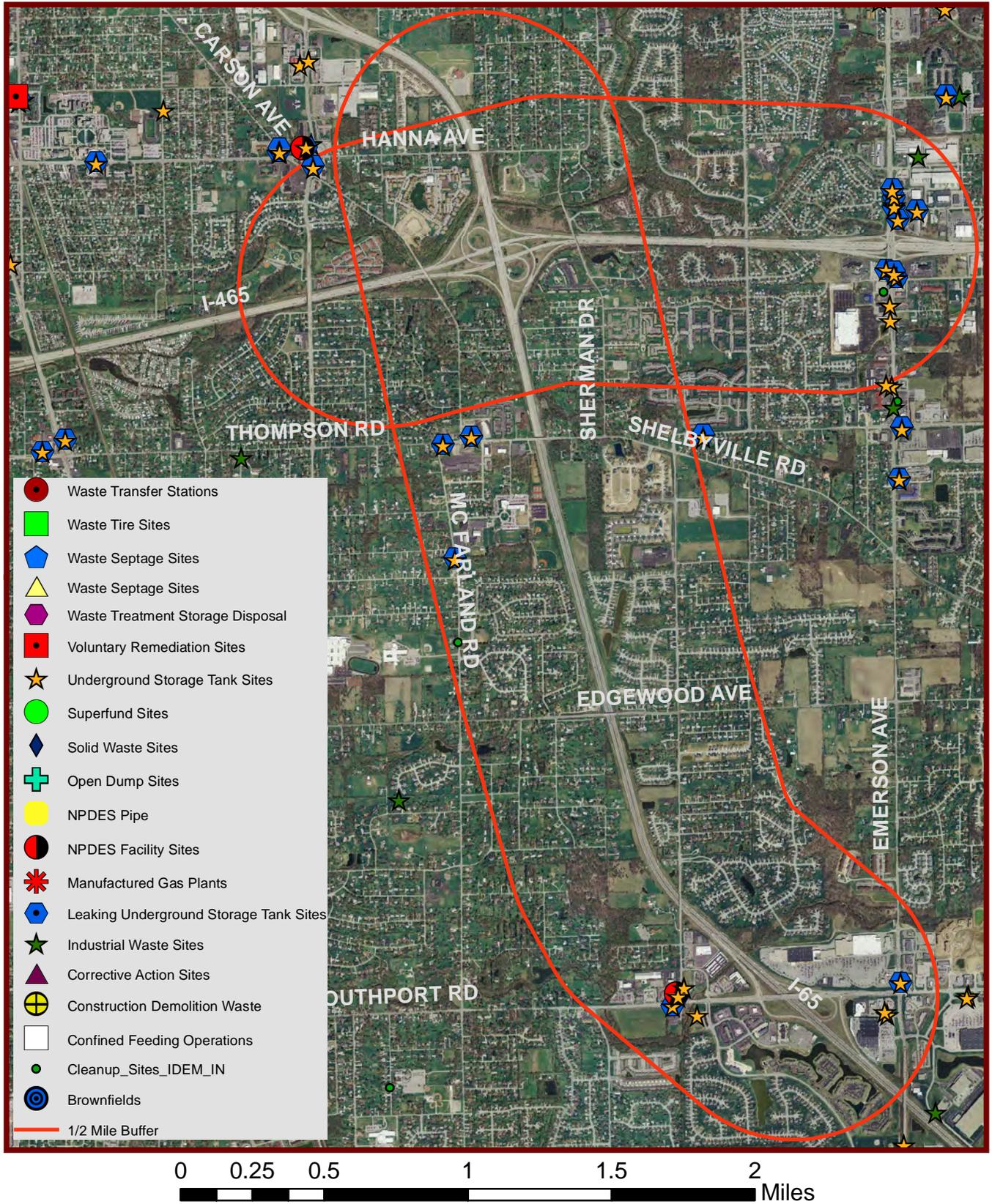


Mining Resources

Indiana Department of Transportation
 Office of Environmental Services
 100 North Senate Avenue, Room 642N
 Indianapolis, Indiana 46204

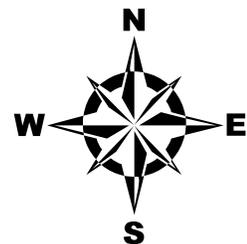


I-465 at I-65 Interchange Modification



Hazardous Materials

Indiana Department of Transportation
 Office of Environmental Services
 100 North Senate Avenue, Room 642N
 Indianapolis, Indiana 46204



Appendix F

Water Resources

ECOLOGICAL EVALUATION FORM

Road: I-465 at I-65 Des. No: 0902297 County: Marion County, Indiana

Project Description: The Indiana Department of Transportation proposes a project to improve the I-465 and I-65 interchange. The project is located along the south leg of I-465 in southern Marion County, Indiana, within the Indiana Department of Transportation's (INDOT) Greenfield District.

Project Location: The project begins approximately 0.2 mile west of Carson Avenue and extends 2.3 miles east to approximately 0.5 mile west of Emerson Avenue. Along I-65, the project begins just north of Hanna Avenue and extends south approximately 3.3 miles to just north of Southport Road.

Natural Region and Section: New Castle Till Plains and Drainageways

8-Digit Watershed: Upper White River USGS Quadrangle: Beech Grove

RIGHT-OF-WAY BY LAND USE TYPE

Permanent Right-of-way

Land Use Type	R/W (ha)	R/W (ac)
Commercial	0.69 hectares	1.7 acres
Industrial		
Residential		
Agricultural		
Wooded	2.71 hectares	6.7 acres
Total Perm R/W	3.4 hectares	8.4 acres

Temporary Right-of-way

Land Use Type	R/W (ha)	R/W (ac)
Commercial		
Industrial		
Residential		
Agricultural		
Wooded		
Total Temp R/W		

Is the project located in an urban or a rural setting? Urban

Is land use in the project changing? **Yes** No If yes, explain: The land use is changing from residential to transportation.

QUADRANT DESCRIPTION

Northeast Residential Land Uses
 Northwest Residential Land Uses
 Southeast Residential Land Uses
 Southwest Residential Land Uses

STREAM INFORMATION

Lick Creek

QHEI #3

Channel Width: 30 ft Channel Depth: 16 inches Maximum Water Depth in Channel: 0.4 meters to 0.7 meters

Substrate Material: (circle one) silt **sand** gravel loose rock bedrock

Flow Velocity: (circle one) stagnant slow moderate **swift** rapid

Does the stream contain riffle/pool complexes? **Yes** No

Does the stream contain meanders within the proposed right-of-way? Yes No

Is channel work proposed as part of this project? Yes **No** If yes, describe: _____

Is aquatic flora present? **Yes** No If yes, please list: Aquatic macrophytes were noted within the stream and grasses were noted near the edge of the stream.

Is aquatic fauna present? **Yes** No If yes, please list: Small fish located within the shallower areas of the stream.

Comments: This portion of Lick Creek approaches Sherman Drive from the east, is conveyed west under Sherman Drive, north of I-465 and continues west before crossing under I-65, turns southwest along the west side of the I-465/I-65 interchange, crossing under Carson Street and flowing north out of the investigated area until meeting its confluence with the White River. The overall QHEI score for the 200-foot sampled reach was 61.25. This indicates that the stream is in fair condition.

McFarland Creek

QHEI #2

Channel Width: 12 ft Channel Depth: 8 inches Maximum Water Depth in Channel: 0.4 meters to 0.7 meters

Substrate Material: (circle one) **silt** sand gravel loose rock bedrock

Flow Velocity: (circle one) stagnant slow **moderate** swift rapid

Does the stream contain riffle/pool complexes? **Yes** No

Does the stream contain meanders within the proposed right-of-way? **Yes** No

Is channel work proposed as part of this project? **Yes** **No** If yes, describe: _____

Is aquatic flora present? **Yes** No If yes, please list: Aquatic macrophytes were noted within the stream and grasses were noted near the edge of the stream. Forested channel banks north of I-465

Is aquatic fauna present? **Yes** No If yes, please list: Small fish located within the shallower areas of the stream.

Comments: This stream approaches I-465 from the south and flows northwest under I-465, west of Carson Avenue, meeting its confluence with Lick Creek. The overall QHEI score for the 200-foot sampled reach was 58.5, indicating that the stream is in fair condition.

Wetnight Ditch

QHEI #5

Channel Width: 3 ft Channel Depth: 18 inches Maximum Water Depth in Channel: 0.4 meters to 0.7 meters

Substrate Material: (circle one) silt **sand** gravel loose rock bedrock

Flow Velocity: (circle one) stagnant slow **moderate** swift rapid

Does the stream contain riffle/pool complexes? **Yes** **No**

Does the stream contain meanders within the proposed right-of-way? **Yes** **No**

Is channel work proposed as part of this project? **Yes** **No** If yes, describe: _____

Is aquatic flora present? **Yes** No If yes, please list: Aquatic macrophytes were noted within the stream and grasses were noted near the edge of the stream. Forested channel banks west of I-65.

Is aquatic fauna present? **Yes** **No** If yes, please list:

Comments: This stream approaches I-65 from the northeast, is conveyed southwest under I-65 through a large corrugated metal pipe, and continues west outside of the investigated area until eventually reaching its confluence with Derbyshire Creek. A QHEI was performed along a reach of Wetnight Ditch, along the west side of I-65, just north of Edgewood Road. The overall score for the 200-foot sampled reach was 35.5, indicating that the stream is in fair condition.

UNT #1

Channel Width: 2 ft Channel Depth: 6 inches

Substrate Material: (circle one) **silt** sand gravel loose rock bedrock

Flow Velocity: (circle one) stagnant slow moderate swift rapid

Does the stream contain riffle/pool complexes? **Yes** **No**

Does the stream contain meanders within the proposed right-of-way? **Yes** **No**

Is channel work proposed as part of this project? Yes **No** If yes, describe: _____

Is aquatic flora present? **Yes** No If yes, please list: Aquatic macrophytes were noted within the stream and grasses were noted near the edge of the stream. Forested channel banks west of I-65.

Is aquatic fauna present? Yes **No** If yes, please list:

Comments: This stream approaches Lick Creek from the north beginning at the outlet of a culvert, just south of East Hannah Road. UNT 1 flows south along the west side of I-65 for approximately 860 feet before reaching its confluence with Lick Creek.

UNT #2

Channel Width: 2 ft Channel Depth: 6 inches

Substrate Material: (circle one) **silt** sand **gravel** loose rock bedrock

Flow Velocity: (circle one) stagnant **slow** moderate swift rapid

Does the stream contain riffle/pool complexes? Yes **No**

Does the stream contain meanders within the proposed right-of-way? Yes **No**

Is channel work proposed as part of this project? Yes **No** If yes, describe: _____

Is aquatic flora present? Yes **No** If yes, please list:

Is aquatic fauna present? Yes **No** If yes, please list:

Comments: This stream appears to originate from an excavated pond located along the east side of Carson Avenue and flows southwest under Carson Avenue until reaching its confluence with Lick Creek. UNT 2 flows southwest underneath Carson Avenue for approximately 300 feet within the investigated area before reaching its confluence with Lick Creek.

UNT #3

Channel Width: 3.5 ft Channel Depth: 6 inches

Substrate Material: (circle one) **silt** sand **gravel** **loose rock** bedrock

Flow Velocity: (circle one) stagnant slow **moderate** swift rapid

Does the stream contain riffle/pool complexes? Yes **No**

Does the stream contain meanders within the proposed right-of-way? Yes **No**

Is channel work proposed as part of this project? **Yes** No If yes, describe: _____

Is aquatic flora present? Yes **No** If yes, please list: Vegetation along the northern portion of the stream consisted mainly of large thickets of *Lonicera maackii*, which have created a thick canopy along the stream, causing little to no ground cover along either bank.

Is aquatic fauna present? Yes **No** If yes, please list:

Comments: This stream appears to begin from an open water feature located outside of the investigated area just south of I-465, east of Sherman Drive. From there, UNT 3 flows north along the west side of Sherman Drive, under I-465, continues west under Sherman Drive, and turns north for approximately 400 feet before outletting into Lick Creek.

UNT #4

Channel Width: 10 ft Channel Depth: 12 inches

Substrate Material: (circle one) **silt** sand **gravel** loose rock bedrock

Flow Velocity: (circle one) stagnant slow moderate swift rapid

Does the stream contain riffle/pool complexes? Yes **No**
 Does the stream contain meanders within the proposed right-of-way? Yes **No**
 Is channel work proposed as part of this project? Yes **No** If yes, describe: _____

Is aquatic flora present? Yes **No** If yes, please list: Both the right and left bank are fully vegetated with *Lonicera maackii* and sparse groundcover.

Is aquatic fauna present? Yes **No** If yes, please list:

Comments: The open channel portion of this stream approaches I-465 from the south, outside of the investigated area and flows north through an encapsulated pipe under I-465 outletting, on the north side of I-465 and continues north, outside of the investigated area, meeting its confluence with Beech Creek. The only portion of this channel located within the investigated area is encapsulated.

UNT #5

Channel Width: 2 ft Channel Depth: 6 inches

Substrate Material: (circle one) silt sand gravel loose rock bedrock
 Flow Velocity: (circle one) stagnant slow moderate swift rapid
 Does the stream contain riffle/pool complexes? Yes **No**
 Does the stream contain meanders within the proposed right-of-way? Yes **No**
 Is channel work proposed as part of this project? Yes **No** If yes, describe: _____

Is aquatic flora present? Yes **No** If yes, please list: Both the right and left bank are fully vegetated with *Lonicera maackii* and sparse groundcover.

Is aquatic fauna present? Yes **No** If yes, please list:

Comments: The open channel portion of this stream approaches I-465 from the south, outside of the investigated area and flows north through an encapsulated pipe under I-465 outletting, on the north side of I-465 and continues north, outside of the investigated area, meeting its confluence with Beech Creek. The only portion of this channel located within the investigated area is encapsulated.

TERRAIN

Immediate Area: Depressed Flat Gently Rolling Rolling Hilly
 Extended Area: Depressed Flat Gently Rolling Rolling Hilly

TERRESTRIAL WILDLIFE

Fauna Observed or Indicated

Family ¹	Common Name	Scientific Name	Indication ²
Mammal	Squirrel	<i>Sciurus spp.</i>	Observed
Bird	European Starling	<i>Sturnus vulgaris</i>	Observed

¹Mammal, Bird, Reptile, or Amphibian

²Observed Animal, Tracks, Scat, Homes, and/or Markings

Dominant Flora Observed

Strata ¹	Common Name	Scientific Name	Wetland Indicator ²	Location ³
Understory	Brush Honey Suckle	<i>Lonicera maackii.</i>	FACU	Upland
Herbaceous	Garlic Mustard	<i>Alliaria petiolata</i>	FAC	Upland/Floodplain
Herbaceous	Cattail	<i>Typha angustifolia</i>	OBL	Depression
Herbaceous	Blue Grass	<i>Poa pratensis</i>	FAC	Upland/Depression
Understory	Eastern Red Cedar	<i>Juniperus virginiana</i>	FACU	Upland
Herbaceous	Common Blue Violet	<i>Viola papilionacea</i>	FAC	Upland/Depression
Tree	White Mulberry	<i>Morus alba</i>	FACU	Upland

Herb	Curled Dock	<i>Rumex crispus</i>	FAC	Upland/Depression
Tree	Honey Locust	<i>Gleditsia triacanthos</i>	FAC	Upland

¹Overstory, Understory, Vine, or Herbaceous

²UPL, FACU-, FACU, FACU+, FAC-, FAC, FAC+, FACW-, FACW, FACW+, or OBL

³Floodplain, Depression, or Upland

SOILS INFORMATION

Abbreviation	Soil Name	Soil Texture	Drainage Class ¹	Hydric Soil Status ²	Location ³
Br	Brookstone	Silty clay loam	PD	H	Depression areas
CrA	Crosby	silt loam	SWPD	NH	upland
Ge	Genesee	silt loam	WD	HI	Depression/upland
MmB2	Miami	silt loam	WD	NH	upland
Sh	Shoals	silt loam	SWPD	H	Depression

¹ED-Excessively Drained, WD-Well Drained, MWD-Moderately Well Drained, SWPD-Somewhat Poorly Drained, PD-Poorly Drained, VPD-Very Poorly Drained

²H-Hydric Soil, HI-Contains Hydric Inclusions, NH-Non-Hydric

³Floodplain, Depression, or Upland

ENDANGERED AND THREATENED SPECIES

Is this project located within the range of any Federally Endangered or Threatened Species? Yes No

If yes, please list below.

Common Name	Scientific Name	Status	Confirmed Occurrences Nearby?	Suitable Habitat Present
Indiana bat	<i>Myotis sodalis</i>	FE	No	Yes No
				Yes No

Will any of the above listed species be impacted by the planned improvements? Yes No

NATURAL AREAS

Are there any natural areas located within 5 miles of the project area? Yes No

If yes, please list below.

Property Name	Ownership	Proximity to Project

Will any of the above listed properties be impacted by the planned improvements? Yes No

WETLAND INFORMATION

Are wetlands mapped within or adjacent to project limits? Yes No

If yes, please list below.

Wetland Type	Abbreviation	Location within Project	Confirmed in Field?
Wetland A	PE	Wetland A is located east of the I-65 northbound on-ramp from westbound East Southport Road.	Yes No Undetermined
Wetland B	PE	Wetland B is located east of I-65 and	Yes No Undetermined

		approximately 150 feet north of Little Buck Creek.	
Wetland C	PE	Wetland C is located approximately 35 feet east of the I-65 edge-of-pavement and extends from the roadside ditch to the edge of the right-of-way.	Yes No Undetermined
Wetland D	PE	Wetland D is located east of I-65 in a low-lying area between the roadside ditch and the investigated area.	Yes No Undetermined
Wetland E	PE	Wetland E is located west of the I-65 southbound off ramp to East Southport Road, and north of Little Buck Creek.	Yes No Undetermined
Wetland F	PE	Wetland F is located within the southeast quadrant of the I-465 and I-65 interchange, along the eastbound exit ramp to I-65 north.	Yes No Undetermined

Were any of the following wetland indicators observed in or adjacent to project limits?

	<u>Yes</u>	<u>No</u>	<u>Location within Project</u>
Standing Water	___	<u>X</u>	_____
Saturated Soil	<u>X</u>	___	<u>All Wetland A through F</u>
Depressional Areas	___	<u>X</u>	_____
Water Marks on Trees	___	<u>X</u>	_____
Drift Lines	___	<u>X</u>	_____
Fluted Tree Trunks/Roots	___	<u>X</u>	_____
Sediment Deposits	___	<u>X</u>	_____
Water Stained Leaves	___	<u>X</u>	_____
Other _____	___	<u>X</u>	_____

Is there a potential for impacts to jurisdictional wetlands as a result of the planned improvements? X No

Comments: Wetland impacts will be avoid to all the identified wetlands with the exception Wetland F.

GENERAL PROJECT COMMENTS

Please find following this document a copy of the November 15, 2011 Wetland Delineation Report, prepared for the I-65 Roadway Improvement Project.

ATTACHMENTS

State/Location Map
 USGS Quad Map
 NWI Map
 Soils Map
 Aerial Photograph
 Project Graphics or Written Description
 Photographs

October 24, 2011

Runfa Shi, Project Manager
Indiana Department of Transportation
100 N. Senate Avenue, Room N642
Indianapolis, IN 46204

RE: INDOT Des. No.: 0902297
Kirtland's Snake Coordination Meeting
I-465 and I-65 Interchange Modification
Marion County, Indiana

Dear Mr. Shi:

An I-65 at I-465 Interchange Modification Project - state endangered Kirtland's Snake (*Clonophis kirtlandii*) coordination meeting was held on October 19, 2011 at the Indiana Department of Transportation. The following people were in attendance:

- Michael S. Oliphant United Consulting
- Patrick Wooden American Structurepoint, Inc.
- Rich Zielinski American Structurepoint, Inc.
- Runfa Shi INDOT
- Lisa Herber INDOT
- Matt Buffington IDNR Division of Fish and Wildlife
- Sarabeth Klueh IDNR Division of Fish and Wildlife

The objective of the meeting was to discuss protective measures to minimize the project's impact to the state endangered Kirtland's Snake (*Clonophis kirtlandii*). During the meeting, the following information was discussed:

1. An overview of the coordination efforts with the IDNR - Division of Fish and Wildlife Service was provided. An early coordination response letter was provided by the IDNR – Division of Fish and Wildlife in July 2011 (copy attached). The July 2011 response letter provided a series of recommendations to protect the Kirtland's Snake (*Clonophis kirtlandii*). A seasonal excavation restriction was recommended along with other protective measures. INDOT is concerned the seasonal excavation restriction (no excavation October through April) would significantly lengthen the project schedule and cost.
2. The Kirtland's Snake (*Clonophis kirtlandii*) hibernates during the winter and would be unable to protect itself during excavation activities. This resulted in the seasonal excavation restriction recommendation.
3. Prior to the meeting, Lisa Herber, INDOT identified a similar project along I-65 at the SR 58 interchange. Coordination with the IDNR – Division of Fish and Wildlife was initiated by the Indiana Department of Transportation in December 2009. The IDNR – Division of Fish and Wildlife allowed construction within areas that excluded snakes via a suitable barrier (i.e. silt fence installed two months prior to October). The details of this project were provided as an attachment to the meeting agenda (meeting agenda attached).
4. The IDNR - Division of Fish and Wildlife's knowledge and protective measures of the Kirtland's Snake (*Clonophis kirtlandii*) have evolved since the I-65 at SR 58

interchange project. As a result, an October through April excavation restriction was recommended in the early coordination response letter.

5. The hardships of the proposed seasonal excavation restriction were explained. Alternatives to the seasonal construction restriction were evaluated during the meeting.
6. IDNR – Division of Fish and Wildlife suggested sampling, monitoring and removing snakes prior to October. Silt fence must be placed around the project perimeter to restrict the movement of Kirtland's Snakes into the project area prior to the sampling and removal of snakes. The Kirtland's Snake (*Clonophis kirtlandii*) typically inhabits crayfish burrows, brush piles and woody debris. Cover boards could be placed to attract snakes. The sampling, monitoring and removal should be conducted by a qualified environmental professional.
7. A permit may be required to handle the state endangered Kirtland's Snake (*Clonophis kirtlandii*). Matt Buffington, IDNR – Division of Fish and Wildlife will further investigate the state endangered species permitting requirements.
8. The proposed project is scheduled for a July 2013 letting. Placing silt fence around the project limits prior to the letting would be difficult due the project size. INDOT does not have the capacity through its maintenance operations to complete this activity.
9. Construction sequencing will be evaluated in an effort to minimize excavation activities during the winter month (October through April).
10. Silt fence should be installed as soon as possible after the project letting (i.e. before Labor Day). Daily sampling, monitoring and removal of snake species by a qualified environmental professional should occur prior to October. The sampling, monitoring and removal should include both day and night investigations. The details of the sampling, monitoring, and removal requirements will be coordinated with Sarabeth Klueh, IDNR – Division of Fish and Wildlife Herpetologist.
11. The construction contractor will be required to remove snakes from the project limits after October.
12. The I-65 at SR 58 Kirtland's Snake (*Clonophis kirtlandii*) protection plan will be used as a template for this project. Lisa Herber, INDOT provided United Consulting with the information from the I-65 at SR 58 project. This information will be utilized to develop a protection plan, environmental commitments, and special provisions for the project.
13. The project currently does not have a budget for the snake sampling, monitoring and removal (prior to October). Lisa Herber, INDOT will investigate the possibility of using an on-call contract for this activity. Ms. Herber indicated the on-call contracts are typically dedicated to mitigation monitoring activities and emergencies. As a result, a separate contract will likely be required to fund the snake sampling, removal and monitoring.

I-465 at I-65 IDNR Coordination Meeting
October 19, 2011
Page 3 of 3

The above minutes reflect our understanding of the discussions and decisions made at this meeting. If you have any questions, additions, or comments, please contact our office at your convenience.

Sincerely,

UNITED CONSULTING



Michael S. Oliphant
Environmental Specialist

enclosures (meeting handouts)

c: All Attendees
File 11-465

Agenda



I-65 at I-465 Interchange Modification (INDOT Des.: 0902297)

Endangered Species Coordination

October 18, 2011

Purpose: The state endangered Kirtland's Snake (*Clonophis kirtlandii*) has been recorded within ½ mile of the project. In a July 11, 2011 review letter the Indiana Department of Natural Resources recommended a list of measures to protect the Kirtland's Snake (*Clonophis kirtlandii*) during construction. The purpose of this meeting is to discuss the protective measures in further detail.

1. Habitat within the project limits
2. Silt fence requirement
3. Daily visual inspection
4. Seasonal restriction (April through October)
5. Handling of Kirtland's Snake
6. Protective measures associated with I-65 at SR 58 Project (2009 INDOT Coordination)

JUL 12 2011

UNITED CONSULTING ENGINEERS, INC.

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife

Early Coordination/Environmental Assessment

DNR #: ER-15789 **Request Received:** June 10, 2011

Requestor: United Consulting Engineers Inc
Michael S Oliphant
1625 North Post Road
Indianapolis, IN 46219-1995

Project: I-465 and I-65 interchange modification; Des. # 0902297

County/Site info: Marion

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

Regulatory Assessment: This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile.

Natural Heritage Database: The Natural Heritage Program's data have been checked. The American badger (*Taxidea taxus*) and the Kirtland's snake (*Clonophis kirtlandii*) have been recorded within one half mile of the project site.

Fish & Wildlife Comments: Badgers are a highly mobile species and avoid disturbance. We do not foresee any adverse impacts to the badger resulting from the project.

Regarding the Kirtland's snake, we recommend that construction only take place from April through October and that a silt fence be placed along the outside of the entire construction area one week prior to the beginning of construction. All logs, trash, or any other type of debris (including any riprap) should be removed from the construction area at least a week prior to the start of work to keep the snakes from hiding underneath any debris. Any equipment, materials, or debris that is left overnight in the area should be checked for the presence of Kirtland's snakes prior to the start of work each day. If any vegetation will be removed during the work, this should also be conducted one week prior. Any snakes that are found should be retained in a safe manner, and the state herpetologist, Sarabeth Klueh, should be notified at sklueh@dnr.in.gov or (812) 334-1137.

Avoid areas of concern to fish, wildlife, and botanical resources to the greatest extent possible. Be prepared to demonstrate avoidance, minimization, and mitigation of impacted resources. A mitigation, bank stabilization, revegetation, and/or monitoring plan must be submitted with the Construction in a Floodway permit application (if required). You may contact Brian Boszor, Central Region Environmental Biologist, (bboszor@dnr.in.gov) for guidance regarding development of the plans. The following are recommendations that address potential impacts identified in the proposed project area:

1) Stream Crossings
For purposes of maintaining fish passage through a crossing structure, the Environmental Unit recommends bridges rather than culverts and bottomless culverts rather than box or pipe culverts. Wide culverts are better than narrow culverts, and culverts with shorter through lengths are better than culverts with longer through lengths. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the

Attachments: A - General Information

Kirtland's Snake

Clonophis kirtlandii



Kirtland's snake.
Photos by Michael Redmer.

IDENTIFICATION

The Kirtland's snake is a small, slender snake. Adults are typically 14-18 inches long. The dorsal side (top side) is brown to grey in color and has four rows of alternating dark spots. The belly of the snake is generally red with a line of dark spots along either side. The combination of the reddish belly with the two lines of dark spots is unique to the Kirtland's Snake. The head is small and dark in color.

HABITAT AND HABITS

Kirtland's snake inhabits wet grassland / meadow habitats such as wet meadows, prairies and emergent wetlands.

These earthworm and slug eating snakes stay underground much of the time, frequently utilizing rodent or crayfish burrows. They flatten their bodies when threatened, but rarely bite. Crayfish burrows, particularly the chimney crayfish burrows appear to be an important factor influencing the presence of the Kirtland's Snake.

Courtship and mating occurs in early May. Females give birth to 5 to 8 young in the late summer. Young Kirtland's Snakes are approximately 5 to 6 inches long.

The Kirtland's Snake is a reclusive species that spends the majority of its time out of site. It may be largely nocturnal. During the day, especially during drier conditions, they will seek shelter under boards, logs, leaves as well as crayfish burrows.

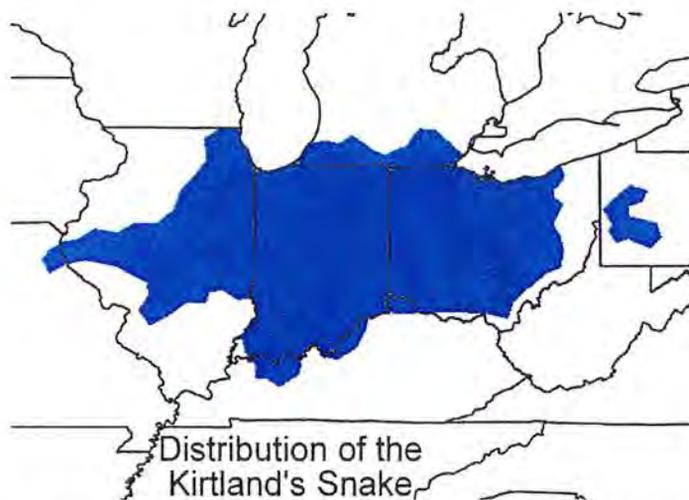
DISTRIBUTION AND STATUS

The Kirtland's Snake's distribution ranges from Ohio, west to eastern Mississippi, north to southern Michigan and south to Northern Kentucky. A small population can also be found in western Pennsylvania.

The Kirtland's Snake is listed as state endangered in Indiana and Michigan and state threatened in Illinois and Ohio. In Missouri, the Kirtland's Snake is listed as a species of possible occurrence. The species is absent from Iowa, Minnesota and Wisconsin.

MANAGEMENT TECHNIQUES

1. This fact sheet will be made available to all employees operating vehicles or working on the project site.
2. If any snakes are observed by any employee during construction activities, work shall stop in that area until the snake can be moved to a safe location outside the adjacent right-of-way by the INDOT project engineer or a prior designated individual. Only the designated person shall be allowed to move any snakes found on-site.
3. In areas suitable for encountering this species of snake (emergent wetlands), a snake enclosure fence (i.e. an erosion control fence) will be placed along the outside edge of the right-of-way to prevent snakes from moving into the project areas.
4. The use of plastic mesh erosion control blankets will not be allowed.
5. If identification of the snake species can not be made, it shall be considered to be a Kirtland's Snake and the care methodology stated above shall be taken.
6. The project area shall be open to visitation by anyone from INDOT, U.S. Fish and Wildlife Service or the IDNR.
7. The contractor shall be responsible for providing one set of snake capture tongs, similar to the "Tomahawk" Snake Tongs, Azel Snake Catcher or approved equal as illustrated in the Ben Meadows Catalog.
8. In the event issues arise during construction of the project that require the consultation with the IDNR's Wildlife Biologist, contact information is as follows:



Josh Griffin
Atterbury FWA
PO Box 3000
7970 S. Rowe St.
Edinburgh, IN 46124-3000
(812)526-4891

Kirtland's Snake

The contractor will post on the Contractor's bulletin board (on-site) a poster with photographs of the Kirtland's snake (provided by INDOT) along with a discussion of the habitats used by the species throughout the year. The contractor will have a "Fact Sheet" (provided by INDOT) for this species which will be made available to all employees operating vehicles or working on the project site.

Any snakes, regardless of species, located in the construction area are to be removed from the construction limits. On-going work near any found snakes shall stop until the snake is safely relocated. Only an INDOT designated individual may move snakes using appropriate handling tools, such as snake tongs. Photographs of the snake should be made if possible but only if doing so does not excessively prolong the time the snake is handled. Within 48 hours of locating and relocating any snake, the contractor shall contact Matt Buffington, DNR Environmental Supervisor at 317-233-4666. Email snake photographs to Mr. Buffington (mbuffington@dnr.in.gov) within three (3) working days.

A snake enclosure fence (i.e. an erosion control silt fence) will be placed along the outside edge of the construction limits, any staging areas used by the contractor and along the wetlands to prevent snakes from moving into the project area. Netted or plastic mesh erosion control blankets are not permitted. The contractor shall not place debris, sheets of metal boards or similar materials outside of the construction limits.

No construction activities shall occur in April or October, unless such activity occurs within areas that exclude snakes via a suitable snake enclosure fence that is installed outside the two (2) months of April and October.

The project area shall be open to visitation by anyone from INDOT, IDNR or US FWS for a spot inspection of compliance with these requirements. Regular inspections shall be made of the snake enclosure fence and repairs shall be made as necessary.

The phone number of the Indiana Department of Natural Resource's herpetologist will be supplied to both the INDOT Project Engineer and the Contractor if issues arise during the construction of the project that needs his/her judgment.

The contractor shall be responsible for providing, to the project engineer, one set of live traps and tongs which is used to capture and handle snakes. All snakes shall be captured alive and released in a safe area adjacent to the construction site. Payment for this item is included in other items.

December 4, 2009

Li Kang
Office of Environmental Services
Indiana Department of Transportation
100 N. Senate Avenue, Room N642
Indianapolis, IN 46204

**Re: Kirtland's snake and INDOT road construction, Interstate 65 and State Route 58,
Bartholomew County
DNR file ER-13716, INDOT DES #0101101**

Dear Ms. Kang:

This letter is in response to your November 19, 2009, request for clearance regarding construction activities at Interstate 65 and State Route 58. INDOT is seeking clearance from DNR with regard to impacts of the project on the Kirtland's snake in order to obtain an RGP from IDEM for this project. File numbers for this project are ER-13176 and DES #0101101.

The Kirtland's snake is a state endangered species and there is a record from 2004 of this species within 0.5 mile of the project area. Because this species is mobile (though secretive), uses various habitat types including types near the project site, and has adapted somewhat to the presence of people, the construction project poses a danger to this species. However, if the following best management practices are followed, DNR will consider that all reasonable measures were taken to avoid impacts to this species.

- Avoid working in nearby tributaries, ditches, ponds, and wetland/grassy areas to the greatest extent possible.
- No construction activities shall occur in April or October, unless such activity occurs within areas that exclude snakes via a suitable barrier (see below) that is installed outside the two months of April and October.
- Install a barrier, such as a silt fence, suitable to exclude snakes from the project area prior to any other construction activities. This barrier must be placed around the construction zone to help keep wandering snakes out and around specific habitat areas, such as wetlands and ditches, to prevent the snakes from gaining access to the construction area. The silt fence must exclude snakes from the worksite altogether, including any areas under active construction, staging areas, and the like.
- Conduct regular inspections of the barrier and make repairs as necessary.
- Do not place debris, sheets of metal, boards, or similar materials outside any excluded areas as Kirtland's snakes in urbanized areas are known to use these materials as shelter.
- During construction from May to early November, crews should be aware of the possible presence of Kirtland's snakes, especially during mild, rainy days when they are most active.

Ms. Kang (Kirtland's Snake, I-65 and SR 58)
November 4, 2009
Page 2

- Any snakes, regardless of species, located in the construction area are to be removed from the area to the other side of the barrier and into an area of habitat. On-going work near any found snakes shall stop until the snake is safely relocated. Only an INDOT designated individual may move snakes using appropriate handling tools, such as snake tongs. Photographs of the snake should be made if possible but only if doing so does not excessively prolong the time the snake is handled. Within 48 hours of locating and relocating any snake, contact the DNR Environmental Supervisor at 317-233-4666. E-mail snake photographs to the DNR Environmental Supervisor (mbuffington@dnr.in.gov) within 3 working days.
- Do not use netted, or plastic mesh erosion control blankets.

This is not a permit or approval for the proposed project. You are responsible to make sure any other necessary permits or approvals are obtained, including those from our department, if required. Please contact me at mbuffington@dnr.in.gov, or (317) 233-4666, or toll free at 1-877-928-3755 if we can be of further assistance.

Sincerely,

/s/ Matt Buffington
Matt Buffington
Environmental Supervisor
Division of Fish and Wildlife

cc: Laura Hilden, INDOT



AMERICAN
STRUCTUREPOINT
INC.

**WETLAND DELINEATION AND
“WATERS OF THE US” REPORT**
I-465 AND I-65 INTERCHANGE MODIFICATION PROJECT
(DES. NO. 0902297)
MARION COUNTY, INDIANA

Prepared for:

INDIANA DEPARTMENT OF TRANSPORTATION
100 NORTH SENATE AVENUE
INDIANAPOLIS, INDIANA 46204

Prepared by:

AMERICAN STRUCTUREPOINT, INC.
7260 SHADELAND STATION
INDIANAPOLIS, INDIANA 46256-3957
(317) 547-5580

September 28, 2011



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WETLAND DELINEATION AND “WATERS OF THE US” REPORT

I-465 and I-65 INTERCHANGE MODIFICATION PROJECT

MARION COUNTY, INDIANA

1.0 INTRODUCTION

American Structurepoint, Inc., was contracted by the Indiana Department of Transportation (INDOT) to conduct a “waters of the US” determination and wetland delineation for the I-65 and I-465 Interchange Modification Project in Indianapolis, Marion County, Indiana. The project begins approximately 0.2 mile west of Carson Avenue and extends approximately 2.2 miles east to 0.5 mile east of Emerson Avenue. Along I-65, the project begins just north of Southport Road and extends north approximately 3.3 miles to just north of Hanna Road. The project is located in Sections 5, 9, and 32 in Townships 14 and 15 North, Range 4 East on the Beech Grove 7.5 Minute USGS Quadrangle.

The Perry USGS 7.5 Topographic Map indicates the area surrounding the investigated area is primarily commercial and residential development. Six streams were indicated within the investigated area Lick Creek, McFarland Creek, Little Buck Creek, Gray Run, Tributary to Beech Creek, and Wetnight Ditch. An additional five streams (Unnamed Tributary (UNT) 1 through 5) were identified in the field, but are not indicated on USGS Topographic mapping. No other notable features were observed on the topographic map. A review of the National Wetlands Inventory Mapping (NWI) indicated the presence of two mapped wetlands adjacent to the investigated area. These wetlands include one palustrine unconsolidated bottom intermittently exposed excavated wetlands (PUBGx), located south of the Edgewood Road overpass along the east side of I-65, and another palustrine unconsolidated bottom intermittently exposed diked impounded wetland (PUBGh), located along the south side of I-465 just east of the I-465/I-65 interchange.

The updated NWI Mapping (Ducks Unlimited) for Marion County was also reviewed for the investigated area and indicated the presence of an additional five wetlands adjacent to the investigated area. The updated mapped wetlands include one palustrine unconsolidated bottom intermittently exposed wetland (PUBG), located along the east side of I-65 just north of the Gray Road overpass; one palustrine unconsolidated bottom permanently flooded excavated wetland (PUBHx), located along the east side of I-65 north of Perry Pines Road; one palustrine unconsolidated bottom intermittently exposed diked impounded wetland (PUBGh), located along the east side of I-65 adjacent to Gary Road; one palustrine unconsolidated bottom intermittently exposed excavated wetland (PUBGx), located north of the Edgewood Road overpass along the east side of I-65; and one palustrine emergent seasonally flooded wetland (PEMC), located along the east side of I-65 just south of Thompson Road.

The Marion County Soil Survey and the Soil Survey Geographic (SSURGO) Database for Marion County were reviewed to determine soil classification and drainage features within the study area. Soil types mapped within the investigated area include:

- Brookston silty clay loam (Br). This soil type is typically found on depressions on till plains and consists of loess over loamy till. The natural drainage class is poorly drained and meets hydric criteria.

- Crosby silt loam, zero to two percent slopes (CrA). This soil type is typically found on till plains and consists of loess over loamy till. The natural drainage class is somewhat poorly drained and does not meet hydric criteria.
- Genesee silt loam (Ge). This soil is typically found on floodplains and consists of a loamy alluvium. The natural drainage class is well drained and does not meet hydric criteria.
- Miami silt loam, zero to two percent slopes, gravelly substratum (MmA), This soil is typically found on till plains and consists of loess over loamy till over sandy and gravelly outwash. This soil type is well drained and does not meet hydric criteria.
- Miami silt loam, two to six percent slopes, eroded (MmB2). This soil type is typically found on till plains and consists of loess over loamy till. The natural drainage class is moderately well drained and does not meet hydric criteria.
- Miami silt loam, six to twelve percent slopes, eroded (MmC2). This soil type is typically found on till plains and consists of loess over loamy till. The natural drainage class is moderately well drained and does not meet hydric criteria.
- Miami Complex, twelve to eighteen percent slopes, eroded (MxD2). This soil type is typically found on till plains and consists of loess over loamy till. The natural drainage class for this soil type is moderately well drained and does not meet hydric criteria.
- Udorthents, cut and filled (Ua). The component for this soil type is on cuts such as road and railroad. The natural drainage class for this soil is well drained and does not meet hydric criteria.
- Shoals silt loam (Sh). This soil type is typically found on flood plains and consists of loamy alluvium. The natural drainage class is somewhat poorly drained and does not meet hydric criteria.

The Marion County Soil Survey indicated six streams (Lick Creek, McFarland Creek, Wetnight Ditch, Gray Run, Tributary to Beech Creek, and Little Buck Creek), as noted on the USGS Quadrangle mapping within the investigated area.

2.0 FIELD RECONNAISSANCE

Staff from American Structurepoint (Briana Hope, Allison Barton, Jeff Spicer, and Ben Harvey) visited the site on May 17 and 18, 2011, to evaluate the potential presence of wetlands and other jurisdictional waters and delineate their boundaries. Six wetlands (Wetlands A through F) and eleven streams were observed and/or delineated within the investigated area. Data sheets and site photographs classifying the data points and upland areas in the investigated area are included in the appendices of this report. This document represents a synopsis of American Structurepoint's professional interpretation of the *Wetland Delineation Manual (1987)* and guidance provided by the US Army Corps of Engineers (USACE) since 1991.

The investigated area includes improvements to the I-465 and I-65 interchange, beginning approximately 0.2 mile west of Carson Avenue and extending approximately 2.2 miles east to 0.5 mile east of Emerson Avenue. Along I-65, the investigated area begins just north of Southport Road and extends north approximately 3.3 miles to just north of Hanna Road in Perry Township, Marion County, Indiana. The investigated area was examined for the presence of wetlands and "waters of the US" in accordance with the *1987 US Army Corps of Engineers Wetland Delineation Manual* and *Regional Supplement to the Corps of Engineers Wetland Delineation Manual – Midwest Region*. The

investigated area primarily consists of the existing right-of-way along both I-465 and I-65, except in the areas of the northeast and southwest quadrants of the I-65/465 interchange. The investigated area was extended beyond the existing right-of-way in these areas. Immediately adjacent to the right-of-way is primarily residential and commercial development. A total of 26 data points were strategically placed to identify and to determine the presence or absence of jurisdictional wetlands and “waters of the US.” Eleven streams, Lick Creek, McFarland Creek, Little Buck Creek, Wetnight Ditch, Gray Run, Tributary to Beech Creek, and UNT 1 through 5 were identified within the investigated area. Data Points and maps indicating the location of data points documenting the field investigation are included in the appendices.

2.1 STREAMS

Lick Creek is a perennial USGS blue line stream located at the far northern extent of the investigated area. Lick Creek appears in the Marion County Soil Survey map as a perennial stream. This stream approaches I-65 from the east, is conveyed east under I-65 and the exit ramp for I-465, turns southwest along the west side of the northwest quadrant of the I-65 and I-465 interchange and crossing under Carson Avenue, turns north along the west side of Carson Avenue and flows out of the investigated area. Lick Creek is a tributary to the White River. Lick Creek is crossed twice within the investigated area. A Qualitative Habitat Evaluation Index (QHEI) was performed along a reach of Lick Creek (QHEI 1), just west of the I-465 and I-65 interchange. The overall QHEI score for the 200-foot sampled reach was 51.25. This indicates that the stream is in fair condition. Dominant substrate types include cobble and sand with moderate embeddedness observed. The ordinary high water mark width is approximately 20 feet with an approximate depth of eight inches. The 200-foot sampled reach is typical of Lick Creek both upstream and downstream of the interstate crossing. The majority of the left bank is protected with interlocking concrete blocks, including a small portion of the right bank near the bridge. The area immediately surrounding the bridge lacked woody vegetation and appeared to be partially maintained within the existing right-of-way. A moderate wooded buffer exists along the left bank, downstream of the bridge between the I-465 exit ramp and the stream channel. Woody debris was observed along the left bank and is likely the result of recent flood events. Riffles were observed under the bridge and appeared to be associated with riprap placed in the stream. Little to no erosion was observed along either the left or right bank. QHEI 1 located in the appendices of this report.

A second QHEI was performed along an additional reach of Lick Creek (QHEI 3), located within the northeast quadrant of the I-65 and I-465 interchange. This portion of Lick Creek is indicated on the USGS topographic map as a perennial blue line stream located at the northern extent of the project limits and also appears in the Marion County Soil Survey map as a perennial stream. The second QHEI was performed to document the differences in Lick Creek as it flows through the investigated area. This portion of Lick Creek approaches Sherman Drive from the east, is conveyed west under Sherman Drive, north of I-465 and continues west before crossing under I-65, turns southwest along the west side of the I-465/I-65 interchange, crossing under Carson Street and flowing north out of the investigated area until meeting its confluence with the White River. The overall QHEI score for the 200-foot sampled reach was 61.25. This indicates that the stream is in fair condition. Dominant substrate types include cobble, gravel, and sand with normal embeddedness observed. The ordinary high water mark width is approximately 30 feet with an approximate depth of 16 inches. The 200-foot sampled reach is typical of Lick Creek both upstream and downstream of the QHEI location depicted on the field investigation map. Severe to moderate erosion was observed along the left bank with little

to no erosion along the right bank. A wide wooded buffer exists along both the left and right bank with current velocity observed as fast to moderate. The riffle run substrate was stable to moderate near a small island within the channel. QHEI 3 is located in the appendices of this report.

McFarland Creek is a perennial USGS blue line stream flowing north under I-465, just west of Carson Avenue within the investigated area. McFarland Creek also appears on the Marion County Soil Survey map as a perennial stream and is primarily surrounded by commercial and residential development. This stream approaches I-465 from the south and flows northwest under I-465, west of Carson Avenue, meeting its confluence with Lick Creek. The overall QHEI score for the 200-foot sampled reach was 58.5, indicating that the stream is in fair condition (QHEI 2). Dominant substrate types include boulder, cobble, gravel, and sand. Little to no erosion was observed along each bank with moderate embedment present, including stable riffle/run substrate. A wide riparian width was observed along the left bank with a moderate riparian width observed along the right bank. Canopy cover is approximately 85 percent open. The ordinary high water mark width is approximately 12 feet, with an approximate depth of eight inches. QHEI 2 is located in the appendices of this report.

A second QHEI was performed along an additional reach of McFarland Creek (QHEI 6) located within the investigated area north of Thompson Road. This portion of McFarland Creek is also indicated as a perennial USGS blue line stream flowing west under I-65 approximately 800 feet north of Thompson Road. McFarland Creek is also shown on the Marion County Soil Survey map as a perennial stream. The second QHEI was performed to document the differences in McFarland Creek through the investigated area. This stream approaches I-65 from the southeast, is conveyed northwest under I-65, and continues to flow north under I-465, west of Carson Avenue, until it eventually reaches its confluence with Lick Creek. A QHEI was performed along the east side of I-65. The overall score for the 200-foot sampled reach was 51.5, indicating that the stream is in fair condition. Dominant substrate types include gravel and sand with moderate silt observed. Moderate riffle and run complexes were observed in the sample reach. A narrow riparian width was observed along both the right and left banks with moderate to severe erosion occurring along each bank. The ordinary high water mark width is approximately 15 feet with an approximate depth of six inches. McFarland Creek crosses the investigated area twice. QHEI 6 is located in the appendices of this report.

Little Buck Creek is a perennial USGS blue line stream flowing southwest under I-65, just north of Southport Road within the investigated area. Little Buck Creek is shown as a perennial stream on the Marion County Soil Survey map. This stream approaches I-65 from the northeast, is conveyed southwest under the I-65 north and south bound bridges, and continues west outside of the investigated area until it eventually reaches its confluence with the White River. The overall QHEI score for the 200-foot sampled reach was 55.5, indicating the stream is in fair condition (QHEI 4). Dominant substrate types include cobble and gravel. Little to no erosion was observed along each bank with a stable riffle/run substrate and low embedment present. The ordinary high water mark width is approximately 15 feet with an approximate depth of 10 inches. The sampled reach is representative of Little Buck Creek within the investigated area. Little Buck Creek crosses the investigated area one time. QHEI 4 is located in the appendices of this report.

Wetnight Ditch is a perennial USGS blue line stream flowing southwest under I-65 approximately 500 feet north of Edgewood Road within the investigated area. Wetnight Ditch is shown as a perennial stream on the Marion County Soil Survey map. This stream approaches I-65 from the northeast, is

conveyed southwest under I-65 through a large corrugated metal pipe, and continues west outside of the investigated area until eventually reaching its confluence with Derbyshire Creek. A QHEI was performed along a reach of Wetnight Ditch (QHEI 5), along the west side of I-65, just north of Edgewood Road. The overall score for the 200-foot sampled reach was 35.5, indicating that the stream is in fair condition. Rip rap has been placed at the culvert end with paved drainage ditches outletting from both banks. The banks of the sampled reach have been cleaned and maintained within the existing right-of-way. Dominant substrate types include sand and silt with little to no erosion occurring on either bank. Moderate riffle/run embededness was observed along with moderate velocity. Canopy cover is approximately 30 percent open within the sampled reach. The ordinary high water mark width is approximately three feet with an approximate depth of 1.5 feet. Wetnight Ditch crosses the investigated area one time. QHEI 5 is located in the appendices of this report.

Gray Run is a perennial USGS blue line stream originating outside of the existing right-of-way along the west side of I-65 and flowing southwest. Gray Run is shown on the Marion County Soil Survey map as a perennial stream. Gray Run appears to originate just outside the investigated area (existing right-of-way), at the downstream end of a culvert carrying stormwater flow from the east side of I-65. Defined bed and bank were not observed within the investigated area. Non jurisdictional roadside ditches (ditches showing no continuous ordinary high water mark or defined bed and bank) appear to flow into Gray Run from the north and south, as well as from the east of I-65. Because defined bed and bank were not observed within the investigated area, a QHEI was not performed.

UNT 1 is not indicated on USGS topographic mapping or on the Marion County Soil Survey map. Field investigations revealed that this resource is an unnamed tributary to Lick Creek and appears to be a perennial stream flowing south, west of I-65 within the investigated area, just north of the I-465/I-65 interchange. This stream approaches Lick Creek from the north beginning at the outlet of a culvert, just south of East Hannah Road. UNT 1 flows south along the west side of I-65 for approximately 860 feet before reaching its confluence with Lick Creek. UNT 1 has a defined bed and bank with an ordinary high water mark width of approximately two feet and an approximate depth of six inches. The right bank is fully vegetated, with riprap located at the top of the bank. The left bank along UNT 1 is primarily rip-rapped with some vegetation. UNT 1 contains a gravel and silt substrate with slow velocity. Hydrology appears to be provided by multiple storm drain pipes adjacent to the stream. Because of its hydrologic connection to Lick Creek, this waterway is presumed to be jurisdictional. A QHEI was not performed for UNT 1 because it appears to drain less than one square mile.

UNT 2 is not indicated on USGS topographic mapping or on the Marion County Soil Survey map. Field investigations revealed that this resource is an unnamed tributary to Lick Creek and appears to be a perennial stream flowing southwest under Carson Avenue, northwest of the I-65 and I-465 interchange. This stream appears to originate from an excavated pond located along the east side of Carson Avenue and flows southwest under Carson Avenue until reaching its confluence with Lick Creek. UNT 2 flows southwest underneath Carson Avenue for approximately 300 feet within the investigated area before reaching its confluence with Lick Creek. UNT 2 has a defined bed and bank with an ordinary high water mark width of approximately two feet and an approximate depth of six inches. Portions of the right and left bank are sparsely vegetated, containing a gravel and silt substrate with slow velocity. UNT 2 crosses the investigated area one time and, because of its hydrologic connection to Lick Creek, UNT 2 is presumed to be a jurisdictional waterway. A QHEI for UNT 2 was not performed because it appears to drain less than one square mile.

UNT 3 is not indicated on USGS topographic mapping or on the Marion County Soil Survey map. Field investigations revealed that this resource is an unnamed tributary to Lick Creek and appears to be a perennial stream located just east of the I-465 interchange within the investigated area. This stream appears to begin from an open water feature located outside of the investigated area just south of I-465, east of Sherman Drive. From there, UNT 3 flows north along the west side of Sherman Drive, under I-465, continues west under Sherman Drive, and turns north for approximately 400 feet before outletting into Lick Creek. UNT 3 has a defined bed and bank with an ordinary high water mark width of approximately 3.5 feet and an approximate depth of six inches. Vegetation along the northern portion of the stream consisted mainly of large thickets of *Lonicera maackii*, which have created a thick canopy along the stream, causing little to no ground cover along either bank. Boulder, cobble, and silt are the dominant substrates, with ample garbage debris observed throughout. Erosion along both the right and left banks appeared to be moderate to severe. UNT 3 crosses the investigated area one time and is considered to be jurisdictional because of its hydrologic connection to Lick Creek. A QHEI was not performed because it appears to drain less than one square mile.

UNT 4 is not indicated on USGS topographic mapping or on the Marion County Soil Survey map. Field investigations revealed that this resource is an unnamed tributary to Beech Creek and appears to be a perennial stream flowing north under I-465, just west of Ninth Avenue. The open channel portion of this stream approaches I-465 from the south, outside of the investigated area and flows north through an encapsulated pipe under I-465 outletting, on the north side of I-465 and continues north, outside of the investigated area, meeting its confluence with Beech Creek. The only portion of this channel located within the investigated area is encapsulated. UNT 4 has a defined bed and bank with an ordinary high water mark width of approximately ten feet and an approximate depth of one foot outside the investigated area. Both the right and left bank are fully vegetated with *Lonicera maackii* and sparse groundcover. The portion of UNT 4 located on the south side of I-465 contains moderate amounts of rip rap at the culvert end, with articulated block mat observed around the culvert. UNT 4 contains a gravel and silt substrate with little to no velocity. This stream crosses the investigated area one time as an encapsulated stream and is presumed to be a jurisdictional waterway because of its hydrologic connection to Lick Creek. A QHEI for UNT 4 was not performed because it appears to drain less than one square mile and is encapsulated within the investigated area.

Tributary to Beech Creek is indicated on USGS topographic mapping as a blue line, beginning south of I-465 and flowing north, eventually outletting into Beech Creek. Field investigations revealed that this resource has been realigned to flow northwest under I-465 approximately 500 feet further west than where it originally crossed, continuing north along the east side of Sherman Drive through a pipe and outletting into Beech Creek. The only portion of this stream located within the investigated area is encapsulated. Because of its hydrologic connection to Beech Creek, this waterway is presumed to be jurisdictional. A QHEI for Tributary to Beech Creek was not performed because it appears to drain less than one square mile and is encapsulated within the investigated area.

UNT 5 is not indicated on USGS topographic mapping as a blue line, Field investigations revealed that this resource originates south of I-465 outside of the investigated area, flows northwest and is captured within a roadside ditch on the south side of I-465, and flows west outletting into Tributary to Beech Creek. UNT 5 was observed to have moderate velocity with a defined bed and bank. The ordinary high water width was approximately two feet with an approximate depth of six inches and appeared to be

heavily vegetated along both banks as it approaches the captured portion of the stream from the south. The captured portion was lined with articulated block mat and contained moderate amounts of vegetation along both the right and left banks. Because UNT 5 outlets into Tributary to Beech Creek, this waterway is presumed to be jurisdictional. A QHEI for UNT 5 was not performed because it appears to drain less than one square mile.

Non Jurisdictional Roadside Ditches

I-465 and I-65, within the investigated area, are lined with non jurisdictional roadside ditches created for the purpose of conveying stormwater to the above-mentioned streams. These ditches do not have an ordinary high water mark and do not carry a relatively permanent water flow. Many of the roadside ditches along I-465 and I-65 were observed to contain articulated block mat for the purpose of resisting erosive forces.

2.2 WETLANDS

A total of 26 data points were studied for the presence of wetlands with six wetlands identified within the investigated area. The delineation procedures and wetland criteria outlined in the *1987 Corps of Engineers Wetlands Delineation Manual* and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region* were used for this study. Please refer to Appendix 4.1 for the data sheets. The following is a summary of each wetland and corresponding data points.

Wetland A

Wetland A is located east of the I-65 northbound on-ramp from westbound East Southport Road. The wetland is located on the roadway backslope, extending from the roadside ditch approximately ten feet up the slope and spanning an overall length of approximately 225 feet. Hydrology appears to be provided by a stormwater pipe along the southwestern edge of the wetland at this location. The adjacent roadside ditch flows to the northwest and eventually outlets into Little Buck Creek, providing a hydrologic connection to make the wetland likely jurisdictional. This emergent wetland totals 0.041 acre and is summarized by the following data point:

Data Point 101 is representative of Wetland A and is located approximately 50 feet northeast of I-65, approximately eight feet up the backslope of I-65. The data point was dominated by 100 percent hydrophytic vegetation. The data point also exhibited saturation and free water within 12 inches of the surface in the soil pit, both primary hydrology indicators. The soil exhibited a depleted matrix color of 10YR 5/1 with 5 percent 10YR 5/6 concentrations in the matrix, meeting the Depleted Matrix hydric soil indicator. This data point met all three criteria and was therefore determined to be within a wetland. For reference to field data collected for this wetland see Appendix 4.1. Data Point 102, included in Appendix 4.1, is representative of the upland area surrounding Wetland A.

Wetland B

Wetland B is located east of I-65 and approximately 150 feet north of Little Buck Creek. The wetland is situated in a generally flat area located adjacent to the roadside ditch, extending from the roadside ditch east beyond the investigated area. Hydrology appears to be provided by sheet flow from adjacent areas along the interstate and outside of the investigated area to the east. The wetland appears to drain north along the roadside ditch outletting into Little Buck Creek, providing a hydrologic connection and

making the wetland likely jurisdictional. This emergent wetland was mapped at 0.059 acre within the existing investigated area, but appears to extend east beyond the investigated area. The wetland is summarized by the following data point:

Data Point 104 is representative of Wetland B and is located approximately 50 feet east of the I-65 edge-of-pavement and adjacent to a roadside ditch. The data point was dominated by 100 percent hydrophytic vegetation. The soil pit exhibited saturation at the surface and free water at 10 inches, both primary hydrology indicators. The soil exhibited a matrix color of 10YR 5/1 with 10 percent 10YR 5/6 concentrations to a depth of six inches, which meets the Depleted Matrix hydric soil indicator. This data point met all three wetland criteria and was therefore determined to be within a wetland. For reference to field data collected for this wetland see Appendix 4.1. Data Point 105, included in Appendix 4.1, is representative of the upland area surrounding Wetland B.

Wetland C

Wetland C is located approximately 35 feet east of the I-65 edge-of-pavement and extends from the roadside ditch to the edge of the right-of-way. The wetland is located in a depression, extending from the roadside ditch to a pipe outlet located outside the investigated area. The pipe appears to be overflow for an adjacent excavated pond. Hydrology appears to be provided by the excavated pond, either through direct overflow or by groundwater flow. Wetland C appears to flow north via a roadside ditch, crosses under I-65, and outlets to Gray Run, providing a hydrologic connection and making the wetland likely jurisdictional. This emergent wetland was mapped at 0.015 acre and is summarized by the following data point:

Data Point 106 is representative of Wetland C and is located approximately 45 feet east of the edge-of-pavement and 15 feet from the investigated area. The data point was taken at the northern edge of the wetland. The data point was dominated by 100 percent hydrophytic vegetation. The soil pit exhibited saturation at 6 inches, a primary hydrology indicator. The soil exhibited a color of 10YR 4/2 with 30 percent 10YR 4/4 concentrations, which meets the Depleted Matrix hydric soil indicator. This data point met all three wetland criteria and was therefore determined to be within a wetland. For reference to field data collected for this wetland see Appendix 4.1. Data Point 107, included in Appendix 4.1, is representative of the upland area surrounding Wetland C.

Wetland D

Wetland D is located east of I-65 in a low-lying area between the roadside ditch and the investigated area. A hydrology source was not readily apparent at the time of the field visit, but may be provided by a stormwater input from the adjacent community or through overflow from the adjacent roadside ditch. Water drains from Wetland D into the roadside ditch and flows south, crossing under I-65 and outletting to Gray Run, providing a hydrologic connection and making the wetland likely jurisdictional. The emergent wetland was mapped at 0.32 acre, and is summarized by the following data point:

Data Point 108 is representative of Wetland D and is located approximately 50 feet east of the roadway edge-of-pavement and 20 feet from the investigated area. The data point was taken in the north-central portion of the wetland. The data point exhibited saturation at the surface and free water at ten inches, both primary hydrology indicators. The data point was dominated by 50 percent hydrophytic vegetation, with a prevalence index calculation of 1.82, so the data point was positive for hydrophytic

vegetation. Soil at the data point was colored 10YR 4/2 with 10 percent 10YR 5/4 concentrations to 12 inches. This composition qualifies for both the Depleted Matrix and Redox Dark Surface hydric soil indicators. The data point met all three wetland criteria and was therefore determined to be within a wetland. For reference to field data collected for this wetland see Appendix 4.1. Data Point 109, included in Appendix 4.1, is representative of the upland area surrounding Wetland D.

Wetland E

Wetland E is located west of the I-65 southbound off ramp to East Southport Road, and north of Little Buck Creek. The wetland is situated in a low-lying flat area adjacent to a ditch. The roadside ditch runs along the northeast boundary of the wetland. The area slopes gradually to Little Buck Creek to the south and appears to collect a large amount of surface water runoff from the adjacent developments and roadway. Water drains as sheet flow and also via the adjacent roadside ditch to Little Buck Creek; as such, Wetland E is likely jurisdictional. The wetland was mapped at 0.20 acre and extends west beyond the existing right-of-way. Wetland E is an emergent wetland and is summarized by the following data point:

Data Point 110 is representative of Wetland E and is located in the northwestern portion of the wetland, approximately 60 feet from the exit ramp edge-of-pavement and 15 feet from the roadside ditch. The data point was dominated by 100 percent hydrophytic vegetation. Soils at the data point exhibited saturation at the surface, a primary hydrology indicator. The soils at the data point were 10YR 4/1 in color with 15 percent 10YR 4/6 concentrations from eight to 12 inches, which meets the Depleted Matrix hydric soil indicator. The data point met all three wetland criteria and was therefore determined to be within a wetland. For reference to field data collected for this wetland see Appendix 4.1. Data Point 111, included in Appendix 4.1, is representative of the upland area surrounding Wetland E.

Wetland F

Wetland F is located within the southeast quadrant of the I-465 and I-65 interchange, along the eastbound exit ramp to I-65 north. The wetland is situated on the roadway backslope, approximately three feet from a roadside ditch. Hydrology appears to be provided by an adjacent stormwater pipe that drains into a roadside ditch located along the northern portion of the wetland. Water drains from the roadside ditch, east under I-65, continues east through another roadside ditch, and eventually outlets into McFarland Creek, providing a hydrological connection and making Wetland F likely jurisdictional. This emergent wetland was mapped at 0.004 acre. Wetland F is summarized by the following data point:

Data Point 9 is representative of Wetland F and is located in the northeastern portion of the wetland, approximately 20 feet from the exit ramp edge-of-pavement and ten feet from the roadside ditch. The data point was dominated by 100 percent hydrophytic vegetation. The soils at the data point exhibited saturation at the surface, a primary hydrology indicator. The soils in the pit were 10YR 4/1 in color with 20 percent 10YR 2/1 concentrations from eight to 12 inches, which meets the Depleted Matrix hydric soil indicator. The data point met all three wetland criteria and was therefore determined to be within a wetland. For reference to field data collected for this wetland see Appendix 4.1. Data Point 11, included in Appendix 4.1, is representative of the upland area surrounding Wetland F.

3.0 CONCLUSIONS

This field reconnaissance evaluated the area adjacent to the I-465 and I-65 Interchange Modification project in Marion County, Indiana, for the presence of wetlands and “waters of the US.” The investigated area begins approximately 0.2 mile west of Carson Avenue and extends approximately 2.2 miles east to 0.5 mile east of Emerson Avenue. Along I-65, the investigated area begins just north of Southport Road and extends north approximately 3.3 miles to just north of Hanna Road. Field observations revealed six potential wetlands (Wetlands A through F) totaling 0.639 acre and 11 waterways including Lick Creek, McFarland Creek, Wetnight Ditch, Little Buck Creek, Gray Run, UNT 1-5, and Tributary to Beech Creek. Six of the eleven streams identified are perennial USGS blue line streams and include Lick Creek, McFarland Creek, Wetnight Ditch, Little Buck Creek, Gray Run, and Tributary to Beech Creek. Each stream crosses the investigated area one time, with the exception of Lick Creek and McFarland Creek which cross the investigated area twice. All 11 streams eventually flow into the White River, a navigable waterway. All 11 streams and six wetlands were delineated as “waters of the US” and are under jurisdiction of the USACE and IDEM. All roadside ditches identified within the investigated area did not display an ordinary high water mark and did not appear to carry a relatively permanent water flow and are therefore considered non-jurisdictional. For reference see the attached Preliminary Jurisdictional Determination form.

Efforts should be taken to avoid and minimize impacts to these wetlands and waterways. If impacts are necessary, permitting and mitigation may be required. The final determination of jurisdictional waters is ultimately made by the USACE. This report represents the investigation of the study area with respect to wetlands and “waters of the US” based on the guidelines set forth by the USACE.

**Table 1: Stream Summary
I-465 and I-65 Interchange Modification Project
Marion County, Indiana**

Stream Name	Photos	Lat/ Long	OHW Width (feet)	OHW Depth (feet)	USGS Blue-line?	Riffles? Pools?	Quality	Likely "water of the US"?
Lick Creek	59-62/ 104-106	-86.109763° W 39.706074° N	QHEI 1-20 QHEI 3-30	QHEI 1-0.67 QHEI 3-1.5	Yes	Yes	Fair	Yes
McFarland Creek	52- 55/74,75, 80&81	-86.113063° W 39.702080° N	QHEI 2-12 QHEI 6-15	QHEI 2-0.67 QHEI 6-0.5	Yes	Yes	Fair	Yes
Wetnight Ditch	42-47	-86.102233° W 39.681669° N	3	1.5	Yes	Yes	Fair	Yes
Little Buck Creek	6-15	-86.092250° W 39.668105° N	15	0.83	Yes	Yes	Fair	Yes
Gray Run	31-37	-86.099162° W 39.672316° N	Outside of investigated area	Outside of investigated area	Yes	Outside of investigated area	Fair	Yes
UNT 1 to Lick Creek	56-58	-86.109727° W 39.707325° N	2	0.5	No	No	Fair	Yes
UNT 2 to Lick Creek	69-71	-86.113899° W 39.703774° N	2	0.5	No	No	Fair	Yes
UNT 3 to Lick Creek	111-116	-86.104355° W 39.705079° N	3.5	0.5	No	No	Fair	Yes
UNT 4 to Beech Creek	93-103	-86.094809° W 39.704703° N	Encapsulated within investigated area	Encapsulated within investigated area	No	No	Fair	Yes
Tributary to Beech Creek	118-124	-86.090998° W 39.703400° N	Encapsulated within investigated area	Encapsulated within investigated area	Yes	No	Fair	Yes
UNT 5 to Beech Creek	125-127	-86.089364° W 39.703304° N	2	0.5	No	No	Fair	Yes

**Table 2: Wetland Summary
I-465 and I-65 Interchange Modification Project
Marion County, Indiana**

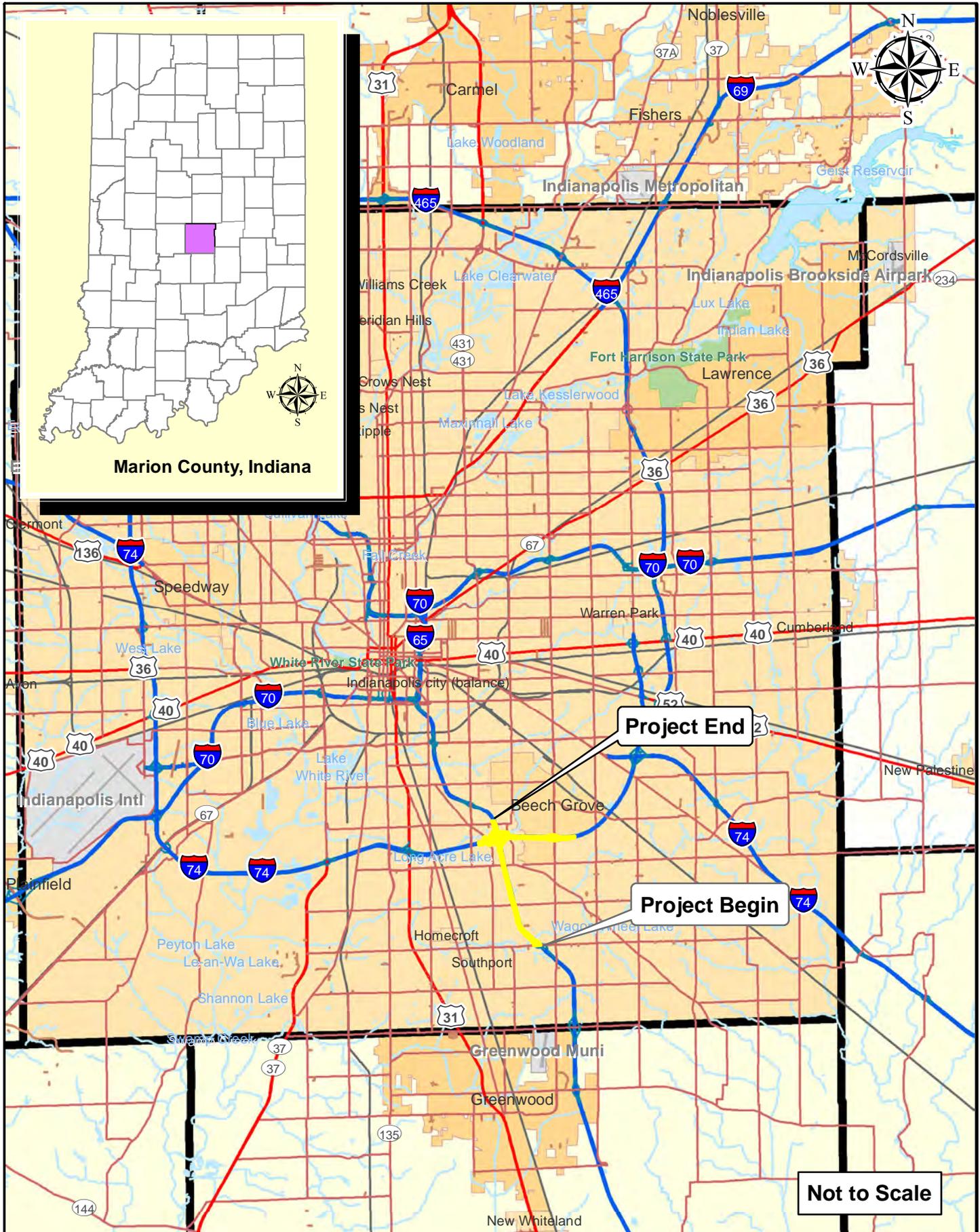
Wetland ID	Lat/Long	Photos	Quality	Type	Area (Acres) within investigated area	Likely Water of the US?
Wetland A	-86.090966° W 39.666925° N	2 & 3	Poor	Emergent	0.041	Yes
Wetland B	-86.092715° W 39.668198° N	18 & 19	Poor	Emergent	0.059	Yes
Wetland C	-86.097550° W 39.671853° N	27 & 28	Poor	Emergent	0.015	Yes
Wetland D	-86.098862° W 39.674020° N	38 & 39	Poor	Emergent	0.32	Yes
Wetland E	-86.093748° W 39.667829° N	23 & 24	Poor	Emergent	0.20	Yes
Wetland F	-86.106831° W -86.106831° N	87 & 88	Poor	Emergent	0.004	Yes

4.0 *APPENDICES*

4.3 *State Location Map*



Marion County, Indiana



Project End

Project Begin

Not to Scale

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State Location Map

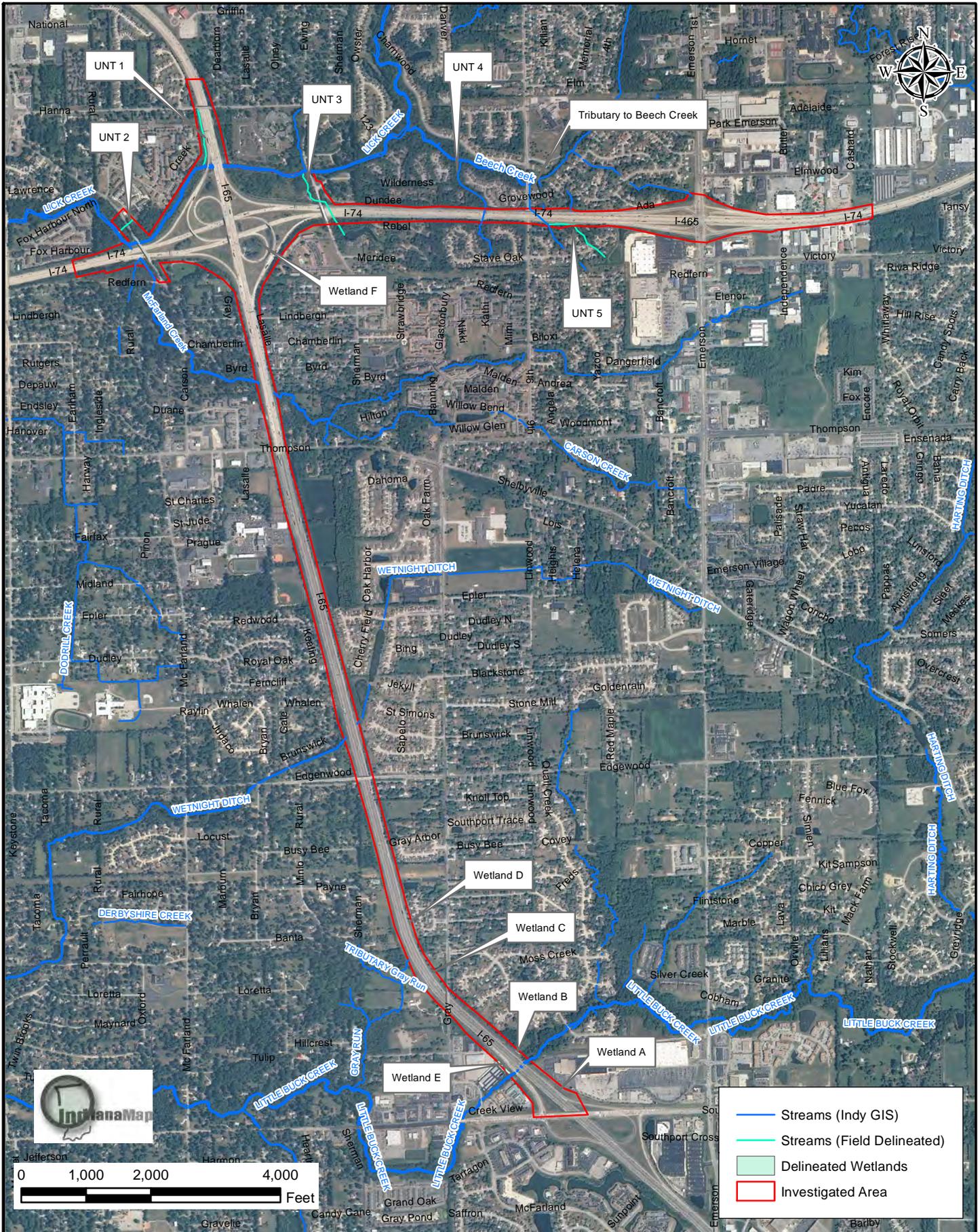
Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, Indiana 46204

I-465/I-65 Interchange Modification Project

Location: Indianapolis
Township: Perry
County: Marion
State: Indiana

Date: 05/24/2011

4.4 2010 Aerial Photography



	Streams (Indy GIS)
	Streams (Field Delineated)
	Delineated Wetlands
	Investigated Area



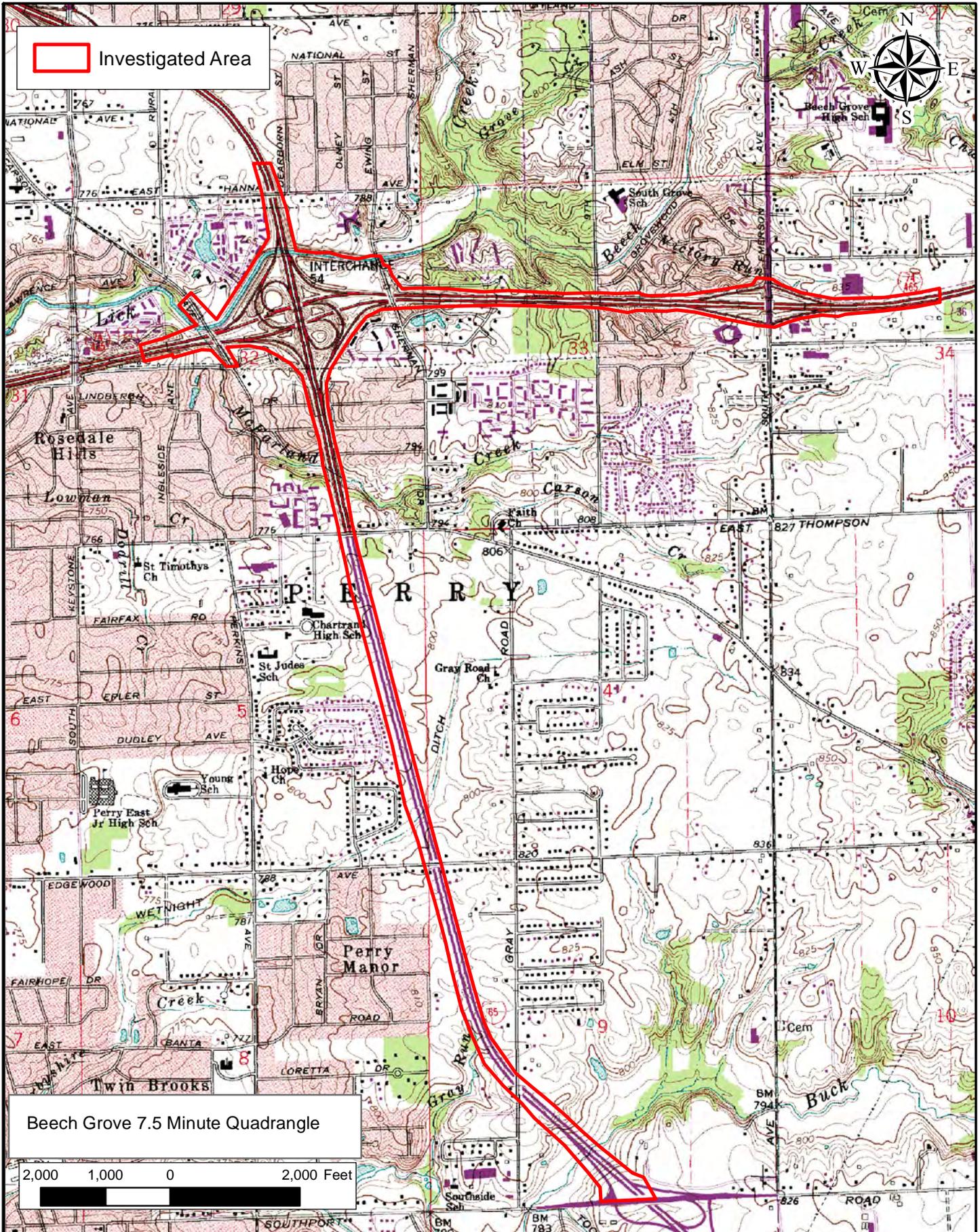
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 AMERICAN STRUCTUREPOINT <small>INC.</small> www.structurepoint.com	2010 Aerial Photography	I-465/I-65 Interchange Modification Project
	Indiana Department of Transportation 100 North Senate Avenue Indianapolis, Indiana 46204	Location: Indianapolis Township: Perry County: Marion State: Indiana

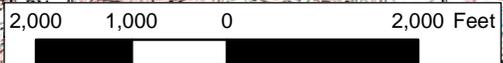
Date: 05/24/2011

4.5 *USGS Topographic Mapping*

 Investigated Area



Beech Grove 7.5 Minute Quadrangle



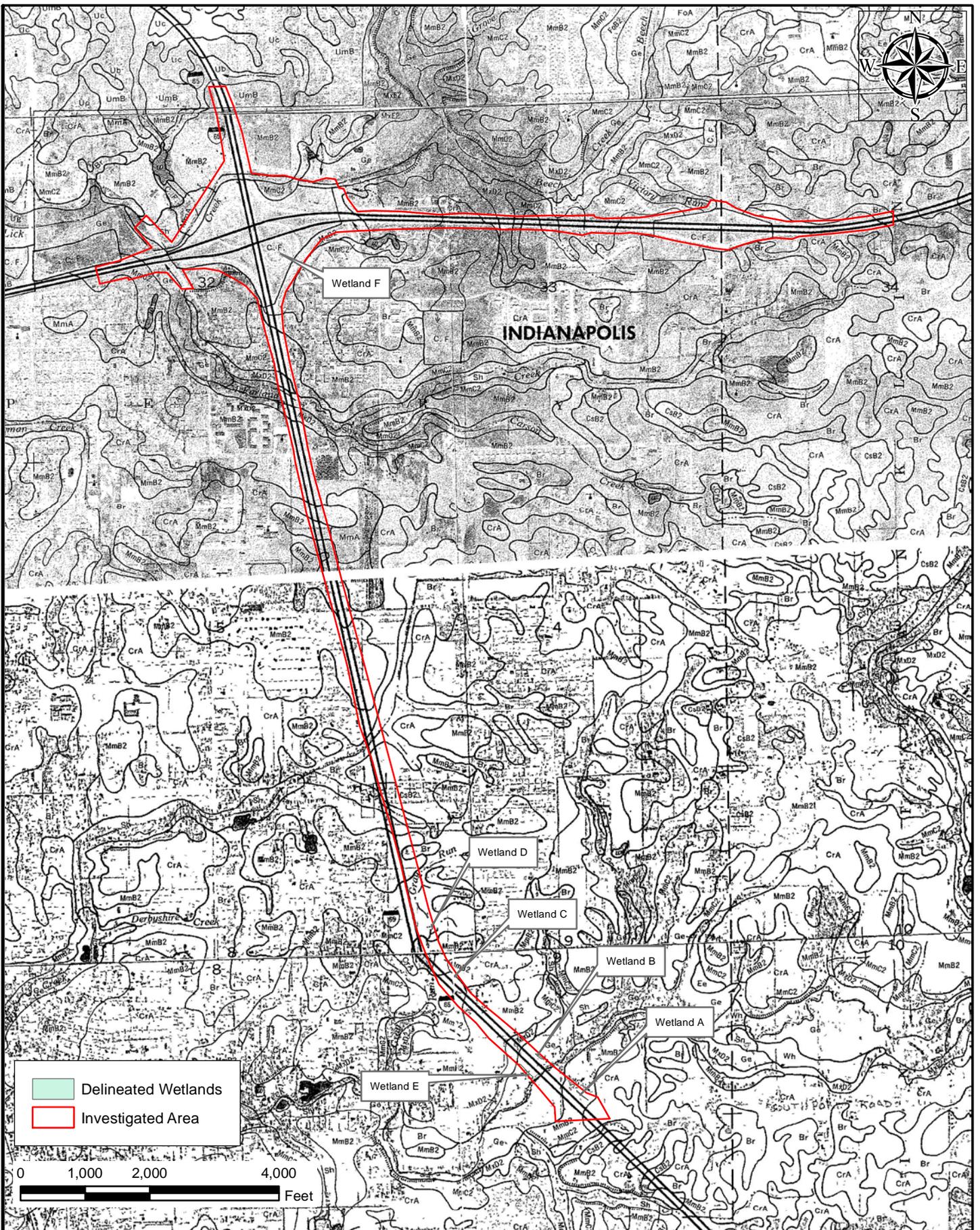
USGS Topographic Mapping
Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, Indiana 46204

I-465/I-65 Interchange Modification Project
Location: Indianapolis
Township: Perry
County: Marion
State: Indiana
Date: 05/31/2011
Appendix 4.5
1 of 1

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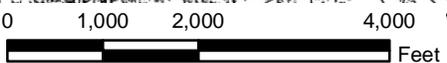
4.6 *National Wetland Inventory (NWI) Mapping*

4.7 *Marion County Mapped Soils*



Path: P:\2010\00219\1D_Drawings\ArcView\Exhibits\WetlandDelineation\SOILSURVEY\NEW102.mxd Date: 6/29/2011 User: abartton

Delineated Wetlands
 Investigated Area



Marion County Soil Survey Mapping

Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, Indiana 46204

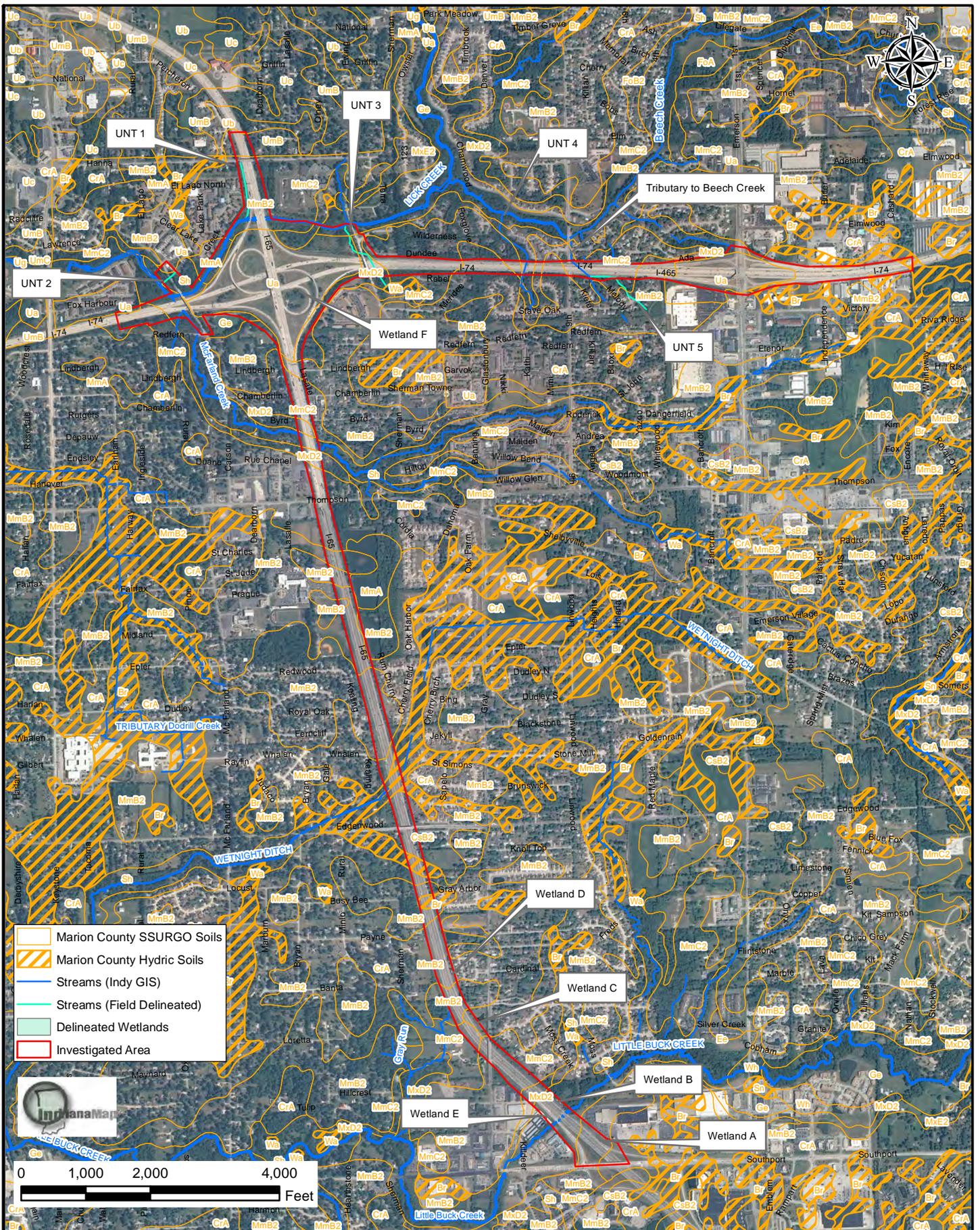
I-465/ I-65 Interchange Modification Project

Location: Indianapolis
Township: Perry
County: Marion
State: Indiana

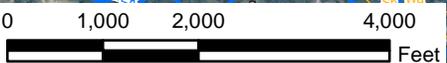
Date: 05/24/2011

Appendix 4.7
1 of 1

4.8 *SSURGO Mapped Soils*



- Marion County SSURGO Soils
- Marion County Hydric Soils
- Streams (Indy GIS)
- Streams (Field Delineated)
- Delineated Wetlands
- Investigated Area



SSURGO Digital Soils Mapping

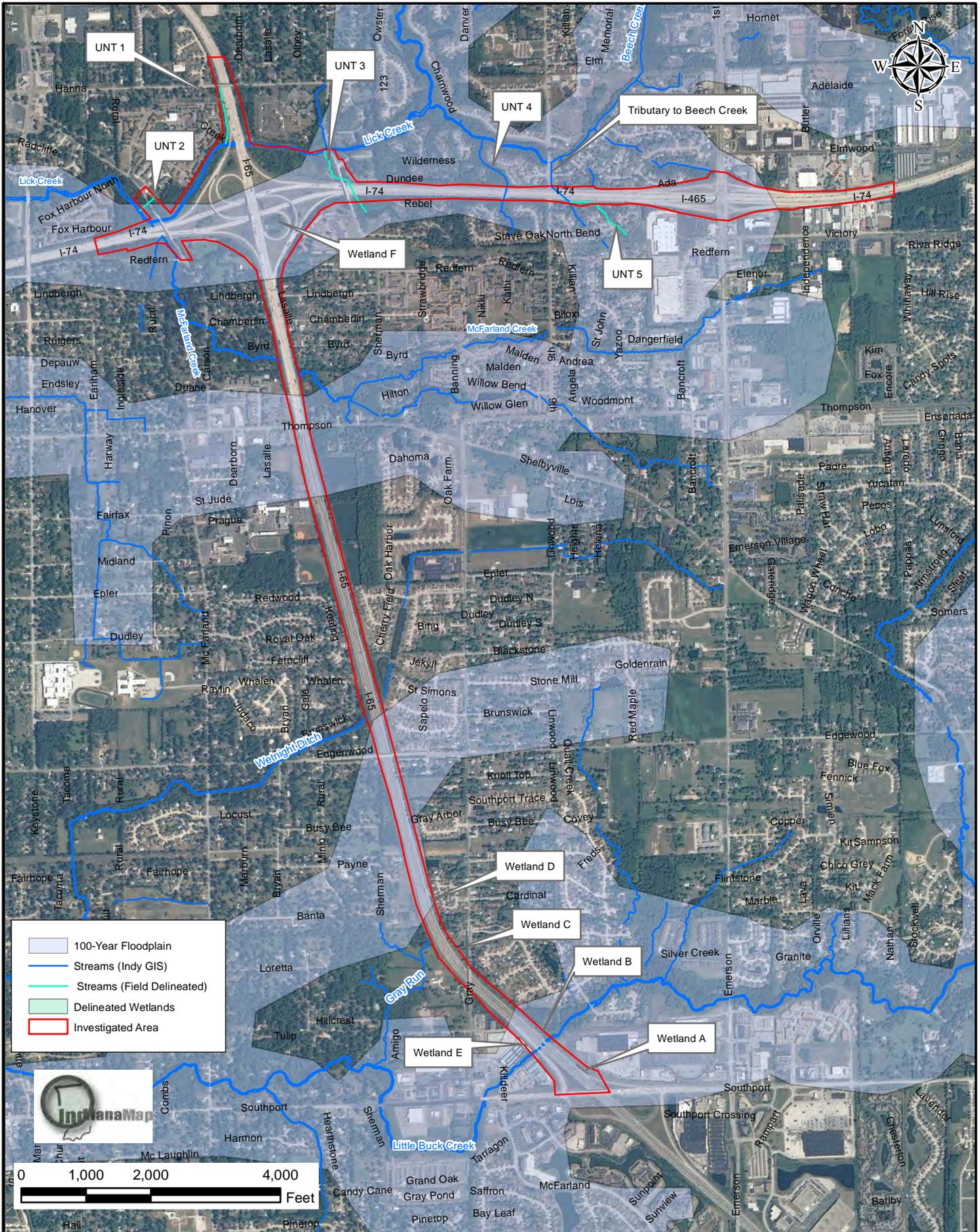
Indiana Department of Transportation
 100 North Senate Avenue
 Indianapolis, Indiana 46204

I-465/I-65 Interchange Modification Project

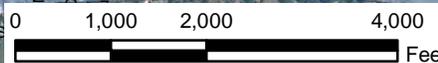
Location: Indianapolis
 Township: Perry
 County: Marion
 State: Indiana
 Appendix 4.8
 1 of 1

Date: 05/24/2011

4.9 FEMA Floodplain Mapping



- 100-Year Floodplain
- Streams (Indy GIS)
- Streams (Field Delineated)
- Delineated Wetlands
- Investigated Area



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FEMA Floodplain Mapping

Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, Indiana 46204

I-465/I-65 Interchange Modification Project

Location: Indianapolis
Township: Perry
County: Marion
State: Indiana

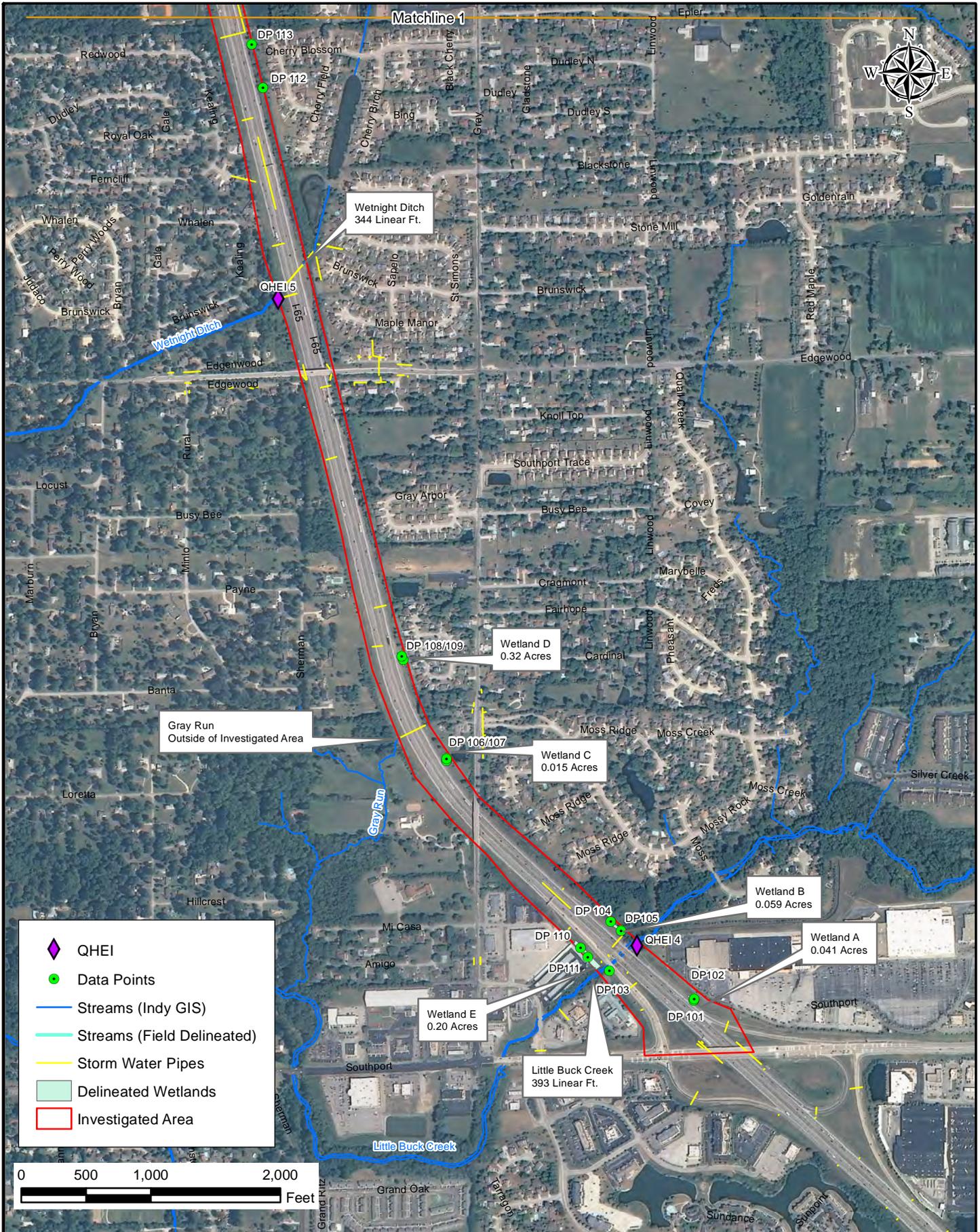
Date: 05/24/2011

Appendix 4.9
1 of 1

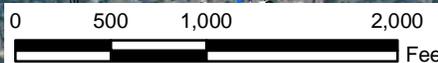
4.10 *Field Investigation Maps*



Matchline 1



- QHEI
- Data Points
- Streams (Indy GIS)
- Streams (Field Delineated)
- Storm Water Pipes
- Delineated Wetlands
- Investigated Area



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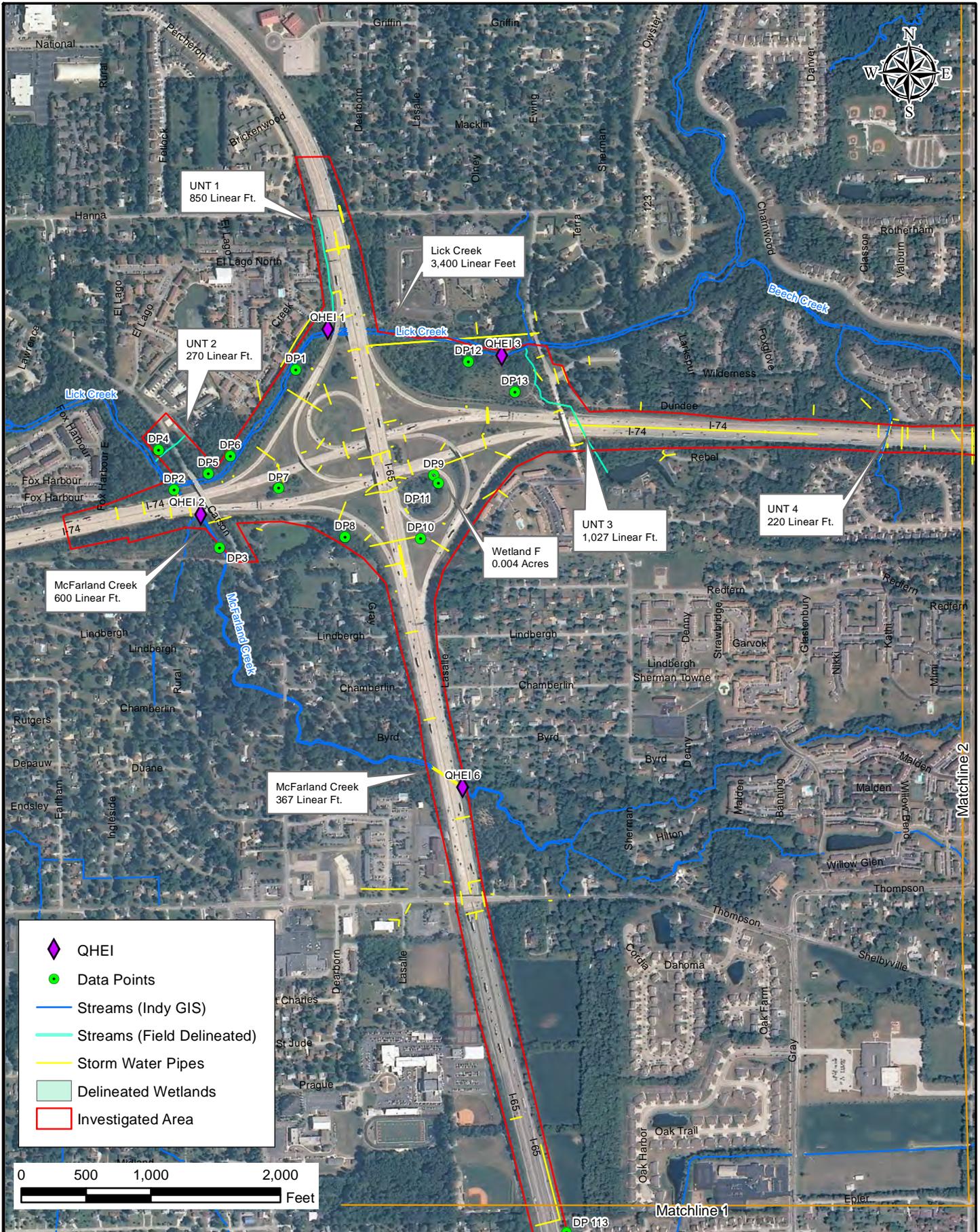
Field Investigation Mapping

Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, Indiana 46204

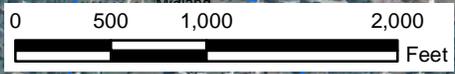
I-465/I-65 Interchange Modification Project

Location: Indianapolis
Township: Perry
County: Marion
State: Indiana

Date: 05/24/2011



-  QHEI
-  Data Points
-  Streams (Indy GIS)
-  Streams (Field Delineated)
-  Storm Water Pipes
-  Delineated Wetlands
-  Investigated Area



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Field Investigation Mapping

Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, Indiana 46204

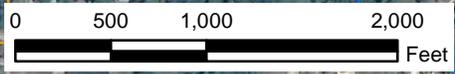
I-465/I-65 Interchange Modification Project

Location: Indianapolis
Township: Perry
County: Marion
State: Indiana

Date: 05/24/2011



-  QHEI
-  Data Points
-  Streams (Indy GIS)
-  Streams (Field Delineated)
-  Storm Water Pipes
-  Delineated Wetlands
-  Investigated Area



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Field Investigation Mapping

Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, Indiana 46204

I-465/I-65 Interchange Modification Project

Location: Indianapolis
Township: Perry
County: Marion
State: Indiana

Date: 05/24/2011

Appendix 4.10
3 of 7



- QHEI
- Data Points
- Streams (Indy GIS)
- Streams (Field Delineated)
- Storm Water Pipes
- Delineated Wetlands
- Investigated Area



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Field Investigation Mapping (Wetlands A, B, and E)

Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, Indiana 46204

I-465/I-65 Interchange Modification Project

Location: Indianapolis
Township: Perry
County: Marion
State: Indiana

Appendix 4.10
4 of 7

Date: 05/24/2011



-  QHEI
-  Data Points
-  Streams (Indy GIS)
-  Streams (Field Delineated)
-  Storm Water Pipes
-  Delineated Wetlands
-  Investigated Area



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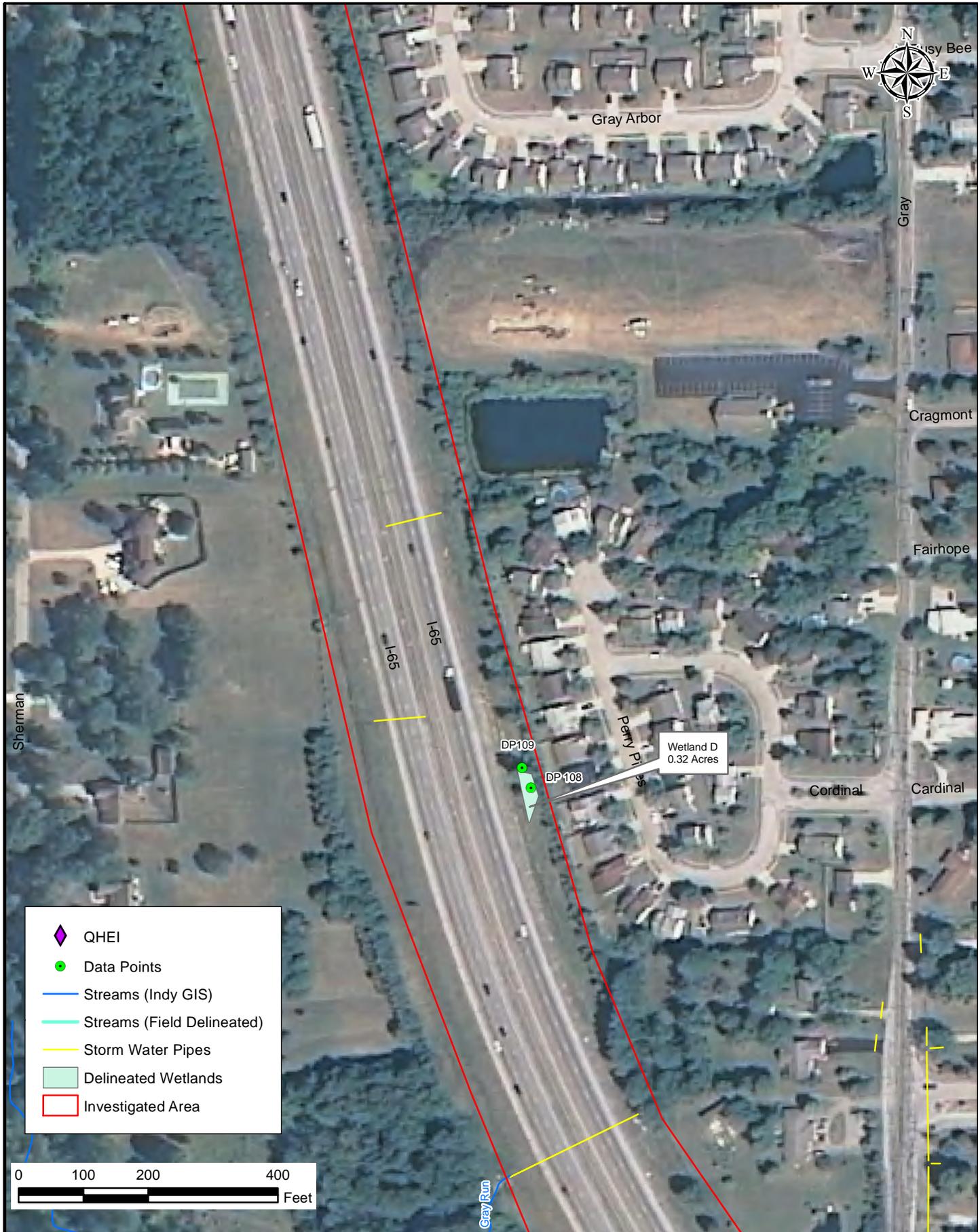


Field Investigation Mapping (Wetland C)

Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, Indiana 46204

I-465/I-65 Interchange Modification Project

Location: Indianapolis
Township: Perry
County: Marion
State: Indiana
Date: 05/24/2011
Appendix 4.10
5 of 7



-  QHEI
-  Data Points
-  Streams (Indy GIS)
-  Streams (Field Delineated)
-  Storm Water Pipes
-  Delineated Wetlands
-  Investigated Area



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Field Investigation Mapping (Wetland D)

Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, Indiana 46204

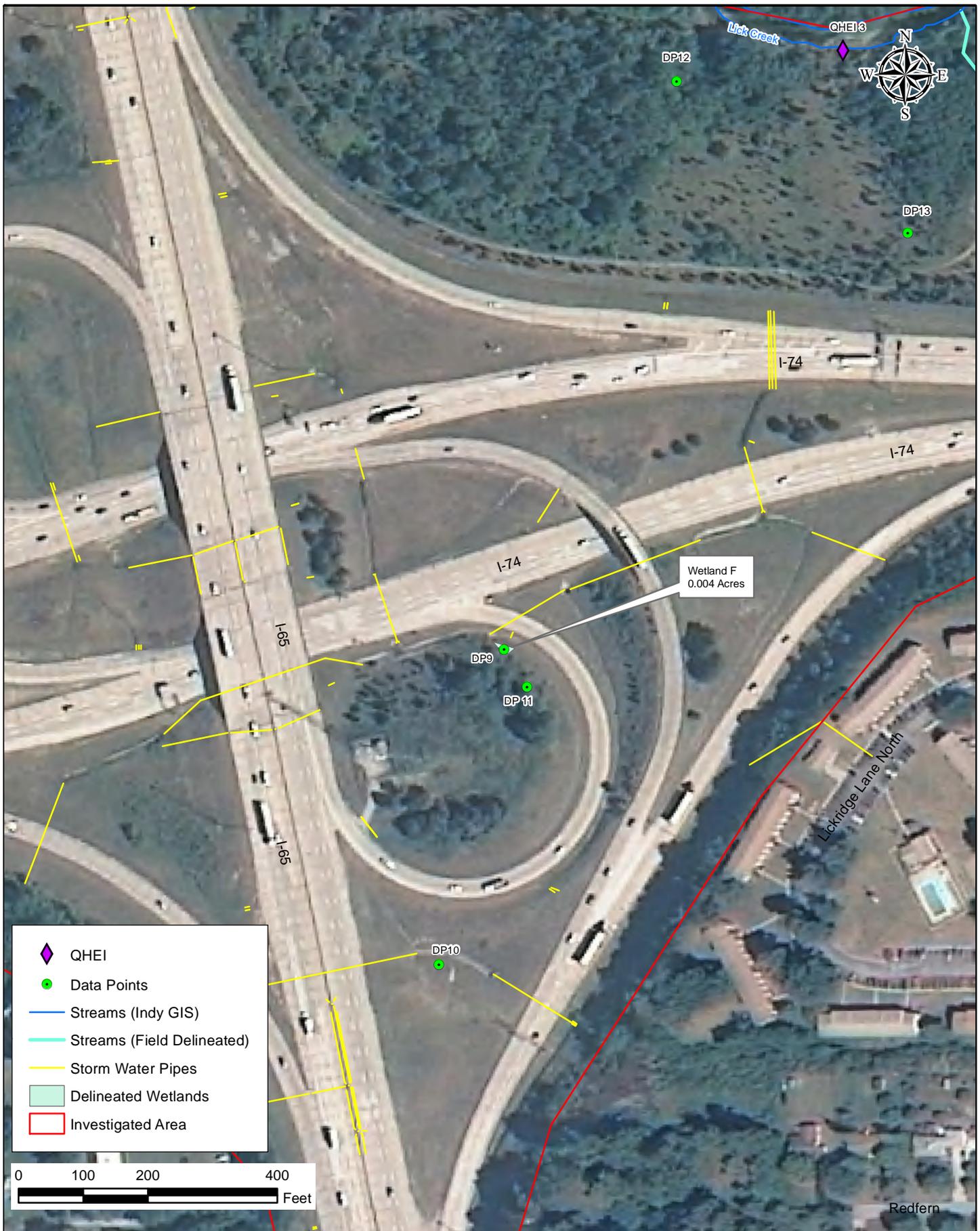
I-465/I-65 Interchange Modification Project

Location: Indianapolis
Township: Perry
County: Marion
State: Indiana

Appendix 4.10
6 of 7

Date: 05/24/2011

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- ◆ QHEI
- Data Points
- Streams (Indy GIS)
- Streams (Field Delineated)
- Storm Water Pipes
- Delineated Wetlands
- Investigated Area



**Field Investigation Mapping
(Wetland F)**

Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, Indiana 46204

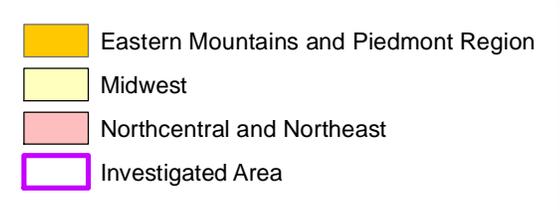
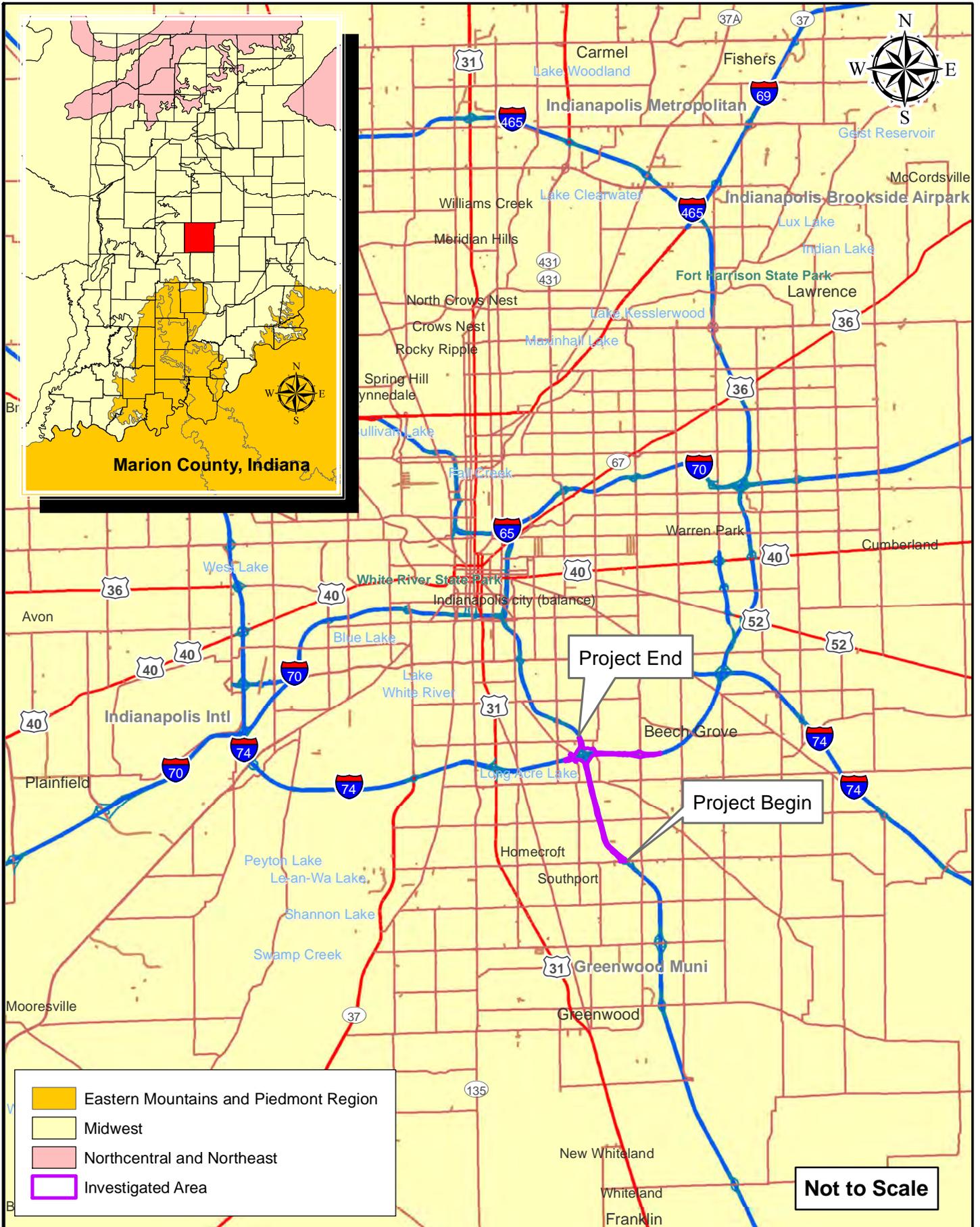
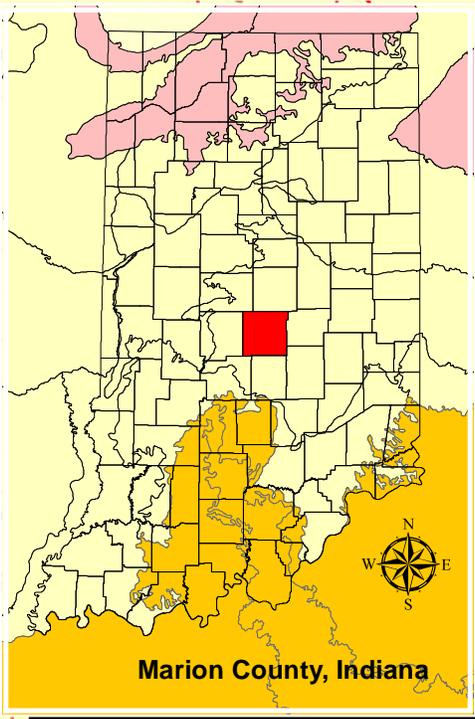
I-465/I-65 Interchange Modification Project

Location: Indianapolis
Township: Perry
County: Marion
State: Indiana

Date: 05/24/2011

Appendix 4.10
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4.11 Major Land Resource Map



Not to Scale

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Major Land Resources Map

Indiana Department of Transportation
 100 North Senate Avenue
 Indianapolis, Indiana 46204

I-465/I-65 Interchange Modification Project

Location: Indianapolis
 Township: Perry
 County: Marion
 State: Indiana

Appendix 4.11
 1 of 1

Date: 06/15/2011

4.12 Photographs

**I-465 and I-65 Interchange Modification Project
Marion County, Indiana
Project No. 201000219**



Photo 1: Looking northwest along east side of I-65 (representative concrete roadside ditch)



Photo 2: Data Point 101 looking north (Wetland A)



Photo 3: Data Point 101 looking south (Wetland A)



Photo 4: Data Point 102 looking north



Photo 5: Data Point 102 looking south



Photo 6: Looking west (downstream) along Little Buck Creek (QHEI 4)

**I-465 and I-65 Interchange Modification Project
Marion County, Indiana
Project No. 201000219**



Photo 7: Looking east (upstream)
along Little Buck Creek (QHEI 4)



Photo 8: Looking south along concrete ditch entering
Little Buck Creek (east side of I-65)



Photo 9: Looking north at surrounding habitat along
Little Buck Creek (east side of I-65)



Photo 10: Looking west at surrounding habitat along
Little Buck Creek (east side of I-65)



Photo 11: Looking east along Little Buck
Creek from underneath I-65 bridge



Photo 12: Looking west along Little
Buck Creek from west side of I-65

**I-465 and I-65 Interchange Modification Project
Marion County, Indiana
Project No. 201000219**



Photo 13: Looking south at surrounding habitat along Little Buck Creek from west side of I-65



Photo 14: Looking north at surrounding habitat along Little Buck Creek from west side of I-65



Photo 15: Looking east along Little Buck Creek from west side of I-65



Photo 16: Data Point 103 looking north



Photo 17: Data Point 103 looking west



Photo 18: Data Point 104 looking northwest (Wetland B)

**I-465 and I-65 Interchange Modification Project
Marion County, Indiana
Project No. 201000219**



Photo 19: Data Point 104 looking southeast (Wetland B)



Photo 20: Data Point 105 looking northwest



Photo 21: Data Point 105 looking southeast



Photo 22: Looking south along paved roadside ditch,
north of Wetland B



Photo 23: Data Point 110 looking north (Wetland E)



Photo 24: Data Point 110 looking east (Wetland E)

**I-465 and I-65 Interchange Modification Project
Marion County, Indiana
Project No. 201000219**



Photo 25: Data Point 111 looking north



Photo 26: Data Point 111 looking south



Photo 27: Data Point 106 looking south (Wetland C)



Photo 28: Data Point 106 looking north (Wetland C)



Photo 29: Data Point 107 looking north



Photo 30: Data Point 107 looking northeast

**I-465 and I-65 Interchange Modification Project
Marion County, Indiana
Project No. 201000219**



Photo 31: Looking east on west side of I-65 at culvert outletting into for Gray Run. (Gray Run is completely located outside investigated area).



Photo 32: Looking north along west side of I-65 along roadside ditch outletting to Gray Run



Photo 33: Looking south along west side of I-65 from culvert that outlets into Gray Run



Photo 34: Looking south along roadside ditch on east side of I-65



Photo 35: Looking west at inlet culvert for Gray Run on east side of I-65



Photo 36: Looking north along roadside ditch on east side of I-65

**I-465 and I-65 Interchange Modification Project
Marion County, Indiana
Project No. 201000219**



Photo 37: Looking east from inlet culvert for Gray Run on east side of I-65



Photo 38: Data Point 108 looking north (Wetland D)



Photo 39: Data Point 108 looking south (Wetland D)



Photo 40: Data Point 109 looking north



Photo 41: Data Point 109 looking east



Photo 42: Looking south on east side of I-65 at culvert conveying Wetnight Ditch under I-65

**I-465 and I-65 Interchange Modification Project
Marion County, Indiana
Project No. 201000219**



Photo 43: Looking east along Wetnight Ditch on east side of I-65 from culvert under I-65. Wetnight Ditch enters additional culvert just outside investigated area.



Photo 44: Looking south on west side of I-65 At culvert conveying Wetnight Ditch under I-65



Photo 45: Looking south at concrete roadside ditch outletting into Wetnight Ditch (west side of I-65)



Photo 46: Looking west along Wetnight Ditch on west side of I-65



Photo 47: Looking north at additional stormwater pipe outletting into Wetnight Ditch on west side of I-65



Photo 48: Data Point 112 looking north

**I-465 and I-65 Interchange Modification Project
Marion County, Indiana
Project No. 201000219**



Photo 49: Data Point 112 looking west



Photo 50: Data Point 113 looking south



Photo 51: Data Point 113 looking north



Photo 52: Looking upstream
along McFarland Creek (QHEI 6) on east side of I-65



Photo 53: Looking downstream
along McFarland Creek (QHEI 6) on east side of I-65



Photo 54: Looking upstream along
McFarland Creek on west side of I-65

**I-465 and I-65 Interchange Modification Project
Marion County, Indiana
Project No. 201000219**



Photo 55: Looking downstream along McFarland Creek on west side of I-65



Photo 56: Looking north (upstream) along west side of I-65 at UNT 1



Photo 57: Looking south (downstream) along west side of I-65 at UNT 1



Photo 58: Looking west at surrounding habitat for UNT 1 on the west side of I-65



Photo 59: Looking upstream along Lick Creek (QHEI 1)



Photo 60: Looking downstream along Lick Creek (QHEI 1)

**I-465 and I-65 Interchange Modification Project
Marion County, Indiana
Project No. 201000219**



Photo 61: Looking north along west side of I-65 at surrounding habitat for Lick Creek



Photo 62: Looking west at surrounding habitat for Lick Creek (west side of I-65)



Photo 63: Looking south from Data Point 1



Photo 64: Looking west from Data Point 2



Photo 65: Looking north from Data Point 6



Photo 66: Looking south from Data Point 6

**I-465 and I-65 Interchange Modification Project
Marion County, Indiana
Project No. 201000219**



Photo 67: Looking north from Data Point 5



Photo 68: Looking west from Data Point 5



Photo 69: Looking upstream along UNT 2



Photo 70: Looking downstream along UNT 2



Photo 71: Looking east at culvert crossing conveying
UNT 2 under Carson Avenue



Photo 72: Looking north from Data Point 4

**I-465 and I-65 Interchange Modification Project
Marion County, Indiana
Project No. 201000219**



Photo 73: Looking south from Data Point 4



Photo 74: Looking upstream along McFarland Creek on north side of I-465



Photo 75: Looking downstream along McFarland Creek from north side of I-465



Photo 76: Looking north from Data Point 2



Photo 77: Looking south from Data Point 2



Photo 78: Looking south from Data Point 3

**I-465 and I-65 Interchange Modification Project
Marion County, Indiana
Project No. 201000219**



Photo 79: Looking west from Data Point 3



Photo 80: Looking downstream along
McFarland Creek (QHEI 2) on south side of I-465



Photo 81: Looking upstream along
McFarland Creek (QHEI 2) on south side of I-465



Photo 82: Looking north from Data Point 7



Photo 83: Looking south from Data Point 7



Photo 84: Looking east along vegetated roadside ditch
(representative of roadside ditch w/ hydric vegetation
confined to channel)

**I-465 and I-65 Interchange Modification Project
Marion County, Indiana
Project No. 201000219**



Photo 85: Looking north from Data Point 8



Photo 86: Looking west from Data Point 8



Photo 87: Looking north from Data Point 9
(Wetland F)



Photo 88: Looking west from Data Point 9 (Wetland F)



Photo 89: Looking north from Data Point 10



Photo 90: Looking south from Data Point 10

**I-465 and I-65 Interchange Modification Project
Marion County, Indiana
Project No. 201000219**



Photo 91: Looking north from Data Point 11



Photo 92: Looking south from Data Point 11



Photo 93: Looking south at culvert conveying UNT 4 from outside investigated area (south side of I-465)



Photo 94: Looking south at culvert conveying UNT 4, south side of I-465 (second site visit)



Photo 95: Looking east at concrete ditch leading into UNT 4, south side of I-465



Photo 96: Looking north at culvert conveying UNT 4, south side of I-465

**I-465 and I-65 Interchange Modification Project
Marion County, Indiana
Project No. 201000219**



Photo 97: Looking north from south side of I-465 at culvert conveying UNT 4 and surrounding habitat



Photo 98: Looking west at additional concrete ditch leading to UNT 4, south side of I-465



Photo 99: Looking north along UNT 4 as it outlets from culvert and continues outside investigated area (north side of I-465)



Photo 100: Looking east along concrete ditch leading into UNT 4 (north side of I-465)



Photo 101: Looking west along concrete ditch leading to UNT 4 (north side of I-465)



Photo 102: Looking west at surrounding habitat for UNT 4 (north side of I-465)

**I-465 and I-65 Interchange Modification Project
Marion County, Indiana
Project No. 201000219**



Photo 103: Looking south at culvert conveying UNT 4 under I-465 (north side of I-465)



Photo 104: Looking upstream from (QHEI 3) along Lick Creek



Photo 105: Looking downstream (QHEI 3) along Lick Creek



Photo 106: Looking west at surrounding habitat for Lick Creek near QHEI 3



Photo 107: Looking north from Data Point 12



Photo 108: Looking south from Data Point 12

**I-465 and I-65 Interchange Modification Project
Marion County, Indiana
Project No. 201000219**



Photo 109: Looking north from Data Point 13



Photo 110: Looking south from Data Point 13



Photo 111: Looking north along
UNT 3 (north side of I-465)



Photo 112: Looking south along
UNT 3 (north side of I-465)



Photo 113: Looking east along concrete road side ditch leading
into UNT 3 (south side of I-465)



Photo 114: Looking south at culvert
conveying UNT 3 (south side of I-465)

**I-465 and I-65 Interchange Modification Project
Marion County, Indiana
Project No. 201000219**



Photo 115: Looking west at culvert conveying UNT 3 (south side of I-465)



Photo 116: Looking west at surrounding habitat for UNT 3 (south side of I-465)



Photo 117: Looking north along east side of I-65 (representative of rip-rapped roadside ditch)



Photo 118: Looking north along Tributary to Beech Creek on north side of I-465



Photo 119: Looking south at culvert conveying Tributary to Beech Creek under I-465 (north side of I-465)



Photo 120: Looking east along roadside ditch outletting into Tributary to Beech Creek (north side of I-465)

**I-465 and I-65 Interchange Modification Project
Marion County, Indiana
Project No. 201000219**



Photo 121: Looking north at culvert conveying Tributary to Beech Creek under I-465 (south side of I-465)

Photo 122: Looking west at surrounding habitat next to culvert for tributary to Beech Creek (south side of I-465)

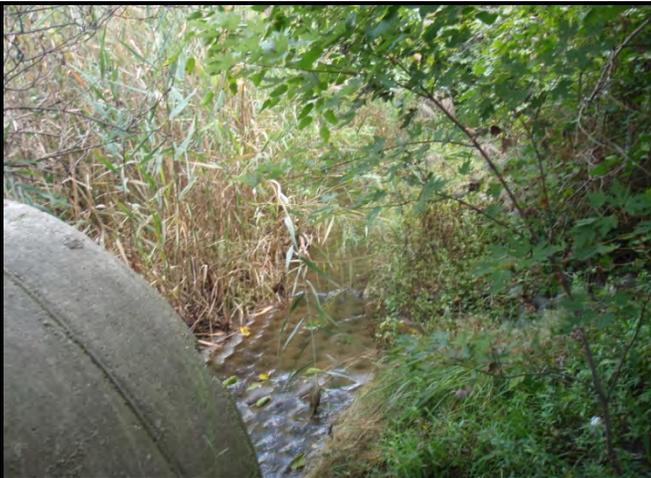


Photo 123: Looking east at surrounding habitat next to culvert conveying tributary to Beech Creek (south side of I-465)

Photo 124: Looking south along Tributary to Beech Creek on south side of I-465



Photo 125: Looking east along UNT 5 (captured in roadside ditch) from culvert conveying UNT 5 to Beech Creek under I-465 (south side of I-465)

Photo 126: Looking south along UNT 5 as it enters investigated area (south side of I-465)

**I-465 and I-65 Interchange Modification Project
Marion County, Indiana
Project No. 201000219**



Photo 127: Looking west along UNT 5 captured in roadside ditch (south side of I-465)

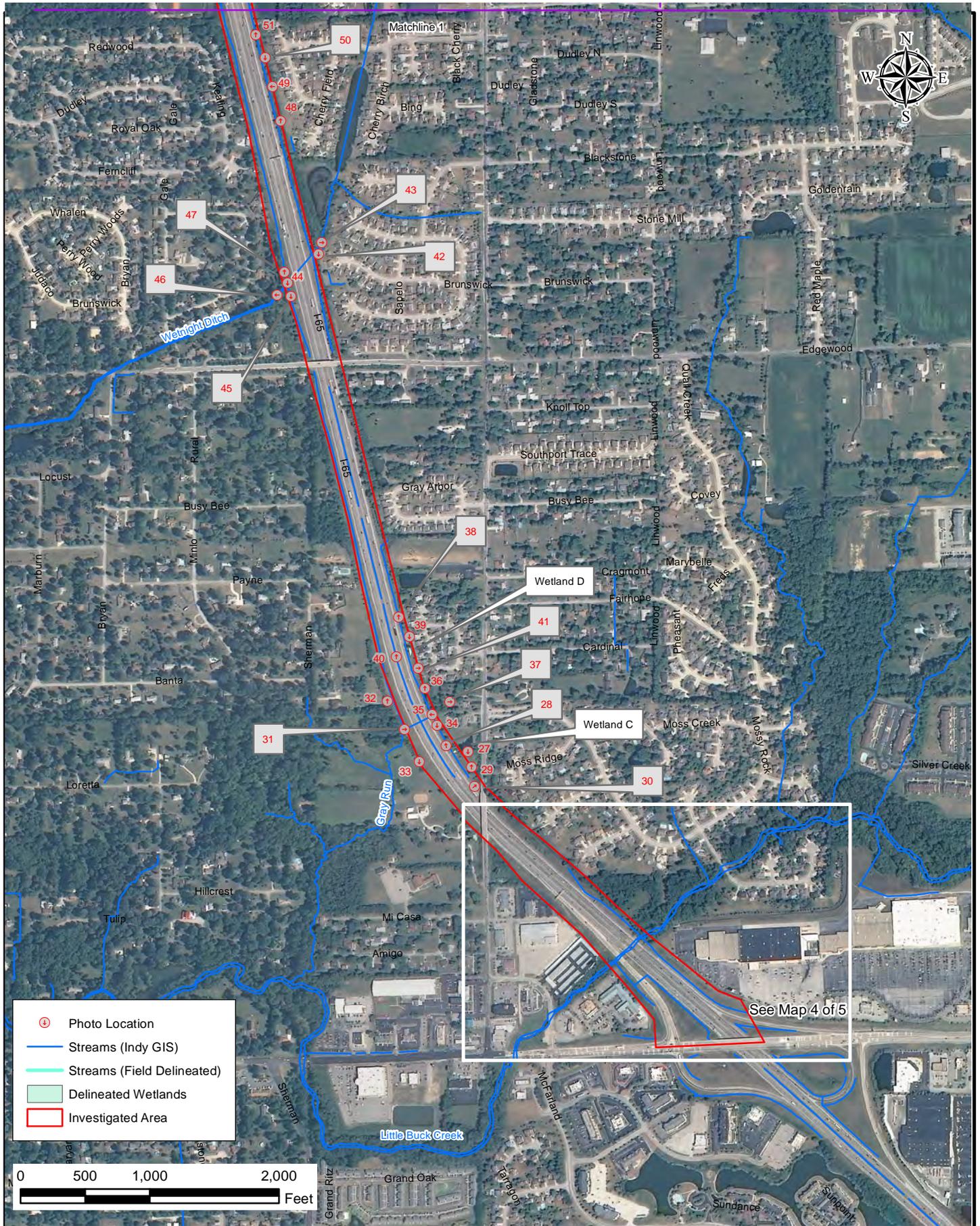


Photo 128: Looking west along roadside ditch on south side of I-465 (representative vegetated roadside ditch)



Photo 129: Looking west along roadside ditch on north side of I-465 (representative articulated block mat)

4.13 *Photo Location Mapping*



- ⊙ Photo Location
- Streams (Indy GIS)
- Streams (Field Delineated)
- Delineated Wetlands
- Investigated Area



Photo Location Mapping

Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, Indiana 46204

I-465/I-65 Interchange Modification Project

Location: Indianapolis
Township: Perry
County: Marion
State: Indiana

Date: 05/24/2011

Appendix 4.13
1 of 5

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See Map 5 of 5

-  Photo Location
-  Streams (Indy GIS)
-  Streams (Field Delineated)
-  Delineated Wetlands
-  Investigated Area

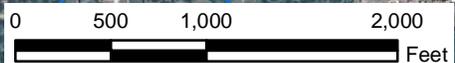


Photo Location Mapping

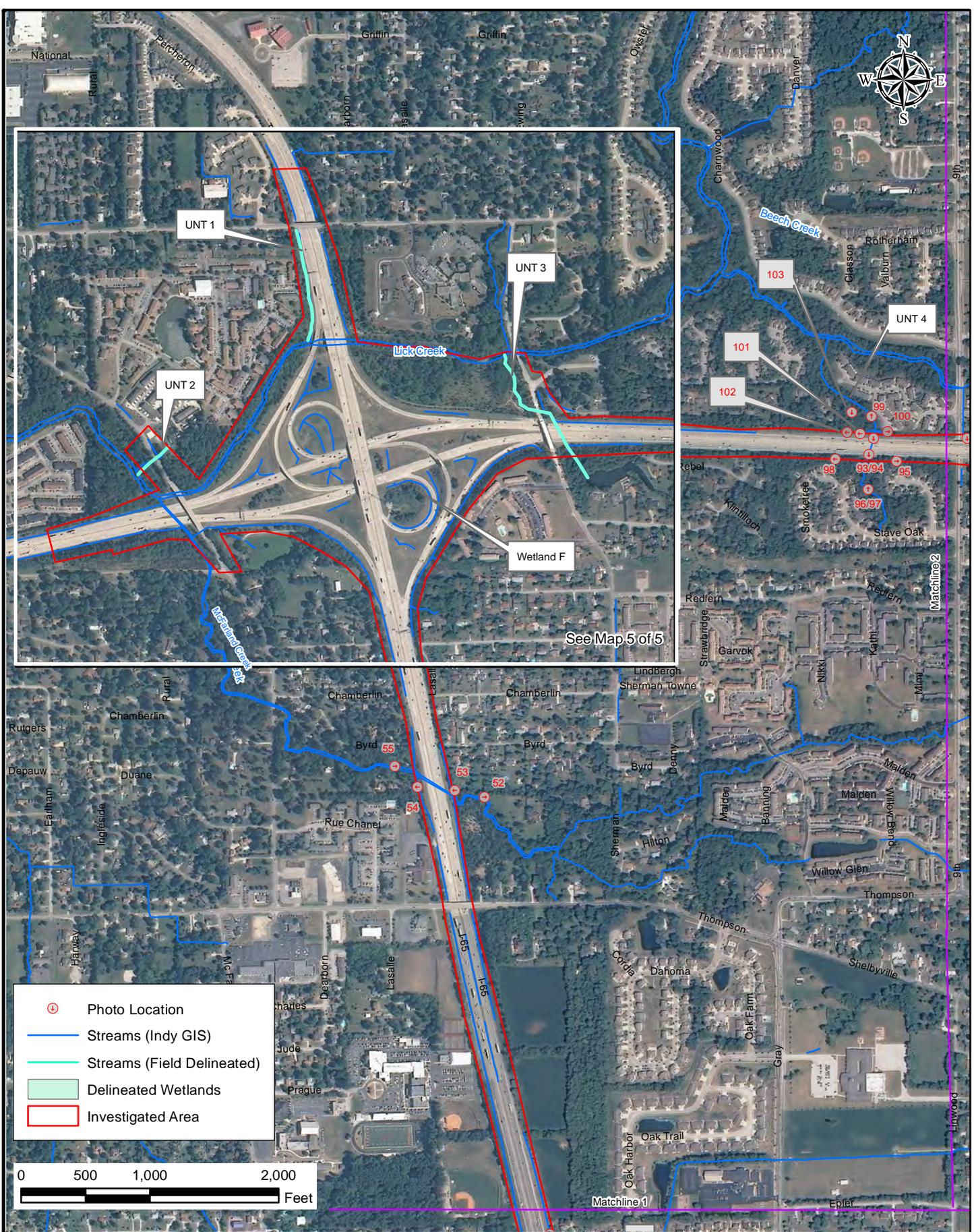
Indiana Department of Transportation
 100 North Senate Avenue
 Indianapolis, Indiana 46204

I-465/I-65 Interchange Modification Project

Location: Indianapolis
 Township: Perry
 County: Marion
 State: Indiana

Date: 05/24/2011

Appendix 4.13
 2 of 5



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Photo Location Mapping

Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, Indiana 46204

I-465/I-65 Interchange Modification Project

Location: Indianapolis
Township: Perry
County: Marion
State: Indiana

Date: 05/24/2011

Appendix 4.13
3 of 5

-  Photo Location
-  Streams (Indy GIS)
-  Streams (Field Delineated)
-  Delineated Wetlands
-  Investigated Area



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Photo Location Mapping

Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, Indiana 46204

I-465/I-65 Interchange Modification Project

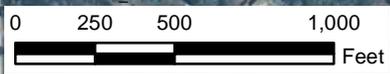
Location: Indianapolis
Township: Perry
County: Marion
State: Indiana

Appendix 4.13
4 of 5

Date: 05/24/2011



-  Photo Location
-  Streams (Indy GIS)
-  Streams (Field Delineated)
-  Delineated Wetlands
-  Investigated Area



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Photo Location Mapping

Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, Indiana 46204

I-465/I-65 Interchange Modification Project

Location: Indianapolis
Township: Perry
County: Marion
State: Indiana

Date: 05/24/2011

Appendix 4.13
5 of 5

4.14 *Jurisdictional Determination Form*

ATTACHMENT

PRELIMINARY JURISDICTIONAL DETERMINATION FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PRELIMINARY JURISDICTIONAL DETERMINATION (JD): September 28, 2011

B. NAME AND ADDRESS OF PERSON REQUESTING PRELIMINARY JD:
Allison Barton, American Structurepoint 7260 Shadeland Station, Indianapolis, IN 46256 on behalf of the Indiana Department of Transportation

C. DISTRICT OFFICE, FILE NAME, AND NUMBER: Louisville District US Army Corps of Engineers, Corps ID Number:

**D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:
(USE THE ATTACHED TABLE TO DOCUMENT MULTIPLE WATERBODIES AT DIFFERENT SITES)**

State:IN County/parish/borough: Marion City: Indianapolis

Center coordinates of site (lat/long in degree decimal format): Lat.

39.702912°N, Long. -86.107741°W.

Universal Transverse Mercator: 16 S 576448.94m E
4395051.23 m N

Name of nearest waterbody: Lick Creek, Beech Creek, McFarland Creek, Wetnight Ditch, Little Buck Creek, Gray Run, and Tributary to Beech Creek.

Identify (estimate) amount of waters in the review area:

Non-wetland waters: 8,179 linear feet

Cowardin Class: Riverine

Stream Flow: Perennial

Wetlands: 0.639 acres.

Cowardin Class: Emergent

Name of any water bodies on the site that have been identified as Section 10 waters:

Tidal: N/A

Non-Tidal: N/A

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

Office (Desk) Determination. Date:

Field Determination. Date(s): 5/18/2011 and 5/19/2011

1. The Corps of Engineers believes that there may be jurisdictional waters of the United States on the subject site, and the permit applicant or other affected party who requested this preliminary JD is hereby advised of his or her option to

request and obtain an approved jurisdictional determination (JD) for that site. Nevertheless, the permit applicant or other person who requested this preliminary JD has declined to exercise the option to obtain an approved JD in this instance and at this time.

2. In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN); or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an approved JD for the activity, the permit applicant is hereby made aware of the following: (1) the permit applicant has elected to seek a permit authorization based on a preliminary JD, which does not make an official determination of jurisdictional waters; (2) that the applicant has the option to request an approved JD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an approved JD could possibly result in less compensatory mitigation being required or different special conditions; (3) that the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) that the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) that undertaking any activity in reliance upon the subject permit authorization without requesting an approved JD constitutes the applicant's acceptance of the use of the preliminary JD, but that either form of JD will be processed as soon as is practicable; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a preliminary JD constitutes agreement that all wetlands and other water bodies on the site affected in any way by that activity are jurisdictional waters of the United States, and precludes any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an approved JD or a preliminary JD, that JD will be processed as soon as is practicable. Further, an approved JD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331, and that in any administrative appeal, jurisdictional issues can be raised (see 33 C.F.R. 331.5(a)(2)). If, during that administrative appeal, it becomes necessary to make an official determination whether CWA jurisdiction exists over a site, or to provide an official delineation of jurisdictional waters on the site, the Corps will provide an approved JD to accomplish that result, as soon as is practicable. This preliminary JD finds that there "may be" waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for preliminary JD (check all that apply

- checked items should be included in case file and, where checked and requested, appropriately reference sources below):

- Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant:
- Data sheets prepared/submitted by or on behalf of the applicant/consultant.
 - Office concurs with data sheets/delineation report.
 - Office does not concur with data sheets/delineation report.
- Data sheets prepared by the Corps:
- Corps navigable waters' study:
- U.S. Geological Survey Hydrologic Atlas:
 - USGS NHD data.
 - USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: 1:24,000 Perry USGS 7.5 Minute Quads.
- USDA Natural Resources Conservation Service Soil Survey. Citation: Marion County Soil Survey Map Sheet #34, #40 and #46.
- National wetlands inventory map(s). Cite name: Perry USFWS NWI mapping.
- State/Local wetland inventory map(s):
- FEMA/FIRM maps: IDNR, Digital Flood Insurance Rate Map (DFIRM).
- 100-year Floodplain Elevation is:
- Photographs: Aerial (Name & Date): Indiana Map 2010.
or Other (Name & Date): May 18 and 19, 2011
- Previous determination(s). File no. and date of response letter:
- Other information (please specify):

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Signature and date of
Regulatory Project Manager
(REQUIRED)


Signature and date of
person requesting preliminary JD
(REQUIRED, unless obtaining
the signature is impracticable)

Table 1: Stream Summary

Stream Name	Photos	Lat/Long	OHWL Width (feet)	Linear (ft)	OHWL Depth (feet)	USGS Blue-line?	Cowardin Code	Stream Flow	Class of Aquatic Resource
Lick Creek	59-62/104-106	39.706074 -86.109763	QHEI 1-20 QHEI 3-30	3,400	QHEI 1 0.67 QHEI 3-1.5	Yes	Riverine	Perennial	Non-section 10 non-wetland
McFarland Creek	52- 55/74,75,80,& 81	39.702080 -86.113063	QHEI 2-12 QHEI 6-15	948	QHEI 2-0.67 QHEI 6-0.5	Yes	Riverine	Perennial	Non-section 10 non-wetland
Wetnight Ditch	42-47	39.681669 -86.102233	3	344	1.5	Yes	Riverine	Perennial	Non-section 10 non-wetland
Little Buck Creek	6-15	39.668105 -86.092250	15	393	.83	Yes	Riverine	Perennial	Non-section 10 non-wetland
Gray Run	31-37	39.672316 -86.099162	Outside of Investigated Area	0	Outside of Investigated Area	Yes	Riverine	Perennial	Non-section 10 non-wetland
UNT 1 to Lick Creek	56-58	39.707325 -86.109727	2	850	0.5	No	Riverine	Perennial	Non-section 10 non-wetland
UNT 2 to Lick Creek	69-71	39.703774 -86.113899	2	270	0.5	No	Riverine	Perennial	Non-section 10 non-wetland
UNT 3 to Lick Creek	111-116	39.705079 -86.104355	3.5	1,000	6	No	Riverine	Perennial	Non-section 10 non-wetland
UNT 4 to Beech Creek	93-103	39.704703 -86.094809	10	200	1	No	Riverine	Perennial	Non-section 10 non-wetland
Tributary to Beech Creek	118-124	39.703400 -86.090998	Encapsulated within ROW	374	Encapsulated within ROW	Yes	Riverine	Perennial	Non-section 10 non-wetland
UNT 5 to Beech Creek	125-127	39.703304 -86.089364	2	400	0.5	No	Riverine	Perennial	Non-section 10 non-wetland

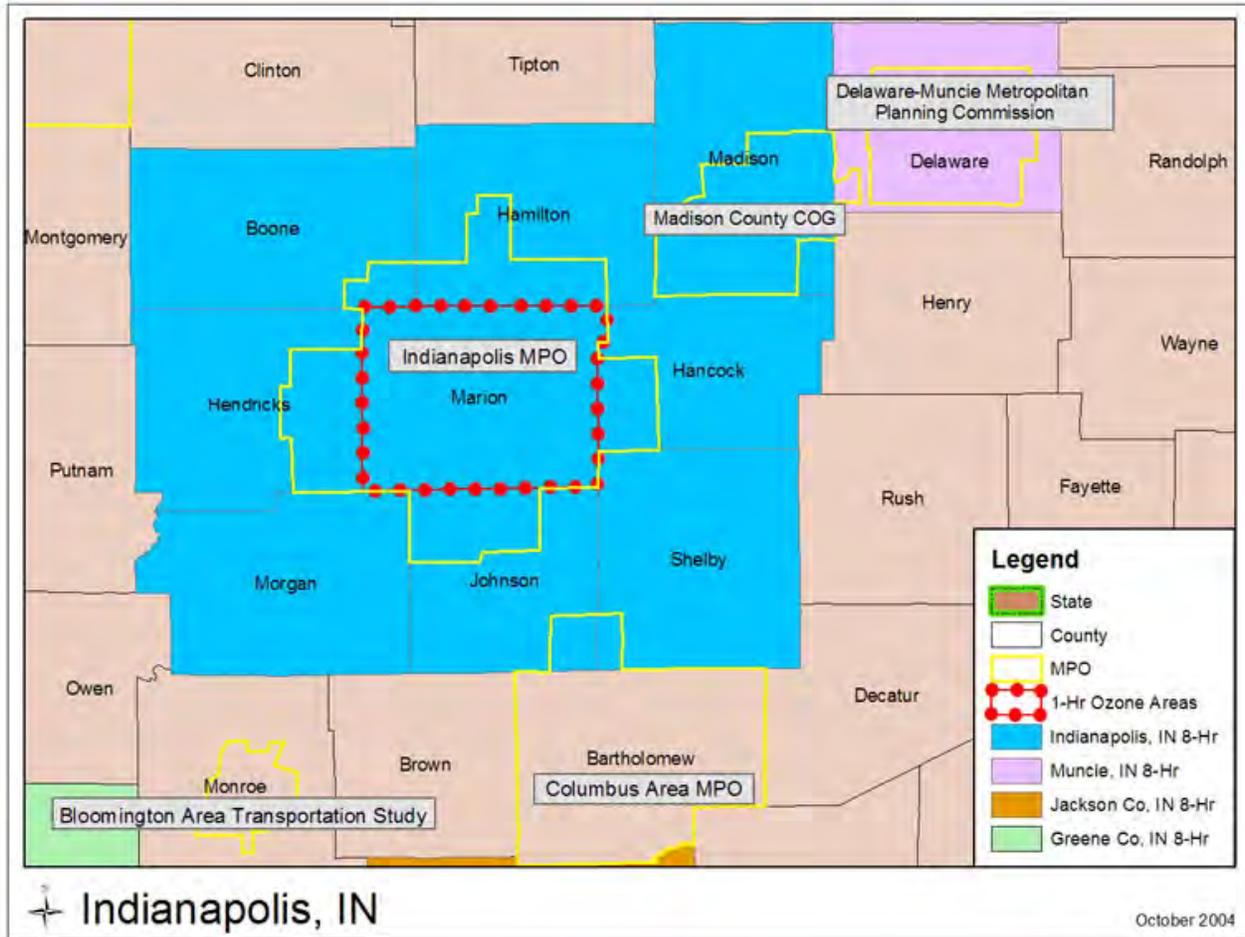
Table 2: Wetland Summary

Wetland ID	Lat/Long	Photos	Quality	Type	Area (Acres)	Likely Water of the US?
Wetland A	-86.090966° W 39.666925° N	2 & 3	Poor	Emergent	0.041	Yes
Wetland B	-86.092715° W 39.668198° N	18 & 19	Poor	Emergent	0.059	Yes
Wetland C	-86.097550° W 39.671853° N	27 & 28	Poor	Emergent	0.015	Yes
Wetland D	-86.098862° W 39.674020° N	38 & 39	Poor	Emergent	0.32	Yes
Wetland E	-86.093748° W 39.667829° N	23 & 24	Poor	Emergent	0.20	Yes
Wetland F	-86.106831° W -86.106831° N	87 & 88	Poor	Emergent	0.004	Yes

Appendix G

Air Quality

Indianapolis, IN 8-hour Ozone Map



"This map shows the boundaries of the designated Indianapolis, IN 8-hour ozone nonattainment area. It includes the boundaries of associated 1-hour ozone nonattainment and/or maintenance areas, as well as any associated MPOs. The map is intended to depict the extent of 8-hour ozone nonattainment in this area, and how the boundaries of the 8-hour area, 1-hour area, and the MPO planning area relate to each other."

Indianapolis, IN 8-hour Ozone Nonattainment Area

- INDIANA
 - Boone Co
 - Hamilton Co
 - Hancock Co
 - Hendricks Co
 - Johnson Co
 - Madison Co
 - Marion Co
 - Morgan Co
 - Shelby Co

Indianapolis, IN 1-hour Ozone Maintenance Area

- INDIANA
 - Marion Co

Indianapolis MPO

- INDIANA

- Boone Co (P)
- Hamilton Co (P)
- Hancock Co (P)
- Hendricks Co (P)
- Johnson Co (P)
- Marion Co
- Madison County COG
 - INDIANA
 - Delaware (P)
 - Madison (P)
- Columbus Area MPO
 - INDIANA
 - Bartholomew Co
 - Johnson Co (P)
 - Shelby Co (P)

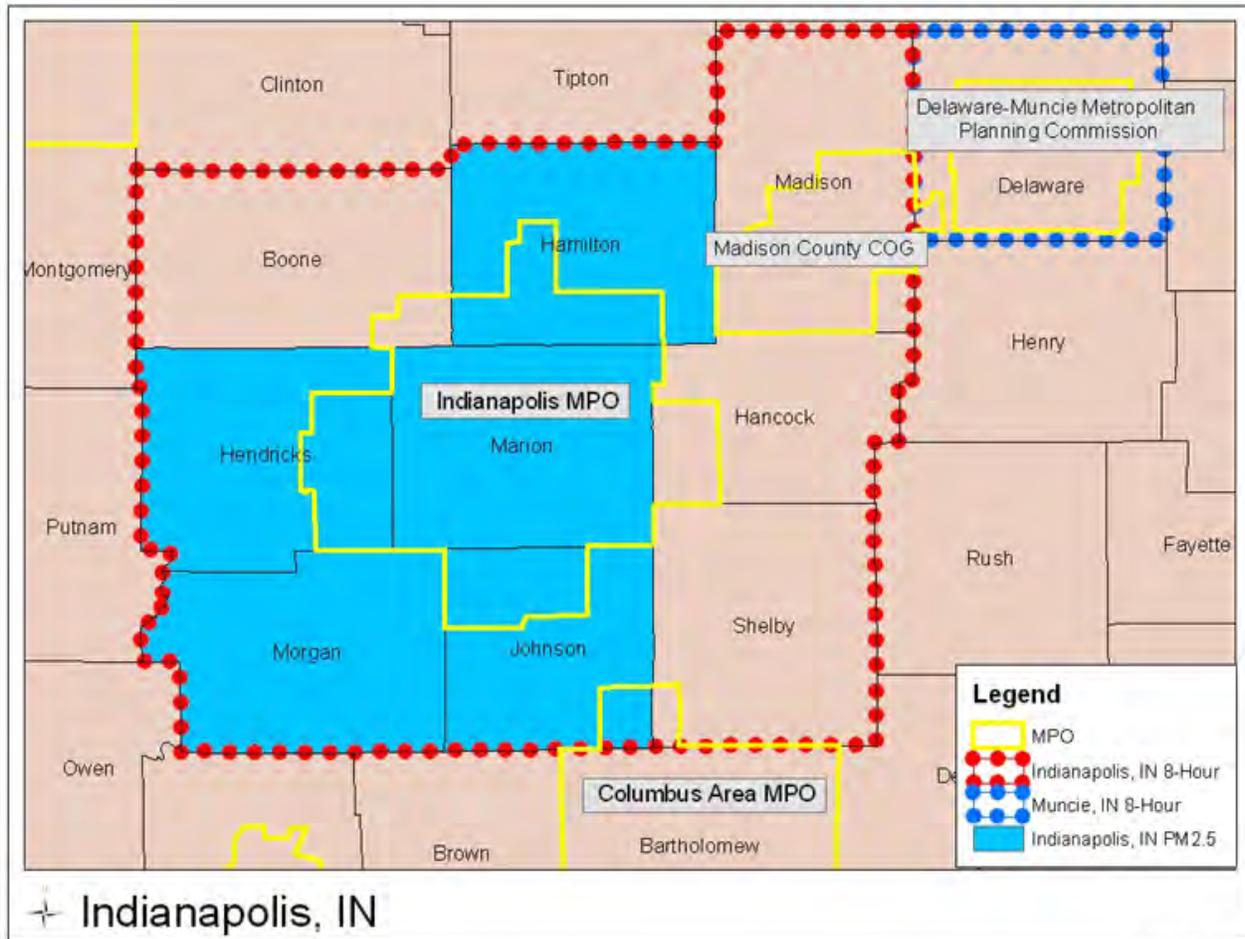
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United States Department of Transportation - **Federal Highway Administration**

Indianapolis, IN PM2.5 Nonattainment Area Map



Prepared by FHWA-HEPN-40

April 2005

"This map shows the boundaries of the designated Indianapolis, IN PM2.5 nonattainment area. It includes the boundaries of associated 8-hour ozone nonattainment areas, as well as any associated MPOs. The map is intended to depict the extent of PM2.5 nonattainment in this area, and how the boundaries of the PM2.5 area, 8-hour area, and the MPO planning area relate to each other."

Indianapolis, IN PM2.5 Nonattainment Area

o INDIANA

- Hamilton Co
- Hendricks Co
- Johnson Co
- Marion Co
- Morgan Co

Indianapolis, IN 8-hour Ozone Nonattainment Area

o INDIANA

- Boone Co
- Hamilton Co
- Hancock Co
- Hendricks Co
- Johnson Co
- Madison Co
- Marion Co
- Morgan Co

- Shelby Co
- Indianapolis MPO
 - INDIANA
 - Boone Co (P)
 - Hamilton Co (P)
 - Hancock Co (P)
 - Hendricks Co (P)
 - Johnson Co (P)
 - Marion Co
- Columbus Area MPO
 - INDIANA
 - Bartholomew Co
 - Johnson Co (P)
 - Shelby Co (P)

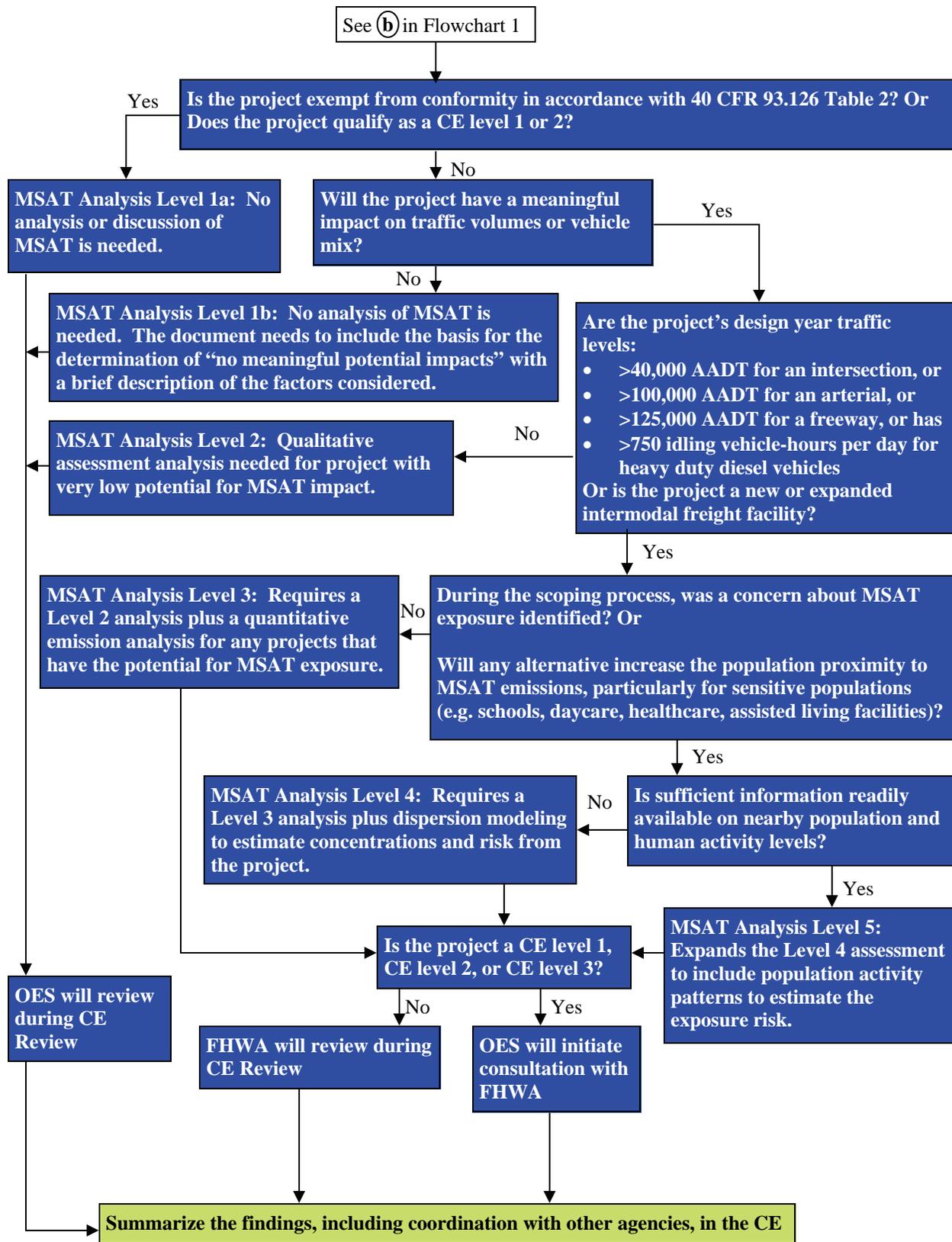
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United States Department of Transportation - **Federal Highway Administration**

Flowchart 14: Air Quality-MSATs



Oliphant, Mike

From: Belch, Stephanie A. <Stephanie.Belch@indy.gov>
Sent: Thursday, June 16, 2011 4:33 PM
To: Oliphant, Mike
Cc: Blasdel, Audra; Heil, Larry; Roth, Philip D.; Miser, Lori; Cunningham, Steve; Walter, Randy
Subject: I-465@I-65 Interchange Mod.

Dear Mike,

As discussed briefly this morning on the phone, MPO staff has reviewed the early coordination packet for this project submitted by your office for the Indiana Department of Transportation (INDOT). It is our observation that there are inconsistencies between the scope described in the early coordination document and what is shown in the MPO's Long Range Transportation Plan (LRTP).

This interchange modification project, with no added travel lanes, was amended into the region's Long Range Transportation plan (LRTP) approved earlier this year. The same project is listed in the Indianapolis Regional Transportation Improvement Program for funding in 2012 (for preliminary engineering, right-of-way, and construction costs).

Our concern is that the added travel lanes were not included in the LRTP as part of the project's scope. According to several e-mail exchanges between INDOT's central office and MPO staff, this project originally included the added travel lanes along I-465 between the interchange and Emerson Ave., and along I-65 between the interchange and Southport Road. But during a "rerack" of INDOT projects last summer and fall, it was scaled back to include just the interchange modification. Therefore, the project included in our LRTP and approved for air quality conformity only includes the interchange modification.

Additionally, because of the new requirement to use MOVES air-quality conformity software, and the associated State Implementation Plan updates, we are unable to amend the LRTP to include this interchange modification with added travel lanes until Spring of 2012 at the earliest.

Please advise on how to proceed.

Sincerely,

Stephanie Belch

Stephanie Belch | Principal Planner
Indianapolis Metropolitan Planning Organization (MPO)
200 East Washington Street | City-County Building | Room 1922
Phone: 317.327.7599 Fax: 317.327.5950
stephanie.belch@indy.gov

MPO Website: www.indympo.org

Central Indiana's Transportation
Initiative Website: indyconnect.org

**Table 22
Regionally Significant Projects in the 2012-2015 IRTIP
With Reference to the Transportation Plan (construction phase)**

Des. No.	Project Location	Transportation Plan ID #	Project Description
Town of Brownsburg			
1006551	W. Northfield Dr. East entrance at Brownsburg Station west to US 136, road widening	ID # 4301	roadway widening from 2 to 4 lanes
Hamilton County			
0810287	Phase 1: 146th St. Ditch Road to Springmill Rd.	ID # 2112	roadway widening from 2 to 4 lanes
Hendricks County			
11XXXXX	Ronald Reagan Pkwy., CR 100 S to CR 200 S	ID # 4103	new roadway
Johnson County			
1005947	700 N & 750 N between CR 325 E. and CR 400 E in Clark Twp.	ID # 5108	new roadway
Indianapolis Department of Public Works			
0600364	Emerson Ave. Shelbyville Rd. to Southport Rd.	ID # 6103	roadway widening from 2 to 4 lanes
0810498	Georgetown Rd. 62nd St. to 56th St.	ID # 6105	roadway widening from 2 to 4 lanes
11XXXXX	38th Street, Post Road to Mithoeffer Road	ID # 6161	roadway widening from 2 to 4 lanes
11XXXXX	82nd Street, Hague Road to Fall Creek Road	ID # 6113	roadway widening from 2 to 4 lanes
Indiana Department of Transportation			
0400409	I-465 @ Allisonville Road	ID # 6032	interchange modification
0400286	I-465 From 0.5 mi W of Allisonville interchange to 0.5 mi W of I-69 interchange	ID # 6004	added travel lanes in Marion County
0902297	I-465 @ I-65 South	ID # 6029	interchange modification
0101380	SR 32 from SR 37 to SR 38 E jct.	ID # 2002	added travel lanes in Hamilton County
0710215	US 31	ID # 2001	added travel lanes in Hamilton County
1006581	I-69 Improvements from I-465 to 116th St. and SR 37 interchanges	ID # 2011	added travel lanes in Hamilton County

Des. No.	County	Work Type	Location/Description	Project Length (mi.)	INDOT Dist.	Fund Type	Phase	SFY	Total Cost	Federal Funds	State Match Amount	\$ Estimate to Complete Project
1296198	Johnson	Pipe Lining	North of Bartholomew County Line at RP 88+79, 1.38 miles N of Greensburg Road and I-65	0	S	Interstate	PE	2013	\$ 15,000	\$ 13,500	\$ 1,500	
							CN	2015	\$ 129,027	\$ 116,124	\$ 12,903	
1296199	Johnson	Pipe Lining	North of Bartholomew County Line at RP 89+55, .01 mile S of SR-44 and I-65	0	S	Interstate	PE	2013	\$ 15,000	\$ 13,500	\$ 1,500	
							CN	2015	\$ 32,630	\$ 29,367	\$ 3,263	
1296186	Johnson	Pipe Lining	North of Bartholomew Co. Line at RP 93+50, just N of Co. Rds 350E & 400N and I-65	0	S	Interstate	PE	2013	\$ 15,000	\$ 13,500	\$ 1,500	
							CN	2015	\$ 123,735	\$ 111,362	\$ 12,374	
1296187	Johnson	Pipe Lining	North of Bartholomew Co. Line at RP 96+18, approximately 1 mile N of CR 600N and I-65	0	S	Interstate	PE	2013	\$ 15,000	\$ 13,500	\$ 1,500	
							CN	2015	\$ 80,199	\$ 72,179	\$ 8,020	
1173876	Marion	Bridge Deck Overlay	3.69 miles north of I-70 over 16th St. (RP 113+98)	0	G	STP	CN	2015	\$ 1,484,832	\$ 1,336,349	\$ 148,483	
0800944	Marion	Bridge Deck Overlay	SB lanes 0.26 miles north of I-465	0	G	Interstate	CN	2013	\$ 85,000	\$ 76,500	\$ 8,500	
1173876	Marion	Bridge Deck Overlay	3.69 mi. N of I-70 over 16th St. (RP 113+98)	0	G	STP	CN	2015	\$ 1,484,832	\$ 1,336,349	\$ 148,483	
1006254	Marion	Pipe Lining	8.96 mi. N of I-70 WB Collector @ I-65 N Split	0	G	Interstate	PE	2012	\$ 12,628	\$ 11,365	\$ 1,263	
							CN	2014	\$ 100,000	\$ 90,000	\$ 10,000	
1006234	Marion	Pipe Lining	5.16 mi. N of Marion/Johnson Co. Line	0	G	Interstate	PE	2012	\$ 12,628	\$ 11,365	\$ 1,263	
							CN	2014	\$ 100,000	\$ 90,000	\$ 10,000	
0710371	Marion	Its Traffic Mgmt Systems	CCTV cameras in TTID Detection Area near Indianapolis on I-65, I-69, I-70 & I-74	0	G	Interstate	CN	2012	\$ 3,200,000	\$ 2,880,000	\$ 320,000	
0710425	Marion	Its Traveller Information Systems	Various routes, 1/10 and 2/10 mile reference markers in and near the Indianapolis area	0	G	Interstate	CN	2012	\$ 400,000	\$ 360,000	\$ 40,000	
0710430	Marion, Hendricks, Boone, Hamilton	Its Traveller Information Systems	Travel Time Signs in Indianapolis Area on I-65, and I-70	0	G	CMAQ	PE	2012	\$ 70,000	\$ 56,000	\$ 14,000	
							CN	2013	\$ 950,000	\$ 760,000	\$ 190,000	
0902297	Marion	Interchange Modification	I-465 and I-65 S of Indianapolis	0.35	G	Interstate	PE	2012	\$ 3,500,000	\$ 3,150,000	\$ 350,000	
							RW	2012	\$ 500,000	\$ 450,000	\$ 50,000	
							CN	2012	\$ 160,000	\$ 144,000	\$ 16,000	
							CN	2012	\$ 36,420,000	\$ 32,778,000	\$ 3,642,000	
1173041	Marion	HMA Overlay, Prvt. Maintenance	Johnson/Marion Co. line to .41 mi. N of Keystone Ave.	13.5	G	Interstate	CN	2012	\$ 4,250,000	\$ 3,825,000	\$ 425,000	
0400605	Marion	HMA Overlay, Prvt. Maintenance	.41 mi N of Keystone Ave to .23 mi S of I-70 WB	32	G	Interstate	CN	2012	\$ 3,000,000	\$ 2,700,000	\$ 300,000	
0710161	Marion	Concrete Pavement Restoration (CPR)	3.50 miles N of I-70 to 5.30 miles N of I-70	1.8	G	Interstate	CN	2013	\$ 1,000,000	\$ 900,000	\$ 100,000	
0800938	Marion	Bridge Deck Overlay	2.43 miles N of N jct of I-465 (Traders Lane over)	0.01	G	Bridge	PE	2013	\$ 65,000	\$ 52,000	\$ 13,000	
							CN	2014	\$ 647,000	\$ 517,600	\$ 129,400	
0800959	Marion	Substructure Repair & Rehab.	.74 miles N of N jct of I-70	0.01	G	Bridge	CN	2013	\$ 225,000	\$ 180,000	\$ 45,000	
0800964	Marion	Bridge Painting	Various bridges in Marion County	0.01	G	Bridge	CN	2013	\$ 475,000	\$ 380,000	\$ 95,000	
0801034	Marion	Bridge Painting	Various bridges in Marion County	0.01	G	Bridge	CN	2012	\$ 529,000	\$ 423,200	\$ 105,800	
0801035	Marion	Bridge Painting	Various bridges in Marion County	0.01	G	Bridge	CN	2014	\$ 498,000	\$ 398,400	\$ 99,600	
0801036	Marion	Bridge Painting	At Pleasant Run and Pleasant Run Parkway	0.1	G	Bridge	CN	2014	\$ 516,000	\$ 412,800	\$ 103,200	
0900324	Marion	Bridge Mntc. & Repair	7 Streets RR, Monorail	0.35	G	Bridge	PE	2012	\$ 500,000	\$ 450,000	\$ 50,000	
							CN	2015	\$ 8,200,000	\$ 7,380,000	\$ 820,000	
1005473	Marion	Pipe Lining	0.63 miles N of Johnson/Marion Co. Line	0.01	G	Interstate	PE	2012	\$ 12,654	\$ 11,389	\$ 1,265	
							CN	2013	\$ 228,000	\$ 205,200	\$ 22,800	
1005818	Marion	Bridge Deck Overlay	I-65 SBL. Bridge over Little Buck Creek, just N of Southport Road	0.01	G	Bridge	CN	2012	\$ 700,000	\$ 630,000	\$ 70,000	
1005819	Marion	Bridge Deck Overlay	NBL, Bridge over Little Buck Creek, just N of Southport Road	0.01	G	Bridge	CN	2012	\$ 700,000	\$ 630,000	\$ 70,000	
1005927	Marion	Bridge Deck Overlay	SBL Ramp over Little Buck Creek over Southport Road 2.70 Mi. S of I-465	0.01	G	Bridge	CN	2012	\$ 700,000	\$ 630,000	\$ 70,000	
1005929	Marion	Bridge Mntc. & Repair	Various bridges on I-65 & other interstate routes	n/a	G	Interstate	CN	2012	\$ 1,000,000	\$ 900,000	\$ 100,000	
1296193	Shelby	Pipe Lining	North of Bartholomew Co. Line at RP 81, .07 miles S of CR 1000S and I-65	0	S	Interstate	PE	2013	\$ 15,000	\$ 13,500	\$ 1,500	
							CN	2015	\$ 54,993	\$ 49,494	\$ 5,499	

Oliphant, Mike

From: Lawrence, Ben <BLAWRENCE@indot.IN.gov>
Sent: Wednesday, October 26, 2011 9:08 AM
To: Oliphant, Mike
Cc: Stettler, Devin; pwooden@structurepoint.com; Craig, Brian; Bales, Ronald; Shi, Runfa
Subject: RE: I-465 and I-65 Interchange Modification - Des. No. 0902297

Mike,

Thanks for resubmitting this. It has been reviewed by FHWA and our in-house air specialist, and we believe this now meets our needs. We're planning to talk to IDEM and EPA early next week to make sure they agree with the findings. Could you please provide a map of the hotspot area? That would help make our conversation with the agencies more productive. Thanks!

Ben Lawrence, PE
Environmental Policy Manager
Environmental Services
Indiana Department of Transportation
V: 317-233-1164 F: 317-233-4929

From: Oliphant, Mike [<mailto:MIKEO@ucindy.com>]
Sent: Monday, October 24, 2011 12:56 PM
To: Coordinator7
Cc: Lawrence, Ben; Stettler, Devin; pwooden@structurepoint.com; Craig, Brian
Subject: I-465 and I-65 Interchange Modification - Des. No. 0902297

Dear Sir or Madam:

We have uploaded a revised Qualitative PM-2.5 Hot Spot Analysis (completed by Keramida, Inc.) and transmittal letter for the above referenced project (Des No.:0902297). The files were uploaded to ERMS on August 30, 2011. There should be a total of two files posted on ERMS. Please forward this information to Mr. Ben Lawrence, Environmental Policy Manager for review and processing.

If you have any questions, comments, or need additional information, please do not hesitate to contact me.

Sincerely,

Michael S. Oliphant, AICP
Environmental Specialist
United Consulting
1625 North Post Road
Indianapolis, Indiana 46219
Phone (317) 895-2585
Fax (317) 895-2596



401 North College Avenue
Indianapolis, Indiana 46202
(317) 685-6600 • Fax (317) 685-6610
1-800-508-8034

keramida@keramida.com • www.keramida.com

**QUALITATIVE PM-2.5 HOT-SPOT ANALYSIS
I-465 AND I-65 SOUTH INTERCHANGE MODIFICATIONS
MARION, COUNTY, INDIANA
KERAMIDA PROJECT 14254**

**Prepared For
UNITED CONSULTING
1625 North Post Road
Indianapolis, IN 46219**

Submitted By:

KERAMIDA INC.
401 North College Avenue
Indianapolis, IN 46202

A handwritten signature in cursive script, reading 'Jim Schifo', written over a horizontal line.

Jim Schifo, PE
Vice-President Industrial Services

A handwritten signature in cursive script, reading 'Paul Dubenetzky', written over a horizontal line.

Paul Dubenetzky
Director, Air Services

A handwritten signature in cursive script, reading 'Douglas B. Zabonick', written over a horizontal line.

Douglas B. Zabonick, P.E.
President

Updated May 30, 2012

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General Requirements for Demonstrating that Transportation Projects Conform to the PM-2.5 State Implementation Plan

Federally-funded transportation projects are required to demonstrate that they “conform” to the applicable State Implementation Plan (SIP) to attain and maintain National Ambient Air Quality Standards (NAAQS). “Conformity” means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS. A July 11, 2011 letter from Robert F. Tally, P.E., FHWA to Audra Blasdel, INDOT found that the central Indiana 2035 Transportation Plan and the 2019-2012 Transportation Improvement Projects demonstrate general conformance with the NAAQS for PM-2.5.

On March 10, 2006, the Environmental Protection Agency (EPA) published a final rule that establishes the transportation conformity criteria and procedures for determining which transportation projects must be analyzed for local air quality impacts in PM-2.5 nonattainment and maintenance areas (71 FR 12468). The EPA also published EPA420-B-06-902, a guidance document for qualitative analyses of PM-2.5 hot spots. A hot spot analysis is defined at 40 CFR 93.101 as an estimation of likely future PM-2.5 concentrations and a comparison of those concentrations to the NAAQS for PM-2.5.

On December 20, 2010, the U.S. EPA released guidance for the quantitative analysis of PM-2.5 hot spots. This guidance provides that until December 20, 2012, hot spot analyses may continue to be performed under the March 10, 2006 guidance for qualitative analyses. The guidance is used for analyzing only “projects of air quality concern,” defined by 40 CFR 93.123(b)(1) as certain projects that involve significant level of diesel traffic, or other projects identified by the PM-2.5 SIP as a localized air quality concern.

The purpose of this report is to present a qualitative analysis of whether an improvement to the I-465 and I-65 Interchange in southern Marion County, Indiana will result in a “PM-2.5 hot spot.” This central Indiana area is currently designated as non-attainment for the annual NAAQS for PM-2.5. The qualitative “hot spot” analysis presented in this report conforms to the 2006 rule, 2010 guidance, and current practice of the Indiana Department of Transportation and the Federal Highway/Transit Administrations. Existing air quality data were evaluated along with projected truck traffic and associated emissions to qualitatively assess whether this project would have an adverse impact on air quality.

The assessment demonstrates that the project will not interfere with attainment or maintenance of the NAAQS for PM-2.5.

Assessment of Existing Air Quality Data

The U.S. EPA has established the following NAAQS for PM-2.5: 35.0 micrograms per cubic meter on a 24 hour basis and 15.0 micrograms per cubic meter annual average. The NAAQS provides for minor adjustments to raw air quality data to account for the statistical form of the NAAQS and to account for missing data. The air quality value that results and subsequently compared to the NAAQS is the “design value.”

Ambient PM-2.5 monitoring data are available for seven (7) sites in Central Indiana. The West Street and English Avenue sites are special purpose source-oriented sites that are not used for evaluation of the central Indiana attainment status. The data are shown as struck out for clarity. Two sites were discontinued after collecting 2007 data because the data from these sites were lower than the other Marion County sites which provide adequate worst case data for air quality planning purposes. One of the discontinued sites was at Mann Road, Indianapolis, the site closest to the I-65 South and I-465 interchange. Data from the other three existing sites were used to support the “Request for Redesignation and Maintenance Plan under the NAAQS for Fine Particulates (PM-2.5)” that IDEM submitted to the U.S. EPA on May 31, 2011. The design values for each of the monitors in Marion County are listed in Table 1 (annual average) and Table 2 (24 hour average).

Table 1 Marion County Annual PM-2.5 Design Values
NAAQS 15.0 $\mu\text{g}/\text{m}^3$

<u>Monitoring Location</u>	<u>2005-07</u>	<u>2006-08</u>	<u>2007-09</u>	<u>2008-10</u>
Mann Road	14.4 $\mu\text{g}/\text{m}^3$			
East 75 th St.	14.8 $\mu\text{g}/\text{m}^3$			
West 18 th Street	16.1 $\mu\text{g}/\text{m}^3$	14.6 $\mu\text{g}/\text{m}^3$	14.3 $\mu\text{g}/\text{m}^3$	13.6 $\mu\text{g}/\text{m}^3$
East Michigan Street	15.9 $\mu\text{g}/\text{m}^3$	14.4 $\mu\text{g}/\text{m}^3$	13.8 $\mu\text{g}/\text{m}^3$	13.2 $\mu\text{g}/\text{m}^3$
Washington Park	15.4 $\mu\text{g}/\text{m}^3$	14.3 $\mu\text{g}/\text{m}^3$	13.6 $\mu\text{g}/\text{m}^3$	12.7 $\mu\text{g}/\text{m}^3$
West Street	17.3 $\mu\text{g}/\text{m}^3$	16.0 $\mu\text{g}/\text{m}^3$	15.3 $\mu\text{g}/\text{m}^3$	14.6 $\mu\text{g}/\text{m}^3$
English Ave.	17.2 $\mu\text{g}/\text{m}^3$	15.2 $\mu\text{g}/\text{m}^3$	15.8 $\mu\text{g}/\text{m}^3$	13.2 $\mu\text{g}/\text{m}^3$

Table 2 Marion County 24 hour PM-2.5 Design Values
NAAQS 35.0 $\mu\text{g}/\text{m}^3$

<u>Monitoring Location</u>	<u>2005-07</u>	<u>2006-08</u>	<u>2007-09</u>	<u>2008-10</u>
Mann Road	35 $\mu\text{g}/\text{m}^3$			
East 75 th St.	36 $\mu\text{g}/\text{m}^3$			
Washington Park	37 $\mu\text{g}/\text{m}^3$	32 $\mu\text{g}/\text{m}^3$	31 $\mu\text{g}/\text{m}^3$	28 $\mu\text{g}/\text{m}^3$
West 18 th Street	39 $\mu\text{g}/\text{m}^3$	34 $\mu\text{g}/\text{m}^3$	32 $\mu\text{g}/\text{m}^3$	30 $\mu\text{g}/\text{m}^3$
East Michigan Street	37 $\mu\text{g}/\text{m}^3$	33 $\mu\text{g}/\text{m}^3$	30 $\mu\text{g}/\text{m}^3$	30 $\mu\text{g}/\text{m}^3$
West Street	40 $\mu\text{g}/\text{m}^3$	35 $\mu\text{g}/\text{m}^3$	32 $\mu\text{g}/\text{m}^3$	30 $\mu\text{g}/\text{m}^3$
English Ave.	39 $\mu\text{g}/\text{m}^3$	34 $\mu\text{g}/\text{m}^3$	33 $\mu\text{g}/\text{m}^3$	29 $\mu\text{g}/\text{m}^3$

Existing air quality data indicates that the area currently meets the NAAQS. There is a relatively large margin between measured air quality data and the NAAQS and the design values at all sites are trending downward. The annual design value from the 2005-2007 data collected at the now discontinued Mann Road site was 14.4 $\mu\text{g}/\text{m}^3$. The Indianapolis site with the highest measured PM-2.5 design values is at the West 18th Street site. The annual design values at this site were 16.1 $\mu\text{g}/\text{m}^3$ in 2007 and 13.6 $\mu\text{g}/\text{m}^3$ in 2010.

Based on the data historically and currently collected in Marion County, the actual air quality near I-465 & I-65 South is very likely better than both the current 2010 design value of 13.6 $\mu\text{g}/\text{m}^3$ measured at West 18th Street and the 2007 design value of 14.4 $\mu\text{g}/\text{m}^3$ measured at Mann Road.

Traffic Emissions Data for the Proposed I-465 & I-65 South Interchange Modification

An American Structurepoint, Inc. Abbreviated Engineering Assessment, prepared for the INDOT Central Office (Des. No. 0902297, INDOT concurrence May 24, 2011) summarizes the I-465 and I-65 project and alternatives. In September 2011 INDOT provided updated traffic counts for the interchange.

Traffic-related emissions that affect PM-2.5 concentrations in the ambient air are: direct emissions of PM-2.5 (especially from heavy duty diesel trucks), SO_2 , and NO_x . Because SO_2 and NO_x are precursors to PM-2.5 formation, those pollutants generally have little effect near the point of release. Direct emissions of PM-2.5 can affect local PM-2.5 concentrations. The remainder of this presentation of traffic data focuses on the potential effect of direct PM-2.5 emissions per existing guidance and practice.

The 2011 up-dated traffic counts provided by INDOT for the actual I-465 & I-65 interchange established a 2011 baseline AADT of 201,980 which was projected at a 0.75% annual growth rate to 233,800 in 2032. The volume of trucks at the interchange has been calculated by applying the Abbreviated Engineering Assessment's volume-weighted fraction of 16% truck to the AADT established by the September 2011 updated traffic counts. Truck volumes of 32,317 for 2011 and 37,408 for 2032 are used in this qualitative analysis.

Truck traffic increases on the order of 16% are projected for 2032 compared to 2011. However, due to more strict regulations on new diesel engines, emissions on a grams per vehicle mile travelled basis are expected to be reduced from 0.1750 in 2010 to 0.0493 in 2020 (72% decrease)¹. This combination of increased traffic and lower emissions results in a 67% reduction of direct PM-2.5 emissions from diesel trucks by 2020. In addition, a January 29, 2010 INDOT memorandum identifies an average fuel savings of 0.3 % in 2012 and 2.2 % in 2022 as a result of this project. Fuel use is directly proportional to tailpipe emissions. The increase in fuel economy resulting from this project and from the recently adopted federal greenhouse gas emissions rule will further reduce direct PM-2.5 and precursor emissions from diesel trucks.

Footnote 1: 2010, Air Quality Analysis, City of Indianapolis Department of Metropolitan Development

Comparison to Other Approved Projects

The I-65 and I-465 project was compared to qualitative analyses performed for the I-465 Northeast Corridor (Indianapolis, May 2008) and the I-65 and I-80/94 Interchange Modification (Northwest Indiana, March 2007). The Northeast Corridor analysis concluded that the project was “not a project of air quality concern.” The Northwest Indiana analysis concluded that it would “not cause or contribute to a new violation ...or increase the frequency or severity of a violation” of the NAAQS for PM-2.5. The relevant information is presented below:

	AADT Base (year)	AADT Future (year)	Trucks Base (year)	Trucks Future (year)	annual AQDV (year)	24 hour AQDV (year)
I-65 & 465	201,980 (2011)	233,800 (2032)	32,317 (2011)	37,408 (2032)	< 13.6 ug/m ³ (2010)	< 30 ug/m ³ (2010)
I-65 I-80/94	244,050 (2006)	367,400 (2026)	62,716 (2006)	94,428 (2026)	14.8 ug/m ³ (2007)	34 ug/m ³ (2007)
I-69 & I-465	224,119 (2006)	258,736 (2030)	35,277 (2006)	40,981 (2030)	14.5 ug/m ³ (2005)	38 ug/m ³ (2005)

The I-65 and I-465 project has less truck traffic and lower Air Quality Design Values than the other two projects. In addition, another study of a portion of the Indianapolis I-465 loop was examined. The December 2006 qualitative analysis for the west leg of I-465 does not provide specific information regarding traffic and truck volumes that can be included in the above table; however, the traffic volumes and Air Quality Design Values are consistent with the I-65 and I-465 project. The qualitative analysis for the west leg of I-465 concluded that it would not “not cause or contribute to a new violation ...or increase the frequency or severity of a violation” of the NAAQS for PM-2.5.

Public Hearing

A public hearing was held on Thursday, April 10, 2012 at 6 PM in the South Grove Intermediate School, Beech Grove, IN. The results of the PM 2.5 Analysis were presented during the public hearing. No comments were received related to the PM 2.5 Analysis either written or verbal by the public comment period deadline of April 27, 2012.

Conclusion

Factors considered in analyzing whether this project will cause or contribute to a local PM-2.5 hot spot include:

The margin between representative air quality data the NAAQS for PM-2.5, changes in diesel truck traffic volume and fuel use, and implementation of standards to reduce highway diesel tailpipe emissions.

Based on the relatively large margin between actual measured PM-2.5 concentrations and the NAAQS for fine particulate matter, and the anticipated decrease in direct PM-2.5 emissions from heavy duty highway trucks, this analysis concludes that the I-65 South and I-465 interchange project will not cause or contribute to a violation of the 24-hour or annual NAAQS for fine particulate matter.

November 1, 2011

Ben Lawrence, Environmental Policy Manager
Indiana Department of Transportation
Environmental Services
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204

RE: Qualitative PM-2.5 Hot Spot Analysis
Conference Call Meeting Minutes
INDOT Des. No.: 0902297
I-465 and I-65 Interchange Modification
Marion County, Indiana

Dear Mr. Lawrence:

A conference phone meeting was held on October 31, 2011 at 9:00 am. The following people participated in the conference phone call:

- Patricia Morris USEPA Region 5
- Ben Lawrence INDOT
- Ron Bales INDOT
- Randy Walter INDOT
- Phillip Roth Indy MPO
- Stephanie Belch Indy MPO
- Larry Heil FHWA
- Michael Oliphant United Consulting
- Patrick Wooden American Structurepoint, Inc.

The objective of the meeting was to discuss the I-465 at I-65 Interchange Modification Project - Qualitative PM2.5 Analysis and project design concept/scope amendment to the Indianapolis MPO 2035 Transportation Plan and 2012 – 2015 Indianapolis Regional Transportation Improvement program (IRTIP). During the meeting, the following information was discussed:

1. A copy of the Qualitative PM2.5 Hot Spot Analysis was forwarded to each of the meeting participants prior to the conference call. The meeting participants were asked to review the report prior to the conference call.
2. It was noted the conformity finding date for the 2035 Indianapolis MPO Transportation Plan and Transportation Improvement Program should be updated in the Qualitative PM2.5 Hot Spot Analysis Report. Larry Heil, FHWA transmitted a copy of a letter containing the correct references for the most current conformity finding to Michael Oliphant, United Consulting. One additional error was noted on page 1. The "I-465 and I-465 Interchange" should be changed to "I-465 and I-65 Interchange".
3. IDEM was unable to participate in the conference phone call. However, Shawn Seals, IDEM concurred with the findings of the Qualitative PM2.5 Hot Spot Analysis and provided comments to Larry Heil, FHWA via email.
4. A brief overview of the project scope and history was presented. The original project scope did not include adding capacity to I-465 and I-65 (auxiliary lanes). The proposed added capacity (auxiliary lanes) extends along I-465 from near the Emerson Avenue Interchange to the subject interchange and along I-65 Southbound from the subject interchange to near the Southport Road Interchange. As a result, this project is currently listed incorrectly in the 2035 Indianapolis MPO Transportation Plan and in the 2012 – 2015 IRTIP.

5. The Indianapolis MPO plans to amend the project design concept/scope into the 2035 Transportation Plan and 2012 – 2015 IRTIP during the 1st Quarter of 2012.
6. The conformity finding is expected to be ready for federal register approval by the end of March 2012. The federal register approval of the conformity finding is expected before the end of April 2012.
7. The participants were in agreement with the findings of the Qualitative PM2.5 Hot Spot Analysis Report. The USEPA noted the PM2.5 monitoring data from the PM2.5 stations are trending downward since 2005 further supporting the conclusions of the qualitative analysis. The report was determined to satisfactorily meet the Qualitative PM2.5 Hot Spot Analysis requirements for this project. However, formal approval of this report cannot occur until the 1st Quarter conformity finding is issued. As a result, the Qualitative PM2.5 Hot Spot Analysis concurrence will be submitted concurrently with the regional conformity analysis.
8. Public involvement for the Qualitative PM2.5 Hot Spot Analysis will occur concurrently with the public involvement for the categorical exclusion. It is anticipated that a draft categorical exclusion will be submitted to INDOT for review and release for public involvement within the next 2-3 weeks.
9. INDOT is unaware of any public controversy associated with this project. A public hearing will be held for this project. The public hearing is tentatively scheduled for January 2012. Public comments will be solicited for the project as part of the public hearing.
10. A copy of the public comments, categorical exclusion, phone conference meeting minutes, project scope description, revised location map and the Qualitative PM2.5 Hot Spot Analysis Report will be forwarded to IDEM and the USEPA after the January 2012 public hearing.
11. A less detailed map showing the added lanes with a brief project scope explanation will be included with the Qualitative PM 2.5 Hot Spot Analysis Report (separate from the report) submittal.
12. The categorical exclusion will be approved immediately after the conformity finding approval.

The above minutes reflect our understanding of the discussions and decisions made during this meeting. If you have any questions, additions, or comments, please contact our office at your convenience.

Sincerely,

UNITED CONSULTING 



Michael S. Oliphant
Environmental Specialist

- c: All Attendees
Runfa Shi, INDOT Project Manager
Shawn Seals, IDEM
File 11-465

July 23, 2012

HDA-IN

Ms. Audra Blasdel, Director
LPA/MPO and Grant Administration
Indiana Department of Transportation
100 N. Senate Avenue, Room IGC-N 755
Indianapolis, Indiana 46204-2217

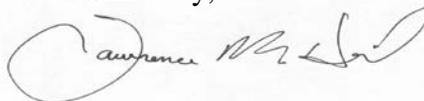
Dear Ms. Blasdel:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the June 6, 2012 amendment to the 2035 Transportation Plan and FY 2012-2015 Transportation Improvement Program (TIP) for Indianapolis, Indiana. The conformity documentation prepared by the Indianapolis Metropolitan Planning Organization (IMPO) includes analyses to demonstrate conformity for 8-hour ozone and annual fine particulate matter. Enclosed are the USEPA and IDEM comment letters noting that all applicable Clean Air Act conformity requirements have been addressed.

Therefore, FHWA and FTA find the IMPO 2035 Transportation Plan updates and FY 2009-2012 TIPs as amended demonstrate conformity for 8-hour ozone and the annual standard for PM 2.5 as required by the conformity rule. There were no amendments to the Madison County Council of Government (MCCOG) 2035 Transportation Plan and FY 2012-2015 TIP, nonetheless the analysis also serves to demonstrate the existing MCCOG documents conform as well.

If you have any questions, please contact Larry Heil of this office at (317) 226-7480 or by e-mail at larry.heil@dot.gov.

Sincerely,



for: Robert F. Tally, Jr., P.E.
Division Administrator

Enclosures

cc:

Pat Morris, R-5 EPA

Shawn Seals, IDEM

Reginald Arkell, R-5 FTA

Randy Walter, INDOT

Stephanie Belch, IMPO

Steve Cunningham, IMPO

Jerry Bridges, MCCOG

Reginald Arkell, R-5 FTA

Laurence Brown, INDOT

Appendix H

Noise Impact Analysis

Oliphant, Mike

From: Bales, Ronald <rbales@indot.IN.gov>
Sent: Monday, July 23, 2012 2:16 PM
To: Shi, Runfa
Cc: Andrews, Chris; Stettler, Devin; 'Melanie Barnes'; Oliphant, Mike; Land, Walter
Subject: Des. No. 0902297, I-65 at I-465 Interchange Modification, Marion County, IN (Noise Impact Analysis Report)

Runfa,

A noise study was completed by Shrewsberry & Associates, LLC on June 20, 2012. This proposed project involves improvements to I-65 at I-465 in Marion County, Indiana. The proposed improvements include the addition of travel lanes on I-65 SB between I-465 and Gray Rd, addition of travel lanes on I-465 EB and WB between 9th Ave and I-65, addition of a lane on the N-E ramp and the building a new 40 mph W-S "flyover" ramp. A noise analysis was required due to the added travel lanes (from FHWA guidance and INDOT Traffic Noise Policy).

The noise study identified 428 impacted receptors which represent 473 dwelling units. Noise barriers were evaluated at nine locations. Barriers I-65 NB1, I-65 NB2, I-65 NB4, I-65 SB1, and I-65 SB3 were found to be feasible but not reasonable due to the cost per benefit criteria in the INDOT Traffic Noise Policy (effective July 13, 2011). Barriers I-465 EB, I-465 WB and I-65 NB3 were found to be feasible and reasonable and are described below:

Wall I-465 EB - The noise study identified 66 impacted receptors. Noise Mitigation was found to be both feasible and reasonable (\$20,172 per benefited receptor (75 receptors)) according to the INDOT Traffic Noise Policy.

Wall I-465 WB - The noise study identified 112 impacted receptors. Noise Mitigation was found to be both feasible and reasonable (\$11,592 per benefited receptor (158 receptors)) according to the INDOT Traffic Noise Policy.

Wall I-65 NB3 - The noise study identified 30 impacted receptors. Noise Mitigation was found to be both feasible and reasonable (\$21,680 per benefited receptor (27 receptors)) according to the INDOT Traffic Noise Policy.

Therefore we are recommending that noise barriers be included in this project. A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is not feasible and reasonable, the abatement measures might not be provided. The final decision on the installation of any abatement measures will be made upon the completion of the project's final design and the public involvement processes.

This e-mail serves as approval of the noise impact analysis report.

Please let me know if you've like to review the full report or discuss further.

Ron Bales
Senior Environmental Manager
INDOT, Environmental Services
317-234-4916
rbales@indot.in.gov

NOISE IMPACT ANALYSIS

I-65/I-465 SOUTH INTERCHANGE MODIFICATION

INDOT DES #0902297

MARION COUNTY, INDIANA

**PREPARED FOR:
MR. RICH ZIELINSKI
AMERICAN STRUCTUREPOINT**

NOVEMBER, 2011

(Revised 6-20-2012)

Prepared by:

Shrewsberry & Associates, LLC

7321 Shadeland Station, Suite 160

Indianapolis, IN 46256

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P10-0035



shrewsberry

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EXECUTIVE SUMMARY

The Indiana Department of Transportation (INDOT) proposes to improve the I-65/I-465 Interchange in southeastern Indianapolis, Indiana (Marion County). The project scope includes the following improvements:

- Addition of travel lanes on I-65 SB between I-465 and Gray Rd
- Addition of travel lanes on I-465 EB and WB between 9th Ave and I-65
- Addition of a lane on the N-E ramp
- Building a new 40 mph W-S “flyover” ramp

Based on criteria of the FHWA and INDOT, the proposed project is a Type I Project because the above improvements involve increasing the number of through traffic lanes. Therefore, in accordance with 23 CFR Part 772-*Procedures for Abatement of Highway Noise* and the INDOT Traffic Noise Policy approved by the Federal Highway Administration effective July 13, 2011, a noise impact analysis is required.

As part of this noise impact analysis, receptors within 500 feet of I-65 and I-465 (in both directions) were identified and modeled with Federal Highway Administration Traffic Noise Model version 2.5 (FWHA-TNM) using traffic data provided in the Traffic Forecast (revised September 2011) for the proposed project. Receptors identified within 500 feet of the project are listed in Appendix A to this report.

FHWA-TNM generates noise levels at each modeled receptor based on roadway configuration, traffic volume, vehicle speeds and distance from the edge of the outside travel lane (receptor location). Existing noise levels were generated based on current traffic volumes (2011) and the existing roadway alignment. Future noise levels were generated based on traffic volumes for design year (2032) and the preferred alternative for the proposed project.

If future noise impacts are anticipated to occur at a receptor, abatement of traffic noise impacts are evaluated to accomplish specific noise reduction level goals. The goal of abatement is to provide a substantial noise reduction level to a majority (greater than 50%) of the benefited first row receptors. INDOT defines substantial noise reduction as at least 7 dB(A). First row receptors are receptors that do not have other receptors between them and the roadway.

Noise abatement incorporated in Type I Projects must be both feasible and reasonable. INDOT considers noise abatement feasible if a majority (greater than 50%) of impacted receptors achieve at least 5 dBA noise reduction in the design year. Noise abatement reasonableness is primarily based on the cost effectiveness of constructing the prescribed noise barrier per benefited receptor. INDOT considers noise abatement reasonable if the cost of noise barrier construction is \$25,000 or less per benefited receptor. Public feedback may also be required in order to determine abatement reasonableness.

Based on the results of this noise impact analysis six-hundred twenty six (626) receptors are located within 500 feet along the project alignment. Four-hundred twenty eight (428) of the identified receptors are predicted to experience noise impacts in design year (2032). Impacted receptors are in the Exhibits to this report.



Nine (9) proposed noise barriers were modeled along the project alignment. Based on the studies completed to date, noise abatement is feasible and reasonable (based on cost effectiveness) along portions of I-465 EB, I-465 WB, and portions of I-65 NB. These preliminary indications of likely abatement measures are based upon the preliminary design for Noise Barrier I-465 EB, I-465 WB and I-65 NB3.

Wall I-465 EB ranges in height from 12 to 14 feet and is 4,295 feet in length at an estimated cost of \$20,172 per benefited receptor. Wall I-465 EB will provide at least 7 dBA noise reduction to 52.5% of impacted first row receptors and provide an average noise reduction of greater than 5.0 dBA to benefited receptors.

Wall I-465 WB ranges in height from 13 to 14 feet and is 5,350 feet in length at an estimated cost of \$11,592 per benefited receptor. Wall I-465 WB will provide at least 7 dBA noise reduction to 51.9% of impacted first row receptors and provide an average noise reduction of greater than 5.0 dBA to benefited receptors.

Wall I-65 NB3 is a height of 12 feet and is 1,625 feet in length at an estimated cost of \$21,680 per benefited receptor. Wall I-65 NB3 will provide at least 7 dBA noise reduction to 60.0% of impacted first row receptors and provide an average noise reduction of greater than 5.0 dBA to benefited receptors.

Noise abatement is not reasonable for the remaining noise barriers due to barrier costs exceeding \$25,000 per benefited receptor.

Noise abatement will be reevaluated during the final design if the project's design or scope changes. Changes to these noise abatement measures may occur due to conditions encountered during final design. Final decision on abatement measures will be made upon completion of the final project design.



Table 1: Noise Barrier Analysis

Barrier Name	Min. Height (ft)	Max. Height (ft)	Total length (ft)	¹ Estimated Total Cost (\$)	² Benefited Receptors	Estimated Cost per Benefited Receptors
I-465 EB	12	14	4,295	\$1,512,870	75	\$20,172
I-465 WB	13	14	5,350	\$1,831,530	158	\$11,592
I-65 NB1	9	17	2,870	\$1,296,600	16	\$81,038
I-65 NB2	8	12	1,313	\$434,040	16	\$27,128
I-65 NB3	12	12	1,625	\$585,360	27	\$21,680
I-65 NB4	8	15	4,065	\$1,546,230	54	\$28,634
I-65 SB1	13	15	1,815	\$796,710	11	\$72,428
I-65 SB3	10	19	3,006	\$1,189,380	25	\$47,575
Ramp N-E	20	20	1,776	\$1,065,600	8	\$133,200

Notes:

1. Cost is based on \$30 per square foot.
2. Reduction of 5 dBA or more.

1.0 INTRODUCTION

This investigation analyzes anticipated noise impacts generated by increased traffic volume due to the addition of travel lanes along I-65 and I-465 in southeastern Indianapolis, Indiana (Marion County). Based on criteria of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT), the proposed project is a Type I Project because it increases the number of through-traffic lanes to the existing roadway. Therefore, FHWA requires a complete noise impact analysis before proceeding with the project.

The purpose of the noise impact analysis is to predict future noise level, identify potential impacted receptors and evaluate noise abatement measures in (if applicable) areas that show potential noise impacts as a result of the proposed project. Noise (unwanted sound) as perceived by the human ear, is the result of the sound pressure exerted on the eardrum. Sound pressure is the sensory mechanism by which the human ear perceives loudness. As sound pressure reduces, loudness (as perceived by the ear) decreases.

In accordance with 23 CFR Part 772 Procedures for Abatement of Highway Noise and the INDOT Traffic Noise Policy, the objectives of the study were achieved by performing the following tasks:

1. Measuring existing noise levels at representative locations using the Quest 2900 Sound Level Meter,
2. Estimating existing noise levels using the FHWA Traffic Noise Model version 2.5 (TNM) based on measured traffic volumes,
3. Identifying impacted receptors based on FHWA Noise Abatement Criteria (NAC),
4. Assessing traffic noise mitigation measures (single sided roadway barriers) in TNM to anticipate noise reduction levels for identified impacted receptors, and
5. Evaluating whether proposed abatement measures are both feasible and reasonable.

1.1 EXISTING CONDITIONS

Current roadway configuration along I-65 consists of a six-lane interstate roadway with 12' lanes, and 10' paved (11' usable) outside shoulders. South of Thompson Rd, the inside paved shoulders are 4' wide as part of a 36' grass median. North of Thompson Rd through the interchange, the inside shoulders are 13'-6" wide as part of a 27' paved median with a concrete median barrier (CMB). Posted speeds evolve from 65 mph at Southport Rd to 55 mph at I-465.

I-465 is a six-lane interstate roadway with 12' lanes, and 10' paved (11' usable) outside shoulders. The speed limit is posted at 55 mph. Within the subject interchange, the inside shoulders are 10' paved (11' usable) with a wide, variable grass median to contain the left-hand ramp merges (N-W and S-E, or Ramps J and L). Between Sherman Drive and 9th St, the inside shoulders are 17' wide as part of 36' paved median with CMB.

The basic interchange type is a modified cloverleaf with two left-hand-entering semi-directional ramps (to I-465). All ramps that are to accomplish the eight basic turning movements of the interchange are single-lane, and no skew exits with one route in respect to another. Land uses in the project area include residential, commercial, and undeveloped.

FHWA identifies four Noise Abatement Criteria (NAC) categories based on exterior land use activities with the exception of one category. This activity category compares interior noise levels to abatement criterion. Each land use category has an assigned noise level above which abatement is required. See Table 1-1 for a description of NAC Activity Categories and criteria levels. Based on the FHWA NAC, land use in the project area are associated with Activity Categories B, C and E.

Table 1-1: FHWA Noise Abatement Criteria in dBA

Activity Category	NAC	Activity Description
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Residential.
C	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f)sites, schools, television studios, and trail crossings.
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio stations, recording studios, schools, and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurant/bars, and other developed lands, properties or activities not included in A-D or F.
F		Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G		Undeveloped lands that are not permitted.

Total number of receptors (a location where noise impacts are measured or modeled) identified within 500 feet of the outside travel lane along I-65 NB and SB, and I-465 EB and WB are listed below in Table 1-2 according to the associated NAC categorical classification. A single family residence, a commercial building or farm house are each considered as one receptor. Similarly, each unit within a hotel or apartment building is considered one (1) receptor. Receptors identified within the study area are listed in Appendix A.



Table 1-2: Receptors per FHWA Activity Category

FHWA Activity Category	Number of Receptors
A	0
B	607
C	3
D	0
E	16
F	0
G	0

1.2 PROJECT DESCRIPTION

The project scope includes the following improvements:

- Addition of travel lanes on I-65 SB between I-465 and Gray Rd
- Addition of travel lanes on I-465 EB and WB between 9th Ave and I-65
- Addition of a lane on the N-E ramp
- Building a new 40 mph W-S “flyover” ramp

2.0 METHODOLOGY

The noise impact analysis includes: determination of existing noise levels, future noise level for the specified design year, identification of impacted receptors and noise abatement consideration if applicable.

The FHWA Traffic Noise Model version 2.5 (FHWA-TNM) is used to conduct the noise impact analysis. All models are inherently limited and do not fully represent real world conditions. Numerical noise models are a simplification of actual physical conditions. All model results are affected by numerical approximation used to solve the noise equations, modeled area, and the availability and the accuracy of data used to define receptors, traffic, etc. Limitations of the noise model for this project were based on the availability and reliability of traffic data, roadway characteristics, receptor locations and barrier design options.

AECOM provided a traffic forecast, dated September, 2011, that included AM and PM AADT traffic volumes, % DHV, and % commercial traffic along each roadway segment associated with the proposed project. Traffic data for years 2011, 2012, 2017, 2022 and 2032 is available for this analysis. For purposes of this study, 2032 is the design year. For the noise analysis, AM peak DHV traffic was analyzed, and traffic was distributed across each travel lane. Traffic data for this project is in Appendix B to this report.

Emerson Ave, 9th Ave, Sherman, Thompson, Edgewood, and Southport Rd are roadways within the noise study area; however, these roadways were not modeled as part of this study. Noise from these roadways has little to no impact on total noise to nearby receptors in comparison to I-65 and I-465. Noise levels generated by vehicles along I-65 and I-465 are significantly higher than noise levels along the secondary roadways.

2.1 Determination of Existing Noise Levels

Shrewsberry selected twelve (12) representative monitoring locations along the project alignment to measure existing noise levels at representative receptors. The criteria for selecting monitoring locations include, but were not limited to, existing land use, accessibility for purposes of conducting field measurements, and estimated distance from the edge of the roadway.

Existing noise levels at representative receptors were measured utilizing the Quest 2900 sound level meter. Sound level meters were placed behind any existing noise barriers such as earthen berms. Noise levels were recorded for 5 minutes or 15 minutes, depending on the significance of each selected monitoring location. Data was gathered between 9am and 3pm on June 17, 2011. See Appendix F for approximate monitoring locations.

Next, existing noise levels for each identified receptor within 500 feet of the proposed alignment were modeled based on input parameters such as traffic volume for automobiles and heavy trucks (2011) and traffic speed using FHWA-TNM. Output from the FHWA-TNM existing model is included in Appendix C.

2.2 Prediction of Future Noise Levels

Future noise levels for each receptor within 500 feet of the outside travel lane were predicted using the FHWA-TNM software. Output from the FHWA-TNM proposed model is included in Appendix C.

2.3 Identification of Impacted Receptors

In accordance with the INDOT Traffic Noise Policy, the determination of noise impacts is associated with NAC Activity Category criterion level and/or substantial increases to the noise level. FHWA-TNM generated noise levels for each identified receptor are compared to the appropriate NAC level. The software also evaluates the increase in the noise level at each receptor. An affected receptor is classified as “impacted” if either of the two following conditions is met:

1. Predicted noise level approaches (within 1 dBA) or exceeds the applicable NAC, or
2. Predicted noise level substantially exceeds the existing noise level by at least 15 dBA.

2.4 Abatement Considerations

Once noise impacts are identified, noise abatement measures are considered in areas where receptors experienced noise impacts. Due to limitations on INDOT’s ability to acquire property for mitigation or to mitigate sites off of State Right-of-Way, the most common form of abatement is the construction of noise barriers. These barriers include Type 1 noise barrier walls (single sided absorptive roadway side), and Type 3 noise barrier walls (reflective). Noise abatement incorporated in Type 1 Projects must be both feasible and reasonable.

The feasibility analysis determines whether a particular form of abatement will reduce noise levels at a receptor. This assessment is based on engineering considerations such as type of abatement material, topography, drainage, safety and access/maintenance needs. Selected noise abatement options must substantially reduce (at least 7 dBA) noise impacts for the majority (greater than 50%) of impacted first row receptors in the design year, compared to the average non-abatement levels. First row receptors are receptors that do not have other receptors between them and the roadway.

Abatement measures reasonableness considers noise abatement cost, and public input. Noise barrier cost effectiveness is determined based on the estimated construction cost and the total number of benefited receptors. Per INDOT, when the majority of receptors were not in place prior to the existence of the roadway, a construction cost of \$25,000 or less per benefited receptor is considered cost effective. The definition of a benefited receptor is a receptor that experiences at least a 5 dBA noise reduction.

Due to increased unit cost associated with barrier height, INDOT does not consider noise barriers in excess of 20 feet in height cost effective. The public involvement process is discussed below in Section 2.6.

2.5 Agency Correspondence

FHWA regulations require that a noise analysis include undeveloped land that is “planned, designed and programmed”. INDOT defines undeveloped land as planned, designed and programmed if building permits have been issued for construction by local authorities. If no zoning or building permit process is in place the land is considered undeveloped unless foundations for new construction are in place. For land where construction is not visible, those who build adjacent to a highway are presumed to understand and accept the possibility of traffic noise.

At the time of this report drafting, no development within the project area is planned.

2.6 Public Involvement

A survey is sent to property owners affected by noise barriers found to be both feasible and cost effective. Property owners are surveyed to determine whether they do or do not want noise abatement. INDOT requires that a majority (greater than 50%) of impacted and benefited property owners respond by the due date or a second attempt will be made to solicit the views of those who did not respond. No third attempt will be made if a majority does not respond. For apartment complexes and hotels, the decision as to whether a barrier is desired rests with property owners rather than occupants.

The majority of impacted and benefited property owners must state that they want a barrier constructed for it to be considered reasonable. If the majority of impacted and benefited receptors do not respond affirmatively or do not respond after the second attempt, then INDOT will base their decision on survey responses they received even though a majority of responses was not received.

3.0 TRAFFIC NOISE LEVELS

3.1 Existing Noise Levels

In accordance with the INDOT Traffic Noise Policy, existing noise levels were measured at representative monitoring locations. Shrewsberry measured existing noise level at twelve (12) representative locations along the project length. See Appendix F for the approximate locations of the representative locations.

Data presented in Table 3-1 shows field measured noise levels as well as modeled noise levels using FHWA-TNM.

Table 3-1: Field-Measured Existing Noise Levels

Site Name	Noise Level Measured (dBA)	Noise Level Modeled (dBA)	Difference (+/-) (dBA)
1	78.3	78.8	+0.5
2	67.6	76.6	+9.0
3	65.4	70.5	+5.1
4	68.0	70.4	+2.4
5	76.5	75.2	-1.3
6	85.1	79.1	-6.0
7	70.9	70.3	-0.6
8	86.4	76.5	-9.9
9	89.6	82.6	-7.0
10	74.7	76.2	+1.5
11	82.8	76.8	-6.0
12	85.0	73.9	-11.1

Some of the modeled vs. measured levels are off by more than 3 dbA (Location #2, #3, #6, #8, #9, #11 and #12). Location #2 was measured behind a wooden privacy fence, and the line-of-sight to the traffic along I-65 NB was completely blocked. This could explain the difference of 9 dbA between the measured and modeled noise level. Location #3 measured vs. modeled is off by slightly more than 5 dbA, most likely due to vegetation and a house located between the measurement location and I-65 NB. Location #6 has a measured vs. modeled difference of 6 dbA. The measurement location was next to a berm, which may have reflected noise back towards the noise level meter, causing higher levels than what was modeled. Measurement location #8 has a measured vs. modeled difference in noise level by nearly 10 dbA. Because traffic could not be counted from this location, it is possible that heavy truck traffic during the measurement caused a higher noise level than what was modeled. Location #9 had a measured vs. modeled difference of 7 dbA. An existing berm at location #9 (similar to location #6), most likely reflected noise back towards the noise level meter, causing a higher level than what was modeled. Measurement location #11 had a difference in measured vs. modeled noise levels of 6 dbA. The measurement location was adjacent to an existing concrete block privacy wall, which may have reflected noise back to the meter, causing a higher measurement than what was modeled with FHWA-TNM. Measurement location #12 had a difference of over 10 dbA between the measured and modeled noise level. Additional noise from acceleration of vehicles along the ramp could be the cause of the measured

noise level being significantly higher than the modeled noise. Although not all of the measurement locations were within 3 dBA of the model, the analyst was able to determine that the model is valid.

In addition to the above field monitoring locations, FHWA-TNM was utilized to estimate existing noise levels for all receptors identified within 500 feet of the edge of pavement along the project alignment. FHWA-TNM generated noise levels at each modeled receptor based on roadway configuration, traffic volume, vehicle speeds and distance from the outside travel lane (receptor location). Existing sound level results are provided in Appendix C to this report.

3.2 Predicted Noise Levels

FHWA-TNM was used to estimate future noise levels for identified receptors. Future noise levels were generated based on traffic volumes for design year (2032) and the preferred alternative for the proposed project.

Data provided in Appendix C shows several receptors along the proposed alignment that will experience noise impacts in design year (2032). Receptors can be impacted by either approaching or exceeding the applicable NAC, or by experiencing a 15 dBA or greater increase in noise level compared to the existing noise level, or a receptor can also experience both types of impact. In this study, each receptor was impacted by the NAC being exceeded. No receptor will experience an increase in noise by greater than 15 dBA as compared to existing noise levels.

In an effort to reduce noise impacts, noise abatement measures were evaluated. INDOT requires that abatement measures provide substantial noise reduction (at least 7 dBA) to impacted first row receptors in the design year compared to average non-abatement levels. Noise abatement measures are discussed below in Section 4.0. Impacted first row receptors are provided below in Table 3-2.

Table 3-2: Impacted First Row Receptors

Receptor No.	Noise Level (dBA)						
1	68.6	20	68.5	79	67	131	71.3
4	67.3	21	68.2	80	66.7	132	71.5
5	67.4	22	67.5	81	67.4	133	70.8
6	68.1	44	66	82	66.9	134	71.1
7	68.2	45	66.4	120	71.9	135	70.6
8	67.7	46	67.8	121	69.7	136	70.3
11	73.8	47	68.4	123	71.5	176	75.5
12	72	53	73.1	124	71.6	177	74.5
15	68.7	57	75.4	125	72.9	178	72.1
16	71.6	61	76.4	126	75.6	179	69.5
17	72.2	62	75	128	70.3	180	67.8
18	69.7	66	74.2	129	70.4	184	65.5
19	69.3	78	67.1	130	70.7	185	66.6



Receptor No.	Noise Level (dBA)						
186	68.3	350	76.4	440	78.9	607	78
187	65.9	351	76.2	441	77.5	608	77.3
194	66	352	76.3	442	74.4	609	75.3
195	66.7	353	74.6	446	72.7	610	74.2
196	69.4	355	72.8	445	67.2	611	73.8
197	70.5	356	74.9	454	75.8	612	71.3
198	68	357	77	455	72.6	629	75.3
207	68.6	358	74.3	460	74.5	634	70.9
208	72.9	367	69.9	461	77	635	69.4
209	74	370	69.6	462	72.4	636	66.9
210	75.8	376	71.6	468	70.8	637	66.5
211	79.1	377	74.6	469	74.9	641	69.1
212	75.8	378	76.6	470	76.5	677-678	67.3
213	71.7	379	73.5	471	72.6	679-680	69.6
228	77.1	389	74.1	483	66.9	683-684	66.4
229	75.4	390	77.6	485	74.3	685-686	68.8
230	73.6	391	76.3	489	71.9	687-688	69.4
243	75	392	73.3	493	74.7	689-690	71.3
244	80.2	400	73.6	498	75.9	691-692	72.1
246	70.7	401	77.4	502	74.6	693-694	69.4
247	70.1	405	68.9	506	67.5	695-696	71.4
252	69.6	406	78.6	509	74.1	697-698	72.1
253	69.4	407	78.6	510	67.9	699-700	69.5
254	69.6	408	78.3	561	71.6	701-702	71.5
255A	70.4	409	78.3	567	74.5	703-704	72.1
303	71.9	410	75.3	568	76.8	705-706	70.1
306	67.9	411	72.3	569	78.3	707-708	71.9
309	71.1	429	72.3	570	78	709-710	72.5
313	72.9	430	76.2	571	77.6	711-712	70.5
318	74.4	431	78.2	572	78.1	713-714	72.1
323	71.1	432	78.4	573	78.6	715-716	72.7
327	74.8	433	78.5	574	78.7	717-718	71.1
331	69.6	434	78.8	575	78.1	719-720	72.5
345	76.9	435	78.7	576	78.1	721-722	73.1
346	76.7	436	78.7	577	77.2	723-724	71.1
347	76.1	437	78.7	578	82.1	725-726	72.4
348	76.5	438	78.5	580	78.5	727-728	73.1
349	76.4	439	78.6	606	78	729-730	70.9



Receptor No.	Noise Level (dBA)
731-732	72.3
733-734	73
735-736	70.8
737-738	72.3
739-740	73

4.0 NOISE ABATEMENT CONSIDERATIONS

Noise barriers reduce overall traffic noise to nearby receptors. Type 1 noise barrier walls (single sided absorptive roadway side) are the most common noise abatement measure used in the industry and were selected for this project. Absorbing noise barriers mitigate noise impacts by reducing the reflection of sound waves from the noise sources and thereby improving noise degradation. A noise reduction coefficient (NRC) number associated with a particular type of sound absorbing material establishes the amount of sound energy absorbed on striking a material. The higher the NRC rating, the more efficient the product is at reducing noise levels. INDOT requires a NRC of 0.70 to be used on the roadway side of the noise barrier.

4.1 Noise Barrier Locations

Type 1 noise barrier walls were selected as the method of abatement for the proposed project. Noise barrier wall analysis was conducted with the design goal to substantially reduce noise levels to impacted first row receptors in areas where receptors experienced noise impacts. Noise barriers were modeled with a 0.7 noise reduction coefficient on the roadside. Proposed noise barrier locations are shown in the Exhibits. Noise barrier was not modeled along I-65 SB between Edgewood Ave. and Gray Rd. due to the fact that receptor locations are very distantly spaced and noise wall cost per benefitted receptor would easily exceed the \$25,000 threshold for cost feasibility. Noise barrier descriptions are provided below in Table 4-1.

4.2 Noise Abatement Results

Nine (9) proposed noise barriers were modeled as described above in Section 4.1. For noise barrier to be considered feasible, the noise level reduction goal must be met for a majority of the impacted first row receptors. Noise level reduction goal of at least 7 dBA to more than 50% of impacted first row receptors was achieved with the exception of I-65 SB1, I-65 SB3, and Ramp N-E. Anticipated noise level reductions are below in Table 4-1. Cost for each noise barrier was analyzed. For noise barriers to be considered reasonable, the price per benefitted receptor must be less than \$25,000. Cost is summarized for each barrier in Table 4-2 below.

Table 4-1: Noise Barrier Descriptions

Barrier Name	Minimum Height (ft)	Maximum Height (ft)	Total Length (ft)
I-465 EB	12	14	4,295
I-465 WB	13	14	5,350
I-65 NB1	9	17	2,870
I-65 NB2	8	12	1,313
I-65 NB3	12	12	1,625
I-65 NB4	8	15	4,065
I-65 SB1	13	15	1,815
I-65 SB3	10	19	3,006
Ramp N-E	20	20	1,776

Table 4-2: Cost Analysis

Barrier Name	¹ Estimated Total Cost (\$)	² Benefited Receptors	Estimated Cost per Benefited Receptors
I-465 EB	\$1,512,870	75	\$20,172
I-465 WB	\$1,831,530	158	\$11,592
I-65 NB1	\$1,296,600	16	\$81,038
I-65 NB2	\$434,040	16	\$27,128
I-65 NB3	\$585,360	27	\$21,680
I-65 NB4	\$1,546,230	54	\$28,634
I-65 SB1	\$796,710	11	\$72,428
I-65 SB3	\$1,189,380	25	\$47,575
Ramp N-E	\$1,065,600	8	\$133,200

Notes:

1. Cost is based on \$30 per square foot.
2. Reduction of 5 dBA or more.

Based on the analysis of noise reduction and cost, Walls I-465 EB, I-465 WB and I-65 NB3 are all feasible and reasonable. Descriptions of noise barriers that were found cost effective and feasible for noise reduction are provided below.

Wall I-465 EB begins at approximately station 500+00 and would end near station 542+95 (along the exit ramp to Emerson Ave). Between station 500+00 and 515+00, the wall height is 14 ft above the outside shoulder elevation. A 3'-9" tall barrier wall is planned along I-465 EB between 500+00 and 511+55. The noise wall in this location would be mounted on top of the barrier wall. Between station 515+00 and station 542+95, the wall is 12 ft above the outside shoulder elevation. Wall between station 511+55 and 542+95 will be ground mounted, with the exception of the bridge over 9th Avenue, in which case the wall will be mounted on bridge rail.

Wall I-465 WB begins at approximately station 497+25 and ends near station 550+75 (along the entrance ramp from Emerson Ave). Between station 497+25 and 508+75, the wall height is 14 ft above the outside shoulder elevation. A planned cut wall is planned from station 497+25 to 506+25, at an average height of 9.17'. A 3'-9" tall barrier wall is planned between station 506+25 to 510+80. The noise wall in these locations would be mounted on top of the cut wall and barrier wall, respectively. Between station 508+75 and 550+75 the noise wall height is 13 ft above the outside shoulder elevation. The noise wall will be ground mounted between station 510+80 and 550+75, with the exception of the bridge over 9th Avenue, in which case the wall will be mounted on bridge rail.

Wall I-65 NB3 begins at approximately station 1475+00 and ends near station 1492+50, with an exception underneath the Edgewood Ave. overpass. The entire length of the wall is 12 ft above the outside shoulder elevation, and will be ground mounted. It should be noted that future improvements to I-65 NB may occur. The noise wall, should it be constructed with this project, may eventually need to be relocated and/or raised in order to accommodate added travel lanes and additional noise from traffic.

5.0 FINDINGS

5.1 Agency Correspondence

At the time of this report writing, no city or county agencies have been contacted to determine if any developments are planned within the project study area. The results of this noise study should be shared with local development agencies for their use in appropriate land use planning adjacent to this study area.

5.2 Feasibility and Reasonableness

Based on the studies completed to date, noise abatement is feasible and cost-effective along portions of the project. These preliminary indications of likely abatement measures are based upon the preliminary design for noise barriers I-465 EB, I-465 WB and I-65 NB3.

Wall I-465 EB ranges in height from 12 to 14 feet and 4,295 feet in length at an estimated cost of \$20,172 per benefited receptor. Wall I-465 EB will provide a at least 7 dBA noise reduction to 52.5% of impacted first row receptors and provide an average noise reduction of greater than 5 dBA to benefited receptors.

Wall I-465 WB ranges in height from 13 to 14 feet and is 5,350 feet in length at an estimated cost of \$11,592 per benefited receptor. Wall I-465 WB will provide at least 7 dBA noise reduction to 51.9% of impacted first row receptors and provide an average noise reduction of greater than 5 dBA to benefited receptors.

Wall I-65 NB3 is a height of 12 feet and is 1,625 feet in length at an estimated cost of \$21,680 per benefited receptor. Wall I-65 NB3 will provide at least 7 dBA noise reduction to 60.0% of impacted first row receptors and provide an average noise reduction of greater than 5 dBA to benefited receptors.

Noise abatement is not reasonable for the remaining noise barriers due to barrier costs exceeding \$25,000 per benefited receptor. Noise abatement will be reevaluated during the final design if the projects design or scope changes.

Based on the cost analysis shown in Table 4-1 and the anticipated noise reductions in Table 4-2, Walls I-465 EB, I-465 WB, and I-65 NB3 are reasonable and feasible.

5.3 Public Involvement

A survey was sent to noise-impacted property owners benefitted by the noise barriers found to be both feasible and cost effective (I-465 EB, I-465 WB, and I-65 NB3) on March 14, 2012. The property owners were surveyed to determine whether they “do” or “do not” want the proposed noise abatement in their area. INDOT requires that a majority (50% +1) of property owners respond. The public notice letter and survey responses are provided in Appendix E to this report. One hundred seventy four (174) surveys were mailed and 99 replies were received. Of the 99 responses received, 96 property owners indicated that they do want the proposed noise walls, and 3 indicated they do not want barriers. A public hearing was also held on April 10, 2012.

5.4 Outreach to Local Government Officials

Upon completion of the environmental document phase, the noise study will be provided directly to the Indianapolis and Marion County Department of Metropolitan Development. INDOT understands that it is in a unique position to provide outreach to local government and county planning units. INDOT also understands that it is the local government that has the power to regulate land development. INDOT is willing to help the local government by providing expert guidance on noise-related issues. This can include recommendations on setbacks, how to interpret noise studies that have been provided for FHWA projects, and other general noise concerns so that noise impacts are minimized for areas that are being developed.

5.4 Construction Noise

In addition to noise from traffic, construction activities themselves can produce increased noise of a temporary nature. INDOT will be sensitive to local needs and may make adjustments to work practices in order to reduce inconvenience to the public.

6.0 RECOMMENDATIONS

Shrewsberry conducted the noise impact analysis for the I-65/I-465 interchange Interim Modification project in Marion County, Indiana. Based on the results of this noise impact analysis and public involvement, Shrewsberry recommends construction of Type 1 (single sided adsorptive roadside) noise barrier walls to reduce noise impacts along portions of I-465 Eastbound and Westbound between I-65 and Emerson Avenue and along a portion of I-65 Northbound. The remaining locations evaluated do not meet either the feasible or reasonable criteria, or both.

Statement of Likelihood:

Based on the studies completed to date, the State of Indiana has identified 428 impacted receptors and has determined that noise abatement is likely, but not guaranteed, at 3 locations. Noise abatement at these locations is based upon preliminary design costs and design criteria. Noise abatement in these locations at this time has been estimated to cost \$3,929,760 and will reduce the noise level by a minimum of 7 dB(A) at a majority of the identified impacted receptors. A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is not feasible and reasonable, the abatement measures might not be provided. The final decision on the installation of an abatement measure(S) will be made upon the completion of the project's final design and the public involvement processes.

The viewpoints of the benefited residents and property owners were sought and were considered in determining the reasonableness of highway traffic noise for proposed highway construction projects. INDOT will incorporate highway traffic noise consideration in on-going activities for public involvement in the highway program.

Changes to these noise abatement measures may occur due to conditions encountered during final design. The design engineer must investigate engineering considerations, such as topography and drainage to assess whether the recommended noise barrier locations (offset) are practical. Decision on abatement measures will be made upon completion of the final project design and public involvement process. Additionally, noise abatement will be reevaluated during the final design if the project design or scope changes.

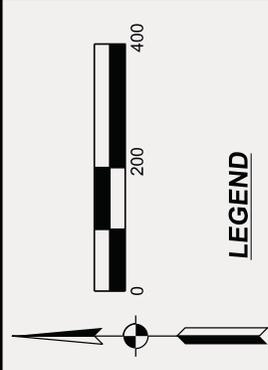
FHWA does not specify the type of material that must be used for noise barrier construction, but chosen material type must meet State of Indiana specifications.



EXHIBITS



I-465 / I-65 INTERCHANGE MODIFICATION
DES. NO. 0902297



LEGEND

- NOISE ANALYSIS STUDY AREA
- EDGE OF ROADWAY
- CONSTRUCTION LIMITS
- 66 dBA CONTOUR LINE
- MODELED NOISE WALL
- PROPOSED NOISE WALL
- RECEPTOR LOCATION
- IMPACTED RECEPTOR

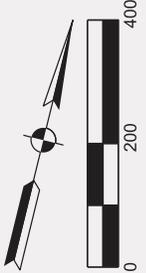


I-465 / I-65 INTERCHANGE MODIFICATION

DES. NO. 0902297



I-465 / I-65 INTERCHANGE MODIFICATION
 DES. NO. 0902297



LEGEND

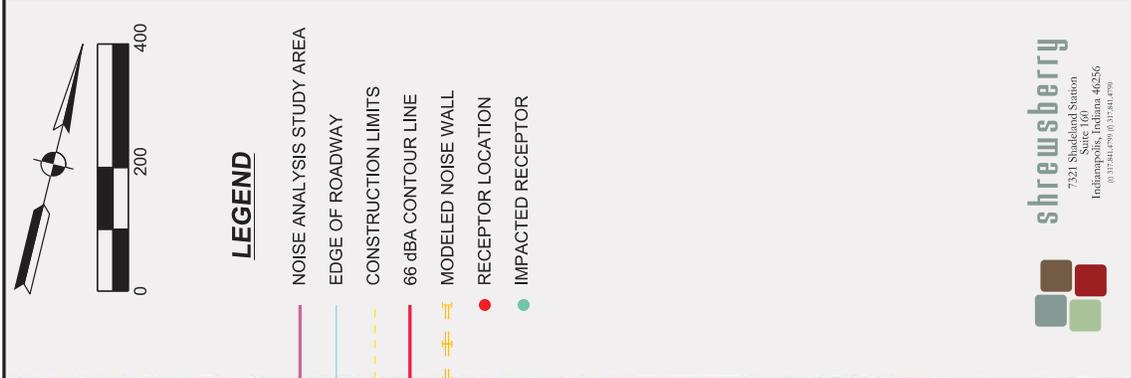
- NOISE ANALYSIS STUDY AREA
- EDGE OF ROADWAY
- - - CONSTRUCTION LIMITS
- 66 dBA CONTOUR LINE
- PROPOSED NOISE WALL
- RECEPTOR LOCATION
- IMPACTED RECEPTOR

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**I-465 / I-65 INTERCHANGE MODIFICATION
 DES. NO. 0902297**

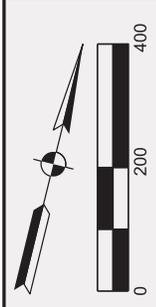
H-27



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I-465 / I-65 INTERCHANGE MODIFICATION
DES. NO. 0902297

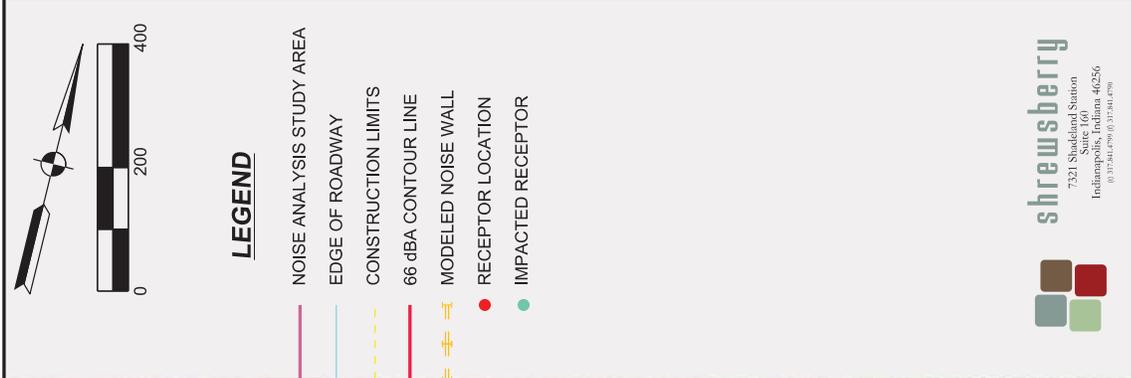


LEGEND

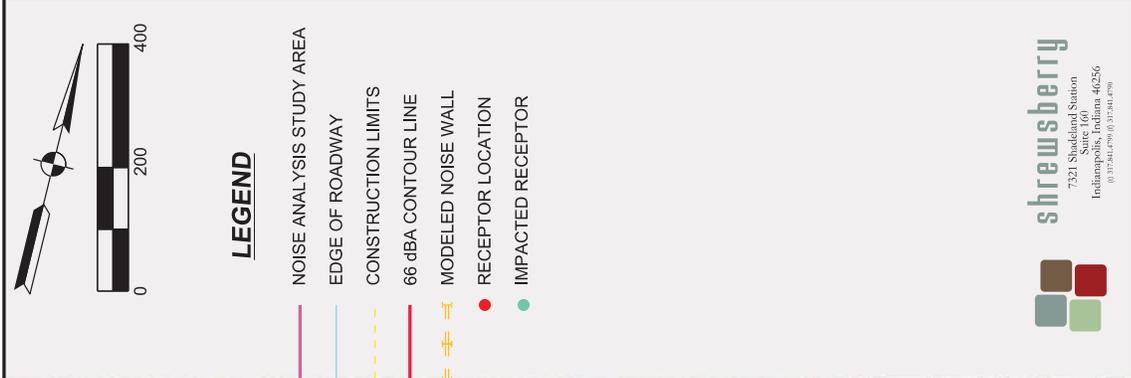
- NOISE ANALYSIS STUDY AREA
- EDGE OF ROADWAY
- - - CONSTRUCTION LIMITS
- 66 dBA CONTOUR LINE
- MODELED NOISE WALL
- RECEPTOR LOCATION
- IMPACTED RECEPTOR



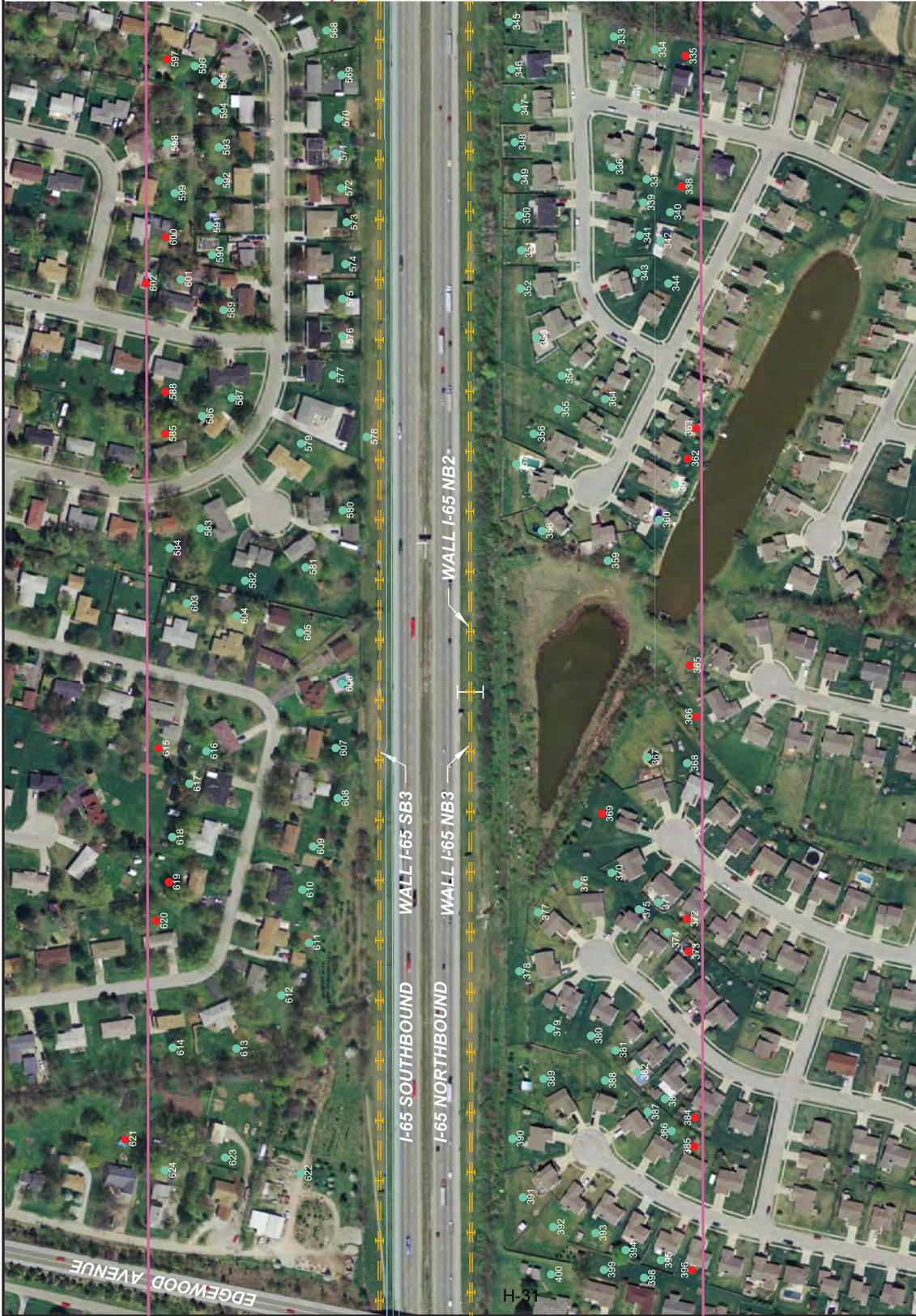
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DES. NO. 0902297**



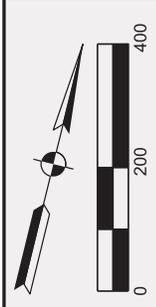
I-465 / I-65 INTERCHANGE MODIFICATION
DES. NO. 0902297



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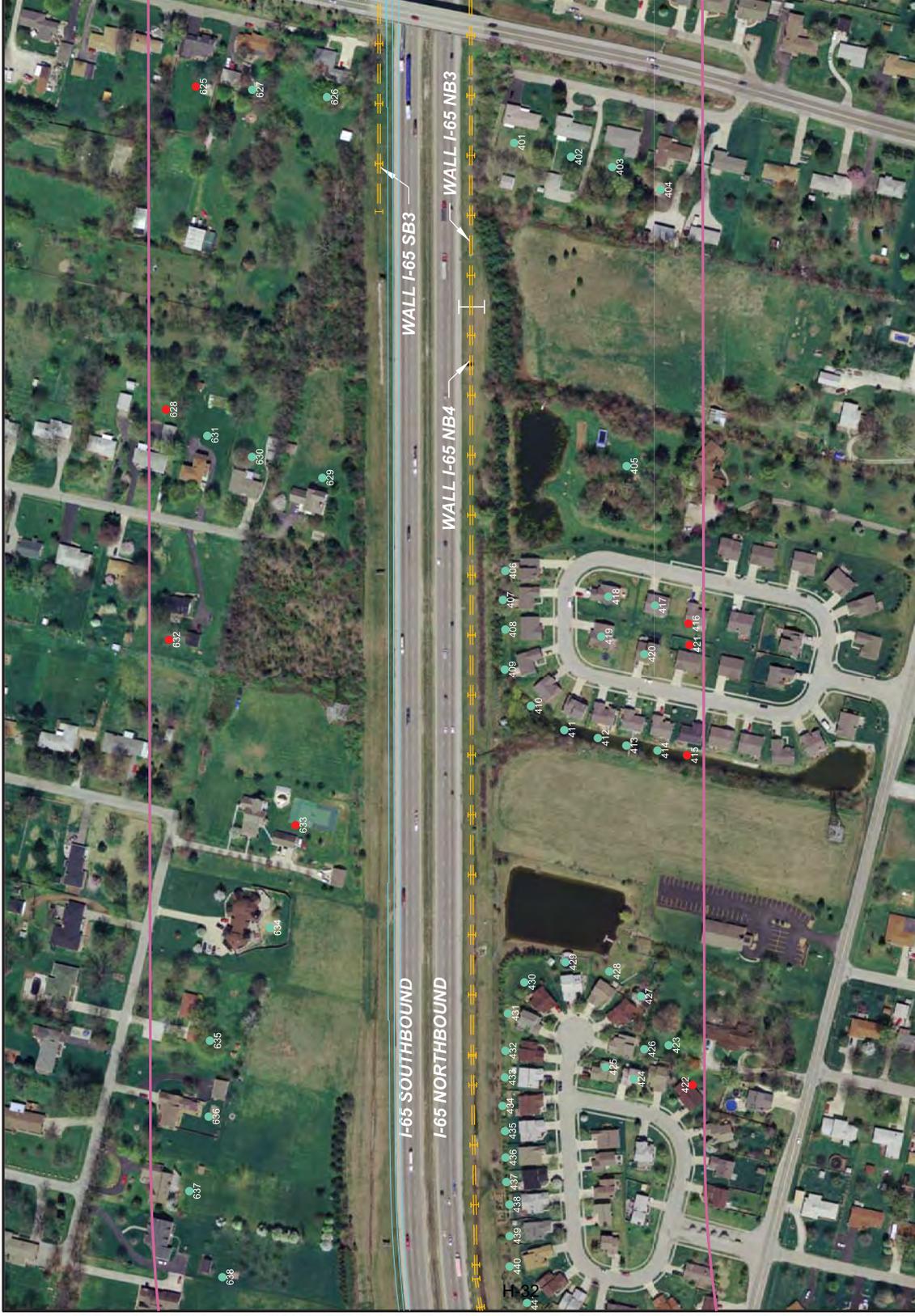


I-465 / I-65 INTERCHANGE MODIFICATION
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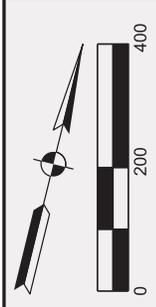


LEGEND

- NOISE ANALYSIS STUDY AREA
- EDGE OF ROADWAY
- - - CONSTRUCTION LIMITS
- 66 dBA CONTOUR LINE
- MODELED NOISE WALL
- RECEPTOR LOCATION
- IMPACTED RECEPTOR



**I-465 / I-65 INTERCHANGE MODIFICATION
DES. NO. 0902297**



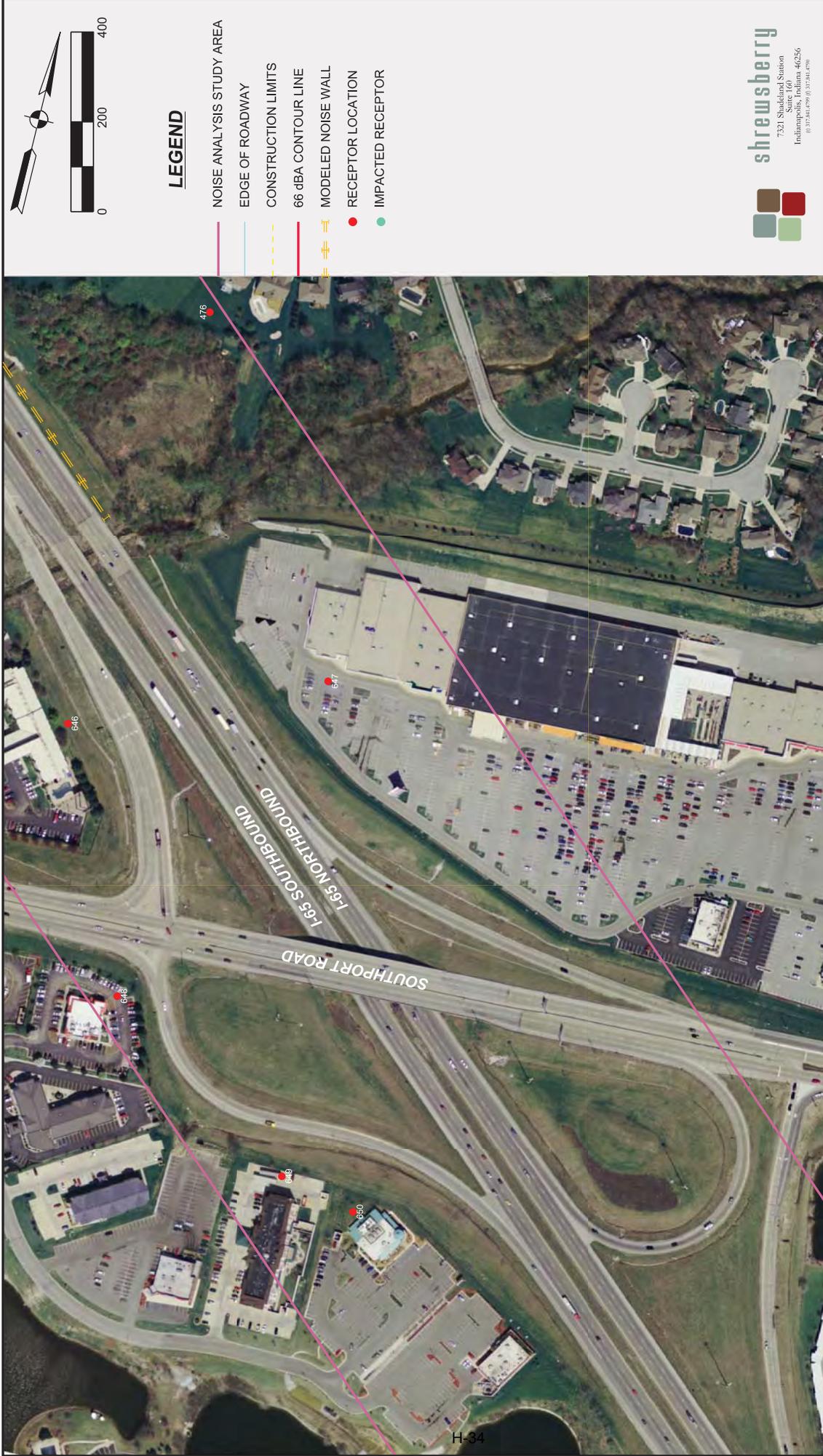
LEGEND

- NOISE ANALYSIS STUDY AREA
- EDGE OF ROADWAY
- - - CONSTRUCTION LIMITS
- 66 dBA CONTOUR LINE
- MODELED NOISE WALL
- RECEPTOR LOCATION
- IMPACTED RECEPTOR



H-33

**I-465 / I-65 INTERCHANGE MODIFICATION
DES. NO. 0902297**



I-465 / I-65 INTERCHANGE MODIFICATION
DES. NO. 0902297

shrewsberry
7321 Spalding Station
Suite 100
Indianapolis, Indiana 46256
(317) 541-6799 | (317) 541-6799



APPENDICES

APPENDIX A
RECEPTOR ADDRESSES

Receptor No.	Street Number	Street	City, State, Zip	Owner Name
1	210	Ada Ln	Beech Grove, IN 46107	Robert W. & Donna S. Wolfgram
2	214	Ada Ln	Beech Grove, IN 46107	Anne M. Okey
3	302	Ada Ln	Beech Grove, IN 46107	Robert L. & Tanis D. Ellis
4	306	Ada Ln	Beech Grove, IN 46107	Ross A. & Mary B. Wolfe
5	310	Ada Ln	Beech Grove, IN 46107	Timothy D. & Sarah L. Latimer
6	314	Ada Ln	Beech Grove, IN 46107	Creative Real Estate Solutions LP
7	402	Ada Ln	Beech Grove, IN 46107	Anita L. Alvarez
8	406	Ada Ln	Beech Grove, IN 46107	David L. & Kathleen R. Fouts
9	410	Ada Ln	Beech Grove, IN 46107	Kyle A. Bigelow
10	416	Ada Ln	Beech Grove, IN 46107	John J. & Angela Crissen
11	407	Ada Ln	Beech Grove, IN 46107	INDY RE INVESTMENTS INC
12	411	Ada Ln	Beech Grove, IN 46107	Thomas M. & Thelma D. Lewis
13	409	Edwards Ave	Beech Grove, IN 46107	Carlos E. Martinez
14	405	Edwards Ave	Beech Grove, IN 46107	Lila E. Hopkins
15	501	Edwards Ave	Beech Grove, IN 46107	Eugene S. & Lois A. Tanner
16	505	Edwards Ave	Beech Grove, IN 46107	Moses & Leslie Daly
17	509	Edwards Ave	Beech Grove, IN 46107	Kenni D. Spicer
18	513	Edwards Ave	Beech Grove, IN 46107	Rodney J. & Joy L. Ziegler
19	517	Edwards Ave	Beech Grove, IN 46107	Theda J. Taylor
20	601	Edwards Ave	Beech Grove, IN 46107	Lowell Eugene Plake
21	605	Edwards Ave	Beech Grove, IN 46107	Joseph J. & Muriel K. Wauro
22	609	Edwards Ave	Beech Grove, IN 46107	Tara A. Napier
23	613	Edwards Ave	Beech Grove, IN 46107	Larry E. Stump
24	617	Edwards Ave	Beech Grove, IN 46107	Eddie A. & Geraldine F. White
25	621	Edwards Ave	Beech Grove, IN 46107	William H. & Barbara L. Belt
26	711	Edwards Ave	Beech Grove, IN 46107	Curtis L. Cunningham (Trustee)
27	705	Groveswood Dr	Beech Grove, IN 46107	Alison E. Walters
28	422	Edwards Ave	Beech Grove, IN 46107	Clifford R. & Kristina L. Pappé
29	13	Edwards Ct	Beech Grove, IN 46107	Timothy W. & Kathy J. Eicher
30	9	Edwards Ct	Beech Grove, IN 46107	Allen E. Sayers
31	502	Edwards Ave	Beech Grove, IN 46107	Rosemary Lewis
32	5	Edwards Ct	Beech Grove, IN 46107	William & Melissa Mann
33	506	Edwards Ave	Beech Grove, IN 46107	Madik Grigorian
34	510	Edwards Ave	Beech Grove, IN 46107	George W. Jr. & Helen Ann Andrews
35	2	Edwards Ct	Beech Grove, IN 46107	Betty M. Little
36	606	Edwards Ave	Beech Grove, IN 46107	Frank O. Jr. & Sharron A. Stevens
37	610	Edwards Ave	Beech Grove, IN 46107	Michael F. & Janice A. Marmande
38	6	Edwards Ct	Beech Grove, IN 46107	Rose Products LLC
39	10	Edwards Ct	Beech Grove, IN 46107	Herbert & Dorothea M. Zimmerman
40	614	Edwards Ave	Beech Grove, IN 46107	Benjamin E. & Jennifer Lynn Kennerk
41	711	Groveswood Dr	Beech Grove, IN 46107	Tina L. Smith
42	715	Groveswood Dr	Beech Grove, IN 46107	Larry E. & Alice L. States
43	719	Groveswood Dr	Beech Grove, IN 46107	Brian E. & Michelle R. Foster
44	723	Groveswood Dr	Beech Grove, IN 46107	Robert E. II & Kimberly L. Todd
45	801	Groveswood Dr	Beech Grove, IN 46107	Robert T. Gaines
46	805	Groveswood Dr	Beech Grove, IN 46107	James P. & Mary Akison Gurganus
47	809	Groveswood Dr	Beech Grove, IN 46107	Steven A. & Donna C. Lawson
48	814	Groveswood Dr	Beech Grove, IN 46107	Matthew F. Gillespie
49	810	Groveswood Dr	Beech Grove, IN 46107	Gerald W. & Clemencia J. Sare
50	806	Groveswood Dr	Beech Grove, IN 46107	Jerome Edward & Teresa Smith
51	802	Groveswood Dr	Beech Grove, IN 46107	Gregory M. Weatherholt
52	722	Groveswood Dr	Beech Grove, IN 46107	Stephen C. Sommers
53	1119	Morning Sun Ln	Beech Grove, IN 46107	Stephanie A. Calhoun
54	1117	Morning Sun Ln	Beech Grove, IN 46107	Walter A. Johnson
55	1115	Morning Sun Ln	Beech Grove, IN 46107	Todd Cary
56	1113	Morning Sun Ln	Beech Grove, IN 46107	Carol S. Osborne
57	1120	Morning Sun Ln	Beech Grove, IN 46107	Linda L. Humbles
58	1118	Morning Sun Ln	Beech Grove, IN 46107	Donald W. & Elizabeth T. Pettingill
59	1116	Morning Sun Ln	Beech Grove, IN 46107	Arthur M. & Natividad H. Dilay
60	1114	Morning Sun Ln	Beech Grove, IN 46107	Peggy A. Hayden

Receptor No.	Street Number	Street	City, State, Zip	Owner Name
61	1003	Groveswood Dr	Beech Grove, IN 46107	Janet C. Conway
62	1005	Groveswood Dr	Beech Grove, IN 46107	Teresa L. Sommers
63	1007	Groveswood Dr	Beech Grove, IN 46107	Express Funding Corp. % Tricia Heppe
64	1009	Groveswood Dr	Beech Grove, IN 46107	Gerald E. & Marjorie J. Morgan, Trustees
65	1011	Groveswood Dr	Beech Grove, IN 46107	Scott B. Durbin
66	1107	Evening Shade Ci	Beech Grove, IN 46107	Carrie E Tuterow
67	1105	Evening Shade Ci	Beech Grove, IN 46107	Frank & Wendy L. Vastine
68	1103	Evening Shade Ci	Beech Grove, IN 46107	Daniel Duane Knox
69	1101	Evening Shade Ci	Beech Grove, IN 46107	Julie A. Baughman
70	1045	Evening Shade Ci	Beech Grove, IN 46107	Rebecca L. Hunt
71	1043	Evening Shade Ci	Beech Grove, IN 46107	Lisa Bagby
72	1041	Evening Shade Ci	Beech Grove, IN 46107	Nicholas A. Rembusch
73	1039	Evening Shade Ci	Beech Grove, IN 46107	David E. Conner
74	1029	Evening Shade Ci	Beech Grove, IN 46107	John A. & Cathy I. Koehler
75	1027	Evening Shade Ci	Beech Grove, IN 46107	April E. Scheib
76	1025	Evening Shade Ci	Beech Grove, IN 46107	Julie K. Moran
77	1023	Evening Shade Ci	Beech Grove, IN 46107	David & Roxanne Gaither
78	1115	Groveswood Dr	Beech Grove, IN 46107	Franklin J. Baecher, Jr.
79	1117	Groveswood Dr	Beech Grove, IN 46107	Ronald R. Mathes
80	1119	Groveswood Dr	Beech Grove, IN 46107	Sarah J. Baker
81	1121	Groveswood Dr	Beech Grove, IN 46107	Beverly J. Smith
82	1123	Groveswood Dr	Beech Grove, IN 46107	Lindy Carlstrom
83	1120	Groveswood Dr	Beech Grove, IN 46107	Daniel A. & Raquel Teipen
84	1118	Groveswood Dr	Beech Grove, IN 46107	Marcia A. Hanson
85	1114	Groveswood Dr	Beech Grove, IN 46107	Ruth E. O'Daniel
86	1112	Groveswood Dr	Beech Grove, IN 46107	Thomas A. & Barbara T. Fields
87	1110	Groveswood Dr	Beech Grove, IN 46107	Betty J. Taylor
88	1108	Groveswood Dr	Beech Grove, IN 46107	Jill A. & Terry L. Wright
89	1048	Groveswood Dr	Beech Grove, IN 46107	George N. & Christina M. McGinsie
90	1046	Groveswood Dr	Beech Grove, IN 46107	Brittney Conwell
91	1044	Groveswood Dr	Beech Grove, IN 46107	Jeremy & Jovanna Hinkle
92	1042	Groveswood Dr	Beech Grove, IN 46107	Rose M. Durant
93	1038	Groveswood Dr	Beech Grove, IN 46107	Robin L. Kelley
94	1036	Groveswood Dr	Beech Grove, IN 46107	Kenneth J. Thomas
95	1034	Groveswood Dr	Beech Grove, IN 46107	Richard L. & Nancy A. Gibboney
96	1032	Groveswood Dr	Beech Grove, IN 46107	Ann M. Ward
97	1028	Groveswood Dr	Beech Grove, IN 46107	Marcia L. Adams
98	1026	Groveswood Dr	Beech Grove, IN 46107	Rachel Clark
99	1024	Groveswood Dr	Beech Grove, IN 46107	Laurie J. Eagan
100	1022	Groveswood Dr	Beech Grove, IN 46107	Polly J. Lester
101	1012	Groveswood Dr	Beech Grove, IN 46107	Kathy R. Vester
102	1010	Groveswood Dr	Beech Grove, IN 46107	Kimberly A. Dexter
103	1008	Groveswood Dr	Beech Grove, IN 46107	Mark McWilliams
104	1006	Groveswood Dr	Beech Grove, IN 46107	Derrick Johnson & Melissa Hubbell
105	1032	Morning Sun Ln	Beech Grove, IN 46107	Susan Shurig
106	1030	Morning Sun Ln	Beech Grove, IN 46107	Tina A. Battle
107	1028	Morning Sun Ln	Beech Grove, IN 46107	Ryan Roe
108	1026	Morning Sun Ln	Beech Grove, IN 46107	Lynn Marie Huff
109	1031	Morning Sun Ln	Beech Grove, IN 46107	David C. & Roberta C. Coombs
110	1033	Morning Sun Ln	Beech Grove, IN 46107	Matthew D. Coombs
111	1037	Morning Sun Ln	Beech Grove, IN 46107	Cynthia A. Wycoff (Trust)
112	1015	Groveswood Dr	Beech Grove, IN 46107	Aaron R. Maugherman
113	1017	Groveswood Dr	Beech Grove, IN 46107	Tonya L. Krasienko
114	1019	Groveswood Dr	Beech Grove, IN 46107	Susan J. Swengel
115	1021	Groveswood Dr	Beech Grove, IN 46107	Linda S. Winkle
116	1045	Groveswood Dr	Beech Grove, IN 46107	Paul D. & Mary J. Simmerman
117	1043	Groveswood Dr	Beech Grove, IN 46107	Barbara Windle
118	1041	Groveswood Dr	Beech Grove, IN 46107	Judy L. Grimes
119	1039	Groveswood Dr	Beech Grove, IN 46107	Diane M. Gray
120	4210	Wilderness Trail	Indianapolis, IN 46237	Peggy M. Obergfell

Receptor No.	Street Number	Street	City, State, Zip	Owner Name
121	4206	Wilderness Trail	Indianapolis, IN 46237	Dana L. McKee
122	4152	Wilderness Trail	Indianapolis, IN 46237	Gloria Lester
123	4148	Wilderness Trail	Indianapolis, IN 46237	Dennis G. & Janet K. Hunley
124	4144	Wilderness Trail	Indianapolis, IN 46237	Robert W. & Virginia M. Ashman (Trustees)
125	4140	Wilderness Trail	Indianapolis, IN 46237	Virginia & James B. Adams
126	4040	Dundee Drive	Indianapolis, IN 46237	Mark E. & Cheryl L. Stobaugh
127	4020	Dundee Drive	Indianapolis, IN 46237	Chester R. & Nora G. Goodin
128	4018	Dundee Drive	Indianapolis, IN 46237	James E. & Eileen J. Blatz
129	4006	Dundee Drive	Indianapolis, IN 46237	Wade & Ana Kathryn Reeves
130	3934	Dundee Drive	Indianapolis, IN 46237	Andrew G. & Agnes Winkler
131	3922	Dundee Drive	Indianapolis, IN 46237	Larry Ross & Dorothy L. Miller
132	3910	Dundee Drive	Indianapolis, IN 46237	Morgan L. & Kristy L. Keller
133	3842	Dundee Drive	Indianapolis, IN 46237	David E. & Eileen D. Scott
134	3838	Dundee Drive	Indianapolis, IN 46237	Edward & Ruby Newman
135	4245	Sherman Drive	Indianapolis, IN 46237	Gregg T. Kraeszig
136	4249	Sherman Drive	Indianapolis, IN 46237	Charles B. III & Brenda Sue Long
137	3820	Wilderness Trail	Indianapolis, IN 46237	Nancy J. Schuman
138	3824	Wilderness Trail	Indianapolis, IN 46237	Nancy A. VanVorst
139	3826	Wilderness Trail	Indianapolis, IN 46237	Thomas Y. & Joyce Guy Iwamoto
140	3830	Wilderness Trail	Indianapolis, IN 46237	Steven L. & Lynne R. Hulbert
141	3834	Wilderness Trail	Indianapolis, IN 46237	Mary E. Schuman
142	3836	Wilderness Trail	Indianapolis, IN 46237	Richard A. Elkins
143	4288	Larkspur Trace	Indianapolis, IN 46237	Eulala E. Williams
144	4284	Larkspur Trace	Indianapolis, IN 46237	Charles P. & Claire C. Kriese
145	4282	Larkspur Trace	Indianapolis, IN 46237	Ella C. Young
146	3912	Wilderness Trail	Indianapolis, IN 46237	Paul E. Economou & Tami-Rae M. Sands
147	3908	Wilderness Trail	Indianapolis, IN 46237	Ruth A. Bishop & Howard W. Beaver
148	3906	Wilderness Trail	Indianapolis, IN 46237	Jeffrey A. Rawlins
149	3902	Wilderness Trail	Indianapolis, IN 46237	Cheryl A. Amonett
150	4269	Larkspur Trace	Indianapolis, IN 46237	Resa L. Ramsey
151	3930	Wilderness Trail	Indianapolis, IN 46237	Robert J. & Chollie C. Marley
152	4281	Woodsage Trace	Indianapolis, IN 46237	Paul C. & Zoe M. Boulton
153	4277	Woodsage Trace	Indianapolis, IN 46237	Doreen Wei Sau Lam
154	4271	Foxglove Trace	Indianapolis, IN 46237	Kelli McDaniel-Wilson
155	4269	Foxglove Trace	Indianapolis, IN 46237	Marcheta A. Troxel
156	4270	Indiana Pipe Trace	Indianapolis, IN 46237	Alice M. Williams
157	4295	Indiana Pipe Trace	Indianapolis, IN 46237	Cheryl L. Johns
158	4291	Indiana Pipe Trace	Indianapolis, IN 46237	Larry E. Stark
159	4118	Wilderness Trail	Indianapolis, IN 46237	James F. & Barbara M. O'Maley
160	4114	Wilderness Trail	Indianapolis, IN 46237	Karen S. Kennedy
161	4110	Wilderness Trail	Indianapolis, IN 46237	Robert G. & Mary E. Storey (Trustees)
162	6	Wally Ct	Beech Grove, IN 46107	Connie Sue Wilson
163	10	Wally Ct	Beech Grove, IN 46107	Danny L. Campbell
164	9	Wally Ct	Beech Grove, IN 46107	Douglas A. Hutton
165	5151	Elmwood Ave	Indianapolis, IN 46203	Motel 6 Indianapolis South
166	5219	Elmwood Ave	Indianapolis, IN 46203	Bellkins, Inc.
167	5245	Elmwood Ave	Indianapolis, IN 46203	Home Remodeling, Inc. (Larry J. & Herbert J. Pierle)
168	4425	S Emerson Av	Indianapolis, IN 46219	Cheker Oil Co Of Indiana Inc % Emro Marketing Company Property Tax Department
169	5120	Victory Dr	Indianapolis, IN 46203	Reproindy, Inc. Attn: Kshitig Khanna
170	4420	S Emerson Av	Indianapolis, IN 46219	Real Estate Holdings I, Llc Attn:Curtis B Mcwilliams Cnl Building-10th Floor
171	4514	S Emerson Av	Indianapolis, IN 46219	Lowe's Home Centers Inc
172	501	North Bend Rd	Beech Grove, IN 46107	Michael A. Howell
173	505	North Bend Rd	Beech Grove, IN 46107	Amy M & Nathaniel C. Allen
174	509	North Bend Rd	Beech Grove, IN 46107	Brian C & Rita M. Cherry
175	513	North Bend Rd	Beech Grove, IN 46107	Kristen Ramsey
176	502	North Bend Rd	Beech Grove, IN 46107	Brian D & Deborah J Hatfield & Kyle Hatfield

Receptor No.	Street Number	Street	City, State, Zip	Owner Name
177	506	North Bend Rd	Beech Grove, IN 46107	Darren R. Alsobrook
178	510	North Bend Rd	Beech Grove, IN 46107	Pauline M. Saylor
179	514	North Bend Rd	Beech Grove, IN 46107	Starr Lynn Gordon
180	518	North Bend Rd	Beech Grove, IN 46107	Bradley D & Kathy J. Johnson
181	602	North Bend Rd	Beech Grove, IN 46107	Jason B. Stewart
182	1	Melody Ct	Indianapolis, IN 46231	Lonnie L & Nina K. Perry
183	5	Melody Ct	Indianapolis, IN 46231	James L & Becky E. Locke
184	9	Melody Ct	Indianapolis, IN 46231	Kenneth D Clark & Wendy M Booher
185	15	Melody Ct	Indianapolis, IN 46231	Danny L. Hemphill
186	14	Melody Ct	Indianapolis, IN 46231	Reddick, James Larry & Miriam
187	10	Melody Ct	Indianapolis, IN 46231	Betts, William M & Debbie L
188	6	Melody Ct	Indianapolis, IN 46231	Steve & Sabrina Todd
189	2	Melody Ct	Indianapolis, IN 46231	Rosalinde Parks
190	702	North Bend Rd	Beech Grove, IN 46107	Paul Shellabarger
191	706	North Bend Rd	Beech Grove, IN 46107	Michael C. & Michelle D. Hamilton
192	1	Kiefer Ct	Beech Grove, IN 46107	Tammy Cochran
193	5	Kiefer Ct	Beech Grove, IN 46107	Lonnie L. & Nina K. Perry
194	9	Kiefer Ct	Beech Grove, IN 46107	Richard J. Greenfield Jr.
195	13	Kiefer Ct	Beech Grove, IN 46107	Shiela F. Rozell
196	17	Kiefer Ct	Beech Grove, IN 46107	Ryan W. Nowak
197	18	Kiefer Ct	Beech Grove, IN 46107	Robert C. & Paula M. Elliott
198	4300	S 9th Av	Beech Grove, IN 46107	Indiana Bell Telephone Co Inc C/O Sbc Communications Inc
199	14	Kiefer Ct	Beech Grove, IN 46107	Antonio R. Mamot
200	10	Kiefer Ct	Beech Grove, IN 46107	Clarence Edgar Reel Jr.
201	6	Kiefer Ct	Beech Grove, IN 46107	Lowell Thomas & Carol S. Hooker
202	802	North Bend Rd	Beech Grove, IN 46107	Jonna J. Zurcher
203	810	North Bend Rd	Beech Grove, IN 46107	Carman, Junior C & June F Trust & Trustees
204	1255	Stave Oak Ct	Indianapolis, IN 46227	Joseph K. & Jane A. Hedges
205	1249	Stave Oak Ct	Indianapolis, IN 46227	Ronald E. & Anita L. Mitchell
206	1243	Stave Oak Ct	Indianapolis, IN 46227	David W. & Kathy J. Stratton
207	1237	Stave Oak Ct	Indianapolis, IN 46227	Alan C. & Carla J. Hammer
208	1231	Stave Oak Ct	Indianapolis, IN 46227	Charles R. & Barbara Bertram
209	1223	Stave Oak Ct	Indianapolis, IN 46227	Donald E. & Lisa C. Zoellner
210	1217	Stave Oak Ct	Indianapolis, IN 46227	Eric L. & Cheryl C. Bailey
211	1211	Stave Oak Ct	Indianapolis, IN 46227	Andrea D. Duncan
212	1203	Stave Oak Ct	Indianapolis, IN 46227	Marjorie A. Schoonover
213	1202	Stave Oak Ct	Indianapolis, IN 46227	Amy R. & Richard S. Winscott, III
214	1206	Stave Oak Ct	Indianapolis, IN 46227	Richard L. & Nancy J. Matkins
215	1212	Stave Oak Ct	Indianapolis, IN 46227	Elizabeth M & Fred L Smith
216	1218	Stave Oak Ct	Indianapolis, IN 46227	Robert L. & Michelle L. Landrum
217	1232	Stave Oak Ct	Indianapolis, IN 46227	Joseph E. Potterack
218	932	Stave Oak Dr	Indianapolis, IN 46227	Justin C. Longrich
219	942	Stave Oak Dr	Indianapolis, IN 46227	Jeff A. & Apryl A. Mcclurg
220	950	Stave Oak Dr	Indianapolis, IN 46227	Lash, Jerry G. & Tammy L. Lash
221	1040	Stave Oak Dr	Indianapolis, IN 46227	Jack N. & Mary K. West
222	1102	Stave Oak Dr	Indianapolis, IN 46227	William M. & Claudia A. Renick
223	1114	Stave Oak Dr	Indianapolis, IN 46227	Richard J. & Linda Byland
224	1122	Stave Oak Dr	Indianapolis, IN 46227	David P. & Nancy L. Stenger
225	1130	Stave Oak Dr	Indianapolis, IN 46227	Dennis G. & Lucile M. Biggs
226	1138	Stave Oak Dr	Indianapolis, IN 46227	Bruce E. Hawkersmith
227	1150	Stave Oak Dr	Indianapolis, IN 46227	James L. & Rosemary F. Tolle
228	1204	Smoketree Dr	Beech Grove, IN 46107	Charles S. & Gilda M. De Munbrun
229	1208	Smoketree Dr	Beech Grove, IN 46107	Wayne A. & Donna E. Williams
230	1210	Smoketree Dr	Beech Grove, IN 46107	Patrick O. & Cheri L. Brewster
231	1216	Smoketree Dr	Beech Grove, IN 46107	John T. & Michele A. Hopwood
232	1224	Smoketree Dr	Beech Grove, IN 46107	James L. & Amy M. Longshore
233	1228	Smoketree Dr	Beech Grove, IN 46107	Andrew T. & Candace S. Wolsiffer
234	1113	Stave Oak Dr	Indianapolis, IN 46227	Timothy R. & Kimberly A. Dunn
235	1121	Stave Oak Dr	Indianapolis, IN 46227	Gary A. & Gwendolyn L. Pryor

Receptor No.	Street Number	Street	City, State, Zip	Owner Name
236	1139	Stave Oak Dr	Indianapolis, IN 46227	Whyde, Linda S Revocable Living Trust
237	1209	Smoketree Dr	Beech Grove, IN 46107	Robert W. & Haley J. Challis
238	1225	Smoketree Dr	Beech Grove, IN 46107	James P. Lockwood
239	1229	Smoketree Dr	Beech Grove, IN 46107	James E. & Jolene L. Collins
240	4010	Klintilloch Ct	Indianapolis, IN 46237	Jan J. & Judith A. Hoffman
241	4004	Klintilloch Ct	Indianapolis, IN 46237	David S. & Ann D. Nice
242	4025	Meridee Dr	Indianapolis, IN 46237	Paula L. Bowling
243	4029	Meridee Dr	Indianapolis, IN 46237	Edward L. III & Carol Jean Damrell
244	4006	Rebel Run	Indianapolis, IN 46237	Russell C. & Mary E. Phillips
245	3945	Rebel Run	Indianapolis, IN 46237	Frederick R. & Fredia Ann Galloway
246	3927	Rebel Run	Indianapolis, IN 46237	Mary Helen Clemmer
247	3915	Rebel Run	Indianapolis, IN 46237	Sherry Marie Green
248	3926	Meridee Dr	Indianapolis, IN 46237	Timothy A. Puntarelli
249	3918	Meridee Dr	Indianapolis, IN 46237	Danny E. & Marcia D. Reeves
250	3910	Meridee Dr	Indianapolis, IN 46237	Bernadine R. & Stanley R. Tooley
251	3838	Meridee Dr	Indianapolis, IN 46237	Gardham, George E % Robert C Thompson Jr
252	3820	Meridee Dr	Indianapolis, IN 46237	Cathy Richardson & Jeanette K Damrell
253	3804	Meridee Dr	Indianapolis, IN 46237	Thomas E. & Irene C. Davis
254	3736	Meridee Dr	Indianapolis, IN 46237	Dennis L. & Deniese Heidelberger
255	3245	E Hanna Av	Indianapolis, IN 46237	Vernon K. & Milda A. Hayden
255A	3841	Rebel Run	Indianapolis, IN 46237	Connie J. Mullins
256	3525	E Hanna Av	Indianapolis, IN 46237	Gardens At The Altenheim Llc
257	3301	Redfern Dr	Indianapolis, IN 46227	James C. & Jean Elaine Butcher
258	2651	Redfern Dr	Indianapolis, IN 46227	Hector O. Guzman
259	4276	Foxglove Trace	Indianapolis, IN 46237	John F. & Florence Hesse
260	4280	Foxglove Trace	Indianapolis, IN 46237	Kathryn L. Theobald
261-300	Reserved for Stone Lake Apartments ¹			
301	3606	Redfern Dr	Indianapolis, IN 46237	Nancy D. Carter
302	3536	Redfern Dr	Indianapolis, IN 46237	Derrick Flowers
303	3302	Lindbergh Dr	Indianapolis, IN 46237	Emmack, Malcolm W & Barbara A, CO-TRUSTEES, REVOCABLE LIVING
304	3304	Lindbergh Dr	Indianapolis, IN 46237	Joseph P. Yates
305	3310	Lindbergh Dr	Indianapolis, IN 46237	Uldis & Jane E. Duselis
306	3305	Lindbergh Dr	Indianapolis, IN 46237	Deutsche Bank National Trust Company Trustee
307	3309	Lindbergh Dr	Indianapolis, IN 46237	Roxie J. Porter
308	3345	Lindbergh Dr	Indianapolis, IN 46237	Gary Lee Stickford
309	4555	S La Salle St	Indianapolis, IN 46237	Paul E. & Frances L. Murphy
310	3312	Chamberlin Dr	Indianapolis, IN 46237	David Beisinger
311	3316	Chamberlin Dr	Indianapolis, IN 46237	Robert M. Lee, Jr
312	3320	Chamberlin Dr	Indianapolis, IN 46237	Kathleen Rigby
313	3301	Chamberlin Dr	Indianapolis, IN 46237	Miranda S. & Susan T. Morse
314	3305	Chamberlin Dr	Indianapolis, IN 46237	Virginia D. Searles
315	3309	Chamberlin Dr	Indianapolis, IN 46237	Virgil Ray & Deloris J. Ross
316	3315	Chamberlin Dr	Indianapolis, IN 46237	Priscilla Marie Label
317	3321	Chamberlin Dr	Indianapolis, IN 46237	Bunny Maclean
318	3302	Byrd Dr	Indianapolis, IN 46237	Suelynne Childers
319	3310	Byrd Dr	Indianapolis, IN 46237	Steven Eugene & Jo Ann Swinford
320	3314	Byrd Dr	Indianapolis, IN 46237	Jason & Brittani Hess
321	3326	Byrd Dr	Indianapolis, IN 46237	Sarah G. Harp & Jonathan J Robbins
322	3350	Byrd Dr	Indianapolis, IN 46237	Denise A. Maio
323	3315	Byrd Dr	Indianapolis, IN 46237	Timothy D. & Jennifer L. Coleman
324	3325	Byrd Dr	Indianapolis, IN 46237	Thomas G. Jr & Donna J. Hale
325	3349	Byrd Dr	Indianapolis, IN 46237	Kent A. Stephens
326	3353	Byrd Dr	Indianapolis, IN 46237	Carolyn R. Jacobs
327	3650	E Thompson Rd	Indianapolis, IN 46237	Norman R, Jr. & Heidi E Randall
328	3660	E Thompson Rd	Indianapolis, IN 46237	Kittie A. & Patrick A Bradley
329	3706	E Thompson Rd	Indianapolis, IN 46237	Keith J. Woodcock
330	3710	E Thompson Rd	Indianapolis, IN 46237	Andree M. Muns
331	3709	E Thompson Rd	Indianapolis, IN 46237	Catherine B. Black

Receptor No.	Street Number	Street	City, State, Zip	Owner Name
332	3725	E Thompson Rd	Indianapolis, IN 46237	Georgia Ann Pitcher
333	3802	Cherry Blossom Bl	Indianapolis, IN 46237	Edward A. & Lisa M. Baxter
334	3810	Cherry Blossom Bl	Indianapolis, IN 46237	Timothy D. & Sheryl L. Roller
335	3818	Cherry Blossom Bl	Indianapolis, IN 46237	Keeler, Tony J & Deborah L Starnes-Keeler
336	3809	Cherry Blossom Bl	Indianapolis, IN 46237	Michael J. & Judith E. Lucas
337	3817	Cherry Blossom Bl	Indianapolis, IN 46237	Zachary A. Shroyer & Sarah A. Willis
338	3825	Cherry Blossom Bl	Indianapolis, IN 46237	Stephen D. & Lisa A. Schuster
339	5535	Rum Cherry Wa	Indianapolis, IN 46237	Douglas A. & Lisa V. Polen
340	5530	Cherry Field Dr	Indianapolis, IN 46237	Linda Cornelius
341	5545	Rum Cherry Wa	Indianapolis, IN 46237	Cross, Kristi R & Theodore M Bell & Bonita G Bell
342	5540	Cherry Field Dr	Indianapolis, IN 46237	Read, Earl W & Julia E Pero-Read
343	5601	Rum Cherry Wa	Indianapolis, IN 46237	Edith A. Hendricks
344	5615	Rum Cherry Wa	Indianapolis, IN 46237	Jordan M. & Ashleigh Taylor
345	5506	Rum Cherry Wa	Indianapolis, IN 46237	Angela R. & Jeffrey L. Watson
346	5512	Rum Cherry Wa	Indianapolis, IN 46237	Robert G. & Stacey L. Moisant
347	5518	Rum Cherry Wa	Indianapolis, IN 46237	Ferd Stefan & Cathy D. Wolfia
348	5524	Rum Cherry Wa	Indianapolis, IN 46237	Ginger M. Adams
349	5532	Rum Cherry Wa	Indianapolis, IN 46237	Nguyen, Sang V & Hao T Pham (H&W)
350	5538	Rum Cherry Wa	Indianapolis, IN 46237	Stephanie L. Humerickhouse
351	5544	Rum Cherry Wa	Indianapolis, IN 46237	Monica Garcia
352	5550	Rum Cherry Wa	Indianapolis, IN 46237	Frank N. & Helen Angelyn Rojas
353	5602	Rum Cherry Wa	Indianapolis, IN 46237	Penny Pero
354	5608	Rum Cherry Wa	Indianapolis, IN 46237	Michelle Magana
355	5620	Cherry Field Dr	Indianapolis, IN 46237	Matthew A. & Karlyn K. Strack
356	5628	Cherry Field Dr	Indianapolis, IN 46237	Vicki L. Lang
357	5634	Cherry Field Dr	Indianapolis, IN 46237	George D. & Christy Lynn Walton
358	5638	Cherry Field Dr	Indianapolis, IN 46237	James H. & Cheri L. Gable
359	5635	Cherry Field Dr	Indianapolis, IN 46237	David R. Mcdougall, & Mary L. Givens
360	5627	Cherry Field Dr	Indianapolis, IN 46237	Highfill, David M & Sherry L Whipkey-Highfill
361	5621	Cherry Field Dr	Indianapolis, IN 46237	Vincent J. & Donna L. Prendergast
362	5615	Cherry Field Dr	Indianapolis, IN 46237	Lou Ellen Sears
363	5609	Cherry Field Dr	Indianapolis, IN 46237	Yan & Guang Zhang
364	5616	Rum Cherry Wa	Indianapolis, IN 46237	Jose D. & Ruby R. Dadvias
365	3902	Jekyll Ct	Indianapolis, IN 46237	Terence & ebecca S. Cress
366	3901	Jekyll Ct	Indianapolis, IN 46237	Michael F. & Carol A. Cogdill
367	3827	St Simons Ct	Indianapolis, IN 46237	Jeffrey D. Colford
368	3828	St Simons Ct	Indianapolis, IN 46237	William C III & Lindsay A. Eland
369	3834	St Simons Ct	Indianapolis, IN 46237	Robert F. Slivka
370	3833	St Simons Ct	Indianapolis, IN 46237	David L. & Barbara S. Sweeney
371	3841	St Simons Ct	Indianapolis, IN 46237	Tammie J. Sorley
372	3909	St Simons Ct	Indianapolis, IN 46237	John A. & Stephanie L. Boosey
373	3842	Brunswick Av	Indianapolis, IN 46237	Mary L. & Jason Brewer
374	3836	Brunswick Av	Indianapolis, IN 46237	Melanie N. Holliday
375	3830	Brunswick Av	Indianapolis, IN 46237	Bradley & Barbara Delagrange
376	3824	Brunswick Av	Indianapolis, IN 46237	Wesley R. Woodhull
377	3818	Brunswick Av	Indianapolis, IN 46237	David Eric Smith
378	3819	Brunswick Av	Indianapolis, IN 46237	Ronald J. & Kimberly A. Smith
379	3823	Brunswick Av	Indianapolis, IN 46237	Matthew A. & Susan L. Whitman
380	3833	Brunswick Av	Indianapolis, IN 46237	Donald E. Sr & Patricia J. Allen
381	3843	Brunswick Av	Indianapolis, IN 46237	Mindy M. Schelling
382	3907	Brunswick Av	Indianapolis, IN 46237	Jennifer S. Gamboa
383	3915	Brunswick Av	Indianapolis, IN 46237	Robert E. Brummett
384	3921	Brunswick Av	Indianapolis, IN 46237	Chanel E. Finzen
385	3906	Maple Manor Dr	Indianapolis, IN 46237	Richard L. & Carol S. Whitsit
386	3838	Maple Manor Dr	Indianapolis, IN 46237	James D., Jr & Jennifer R. Sheard
387	3832	Maple Manor Dr	Indianapolis, IN 46237	Lisa Gail Lynch
388	3826	Maple Manor Dr	Indianapolis, IN 46237	Highfill, David & Sherry Whipkey Highfill
389	3820	Maple Manor Dr	Indianapolis, IN 46237	Mason A. Begley

Receptor No.	Street Number	Street	City, State, Zip	Owner Name
390	3819	Maple Manor Dr	Indianapolis, IN 46237	Michael D. Byrd
391	3825	Maple Manor Dr	Indianapolis, IN 46237	James O. & Joyce A. Cooper
392	3831	Maple Manor Dr	Indianapolis, IN 46237	Mark A. Staggs
393	3837	Maple Manor Dr	Indianapolis, IN 46237	Christopher S. & Heather A. York
394	3901	Maple Manor Dr	Indianapolis, IN 46237	Brian K. & Robyn N. Ludlow
395	3907	Maple Manor Dr	Indianapolis, IN 46237	Eric J. & Michelle I. Isaacson
396	3913	Maple Manor Dr	Indianapolis, IN 46237	Jerry J. & Betty J. Tucker
397	3908	E Edgewood Av	Indianapolis, IN 46237	Phyllis M. Kidd
398	3902	E Edgewood Av	Indianapolis, IN 46237	Peter G. & Jackie S. Campbell
399	3836	E Edgewood Av	Indianapolis, IN 46237	Jason L. Williams
400	3830	E Edgewood Av	Indianapolis, IN 46237	Harry Daniel & Karen Ruth De Witt
401	3837	E Edgewood Av	Indianapolis, IN 46237	Marshall P. & Dorothy A. Grant
402	3841	E Edgewood Av	Indianapolis, IN 46237	Troy ,Sr & Loretta Fugate
403	3901	E Edgewood Av	Indianapolis, IN 46237	Doris D. Wehlage
404	3911	E Edgewood Av	Indianapolis, IN 46237	Scottie W & Mandy Jonte Steinbrook
405	6130	Gray Rd	Indianapolis, IN 46237	Quality Fence Co Inc
406	3922	Gray Arbor Wa	Indianapolis, IN 46237	Vasko, Gary & Christine
407	3916	Gray Arbor Wa	Indianapolis, IN 46237	Brian Murle & Melissa K. Halcomb
408	3917	Gray Arbor Dr	Indianapolis, IN 46237	Adam T. Brawner
409	3921	Gray Arbor Dr	Indianapolis, IN 46237	Thomas C. & Deborah K. Miller
410	3925	Gray Arbor Dr	Indianapolis, IN 46237	Brenda Sue Cook
411	3929	Gray Arbor Dr	Indianapolis, IN 46237	Jacob Pointer
412	3935	Gray Arbor Dr	Indianapolis, IN 46237	Talmadge & Marsha Bookout
413	3941	Gray Arbor Dr	Indianapolis, IN 46237	David C. & Michell D. Michael
414	3947	Gray Arbor Dr	Indianapolis, IN 46237	Pamela Elsey
415	4007	Gray Arbor Dr	Indianapolis, IN 46237	Jean Feldhake
416	4005	Gray Arbor Wa	Indianapolis, IN 46237	Douglas A. & Shelley R. Crawford
417	3939	Gray Arbor Wa	Indianapolis, IN 46237	Angel Vargas Luna
418	3931	Gray Arbor Wa	Indianapolis, IN 46237	Ronald J. & Maria C. Schwager
419	3924	Gray Arbor Wa	Indianapolis, IN 46237	Corey Freudenstein
420	3940	Gray Arbor Wa	Indianapolis, IN 46237	Jana L. Kime
421	4004	Gray Arbor Wa	Indianapolis, IN 46237	Jared S. Summeier
422	6359	Perry Pines Ct	Indianapolis, IN 46237	Jeffrey Neal & Beth A. Zorman
423	6353	Perry Pines Ct	Indianapolis, IN 46237	Dana R. & Matt Swales
424	6347	Perry Pines Ct	Indianapolis, IN 46237	Magdalena J. Mc Hargue
425	6337	Perry Pines Ct	Indianapolis, IN 46237	Brandon & Anna Peters
426	6331	Perry Pines Ct	Indianapolis, IN 46237	Duane L. & Carol L. King
427	6327	Perry Pines Ct	Indianapolis, IN 46237	Robert, Jr & Bethany Mueller
428	6323	Perry Pines Ct	Indianapolis, IN 46237	Michael E. & Tiffany F. Eland
429	6322	Perry Pines Ct	Indianapolis, IN 46237	Alyce Thorstad
430	6326	Perry Pines Ct	Indianapolis, IN 46237	Wilma J. Judd
431	6330	Perry Pines Ct	Indianapolis, IN 46237	Hutton, Jamie L Trustee Under The Jamie L Hutton
432	6334	Perry Pines Ct	Indianapolis, IN 46237	Castillo-Burgos, Luz M & Angel Burgos
433	6338	Perry Pines Ct	Indianapolis, IN 46237	Michael K. & Marilyn S. Sutherlin
434	6342	Perry Pines Ct	Indianapolis, IN 46237	Laforte, Maurice P li & Elizabeth S Cox
435	6406	Perry Pines Ct	Indianapolis, IN 46237	Jonathan Murphy
436	6412	Perry Pines Ct	Indianapolis, IN 46237	Emily D. Rushton
437	6418	Perry Pines Ct	Indianapolis, IN 46237	Alex E. & Nancy Y. Martinez
438	6424	Perry Pines Ct	Indianapolis, IN 46237	Lori L. Ellis
439	6430	Perry Pines Ct	Indianapolis, IN 46237	Trieu, Lillian & Phuong Van Nguyen
440	6436	Perry Pines Ct	Indianapolis, IN 46237	Peggy J. Stevens
441	6440	Perry Pines Ct	Indianapolis, IN 46237	James Bernard II & Lindsay C. Urrutia
442	6444	Perry Pines Ct	Indianapolis, IN 46237	Stephen T. Colinco
443	6447	Perry Pines Ct	Indianapolis, IN 46237	John E. & Kathy K. Mc Dowell
444	6437	Perry Pines Ct	Indianapolis, IN 46237	Richard & Karen Fyten
445	6438	Gray Rd	Indianapolis, IN 46237	Bryan D. & Breanne N. Rubeck
446	6450	Gray Rd	Indianapolis, IN 46237	Theresa Waters
447	6460	Gray Rd	Indianapolis, IN 46237	Darryl Dean & Anastasia N. Mitchell
448	6506	Gray Rd	Indianapolis, IN 46237	Kenneth R. Matkins

Receptor No.	Street Number	Street	City, State, Zip	Owner Name
449	6519	Gray Rd	Indianapolis, IN 46237	David L. Mccrary,
450	4144	Moss Ridge Ln	Indianapolis, IN 46237	Gregory S. & Linda S. Hoffman
451	4136	Moss Ridge Ln	Indianapolis, IN 46237	Jack C. & Mary E. Finney
452	4130	Moss Ridge Ln	Indianapolis, IN 46237	Fred C. Poe
453	4124	Moss Ridge Ln	Indianapolis, IN 46237	Richard D. Cunneen
454	4114	Moss Ridge Ln	Indianapolis, IN 46237	Robert D. Vane
455	4115	Moss Ridge Ln	Indianapolis, IN 46237	Timothy R. & Lora K. Hansell
456	4121	Moss Ridge Ln	Indianapolis, IN 46237	James W. Tilton & Mary Jo Zajeski
457	4151	Moss Ridge Ln	Indianapolis, IN 46237	Russell E. & Sarah E. Glassburn
458	4226	Moss Ridge Ct	Indianapolis, IN 46237	Archie L. & Joanna Russell
459	4218	Moss Ridge Ct	Indianapolis, IN 46237	Michael D. & Sharon L. Hunt
460	4210	Moss Ridge Ct	Indianapolis, IN 46237	Michael D., II & Danielle L. Chryslar
461	4209	Moss Ridge Ct	Indianapolis, IN 46237	Jeffrey E. & Patty S. Lathrop
462	4215	Moss Ridge Ct	Indianapolis, IN 46237	Richard H. & Leah R. Winzenread
463	4225	Moss Ridge Ct	Indianapolis, IN 46237	Paul Douglas & Therese Ann Bippus
464	4233	Moss Ridge Ct	Indianapolis, IN 46237	Dwight Hensley
465	4241	Moss Ridge Ct	Indianapolis, IN 46237	Robert J., Jr & Gwendolyn Hamm
466	4324	Moss Ridge Ci	Indianapolis, IN 46237	Prabhjot S. & Amarjit K. Chauhan
467	4316	Moss Ridge Ci	Indianapolis, IN 46237	William B. & Sharon L. Bryant
468	4306	Moss Ridge Ci	Indianapolis, IN 46237	Jose E. & Olga P. Castellanos
469	4302	Moss Ridge Ci	Indianapolis, IN 46237	Kamal & Ferial Sufan
470	4305	Moss Ridge Ci	Indianapolis, IN 46237	Kyle & Kimberly Akers
471	4311	Moss Ridge Ci	Indianapolis, IN 46237	Steven J. & Julia M. Conner
472	4319	Moss Ridge Ci	Indianapolis, IN 46237	Duane P. & Kellie L. Polley
473	4327	Moss Ridge Ci	Indianapolis, IN 46237	Anthony J. & Erin M. Turk
474	4335	Moss Ridge Ci	Indianapolis, IN 46237	Stephen O. Jones
475	6714	Moss Creek Pl	Indianapolis, IN 46237	Robert Todd & Glenna Teresa Musser
476	6722	Moss Creek Pl	Indianapolis, IN 46237	Larry J. & Charlene A. Pierle
477	2655	Redfern Dr	Indianapolis, IN 46227	Michael S. & Kate M. Antrim
478	4410	Ingleside Ln	Indianapolis, IN 46227	Robisch, Robert C & Margaret H-Co Trustees
479	4420	Ingleside Ln	Indianapolis, IN 46227	Mark A. & Victoria Jones
480	2901	Redfern Dr	Indianapolis, IN 46227	Thomas J, Sr & Jane R. Meier
481	4425	Ingleside Ln	Indianapolis, IN 46227	Patricia R. Barber
482	3015	Redfern Dr	Indianapolis, IN 46227	Marlin J. & Stephanie J. Sechrist
483	3202	Redfern Dr	Indianapolis, IN 46227	Donald R. & Barbara J. Bush
484	4471	Carson Av	Indianapolis, IN 46227	James C. & Jean Elaine Butcher
485	3216	Lindbergh Dr	Indianapolis, IN 46237	Robert M. & Sally A. Hyde
486	3210	Lindbergh Dr	Indianapolis, IN 46237	Earl & Elva Ensinger
487	3202	Lindbergh Dr	Indianapolis, IN 46237	Anthony Weaver
488	3150	Lindbergh Dr	Indianapolis, IN 46237	Emerson, Mark S & Denise R
489	3213	Lindbergh Dr	Indianapolis, IN 46237	Norma J. & Mark Alan Matthias
490	3209	Lindbergh Dr	Indianapolis, IN 46237	Archie L. & Joanna Russell
491	3205	Lindbergh Dr	Indianapolis, IN 46237	Michael D. & Sharon L. Hunt
492	3155	Lindbergh Dr	Indianapolis, IN 46237	Larry S. & Anita L. Evans
493	3220	Chamberlin Dr	Indianapolis, IN 46227	Margie Troutman
494	3216	Chamberlin Dr	Indianapolis, IN 46227	Elizabeth R. Borton
495	3214	Chamberlin Dr	Indianapolis, IN 46227	Dwight Hensley
496	3212	Chamberlin Dr	Indianapolis, IN 46227	Paul R. Carmen
497	3208	Chamberlin Dr	Indianapolis, IN 46227	Dennis A. & Victoria F. Fox
498	3225	Chamberlin Dr	Indianapolis, IN 46227	John D, Jr. & Amy M. Hammond
499	3223	Chamberlin Dr	Indianapolis, IN 46227	Rosella J. Tittle
500	3213	Chamberlin Dr	Indianapolis, IN 46227	Michael J. Tittle
501	3211	Chamberlin Dr	Indianapolis, IN 46227	Michael J. Tittle
502	3214	Byrd Dr	Indianapolis, IN 46227	Jeremy A. Guillemette & Brandi Mercer
503	3210	Byrd Dr	Indianapolis, IN 46227	Donald R. & Barbara J. Bush
504	3204	Byrd Dr	Indianapolis, IN 46227	Duane P. & Kellie L. Polley
505	3202	Byrd Dr	Indianapolis, IN 46227	Donald F. & Barbara A. Huddleston
506	3211	Byrd Dr	Indianapolis, IN 46227	James C. & Jean Elaine Butcher
507	3205	Byrd Dr	Indianapolis, IN 46227	James C. & Jean Elaine Butcher
508	3203	Byrd Dr	Indianapolis, IN 46227	Robert M. & Sally A. Hyde

Receptor No.	Street Number	Street	City, State, Zip	Owner Name
509	3500	E Thompson Rd	Indianapolis, IN 46227	CHURCH, PARC-WAY ASSEMBLY OF GOD
510-560	3410	Rue Chanel (clubhouse)	Indianapolis, IN 46227	FSF PARC BORDEAUX ASSOCIATES, LLC (Apartments)
561	3333	E Thompson Rd	Indianapolis, IN 46237	SHIRLEY REALTY ASSOCIATES
562	3330	Prague Road	Indianapolis, IN 46227	Roncalli High School
563	3528	Redwood Dr	Indianapolis, IN 46227	Elizabeth Snyder
564	3536	Redwood Dr	Indianapolis, IN 46227	Michael K. Morris
565	3602	Redwood Dr	Indianapolis, IN 46227	Dorinda Harbaugh
566	3610	Redwood Dr	Indianapolis, IN 46227	Richard A. Qualls
567	3618	Redwood Dr	Indianapolis, IN 46227	Ernest & Caroll Crenshaw
568	5503	S Kealing Av	Indianapolis, IN 46227	Billie J. Huntman
569	5511	S Kealing Av	Indianapolis, IN 46227	Daniel & C. Samantha Fitzgerald
570	5519	S Kealing Av	Indianapolis, IN 46227	James David & Kimberly A. Dawson
571	5527	S Kealing Av	Indianapolis, IN 46227	Michael E. Monaghan
572	5601	S Kealing Av	Indianapolis, IN 46227	Jason & Julie Crewe
573	5609	S Kealing Av	Indianapolis, IN 46227	Theresa A. Wright
574	5617	S Kealing Av	Indianapolis, IN 46227	Kelly L. Gratien
575	5623	S Kealing Av	Indianapolis, IN 46227	Margaret E. Mcintosh
576	5629	S Kealing Av	Indianapolis, IN 46227	Richard E. & Cindy L. Perry
577	5633	S Kealing Av	Indianapolis, IN 46227	Thomas E. & Deborah S. Negri
578	5639	S Kealing Av	Indianapolis, IN 46227	Joseph D. & Rebecca L. Essex
579	5703	S Kealing Av	Indianapolis, IN 46227	Emily M. Phipps
580	3632	S Kealing Ct	Indianapolis, IN 46227	John O. & Marilyn J. Bullens
581	3635	S Kealing Ct	Indianapolis, IN 46227	Adam D. & Melissa L. Long
582	3627	S Kealing Ct	Indianapolis, IN 46227	Bobby L., Jr & Angie L. Jobe
583	3621	Ferncliff Av	Indianapolis, IN 46227	H & H Property Investments Inc
584	3615	Ferncliff Av	Indianapolis, IN 46227	Douglas A. Johnson
585	3618	Ferncliff Av	Indianapolis, IN 46227	Denney, Perry J & Rabenia S Trustees Denney Family Trust
586	5704	S Kealing Av	Indianapolis, IN 46227	Kevin M. Quillen & Dorothy J. Carey
587	5638	S Kealing Av	Indianapolis, IN 46227	H & H Property Investments Inc
588	3611	Royal Oak Dr	Indianapolis, IN 46227	Robert Hawkins
589	5622	S Kealing Av	Indianapolis, IN 46227	Barbara A. Englert
590	5614	S Kealing Av	Indianapolis, IN 46227	Joseph P., Jr & Shelli L. Wohlhieter
591	5608	S Kealing Av	Indianapolis, IN 46227	Thomas L. & Janet R. Springer
592	5532	S Kealing Av	Indianapolis, IN 46227	Jesus F. Cardoza
593	5524	S Kealing Av	Indianapolis, IN 46227	Marco V. Patino
594	5516	S Kealing Av	Indianapolis, IN 46227	Stanley O. & Rita J. Hall
595	5508	S Kealing Av	Indianapolis, IN 46227	Gary L. & Debra L. Sowders
596	3605	Redwood Dr	Indianapolis, IN 46227	Sharon K. Keim
597	3539	Redwood Dr	Indianapolis, IN 46227	Paul E. & Nancy J. Behymer
598	3530	E Dudley Av	Indianapolis, IN 46227	James T. & Joan M. Bartley
599	5605	S Gale St	Indianapolis, IN 46227	Paul D. & Rose Marie Russell
600	5615	S Gale St	Indianapolis, IN 46227	Robert & Carol R. Pollak
601	3610	Royal Oak Dr	Indianapolis, IN 46227	Christopher L. & Jodie L. Nelson
602	5625	S Gale St	Indianapolis, IN 46227	SECRETARY OF HOUSING & URBAN DEVELOPMENT % HARRINGTON MORAN BARKSDALE INC
603	3616	Whalen Av	Indianapolis, IN 46227	Ralph, Jr & Virginia F. De Boor
604	3626	Whalen Av	Indianapolis, IN 46227	Donald M. & Janet I. Carney
605	3636	Whalen Av	Indianapolis, IN 46227	Kevin L. Carney
606	5737	S Kealing Av	Indianapolis, IN 46227	Robert A. & Linda E. Thompson
607	5745	S Kealing Av	Indianapolis, IN 46227	Gloria Houchell
608	5801	S Kealing Av	Indianapolis, IN 46227	Rasnic, Steven James & Stephanie A Rasdell-Rasnic
609	5811	S Kealing Av	Indianapolis, IN 46227	Mark A. & Kelli R. Ramsey
610	5821	S Kealing Av	Indianapolis, IN 46227	Jeffrey M. & Kerry N. Anderson
611	5831	S Kealing Av	Indianapolis, IN 46227	Ronald D. Tanner
612	5841	S Kealing Av	Indianapolis, IN 46227	James L. Jackson
613	3641	E Brunswick Av	Indianapolis, IN 46227	Stephen R. & Roseanne Keefe

Receptor No.	Street Number	Street	City, State, Zip	Owner Name
614	3631	E Brunswick Av	Indianapolis, IN 46227	Judith E. Villegas
615	3615	Whalen Av	Indianapolis, IN 46227	Ronald Mccord
616	3625	Whalen Av	Indianapolis, IN 46227	Faith Property Management LLC,
617	5806	S Kealing Av	Indianapolis, IN 46227	Barbara J. Bruce
618	5816	S Kealing Av	Indianapolis, IN 46227	Jo Ann Kouts
619	5838	S Kealing Av	Indianapolis, IN 46227	Bradley S. & Stephanie Parks
620	3626	E Brunswick Av	Indianapolis, IN 46227	Martin & Maria M. Ponce
621	3712	E Edgewood Av	Indianapolis, IN 46227	F James & Wanda I Nordsiek
622	3704	E Edgewood Av	Indianapolis, IN 46227	Basilio J., Jr & Nenita Delacruz
623	3330	E Edgewood Av	Indianapolis, IN 46227	Bryan K. & Deborah S. Himes
624	3630	E Edgewood Av	Indianapolis, IN 46227	Donald P. & Jonnie F. Harris
625	3417	E Edgewood Av	Indianapolis, IN 46227	Emma Jean Rhoton
626	3401	E Edgewood Av	Indianapolis, IN 46227	Rhoton, Stanley & Emma J Daniels
627	3351	E Edgewood Av	Indianapolis, IN 46227	Vicki L. Davis
628	3810	Busy Bee Ln	Indianapolis, IN 46227	Martha P. Reardon
629	3736	Busy Bee Ln	Indianapolis, IN 46227	Jacqueline M. Ray
630	3530	Busy Bee Ln	Indianapolis, IN 46227	Edward M., Jr & Ageline Petronie
631	3420	Busy Bee Ln	Indianapolis, IN 46227	Lawrence A. & Barbara Voorheis
632	3531	Busy Bee Ln	Indianapolis, IN 46227	Stanley T. & Teresa K. Mayo
633	6315	S Sherman Dr	Indianapolis, IN 46227	Donald R. & Beverly G. Newman
634	6325	S Sherman Dr	Indianapolis, IN 46227	Sanja Puletz
635	6335	S Sherman Dr	Indianapolis, IN 46227	Gregg A. & Kathleen M. Inman
636	6351	S Sherman Dr	Indianapolis, IN 46227	Douglas W. & Katherine M. Kuhn
637	6425	S Sherman Dr	Indianapolis, IN 46227	Larry L. & Wanda K. Cooney
638	6445	S Sherman Dr	Indianapolis, IN 46227	Eric M. & Melanie F. Crouch
639	6600	Gray Rd	Indianapolis, IN 46237	Allen S. & Susan L. Anderson
640	3932	Mi Casa Av	Indianapolis, IN 46237	Church, St Pauls Evangelical Lutheran Trs
641	6721	Gray Rd	Indianapolis, IN 46237	K F M Partners, Lp C/O Harry C Kim
642	6745	Gray Rd	Indianapolis, IN 46237	Ceeco & Associates, Inc Suite D
643	6755	Gray Rd	Indianapolis, IN 46237	Solar Sources, Inc % Felson Bowman
644	4150	Kildeer Dr	Indianapolis, IN 46237	Ceeco & Associates Inc
645	4049	Kildeer Dr	Indianapolis, IN 46237	Extra Space Properties Thirty Llc % Extra Space Storage Llc Attn: Real Estate Legal
646	4402	E Creekview Dr	Indianapolis, IN 46237	Jer/Jameson Properties Llc % Longhouse Hospitality Suite 200
647	4650	E Southport Rd	Indianapolis, IN 46237	DAB Investments, Southport Commons
648	4441	Southport Cross Dr	Indianapolis, IN 46237	Bef Reit, Inc
649	4670	Southport Cross Dr	Indianapolis, IN 46237	Brisam Court Indy Llc
650	4690	Southport Cross Dr	Indianapolis, IN 46237	Private Restaurant Properties, Llc Suite 470a

Notes:

1. Stone Lake Apartments do not have outdoor spaces therefore no receptors modeled
2. Rue Chanel Apartments: Pool/Clubhouse only outdoor space therefore nothing else in complex was modeled
3. Receptor Numbers 651 through 670 are not used.
4. Majority of receptors in the study area are Category B, except as noted by highlights.

Category C
Category E

Receptor No.	Building Number	Street and Apt. #	City, State, Zip
Sawmill Apts.			
671	3713	Lickridge Ln. S. Dr #1	Indianapolis, IN 46227
672	3713	Lickridge Ln. S. Dr #2	Indianapolis, IN 46227
673	3713	Lickridge Ln. S. Dr #3	Indianapolis, IN 46227
674	3713	Lickridge Ln. S. Dr #4	Indianapolis, IN 46227
675	3713	Lickridge Ln. S. Dr #5	Indianapolis, IN 46227
676	3713	Lickridge Ln. S. Dr #6	Indianapolis, IN 46227
677	3717	Lickridge Ln. S. Dr. #1	Indianapolis, IN 46227
678	3717	Lickridge Ln. S. Dr. #2	Indianapolis, IN 46227
679	3717	Lickridge Ln. S. Dr. #3	Indianapolis, IN 46227
680	3717	Lickridge Ln. S. Dr. #4	Indianapolis, IN 46227
681	3717	Lickridge Ln. S. Dr. #5	Indianapolis, IN 46227
682	3717	Lickridge Ln. S. Dr. #6	Indianapolis, IN 46227
683	3721	Lickridge Ln. S. Dr. #1	Indianapolis, IN 46227
684	3721	Lickridge Ln. S. Dr. #2	Indianapolis, IN 46227
685	3721	Lickridge Ln. S. Dr. #3	Indianapolis, IN 46227
686	3721	Lickridge Ln. S. Dr. #4	Indianapolis, IN 46227
687	3721	Lickridge Ln. S. Dr. #5	Indianapolis, IN 46227
688	3721	Lickridge Ln. S. Dr. #6	Indianapolis, IN 46227
689	3701	Lickridge Ln. N. Dr. #1	Indianapolis, IN 46227
690	3701	Lickridge Ln. N. Dr. #2	Indianapolis, IN 46227
691	3701	Lickridge Ln. N. Dr. #3	Indianapolis, IN 46227
692	3701	Lickridge Ln. N. Dr. #4	Indianapolis, IN 46227
693	3701	Lickridge Ln. N. Dr. #5	Indianapolis, IN 46227
694	3701	Lickridge Ln. N. Dr. #6	Indianapolis, IN 46227
695	3705	Lickridge Ln. N. Dr. #1	Indianapolis, IN 46227
696	3705	Lickridge Ln. N. Dr. #2	Indianapolis, IN 46227
697	3705	Lickridge Ln. N. Dr. #3	Indianapolis, IN 46227
698	3705	Lickridge Ln. N. Dr. #4	Indianapolis, IN 46227
699	3705	Lickridge Ln. N. Dr. #5	Indianapolis, IN 46227
700	3705	Lickridge Ln. N. Dr. #6	Indianapolis, IN 46227
701	3709	Lickridge Ln. N. Dr. #1	Indianapolis, IN 46227
702	3709	Lickridge Ln. N. Dr. #2	Indianapolis, IN 46227
703	3709	Lickridge Ln. N. Dr. #3	Indianapolis, IN 46227
704	3709	Lickridge Ln. N. Dr. #4	Indianapolis, IN 46227
705	3709	Lickridge Ln. N. Dr. #5	Indianapolis, IN 46227
706	3709	Lickridge Ln. N. Dr. #6	Indianapolis, IN 46227
707	3706	Lickridge Ln. N. Dr. #1	Indianapolis, IN 46227
708	3706	Lickridge Ln. N. Dr. #2	Indianapolis, IN 46227
709	3706	Lickridge Ln. N. Dr. #3	Indianapolis, IN 46227
710	3706	Lickridge Ln. N. Dr. #4	Indianapolis, IN 46227
711	3706	Lickridge Ln. N. Dr. #5	Indianapolis, IN 46227
712	3706	Lickridge Ln. N. Dr. #6	Indianapolis, IN 46227
713	3710	Lickridge Ln. N. Dr. #1	Indianapolis, IN 46227
714	3710	Lickridge Ln. N. Dr. #2	Indianapolis, IN 46227

Receptor No.	Building Number	Street and Apt. #	City, State, Zip
Sawmill Apts.			
715	3710	Lickridge Ln. N. Dr. #3	Indianapolis, IN 46227
716	3710	Lickridge Ln. N. Dr. #4	Indianapolis, IN 46227
717	3710	Lickridge Ln. N. Dr. #5	Indianapolis, IN 46227
718	3710	Lickridge Ln. N. Dr. #6	Indianapolis, IN 46227
719	3714	Lickridge Ln. N. Dr. #1	Indianapolis, IN 46227
720	3714	Lickridge Ln. N. Dr. #2	Indianapolis, IN 46227
721	3714	Lickridge Ln. N. Dr. #3	Indianapolis, IN 46227
722	3714	Lickridge Ln. N. Dr. #4	Indianapolis, IN 46227
723	3714	Lickridge Ln. N. Dr. #5	Indianapolis, IN 46227
724	3714	Lickridge Ln. N. Dr. #6	Indianapolis, IN 46227
725	3716	Lickridge Ln. N. Dr. #1	Indianapolis, IN 46227
726	3716	Lickridge Ln. N. Dr. #2	Indianapolis, IN 46227
727	3716	Lickridge Ln. N. Dr. #3	Indianapolis, IN 46227
728	3716	Lickridge Ln. N. Dr. #4	Indianapolis, IN 46227
729	3716	Lickridge Ln. N. Dr. #5	Indianapolis, IN 46227
730	3716	Lickridge Ln. N. Dr. #6	Indianapolis, IN 46227
731	3720	Lickridge Ln. N. Dr. #1	Indianapolis, IN 46227
732	3720	Lickridge Ln. N. Dr. #2	Indianapolis, IN 46227
733	3720	Lickridge Ln. N. Dr. #3	Indianapolis, IN 46227
734	3720	Lickridge Ln. N. Dr. #4	Indianapolis, IN 46227
735	3720	Lickridge Ln. N. Dr. #5	Indianapolis, IN 46227
736	3720	Lickridge Ln. N. Dr. #6	Indianapolis, IN 46227
737	3724	Lickridge Ln. N. Dr. #1	Indianapolis, IN 46227
738	3724	Lickridge Ln. N. Dr. #2	Indianapolis, IN 46227
739	3724	Lickridge Ln. N. Dr. #3	Indianapolis, IN 46227
740	3724	Lickridge Ln. N. Dr. #4	Indianapolis, IN 46227
741	3724	Lickridge Ln. N. Dr. #5	Indianapolis, IN 46227
742	3724	Lickridge Ln. N. Dr. #6	Indianapolis, IN 46227
743	3726	Lickridge Ln. N. Dr. #1	Indianapolis, IN 46227
744	3726	Lickridge Ln. N. Dr. #2	Indianapolis, IN 46227
745	3726	Lickridge Ln. N. Dr. #3	Indianapolis, IN 46227
746	3726	Lickridge Ln. N. Dr. #4	Indianapolis, IN 46227
747	3726	Lickridge Ln. N. Dr. #5	Indianapolis, IN 46227
748	3726	Lickridge Ln. N. Dr. #6	Indianapolis, IN 46227
749	3730	Lickridge Ln. N. Dr. #1	Indianapolis, IN 46227
750	3730	Lickridge Ln. N. Dr. #2	Indianapolis, IN 46227
751	3730	Lickridge Ln. N. Dr. #3	Indianapolis, IN 46227
752	3730	Lickridge Ln. N. Dr. #4	Indianapolis, IN 46227
753	3730	Lickridge Ln. N. Dr. #5	Indianapolis, IN 46227
754	3730	Lickridge Ln. N. Dr. #6	Indianapolis, IN 46227
755	3734	Lickridge Ln. N. Dr. #1	Indianapolis, IN 46227
756	3734	Lickridge Ln. N. Dr. #2	Indianapolis, IN 46227
757	3734	Lickridge Ln. N. Dr. #3	Indianapolis, IN 46227
758	3734	Lickridge Ln. N. Dr. #4	Indianapolis, IN 46227

Receptor No.	Building Number	Street and Apt. #	City, State, Zip
Sawmill Apts.			
759	3734	Lickridge Ln. N. Dr. #5	Indianapolis, IN 46227
760	3734	Lickridge Ln. N. Dr. #6	Indianapolis, IN 46227
761	4416	Lickridge Ct. #1	Indianapolis, IN 46227
762	4416	Lickridge Ct. #2	Indianapolis, IN 46227
763	4416	Lickridge Ct. #3	Indianapolis, IN 46227
764	4416	Lickridge Ct. #4	Indianapolis, IN 46227
765	4416	Lickridge Ct. #5	Indianapolis, IN 46227
766	4416	Lickridge Ct. #6	Indianapolis, IN 46227
767	4420	Lickridge Ct. #1	Indianapolis, IN 46227
768	4420	Lickridge Ct. #2	Indianapolis, IN 46227
769	4420	Lickridge Ct. #3	Indianapolis, IN 46227
770	4420	Lickridge Ct. #4	Indianapolis, IN 46227
771	4420	Lickridge Ct. #5	Indianapolis, IN 46227
772	4420	Lickridge Ct. #6	Indianapolis, IN 46227
773	4424	Lickridge Ct. #1	Indianapolis, IN 46227
774	4424	Lickridge Ct. #2	Indianapolis, IN 46227
775	4424	Lickridge Ct. #3	Indianapolis, IN 46227
776	4424	Lickridge Ct. #4	Indianapolis, IN 46227
777	4424	Lickridge Ct. #5	Indianapolis, IN 46227
778	4424	Lickridge Ct. #6	Indianapolis, IN 46227
779	4419	Lickridge Ct. #1	Indianapolis, IN 46227
780	4419	Lickridge Ct. #2	Indianapolis, IN 46227
781	4419	Lickridge Ct. #3	Indianapolis, IN 46227
782	4419	Lickridge Ct. #4	Indianapolis, IN 46227
783	4419	Lickridge Ct. #5	Indianapolis, IN 46227
784	4419	Lickridge Ct. #6	Indianapolis, IN 46227
785	4423	Lickridge Ct. #1	Indianapolis, IN 46227
786	4423	Lickridge Ct. #2	Indianapolis, IN 46227
787	4423	Lickridge Ct. #3	Indianapolis, IN 46227
788	4423	Lickridge Ct. #4	Indianapolis, IN 46227
789	4423	Lickridge Ct. #5	Indianapolis, IN 46227
790	4423	Lickridge Ct. #6	Indianapolis, IN 46227

APPENDIX B
TRAFFIC FORECAST

Current Year Traffic Data

Direction	Segment		VPH		% Trucks		AM		PM		LOS C		Lane 1		Lane 2		Lane 3	
	From	To	Peak AM	Peak PM	AM	PM	Cars	Trucks	Cars	Trucks	LOS C	Trucks (40%)	Trucks (47%)	Cars (35%)	Trucks (50%)	Cars (25%)	Trucks (3%)	
I-65 NB	Southport	I-465	5500	3300	15	16	4675	825	2772	528	AM	1870	388	1636	413	1169	25	
Ramp	I-65 NB	I-465 EB/WB	2220	2032			1957	263	1736	296	AM							
Ramp	I-465 EB/WB	I-465 EB	1502	1314	7	11	1397	105	1169	145	AM							
Ramp	I-465 EB/WB	I-465 WB	718	718	22	21	560	158	567	151	AM							
I-65 NB	I-465 EB/WB	Merge Lane	2857	1039	3	15	2771	86	883	156	AM	1108	40	970	43	693	3	
Ramp	I-465 EB	I-65 NB	449	337	3	7	436	13	313	24	AM							
I-65 NB	Merge Lane	Merge Lane	3306	1376			3207	99	1196	180	AM	1283	47	1122	50	802	3	
Ramp	I-465 WB	I-65 NB	1135	516	3	8	1101	34	475	41	AM							
I-65 NB	Merge Lane	Keystone	4609	2095	12	13	4056	553	1823	272	AM	1622	260	1420	277	1014	17	
I-65 SB	Keystone	I-465 EB/WB	2264	4527	14	12	1947	317	3984	543	AM	779	149	681	159	487	10	
Ramp	I-65 SB	I-465 EB/WB	752	1502			692	60	1447	55	AM							
Ramp	I-465 EB/WB	I-465 EB	476	951	9	4	433	43	913	38	AM							
Ramp	I-465 EB/WB	I-465 WB	276	551	6	3	259	17	534	17	AM							
I-65 SB	I-465 EB/WB	Merge Lane	1513	3328	17	16	1256	257	2796	532	AM	502	121	440	129	314	8	
Ramp	I-465 WB	I-65 SB	1099	1099	9	12	1000	99	967	132	AM							
I-65 SB	Merge Lane	Merge Lane	2612	4427			2256	356	3763	664	AM	902	167	790	178	564	11	
Ramp	I-465 EB	I-65 SB	696	928	17	12	578	118	817	111	AM							
I-65 SB	Merge Lane	Southport	2878	5180	15	14	2446	432	4455	725	AM	978	203	856	216	612	13	
I-465 EB	US 31	I-65 SB	3388	3290	14	15	2914	474	2797	494	AM	1166	223	1020	237	729	14	
Ramp	I-465 EB	I-65 SB	700	928	17	12	581	119	817	111	AM							
I-465 EB	I-65 SB	Merge Lane	2688	2362			2333	355	1980	383	AM	933	167	817	178	583	11	
Ramp	I-465 EB	I-65 NB	449	337	3	7	436	13	313	24	AM							
I-465 EB	I-65 NB	Merge Lane	2383	2085	15	17	2026	357	1731	354	AM	810	168	709	179	507	11	
Ramp	I-465 EB/WB	I-465 EB	476	951	9	4	433	43	913	38	AM							
I-465 EB	Merge Lane	Merge Lane	2859	3036			2459	400	2644	392	AM	984	188	861	200	615	12	
Ramp	I-465 EB/WB	I-465 EB	1502	1314	7	11	1397	105	1169	145	AM							
I-465 EB	Merge Lane	Merge Lane	4646	4065	11	13	4135	511	3537	528	AM	1654	240	1447	256	1034	15	
Ramp	I-465 EB	Emerson	779	1169	3	2	756	23	1146	23	AM							
I-465 EB	Emerson	Merge Lane	3867	2896			3379	488	2391	505	AM	1352	229	1183	244	845	15	
Ramp	Emerson	I-465 EB	1267	806	2	1	1242	25	798	8	AM							
I-465 EB	Emerson	I-74	5094	3962	11	13	4534	560	3447	515	AM	1814	263	1587	280	1134	17	
I-465 WB	Emerson Exit	Merge Lane	2061	3709	19	16	1669	392	3116	593	AM	668	184	584	196	417	12	
Ramp	Emerson	I-465 WB	1215	810	3	2	1179	36	794	16	AM							
I-465 WB	Merge Lane	I-65 NB	3283	4377	15	13	2791	492	3808	569	AM	1116	231	977	246	698	15	
Ramp	I-465 WB	I-65 NB	271	516	3	8	263	8	475	41	AM							
I-465 WB	I-65 NB exit	I-65 SB exit	3012	3861			2528	484	3333	528	AM	1011	227	885	242	632	15	
Ramp	I-465 WB	I-65 SB	1099	1099	9	12	1000	99	967	132	AM							
I-465 WB	I-65 SB exit	I-65 SB	1148	2869	22	15	895	253	2439	430	AM	358	119	313	127	224	8	
Ramp	I-65 NB	I-465 WB	718	718	22	21	560	158	567	151	AM							
I-465 WB	Merge Lane	Merge Lane	1866	3587			1455	411	3006	581	AM	582	193	509	206	364	12	
Ramp	I-465 EB/WB	I-465 WB	276	551	6	3	259	17	534	17	AM							
I-465 WB	Merge Lane	US 31	2223	4001	20	15	1778	445	3401	600	AM	711	209	622	223	445	13	

Design Year Traffic Data

Direction	Segment		VPH		% Trucks		AM		PM		LOS C	Lane 1		Lane 2		Lane 3	
	From	To	Peak AM	Peak PM	AM	PM	Cars	Trucks	Cars	Trucks		Cars (40%)	Trucks (47%)	Cars (35%)	Trucks (50%)	Cars (25%)	Trucks (3%)
I-65 NB	Southport	I-465	6367		15	16	5412	955	0	0	AM	2165	449	1894	478	1353	29
Ramp	I-65 NB	I-465 EB/WB	2570				2265	305	0	0	AM						
Ramp	I-465 EB/WB	I-465 EB	1738		7	11	1616	122	0	0	AM						
Ramp	I-465 EB/WB	I-465 WB	832		22	21	649	183	0	0	AM						
I-65 NB	I-465 EB/WB	Merge Lane	3307		3	15	3208	99	0	0	AM	1283	47	1123	50	802	3
Ramp	I-465 EB	I-65 NB	519		3	7	503	16	0	0	AM						
I-65 NB	Merge Lane	Merge Lane	3826				3711	115	0	0	AM	1484	54	1299	58	928	3
Ramp	I-465 WB	I-65 NB	1315		3	8	1276	39	0	0	AM						
I-65 NB	Merge Lane	Keystone	5335		12	13	4695	640	0	0	AM	1878	301	1643	320	1174	19
I-65 SB	Keystone	I-465 EB/WB	2620		14	12	2253	367	0	0	AM	901	172	789	184	563	11
Ramp	I-65 SB	I-465 EB/WB	870	0			801	69	0	0	AM						
Ramp	I-465 EB/WB	I-465 EB	551		9	4	501	50	0	0	AM						
Ramp	I-465 EB/WB	I-465 WB	319		6	3	300	19	0	0	AM						
I-65 SB	I-465 EB/WB	Merge Lane	1751		17	16	1453	298	0	0	AM	581	140	509	149	363	9
Ramp	I-465 WB	I-65 SB	1272		9	12	1158	114	0	0	AM						
I-65 SB	Merge Lane	Merge Lane	3023	0			2611	412	0	0	AM	1044	194	914	206	653	12
Ramp	I-465 EB	I-65 SB	806		17	12	669	137	0	0	AM						
I-65 SB	Merge Lane	Southport	3331		15	14	2831	500	0	0	AM	849	160	849	160	283	20
I-465 EB	US 31	I-65 EB	3808		14	15	3275	533	0	0	AM	1310	251	1146	267	819	16
Ramp	I-465 EB	I-65 SB	806		17	12	669	137	0	0	AM						
I-465 EB	Merge Lane	Merge Lane	3002	0			2606	396	0	0	AM	1042	186	912	198	652	12
Ramp	I-465 EB	I-65 NB	519		3	7	503	16	0	0	AM						
I-465 EB	Merge Lane	Merge Lane	2758		15	17	2344	414	0	0	AM	938	195	820	207	586	12
Ramp	I-465 EB/WB	I-465 EB	551		9	4	501	50	0	0	AM						
I-465 EB	Merge Lane	Merge Lane	3309	0			2845	464	0	0	AM	1138	218	996	232	711	14
Ramp	I-465 EB/WB	I-465 EB	1738		7	11	1616	122	0	0	AM						
I-465 EB	Merge Lane	Merge Lane	5378		11	13	4786	592	0	0	AM	1914	278	1675	296	1197	18
Ramp	I-465 EB	Emerson	902		3	2	875	27	0	0	AM						
I-465 EB	Merge Lane	Merge Lane	4476	0			3911	565	0	0	AM	1564	266	1369	283	978	17
Ramp	Emerson	I-465 EB	1466		2	1	1437	29	0	0	AM						
I-465 EB	Emerson	I-74	5897		11	13	5248	649	0	0	AM	2099	305	1837	325	1312	19
I-465 WB	Emerson Exit	Merge Lane	2385		19	16	1932	453	0	0	AM	773	213	676	227	483	14
Ramp	Emerson	I-465 WB	1407		3	2	1365	42	0	0	AM						
I-465 WB	Merge Lane	I-65 NB	3800		15	13	3230	570	0	0	AM	1292	268	1131	285	808	17
Ramp	I-465 WB	I-65 NB	1315		3	8	1276	39	0	0	AM						
I-465 WB	I-65 NB exit	I-65 SB exit	2485	0			1954	531	0	0	AM	782	250	684	266	489	16
Ramp	I-465 WB	I-65 SB	1272		9	12	1158	114	0	0	AM						
I-465 WB	I-65 SB exit	I-65 SB	1328		22	15	1036	292	0	0	AM	414	137	363	146	259	9
Ramp	I-65 NB	I-465 WB	832		22	21	649	183	0	0	AM	674	223	590	238	421	14
I-465 WB	Merge Lane	Merge Lane	2160	0			1685	475	0	0	AM						
Ramp	I-465 EB/WB	I-465 WB	319		6	3	300	19	0	0	AM						
I-465 WB	Merge Lane	US 31	3574		20	15	2859	715	0	0	AM	1144	336	1001	358	715	21

Design Year Traffic Data

Direction	Segment		VPH		% Trucks		AM		PM		LOS C		Lane SB6		Lane SB5		Lane SB4 (Widening)	
	From	To	Peak AM	Peak PM	AM	PM	Cars	Trucks	Cars	Trucks	AM	PM	Cars	Trucks	Cars	Trucks	Cars	Trucks
I-65 NB	Southport	I-465	6367		15	16	5412	955	0	0	AM							
Ramp	I-65 NB	I-465 EB/WB	2570				2265	305	0	0	AM							
Ramp	I-465 EB/WB	I-465 EB	1738		7	11	1616	122	0	0	AM							
Ramp	I-465 EB/WB	I-465 WB	832		22	21	649	183	0	0	AM							
I-65 NB	I-465 EB/WB	Merge Lane	3307		3	15	3208	99	0	0	AM							
Ramp	I-465 EB	I-65 NB	519		3	7	503	16	0	0	AM							
I-65 NB	Merge Lane	Merge Lane	3826				3711	115	0	0	AM							
Ramp	I-465 WB	I-65 NB	1315		3	8	1276	39	0	0	AM							
I-65 NB	Merge Lane	Keystone	5335		12	13	4695	640	0	0	AM							
I-65 SB	Keystone	I-465 EB/WB	2620		14	12	2253	367	0	0	AM		669	137	579	57		
Ramp	I-65 SB	I-465 EB/WB	870	0			801	69	0	0	AM							
Ramp	I-465 EB/WB	I-465 EB	551		9	4	501	50	0	0	AM							
Ramp	I-465 EB/WB	I-465 WB	319		6	3	300	19	0	0	AM							
I-65 SB	I-465 EB/WB	Merge Lane	1751		17	16	1453	298	0	0	AM							
Ramp	I-465 WB	I-65 SB	1272		9	12	1158	114	0	0	AM							
I-65 SB	Merge Lane	Merge Lane	3023	0			2611	412	0	0	AM							
Ramp	I-465 EB	I-65 SB	806		17	12	669	137	0	0	AM							
I-65 SB	Merge Lane	Southport	3331		15	14	2831	500	0	0	AM						849	160
I-465 EB	US 31	I-65 EB	3808		14	15	3275	533	0	0	AM							
Ramp	I-465 EB	I-65 SB	806		17	12	669	137	0	0	AM							
I-465 EB	Merge Lane	Merge Lane	3002	0			2606	396	0	0	AM							
Ramp	I-465 EB	I-65 NB	519		3	7	503	16	0	0	AM							
I-465 EB	Merge Lane	Merge Lane	2758		15	17	2344	414	0	0	AM							
Ramp	I-465 EB/WB	I-465 EB	551		9	4	501	50	0	0	AM							
I-465 EB	Merge Lane	Merge Lane	3309	0			2845	464	0	0	AM							
Ramp	I-465 EB/WB	I-465 EB	1738		7	11	1616	122	0	0	AM							
I-465 EB	Merge Lane	Merge Lane	5378		11	13	4786	592	0	0	AM							
Ramp	I-465 EB	Emerson	902		3	2	875	27	0	0	AM							
I-465 EB	Merge Lane	Merge Lane	4476	0			3911	565	0	0	AM							
Ramp	Emerson	I-465 EB	1466		2	1	1437	29	0	0	AM							
I-465 EB	Emerson	I-74	5897		11	13	5248	649	0	0	AM							
I-465 WB	Emerson Exit	Merge Lane	2385		19	16	1932	453	0	0	AM							
Ramp	Emerson	I-465 WB	1407		3	2	1365	42	0	0	AM							
I-465 WB	Merge Lane	I-65 NB	3800		15	13	3230	570	0	0	AM							
Ramp	I-465 WB	I-65 NB	1315		3	8	1276	39	0	0	AM							
I-465 WB	I-65 NB exit	I-65 SB exit	2485	0			1954	531	0	0	AM							
Ramp	I-465 WB	I-65 SB	1272		9	12	1158	114	0	0	AM							
I-465 WB	I-65 SB exit	I-65 SB	1328		22	15	1036	292	0	0	AM							
Ramp	I-65 NB	I-465 WB	832		22	21	649	183	0	0	AM							
I-465 WB	Merge Lane	Merge Lane	2160	0			1685	475	0	0	AM							
Ramp	I-465 EB/WB	I-465 WB	319		6	3	300	19	0	0	AM							
I-465 WB	Merge Lane	US 31	3574		20	15	2859	715	0	0	AM							

APPENDIX C-1
SOUND LEVEL RESULTS

RESULTS: SOUND LEVELS

I-65/I-465 South, DES 0902297

Dwelling Units	# DUs	Noise Reduction			Snd Lvl						
		Min dB	Avg dB	Max dB							
329	1116	1	67.6	68.2	66	0.6	15	67.9	0.3	7	-6.7
330	1117	1	65.7	66.2	66	0.5	15	65.1	1.1	7	-5.9
331	1118	1	68.4	69.2	66	0.8	15	68.8	0.4	7	-6.6
332	1119	1	65.9	66.3	66	0.4	15	65.6	0.7	7	-6.3
All Selected		27	0.3	1.2	3.7						
All Impacted		19	0.3	1.3	3.7						
All that meet NR Goal		0	0.0	0.0	0.0						

RESULTS: SOUND LEVELS

I-65/I-465 South, DES 0902297

Shrewsberry
Melanie Barnes

4 January 2012
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: I-65/I-465 South, DES 0902297

RUN: I-65 NB2

BARRIER DESIGN: INPUT HEIGHTS

ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless
a State highway agency substantiates the use
of a different type with approval of FHWA

Receiver Name	No.	#DUs	Existing LAeq1h		No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier		Calculated minus Goal dB
			LAeq1h	Crit'n	LAeq1h	Crit'n	Calculated	Sub'l Inc		Calculated LAeq1h	Noise Reduction	
			dBA	dBA	dBA	dBA	dB	dB		Calculated	Goal	dB
333	1120	1	68.3	68.3	66	66	0.0	15	Snd Lvl	66.9	1.4	7
334	1121	1	66.7	66.5	66	66	-0.2	15	Snd Lvl	65.2	1.3	7
335	1122	1	65.6	65.3	66	66	-0.3	15	---	64.1	1.2	7
336	1123	1	68.7	68.7	66	66	0.0	15	Snd Lvl	67.0	1.7	7
337	1124	1	67.1	66.9	66	66	-0.2	15	Snd Lvl	65.5	1.4	7
338	1125	1	65.7	65.4	66	66	-0.3	15	---	64.1	1.3	7
339	1126	1	67.1	67.0	66	66	-0.1	15	Snd Lvl	65.6	1.4	7
340	1127	1	66.2	66.0	66	66	-0.2	15	Snd Lvl	64.6	1.4	7
341	1128	1	67.4	67.3	66	66	-0.1	15	Snd Lvl	65.8	1.5	7
342	1129	1	66.5	66.4	66	66	-0.1	15	Snd Lvl	64.9	1.5	7
343	1130	1	67.5	67.5	66	66	0.0	15	Snd Lvl	65.9	1.6	7
344	1131	1	66.2	65.9	66	66	-0.3	15	---	64.6	1.3	7
345	1132	1	76.2	76.5	66	66	0.3	15	Snd Lvl	72.9	3.6	7
346	1133	1	76.0	76.3	66	66	0.3	15	Snd Lvl	72.6	3.7	7
347	1134	1	75.4	75.9	66	66	0.5	15	Snd Lvl	72.3	3.6	7
348	1135	1	75.8	76.3	66	66	0.5	15	Snd Lvl	72.5	3.8	7
349	1136	1	75.8	76.3	66	66	0.5	15	Snd Lvl	72.4	3.9	7
350	1137	1	75.6	76.2	66	66	0.6	15	Snd Lvl	72.5	3.7	7
351	1138	1	75.5	76.1	66	66	0.6	15	Snd Lvl	72.9	3.2	7
352	1139	1	75.6	76.1	66	66	0.5	15	Snd Lvl	72.5	3.6	7
353	1140	1	73.8	74.3	66	66	0.5	15	Snd Lvl	71.2	3.1	7
354	1141	1	71.7	72.0	66	66	0.3	15	Snd Lvl	69.7	2.3	7
355	1142	1	71.9	72.3	66	66	0.4	15	Snd Lvl	69.9	2.4	7

RESULTS: SOUND LEVELS

I-65/I-465 South, DES 0902297

Dwelling Units	# DUs	Noise Reduction			Snd Lvl	15	Snd Lvl	71.5	3.1	7	-3.9																							
		Min dB	Avg dB	Max dB																														
356	1143	1	74.2	74.6	66	0.4	15	Snd Lvl	71.5	3.1	7	-3.9																						
357	1144	1	76.2	76.7	66	0.5	15	Snd Lvl	72.8	3.9	7	-3.1																						
358	1145	1	73.4	73.8	66	0.4	15	Snd Lvl	71.2	2.6	7	-4.4																						
359	1146	1	68.9	68.7	66	-0.2	15	Snd Lvl	67.2	1.5	7	-5.5																						
360	1147	1	66.8	66.2	66	-0.6	15	Snd Lvl	64.9	1.3	7	-5.7																						
361	1148	1	66.0	65.5	66	-0.5	15	---	64.3	1.2	7	-5.8																						
362	1149	1	65.5	64.9	66	-0.6	15	---	63.8	1.1	7	-5.9																						
363	1150	1	65.3	64.7	66	-0.6	15	---	63.5	1.2	7	-5.8																						
364	1151	1	69.0	69.1	66	0.1	15	Snd Lvl	67.4	1.7	7	-5.3																						
365	1152	1	65.6	64.3	66	-1.3	15	---	63.4	0.9	7	-6.1																						
366	1153	1	65.4	63.6	66	-1.8	15	---	62.6	1.0	7	-6.0																						
367	1154	1	69.2	66.6	66	-2.6	15	Snd Lvl	65.8	0.8	7	-6.2																						
368	1155	1	67.2	65.4	66	-1.8	15	---	64.5	0.9	7	-6.1																						
369	1156	1	65.8	63.6	66	-2.2	15	---	62.6	1.0	7	-6.0																						
370	1157	1	68.8	64.7	66	-4.1	15	---	64.1	0.6	7	-6.4																						
<table border="1"> <thead> <tr> <th rowspan="2">Dwelling Units</th> <th rowspan="2"># DUs</th> <th colspan="3">Noise Reduction</th> </tr> <tr> <th>Min dB</th> <th>Avg dB</th> <th>Max dB</th> </tr> </thead> <tbody> <tr> <td>All Selected</td> <td>38</td> <td>0.6</td> <td>2.0</td> <td>3.9</td> </tr> <tr> <td>All Impacted</td> <td>27</td> <td>0.8</td> <td>2.4</td> <td>3.9</td> </tr> <tr> <td>All that meet NR Goal</td> <td>0</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> </tr> </tbody> </table>												Dwelling Units	# DUs	Noise Reduction			Min dB	Avg dB	Max dB	All Selected	38	0.6	2.0	3.9	All Impacted	27	0.8	2.4	3.9	All that meet NR Goal	0	0.0	0.0	0.0
Dwelling Units	# DUs	Noise Reduction																																
		Min dB	Avg dB	Max dB																														
All Selected	38	0.6	2.0	3.9																														
All Impacted	27	0.8	2.4	3.9																														
All that meet NR Goal	0	0.0	0.0	0.0																														

RESULTS: SOUND LEVELS

I-65/I-465 South, DES 0902297

Shrewsberry
Melanie Barnes

4 January 2012
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: I-65/I-465 South, DES 0902297

RUN: I-65 NB3

BARRIER DESIGN: INPUT HEIGHTS

ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless
a State highway agency substantiates the use
of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing		No Barrier		Increase over existing		Type Impact		With Barrier		Calculated minus Goal dB	
			L _{Aeq} 1h dBA	L _{Aeq} 1h dBA	L _{Aeq} 1h dBA	Crit'n	Calculated dB	Crit'n Sub'l Inc	Calculated dB	Goal dB	Calculated dBA	Noise Reduction Calculated dB		Goal dB
365		1152	1	65.6	63.7	66	66	-1.9	15	---	62.9	0.8	7	-6.2
366		1153	1	65.4	63.7	66	66	-1.7	15	---	63.0	0.7	7	-6.3
367		1154	1	69.2	68.7	66	66	-0.5	15	Snd Lvl	67.6	1.1	7	-5.9
368		1155	1	67.2	66.2	66	66	-1.0	15	Snd Lvl	65.3	0.9	7	-6.1
369		1156	1	65.8	64.4	66	66	-1.4	15	---	63.7	0.7	7	-6.3
370		1157	1	68.8	68.5	66	66	-0.3	15	Snd Lvl	67.2	1.3	7	-5.7
371		1158	1	66.8	66.4	66	66	-0.4	15	Snd Lvl	65.2	1.2	7	-5.8
372		1159	1	65.7	65.2	66	66	-0.5	15	---	64.1	1.1	7	-5.9
373		1160	1	65.7	65.2	66	66	-0.5	15	---	64.0	1.2	7	-5.8
374		1161	1	66.4	65.9	66	66	-0.5	15	---	64.8	1.1	7	-5.9
375		1162	1	67.6	67.3	66	66	-0.3	15	Snd Lvl	66.0	1.3	7	-5.7
376		1163	1	70.9	70.8	66	66	-0.1	15	Snd Lvl	69.1	1.7	7	-5.3
377		1164	1	73.9	74.1	66	66	0.2	15	Snd Lvl	71.3	2.8	7	-4.2
378		1165	1	75.9	76.2	66	66	0.3	15	Snd Lvl	72.7	3.5	7	-3.5
379		1166	1	72.8	73.0	66	66	0.2	15	Snd Lvl	70.5	2.5	7	-4.5
380		1167	1	69.9	70.0	66	66	0.1	15	Snd Lvl	68.2	1.8	7	-5.2
381		1168	1	68.6	68.6	66	66	0.0	15	Snd Lvl	67.0	1.6	7	-5.4
382		1169	1	67.6	67.5	66	66	-0.1	15	Snd Lvl	66.2	1.3	7	-5.7
383		1170	1	66.6	66.2	66	66	-0.4	15	Snd Lvl	65.1	1.1	7	-5.9
384		1171	1	65.6	65.1	66	66	-0.5	15	---	63.9	1.2	7	-5.8
385		1172	1	65.6	65.2	66	66	-0.4	15	---	64.0	1.2	7	-5.8
386		1173	1	66.4	66.0	66	66	-0.4	15	Snd Lvl	64.8	1.2	7	-5.8
387		1174	1	67.2	67.0	66	66	-0.2	15	Snd Lvl	65.8	1.2	7	-5.8

RESULTS: SOUND LEVELS

I-65/I-465 South, DES 0902297

Dwelling Units	# DUs	Noise Reduction			66	0.1	15	Snd Lvl	67.7	1.5	7	-5.5																							
		Min dB	Avg dB	Max dB																															
388	1175	1	69.1	69.2	66	0.1	15	Snd Lvl	67.7	1.5	7	-5.5																							
389	1176	1	73.3	73.7	66	0.4	15	Snd Lvl	71.1	2.6	7	-4.4																							
390	1177	1	76.8	77.3	66	0.5	15	Snd Lvl	73.5	3.8	7	-3.2																							
391	1178	1	75.5	76.0	66	0.5	15	Snd Lvl	72.5	3.5	7	-3.5																							
392	1179	1	72.5	72.9	66	0.4	15	Snd Lvl	70.4	2.5	7	-4.5																							
393	1180	1	69.7	69.8	66	0.1	15	Snd Lvl	68.1	1.7	7	-5.3																							
394	1181	1	68.2	68.2	66	0.0	15	Snd Lvl	66.8	1.4	7	-5.6																							
395	1182	1	66.8	66.6	66	-0.2	15	Snd Lvl	65.3	1.3	7	-5.7																							
396	1183	1	65.8	65.4	66	-0.4	15	---	64.1	1.3	7	-5.7																							
398	1184	1	67.4	67.3	66	-0.1	15	Snd Lvl	66.1	1.2	7	-5.8																							
399	1185	1	69.2	69.4	66	0.2	15	Snd Lvl	67.8	1.6	7	-5.4																							
400	1186	1	72.8	73.2	66	0.4	15	Snd Lvl	70.7	2.5	7	-4.5																							
401	1187	1	76.7	77.2	66	0.5	15	Snd Lvl	73.4	3.8	7	-3.2																							
402	1188	1	71.3	71.6	66	0.3	15	Snd Lvl	70.0	1.6	7	-5.4																							
403	1189	1	68.8	68.9	66	0.1	15	Snd Lvl	67.8	1.1	7	-5.9																							
404	1190	1	66.8	66.4	66	-0.4	15	Snd Lvl	65.5	0.9	7	-6.1																							
<table border="1"> <thead> <tr> <th rowspan="2">Dwelling Units</th> <th rowspan="2"># DUs</th> <th colspan="3">Noise Reduction</th> </tr> <tr> <th>Min dB</th> <th>Avg dB</th> <th>Max dB</th> </tr> </thead> <tbody> <tr> <td>All Selected</td> <td>39</td> <td>0.7</td> <td>1.7</td> <td>3.8</td> </tr> <tr> <td>All Impacted</td> <td>30</td> <td>0.9</td> <td>1.8</td> <td>3.8</td> </tr> <tr> <td>All that meet NR Goal</td> <td>0</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> </tr> </tbody> </table>													Dwelling Units	# DUs	Noise Reduction			Min dB	Avg dB	Max dB	All Selected	39	0.7	1.7	3.8	All Impacted	30	0.9	1.8	3.8	All that meet NR Goal	0	0.0	0.0	0.0
Dwelling Units	# DUs	Noise Reduction																																	
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All Selected	39	0.7	1.7	3.8																															
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RESULTS: SOUND LEVELS

I-65/I-465 South, DES 0902297

Shrewsberry
Melanie Barnes

4 January 2012
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: I-65/I-465 South, DES 0902297

RUN: I-65 NB4

BARRIER DESIGN: INPUT HEIGHTS

Average pavement type shall be used unless
a State highway agency substantiates the use
of a different type with approval of FHWA.

ATMOSPHERICS: 68 deg F, 50% RH

Receiver		No.	#DUs	Existing		No Barrier		Increase over existing		Type Impact	With Barrier		Calculated minus Goal	
Name				LAeq1h	LAeq1h	Calculated	Crit'n	Calculated	Crit'n		Calculated	LAeq1h		Calculated
				dBa	dBa	dBa	dBa	dB	dB		dBa	dB	dB	
405		1191	1	68.2	68.6	66	66	0.4	15	Snd Lvl	67.3	1.3	7	-5.7
406		1192	1	77.9	78.7	66	66	0.8	15	Snd Lvl	76.4	2.3	7	-4.7
407		1193	1	77.9	78.6	66	66	0.7	15	Snd Lvl	75.3	3.3	7	-3.7
408		1194	1	77.6	78.3	66	66	0.7	15	Snd Lvl	75.1	3.2	7	-3.8
409		1195	1	77.6	78.3	66	66	0.7	15	Snd Lvl	75.1	3.2	7	-3.8
410		1196	1	74.6	75.3	66	66	0.7	15	Snd Lvl	72.7	2.6	7	-4.4
411		1197	1	71.6	72.2	66	66	0.6	15	Snd Lvl	70.4	1.8	7	-5.2
412		1198	1	69.4	70.0	66	66	0.6	15	Snd Lvl	68.8	1.2	7	-5.8
413		1199	1	68.0	68.6	66	66	0.6	15	Snd Lvl	67.5	1.1	7	-5.9
414		1200	1	66.8	67.3	66	66	0.5	15	Snd Lvl	66.3	1.0	7	-6.0
415		1201	1	65.8	66.2	66	66	0.4	15	Snd Lvl	65.2	1.0	7	-6.0
416		1202	1	65.8	66.2	66	66	0.4	15	Snd Lvl	65.1	1.1	7	-5.9
417		1203	1	66.8	67.3	66	66	0.5	15	Snd Lvl	66.4	0.9	7	-6.1
418		1204	1	68.9	69.6	66	66	0.7	15	Snd Lvl	68.4	1.2	7	-5.8
419		1205	1	69.3	70.0	66	66	0.7	15	Snd Lvl	68.8	1.2	7	-5.8
420		1206	1	67.3	67.8	66	66	0.5	15	Snd Lvl	66.8	1.0	7	-6.0
421		1207	1	65.8	66.1	66	66	0.3	15	Snd Lvl	65.1	1.0	7	-6.0
422		1208	1	65.7	66.2	66	66	0.5	15	Snd Lvl	65.5	0.7	7	-6.3
423		1209	1	66.4	67.0	66	66	0.6	15	Snd Lvl	66.3	0.7	7	-6.3
424		1210	1	67.8	68.5	66	66	0.7	15	Snd Lvl	67.8	0.7	7	-6.3
425		1211	1	69.1	69.8	66	66	0.7	15	Snd Lvl	68.8	1.0	7	-6.0
426		1212	1	67.4	68.0	66	66	0.6	15	Snd Lvl	67.1	0.9	7	-6.1
427		1213	1	67.4	68.0	66	66	0.6	15	Snd Lvl	67.2	0.8	7	-6.2

RESULTS: SOUND LEVELS

I-65/I-465 South, DES 0902297

428	1214	1	68.8	69.5	66	0.7	15	Snd Lvl	68.6	0.9	7	-6.1
429	1215	1	71.5	72.2	66	0.7	15	Snd Lvl	70.8	1.4	7	-5.6
430	1216	1	75.4	76.2	66	0.8	15	Snd Lvl	73.8	2.4	7	-4.6
431	1217	1	77.4	78.3	66	0.9	15	Snd Lvl	75.7	2.6	7	-4.4
432	1218	1	77.6	78.5	66	0.9	15	Snd Lvl	75.8	2.7	7	-4.3
433	1219	1	77.7	78.6	66	0.9	15	Snd Lvl	76.1	2.5	7	-4.5
434	1220	1	78.1	78.9	66	0.8	15	Snd Lvl	76.4	2.5	7	-4.5
435	1221	1	77.9	78.7	66	0.8	15	Snd Lvl	76.4	2.3	7	-4.7
436	1222	1	77.9	78.7	66	0.8	15	Snd Lvl	76.3	2.4	7	-4.6
437	1223	1	77.9	78.7	66	0.8	15	Snd Lvl	76.4	2.3	7	-4.7
438	1224	1	77.7	78.5	66	0.8	15	Snd Lvl	76.2	2.3	7	-4.7
439	1225	1	77.9	78.7	66	0.8	15	Snd Lvl	76.4	2.3	7	-4.7
440	1226	1	78.1	78.9	66	0.8	15	Snd Lvl	76.6	2.3	7	-4.7
441	1227	1	76.7	77.6	66	0.9	15	Snd Lvl	75.4	2.2	7	-4.8
442	1228	1	73.5	74.6	66	1.1	15	Snd Lvl	73.2	1.4	7	-5.6
443	1229	1	69.7	70.6	66	0.9	15	Snd Lvl	69.9	0.7	7	-6.3
444	1230	1	67.0	67.8	66	0.8	15	Snd Lvl	67.2	0.6	7	-6.4
445	1231	1	66.3	67.0	66	0.7	15	Snd Lvl	66.4	0.6	7	-6.4
446	1233	1	71.7	72.6	66	0.9	15	Snd Lvl	71.6	1.0	7	-6.0
449	1235	1	65.9	66.5	66	0.6	15	Snd Lvl	65.8	0.7	7	-6.3
450	1236	1	66.1	66.6	66	0.5	15	Snd Lvl	65.5	1.1	7	-5.9
451	1237	1	68.2	69.1	66	0.9	15	Snd Lvl	68.5	0.6	7	-6.4
452	1238	1	71.4	72.4	66	1.0	15	Snd Lvl	71.5	0.9	7	-6.1
453	1239	1	74.4	75.3	66	0.9	15	Snd Lvl	73.8	1.5	7	-5.5
454	1240	1	75.2	75.9	66	0.7	15	Snd Lvl	74.4	1.5	7	-5.5
455	1241	1	72.0	72.6	66	0.6	15	Snd Lvl	71.7	0.9	7	-6.1
456	1242	1	67.1	67.7	66	0.6	15	Snd Lvl	67.0	0.7	7	-6.3
457	1243	1	66.0	66.4	66	0.4	15	Snd Lvl	65.6	0.8	7	-6.2
458	1244	1	67.3	67.7	66	0.4	15	Snd Lvl	67.1	0.6	7	-6.4
459	1245	1	69.7	70.3	66	0.6	15	Snd Lvl	69.5	0.8	7	-6.2
460	1246	1	74.0	74.5	66	0.5	15	Snd Lvl	73.2	1.3	7	-5.7
461	1247	1	76.6	77.1	66	0.5	15	Snd Lvl	75.7	1.4	7	-5.6
462	1248	1	72.1	72.4	66	0.3	15	Snd Lvl	71.8	0.6	7	-6.4
463	1249	1	68.7	69.1	66	0.4	15	Snd Lvl	68.6	0.5	7	-6.5
464	1250	1	67.0	67.3	66	0.3	15	Snd Lvl	66.8	0.5	7	-6.5
465	1251	1	65.8	66.0	66	0.2	15	Snd Lvl	65.4	0.6	7	-6.4
466	1252	1	65.9	66.1	66	0.2	15	Snd Lvl	65.5	0.6	7	-6.4
467	1253	1	67.3	67.6	66	0.3	15	Snd Lvl	66.9	0.7	7	-6.3
468	1254	1	70.4	70.7	66	0.3	15	Snd Lvl	70.0	0.7	7	-6.3
469	1255	1	74.5	75.0	66	0.5	15	Snd Lvl	74.3	0.7	7	-6.3

RESULTS: SOUND LEVELS

I-65/I-465 South, DES 0902297

Dwelling Units	# DUs	Noise Reduction			Snd Lvl						
		Min dB	Avg dB	Max dB							
470	1256	1	76.1	76.8	66	0.7	15	76.8	0.0	7	-7.0
471	1257	1	72.3	72.7	66	0.4	15	72.1	0.6	7	-6.4
472	1258	1	69.0	69.2	66	0.2	15	68.7	0.5	7	-6.5
473	1259	1	67.0	67.1	66	0.1	15	66.3	0.8	7	-6.2
474	1260	1	65.9	65.8	66	-0.1	15	65.0	0.8	7	-6.2
475	1261	1	65.8	65.8	66	0.0	15	65.0	0.8	7	-6.2
476	1262	1	65.8	65.6	66	-0.2	15	64.7	0.9	7	-6.1
All Selected		70	0.0	1.3	3.3						
All Impacted		67	0.0	1.3	3.3						
All that meet NR Goal		0	0.0	0.0	0.0						

RESULTS: SOUND LEVELS

I-65/I-465 South, DES 0902297

Shrewsbury
Melanie Barnes

4 January 2012
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: I-65/I-465 South, DES 0902297

RUN: I-65 SB1

BARRIER DESIGN: INPUT HEIGHTS

Average pavement type shall be used unless
a State highway agency substantiates the use
of a different type with approval of FHWA.

ATMOSPHERICS: 68 deg F, 50% RH

Receiver Name	No.	#DUs	Existing		No Barrier		Increase over existing		Type Impact	With Barrier		Calculated minus Goal	
			L Aeq1h	dBA	L Aeq1h	dBA	Calculated	Crit'n		Calculated	L Aeq1h		Calculated
257		1	64.6	66	65.5	66	0.9	15	---	65.0	0.5	7	-6.5
258		1	62.9	66	63.9	66	1.0	15	---	63.9	0.0	7	-7.0
477		1	63.4	66	64.4	66	1.0	15	---	64.4	0.0	7	-7.0
478		1	66.3	66	67.4	66	1.1	15	Snd Lvl	67.4	0.0	7	-7.0
479		1	62.9	66	63.8	66	0.9	15	---	63.8	0.0	7	-7.0
480		1	65.2	66	66.2	66	1.0	15	Snd Lvl	66.2	0.0	7	-7.0
481		1	63.6	66	64.4	66	0.8	15	---	64.4	0.0	7	-7.0
482		1	63.7	66	64.4	66	0.7	15	---	64.4	0.0	7	-7.0
483		1	65.6	66	66.8	66	1.2	15	Snd Lvl	65.6	1.2	7	-5.8
484		1	64.0	66	64.2	66	0.2	15	---	62.6	1.6	7	-5.4
485		1	74.0	66	74.3	66	0.3	15	Snd Lvl	72.7	1.6	7	-5.4
486		1	71.1	66	71.8	66	0.7	15	Snd Lvl	71.0	0.8	7	-6.2
487		1	67.1	66	68.3	66	1.2	15	Snd Lvl	68.1	0.2	7	-6.8
488		1	64.8	66	65.9	66	1.1	15	---	65.6	0.3	7	-6.7
489		1	70.7	66	72.0	66	1.3	15	Snd Lvl	71.2	0.8	7	-6.2
490		1	67.9	66	69.2	66	1.3	15	Snd Lvl	67.7	1.5	7	-5.5
491		1	66.4	66	67.7	66	1.3	15	Snd Lvl	67.4	0.3	7	-6.7
492		1	64.4	66	65.6	66	1.2	15	---	64.9	0.7	7	-6.3
493		1	73.6	66	74.7	66	1.1	15	Snd Lvl	74.7	0.0	7	-7.0
494		1	70.5	66	72.0	66	1.5	15	Snd Lvl	71.5	0.5	7	-6.5
495		1	67.7	66	69.2	66	1.5	15	Snd Lvl	68.8	0.4	7	-6.6
496		1	65.2	66	66.5	66	1.3	15	Snd Lvl	65.1	1.4	7	-5.6
497		1	64.0	66	65.1	66	1.1	15	---	63.8	1.3	7	-5.7

RESULTS: SOUND LEVELS

I-65/I-465 South, DES 0902297

Dwelling Units	# DUs	Noise Reduction			15	Snd Lvl	75.9	66	1.1	15	Snd Lvl	75.9	0.0	7	-7.0
		Min dB	Avg dB	Max dB											
488	1285	1	74.8	75.9	66	75.9	66	1.1	15	Snd Lvl	75.9	0.0	7	-7.0	
499	1286	1	67.6	69.4	66	69.4	66	1.8	15	Snd Lvl	69.0	0.4	7	-6.6	
500	1287	1	65.2	66.8	66	66.8	66	1.6	15	Snd Lvl	64.9	1.9	7	-5.1	
501	1288	1	64.0	65.3	66	65.3	66	1.3	15	---	63.4	1.9	7	-5.1	
502	1289	1	73.4	74.6	66	74.6	66	1.2	15	Snd Lvl	72.5	2.1	7	-4.9	
503	1290	1	69.2	71.1	66	71.1	66	1.9	15	Snd Lvl	69.8	1.3	7	-5.7	
504	1291	1	66.6	68.4	66	68.4	66	1.8	15	Snd Lvl	66.5	1.9	7	-5.1	
505	1292	1	64.6	66.0	66	66.0	66	1.4	15	Snd Lvl	63.6	2.4	7	-4.6	
506	1293	1	67.2	66.6	66	66.6	66	-0.6	15	Snd Lvl	65.8	0.8	7	-6.2	
507	1294	1	65.6	64.9	66	64.9	66	-0.7	15	---	63.7	1.2	7	-5.8	
508	1295	1	63.9	63.3	66	63.3	66	-0.6	15	---	61.8	1.5	7	-5.5	
509	1296	1	73.1	72.9	66	72.9	66	-0.2	15	Snd Lvl	72.9	0.0	7	-7.0	
510	1297	1	66.5	67.4	66	67.4	66	0.9	15	Snd Lvl	66.1	1.3	7	-5.7	

Dwelling Units	# DUs	Noise Reduction		
		Min dB	Avg dB	Max dB
All Selected	36	0.0	0.8	2.4
All Impacted	23	0.0	0.9	2.4
All that meet NR Goal	0	0.0	0.0	0.0

4 January 2012
 TNM 2.5
 Calculated with TNM 2.5

I-65/I-465 South, DES 0902297
 I-65 SB3
 INPUT HEIGHTS
 68 deg F, 50% RH

Average pavement type shall be used unless
 a State highway agency substantiates the use
 of a different type with approval of FHWA.

RESULTS: SOUND LEVELS

Shrewsberry
 Melanie Barnes

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

RUN:

BARRIER DESIGN:

ATMOSPHERICS:

Receiver Name	No.	#DUs	Existing		No Barrier		Increase over existing		Type Impact	With Barrier		Calculated minus Goal dB
			L Aeq1h	Crit'n	L Aeq1h	Crit'n	Calculated	Crit'n Sub'l Inc		Calculated LAeq1h	Noise Reduction	
			dBA		dBA		dBA	dB		dBA	dB	dB
563	1299	1	66.0	66.4	66	0.4	15	Snd Lvl	64.7	1.7	7	-5.3
564	1300	1	66.3	67.1	66	0.8	15	Snd Lvl	66.2	0.9	7	-6.1
565	1301	1	67.7	68.7	66	1.0	15	Snd Lvl	67.8	0.9	7	-6.1
566	1302	1	70.0	71.3	66	1.3	15	Snd Lvl	70.1	1.2	7	-5.8
567	1303	1	72.9	74.5	66	1.6	15	Snd Lvl	72.5	2.0	7	-5.0
568	1304	1	75.3	76.8	66	1.5	15	Snd Lvl	74.1	2.7	7	-4.3
569	1305	1	76.9	78.3	66	1.4	15	Snd Lvl	75.4	2.9	7	-4.1
570	1306	1	76.6	78.1	66	1.5	15	Snd Lvl	74.9	3.2	7	-3.8
571	1307	1	76.2	77.6	66	1.4	15	Snd Lvl	74.4	3.2	7	-3.8
572	1308	1	76.7	78.1	66	1.4	15	Snd Lvl	75.0	3.1	7	-3.9
573	1309	1	77.2	78.7	66	1.5	15	Snd Lvl	75.7	3.0	7	-4.0
574	1310	1	77.3	78.8	66	1.5	15	Snd Lvl	75.7	3.1	7	-3.9
575	1311	1	76.8	78.2	66	1.4	15	Snd Lvl	75.1	3.1	7	-3.9
576	1312	1	76.7	78.2	66	1.5	15	Snd Lvl	75.0	3.2	7	-3.8
577	1313	1	75.8	77.3	66	1.5	15	Snd Lvl	74.2	3.1	7	-3.9
578	1314	1	80.4	82.2	66	1.8	15	Snd Lvl	76.5	5.7	7	-1.3
579	1315	1	72.1	73.6	66	1.5	15	Snd Lvl	71.2	2.4	7	-4.6
580	1316	1	77.1	78.5	66	1.4	15	Snd Lvl	74.8	3.7	7	-3.3
581	1317	1	73.4	74.9	66	1.5	15	Snd Lvl	72.1	2.8	7	-4.2
582	1318	1	68.8	69.9	66	1.1	15	Snd Lvl	68.2	1.7	7	-5.3
583	1319	1	66.4	67.0	66	0.6	15	Snd Lvl	65.7	1.3	7	-5.7
584	1320	1	66.1	66.6	66	0.5	15	Snd Lvl	65.0	1.6	7	-5.4
585	1321	1	65.1	65.6	66	0.5	15	---	64.0	1.6	7	-5.4

RESULTS: SOUND LEVELS

I-65/I-465 South, DES 0902297

586	1322	1	66.5	67.2	66	0.7	15	Snd Lvl	66.0	1.2	7	-5.8
587	1323	1	67.6	68.5	66	0.9	15	Snd Lvl	67.2	1.3	7	-5.7
588	1324	1	65.7	66.3	66	0.6	15	Snd Lvl	64.9	1.4	7	-5.6
589	1325	1	66.6	67.4	66	0.8	15	Snd Lvl	66.4	1.0	7	-6.0
590	1326	1	66.6	67.5	66	0.9	15	Snd Lvl	66.4	1.1	7	-5.9
591	1327	1	66.7	67.5	66	0.8	15	Snd Lvl	66.4	1.1	7	-5.9
592	1328	1	67.0	67.9	66	0.9	15	Snd Lvl	66.9	1.0	7	-6.0
593	1329	1	67.0	67.9	66	0.9	15	Snd Lvl	66.9	1.0	7	-6.0
594	1330	1	67.0	67.9	66	0.9	15	Snd Lvl	67.0	0.9	7	-6.1
595	1331	1	67.0	68.0	66	1.0	15	Snd Lvl	67.1	0.9	7	-6.1
596	1332	1	66.5	67.3	66	0.8	15	Snd Lvl	66.4	0.9	7	-6.1
597	1333	1	65.7	66.3	66	0.6	15	Snd Lvl	65.4	0.9	7	-6.1
598	1334	1	66.3	67.1	66	0.8	15	Snd Lvl	66.1	1.0	7	-6.0
599	1335	1	66.2	67.0	66	0.8	15	Snd Lvl	65.9	1.1	7	-5.9
600	1336	1	65.9	66.7	66	0.8	15	Snd Lvl	65.4	1.3	7	-5.7
601	1337	1	66.3	67.1	66	0.8	15	Snd Lvl	65.8	1.3	7	-5.7
602	1338	1	65.3	65.9	66	0.6	15	---	64.3	1.6	7	-5.4
603	1339	1	69.2	70.4	66	1.2	15	Snd Lvl	69.0	1.4	7	-5.6
604	1340	1	68.4	69.2	66	0.8	15	Snd Lvl	67.5	1.7	7	-5.3
605	1341	1	71.9	73.1	66	1.2	15	Snd Lvl	71.1	2.0	7	-5.0
606	1342	1	76.7	78.0	66	1.3	15	Snd Lvl	75.0	3.0	7	-4.0
607	1343	1	76.7	78.0	66	1.3	15	Snd Lvl	74.4	3.6	7	-3.4
608	1344	1	76.0	77.4	66	1.4	15	Snd Lvl	73.5	3.9	7	-3.1
609	1345	1	73.6	75.2	66	1.6	15	Snd Lvl	71.7	3.5	7	-3.5
610	1346	1	72.5	74.0	66	1.5	15	Snd Lvl	70.8	3.2	7	-3.8
611	1347	1	73.0	73.6	66	0.6	15	Snd Lvl	71.1	2.5	7	-4.5
612	1348	1	71.2	71.1	66	-0.1	15	Snd Lvl	69.4	1.7	7	-5.3
613	1349	1	69.0	69.3	66	0.3	15	Snd Lvl	67.3	2.0	7	-5.0
614	1350	1	66.5	66.9	66	0.4	15	Snd Lvl	64.4	2.5	7	-4.5
615	1387	1	65.9	66.4	66	0.5	15	Snd Lvl	64.3	2.1	7	-4.9
616	1388	1	67.4	68.1	66	0.7	15	Snd Lvl	66.1	2.0	7	-5.0
617	1389	1	67.3	68.0	66	0.7	15	Snd Lvl	65.8	2.2	7	-4.8
618	1390	1	66.0	66.6	66	0.6	15	Snd Lvl	64.9	1.7	7	-5.3
619	1391	1	65.5	66.1	66	0.6	15	Snd Lvl	64.4	1.7	7	-5.3
620	1392	1	65.7	66.2	66	0.5	15	Snd Lvl	64.2	2.0	7	-5.0
621	1393	1	64.8	65.1	66	0.3	15	---	62.7	2.4	7	-4.6
622	1394	1	71.6	71.1	66	-0.5	15	Snd Lvl	69.9	1.2	7	-5.8
623	1395	1	67.6	68.1	66	0.5	15	Snd Lvl	66.2	1.9	7	-5.1
624	1396	1	66.0	66.0	66	0.0	15	Snd Lvl	64.2	1.8	7	-5.2
625	1397	1	63.6	64.1	66	0.5	15	---	62.4	1.7	7	-5.3

I-65/I-465 South, DES 0902297

RESULTS: SOUND LEVELS												
626	1398	1	73.2	72.5	66	-0.7	15	Snd Lvl	71.7	0.8	7	-6.2
627	1399	1	69.9	68.6	66	-1.3	15	Snd Lvl	68.1	0.5	7	-6.5
Dwelling Units	# DUs	Noise Reduction			Max dB							
		Min dB	Avg dB									
All Selected		65	0.5	2.0	5.7							
All Impacted		61	0.5	2.0	5.7							
All that meet NR Goal		0	0.0	0.0	0.0							

RESULTS: SOUND LEVELS

I-65/I-465 South, DES 0902297

Shrewsbury
Melanie Barnes

4 January 2012
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: I-65/I-465 South, DES 0902297

RUN: I-465 EB

BARRIER DESIGN: INPUT HEIGHTS

Average pavement type shall be used unless
a State highway agency substantiates the use
of a different type with approval of FHWA.

ATMOSPHERICS: 68 deg F, 50% RH

Receiver Name	No.	#DUs	Existing		No Barrier		Increase over existing		Type Impact	With Barrier		Calculated minus Goal dB	
			L Aeq1h	dBA	L Aeq1h	Calculated	Crit'n	dBA		Calculated	Crit'n		Calculated
168		995	1	66.5	66.5	71	0.0	15	---	66.5	0.0	7	-7.0
169		996	1	64.3	64.5	71	0.2	15	---	64.5	0.0	7	-7.0
170		997	1	62.9	62.8	71	-0.1	15	---	62.5	0.3	7	-6.7
171		998	1	63.6	63.3	71	-0.3	15	---	62.4	0.9	7	-6.1
172		999	1	65.3	65.1	66	-0.2	15	---	63.7	1.4	7	-5.6
173		1000	1	64.6	64.5	66	-0.1	15	---	63.0	1.5	7	-5.5
174		1001	1	63.4	63.3	66	-0.1	15	---	62.1	1.2	7	-5.8
175		1002	1	62.7	62.6	66	-0.1	15	---	61.3	1.3	7	-5.7
176		1003	1	75.4	75.5	66	0.1	15	Snd Lvl	71.7	3.8	7	-3.2
177		1004	1	74.3	74.5	66	0.2	15	Snd Lvl	70.4	4.1	7	-2.9
178		1005	1	72.1	72.1	66	0.0	15	Snd Lvl	69.0	3.1	7	-3.9
179		1006	1	69.9	69.5	66	-0.4	15	Snd Lvl	67.7	1.8	7	-5.2
180		1007	1	68.0	67.8	66	-0.2	15	Snd Lvl	66.2	1.6	7	-5.4
181		1008	1	66.1	65.7	66	-0.4	15	---	64.3	1.4	7	-5.6
182		1009	1	64.3	64.0	66	-0.3	15	---	62.5	1.5	7	-5.5
183		1010	1	65.4	65.0	66	-0.4	15	---	63.6	1.4	7	-5.6
184		1011	1	66.1	65.5	66	-0.6	15	---	64.3	1.2	7	-5.8
185		1012	1	67.4	66.6	66	-0.8	15	Snd Lvl	64.2	2.4	7	-4.6
186		1013	1	68.9	68.3	66	-0.6	15	Snd Lvl	66.7	1.6	7	-5.4
187		1014	1	66.4	65.9	66	-0.5	15	---	64.5	1.4	7	-5.6
188		1015	1	64.2	64.1	66	-0.1	15	---	62.8	1.3	7	-5.7
189		1016	1	63.2	63.2	66	0.0	15	---	61.8	1.4	7	-5.6
190		1017	1	63.3	63.4	66	0.1	15	---	62.0	1.4	7	-5.6

RESULTS: SOUND LEVELS

I-65/I-465 South, DES 0902297

191	1018	1	63.5	63.6	66	0.1	15	---	62.2	1.4	7	-5.6
192	1019	1	63.7	63.8	66	0.1	15	---	62.4	1.4	7	-5.6
193	1020	1	65.0	64.8	66	-0.2	15	---	63.6	1.2	7	-5.8
194	1021	1	66.1	66.0	66	-0.1	15	Snd Lvl	64.8	1.2	7	-5.8
195	1022	1	67.2	66.7	66	-0.5	15	Snd Lvl	65.3	1.4	7	-5.6
196	1023	1	69.9	69.4	66	-0.5	15	Snd Lvl	67.2	2.2	7	-4.8
197	1024	1	72.3	70.5	66	-1.8	15	Snd Lvl	69.0	1.5	7	-5.5
198	1025	1	68.6	68.0	66	-0.6	15	Snd Lvl	66.6	1.5	7	-5.5
199	1026	1	66.6	66.2	66	-0.4	15	Snd Lvl	65.2	1.0	7	-6.0
200	1027	1	64.9	65.2	66	0.3	15	---	63.8	1.4	7	-5.6
201	1028	1	63.9	64.2	66	0.3	15	---	62.8	1.4	7	-5.6
202	1029	1	63.8	64.0	66	0.2	15	---	62.6	1.4	7	-5.6
203	1030	1	63.7	64.0	66	0.3	15	---	62.6	1.4	7	-5.6
204	1031	1	63.8	64.5	66	0.7	15	---	62.9	1.6	7	-5.4
205	1032	1	65.1	65.6	66	0.5	15	---	64.1	1.5	7	-5.5
206	1033	1	66.7	66.9	66	0.2	15	Snd Lvl	65.7	1.2	7	-5.8
207	1033	1	69.0	68.6	66	-0.4	15	Snd Lvl	67.4	1.2	7	-5.8
208	1034	1	73.6	72.9	66	-0.7	15	Snd Lvl	70.6	2.3	7	-4.7
209	1035	1	75.7	74.0	66	-1.7	15	Snd Lvl	71.4	2.6	7	-4.4
210	1036	1	76.4	75.8	66	-0.6	15	Snd Lvl	72.1	3.7	7	-3.3
211	1037	1	78.6	79.1	66	0.5	15	Snd Lvl	74.0	5.1	7	-1.9
212	1038	1	75.7	75.8	66	0.1	15	Snd Lvl	72.2	3.6	7	-3.4
213	1039	1	71.1	71.5	66	0.4	15	Snd Lvl	69.1	2.4	7	-4.6
214	1040	1	67.2	68.0	66	0.8	15	Snd Lvl	65.9	2.1	7	-4.9
215	1041	1	66.0	66.6	66	0.6	15	Snd Lvl	64.7	1.9	7	-5.1
216	1042	1	65.6	66.7	66	1.1	15	Snd Lvl	65.0	1.7	7	-5.3
217	1043	1	65.7	66.5	66	0.8	15	Snd Lvl	64.8	1.7	7	-5.3
218	1044	1	63.4	64.5	66	1.1	15	---	62.6	1.9	7	-5.1
219	1045	1	63.1	64.5	66	1.4	15	---	62.6	1.9	7	-5.1
220	1046	1	63.5	64.7	66	1.2	15	---	62.8	1.9	7	-5.1
221	1047	1	63.6	65.5	66	1.9	15	---	62.9	2.6	7	-4.4
222	1048	1	64.0	66.1	66	2.1	15	Snd Lvl	63.3	2.8	7	-4.2
223	1049	1	64.7	67.2	66	2.5	15	Snd Lvl	64.3	2.9	7	-4.1
224	1050	1	65.8	68.0	66	2.2	15	Snd Lvl	65.3	2.7	7	-4.3
225	1051	1	68.0	70.3	66	2.3	15	Snd Lvl	67.1	3.2	7	-3.8
226	1052	1	71.0	72.9	66	1.9	15	Snd Lvl	69.3	3.6	7	-3.4
227	1053	1	76.8	78.0	66	1.2	15	Snd Lvl	75.1	2.9	7	-4.1
228	1054	1	76.0	77.1	66	1.1	15	Snd Lvl	75.3	1.8	7	-5.2
229	1055	1	74.1	75.4	66	1.3	15	Snd Lvl	73.2	2.2	7	-4.8
230	1056	1	71.5	73.6	66	2.1	15	Snd Lvl	71.0	2.6	7	-4.4

I-65/I-465 South, DES 0902297

RESULTS: SOUND LEVELS

Dwelling Units	# DUs	Noise Reduction			71.7	66	3.0	15	Snd Lvl	68.7	3.0	7	-4.0
		Min dB	Avg dB	Max dB									
231	1057	1	68.7	71.7	66	3.0	15	Snd Lvl	68.7	3.0	7	-4.0	
232	1058	1	65.8	68.9	66	3.1	15	Snd Lvl	65.7	3.2	7	-3.8	
233	1059	1	64.1	67.3	66	3.2	15	Snd Lvl	64.1	3.2	7	-3.8	
234	1060	1	64.0	67.0	66	3.0	15	Snd Lvl	63.8	3.2	7	-3.8	
235	1061	1	64.9	68.0	66	3.1	15	Snd Lvl	64.9	3.1	7	-3.9	
236	1062	1	66.5	69.5	66	3.0	15	Snd Lvl	66.3	3.2	7	-3.8	
237	1063	1	66.4	69.1	66	2.7	15	Snd Lvl	66.1	3.0	7	-4.0	
238	1064	1	65.1	68.2	66	3.1	15	Snd Lvl	65.0	3.2	7	-3.8	
239	1065	1	63.6	66.9	66	3.3	15	Snd Lvl	63.7	3.2	7	-3.8	
240	1066	1	64.7	68.0	66	3.3	15	Snd Lvl	64.7	3.3	7	-3.7	
241	1067	1	65.7	69.1	66	3.4	15	Snd Lvl	66.2	2.9	7	-4.1	
242	1068	1	67.8	71.2	66	3.4	15	Snd Lvl	68.1	3.1	7	-3.9	
243	1069	1	73.2	75.0	66	1.8	15	Snd Lvl	73.5	1.5	7	-5.5	
244	1070	1	78.7	80.2	66	1.5	15	Snd Lvl	80.2	0.0	7	-7.0	
245	1071	1	70.2	73.0	66	2.8	15	Snd Lvl	71.6	1.4	7	-5.6	
246	1072	1	67.3	70.7	66	3.4	15	Snd Lvl	69.0	1.7	7	-5.3	
247	1073	1	66.7	70.1	66	3.4	15	Snd Lvl	68.5	1.6	7	-5.4	
248	1074	1	66.0	69.3	66	3.3	15	Snd Lvl	67.4	1.9	7	-5.1	
249	1075	1	64.5	67.3	66	2.8	15	Snd Lvl	65.3	2.0	7	-5.0	
250	1076	1	64.3	67.1	66	2.8	15	Snd Lvl	65.5	1.6	7	-5.4	
251	1077	1	65.1	68.0	66	2.9	15	Snd Lvl	66.1	1.9	7	-5.1	
252	1078	1	66.5	69.6	66	3.1	15	Snd Lvl	68.2	1.4	7	-5.6	
253	1079	1	66.5	69.4	66	2.9	15	Snd Lvl	68.0	1.4	7	-5.6	
254	1080	1	67.3	69.6	66	2.3	15	Snd Lvl	69.3	0.3	7	-6.7	
255A	1083	1	67.2	70.4	66	3.2	15	Snd Lvl	67.5	2.9	7	-4.1	
All Selected		88	0.0	2.0	5.1								
All Impacted		60	0.0	2.3	5.1								
All that meet NR Goal		0	0.0	0.0	0.0								

RESULTS: SOUND LEVELS

I-65/I-465 South, DES 0902297

24	850	1	64.8	64.6	66	-0.2	15	58.2	6.4	7	-0.6
25	851	1	64.2	64.1	66	-0.1	15	57.8	6.3	7	-0.7
26	852	1	63.2	63.2	66	0.0	15	57.1	6.1	7	-0.9
27	853	1	62.3	62.2	66	-0.1	15	56.3	5.9	7	-1.1
28	854	1	63.1	62.9	66	-0.2	15	57.7	5.2	7	-1.8
29	855	1	62.5	62.5	66	0.0	15	57.2	5.3	7	-1.7
30	856	1	63.4	63.4	66	0.0	15	57.9	5.5	7	-1.5
31	857	1	63.7	63.7	66	0.0	15	58.2	5.5	7	-1.5
32	858	1	64.5	64.4	66	-0.1	15	58.6	5.8	7	-1.2
33	859	1	64.7	64.8	66	0.1	15	58.9	5.9	7	-1.1
34	860	1	64.6	64.6	66	0.0	15	58.4	6.2	7	-0.8
35	861	1	64.5	64.4	66	-0.1	15	58.2	6.2	7	-0.8
36	862	1	64.6	64.6	66	0.0	15	58.3	6.3	7	-0.7
37	863	1	63.3	63.4	66	0.1	15	57.3	6.1	7	-0.9
38	864	1	62.7	62.7	66	0.0	15	57.1	5.6	7	-1.4
39	865	1	62.2	62.2	66	0.0	15	56.6	5.6	7	-1.4
40	866	1	62.6	62.7	66	0.1	15	56.7	6.0	7	-1.0
41	867	1	64.1	64.0	66	-0.1	15	57.7	6.3	7	-0.7
42	868	1	65.3	65.1	66	-0.2	15	58.6	6.5	7	-0.5
43	869	1	66.4	65.9	66	-0.5	15	59.5	6.4	7	-0.6
44	870	1	66.7	66.0	66	-0.7	15	59.8	6.2	7	-0.8
45	871	1	66.8	66.4	66	-0.4	15	60.0	6.4	7	-0.6
46	872	1	68.8	67.8	66	-1.0	15	61.1	6.7	7	-0.3
47	873	1	69.6	68.4	66	-1.2	15	61.4	7.0	7	0.0
48	874	1	64.5	64.6	66	0.1	15	58.2	6.4	7	-0.6
49	875	1	63.9	64.0	66	0.1	15	57.6	6.4	7	-0.6
50	876	1	63.3	63.5	66	0.2	15	57.2	6.3	7	-0.7
51	877	1	63.0	63.1	66	0.1	15	56.9	6.2	7	-0.8
52	878	1	62.3	62.4	66	0.1	15	56.5	5.9	7	-1.1
53	879	1	73.2	73.1	66	-0.1	15	63.9	9.2	7	2.2
54	880	1	70.9	71.0	66	0.1	15	62.9	8.1	7	1.1
55	881	1	69.6	69.4	66	-0.2	15	62.0	7.4	7	0.4
56	882	1	68.6	68.4	66	-0.2	15	61.2	7.2	7	0.2
57	883	1	74.3	75.4	66	1.1	15	64.8	10.6	7	3.6
58	884	1	73.0	74.2	66	1.2	15	64.1	10.1	7	3.1
59	885	1	71.2	72.4	66	1.2	15	63.1	9.3	7	2.3
60	886	1	70.2	71.7	66	1.5	15	62.8	8.9	7	1.9
61	887	1	75.4	76.4	66	1.0	15	65.7	10.7	7	3.7
62	888	1	74.1	75.0	66	0.9	15	65.0	10.0	7	3.0
63	889	1	73.2	74.4	66	1.2	15	64.5	9.9	7	2.9

RESULTS: SOUND LEVELS

I-65/I-465 South, DES 0902297

64		890	1	72.0	74.0	66	2.0	15	Snd Lvl	64.0	10.0	7	3.0
65		891	1	71.1	73.6	66	2.5	15	Snd Lvl	63.6	10.0	7	3.0
66		892	1	72.8	74.2	66	1.4	15	Snd Lvl	64.4	9.8	7	2.8
67		893	1	71.8	73.9	66	2.1	15	Snd Lvl	64.0	9.9	7	2.9
68		894	1	71.0	73.0	66	2.0	15	Snd Lvl	63.4	9.6	7	2.6
69		895	1	70.1	73.1	66	3.0	15	Snd Lvl	63.1	10.0	7	3.0
70		896	1	69.2	72.1	66	2.9	15	Snd Lvl	62.5	9.6	7	2.6
71		897	1	68.7	71.8	66	3.1	15	Snd Lvl	62.3	9.5	7	2.5
72		898	1	68.1	71.1	66	3.0	15	Snd Lvl	61.9	9.2	7	2.2
73		899	1	67.6	70.8	66	3.2	15	Snd Lvl	61.7	9.1	7	2.1
74		900	1	67.2	70.4	66	3.2	15	Snd Lvl	61.5	8.9	7	1.9
75		901	1	66.6	70.1	66	3.5	15	Snd Lvl	61.2	8.9	7	1.9
76		902	1	66.2	69.9	66	3.7	15	Snd Lvl	60.9	9.0	7	2.0
77		903	1	65.7	69.0	66	3.3	15	Snd Lvl	60.4	8.6	7	1.6
78		904	1	66.5	68.7	66	2.2	15	Snd Lvl	60.8	7.9	7	0.9
79		905	1	66.3	68.4	66	2.1	15	Snd Lvl	60.6	7.8	7	0.8
80		906	1	66.1	67.9	66	1.8	15	Snd Lvl	60.4	7.5	7	0.5
81		907	1	65.8	67.4	66	1.6	15	Snd Lvl	60.1	7.3	7	0.3
82		908	1	65.6	66.9	66	1.3	15	Snd Lvl	59.8	7.1	7	0.1
83		909	1	63.0	64.4	66	1.4	15	---	57.7	6.7	7	-0.3
84		910	1	63.2	64.4	66	1.2	15	---	57.8	6.6	7	-0.4
85		911	1	63.4	64.8	66	1.4	15	---	58.0	6.8	7	-0.2
86		912	1	63.4	64.7	66	1.3	15	---	58.0	6.7	7	-0.3
87		913	1	63.5	64.9	66	1.4	15	---	58.2	6.7	7	-0.3
88		914	1	63.6	65.0	66	1.4	15	---	58.3	6.7	7	-0.3
89		915	1	63.4	64.8	66	1.4	15	---	58.1	6.7	7	-0.3
90		916	1	63.3	64.9	66	1.6	15	---	58.0	6.9	7	-0.1
91		917	1	63.3	65.0	66	1.7	15	---	58.0	7.0	7	0.0
92		918	1	63.1	65.2	66	2.1	15	---	58.1	7.1	7	0.1
93		919	1	63.1	64.8	66	1.7	15	---	58.0	6.8	7	-0.2
94		920	1	63.2	64.4	66	1.2	15	---	57.9	6.5	7	-0.5
95		921	1	63.3	64.4	66	1.1	15	---	57.9	6.5	7	-0.5
96		922	1	63.4	64.4	66	1.0	15	---	57.9	6.5	7	-0.5
97		923	1	64.3	65.3	66	1.0	15	---	58.6	6.7	7	-0.3
98		924	1	64.6	65.7	66	1.1	15	---	58.9	6.8	7	-0.2
99		925	1	65.0	66.2	66	1.2	15	Snd Lvl	59.3	6.9	7	-0.1
100		926	1	65.4	66.6	66	1.2	15	Snd Lvl	59.6	7.0	7	0.0
101		927	1	66.2	68.5	66	2.3	15	Snd Lvl	60.6	7.9	7	0.9
102		928	1	66.7	69.3	66	2.6	15	Snd Lvl	60.9	8.4	7	1.4
103		929	1	67.0	69.5	66	2.5	15	Snd Lvl	61.1	8.4	7	1.4

RESULTS: SOUND LEVELS

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104		930	1	67.4	69.6	66	2.2	15	Snd Lvl	61.3	8.3	7	1.3
105		931	1	66.2	68.4	66	2.2	15	Snd Lvl	60.6	7.8	7	0.8
106		932	1	65.9	67.2	66	1.3	15	Snd Lvl	60.1	7.1	7	0.1
107		935	1	65.3	66.4	66	1.1	15	Snd Lvl	59.4	7.0	7	0.0
108		936	1	64.9	65.8	66	0.9	15	---	59.1	6.7	7	-0.3
109		937	1	65.1	65.8	66	0.7	15	---	59.1	6.7	7	-0.3
110		938	1	65.4	65.8	66	0.4	15	---	59.1	6.7	7	-0.3
111		939	1	65.9	66.1	66	0.2	15	Snd Lvl	59.4	6.7	7	-0.3
112		940	1	68.5	71.5	66	3.0	15	Snd Lvl	62.3	9.2	7	2.2
113		941	1	67.8	70.9	66	3.1	15	Snd Lvl	61.9	9.0	7	2.0
114		942	1	67.2	70.5	66	3.3	15	Snd Lvl	61.5	9.0	7	2.0
115		943	1	66.8	70.0	66	3.2	15	Snd Lvl	61.2	8.8	7	1.8
116		944	1	66.4	69.9	66	3.5	15	Snd Lvl	61.0	8.9	7	1.9
117		945	1	66.2	69.7	66	3.5	15	Snd Lvl	60.9	8.8	7	1.8
118		946	1	66.0	69.2	66	3.2	15	Snd Lvl	60.7	8.5	7	1.5
119		947	1	66.0	69.1	66	3.1	15	Snd Lvl	60.6	8.5	7	1.5
120		948	1	69.3	71.9	66	2.6	15	Snd Lvl	62.8	9.1	7	2.1
121		949	1	68.0	69.7	66	1.7	15	Snd Lvl	61.7	8.0	7	1.0
122		950	1	65.6	67.3	66	1.7	15	Snd Lvl	59.9	7.4	7	0.4
123		951	1	67.3	71.5	66	4.2	15	Snd Lvl	61.8	9.7	7	2.7
124		952	1	68.4	71.6	66	3.2	15	Snd Lvl	62.9	8.7	7	1.7
125		953	1	70.6	72.9	66	2.3	15	Snd Lvl	64.2	8.7	7	1.7
126		954	1	73.9	75.6	66	1.7	15	Snd Lvl	66.4	9.2	7	2.2
127		955	1	67.2	70.5	66	3.3	15	Snd Lvl	62.8	7.7	7	0.7
128		956	1	66.9	70.3	66	3.4	15	Snd Lvl	63.0	7.3	7	0.3
129		957	1	67.2	70.4	66	3.2	15	Snd Lvl	63.7	6.7	7	-0.3
130		958	1	67.5	70.7	66	3.2	15	Snd Lvl	65.2	5.5	7	-1.5
131		959	1	68.3	71.3	66	3.0	15	Snd Lvl	66.7	4.6	7	-2.4
132		960	1	68.2	71.5	66	3.3	15	Snd Lvl	65.6	5.9	7	-1.1
133		961	1	67.9	70.8	66	2.9	15	Snd Lvl	63.9	6.9	7	-0.1
134		962	1	68.6	71.1	66	2.5	15	Snd Lvl	65.1	6.0	7	-1.0
135		963	1	68.4	70.6	66	2.2	15	Snd Lvl	65.8	4.8	7	-2.2
136		964	1	68.0	70.3	66	2.3	15	Snd Lvl	68.1	2.2	7	-4.8
137		965	1	64.8	67.2	66	2.4	15	Snd Lvl	61.6	5.6	7	-1.4
138		966	1	64.8	67.3	66	2.5	15	Snd Lvl	61.6	5.7	7	-1.3
139		967	1	65.0	67.7	66	2.7	15	Snd Lvl	61.6	6.1	7	-0.9
140		968	1	65.2	67.8	66	2.6	15	Snd Lvl	61.6	6.2	7	-0.8
141		969	1	65.4	68.0	66	2.6	15	Snd Lvl	61.6	6.4	7	-0.6
142		970	1	65.6	68.0	66	2.4	15	Snd Lvl	61.6	6.4	7	-0.6
143		971	1	64.7	67.5	66	2.8	15	Snd Lvl	61.5	6.0	7	-1.0

RESULTS: SOUND LEVELS

I-65/I-465 South, DES 0902297

Shrewsberry
Melanie Barnes

4 January 2012
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

I-65/I-465 South, DES 0902297

Ramp N-E

INPUT HEIGHTS

Average pavement type shall be used unless
a State highway agency substantiates the use
of a different type with approval of FHWA.

BARRIER DESIGN:

68 deg F, 50% RH

ATMOSPHERICS:

Receiver Name	No.	#DUs	Existing		No Barrier		Increase over existing		Type Impact	With Barrier		Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal dB
			LAeq1h	dBA	LAeq1h	dBA	Calculated	Crit'n		Calculated	Crit'n			
301	1088	1	63.2	62.7	66	66	-0.5	15	---	62.5	0.2	7	-6.8	
302	1089	1	64.0	63.6	66	66	-0.4	15	---	63.4	0.2	7	-6.8	
303	1090	1	72.0	71.2	66	66	-0.8	15	Snd Lvl	70.1	1.1	7	-5.9	
304	1091	1	68.4	67.3	66	66	-1.1	15	Snd Lvl	66.6	0.7	7	-6.3	
305	1092	1	64.6	63.1	66	66	-1.5	15	---	62.9	0.2	7	-6.8	
671-672	1435	2	68.8	68.8	66	66	0.0	15	Snd Lvl	68.7	0.1	7	-6.9	
673-674	1436	2	70.5	70.5	66	66	0.0	15	Snd Lvl	70.4	0.1	7	-6.9	
677-678	1437	2	67.1	67.2	66	66	0.1	15	Snd Lvl	67.1	0.1	7	-6.9	
679-680	1438	2	69.6	69.2	66	66	-0.4	15	Snd Lvl	69.1	0.1	7	-6.9	
683-684	1439	2	66.1	66.1	66	66	0.0	15	Snd Lvl	65.9	0.2	7	-6.8	
685-686	1440	2	68.9	68.4	66	66	-0.5	15	Snd Lvl	68.3	0.1	7	-6.9	
687-688	1441	2	69.5	69.4	66	66	-0.1	15	Snd Lvl	69.3	0.1	7	-6.9	
689-690	1442	2	71.0	71.3	66	66	0.3	15	Snd Lvl	71.2	0.1	7	-6.9	
691-692	1443	2	71.7	71.8	66	66	0.1	15	Snd Lvl	71.7	0.1	7	-6.9	
693-694	1444	2	69.5	69.4	66	66	-0.1	15	Snd Lvl	69.2	0.2	7	-6.8	
695-696	1445	2	71.0	71.3	66	66	0.3	15	Snd Lvl	71.2	0.1	7	-6.9	
697-698	1446	2	71.7	71.8	66	66	0.1	15	Snd Lvl	71.7	0.1	7	-6.9	
699-700	1447	2	69.5	69.5	66	66	0.0	15	Snd Lvl	69.3	0.2	7	-6.8	
701-702	1448	2	71.1	71.4	66	66	0.3	15	Snd Lvl	71.3	0.1	7	-6.9	
703-704	1449	2	71.8	71.9	66	66	0.1	15	Snd Lvl	71.8	0.1	7	-6.9	
705-706	1450	2	69.8	70.3	66	66	0.5	15	Snd Lvl	70.2	0.1	7	-6.9	
707-708	1451	2	71.5	71.8	66	66	0.3	15	Snd Lvl	71.5	0.3	7	-6.7	
709-710	1452	2	72.0	72.3	66	66	0.3	15	Snd Lvl	72.2	0.1	7	-6.9	

I-65/I-465 South, DES 0902297

RESULTS: SOUND LEVELS

	1453	2	70.1	70.7	66	0.6	15	Snd Lvl	70.6	0.1	7	-6.9
711-712	1453	2	70.1	70.7	66	0.6	15	Snd Lvl	70.6	0.1	7	-6.9
713-714	1454	2	71.7	72.0	66	0.3	15	Snd Lvl	71.8	0.2	7	-6.8
715-716	1455	2	72.3	72.6	66	0.3	15	Snd Lvl	72.5	0.1	7	-6.9
717-718	1456	2	70.5	71.3	66	0.8	15	Snd Lvl	71.2	0.1	7	-6.9
719-720	1457	2	72.1	72.4	66	0.3	15	Snd Lvl	72.2	0.2	7	-6.8
721-722	1458	2	72.6	73.0	66	0.4	15	Snd Lvl	72.9	0.1	7	-6.9
723-724	1459	2	70.3	71.2	66	0.9	15	Snd Lvl	71.2	0.0	7	-7.0
725-726	1460	2	72.0	72.3	66	0.3	15	Snd Lvl	72.2	0.1	7	-6.9
727-728	1461	2	72.5	72.9	66	0.4	15	Snd Lvl	72.8	0.1	7	-6.9
729-730	1462	2	70.0	71.1	66	1.1	15	Snd Lvl	71.0	0.1	7	-6.9
731-732	1463	2	71.9	72.2	66	0.3	15	Snd Lvl	72.1	0.1	7	-6.9
733-734	1464	2	72.4	72.8	66	0.4	15	Snd Lvl	72.7	0.1	7	-6.9
735-736	1465	2	70.0	70.9	66	0.9	15	Snd Lvl	70.9	0.0	7	-7.0
737-738	1466	2	71.9	72.1	66	0.2	15	Snd Lvl	72.1	0.0	7	-7.0
739-740	1467	2	72.4	72.8	66	0.4	15	Snd Lvl	72.7	0.1	7	-6.9
761-762	1468	2	66.9	67.6	66	0.7	15	Snd Lvl	67.6	0.0	7	-7.0
763-764	1469	2	69.6	69.7	66	0.1	15	Snd Lvl	69.6	0.1	7	-6.9
767-768	1470	2	65.8	66.4	66	0.6	15	Snd Lvl	66.4	0.0	7	-7.0

Dwelling Units	# DUs	Noise Reduction		
		Min dB	Avg dB	Max dB
All Selected	77	0.0	0.2	1.1
All Impacted	74	0.0	0.1	1.1
All that meet NR Goal	0	0.0	0.0	0.0

APPENDIX C-2
NOISE BARRIER EVALUATION

Noise Reduction Analysis - Wall I-65 NB1

Receptor No.	First Row?	7 dB(A) ?	5 dB(A) ?	Impacted?	Impacted and 5 dB(A) ?
306	X			X	
307				X	
308					
309	X	7.8	X	X	X
310				X	
311					
312					
313	X	8.8		X	X
314			X	X	X
315			X	X	X
316			X		
317					
318	X	11.3		X	X
319			X	X	X
320			X	X	X
321			X		
322					
323	X	8.2		X	X
324			X	X	X
325				X	
326					
327	X	6.4		X	X
328			X	X	X
329			X	X	X
330			X	X	X
331	X	5.5		X	X
332				X	
Totals	7	4	11	19	14

Feasible? Yes. Majority of first row receptors see a 7dB(A) reduction, and a majority of impacted receptors see a 5 dB(A) reduction.

Cost Analysis - Wall I-65 NB1

Wall Height	Length	Sq. Ft.	Cost per Sq. Ft.	Cost
9	511	4599	\$ 30.00	\$ 137,970.00
14	494	6916	\$ 30.00	\$ 207,480.00
17	1865	31705	\$ 30.00	\$ 951,150.00
	2870		Total	\$ 1,296,600.00
			Cost per Benefited	\$ 117,872.73

Cost Effective? No.

Noise Reduction Analysis - Wall I-65 NB2

Receptor No.	First Row?	7 dB(A) ?	5 dB(A) ?	Impacted?	Impacted and 5 dB(A) ?
333				X	
334				X	
335					
336			X	X	X
337				X	
338					
339				X	
340				X	
341			X	X	X
342				X	
343			X	X	X
344					
345	X	4.70		X	
346	X	6.00	X	X	X
347	X	7.30	X	X	X
348	X	8.70	X	X	X
349	X	9.30	X	X	X
350	X	9.20	X	X	X
351	X	8.80	X	X	X
352	X	9.30	X	X	X
353	X	8.30	X	X	X
354			X	X	X
355	X	6.60	X	X	X
356	X	7.40	X	X	X
357	X	7.80	X	X	X
358	X	4.30		X	
359				X	
360				X	
361					
362					
363					
364			X	X	X
365	X	1.50			
366	X	1.30			
368					
369	X	1.10			
Totals	16	9	16	26	16

Feasible? Yes. Majority of first row receptors see a 7dB(A) reduction, and a majority of impacted receptors see a 5 dB(A) reduction.

Cost Analysis - Wall I-65 NB2

Wall Height	Length	Sq. Ft.	Cost per Sq. Ft.	Cost
8	322	2576	\$ 30.00	\$ 77,280.00
12	991	11892	\$ 30.00	\$ 356,760.00
	1313		Total	\$ 434,040.00
			Cost per Benefited	\$ 27,127.50

Cost Effective? No.

Noise Reduction Analysis - Wall I-65 NB3

Receptor No.	First Row?	7 dB(A) ?	5 dB(A) ?	Impacted?	Impacted and 5 dB(A) ?
365	X	2.30			
366	X	2.80			
367	X	4.90		X	
368				X	
369	X	2.90			
370	X	5.30	X	X	X
371				X	
372					
373					
374					
375			X	X	X
376	X	6.20	X	X	X
377	X	8.40	X	X	X
378	X	9.80	X	X	X
379	X	8.20	X	X	X
380			X	X	X
381			X	X	X
382			X	X	X
383			X	X	X
384					
385					
386			X	X	X
387			X	X	X
388			X	X	X
389	X	8.20	X	X	X
390	X	10.30	X	X	X
391	X	9.70	X	X	X
392	X	7.90	X	X	X
393			X	X	X
394			X	X	X
395			X	X	X
396			X		
398			X	X	X
399			X	X	X
400	X	7.80	X	X	X
401	X	8.70	X	X	X
402			X	X	X
403			X	X	X
404				X	
Totals	15	9	27	30	26

Feasible? Yes. Majority of first row receptors see a 7dB(A) reduction, and a majority of impacted receptors see a 5 dB(A) reduction.

Cost Analysis - Wall I-65 NB3

Wall Height	Length	Sq. Ft.	Cost per Sq. Ft.	Cost
12	1626	19512	\$ 30.00	\$ 585,360.00
Total				\$ 585,360.00
Cost per Benefited				\$ 21,680.00

Cost Effective? Yes.

Noise Reduction Analysis - Wall I-65 NB4

Receptor No.	First Row?	7 dB(A) ?	5 dB(A) ?	Impacted?	Impacted and 5 dB(A) ?
405	X	5.30	X	X	X
406	X	9.00	X	X	X
407	X	10.20	X	X	X
408	X	10.00	X	X	X
409	X	9.90	X	X	X
410	X	8.60	X	X	X
411	X	7.10	X	X	X
412			X	X	X
413			X	X	X
414			X	X	X
415			X	X	X
416			X	X	X
417				X	
418			X	X	X
419			X	X	X
420			X	X	X
421				X	
422				X	
423				X	
424				X	
425			X	X	X
426			X	X	X
427				X	
428			X	X	X
429	X	6.40	X	X	X
430	X	8.40	X	X	X
431	X	9.60	X	X	X
432	X	10.00	X	X	X
433	X	10.00	X	X	X
434	X	9.90	X	X	X
435	X	9.30	X	X	X
436	X	9.40	X	X	X
437	X	9.10	X	X	X
438	X	8.70	X	X	X
439	X	8.20	X	X	X
440	X	7.40	X	X	X
441	X	5.00	X	X	X
442	X	3.00		X	
443				X	
444				X	
445				X	
446	X	1.50		X	
449				X	
450				X	

Noise Reduction Analysis - Wall I-65 NB4

Receptor No.	First Row?	7 dB(A) ?	5 dB(A) ?	Impacted?	Impacted and 5 dB(A) ?
451				X	
452			X	X	X
453	X	8.40	X	X	X
454	X	8.30	X	X	X
455	X	7.00	X	X	X
456			X	X	X
457			X	X	X
458			X	X	X
459			X	X	X
460	X	8.30	X	X	X
461	X	8.80	X	X	X
462	X	5.80	X	X	X
463			X	X	X
464			X	X	X
465			X	X	X
466			X	X	X
467			X	X	X
468	X	6.70	X	X	X
469	X	5.40	X	X	X
470	X	4.70		X	
471	X	4.50		X	
472			X	X	X
473			X	X	X
474			X		
475	X	5.50	X		
476	X	5.80	X		
Totals	34	22	54	67	51

Feasible? Yes. Majority of first row receptors see a 7dB(A) reduction, and a majority of impacted receptors see a 5 dB(A) reduction.

Cost Analysis - Wall I-65 NB4

Wall Height	Length	Sq. Ft.	Cost per Sq. Ft.	Cost
8	197	1576	\$ 30.00	\$ 47,280.00
12	1497	17964	\$ 30.00	\$ 538,920.00
13	1384	17992	\$ 30.00	\$ 539,760.00
14	796	11144	\$ 30.00	\$ 334,320.00
15	191	2865	\$ 30.00	\$ 85,950.00
	4065		Total	\$ 1,546,230.00
			Cost per Benefited	\$ 28,633.89

Cost Effective? No.

Noise Reduction Analysis - Wall I-65 SB1

Receptor No.	First Row?	7 dB(A) ?	5 dB(A) ?	Impacted?	Impacted and 5 dB(A) ?
257					
258	X				
477	X				
478	X				
479					
480	X				
481					
482	X				
483	X	0.50		X	
484	X	1.70			
485	X	9.20	X	X	X
486				X	
487				X	
488					
489	X	5.80	X	X	X
490			X	X	X
491				X	
492					
493	X	3.20		X	
494				X	
495				X	
496				X	
497					
498	X	3.30		X	
499				X	
500			X	X	X
501			X		
502	X	10.70	X	X	X
503			X	X	X
504			X	X	X
505			X	X	X
506	X	6.20	X	X	X
507			X		
508					
509	X				
510	X	3.3		X	
Totals	15	2	11	20	9

Feasible? No.

Cost Analysis - Wall I-65 SB1

Wall Height	Length	Sq. Ft.	Cost per Sq. Ft.	Cost
13	198	2574	\$ 30.00	\$ 77,220.00
14	272	3808	\$ 30.00	\$ 114,240.00
15	1345	20175	\$ 30.00	\$ 605,250.00

1815 Total \$ 796,710.00

Cost per Benefited \$ 72,428.18

Cost Effective? No.

Noise Reduction Analysis - Wall I-65 SB3

Receptor No.	First Row?	7 dB(A) ?	5 dB(A) ?	Impacted?	Impacted and 5 dB(A) ?
563				X	
564				X	
565				X	
566				X	
567	X	3.40		X	
568	X	5.70	X	X	X
569	X	7.30	X	X	X
570	X	8.30	X	X	X
571	X	8.60	X	X	X
572	X	8.80	X	X	X
573	X	8.90	X	X	X
574	X	9.20	X	X	X
575	X	9.00	X	X	X
576	X	9.10	X	X	X
577	X	8.80	X	X	X
578	X	14.30	X	X	X
579			X	X	X
580	X	10.00	X	X	X
581			X	X	X
582				X	
583				X	
584				X	
585					
586				X	X
587				X	X
588				X	X
589				X	X
590				X	X
591				X	X
592				X	X
593				X	X
594				X	
595				X	
596				X	
597				X	
598				X	
599				X	
600				X	
601				X	
602					
603				X	
604				X	
605			X	X	X
606	X	8.90	X	X	X

Noise Reduction Analysis - Wall I-65 SB3

Receptor No.	First Row?	7 dB(A) ?	5 dB(A) ?	Impacted?	Impacted and 5 dB(A) ?
607	X	9.50	X	X	X
608	X	10.10	X	X	X
609	X	8.90	X	X	X
610	X	8.20	X	X	X
611	X	7.90	X	X	X
612	X	6.60	X	X	X
613			X	X	X
614			X	X	X
615				X	
616				X	
617				X	
618				X	
619				X	
620				X	
621					
622			X	X	X
623				X	
624				X	
625					
626				X	
627				X	
Totals	20	17	25	61	33

Feasible? No. Majority of receptors are not benefited.

Cost Analysis - Wall I-65 SB3

Wall Height	Length	Sq. Ft.	Cost per Sq. Ft.	Cost
10	490	4900	\$ 30.00	\$ 147,000.00
11	1506	16566	\$ 30.00	\$ 496,980.00
17	505	8585	\$ 30.00	\$ 257,550.00
19	505	9595	\$ 30.00	\$ 287,850.00
	3006		Total	\$ 1,189,380.00
			Cost per Benefited	\$ 47,575.20

Cost Effective? No.

Noise Reduction Analysis - Wall I-465 EB

Receptor No.	First Row?	7 dB(A) ?	5 dB(A) ?	Impacted?	Impacted and 5 dB(A) ?
168					
169					
170					
171					
172					
173					
174					
175					
176	X	10.20	X	X	X
177	X	10.10	X	X	X
178	X	8.40	X	X	X
179	X	7.00	X	X	X
180	X	6.30	X	X	X
181	X	5.90	X		
182	X	5.60	X		
183	X	5.80	X		
184	X	6.20	X		
185	X	6.60	X	X	X
186	X	7.00	X	X	X
187	X	6.50	X		
188			X		
189			X		
190			X		
191	X	6.00	X		
192	X	6.00	X		
193	X	6.20	X	X	X
194	X	6.40	X	X	X
195	X	6.80	X	X	X
196	X	7.60	X	X	X
197	X	7.70	X	X	X
198	X	7.10	X	X	X
199			X	X	X
200			X	X	X
201			X	X	X
202			X	X	X
203			X	X	X
204			X	X	X
205			X	X	X
206			X	X	X
207	X	6.90	X	X	X
208	X	8.80	X	X	X
209	X	9.30	X	X	X
210	X	10.50	X	X	X
211	X	12.70	X	X	X

Noise Reduction Analysis - Wall I-465 EB

Receptor No.	First Row?	7 dB(A) ?	5 dB(A) ?	Impacted?	Impacted and 5 dB(A) ?
212	X	10.50	X	X	X
213			X	X	X
214			X	X	X
215			X	X	X
216			X	X	X
217			X	X	X
218			X		
219			X		
220			X		
221			X		
222			X	X	X
223			X	X	X
224			X	X	X
225	X	8.10	X	X	X
226	X	9.20	X	X	X
227	X	10.20	X	X	X
228	X	8.90	X	X	X
229	X	8.60	X	X	X
230	X	7.20	X	X	X
231			X	X	X
232			X	X	X
233			X	X	X
234			X	X	X
235			X	X	X
236			X	X	X
237			X	X	X
238			X	X	X
239			X	X	X
240			X	X	X
241			X	X	X
242			X	X	X
243	X	8.90	X	X	X
244	X	5.30	X	X	X
245			X	X	X
246	X	5.80	X	X	X
247	X	5.10	X	X	X
248			X	X	X
249			X	X	X
250				X	
251				X	
252	X	3.50		X	
253	X	2.90		X	
254	X	1.90		X	
255A	X	7.00	X	X	X

Noise Reduction Analysis - Wall I-465 EB

Receptor No.	First Row?	7 dB(A) ?	5 dB(A) ?	Impacted?	Impacted and 5 dB(A) ?
Totals	40	21	75	66	61

Feasible? Yes. Majority of first row receptors see a 7dB(A) reduction, and a majority of impacted receptors see a 5 dB(A) reduction.

Cost Analysis - Wall I-465 EB

Wall Height	Length	Sq. Ft.	Cost per Sq. Ft.	Cost
8.75	113	988.75	\$ 30.00	\$ 29,662.50
10.75	1147	12330.25	\$ 30.00	\$ 369,907.50
12	2690	32280	\$ 30.00	\$ 968,400.00
14	345	4830	\$ 30.00	\$ 144,900.00
Total				\$ 1,512,870.00
Cost per Benefited				\$ 20,171.60

Cost Effective? Yes.

Noise Reduction Analysis - Wall I-465 WB

Receptor No.	First Row?	7 dB(A) ?	5 dB(A) ?	Impacted?	Impacted and 5 dB(A) ?
1	X	5.40	X	X	X
2	X	4.20			
3	X	4.30			
4	X	5.50	X	X	X
5	X	5.80	X	X	X
6	X	6.10	X	X	X
7	X	6.00	X	X	X
8	X	6.40	X	X	X
9			X		
10			X		
11	X	10.30	X	X	X
12	X	8.80	X	X	X
13			X		
14			X		
15	X	7.20	X	X	X
16	X	9.00	X	X	X
17	X	9.60	X	X	X
18	X	8.10	X	X	X
19	X	8.00	X	X	X
20	X	7.40	X	X	X
21	X	7.40	X	X	X
22	X	7.10	X	X	X
23	X	6.50	X		
24	X	6.40	X		
25	X	6.30	X		
26	X	6.10	X		
27			X		
28			X		
29			X		
30			X		
31			X		
32			X		
33			X		
34			X		
35			X		
36			X		
37			X		
38			X		
39			X		
40			X		
41	X	6.30	X		
42	X	6.50	X		
43	X	6.40	X		
44	X	6.20	X	X	X
45	X	6.40	X	X	X
46	X	6.70	X	X	X

Receptor No.	First Row?	7 dB(A) ?	5 dB(A) ?	Impacted?	Impacted and 5 dB(A) ?
47	X	7.00	X	X	X
48			X		
49			X		
50			X		
51			X		
52			X		
53	X	9.20	X	X	X
54			X	X	X
55			X	X	X
56			X	X	X
57	X	10.60	X	X	X
58			X	X	X
59			X	X	X
60			X	X	X
61	X	10.70	X	X	X
62	X	10.00	X	X	X
63			X	X	X
64			X	X	X
65			X	X	X
66	X	9.80	X	X	X
67			X	X	X
68			X	X	X
69			X	X	X
70			X	X	X
71			X	X	X
72			X	X	X
73			X	X	X
74			X	X	X
75			X	X	X
76			X	X	X
77			X	X	X
78	X	7.90	X	X	X
79	X	7.80	X	X	X
80	X	7.50	X	X	X
81	X	7.30	X	X	X
82	X	7.10	X	X	X
83			X		
84			X		
85			X		
86			X		
87			X		
88			X		
89			X		
90			X		
91			X		
92			X		
93			X		

Receptor No.	First Row?	7 dB(A) ?	5 dB(A) ?	Impacted?	Impacted and 5 dB(A) ?
94			X		
95			X		
96			X		
97			X		
98			X		
99			X	X	X
100			X	X	X
101			X	X	X
102			X	X	X
103			X	X	X
104			X	X	X
105			X	X	X
106			X	X	X
107			X	X	X
108			X		
109			X		
110			X		
111			X	X	X
112			X	X	X
113			X	X	X
114			X	X	X
115			X	X	X
116			X	X	X
117			X	X	X
118			X	X	X
119			X	X	X
120	X	9.10	X	X	X
121	X	8.00	X	X	X
122			X	X	X
123	X	9.70	X	X	X
124	X	8.70	X	X	X
125	X	8.70	X	X	X
126	X	9.20	X	X	X
127			X	X	X
128	X	7.30	X	X	X
129	X	6.70	X	X	X
130	X	5.50	X	X	X
131	X	4.60		X	
132	X	5.90	X	X	X
133	X	6.90	X	X	X
134	X	6.00	X	X	X

Receptor No.	First Row?	7 dB(A) ?	5 dB(A) ?	Impacted?	Impacted and 5 dB(A) ?
135	X	4.80		X	
136	X	2.20		X	
137			X	X	X
138			X	X	X
139			X	X	X
140			X	X	X
141			X	X	X
142			X	X	X
143			X	X	X
144			X	X	X
145			X	X	X
146			X	X	X
147			X	X	X
148			X	X	X
149			X	X	X
150			X	X	X
151			X	X	X
152			X	X	X
153			X	X	X
154			X	X	X
155			X	X	X
156			X	X	X
157			X	X	X
158			X	X	X
159			X	X	X
160			X	X	X
161			X	X	X
162					
163					
164					
259			X	X	X
260			X	X	X
Totals	54	28	158	112	109

Feasible? Yes. Majority of first row receptors see a 7dB(A) reduction, and a majority of impacted receptors see a 5 dB(A) reduction.

Cost Analysis - Wall I-465 WB

Wall Height	Length	Sq. Ft.	Cost per Sq. Ft.	Cost
5.33	900	4797	\$ 30.00	\$ 143,910.00
9.75	318	3100.5	\$ 30.00	\$ 93,015.00
10.75	250	2687.5	\$ 30.00	\$ 80,625.00
13	3882	50466	\$ 30.00	\$ 1,513,980.00
Total				\$ 1,831,530.00
Cost per Benefited				\$ 11,591.96

Cost Effective? Yes.

Noise Reduction Analysis - Wall Ramp N-E

Receptor No.	First Row?	7 dB(A) ?	5 dB(A) ?	Impacted?	Impacted and 5 dB(A) ?
301					
302	X	4.10			
303	X	7.70	X	X	X
304			X	X	X
305					
671-672			X	X	X
673-674				X	
677-678	X	5.40	X	X	X
679-680	X	2.90		X	
683-684	X	5.10	X	X	X
685-686	X	3.10		X	
687-688	X	7.90	X	X	X
689-690	X	3.60		X	
691-692	X	2.30		X	
693-694	X	7.60	X	X	X
695-696	X	3.40		X	
697-698	X	2.20		X	
699-700	X	7.40	X	X	X
701-702	X	3.40		X	
703-704	X	2.10		X	
705-706	X	4.70		X	
707-708	X	2.30		X	
709-710	X	1.60		X	
711-712	X	4.30		X	
713-714	X	2.00		X	
715-716	X	1.40		X	
717-718	X	4.00		X	
719-720	X	1.90		X	
721-722	X	1.30		X	
723-724	X	2.70		X	
725-726	X	1.50		X	
727-728	X	1.00		X	
729-730	X	2.60		X	
731-732	X	1.50		X	
733-734	X	1.10		X	
735-736	X	2.10		X	
737-738	X	1.20		X	
739-740	X	1.00		X	
761-762				X	
763-764				X	
767-768				X	
Totals	33	4	8	38	8

Feasible? No. Majority of receptors are not benefited.

Cost Analysis - Wall Ramp N-E

Wall Height	Length	Sq. Ft.	Cost per Sq. Ft.	Cost
20	1776	35520	\$ 30.00	\$ 1,065,600.00

Total \$ 1,065,600.00

Cost per Benefited \$ 133,200.00

Cost Effective? No.

APPENDIX D
AGENCY CORRESPONDENCE

APPENDIX E
PUBLIC INVOLVEMENT

March 14, 2012

Dear Property Owner:



On behalf of the Indiana Department of Transportation (INDOT), Shrewsberry & Associates, LLC (Shrewsberry) is soliciting input from property owners regarding potential construction of sound barrier walls along the north and south sides of I-465 between the I-65 and Emerson Avenue interchanges, and along the east side of northbound I-65, near Edgewood Avenue, in southeastern Indianapolis, Marion County, Indiana. The proposed sound barrier walls vary in height from 12 to 15 feet and range from 1,625 feet to 4,295 feet in length. The intended purpose of the walls is to reduce the impact of vehicular noise on adjacent property owners. Approximate locations of the proposed sound barriers are shown on the enclosed maps.

INDOT evaluates noise abatement measures for feasibility and reasonableness. Then, property owners have an opportunity to provide their input on the proposed sound barrier walls. Finally, INDOT makes the decision whether to construct the sound barrier wall based on feasibility, reasonableness and supportive responses from the public. Preliminary findings show that the proposed sound barriers are both feasible and reasonable. Now, INDOT needs your input on whether you want the above sound barriers constructed in your area. If the barriers are constructed, property owners will be given an opportunity to express a preference as to the type and style of barrier facing away from the roadway.

Therefore, please complete and return the enclosed self-addressed stamped postcard. **Due to the high importance of your input, please return the enclosed postcard by April 25, 2012.** You may also hand deliver your response at the project's Public Hearing scheduled for April 10, 2012 at 6 pm in the South Grove Intermediate Cafeteria, 851 South Ninth Street, Beech Grove, Indiana 46107. The result of the survey is very important to the decision making process of the placement of sound barrier walls.

Again, INDOT is committed to listening to the thoughts and opinions from property owners concerning the proposed sound barrier walls. If you have any questions, please feel free to contact Melanie Barnes at mbarnes@shrewsusa.com or 317-841-4799, ext. 8244.

Sincerely,

SHREWSBERRY & ASSOCIATES, LLC

Melanie Barnes, P.E.
Project Manager

PROJECT DESCRIPTION

The Indiana Department of Transportation (INDOT) proposes to improve the I-65/I-465 Interchange in southeastern Indianapolis, Indiana (Marion County). The project scope includes the following improvements:

- Addition of travel lanes on I-65 SB between I-465 and Gray Rd
- Addition of travel lanes on I-465 EB and WB between 9th Ave and I-65
- Addition of a lane on the ramp from I-65 NB to I-465 EB
- Building a new 40 mph “flyover” ramp from I-465 WB to I-65 SB

HIGHWAY TRAFFIC NOISE BARRIERS

For more information on traffic noise barriers, please visit:

http://www.fhwa.dot.gov/environment/noise/noise_barriers/design_construction/keepdown.cfm

Sound Barrier Wall Reply Card

Thank you for completing this reply card. One per household

Name: _____

Mailing Address: _____

Property Address (if different than above): _____

Are you the Property Owner? _____

_____ Yes, I want the sound wall to be constructed

_____ No, I do not want the sound wall to be constructed

Comments:

To: Shrewsberry & Associates, LLC
Attention: Melanie Barnes, Project Manager
7321 Shadeland Station
Suite 160
Indianapolis, Indiana 46256

	Address		Owner	Response
210	Ada Ln	Beech Grove, IN 46107	Robert W. & Donna S. Wolfgram	N/R
306	Ada Ln	Beech Grove, IN 46107	Ross A. & Mary B. Wolfe	N
310	Ada Ln	Beech Grove, IN 46107	Timothy D. & Sarah L. Latimer	Y
314	Ada Ln	Beech Grove, IN 46107	Creative Real Estate Solutions LP	N/R
402	Ada Ln	Beech Grove, IN 46107	Anita L. Alvarez	N
406	Ada Ln	Beech Grove, IN 46107	David L. & Kathleen R. Fouts	N/R
407	Ada Ln	Beech Grove, IN 46107	INDY RE INVESTMENTS INC	N/R
411	Ada Ln	Beech Grove, IN 46107	Thomas M. & Thelma D. Lewis	Y
501	Edwards Ave	Beech Grove, IN 46107	Eugene S. & Lois A. Tanner	Y
505	Edwards Ave	Beech Grove, IN 46107	Moses & Leslie Daly	
509	Edwards Ave	Beech Grove, IN 46107	Kenni D. Spicer	Y
513	Edwards Ave	Beech Grove, IN 46107	Rodney J. & Joy L. Ziegler	Y
517	Edwards Ave	Beech Grove, IN 46107	Theda J. Taylor	N/R
601	Edwards Ave	Beech Grove, IN 46107	Lowell Eugene Plake	N/R
605	Edwards Ave	Beech Grove, IN 46107	Joseph J. & Muriel K. Wauro	N/R
609	Edwards Ave	Beech Grove, IN 46107	Tara A. Napier	Y
723	Groveswood Dr	Beech Grove, IN 46107	Robert E. II & Kimberly L. Todd	N
801	Groveswood Dr	Beech Grove, IN 46107	Robert T. Gaines	
805	Groveswood Dr	Beech Grove, IN 46107	James P. & Mary Akison Gurganus	N/R
809	Groveswood Dr	Beech Grove, IN 46107	Steven A. & Donna C. Lawson	N/R
1119	Morning Sun Ln	Beech Grove, IN 46107	Stephanie A. Calhoun	Y
1117	Morning Sun Ln	Beech Grove, IN 46107	Stephanie Messinger	Y
1115	Morning Sun Ln	Beech Grove, IN 46107	Todd Cary	N/R
1113	Morning Sun Ln	Beech Grove, IN 46107	Carol S. Osborne	Y
1120	Morning Sun Ln	Beech Grove, IN 46107	Linda L. Humbles	Y
1118	Morning Sun Ln	Beech Grove, IN 46107	Donald W. & Elizabeth T. Pettingill	N/R
1116	Morning Sun Ln	Beech Grove, IN 46107	Arthur M. & Natividad H. Dilay	Y
1114	Morning Sun Ln	Beech Grove, IN 46107	Peggy A. Hayden	Y
1003	Groveswood Dr	Beech Grove, IN 46107	Erin Ruiz	Y
1005	Groveswood Dr	Beech Grove, IN 46107	Teresa L. Sommers	Y
1007	Groveswood Dr	Beech Grove, IN 46107	Express Funding Corp. % Tricia Heppe	N/R
1009	Groveswood Dr	Beech Grove, IN 46107	Gerald E. & Marjorie J. Morgan, Trustees	N/R
1011	Groveswood Dr	Beech Grove, IN 46107	Scott B. Durbin	Y
1107	Evening Shade Ci	Beech Grove, IN 46107	Carrie E Tuterow	Y
1105	Evening Shade Ci	Beech Grove, IN 46107	Frank & Wendy L. Vastine	Y
1103	Evening Shade Ci	Beech Grove, IN 46107	Daniel Duane Knox	N/R
1101	Evening Shade Ci	Beech Grove, IN 46107	Julie A. Baughman	Y
1045	Evening Shade Ci	Beech Grove, IN 46107	Rebecca L. Hunt	Y
1043	Evening Shade Ci	Beech Grove, IN 46107	Lisa Bagby	Y
1041	Evening Shade Ci	Beech Grove, IN 46107	Nicholas A. Rembusch	N/R
1039	Evening Shade Ci	Beech Grove, IN 46107	David E. Conner	Y
1029	Evening Shade Ci	Beech Grove, IN 46107	John A. & Cathy I. Koehler	Y
1027	Evening Shade Ci	Beech Grove, IN 46107	April E. Scheib	N/R
1025	Evening Shade Ci	Beech Grove, IN 46107	Julie K. Moran	Y
1023	Evening Shade Ci	Beech Grove, IN 46107	David & Roxanne Gaither	Y
1115	Groveswood Dr	Beech Grove, IN 46107	Franklin J. Baecher, Jr.	N/R
1117	Groveswood Dr	Beech Grove, IN 46107	David Frank	Y
1119	Groveswood Dr	Beech Grove, IN 46107	Sarah J. Baker	N/R
1121	Groveswood Dr	Beech Grove, IN 46107	Beverly J. Smith	Y
1026	Groveswood Dr	Beech Grove, IN 46107		
1024	Groveswood Dr	Beech Grove, IN 46107	Laurie J. Eagan	Y
1022	Groveswood Dr	Beech Grove, IN 46107	Polly J. Lester	N/R
1012	Groveswood Dr	Beech Grove, IN 46107		

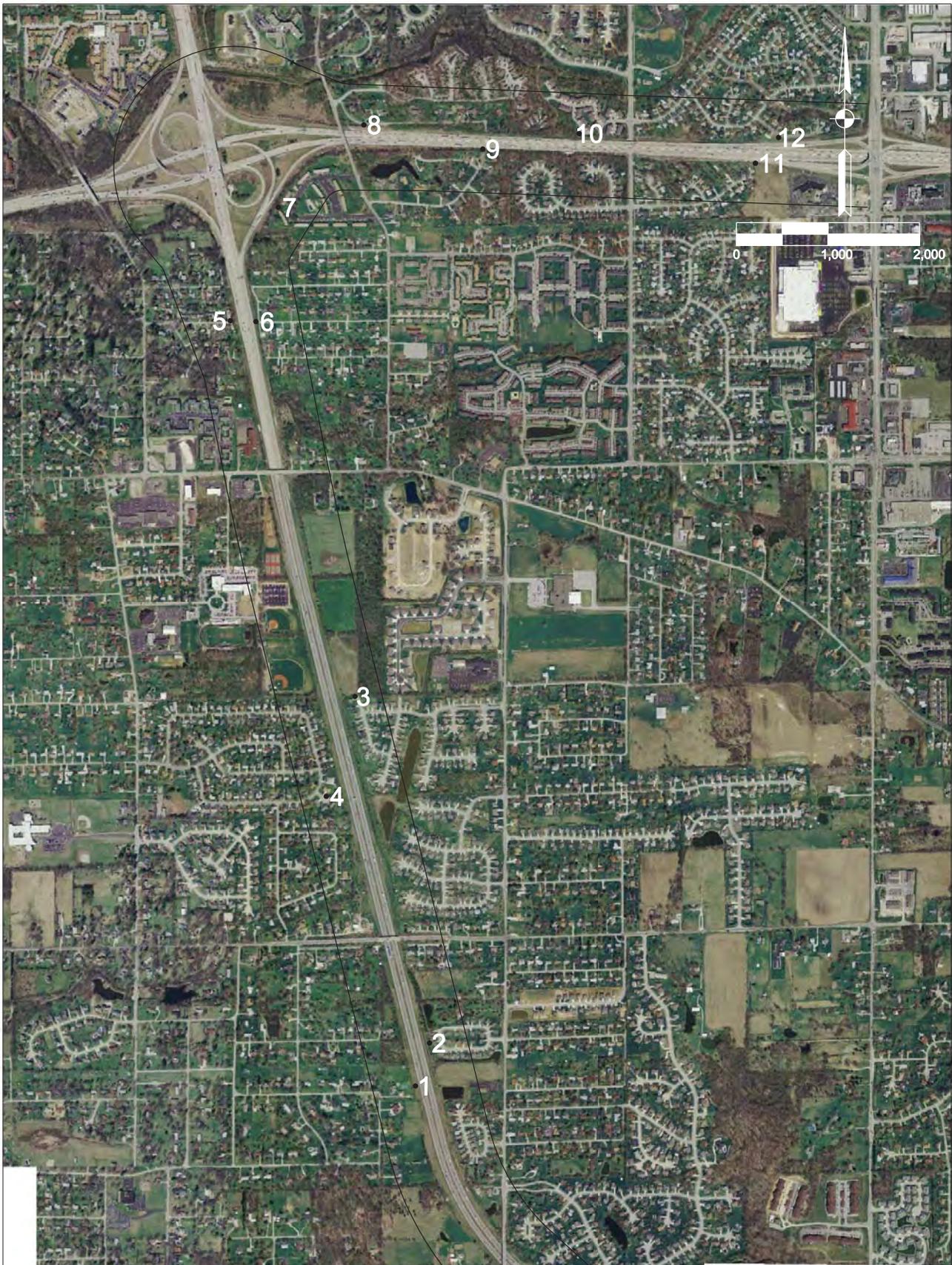
	Address		Owner	Response
1010	Groveswood Dr	Beech Grove, IN 46107	Kimberly A. Dexter Roberts	Y
1008	Groveswood Dr	Beech Grove, IN 46107	Mark McWilliams	N/R
1006	Groveswood Dr	Beech Grove, IN 46107		
1032	Morning Sun Ln	Beech Grove, IN 46107	Susan Shurig	N/R
1030	Morning Sun Ln	Beech Grove, IN 46107	Tina A. Battle	N/R
1028	Morning Sun Ln	Beech Grove, IN 46107	Ryan Roe	N/R
1037	Morning Sun Ln	Beech Grove, IN 46107	Cynthia A. Wycoff (Trust)	Y
1015	Groveswood Dr	Beech Grove, IN 46107	Aaron R. Maugherman	N/R
1017	Groveswood Dr	Beech Grove, IN 46107	Tonya L. Krasienko	N/R
1019	Groveswood Dr	Beech Grove, IN 46107	Susan J. Swengel	N/R
1021	Groveswood Dr	Beech Grove, IN 46107	Linda S. Winkle	Y
1045	Groveswood Dr	Beech Grove, IN 46107	Paul D. & Mary J. Simmerman	Y
1043	Groveswood Dr	Beech Grove, IN 46107	Barbara Henson	Y
1041	Groveswood Dr	Beech Grove, IN 46107	Judy L. Grimes	Y
1039	Groveswood Dr	Beech Grove, IN 46107	Diane M. Gray	N/R
4210	Wilderness Trail	Indianapolis, IN 46237	Peggy M. Obergfell	Y
4206	Wilderness Trail	Indianapolis, IN 46237	Dana L. McKee	N/R
4152	Wilderness Trail	Indianapolis, IN 46237	Gloria Lester	Y
4148	Wilderness Trail	Indianapolis, IN 46237	Dennis G. & Janet K. Hunley	Y
4144	Wilderness Trail	Indianapolis, IN 46237	Robert W. & Virginia M. Ashman (Trustees)	Y
4140	Wilderness Trail	Indianapolis, IN 46237	Virginia & James B. Adams	Y
4040	Dundee Drive	Indianapolis, IN 46237	Mark E. & Cheryl L. Stobaugh	N/R
4020	Dundee Drive	Indianapolis, IN 46237	Chester R. & Nora G. Goodin	N/R
4018	Dundee Drive	Indianapolis, IN 46237	James E. & Eileen J. Blatz	N/R
4271	Foxglove Trace	Indianapolis, IN 46237	Kelli McDaniel-Wilson	N/R
4269	Foxglove Trace	Indianapolis, IN 46237	Marcheta A. Troxel	Y
4270	Indiana Pipe Trace	Indianapolis, IN 46237	Alice M. Williams	Y
4295	Indiana Pipe Trace	Indianapolis, IN 46237	Cheryl L. Johns	N/R
4291	Indiana Pipe Trace	Indianapolis, IN 46237	Larry E. Stark	Y
4118	Wilderness Trail	Indianapolis, IN 46237	James F. & Barbara M. O'Maley	Y
4114	Wilderness Trail	Indianapolis, IN 46237	Karen S. Kennedy	N/R
4110	Wilderness Trail	Indianapolis, IN 46237	Robert G. & Mary E. Storey (Trustees)	Y
502	North Bend Rd	Beech Grove, IN 46107	Brian D & Deborah J Hatfield & Kyle Hatfield	N/R
506	North Bend Rd	Beech Grove, IN 46107	Darren R. Alsobrook	N/R
510	North Bend Rd	Beech Grove, IN 46107	Anthony Howell	Y
514	North Bend Rd	Beech Grove, IN 46107	Starr Lynn Gordon	N/R
518	North Bend Rd	Beech Grove, IN 46107	Bradley D & Kathy J. Johnson	Y
15	Melody Ct	Beech Grove, IN 46107	Danny L. Hemphill	Y
14	Melody Ct	Beech Grove, IN 46107	Reddick, James Larry & Miriam	Y
5	Kiefer Ct	Beech Grove, IN 46107	Jacquelyn Harris	Y
9	Kiefer Ct	Beech Grove, IN 46107	Richard J. Greenfield Jr.	Y
13	Kiefer Ct	Beech Grove, IN 46107	Shiela F. Rozell	
17	Kiefer Ct	Beech Grove, IN 46107	Ryan W. Nowak	N/R
18	Kiefer Ct	Beech Grove, IN 46107	Robert C. & Paula M. Elliott	Y
4300	S 9th Av	Beech Grove, IN 46107	Indiana Bell Telephone Co Inc C/O Sbc Communications Inc	
14	Kiefer Ct	Beech Grove, IN 46107	Antonio R. Mamot	N/R
10	Kiefer Ct	Beech Grove, IN 46107	Clarence Edgar Reel Jr.	N/R
6	Kiefer Ct	Beech Grove, IN 46107	Lowell Thomas & Carol S. Hooker	N/R
802	North Bend Rd	Beech Grove, IN 46107	Jonna J. Zurcher	N/R
810	North Bend Rd	Beech Grove, IN 46107	Carman, Junior C & June F Trust & Trustees	N/R
1255	Stave Oak Ct	Beech Grove, IN 46107	Joseph K. & Jane A. Hedges	N/R

	Address		Owner	Response
1249	Stave Oak Ct	Beech Grove, IN 46107	Ronald E. & Anita L. Mitchell	Y
1243	Stave Oak Ct	Beech Grove, IN 46107	David W. & Kathy J. Stratton	Y
1237	Stave Oak Ct	Beech Grove, IN 46107	Alan C. & Carla J. Hammer	Y
1231	Stave Oak Ct	Beech Grove, IN 46107	Charles R. & Barbara Bertram	N/R
1223	Stave Oak Ct	Beech Grove, IN 46107	Donald E. & Lisa C. Zoellner	Y
1217	Stave Oak Ct	Beech Grove, IN 46107	Haley Challis	Y
1211	Stave Oak Ct	Beech Grove, IN 46107	Andrea D. Buergelein	Y
1203	Stave Oak Ct	Beech Grove, IN 46107	Marjorie A. Schoonover	
1202	Stave Oak Ct	Beech Grove, IN 46107	Amy R. & Richard S. Winscott, III	Y
1206	Stave Oak Ct	Beech Grove, IN 46107	Richard L. & Nancy J. Matkins	Y
1212	Stave Oak Ct	Beech Grove, IN 46107	Elizabeth M & Fred L Smith	Y
1218	Stave Oak Ct	Beech Grove, IN 46107	Robert L. & Michelle L. Landrum	N/R
1232	Stave Oak Ct	Beech Grove, IN 46107	Joseph E. Potterack	
1102	Stave Oak Dr	Beech Grove, IN 46107	William M. & Claudia A. Renick	Y
1114	Stave Oak Dr	Beech Grove, IN 46107	Richard J. & Linda Byland	Y
1122	Stave Oak Dr	Beech Grove, IN 46107	David P. & Nancy L. Stenger	Y
1130	Stave Oak Dr	Beech Grove, IN 46107	Dennis G. & Lucile M. Biggs	Y
1138	Stave Oak Dr	Beech Grove, IN 46107	Bruce E. Hawkersmith	
1150	Stave Oak Dr	Beech Grove, IN 46107	James L. & Rosemary F. Tolle	Y
1204	Smoketree Dr	Beech Grove, IN 46107	Charles S. & Gilda M. De Munbrun	N/R
1208	Smoketree Dr	Beech Grove, IN 46107	David Carney	Y
1210	Smoketree Dr	Beech Grove, IN 46107	Patrick O. & Cheri L. Brewster	Y
1216	Smoketree Dr	Beech Grove, IN 46107	John T. & Michele A. Hopwood	Y
1224	Smoketree Dr	Beech Grove, IN 46107	James L. & Amy M. Longshore	Y
1228	Smoketree Dr	Beech Grove, IN 46107	Andrew T. & Candace S. Wolsiffer	N/R
1113	Stave Oak Dr	Beech Grove, IN 46107	Timothy R. & Kimberly A. Dunn	Y
1121	Stave Oak Dr	Beech Grove, IN 46107	Gary A. & Gwendolyn L. Pryor	Y
1139	Stave Oak Dr	Beech Grove, IN 46107	Whyde, Linda S Revocable Living Trust	Y
1209	Smoketree Dr	Beech Grove, IN 46107	Robert W. & Haley J. Challis	N/R
1225	Smoketree Dr	Beech Grove, IN 46107	James P. Lockwood	N/R
1229	Smoketree Dr	Beech Grove, IN 46107	James E. & Jolene L. Collins	Y
4010	Klintonloch Ct	Indianapolis, IN 46237	Jean Bauch	Y
4004	Klintonloch Ct	Indianapolis, IN 46237	Terry Johns	Y
4025	Meridee Dr	Indianapolis, IN 46237	Paula L. Bowling	Y
4029	Meridee Dr	Indianapolis, IN 46237	Edward L. III & Carol Jean Damrell	Y
4006	Rebel Run	Indianapolis, IN 46237	Russell C. & Mary E. Phillips	N/R
3945	Rebel Run	Indianapolis, IN 46237	Frederick R. & Fredia Ann Galloway	N/R
3927	Rebel Run	Indianapolis, IN 46237	Mary Helen Clemmer	Y
3915	Rebel Run	Indianapolis, IN 46237	Sherry Marie Green	Y
3926	Meridee Dr	Indianapolis, IN 46237	Timothy A. Puntarelli	Y
3918	Meridee Dr	Indianapolis, IN 46237	Danny E. & Marcia D. Reeves	Y
3841	Rebel Run	Indianapolis, IN 46237	Connie J. Mullins	Y
3833	St Simons Ct	Indianapolis, IN 46237	David L. & Barbara S. Sweeney	Y
3830	Brunswick Av	Indianapolis, IN 46237	Bradley & Barbara Delagrang	N/R
3824	Brunswick Av	Indianapolis, IN 46237	Wesley R. Woodhull	N/R
3818	Brunswick Av	Indianapolis, IN 46237	David Eric Smith	Y
3819	Brunswick Av	Indianapolis, IN 46237	Ronald J. & Kimberly A. Smith	N/R
3823	Brunswick Av	Indianapolis, IN 46237	Matthew A. & Susan L. Whitman	Y
3833	Brunswick Av	Indianapolis, IN 46237	Donald E. Sr & Patricia J. Allen	N/R
3843	Brunswick Av	Indianapolis, IN 46237	Mindy M. Schelling	N/R
3907	Brunswick Av	Indianapolis, IN 46237	Jennifer S. Gamboa	N/R
3915	Brunswick Av	Indianapolis, IN 46237	Robert E. Brummett	Y
3838	Maple Manor Dr	Indianapolis, IN 46237	James D., Jr & Jennifer R. Sheard	Y

	Address		Owner	Response
3832	Maple Manor Dr	Indianapolis, IN 46237	Gail Lynch	Y
3826	Maple Manor Dr	Indianapolis, IN 46237	Highfill, David & Sherry Whipkey Highfill	N/R
3820	Maple Manor Dr	Indianapolis, IN 46237	Mason A. Begley	Y
3819	Maple Manor Dr	Indianapolis, IN 46237	Michael D. Byrd	N/R
3825	Maple Manor Dr	Indianapolis, IN 46237	James O. & Joyce A. Cooper	N/R
3831	Maple Manor Dr	Indianapolis, IN 46237	Mark A. Staggs	Y
3837	Maple Manor Dr	Indianapolis, IN 46237	Christopher S. & Heather A. York	Y
3901	Maple Manor Dr	Indianapolis, IN 46237	Brian K. & Robyn N. Ludlow	N/R
3907	Maple Manor Dr	Indianapolis, IN 46237	Eric J. & Michelle I. Isaacson	N/R
3908	E Edgewood Av	Indianapolis, IN 46237	Phyllis M. Kidd	Y
3902	E Edgewood Av	Indianapolis, IN 46237	Peter G. & Jackie S. Campbell	Y
3836	E Edgewood Av	Indianapolis, IN 46237	Jason L. Williams	Y
3830	E Edgewood Av	Indianapolis, IN 46237	Harry Daniel & Karen Ruth De Witt	Y
3837	E Edgewood Av	Indianapolis, IN 46237	Marshall P. & Dorothy A. Grant	Y
3841	E Edgewood Av	Indianapolis, IN 46237	Troy ,Sr & Loretta Fugate	Y
3901	E Edgewood Av	Indianapolis, IN 46237	Doris D. Wehlage	N/R

 = UNDELIVERABLE
 N/R = NO RESPONSE RECEIVED

APPENDIX F
FIELD LOG



shrewsberry
 7321 Shadeland Station
 Suite 160
 Indianapolis, Indiana 46256
 (317) 841.4799 (f) 317.841.4790

**I-65 at I-465 Interchange Modification
 Noise Measurement Locations**

H-110

I-65/I-465 South Interchange Project

NOISE ANALYSIS

Location #1

Receptor Description: Near E. Payne Dr and S. Sherman Dr

Major Noise Source: I-65 SB

Land Use Category: Suburban

Date: June 17, 2011

Start Time: 10:29 AM

End Time: 10:44 AM

Weather: sunny, 75 degrees F

Decibel Reading: 78.3 dBA

Ambient Speed: 65 mph

Posted Speed: 65 mph

Number of Lanes: 3

Lane Width: 12'

Traffic Count: per 15 minute measurement

	I-65 SB Lane 1	I-65 SB Lane 2	I-65 SB Lane 3
Cars	199	253	250
Heavy Trucks	58	70	4

Site Sketch:



West	North	South
------	-------	-------

I-65/I-465 South Interchange Project

NOISE ANALYSIS

Location #2

Receptor Description: 3917 Gray Arbor Drive

Major Noise Source: I-65 NB

Land Use Category: Suburban

Date: June 17, 2011

Start Time: 11:02 AM

End Time: 11:07 AM

Weather: sunny, 78 degrees F

Decibel Reading: 67.6 dBA

Ambient Speed: 65 mph

Posted Speed: 65 mph

Number of Lanes: 3

Lane Width: 12'

Traffic Count: per 15 minute measurement– Could not see traffic from measurement point

	I-65 NB Lane 1	I-65 NB Lane 2	I-65 NB Lane 3
Cars	N/A	N/A	N/A
Heavy Trucks	N/A	N/A	N/A

Site Sketch:



North	South	West
-------	-------	------

I-65/I-465 South Interchange Project

NOISE ANALYSIS

Location #3

Receptor Description: 5506 Rum Cherry Way

Major Noise Source: I-65 NB

Land Use Category: Suburban

Date: June 17, 2011

Start Time: 11:22 AM

End Time: 11:27 AM

Weather: sunny, 80 degrees F

Decibel Reading: 65.4 dBA

Ambient Speed: 65 mph

Posted Speed: 65 mph

Number of Lanes: 3

Lane Width: 12'

Traffic Count: per 15 minute measurement– Could not see traffic from measurement point

	I-65 NB Lane 1	I-65 NB Lane 2	I-65 NB Lane 3
Cars	N/A	N/A	N/A
Heavy Trucks	N/A	N/A	N/A

Site Sketch:



West	South	North
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I-65/I-465 South Interchange Project

NOISE ANALYSIS

Location #4
Receptor Description: 3632 Kealing Ct.
Major Noise Source: I-65 SB
Land Use Category: Suburban

NOTE: Helicopter passed by during noise measurement.

Date: June 17, 2011
Start Time: 10:10 AM
End Time: 10:15 AM
Weather: sunny, 74 degrees F

Decibel Reading: 68.0 dBA

Ambient Speed: 65 mph
Posted Speed: 65 mph
Number of Lanes: 3
Lane Width: 12'

Traffic Count: per 15 minute measurement– Could not see traffic from measurement point

	I-65 SB Lane 1	I-65 SB Lane 2	I-65 SB Lane 3
Cars	N/A	N/A	N/A
Heavy Trucks	N/A	N/A	N/A

Site Sketch:



North	West
-------	------

I-65/I-465 South Interchange Project

NOISE ANALYSIS

Location #5

Receptor Description: 3220 Chamberlin Drive

Major Noise Source: I-65 SB

Land Use Category: Suburban

Date: June 17, 2011

Start Time: 9:54 AM

End Time: 9:59 AM

Weather: sunny, 74 degrees F

Decibel Reading: 76.5 dBA

Ambient Speed: 60 mph

Posted Speed: 55 mph

Number of Lanes: 3

Lane Width: 12'

Traffic Count: per 15 minute measurement– Could not see traffic from measurement point

	I-65 SB Lane 1	I-65 SB Lane 2	I-65 SB Lane 3
Cars	N/A	N/A	N/A
Heavy Trucks	N/A	N/A	N/A

Site Sketch:



East	North	South
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I-65/I-465 South Interchange Project

NOISE ANALYSIS

Location #6

Receptor Description: 4555 S. LaSalle St.

Major Noise Source: I-65 NB

Land Use Category: Suburban

Date: June 17, 2011

Start Time: 11:41 AM

End Time: 11:56 AM

Weather: sunny, 82 degrees F

Decibel Reading: 85.1 dBA

Ambient Speed: 60 mph

Posted Speed: 55 mph

Number of Lanes: 3

Lane Width: 12'

Traffic Count: per 15 minute measurement

	I-65 NB Lane 1	I-65 NB Lane 2	I-65 NB Lane 3	Ramp I-65 NB
Cars	153	155	197	311
Heavy Trucks	49	56	11	55

Site Sketch:



South	North	East
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I-65/I-465 South Interchange Project

NOISE ANALYSIS

Location #7

Receptor Description: Lickridge Ln N Drive

Major Noise Source: I-65 NB and I-465 EB

Land Use Category: Suburban

Date: June 17, 2011

Start Time: 2:13 PM

End Time: 2:18 PM

Weather: sunny, 84 degrees F

Decibel Reading: 70.9 dBA

Ambient Speed: 50 mph

Posted Speed: 50 mph

Number of Lanes: 3

Lane Width: 12'

Traffic Count: per 15 minute measurement – Could not see traffic from measurement point

Cars	N/A	N/A	N/A
Heavy Trucks	N/A	N/A	N/A

Site Sketch:



South

I-65/I-465 South Interchange Project

NOISE ANALYSIS

Location #8

Receptor Description: 3838 Dundee Drive

Major Noise Source: I-465 WB

Land Use Category: Suburban

Date: June 17, 2011

Start Time: 2:24 PM

End Time: 2:29 PM

Weather: sunny, 82 degrees F

Decibel Reading: 86.4 dBA

Ambient Speed: 60 mph

Posted Speed: 55 mph

Number of Lanes: 3

Lane Width: 12'

Traffic Count: per 15 minute measurement – Could not see traffic from measurement point

	I-465 WB Lane 1	I-465 WB Lane 2	I-465 WB Lane 3
Cars	N/A	N/A	N/A
Heavy Trucks	N/A	N/A	N/A

Site Sketch:



East	South	North
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I-65/I-465 South Interchange Project NOISE ANALYSIS

Location #9

Receptor Description: 4006 Rebel Run

Major Noise Source: I-465 EB

Land Use Category: Suburban

Date: June 17, 2011

Start Time: 12:05 PM

End Time: 12:20 PM

Weather: sunny, 80 degrees F

Decibel Reading: 89.6 dBA

Ambient Speed: 60 mph

Posted Speed: 55 mph

Number of Lanes: 3

Lane Width: 12'

Traffic Count: per 15 minute measurement

	I-465 EB Lane 1	I-465 EB Lane 2	I-465 EB Lane 3
Cars	264	288	179
Heavy Trucks	77	89	7

Site Sketch:



South	West
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I-65/I-465 South Interchange Project NOISE ANALYSIS

Location #10

Receptor Description: 1107 Evening Shade Circle

Major Noise Source: I-465 WB

Land Use Category: Suburban

Date: June 17, 2011

Start Time: 1:48 PM

End Time: 1:53 PM

Weather: sunny, 82 degrees F

Decibel Reading: 74.7 dBA

Ambient Speed: 60 mph

Posted Speed: 55 mph

Number of Lanes: 3

Lane Width: 12'

Traffic Count: per 15 minute measurement – Could not see traffic from measurement point

Cars	N/A	N/A	N/A
Heavy Trucks	N/A	N/A	N/A

Site Sketch:



South	East	North
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I-65/I-465 South Interchange Project

NOISE ANALYSIS

Location #11

Receptor Description: 502 North Bend Rd

Major Noise Source: I-465 EB

Land Use Category: Suburban

Date: June 17, 2011

Start Time: 2:01 PM

End Time: 2:06 PM

Weather: sunny, 84 degrees F

Decibel Reading: 82.8 dBA

Ambient Speed: 60 mph

Posted Speed: 55 mph

Number of Lanes: 3

Lane Width: 12'

Traffic Count: per 15 minute measurement – Could not see traffic from measurement point

	I-465 EB Lane 1	I-465 EB Lane 2	I-465 EB Lane 3
Cars	N/A	N/A	N/A
Heavy Trucks	N/A	N/A	N/A

Site Sketch:



North	South
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I-65/I-465 South Interchange Project

NOISE ANALYSIS

Location #12

Receptor Description: 200 Block of Ada Lane

Major Noise Source: I-465 WB, Emerson Ave. Acceleration Ramp to I-465 WB

Land Use Category: Suburban

Date: June 17, 2011

Start Time: 1:25 PM

End Time: 1:40 PM

Weather: sunny, 84 degrees F

Decibel Reading: 85.0 dBA

Ambient Speed: 60 mph

Posted Speed: 55 mph

Number of Lanes: 3

Lane Width: 12'

Traffic Count: per 15 minute measurement

	I-465 WB Lane 1	I-465 WB Lane 2	I-465 WB Lane 3	Acceleration Ramps
Cars	195	243	161	147
Heavy Trucks	66	65	6	36

Site Sketch:

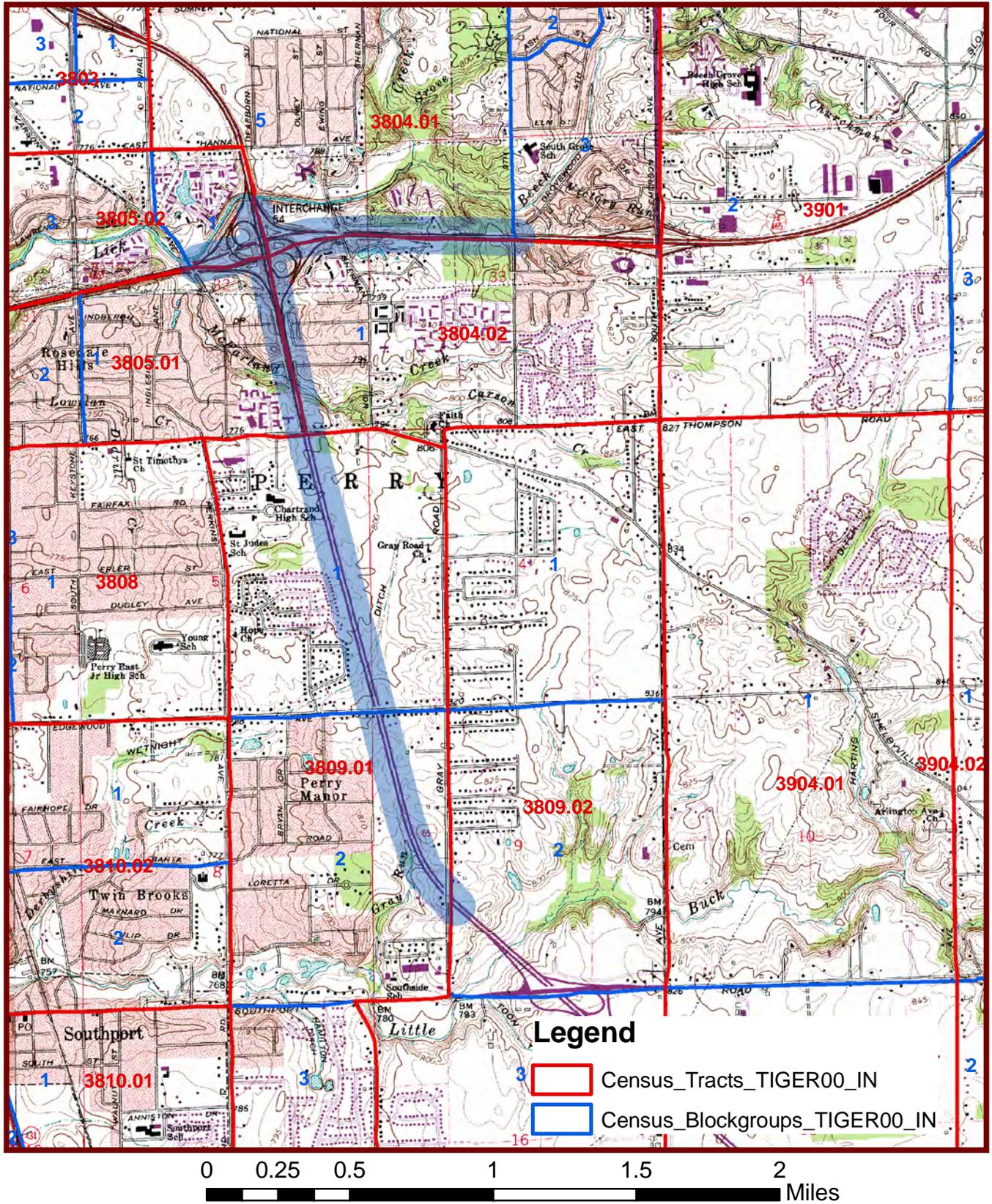


East	North	South
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Appendix I

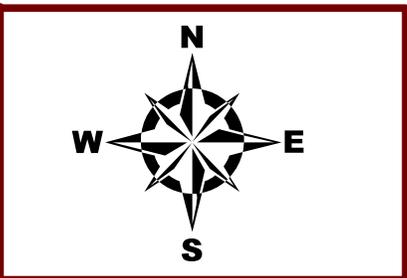
Environmental Justice

I-465 at I-65 Interchange Modification



Census Data Map

Indiana Department of Transportation
Office of Environmental Services
100 North Senate Avenue, Room 642N
Indianapolis, Indiana 46204



GEO_ID	GEO_ID2	SUMLEVEL	GEO_NAME	P007001	P007002	P007003	P007004	P007005	P007006	P007007	P007008	P007009	P007010	P007011	P007012	P007013	P007014	P007015	P007016	P007017	P087001	P087002
Geography Identifier	Geography Identifier	Geographic Summary Level	Geography	Total population: Total	Total population: Not Hispanic or Latino	Total population: Not Hispanic or Latino; White alone	Total population: Not Hispanic or Latino; Black or African American alone	Total population: Not Hispanic or Latino; American Indian and Alaska Native alone	Total population: Not Hispanic or Latino; Asian alone	Total population: Not Hispanic or Latino; Native Hawaiian and Other Pacific Islander	Total population: Not Hispanic or Latino; Some other race alone	Total population: Not Hispanic or Latino; Two or more races	Total population: Hispanic or Latino	Total population: Hispanic or Latino; White alone	Total population: Hispanic or Latino; Black or African American alone	Total population: Hispanic or Latino; American Indian and Alaska Native alone	Total population: Hispanic or Latino; Native Hawaiian and Other Pacific Islander	Total population: Hispanic or Latino; Some other race alone	Total population: Hispanic or Latino; Two or more races	Population for whom poverty status is determined: Total	Population for whom poverty status is determined: Income in 1999 below poverty	
000	18007	000	Marion County, Indiana	86464	68266	60220	20642	2546	11460	283	1839	13096	32189	13126	940	327	40	26	15180	2535	84000	9587
05	180073804015	150	Tract 3804.01, Marion	3900	3512	3452	0	6	96	0	16	76	0	0	0	0	0	0	67	11	3432	83
1	180073804021	150	Tract 3804.02, Marion	4809	4639	4393	105	0	93	0	16	32	170	74	17	0	0	0	79	0	4797	62
1	180073805011	150	Tract 3805.01, Marion	1075	1072	1047	12	0	13	0	0	3	3	0	0	0	0	0	0	0	1069	16
3	180073805023	150	Tract 3805.02, Marion	1738	1694	1664	0	0	33	0	13	19	82	48	8	0	0	0	9	17	1726	223
1	180073806011	150	Tract 3806.01, Marion	1774	1732	1734	0	0	0	0	0	16	22	10	0	0	0	0	12	0	1774	0
2	180073806012	150	Tract 3806.01, Marion	1072	1061	1061	0	0	0	0	0	0	11	0	0	0	0	0	11	0	1072	10
3	180073807003	150	Tract 3807, Marion	3462	3417	3262	0	44	21	0	29	62	25	0	0	0	0	0	25	0	3431	169
AC				17500	17109	16524	117	62	203	13	67	143	391	135	25	0	0	0	178	63	17305	1062

Des. No. 0902297: I-465 at I-65 Interchange Modification

Environmental Justice Data Analysis

Comparison of Marion County to Census Tracts 3804.01 - Block Group 5 , Census Tract 3804.02 - Block Group 1, Census Tract 3805.01 - Block Group 1, Census Tract 3805.02 - Block Group 3, Census Tract 3809.01 - Block Group 1, Census Tract 3908.01 - Block Group 2, Census Tract 3901 - Block Group 3

		COC	AC
		Marion County	Block Group Summary
LOW-INCOME POPULATION EJ ANALYSIS			
P087001	Population for whom poverty status is determined: Total	840300	17305
P087002	Population for whom poverty status is determined: Income in 1999 below poverty level	95827	1062
	Percent Low-Income	11.4%	6.1%
	125 Percent of COC	14.3%	AC 2 125% COC
	Potential Low-Income EJ Impact		No
MINORITY POPULATION EJ ANALYSIS			
P007001	Total population: Total	860454	17500
P007002	Total population: Not Hispanic or Latino	828266	17109
P007003	Total population: Not Hispanic or Latino; White alone	592627	16254
P007004	Total population: Not Hispanic or Latino; Black or African American alone	206412	117
P007005	Total population: Not Hispanic or Latino; American Indian and Alaska Native alone	2546	52
P007006	Total population: Not Hispanic or Latino; Asian alone	11460	203
P007007	Total population: Not Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	283	13
P007008	Total population: Not Hispanic or Latino; Some other race alone	1839	57
P007009	Total population: Not Hispanic or Latino; Two or more races	13099	143
P007010	Total population: Hispanic or Latino	32188	391
P007011	Total population: Hispanic or Latino; White alone	13128	135
P007012	Total population: Hispanic or Latino; Black or African American alone	945	25
P007013	Total population: Hispanic or Latino; American Indian and Alaska Native alone	327	0
P007014	Total population: Hispanic or Latino; Asian alone	45	0
P007015	Total population: Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	28	0
P007016	Total population: Hispanic or Latino; Some other race alone	15180	178
P007017	Total population: Hispanic or Latino; Two or more races	2535	53
	Number Non-white/minority (P007001 - P007003)	267827	1246
	Percent Non-white/minority	31.1%	7.1%
	125 Percent of COC	38.9%	AC 2 125% COC
	Potential Minority EJ Impact		No

Source: 2000 US Census Bureau

Appendix J

Level of Service Analysis

VII. TRAFFIC DATA AND CAPACITY ANALYSIS

Traffic forecasts developed by INDOT for the following future years were used for the capacity analysis in this report:

- Existing Scenario (2012)
- Intermediate Build Scenario (2022)
- Full Build (Ultimate Build) Scenario (2032)

For the purpose of this report, the current year was considered as 2012. Appendix B shows the hourly traffic data provided by INDOT for each of the freeway mainline segments as well as each of the entrance and exit ramp segments along I-465 and I-65 for the current year (2012), intermediate year (2022) and design year (2032). Table 4 summarizes the mainline interstate traffic data for the major segments on this interchange for the current year (2012) and design year (2032).

TABLE 4: MAINLINE INTERSTATE TRAFFIC DATA						
Segment	AADT (VPD)			% TRUCKS		
	2007	2022	2032	2007	2022	2032
I-465 from US-31 to I-65	119,230	139,100	152,300	17	17	17
I-465 from I-65 to Emerson Avenue	121,580	141,800	155,300	15	15	15
I-65 from Southport Road to I-465	108,740	126,800	138,900	19	19	19
I-65 from I-465 to Keystone Avenue	85,250	99,400	108,900	10	10	10

Note: 2007 data acquired from the INDOT Average Daily Traffic Interactive Map. 2022 and 2032 volumes obtained using a growth rate of 1.11 percent per year per the Mini Scope.

The available traffic data was used to analyze the existing interchange capacity and determine the future lane and interchange configuration that would meet an acceptable level of service (LOS). Highway Capacity Software (HCS), which is based on the 2000 Highway Capacity Manual, was used for the analysis. The mainline analysis for this system-to-system interchange included multilane freeway (both along I-65 and I-465), merge and diverge ramp/ramp junctions (both along I-65 and I-465) and weaving analysis (as applicable). Capacity analysis was performed for the scenarios identified below:

- Existing (2012)
- Design Year (No Build – 2032)
- Intermediate Build (2022)
- Design Year (Ultimate/Full Build – 2032)

Table 5 and Table 6 summarize the interchange capacity analysis and level of service for the existing (current year) and design year (no build) within the project limits for the mainline, ramps, and weaving segments, respectively. The level of service summary for these scenarios is based on the existing lane configurations and existing geometry at this interchange. If no improvements are made, several of the ramp junctions and mainline segments within the project limits will be functioning at a LOS as low as F in at least one of the peak hours.

Table 5: Interchange Capacity Analysis Summary

I-465 & I-65 Interchange - Existing Scenario with Existing Configurations

Analysis Scenario	2012 Existing LOS		2012 Existing Density		Existing # of Lanes
	AM	PM	AM	PM	
Peak Period			pc/mi/ln		
FREEWAY MAINLINE SEGMENTS					
Travel Direction - Northbound (I-65)					
Southport NB On-Ramp to NE/NW Off-Ramp	F	C	> 50.0*	24.9	3
NE/NW Off-Ramp to EN Loop On-Ramp	C	A	22.6	7.9	3
EN Loop On-Ramp to NB On-Ramp (I-465 WN)	D	A	26.6	10.7	3
NB On-Ramp (I-465 WN) to Keystone NB Off-Ramp	D	B	34.9	13.6	3
Travel Direction - Southbound (I-65)					
Keystone SB On-Ramp to SW/SE Off-Ramp	A	C	10.4	24	3
SW/SE Off-Ramp to WS Loop On-Ramp	A	C	6.6	19.4	3
WS Loop On-Ramp to SB On-Ramp (I-465 ES)	B	D	12.7	32.7	3
SB On-Ramp (I-465 ES) to Southport SB Off-Ramp	B	F	16.9	> 50.0*	3
Travel Direction - Eastbound (I-465)					
US 31 NE On-Ramp to EB Off-Ramp (ES)	C	D	18.5	29.1	3
EB Off-Ramp (ES) to EB On-Ramp (I-65 SE)	B	C	14.4	21.4	3
EB On-Ramp (I-65 SE) to EB Loop Off-Ramp	B	C	16.9	24.1	3
EB Loop Off-Ramp to EB On-Ramp (I-65 NE)	B	C	13.2	21.3	3
EB On-Ramp (I-65 NE) to Emerson on EB Off-Ramp	C	D	23.8	31.1	3
Travel Direction - Westbound (I-465)					
Emerson WB On-Ramp to WB Off-Ramp (WN)	D	D	31.1	29	3
WB Off-Ramp (WN) to WB On-Ramp (I-65 NW)	C	C	24.1	25.5	3
WB On-Ramp (I-65 NW) to WB Loop Off-Ramp	D	D	30	31.3	3
WB Loop Off-Ramp to WB On-Ramp (I-65 SW)	C	C	23	18.5	3
WB On-Ramp (I-65 SW) to US 31 WB Off-Ramp	C	C	24.3	20.4	3
RAMP JUNCTIONS - MERGE					
Travel Direction - Northbound (I-65)					
EN Loop On-Ramp from I-465	C	A	24.4	9.8	1 (1075')
WN On-Ramp from I-465	D	B	30.3	11.9	1 (1180')
Travel Direction - Southbound (I-65)					
ES On-Ramp from I-465	B	E	17.5	38.5	1 (870')
WS Loop On-Ramp from I-465	B	D	13.2	32.3	1 (1100')
Travel Direction - Eastbound (I-465)					
NE On-Ramp from I-65	C	D	27	31.4	1 (820')
SE On-Ramp from I-65	C	E	25.7	37	1 (1160')
Travel Direction - Westbound (I-465)					
NW On-Ramp from I-65	F	F	45.1	46.9	1 (1190')
SW On-Ramp from I-65	C	B	22.5	19.3	1 (870')
RAMP JUNCTIONS - DIVERGE					
Travel Direction - Northbound (I-65)					
NWE Off-Ramp to I-465	F	A	> 45.0*	6.4	2 (LD1 = 810', LD2 = 1250')
Travel Direction - Southbound (I-65)					
SWE Off-Ramp to I-465	A	A	< 5.0	4.2	2 (1 Lane Drop (LD2 = 1500'), LD1 = 530')
Travel Direction - Eastbound (I-465)					
ES Off-Ramp to I-65	B	C	12.9	22.6	1 (Lane Splits)
EN Loop Off-Ramp to I-65	C	D	22.6	34.2	1 (650')
Travel Direction - Westbound (I-465)					
WN Off-Ramp to I-65	D	D	33.7	31.6	1 (325')
WS Loop Off-Ramp to I-65	E	F	38.5	> 45.0*	1 (675')
WEAVING SEGMENTS					
Not Applicable	~	~	~	~	~

Notes:

General: 4R Type Project Normal Criteria for minimum level of service is "LOS C" for New Construction or Complete Reconstruction

Added lanes and lane drops (lane splits) are entered in HCS as 1500' (maximum length allowed in HCS) accel and decel lanes, respectively

Accel and decel lanes over 1500' are also entered as 1500' (maximum length allowed in HCS)

* Denotes density based on the HCM Speed/Density/Flow Rate charts

Table 6: Interchange Capacity Analysis Summary

I-465 & I-65 Interchange - Design Year No Build Scenario with Existing Configurations

Analysis Scenario	2032 No Build LOS		2032 No Build Density		
	AM	PM	AM	PM	
Peak Period			pc/mi/ln		
FREEWAY MAINLINE SEGMENTS					Existing # of Lanes
Travel Direction - Northbound (I-65)					
Southport NB On-Ramp to NE/NW Off-Ramp	F	D	> 50.0*	30.4	3
NE/NW Off-Ramp to EN Loop On-Ramp	D	A	28.2	9.6	3
EN Loop On-Ramp to NB On-Ramp (I-465 WN)	E	B	35.2	13.1	3
NB On-Ramp (I-465 WN) to Keystone NB Off-Ramp	F	B	> 50.0*	16.6	3
Travel Direction - Southbound (I-65)					
Keystone SB On-Ramp to SW/SE Off-Ramp	B	D	12.7	30.4	3
SW/SE Off-Ramp to WS Loop On-Ramp	A	C	8	23.8	3
WS Loop On-Ramp to SB On-Ramp (I-465 ES)	B	F	15.6	> 50.0*	3
SB On-Ramp (I-465 ES) to Southport SB Off-Ramp	C	F	20.6	> 50.0*	3
Travel Direction - Eastbound (I-465)					
US 31 NE On-Ramp to EB Off-Ramp (ES)	C	E	22.7	40.9	3
EB Off-Ramp (ES) to EB On-Ramp (I-65 SE)	B	D	17.6	26.3	3
EB On-Ramp (I-65 SE) to EB Loop Off-Ramp	C	D	20.6	30.6	3
EB Loop Off-Ramp to EB On-Ramp (I-65 NE)	B	D	16.1	26.2	3
EB On-Ramp (I-65 NE) to Emerson EB Off-Ramp	D	F	30	> 50.0*	3
Travel Direction - Westbound (I-465)					
Emerson WB On-Ramp to WB Off-Ramp (WN)	E	E	43.8	40.5	3
WB Off-Ramp (WN) to WB On-Ramp (I-65 NW)	D	D	30.5	33	3
WB On-Ramp (I-65 NW) to WB Loop Off-Ramp	E	F	43.2	> 50.0*	3
WB Loop Off-Ramp to WB On-Ramp (I-65 SW)	D	C	28.7	22.6	3
WB On-Ramp (I-65 SW) to US 31 WB Off-Ramp	D	C	30.9	25	3
RAMP JUNCTIONS - MERGE					Existing # of Lanes and Existing Acceleration Length
Travel Direction - Northbound (I-65)					
EN Loop On-Ramp from I-465	D	B	30.2	12.4	1 (1075')
WN On-Ramp from I-465	F	B	> 45.0*	15	1 (1180')
Travel Direction - Southbound (I-65)					
ES On-Ramp from I-465	C	F	21.5	48.9	1 (870')
WS Loop On-Ramp from I-465	B	F	16.4	> 45.0*	1 (1100')
Travel Direction - Eastbound (I-465)					
NE On-Ramp from I-65	D	E	32.9	38.3	1 (820')
SE On-Ramp from I-65	D	F	31.9	46.5	1 (1160')
Travel Direction - Westbound (I-465)					
NW On-Ramp from I-65	F	F	55.7	57.8	1 (1190')
SW On-Ramp from I-65	C	C	27.6	23.6	1 (870')
RAMP JUNCTIONS - DIVERGE					Existing # of Lanes and Existing Deceleration Length
Travel Direction - Northbound (I-65)					
NWE Off-Ramp to I-465	F	B	> 45.0*	12.7	2 (LD1 = 810', LD2 = 1250')
Travel Direction - Southbound (I-65)					
SWE Off-Ramp to I-465	A	A	< 5.0	9.3	2 (1 Lane Drop (LD2 = 1500'), LD1 = 530')
Travel Direction - Eastbound (I-465)					
ES Off-Ramp to I-65	B	C	17.1	27.7	1 (Lane Splits)
EN Loop Off-Ramp to I-65	C	E	28	42.2	1 (650')
Travel Direction - Westbound (I-465)					
WN Off-Ramp to I-65	E	E	38.4	36.4	1 (325')
WS Loop Off-Ramp to I-65	F	F	47.5	50.3	1 (675')
WEAVING SEGMENTS					Weaving Type and # of Weaving Lanes
Not Applicable					~

Notes:

General: 4R Type Project Normal Criteria for minimum level of service is "LOS C" for New Construction or Complete Reconstruction

Added lanes and lane drops (lane splits) are entered in HCS as 1500' (maximum length allowed in HCS) accel and decel lanes, respectively

Accel and decel lanes over 1500' are also entered as 1500' (maximum length allowed in HCS)

* Denotes density based on the HCM Speed/Density/Flow Rate charts

Table 7 summarizes the interchange capacity analysis and level of service for the current build-out scenario (2022) within the project limits for the mainline, ramps, and weaving segments, respectively. The level of service summary for this current build-out scenario is based on the proposed lane configurations identified for the two critical ramp segments/movements: I-65 NB to I-465 E/W and I-465 WB to I-65 S. The remainder of the interchange segments were analyzed based on the existing lane configurations and existing geometry. The details of the proposed improvements under the current build-out are described in the Discussion of Alternatives, Identification of Proposal section of this report.

The purpose of this current build-out scenario is to ease traffic congestion through this interchange in the short term while maintaining an acceptable level of service. The capacity for these current build-out improvements was determined based on the design year (2022) traffic volumes.

Table 8 summarizes the interchange capacity analysis and level of service for the full build-out scenario (2032) within the project limits for the mainline, ramps, and weaving segments, respectively. The level of service summary for this full build-out scenario is based on the proposed lane configurations identified for various segments of this interchange to maintain an acceptable level of service. The details of the proposed improvements are described in the Discussion of Alternatives, Identification of Proposal section of this report.

**Table 7: Interchange Capacity Analysis Summary
I-465 & I-65 Interchange - Current Build Scenario**

Analysis Scenario	2022 Build LOS		2022 Build Density		Proposed # of Lanes
	AM	PM	AM	PM	
			pc/mi/ln		
FREEWAY MAINLINE SEGMENTS					Proposed # of Lanes
Travel Direction - Northbound (I-65)					
Southport NB On-Ramp to NE/NW Off-Ramp	D	B	34.4	17.5	4
NE/NW Off-Ramp to EN On-Ramp	C	A	25.2	8.7	3
EN On-Ramp to WN On-Ramp	D	B	30.2	11.9	3
WN On-Ramp to Keystone NB Off-Ramp	E	B	43.1	15.0	3
Travel Direction - Southbound (I-65)					
Keystone SB On-Ramp to SE/SW Off-Ramp	A	C	8.6	19.9	4
SW/SE Off-Ramp to ES On-Ramp	A	C	7.3	21.5	3
ESWS On-Ramp to Southport SB Off-Ramp	B	D	14	33.8	4
Travel Direction - Eastbound (I-465)					
US 31 NE On-Ramp to ES Off-Ramp	C	D	20.5	33.7	3
ES Off-Ramp to SE On-Ramp	B	C	16.0	23.6	3
SE On-Ramp to EN Off-Ramp	B	B	11.2	16.0	5
EN Off-Ramp to NE On-Ramp	B	C	14.6	23.6	3
NE On-Ramp to Emerson EB Off-Ramp	C	C	19.7	24.8	4
Travel Direction - Westbound (I-465)					
Emerson WB On-Ramp to WS Off-Ramp	C	C	24.8	23.5	4
WN Off-Ramp to NW On-Ramp	C	B	19.8	15.4	3
NW On-Ramp to SW On-Ramp	C	C	25.5	20.5	3
SW On-Ramp to US 31 WN Off-Ramp	D	C	27.2	22.6	3
RAMP JUNCTIONS - MERGE					Proposed # of Lanes and Proposed Acceleration Length
Travel Direction - Northbound (I-65)					
EN On-Ramp	D	B	31.0	15.0	1 (450')
WN On-Ramp	D	B	34.7	14.0	1 (1135')
Travel Direction - Southbound (I-65)					
ES/WS On-Ramp	--	--	--	--	MAJOR MERGE**
Travel Direction - Eastbound (I-465)					
SE On-Ramp	D	E	29.4	42.7	1 (1150')
NE On-Ramp	A	B	6.8	11.3	2 (1900', Added Lane)
Travel Direction - Westbound (I-465)					
NW On-Ramp	C	C	25.4	20.5	1 (1150')
SW On-Ramp	C	C	25.0	21.7	1 (875')
RAMP JUNCTIONS - DIVERGE					Proposed # of Lanes and Proposed Deceleration Length
Travel Direction - Northbound (I-65)					
NE/NW Off-Ramp	C	B	24.0	12.2	2 (450', 900')
Travel Direction - Southbound (I-65)					
SE/SW Off-Ramp	A	A	--	--	2 (505', Lane Drop)
Travel Direction - Eastbound (I-465)					
ES Off-Ramp	C	E	26.0	37.9	1 (315')
EN Off-Ramp	C	C	20.6	28.0	1 (665')
Travel Direction - Westbound (I-465)					
WS Off-Ramp	A	A	< 5.0	< 5.0	2 (2,600' and 2800')
WN Off-Ramp	B	A	16.0	7.4	1 (Lane Drop)
WEAVING SEGMENTS					
Not Applicable					

Notes:

General: 4R Type Project Normal Criteria for minimum level of service is "LOS C" for New Construction or Complete Reconstruction

** Major merge locations are measured by upstream and downstream capacity - there is no methodology in HCM to analyze separately. VISSIM has been used to check these locations, and they all operate acceptably.

Table 8: Interchange Capacity Analysis Summary

I-465 & I-65 Interchange - Ultimate Build Scenario with Proposed Modifications

Analysis Scenario	2032 Build LOS		2032 Build Density		
	AM	PM	AM	PM	
Peak Period			pc/mi/ln		
FREEWAY MAINLINE SEGMENTS					Proposed # of Lanes
Travel Direction - Northbound (I-65)					
Southport NB On-Ramp to NE/NW Off-Ramp	E	C	41.9	19.3	4
NE/NW Off-Ramp to EN/WN (C-D) On-Ramp	D	A	28.2	9.6	3
EN/WN (C-D) On-Ramp to Keystone NB Off-Ramp	E	B	35.2	13.1	3
Travel Direction - Southbound (I-65)					
Keystone SB On-Ramp to SW Off-Ramp	A	C	9.6	22.1	4
SW Off-Ramp to SE Off-Ramp	B	D	11.0	27.5	3
SE Off-Ramp to ES/WS On-Ramp	A	C	8.0	23.8	3
ES/WS On-Ramp to Southport SB Off-Ramp	B	E	15.5	41.0	4
Travel Direction - Eastbound (I-465)					
US 31 NE On-Ramp to C-D Off-Ramp	C	E	22.7	40.9	3?
C-D Off-Ramp to C-D On-Ramp	B	C	13.1	22.8	3
C-D On-Ramp to NE On-Ramp	B	C	12.1	19.6	4
NE On-Ramp to Emerson EB Off-Ramp	C	D	21.8	29.0	4
Travel Direction - Westbound (I-465)					
Emerson WB On-Ramp to WN/WS Off-Ramp	D	D	27.1	26.1	4
WN/WS Off-Ramp to SW/NW On-Ramp	C	B	21.9	17.0	3
SW/NW On-Ramp to US 31 WN Off-Ramp	D	C	30.9	25.0	3
RAMP JUNCTIONS - MERGE					Proposed # of Lanes and Proposed Acceleration Length
Travel Direction - Northbound (I-65)					
C-D On-Ramp	A	A	7.8	< 5.0	2 (1500' & 1500')
Travel Direction - Southbound (I-65)					
ES/WS On-Ramp	--	--	--	--	MAJOR MERGE**
Travel Direction - Eastbound (I-465)					
C-D On-Ramp	B	C	12.7	22.3	1 (Added Lane)
NE On-Ramp	A	A	5.7	8.2	2 (1900' & Added Lane)
Travel Direction - Westbound (I-465)					
NW/SW On-Ramp	A	A	7.5	3.4	2 (1500' & 1500')
RAMP JUNCTIONS - DIVERGE					Proposed # of Lanes and Proposed Deceleration Length
Travel Direction - Northbound (I-65)					
NE/NW Off-Ramp	--	--	--	--	MAJOR DIVERGE**
Travel Direction - Southbound (I-65)					
SW Off-Ramp	A	B	1.6	14.5	1 (Lane Drop)
SE Off-Ramp	A	C	9.0	24.2	1 (1050')
Travel Direction - Eastbound (I-465)					
C-D Off-Ramp	A	F***	< 5.0	5.7	2 (1000' & 1500')
Travel Direction - Westbound (I-465)					
WN/WS Off-Ramp	--	--	--	--	MAJOR DIVERGE**
WEAVING SEGMENTS					Weaving Type and # of Weaving Lanes
Travel Direction - Eastbound (C-D)					
SE Loop Ramp to EN Loop Ramp	D	C	35.5	31.3	A/2

Notes:

General: 4R Type Project Normal Criteria for minimum level of service is "LOS C" for New Construction or Complete Reconstruction

Added lanes and lane drops are entered in HCS as 1500' (maximum length allowed in HCS) accel and decel lanes, respectively

Accel and decel lanes over 1500' are also entered as 1500' (maximum length allowed in HCS)

** Major merge and diverge locations are measured by upstream and downstream capacity - no methodology in HCM to analyze separately
VISSIM has been used to check these locations, and they all operate acceptably.

*** LOS F due to number of mainline lanes (3). When changed to 4, the LOS becomes A

For a 4R reconstruction type project, the desirable LOS is B and acceptable (minimum) is LOS C. Since the entire project falls within the limits of urban boundaries, LOS D may be considered acceptable for a 4R reconstruction type project per the IDM.

It should be noted several of the mainline segments outside of the project limits of this system-to-system interchange will require an additional lane in the future over and above the number of lanes proposed under the Ultimate Build configuration. The segments and their needed capacities (not including potential auxiliary lanes, full or otherwise) are as follows:

1. I-65 NB and SB (5-lanes between Southport and I-465)
2. I-65 NB (4-lanes between I-465 and Keystone)
3. I-465 EB (4-lanes between US 31 and I-65)

The primary reason for not considering all the needed improvements as part of this engineers report is the lack of construction funding, as well as the scope and project limits currently identified for this project. INDOT has been involved in the discussions about what can be built with the funding available for now. It is highly recommended these additional lane additions be considered as a separate project when the funding becomes available.

Refer to Appendix B for the detailed HCS analysis.

VIII. CRASH DATA AND ANALYSIS

Crash and accident data was not analyzed as part of this abbreviated engineers report.

IX. DISCUSSION OF ALTERNATIVES, IDENTIFICATION OF PROPOSAL

It is INDOT's desire to address the capacity issues associated with this I-465 and I-65 south interchange. However, due to budgetary constraints, INDOT has decided the project will be phased such that the westbound to southbound traffic movement and the northbound to eastbound traffic movement will be constructed in Phase 1 with the rest of the interchange to be constructed in the future. The budget for construction for Phase 1 is \$36 million.

To minimize impacts to future phases of construction, INDOT proposes development of the full-build alternative to Stage 1 plans. At that point, plan development will proceed to tracings with the current build option of the preferred alternative.

This abbreviated engineers report is being developed to refine three particular scenarios that had been previously investigated at a preliminary level by American Structurepoint. These scenarios included:

- INDOT's Full-Build-Out Interchange Modification scenario from the previously mentioned mini-scope
- American Structurepoint's revised Reduced-Cost Full-Build-Out Interchange Modification scenario
- American Structurepoint's revised Low-Cost Interim Improvements scenario

It was decided by the INDOT Office of Project Management subsequent to consultant selection that this refinement was necessary to enhance the comfort level of INDOT staff with the preliminary traffic analysis that was done to develop the two alternate scenarios. Also in

Appendix K

Public Involvement



AMERICAN
STRUCTUREPOINT
INC.

February 10, 2011

DANIEL R & SHARON M ANNEE
2872 FOXBOROUGH DR
GREENWOOD, INDIANA 46143

Re: Notice of Survey, Noise, and Environmental Study

Dear Property Owner:

Our firm, American Structurepoint, Inc., has been retained by the Indiana Department of Transportation to perform an environmental study and to prepare a survey for an interstate and interchange improvement project along I-465 and I-65. The general limits along I-465 are from approximately 750 feet west of Carson Avenue eastward to approximately 1,200 feet west of Emerson Avenue. The general limits along I-65 are from Hanna Avenue southward to approximately 1,500 feet south of Thompson Road.

Our information indicates you either own or occupy property near this proposed improvement project. Our employees will begin conducting noise, environmental, and topographic surveys of the project area in the near future and may continue for several months. It may be necessary for us to enter upon your property to complete this work. This is permitted by Indiana Code (IC) 8-23-7-26 (www.in.gov/legislative/ic/code). Our employees have been instructed to identify themselves 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 other than yourself, please let us know the name and address of the new owner or occupant so we may contact them about the survey and environmental study.

The work may include, but is not limited to: noise analysis and measurement; archaeological investigation; assessment of structures for architectural or historic significance; identification and mapping of wetlands and waterways; geotechnical investigation; topographic survey (including mapping the location of features, such as buildings, trees, fences, drives and obtaining ground elevations); and evaluation of land use for completion of environmental documentation. The information we obtain from the above-mentioned work is necessary for the design of this project.

Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If any issues do occur, please contact our field crew or me at (317) 547-5580. In accordance with IC 8-23-7-28, any request for damages shall be made in writing to Mr. Runfa Shi, Indiana Department of Transportation, 100 North Senate Avenue, Room N642, Indianapolis, Indiana 46204.

Very truly yours,
American Structurepoint, Inc.

Bruce E. Strack, PLS
Survey Group Leader

BES:mgn



**Des. No.: 0902297
I-465/I-65
Interchange Improvements
Marion County, Indiana
Deposition to the Public Hearing**

VERBAL COMMENTS

Joseph Essex, 5639 South Kealing Avenue, Indianapolis, IN 46227

Comment:

- A. The issue of exhaust brakes on trucks needs to be addressed by the city county council. Greenwood has one and there is no exhaust braking allowed in the City of Greenwood.

The proposed project is sponsored by the Indiana Department of Transportation (INDOT). Noise ordinance policy is up to each individual jurisdiction. INDOT has no control over city, county and town ordinances.

- B. Also, from a safety perspective, a sound barrier wall would help to keep people from wandering onto my property from the interstate.

Safety is not the intended purpose of a sound barrier wall. The proposed project has been designed to meet the most current state and federal highway safety design standards.

Barbara Englert, 5622 South Kealing Avenue, Indianapolis, IN 46227

Comment:

- A. There have been numerous times that people have come up to my house asking for gas after running out on the interstate. It is more than a noise issue, it is a safety issue to keep people from coming onto my property.

Safety is not the intended purpose of a sound barrier wall. The proposed project has been designed to meet the most current state and federal highway safety design standards.

Beth Weaver, 3202 Lindberg Drive, Indianapolis, IN 46227

Comment:

- A. I would like to see noise barrier walls installed on all four corners of I-465 and I-65 to reduce the noise of semi braking.

A noise impact study was completed in accordance with the 2011 INDOT Noise Policy. Based on the noise study, noise abatement is feasible and cost-effective at three locations within the project. These locations of likely abatement measures are I-465 EB, I-465 WB and I-65 NB3 (near Edgewood Avenue). All

other areas were considered unfeasible or not cost effective per the 2011 INDOT Noise Policy.

Sally Hyde, 3216 Lindberg Drive, Indianapolis, IN 46227

Comment:

- A. The noise is so loud that you can't open your windows or have a normal conversation outside without raising your voice.

A noise impact study was completed in accordance with the 2011 INDOT Noise Policy. Based on the noise study, noise abatement is feasible and cost-effective at three locations within the project. These locations of likely abatement measures are I-465 EB, I-465 WB and I-65 NB3 (near Edgewood Avenue). All other areas were considered unfeasible or not cost effective per INDOT's 2011 Noise Policy requirements for noise wall installation.

- B. I also think there is an issue with truck emissions.

Mobile Source Air Toxics (MSAT) Level 1a analysis and qualitative PM 2.5 analysis concluded the proposed project will not have a significant impact on air quality. Please see the air quality section of the Categorical Exclusion (environmental document) for further details regarding this issue.

Marylyn Bowlens, 3632 Kealing Court, Indianapolis, IN 46227

Comment:

- A. We've had two break-ins from the interstate and the noise is almost impossible to live with and gets worse every day.

A noise impact study was completed in accordance with the 2011 INDOT Noise Policy. Based on the noise study, noise abatement is feasible and cost-effective at three locations within the project. These locations of likely abatement measures are I-465 EB, I-465 WB and I-65 NB3 (near Edgewood Avenue). All other areas were considered unfeasible or not cost effective per INDOT's 2011 Noise Policy requirements for noise wall installation.

Tom Maier, 3204 Byrd Drive, Indianapolis, IN 46227

Comment:

- A. You cannot have a decent conversation in your own backyard due to the noise levels on the interstate and the exhaust breaks of the semi's. There will be more noise after the construction is completed and there is a definite need for noise barrier walls for residents living in the areas adjacent to I-65 and I-465.

A noise impact study was completed in accordance with the 2011 INDOT Noise Policy. Based on the noise study, noise abatement is feasible and cost-effective at three locations within the project. These locations of likely abatement measures are I-465 EB, I-465 WB and I-65 NB3 (near Edgewood Avenue). All other areas were considered unfeasible or not cost effective per INDOT's 2011 Noise Policy requirements for noise wall installation.

Kathleen Higgins

Comment:

- A. It is very upsetting that the Sherman Avenue Bridge was torn down a year ago and now you will be tearing it down again for a second time.

The proposed I-465/I-65 Interchange project did not exist at the time the Sherman bridge rehabilitation was being designed and constructed. When the I-465/I-65 project was programmed, it was decided that the condition of the existing Sherman bridge was such that it was not prudent to wait until the I-465/I-65 project to complete the proposed rehabilitation of the bridge.

WRITTEN COMMENTS

Richard Nathan, 6532 Moss Creek Place, Indianapolis, IN 46237
Steve Rasnic, 5801 S. Kealing Ave., Indianapolis, IN 46227
Marla Lutgring, 3357 Byrd Drive, Indianapolis, IN 46237
Susan L. Rochner
Tom & Nancy Quill, 4751 Moss Lane, Indianapolis, IN 46237
Thomas Bromstrup, 4752 Moss Lane, Indianapolis, IN 46237
Alfred Lutgring, 3402 Byrd Drive, Indianapolis, IN 46237
Mike & Barbara Griffin, 4767 Moss Lane, Indianapolis, IN 46237
James & Lisa Curry, 4548 Moss Creek Terrace, Indianapolis, IN 46237
Barbara Bush, 3202 Redfern Drive, Indianapolis, IN 46227
Robert Vane (rdv5150@gmail.com)
David Beisinger (dbeisinger@comcast.net)
Sue Childers, 3302 Byrd Drive, Indianapolis, IN 46237
Carolyn Jacobs, 3353 Byrd Drive, Indianapolis, IN 46237
Edward George, 6542 Moss Creek Place, Indianapolis, IN 46237
Joseph Essex, 5639 South Kealing Avenue, Indianapolis, IN 46227
Patty Armbruster (parmbruster@cyoarchindy.org)
Karen Bellinger, 6532 Moss Creek Circle, Indianapolis, IN 46237
Tim Hansell (thansell@entercom.com)
Cris Rasdell (crisrasdell@yahoo.com)
Abbey Pittenger, 4115 Moss Ridge Lane, Indianapolis, IN 46237
Chris Barnett (barncm@gmail.com)
John Polly, 4308 Moss Creek Blvd, Indianapolis, IN 46237
Philip Smith, 4738 Moss Creek Court, Indianapolis, IN 46237
Mike Lamping, 3401 Lindbergh Drive, Indianapolis, IN 46237
Barry & Karen Barryhill, 3603 E. Brunswick Avenue, Indianapolis, IN 46227
Stephanie Rasdell, 5801 S. Kealing Avenue, Indianapolis, IN 46227
Brad & Kara Naugle, 3526 E. Brunswick Avenue, Indianapolis, IN 46227

Tom Maier, 3204 Byrd Drive, Indianapolis, IN 46227
Margie Troutman
David Scott, 3843 Dundee Drive, Indianapolis, IN 46237
Michael D. Hunt
Beth Weaver
Sally Hyde, 3216 Lindbergh Drive, Indianapolis, IN 46237
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Martha Brothers, 4250 Moss Ridge Court, Indianapolis, IN 46237
Donell Mize, 6617 Moss Circle, Indianapolis, IN 46237
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Jennifer Barnett (barnjl@gmail.com)
Lora Hansell (lhansell@perryschools.org)

Comments:

- A. The two primary concerns with all the above residents is the noise pollution created by traffic on I-65 and the added safety a barrier wall would provide by keeping trespassers away from their property.

A noise impact study was completed in accordance with the 2011 INDOT Noise Policy. Based on the noise study, noise abatement is feasible and cost-effective at three locations within the project. These locations of likely abatement measures are I-465 EB, I-465 WB and I-65 NB3 (near Edgewood Avenue). All other areas were considered unfeasible or not cost effective per INDOT's 2011 Noise Policy requirements for noise wall installation.

Safety is not the intended purpose of a sound barrier wall. The proposed project has been designed to meet the most current state and federal highway safety design standards.

WRITTEN COMMENTS REGARDING RONCALLI HIGH SCHOOL

Dave Toner (dtoner@roncallihs.org)
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Fabian Cambron (fabiancambron@bellsouth.net)
Toni Humes (tonihumes@sbcglobal.net)
Penny Barret (onecent721@yahoo.com)
Kathy Taylor (kmacktay@att.net)

Comments:

- A. The common concern from all of the above residents is the noise impact created by traffic on I-65 near the campus of Roncalli High School.

A noise impact study was completed in accordance with the 2011 INDOT Noise Policy for the project being proposed. Based on the noise study, noise abatement is feasible and cost-effective at three locations within the project. These locations of likely abatement measures are I-465 EB, I-465 WB and I-65 NB3 (Near Edgewood Avenue). Noise barrier was not modeled along I-65 SB between Edgewood Ave. and Gray Rd. due to the fact that receptor locations are very

distantly spaced and noise wall cost per benefitted receptor would easily exceed the \$25,000 threshold for cost feasibility. As a result, *Noise mitigation for Roncalli High School was considered not to be cost effective based on the 2011 INDOT Noise Policy.*



I-465 & I-65 Interchange

Indiana Department of Transportation

Official Public Hearings Transcript

Proposed I-465 & I-65
interchange improvement
project from 0.2 mile west of
Carson Ave. extending to 0.5
mile west of Emerson Ave.,
Marion County. DES#
0902297



INDY COMMUTE

Tuesday, April 10, 2012
Open House at 5pm, Presentation at 6pm
South Grove Intermediate School
851 South Ninth Street in Beech Grove

FHWA-Indiana Environmental Document
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM
 GENERAL PROJECT INFORMATION

Road No./County:	I-465 and I-65 / Marion County, Indiana
Designation Number:	0902297
Project Description/Termini:	The Indiana Department of Transportation proposes a project to improve the I-465 and I-65 interchange. The project is located along the south leg of I-465 in southern Marion County, Indiana, within the Indiana Department of Transportation's (INDOT) Greenfield District. The project begins approximately 0.2 mile west of Carson Avenue and extends 2.3 miles east to approximately 0.5 mile west of Emerson Avenue. Along I-65, the project begins just north of Hanna Avenue and extends south approximately 3.3 miles to just north of Southport Road.

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager).
X	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services).
	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA.
	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA.

Note: For documents prepared by or for Environmental Services, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval _____
 ESM Signature Date ES Signature Date

_____ _____
 FHWA Signature Date

Release for Public Involvement _____
 ESM Initials Date

RC _____ *2-14-12*
 ES Initials Date
 INDOT Public Involvement requirements met: *Public Check 4-30-12*

This is page 1 of 46. Project name: I-465 at I-65 Interchange Modification Date: February 2012



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
FAX: (317) 232-5349

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

Tuesday, April 10, 2012

Dear Local Resident, Concerned Citizen, and Elected Public Official:

Welcome to the Indiana Department of Transportation's (INDOT) Public Hearing regarding a proposed project to reconstruct and modify the interchange at I-65 and I-465 on the southeast side of Indianapolis, Marion County. This project is part of Operation Indy Commute <http://www.IndyCommute.indot.IN.gov>.

The purpose of this public hearing is two-fold. Firstly, this is an opportunity to present the environmental document for this project which includes a summary of project alternatives studied, evaluated, and screened in an effort to identify a preferred alternative in moving forward with this proposed project. Secondly, this public hearing allows INDOT the opportunity to solicit public comment on the environmental document and preferred alternative.

There are several ways your comments may be presented this evening. You may submit comments in the following manner:

1. Complete one of the comment forms and return it to any of the INDOT representatives attending the public hearing. The comment forms are attached to this packet and extra copies are available on the table with the other handout materials.
2. Mail your comments to the Indiana Department of Transportation's Office of Public Involvement, 100 North Senate Avenue, Room N642 Indianapolis, IN 46204-2216. All comments submitted during the public hearing or during the public comment period will be reviewed, evaluated, and given full consideration by INDOT project officials during the decision making process. **INDOT respectfully request comments be submitted by Friday, April 27, 2012.**
3. Participate during the Public Comment Session and have your comments recorded for inclusion into the official public hearings transcript / public record.
4. Comments may be e-mailed to the INDOT Office of Public Involvement at: rclark@indot.in.gov.
5. A copy of the presentation e-mailed upon request.

INDOT sincerely appreciates the opportunity to meet with you tonight regarding the proposed I-465 and I-65 Interchange Modification Project in Marion County.

Rickie Clark, INDOT Office of Public Involvement
rclark@indot.in.gov (317) 232-6601

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

I-465 at I-65 Interchange Modification

Public Hearing 6:00pm
Tuesday, April 10, 2012
South Grove Intermediate School
Beech Grove, Indiana



WELCOME

- Rickie Clark, INDOT Office of Public Involvement
- Purpose/Explanation of Public Hearing
- Public Hearing Format
- Visit our sign-in table
- Informational Handouts
- Submitting public comments for hearings transcript
- Informal Q & A following formal presentation and comment session



Public Hearing

- Sign-in at attendance table to be added to project mailing list
- A public hearing notice was mailed to known property owners within project area
- Announcement of this hearing was posted to INDOT website at: <http://www.in.gov/indot.htm>
- Legal notice of public hearing published in The Indianapolis Star on 3/26/12 & 4/2/12, The Indianapolis Recorder on 3/22/12 & 4/5/12



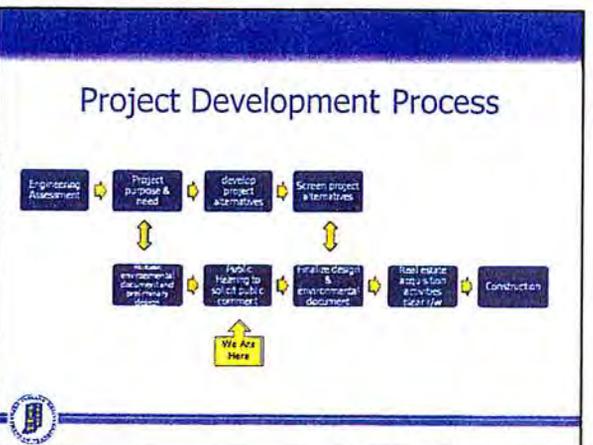
Project Team

- Indiana Department of Transportation
- Indiana Division Federal Highway Administration
- Indianapolis Metropolitan Planning Organization
- American Structurepoint, Inc. & United Consulting
- Recognition of Elected Public Officials



Project Stakeholders

- Indiana Department of Transportation
- Indiana Division Federal Highways Administration
- Indianapolis Metropolitan Planning Organization
- Marion County
- City of Indianapolis and local communities
- Elected Public Officials
- Community residents and citizens
- Emergency Services
- Commuters
- Trucking Industry
- Commercial District / local businesses
- Community Organizations

Environmental Document

- Requirement of the National Environmental Policy Act (NEPA)
 - Requires INDOT to analyze and evaluate the impacts of a proposed project to the natural and socio-economic environments
 - Impacts are described in environmental document
 - Environmental document was released for public involvement February 2012



Environmental Document

- Development of document begins once purpose and need for the project has been clearly identified
- Develop a number of possible alternatives including a "Do Nothing" alternative as a baseline for comparison
- Screen alternatives to identify a preferred alternative
- Solicit public comment on environmental document and preliminary design plan
- Solicit, address, and fully consider public comments as part of decision making process



Elements of the Environmental Documentation

Real Estate	Community Impacts
Air Quality	Wetlands and Waterways
Noise	Floodplains
Farmland	Endangered Species
Hazardous Materials	
Historic/Archaeological	
Cultural Resources	



Project Purpose & Need

- Regional Growth & Development have resulted in increased congestion along I-465 & I-65
- Interim improvement to address most critical congestion at interchange
 - Westbound to southbound traffic
 - Northbound to eastbound traffic



Proposed Improvements

- I-465 / I-65 Interchange
 - New flyover ramp westbound to southbound
 - Remove existing loop ramp
 - Widen existing ramp northbound to eastbound
 - Relocate existing ramp eastbound to southbound
 - Maintain all other existing ramps



Proposed Improvements

- I-465 New Auxiliary Lanes
 - Emerson Avenue to I-65
 - Eastbound and Westbound
 - Add lanes to existing median
 - Widening for flyover ramp
 - Westbound near Sherman Drive
- I-65 New Auxiliary Lane
 - I-465 to Southport Road
 - Southbound Direction
 - Widening on outside



Proposed Improvements

- Sherman Drive over I-465
 - Lengthen bridge to accommodate I-465 widening
 - Widen bridge to provide 8ft shoulders
 - 16ft – 6 inch minimum vertical clearance over I-465



Other Alternatives Considered

- No Build
 - Continued congestion & safety issues
 - Would not address purpose & need
- Add outside travel lanes (keep wide median)
 - More significant r/w acquisition, environmental impacts
 - Higher construction costs vs. proposed alternate
 - Recommend add travel lanes on median instead
- Full interchange improvements
 - Budgetary constraints
 - Recommend interim improvements instead
 - Fix most critical deficiencies with available funding



Maintenance of Traffic (MOT)

- Maintain 3 lanes along I-465 at all times
- Maintain 2 lanes along I-65 at night
 - Maintain 3 lanes during daytime hours
- Maintain ramp traffic within interchange
 - Maintain existing ramps until new ramps are complete
- Detour for Sherman Drive for bridge work



Environmental Document

- Categorical Exclusion (CE) Level III released for public involvement by Indiana Department of Transportation on 2/14/12
- CE classification means that the proposed project will not have "significant" environmental impacts



Environmental Document

- Viewing Locations:
 - Indiana Department of Transportation
Indiana Government Center North, Room N642,
100 North Senate Avenue, Office of Public
Involvement, Indianapolis, Indiana 46204; (317)
232-6601
 - United Consulting
1625 North Post Road
Indianapolis, Indiana 46219; (317) 895-2585



Environmental Document

- Endangered Species Impacts
 - State endangered Kirtland's Snake identified within ½ mile of the project
 - Provisions to protect the Kirtland's Snake will be included in the project



Environmental Document

- Wetland Impacts
 - Wetlands were identified adjacent to the proposed project
 - All wetlands were delineated and will be avoided during construction



Noise Walls

- Analysis required for added capacity projects
- Solicit input regarding constructability of proposed noise walls
- Proposed noise wall locations
 - I-465 Eastbound
 - I-465 Westbound
 - I-65 Northbound (Near Edgewood Avenue)



Environmental Document

- Socioeconomic
 - An environmental justice analysis shows that no disproportionately high adverse environmental or health impacts to low-income populations or minority populations will occur from this project
- Cultural Resources
 - INDOT on behalf of Federal Highway Administration issued a "No historic properties affected" finding on August 29, 2011

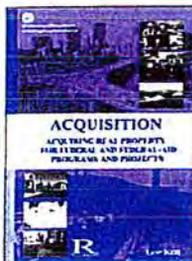


Environmental Document

- Air Quality
- The project area is located within a non-attainment area for fine particulate matter (PM) 2.5
 - Qualitative PM 2.5 Hot Spot Analysis concluded the proposed project will not cause or contribute to a violation of 24-hour or annual NAAQS for fine particulate matter



Real Estate Acquisition Process



Right-of-Way

- New r/w is required around interchange
 - No additional r/w along I-65, I-465 or Sherman Drive
 - No relocations / permanent structure acquisitions
- Residential land – 1.7 acres
- Unimproved land – 4.5 acres
- 6.2 acres r/w total



Real Estate Acquisition Process

- How Land is Purchased
 - Explains the process of buying property needed for highway improvements
- "Uniform Act" of 1970
 - All federal, state and local governments must comply
 - Requires just compensation
- Acquisition Process
 - Appraisals
 - Review appraisals
 - Negotiations



Real Estate Acquisition Process

- Amount of compensation cannot be less than fair market value
- Partial Acquisition
 - INDOT will state amount to be paid for acquisition
 - Separate amount will be stated for damages to the portion retained by the property owner
 - If remainder has little or no value, INDOT will consider purchasing remainder



Real Estate Acquisition Process

- Agreement
 - Proceed as normal real estate purchasing transaction
- No Agreement
 - Mediation
 - Condemnation
 - Court would determine the purchase price for necessary r/w



Project Schedule

- Preliminary Engineering: 2011 – 2013
- Public Hearing: April 2012
- Right-of-Way Engineering: Spring 2012
 - Appraising & Acquisition: 2012 – 2013
- Letting: Summer 2013
- Construction: 2013 – 2014
- Project Complete: Late 2014



Submit Public Comments

- Submit public comments using the options described in 1st page of information packet
 - Public Comment Form
 - Via e-mail
 - Participating during public comment session via microphone
 - Verbal comments recorded and transcribed for inclusion into public hearings transcript
- INDOT respectfully requests comments be submitted by Friday, April 27, 2012
- All comments submitted will become part of public record, entered into transcript, reviewed, evaluated and given full consideration during decision making process



Resource Location

- INDOT Greenfield District Office, 32 South Broadway, Greenfield, Indiana 46140
- Construction, maintenance and transportation project development activities in East Central Indiana
- Customer Service Center (855) 463-6848
eastcentralin@indot.in.gov
- Brandye Hendrickson, Greenfield District Deputy Commissioner
 - Nathan Riggs – Media Relations Director
 - Dwayne Myers – Local Programs Director



THANK YOU

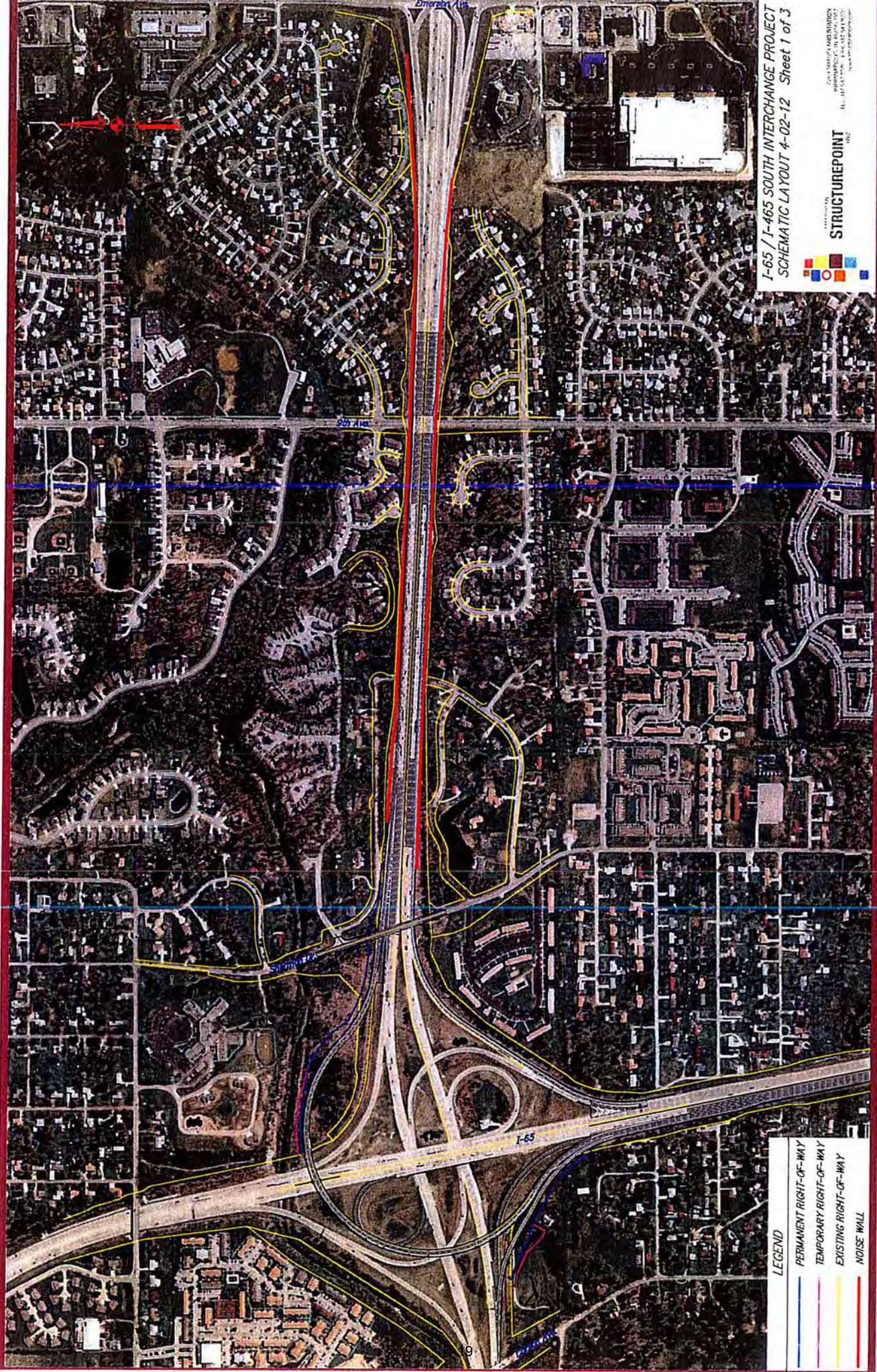
- Please visit with INDOT project officials
- Project Open House
 - Project maps, displays, public comments table
 - INDOT project officials available for informal Q & A
- Thank you for your attendance this evening
- www.IndyCommute.indot.in.gov



STRUCTUREPOINT
INC.

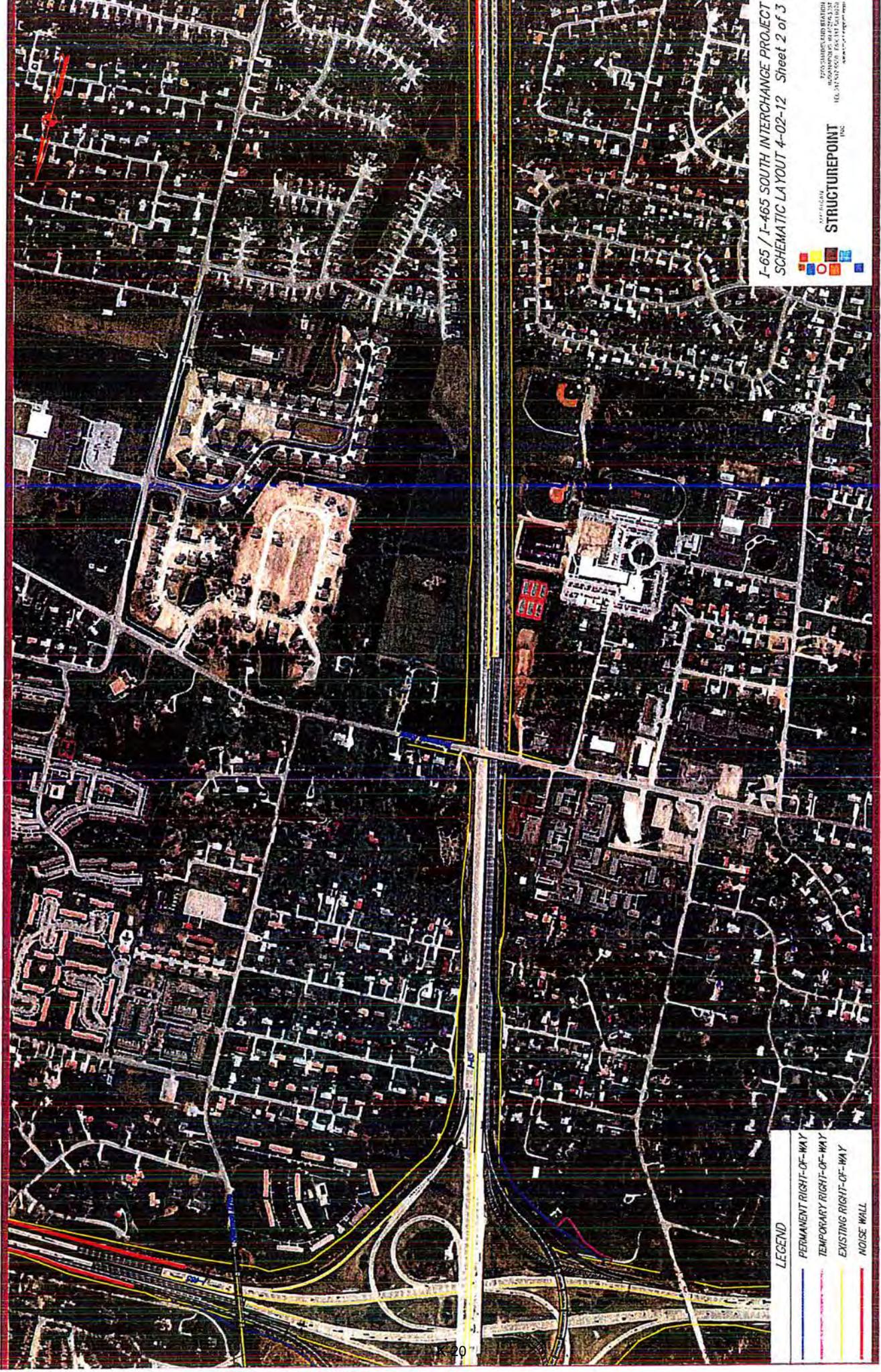


2014-2015
INTERCHANGE PROJECT
I-65 / I-465 SOUTH INTERCHANGE PROJECT



LEGEND

- PERMANENT RIGHT-OF-WAY
- TEMPORARY RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- NOISE WALL

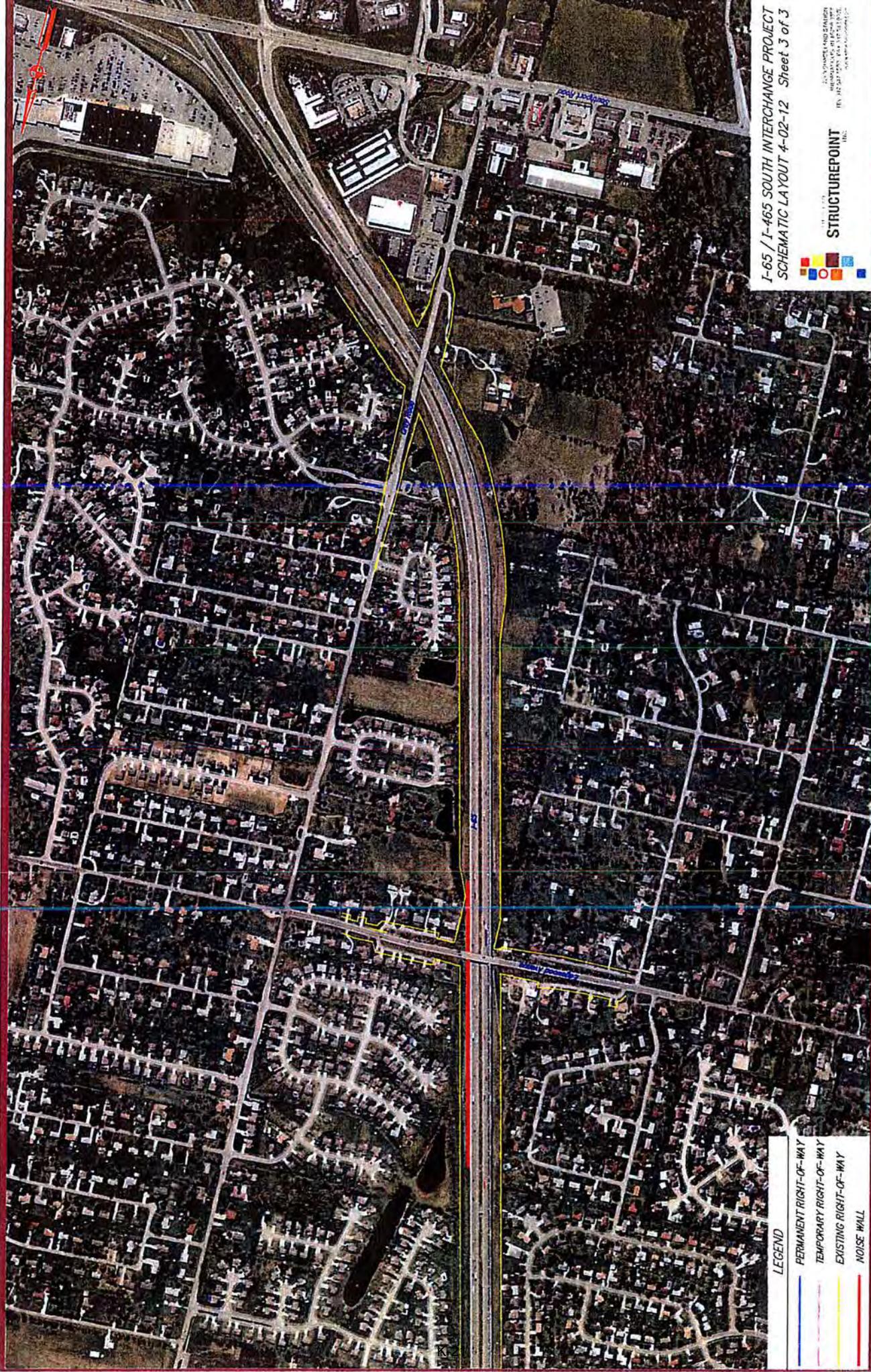


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 INC.

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 HOUSTON, TX 77056-3333
 TEL: 281.292.2200 FAX: 281.292.2201
 WWW.STRUCTUREPOINT.COM

LEGEND

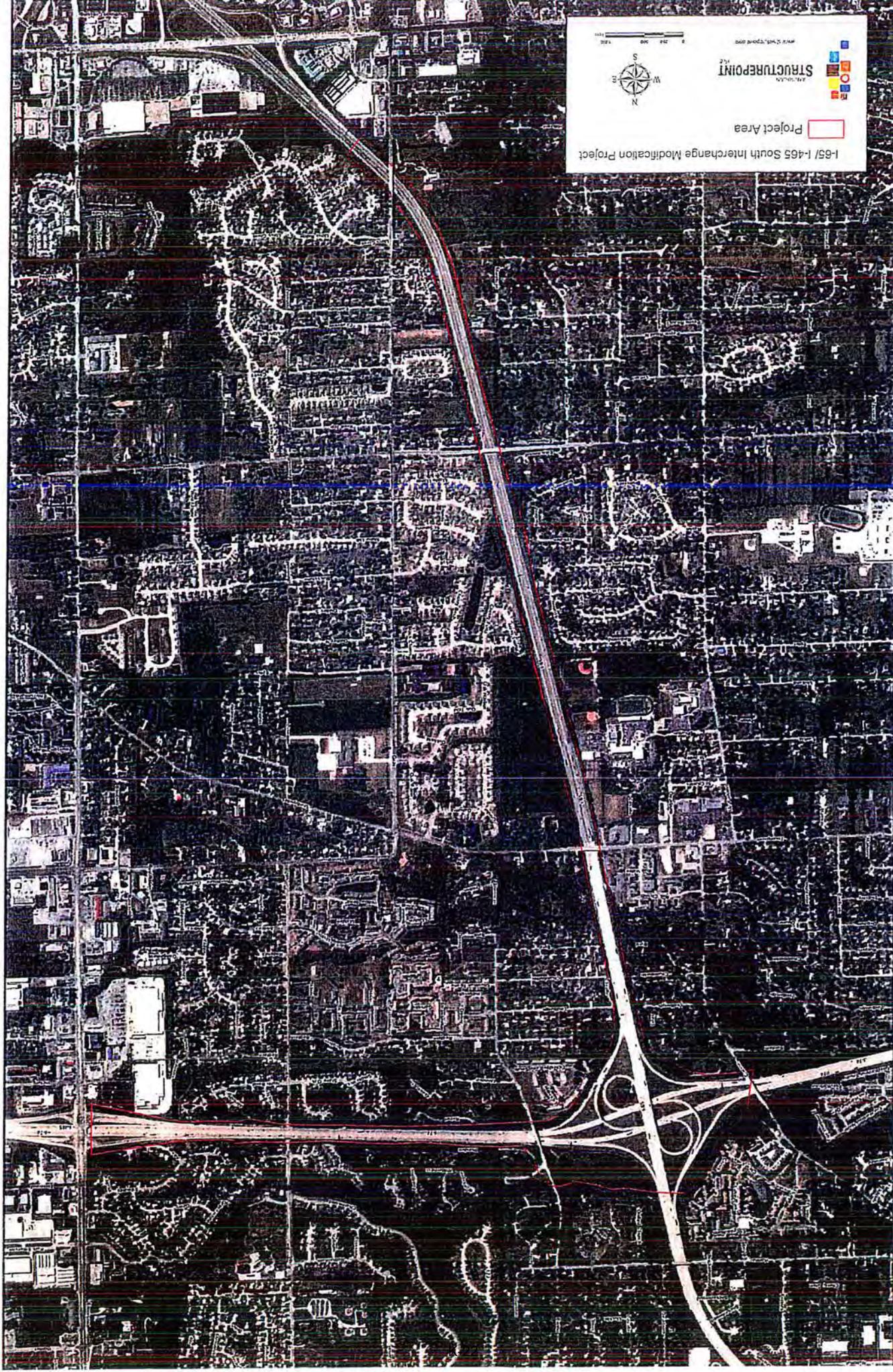
- PERMANENT RIGHT-OF-WAY
- TEMPORARY RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- NOISE WALL




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LEGEND

-  PERMANENT RIGHT-OF-WAY
-  TEMPORARY RIGHT-OF-WAY
-  EXISTING RIGHT-OF-WAY
-  NOISE WALL



I-65 / I-465 South Interchange Modification Project

Project Area

STRUCSTUREPOINT

Scale: 1" = 100'

North

①

SIGN IN SHEET

PLEASE PRINT

23

	NAME	ADDRESS	E-MAIL
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2	Jody Lucas	3809 Sherry Blossom Blvd INDIANAPOLIS 46237	HELPTAL EMSB@msn.com
3	Theresa Nees	3420 Tulip 46227	nees3@msn.com
4	Michael Hunt	4218 Moss Ridge Ct. 46237	michael.hunt@technicolor.com
5			
6			
7			
8			
9			
0			

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Stephanie Messinger	1117 MORNING SUN LN Beech Grove IN 46107	Stephaniemessinger@gmail.com
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4	Jean + Joan King Linton	238 So 12 B. H 46107	
5	Eric Cronen	6445 S. Sherman Dr.	ECRONEN@BROWNING.IN.GOV
6	Angela DeWees	6457 Modnstruck Ct Indpls 46259	adeweas@rwq.com
7	Greg Atkins	1028 Grove wood dr B.G.	
8			
9			
0			

(14)

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3	Chloe Dampell	4089 MERIDEE DR. 46237 Fady 46239	
4	Alyce Thorsted	6322 Penny Pines CT. 605. 8TH AV	
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Pete Campbell	3902 E. Edgewood Ave B.G. IN 46237	
Donald Bush	102 W Tri-Sab Ln. Indpls, IN 46217	
Tara Napier	1009 Edwards Ave. Beach Grove, IN 46107	
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Linda Dusteris	3310 Lincolnton Dr Indpls, IN 46237	
Richard Nathan	4532 Moss Creek Dr. 46237	
Harold Templin	4221 Woodsgate Trace Indianapolis IN 46237	lotter88@gmail.com
Rose Tittle	3223 Chamberlain Dr Indpls IN 46227-4638	

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4 Peggy Obergfell	4210 Wilderpass Trail	
5 David KATHY KURN	6357 S. STEMMAN DR	kamakus55@gmail.com
6 Gina Head	4268 Forsglove Trace	
7 James Cooper	3825 MAPLEMANOR DR	
8 Ryan Klouak	17 KIEFER CT.	Rklouak9@aol.com
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0 Tara Thorstad	400 W Rebel Run E. SP. IN 46237	tthorstad@IUHealth, C. 31

(8)

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115

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8 JOHN REZAKES	6086 ROCKY RIVER DR. 46221, INDIANAPOLIS, IN.	JREZAKES@INDOOR.NA.GOV.
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10 Michael Marwick	629 Gooseberry Ln. Greenwood, IN 46143	NDBMIKE25@YAHOO.COM

4-10-12

6:00

SPEAKERS SCHEDULE

ALL WISHING TO SPEAK PLEASE SIGN UP BELOW.

NAME	PLEASE PRINT
Marty Reardon	
Joseph Essex	
Barbara Engleert	
Beth Weaver	

I-465/I-65 PUBLIC HEARING TRANSCRIPT

APRIL 10, 2012

DES# 0902297

Representative Cindy Kirchhofer - I don't need to speak I just want to give you my contact information for anyone who like to contact me.....it's Cindy Kirchhofer, that's k-i-r-c-h-o-f-e-r. The best way to contact me is on my cell which is 435-9305. I live here in Beech Grove, I'm pretty accessible. Thank you.

Joseph Essex – My name is Joe Essex. I live at 5639 South Kealing Avenue in the Merry Knoll addition. I lived there for 35 years and 10 months so I'm speaking from experience, OK - long term experience. When we moved in there it wasn't too bad. You could have a cookout outside, you could have your windows open and still hear the TV. But over that period of time traffic has increased by a modest amount by a very modest figure at least 50 percent and truck traffic I would say has risen by a hundred percent. So my factor is noise. The issue of exhaust breaks on trucks needs to be addressed by the city county council. Greenwood has one. There is no exhaust breaking allowed in the City of Greenwood. But if you live along I-65, 24 hours a day, all of these independent truck drivers like to hear their exhaust go out through the intake. And it will roll you out of your bed at night. Over those years I have seen personally, two vehicles in yards next door to me. It hasn't happened in my yard, but to the house to the north of me and two houses just south of me I've seen vehicles come off of the interstate and up the shoulder, up the shoulder, and up the berm into yards and just thank God there was not children there. One of them was trying to get away from the police. And he literally drove the jeep straight up the hill. I did last summer I believe, pulled up in my driveway and my wife and I had been somewhere and we were driving separately and I pulled up in my driveway and I noticed there were flames behind my garage. I got a 46 foot garage along the interstate that I built 25 years ago trying to block some of the noise. And I told her, I jumped out of my truck and told her, "Stay back. I think the garage is on fire". I ran around behind the garage and there was a car on fire. On the interstate on the shoulder and it went completely up, all four tires blew, I stood there and heard it. I wear two hearing aids. I have seven brothers and sisters and a mother and father that never wore hearing aids. I had my barn broken into last summer. And they simply broke in to steal gasoline. And the reason why I know that, I looked over the fence and down the interstate there was my gas can. So they simply broke in to steal gas..... so not only is this a health issue for noise it's also a safety issue for residents. If cars come up in your yards, what's going to happen if children in your yard? I have grandchildren. I do not want to see them dead. Traffic being as great as it is now, those chances are much greater. I know that there's a study on the noise and if it's more than twenty-five thousand dollars per person, they do not do it. In my opinion you're putting money over your health and your safety. I think we're worth more than twenty-five thousand dollars per person.

Barbara Englert – OK I just live down just across the street and a couple houses down from where Mr. Essex lives. Now I've had people coming to my house, knocking on my door wanting gas because they have stalled on the highway. So I just tell them there's a filling station, get back on the highway and walk down to the filling station. I mean it's too easy to get into the housing complex off of the highway. If there had been a noise barrier there, there was no way they were going to get there. Also the noise barrier it could be here in our neighborhood, I can go almost 100 feet to 200 feet in my neighborhood

and still hear the highway. So the noise is still there no matter where you go because like Joe said the traffic on the 65 has immensely gone viral because the highway's there now. So there's just so much traffic on there, there's no way to not avoid the noise. So the most important thing is our protection..... when you got someone knocking at your door at night time wanting gas because they are on the highway stalled. They come up, climb down the hill there..... they come down the road there and get onto the street there come knock house to house to house wanting gasoline for their car. It's kind of scary you never know what someone might do. I don't answer the door if I don't know them but you never know..... I can see that they needed gas because I heard from somebody else tell me that they did. It's pretty scary to have somebody come a knocking at your door. It's nine or ten o'clock at night no matter how many people live in your house – they want help – so you don't know you know..... you hear horror stories about people hacking people and then they come in and murder you or beat you up and take everythingso it is more than an issue of noise and sound barriers. So that's all I can say.

Beth Weaver - Thank you my name is Beth Weaver and I live on the south west corner of the interchange of 465 and 65. And if there is a common theme about the noise walls and I guess my thing is we've lived here almost ten years. We put in some big pine trees to try to help with the noise because we figured there was – we don't have enough people to install those noise walls. Like he said that there has to be so many people in that area.....there's not a lot of people on those corners. But 10 years ago we could be in our back yards and talk. We have four boys. We try to go outside and play with them. We have to yell, "Catch the ball", because it's that noisy. There other thing – well I wanted to mention I did see that there is some noise walls going in and not saying that those people don't deserve them. They have one interstate. We have two interstates. We have 465 and 65. And I guess that I'm not saying that they don't deserve it, because everyone deserves it, because the interstates are loud. We have two interstates they have one. We have 465 on one side. We have 65 on the other side. So I would like for you guys to consider putting in noise walls on all four of those corners of 465 and 65 because we have two that we have to contend with. And I would agree that semi braking is something that needs to be addressed. When you are startled out of your bed at three in the morning because there is a truck braking it's not good. When you have kids waking up because of the trucks braking, I think something needs to be addressed. So I think that's all that I wanted to say.....Thank you.

My name is Sally Hyde – and I think I live in just about the same area that you do. I have the exact same concerns. And it's extremely noisy right there in that area. You can't go outside. You can't have a normal conversation. If you have friends over you come inside.....that's all. You don't open your windows, even in the end of summer time. That's the way it's done. So I just would like to put my vote in. When I came into this meeting I was not thinking about sound barriers, but the more I think about it and the more I see what is in, what the concerns are, and I do think it's a health concern too. I think that that being able to hear is an issue.....I think that there is an issue with emissions from trucks and that sort of thing. Now granted it's not going to keep them away totally, but it will help. But the sound is a big thing. Thank you.

My name is Don Bush, I bought the house.the old mansion over there by the open field and the two restaurants. So I know all about the noise volumes.....and I didn't realize they were moving the interstate so close to us. We need to have a wall or something up. Thank you

Hi, my name is Marilyn Bowlens, I live just south of Mr. Essex. We have lived there 22 years. We've had two break-ins, from the interstate. My husband chased them down the interstate one time. And the noise is just impossible to live with almost. It's just impossible. It's getting worse every day. The safety is just terrible. I guess that's all I have to say. Thank you

My name is Tom Maier I live in a house on 3204 Byrd Drive. I also have some rental property in Lindberg Highlands area. And it seems to be a common theme we're into tonight, is this noise thing. And we look at those maps up there and we don't see it addressed properly. Now what we have a situation..... back in the September 20th of 2002 – we had the tornado come through our area down there and wiped out a whole mess of trees back there. Well one thing lead to another. There was some public hearings downtown we went to and we heard scientist of all places from Purdue University telling us the trees do not abate the noise that much. Now our request fell on deaf ears, and very deaf ears from all the noise that we get from the area, on the people at this meeting. We see walls being built along sparsely populated areas out on the west side, out on the east side and not in the areas that truly need it. I found out that they're building noise walls along I-70 the redevelopment area that hardly has any houses in it what so ever. Now our question comes up is why do we have to listen to this stuff about trees not abating the noise, why can we not have sound walls down there when we have a very vibrant area..... I mentioned Merry Knolls park addition our Lindberg Highlands area. We have schools and churches along there.....densely populated area. My kids attend Roncolli High School. You cannot have a conversation in certain parts right outside Roncolli High School. We cannot have a decent conversation in our back yard because of all this noise. Yet we seem to be ignored on this I see that some sound walls going out, but there're not that many sound walls going and for those of us that have put up with jake brakes, exhaust brakes and the noise coming off the interstate, now we're going to pick up more noise on the interstate. So our concern here is ...OK granted there is a situation there with the ramp. We all travel I-65 and 465. We know about this. But if you're gonna give us more noise, we want to be treated fairly like the other parts of the city and we would like to have several given to us that many of us have been asking our congressman, our councilman and Andre Carson and several over the years. I have written letters and I have yet to receive response from anybody on this. Now we want the sound walls. This seems to be a popular situation. OK do the improvements on I-65 and 465. Obviously there is going to be a minimum of property being acquired for this so not too many people are going to be affected. People are going to be affected, all those residents living in the areas adjacent to I-65 and yes I-465. They are going to have to put up with all this noise and very frankly we're tired of it. We would like to have decent conversations and yes on a cool night like tonight maybe not necessarily a cold night, like tonight. But I would like to have my windows open and enjoy it. Incidentally we have a beautiful park like area back there in Lindberg Highlands, the area I live in and it's more enjoyable and I hate to say this when we have some type of auto accident along I-65 and the traffic is slowed downthat's the time and I see a lot of people agreeing with me, that's the time we can go outside and enjoy ourselves unfortunately at somebody else's misfortune. So please folks listen to us. We want the sound walls too and the sooner the better. Thank you very much.

My name is Kathleen Higgins and I represent the northeast corner where the interstates cross. And that is a very, very tightly congested heavy populated corner of the interstate. The Timbers of Indianapolis has a hundred forty seven units and the Timbers 5 has approximately twelve. There is people who live along Dundee, we have one exit, one exit, that comes out of the base of the Sherman Avenue Bridge. One exit for all those people.....it seems the people that live in that little congested area need to know more about how this bridge is going to impact our egress.....in and out of that area. And it's just very upsetting to know that the bridge was completely torn down a year ago and now you're going to tear it down again. You had to know, you really had to have known that something was coming up. And you could have torn..... you know, put the ramps in and put the bridge back in over the ramps. You didn't have to do it this way because you could of done it then.....you have wasted our money.

(speaker did not give name) I'm a new homeowner. I bought my house, calling downtown before I bought it to say, I know there is a wall being put up, how soon is it going to be put up? I was informed that it was going to be this summer. Come to find out tonight.....it's not going to be up for another year..... that's a problem. My house sits about, not even a fourth of an acre away from the highway. All that stops the highway is a little broken down fence and some bushes. Wouldn't take much to go up this little hill and be in my..... probably be in my house. I'm getting a wall. My grandma on the other hand has property not very much further from me with a neighborhood that has several kids, it's not only a hearing issue but everybody has because of the highway. But if you think about it..... if you open your windows in the summer you have more dust.....so it's a breathing issue also. So more people should be allowed to petition, which we are doing tonight..... I greatly appreciate this or express how we feel about the wall being put down. It might not be a case of enough people in one area or too many people in an area or not enough people, whatever the situation has to be to be eligible for a wall..... but it should simply be a matter of how close people are living to the highway. That's a big problem that we need to be looking at.....so thank you very much.

Steve Rasnic on Kealing Avenue there..... I just got a question for INDOT or whoever wants some comments in regard to after you've heard everybody speak here. What's your intentions are to follow up on this and what you guys are gonna do?

(additional comment from Joe Essex) Very quickly I wanted to say that the area that the noise walls are proposed in are a lot denser populated area than the west side of the interstate. The back of my house is approximately a hundred foot to the shoulder of the highway. They're adding the lane on the westside.....the noise wall is going on the eastside in a lot less populated area. Now I'm not a rocket scientist, but I think I can figure out right and wrong. Thank you.



100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-0796
FAX: (317) 233-4929

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

DES. #: 0902297

LEGAL NOTICE
OF
PUBLIC HEARING

The Indiana Department of Transportation will hold a public hearing on **Tuesday, April 10, 2012, at 6:00pm in the South Grove Intermediate School Cafeteria, 851 South Ninth Street, Beech Grove, Indiana.** The meeting will feature an open house session beginning at 5:00pm followed by a formal presentation at 6:00pm. During the open house session INDOT representatives will be available to address questions, comments and concerns. Project maps, displays and project information handouts will be available for viewing throughout the duration of the evening.

The purpose of the public hearing is to offer all interested persons an opportunity to comment on current design plans for the proposed project to reconstruct and modify the south side interchange of I-65 and I-465 in Marion County, Indiana. The project will address the capacity issues associated with this interchange by improving the westbound to southbound traffic movement and the northbound to eastbound traffic movement.

The I-465 eastbound to southbound I-65 ramp will be reconstructed and shifted southwest to accommodate the improvements. The project includes the addition of one travel lane on I-65 southbound between I-465 and Gray Road and the addition of one travel lane in each direction on I-465 eastbound and westbound between 9th Avenue and I-65. The reconstructed interchange will include the addition of a lane on the northbound to eastbound ramp. A new flyover ramp (westbound to southbound ramp) will be constructed on a 784 foot radius to accommodate westbound to southbound traffic. Additionally, the Sherman Drive Bridge is designated for replacement to accommodate the additional northbound to eastbound ramp lane, shoulder, and the westbound flyover exit ramp deceleration lane.

Construction of the project will require approximately 8.4 acres of new permanent right-of-way. No displacements of residents or businesses are anticipated to be involved with this project. Additionally, no schools, churches, parks, cemeteries, or non-profit organizations will be impacted by this project.

During construction a minimum of two lanes of traffic will be maintained in each direction along I-465 and along I-65 for the entire project length. Temporary traffic barriers will be utilized to separate the work areas from the traffic. The westbound to southbound flyover ramp can mostly be constructed without major disruption to mainline I-465 and I-65 traffic. Temporary lane shifts may be required to construct auxiliary lanes and ramp entrance and exit lanes. Temporary closures may be required for construction of portions of bridge structures.

The tentative timetables for right-of-way acquisition and construction will be discussed during the formal presentation. Public statements for the record will be taken after the presentation. Individuals interested in participating in the public statement session may sign the speaker's schedule prior to the presentation.

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In accordance with the “Americans with Disabilities Act”, if you have a disability for which the Indiana Department of Transportation needs to provide accommodations, please call the Public Hearings office at (317) 232-6601, by Tuesday, April 3, 2012.

The environmental document and preliminary design plans along with other materials on the project are available for viewing in the following offices:

1. Hearings Examiner, Room N642, Indiana Government Center North, 100 North Senate Avenue, Indianapolis, Indiana 46204-2216, Phone # (317) 232-6601
2. United Consulting, 1625 North Post Road, Indianapolis, Indiana 46219
Phone # (317) 895-2585

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: “Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program.” 23 CFR 450.212(a)(7) states: “Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary.” Approved by the Federal Highway Administration, U.S. Department of Transportation on April 1, 2009.

INDOT's Public Hearings Office is pleased to announce the availability of public notice via e-mail through our Public Notice List Serve. By subscribing to this service, you will be notified via e-mail each week, of any INDOT project related activities (i.e. public hearings/meetings, any planned highway improvements projects, notices of intent for highway construction and other notices sent through the agency's Public Hearings Office. In order to subscribe, simply visit the INDOT website at www.in.gov/dot and click on the “**Public Involvement / Media**” tab on the left side of the page. You will then click on “**INDOT List Serve Information**” and then scroll down to the “**Public Notices**” link then click to subscribe to this service. Simply enter your e-mail address as instructed then press “**submit**”. You will receive a confirmation e-mail stating you have successfully subscribed to the Public Notice List Serve. You may also access the list serve subscription form by directly visiting this page: <http://lists.in.gov/mailman/listinfo/indot-legalnotices>.

INDIANA DEPARTMENT OF TRANSPORTATION

Rickie Clark

Public Hearings Manager

Phone # (317) 232-6601

E-Mail: rclark@indot.IN.gov

IND DEPT OF TRANSPORTATION
MARION COUNTY, INDIANA

To: INDIANAPOLIS NEWSPAPERS
307 N PENNSYLVANIA ST - PO BOX 145
INDIANAPOLIS, IN 46206-0145

PUBLISHER'S CLAIM

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COMPUTATION OF CHARGES

124.0 lines 2.0 columns wide equals 248.0 equivalent lines at .704 cents per line

\$ 174.54

Additional charge for notices containing rule and figure work (50 per cent of above amount) _____

Charges for extra proofs of publication (\$1.00 for each proof in excess of two) _____

.00

TOTAL AMOUNT OF CLAIM

\$ 174.54

DATA FOR COMPUTING COST

Width of single column 5.8 ems Size of type 7

Number of insertions 2.0

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 2 times. The dates of publication being between the dates of:

03/26/2012 and 04/02/2012

Additionally, the statement checked below is true and correct:

- Newspaper does not have a Web site.
- Newspaper has a Web site and this public notice was posted on the same day as it was published in the newspaper
- Newspaper has a Web site, but due to a technical problem or error, public notice was posted on _____
- Newspaper has a Web site but refuses to post the public notice.

Kerry Dodson

DATE: 04/02/2012

Title: Clerk

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MARION COUNTY, INDIANA

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307 N PENNSYLVANIA ST - PO BOX 145
INDIANAPOLIS, IN 46206-0145

DES. #: 0902297

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(S - 3/26/12, 4/2/12 - 5927587)

Must not exceed two actual lines, neither of which shall exceed four solid lines of the type in which the body of the notice is set). - number of equivalent lines

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CHARGES

columns wide equals 248.0 equivalent lines at .704

\$ 174.54

for notices containing rule and figure work (50 per cent discount)

proofs of publication (\$1.00 for each proof in excess of two)

_____ .00

AMOUNT OF CLAIM

\$ 174.54

PRINTING COST

column 5.8 ems Size of type 7
lines 2.0

In accordance with provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is the amount claimed is legally due, after allowing all just credits, and that no part of the same

the printed matter attached hereto is a true copy, of the same column width and type size, as published in said paper 2 times. The dates of publication being between the dates of:

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Kerry Dodson

Title: Clerk

PROOF OF PUBLICATION
for
The Indianapolis Recorder Newspaper
Indiana's Greatest Weekly
2901 N Tacoma Ave
Indianapolis, IN 46218
Office (317) 924-5143 ~ Fax (317)921-6653

PUBLISHER'S CLAIM

Computation of charges:

Total number of lines in notice..... 180

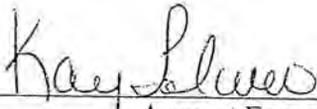
90 lines, 2 column wide equals 180 total lines

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TOTAL AMOUNT OF CLAIM..... \$137.70

Pursuant to the provisions and penalties of Chapter 155, Acts 1953,

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



Account Executive

Date: December 12th, 2011

PUBLISHER'S AFFIDAVIT

State of Indiana, Marion County, ss:

A notary public in the state of Indiana who being duly sworn upon her oath, says (s) he is a clerk for The Indianapolis Recorder, a weekly newspaper of general

for

PUBLIC HEARING

Indianapolis Recorder Newspaper

Indiana's Greatest Weekly

101 N Tacoma Ave

Indianapolis, IN 46218

317-5143

Fax (317)921-6653

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03/23/12
03/30/12

PUBLISHER'S CLAIM

..... 180

equals 180 total lines

..... \$137.70

M..... \$137.70

penalties of Chapter 155, Acts 1953,

ing account is just and correct, that the amount claimed is credits, and that no part of the same has been paid.

Kay L. Luew
Account Executive

Date: December 12th, 2011

PUBLISHER'S AFFIDAVIT

in County, ss:

A notary public in the state of Indiana who being duly sworn upon her oath, says (s) he is a clerk for The Indianapolis Recorder, a weekly newspaper of general

circulation, printed and published in the English language in the city of Indianapolis, in the county of Marion, that the notice of which the attached is a true copy, was duly published in said paper for 2 times successively, the dates of publication being as follows:

-----03/23/12 & 03/30/12 -----

SUBSCRIBED AND SWORN to before me, this 5th day of April, 2012

Andrea Kay Plum #628292

| Notary Public

My Commission Expires July 28th, 2019

Clark, Rickie

From: indot-legalnotices-bounces@lists.in.gov on behalf of INDOT Legal Notices [indot-legalnotices@lists.in.gov]
Sent: Friday, March 30, 2012 5:28 PM
To: indot-legalnotices-bounces@lists.in.gov; INDOT Legal Notices
Cc: Noe, Cindy; Breaux, Jean; Hendrickson, Brandy; s30@in.gov; Young, R. Michael; Kirchhofer, Cynthia; Merritt, James; Elrod, Jon; Bosma, Brian; chair@indianacat.org; h92@in.gov; bgmayor@beechgrove.com; Riggs, Nathan W; Howard, Glenn (State Sen.); Shi, Runfa; comments@hecweb.org; Myers, Dwane; Bardon, Jeb; Frizzell, David; Dickinson, Mae; dsherman@indygov.org; Waltz, Brent; Mays, Carolene (h94@in.gov); h98@in.gov; dennis@indianahighspeedrail.org; Smith, Virginia; Wingfield, Will (INDOT); Imiser@indygov.org; Speedy, Michael; Delph, Mike; Day, John; engineering@greenwood.in.gov; news@chestertontribune.com; Gard, Beverly (State Sen.); Kara.Brooks@indy.gov; Miller, Patricia (State Sen.); Weingardt, Abigail; Behning, Robert; McGrannahan-Roberson, Linda; Orentlicher, David; h96@in.gov; h99@in.gov; mayor@greenwood.in.gov
Subject: [Indot-legalnotices] Indiana Department of Transportation Office of Public Involvement List Serve Announcement
Attachments: ATT00001.txt



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

The Indiana Department of Transportation (INDOT) will hold a public hearing on Tuesday, April 10, 2012 at the South Grove Intermediate School (cafeteria), 851 South Ninth Street in Beech Grove, Marion County. An informal open house session will begin at 5:00 p.m. followed by a formal presentation beginning at 6:00 p.m.

The purpose of the public hearing is to offer all interested persons an opportunity to comment on preliminary design plans regarding a proposed project to reconstruct and modify the interchange at I-65 and I-465 on the southeast side of Indianapolis, Marion County. The project will address capacity issues associated with this interchange by improving the westbound to southbound traffic movement and the northbound to eastbound traffic movement. Two ramps are proposed to be upgraded connecting I-65 to Southport and Greenwood with I-465 to Beech Grove and the southeast side of Indianapolis. The two one-lane ramps, I-65 northbound to I-465 eastbound and I-465 westbound to I-65 southbound, will be upgraded in order to move two lanes of traffic at higher speeds. The proposed project will be explained in greater detail during the public hearing.

This project is part of Operation Indy Commute <http://www.in.gov/indot/2381.htm> which is an initiative by INDOT to strategically open recurring commuting bottlenecks at the I-465 and I-65 interchange on the city's south side, and on I-69 in Hamilton County between the 96th Street and 116th Street/State Road 37 exits.

The public hearing will feature an open house session, a formal presentation and a public comment session where the public will have an opportunity to express comments and offer statements for the public record. INDOT project representatives will be available to address questions, comments and concerns during the open house session held prior to and immediately following the formal presentation and public comment session. Project maps and displays will be available for viewing and project information packets will be provided. A copy of the preliminary design plans and environmental document are available for public viewing at the following location:

Indiana Department of Transportation Office of Public Involvement

100 North Senate Avenue, Room N642

Indianapolis, Indiana (317) 232-6601

Should you have questions regarding this public hearing please contact Rickie Clark, INDOT Office of Public Involvement at (317) 232-6601 rclark@indot.in.gov.

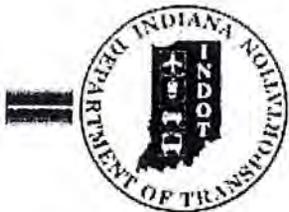
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Subject: Re: [Indot-legalnotices] Indiana Department of Transportation Office of Public Involvement List Serve Announcement
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INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

The Indiana Department of Transportation (INDOT) will hold a public hearing on Tuesday, April 10, 2012 at the South Grove Intermediate School (cafeteria), 851 South Ninth Street in Beech Grove, Marion County. An informal open house session will begin at 5:00 p.m. followed by a formal presentation beginning at 6:00 p.m.

The purpose of the public hearing is to offer all interested persons an opportunity to comment on preliminary design plans regarding a proposed project to **reconstruct and modify the interchange at I-65 and I-465 on the southeast side of Indianapolis, Marion County**. The project will address capacity issues associated with this interchange by improving the westbound to southbound traffic movement and the northbound to eastbound traffic movement. Two ramps are proposed to be upgraded connecting I-65 to Southport and Greenwood with I-465 to Beech Grove and the southeast side of Indianapolis. The two one-lane ramps, I-65 northbound to I-465 eastbound and I-465 westbound to I-65 southbound, will be upgraded in order to move two lanes of traffic at higher speeds. The proposed project will be explained in greater detail during the public hearing.

This project is part of Operation Indy Commute <http://www.in.gov/indot/2381.htm> which is an initiative by INDOT to strategically open recurring commuting bottlenecks at the I-465 and I-65 interchange on the city's south side, and on I-69 in Hamilton County between the 96th Street and 116th Street/State Road 37 exits.

The public hearing will feature an open house session, a formal presentation and a public comment session where the public will have an opportunity to express comments and offer statements for the public record. INDOT project representatives will be available to address questions, comments and concerns during the open house session held prior to and immediately following the formal presentation and public comment session. Project maps and displays will be available for viewing and project information packets will be provided. A copy of the preliminary design plans and environmental document are available for public viewing at the following location:

Indiana Department of Transportation Office of Public Involvement

100 North Senate Avenue, Room N642

Indianapolis, Indiana (317) 232-6601

Should you have questions regarding this public hearing please contact Rickie Clark, INDOT Office of Public Involvement at (317) 232-6601 rclark@indot.in.gov.

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MARK & VICTORIA JONES
4420 INGLESIDE LN
INDIANAPOLIS IN 46227

WILMA JUDD
6326 PERRY PINES CT
INDIANAPOLIS IN 46237

EARL READ & JULIA PERO-READ
5540 CHERRY FIELD DR
INDIANAPOLIS IN 46237

STEPHEN & ROSEANNE KEEFE
3641 E BRUNSWICK AVE
INDIANAPOLIS IN 46227

SHARON KEIM
3605 REDWOOD DR
INDIANAPOLIS IN 46227

MORGAN & KRISTY KELLER
3910 DUNDEE DR
INDIANAPOLIS IN 46237

ROBIN KELLEY
1038 GROVEWOOD DR
BEECH GROVE IN 46107

KAREN KENNEDY
4114 WILDERNESS TR
INDIANAPOLIS IN 46237

BENJAMIN & JENNIFER KENNERK
614 EDWARDS AVE
BEECH GROVE IN 46107

PHYLIS KIDD
3908 E EDGEWOOD AVE
INDIANAPOLIS IN 46237

JANA KIME
3940 GRAY ARBOR WAY
INDIANAPOLIS IN 46237

DUANE & CAROL KING
6331 PERRY PINES CT
INDIANAPOLIS IN 46237

DANIEL KNOX
1103 EVENING SHADE CI
BEECH GROVE IN 46107

JOHN & CATHY KOEHLER
1029 EVENING SHADE CI
BEECH GROVE IN 46107

JO ANN KOUTS
5816 S KEALING AVE
INDIANAPOLIS IN 46227

GREGG KRAESZIG
4245 SHERMAN DR
INDIANAPOLIS IN 46237

TONYA KRASIENKO
1017 GROVEWOOD DR
BEECH GROVE IN 46107

CHARLES & CLAIRE KRIESE
4284 LARKSPUR TRACE
INDIANAPOLIS IN 46237

DOUGLAS & KATHERINE KUHN
6351 S SHERMAN DR
INDIANAPOLIS IN 46227

PRISCILLA LABEL
3315 CHAMBERLIN DR
INDIANAPOLIS IN 46237

ROBERT & MICHELLE LANDRUM
1218 STAVE OAK CT
INDIANAPOLIS IN 46227

VICKI LANG
5628 CHERRY FIELD WAY
INDIANAPOLIS IN 46237

JERRY & TAMMY LASH
950 STAVE OAK DR
INDIANAPOLIS IN 46227

JEFFREY & PATTY LATHROP
4209 MOSS RIDGE CT
INDIANAPOLIS IN 46237

LARRY LATTIMORE
5602 HARDEGAN ST
INDIANAPOLIS IN 46227

STEVEN & DONNA LAWSON
809 GROVEWOOD DR
BEECH GROVE IN 46107

ROBERT LEE JR
3316 CHAMBERLIN DR
INDIANAPOLIS IN 46237

GLORIA LESTER
4152 WILDERNESS TR
INDIANAPOLIS IN 46237

POLLY LESTER
1022 GROVEWOOD DR
BEECH GROVE IN 46107

THOMAS & THELMA LEWIS
411 ADA LN
BEECH GROVE IN 46107

ROSEMARY LEWIS
502 EDWARDS AVE
BEECH GROVE IN 46107

JAMES BERNARD II & LINDSAY
URRUTIA
6440 PERRY PINES CT
INDIANAPOLIS IN 46237

BETTY LITTLE
2 EDWARDS CT
BEECH GROVE IN 46107

JAMES & BECKY LOCKE
5 MELODY CT
INDIANAPOLIS IN 46231

JAMES LOCKWOOD
1225 SMOKETREE DR
BEECH GROVE IN 46107

CHARLES & BRENDA LONG
4249 SHERMAN DR
INDIANAPOLIS IN 46237

JUSTIN LONGERICH
932 STAVE OAK DR
INDIANAPOLIS IN 46227

ADAM & MELISSA LONGSHORE
3635 S KEALING CT
INDIANAPOLIS IN 46227

JAMES & AMY LONGSHORE
1224 SMOKETREE DR
BEECH GROVE IN 46107

MICHAEL & JUDITH LUCAS
3809 CHERRY BLOSSOM BL
INDIANAPOLIS IN 46237

BRIAN & ROBYN LUDLOW
3901 MAPLE MANOR DR
INDIANAPOLIS IN 46237

ANGEL LUNA
3939 GRAY ARBOR WAY
INDIANAPOLIS IN 46237

LISA LYNCH
3832 MAPLE MANOR DR
INDIANAPOLIS IN 46237

BUNNY MACLEAN
3321 CHAMBERLIN DR
INDIANAPOLIS IN 46237

MICHELLE MAGANA
5608 RUM CHERRY WAY
INDIANAPOLIS IN 46237

DENISE MAIO
3350 BYRD DR
INDIANAPOLIS IN 46237

ANTONIO MAMOT
14 KIEFER CT
BEECH GROVE IN 46107

WILLIAM & MELISSA MANN
5 EDWARDS CT
BEECH GROVE IN 46107

ROBERT & CHOLLIE MARLEY
3930 WILDERNESS TR
INDIANAPOLIS IN 46237

MICHAEL & JANICE MARMANDE
610 EDWARDS AVE
BEECH GROVE IN 46107

CARLOS MARTINEZ
409 EDWARDS AVE
BEECH GROVE IN 46107

ALEX & NANCY MARTINEZ
6418 PERRY PINES CT
INDIANAPOLIS IN 46237

DAVID MCDUGALL & MARY GIVENS
5635 CHERRY FIELD WAY
INDIANAPOLIS IN 46237

JAMES TILTON & MARY ZAJESKI
4121 MOSS RIDGE LN
INDIANAPOLIS IN 46237

RONALD MATHES
1117 GROVEWOOD DR
BEECH GROVE IN 46107

RICHARD & NANCY MATKINS
1206 STAVE OAK CT
INDIANAPOLIS IN 46227

KENNETH MATKINS
6506 GRAY RD
INDIANAPOLIS IN 46237

AARON MAUGHERMAN
1015 GROVEWOOD DR
BEECH GROVE IN 46107

STANLEY & TERESA MAYO
3531 BUSY BEE LN
INDIANAPOLIS IN 46227

JEFF & APRYL MCCLURG
942 STAVE OAK DR
INDIANAPOLIS IN 46227

RONALD MCCORD
3615 WHALEN AVE
INDIANAPOLIS IN 46227

DAVID MCCRARY
6519 GRAY RD
INDIANAPOLIS IN 46237

KELLI MCDONALD-WILSON
4271 FOXGLOVE TRACE
INDIANAPOLIS IN 46237

JOHN & KATHY MCDOWELL
6447 PERRY PINES CT
INDIANAPOLIS IN 46237

GEORGE & CHRISTINA MCGINSIE
1048 GROVEWOOD DR
BEECH GROVE IN 46107

MAGDALENA MCHARGUE
6347 PERRY PINES CT
INDIANAPOLIS IN 46237

MARGARET MCINTOSH
5623 S KEALING AVE
INDIANAPOLIS IN 46227

DANA MCKEE
4206 WILDERNESS TR
INDIANAPOLIS IN 46237

MARK MCWILLIAMS
1008 GROVEWOOD DR
BEECH GROVE IN 46107

DERRICK JOHNSON & MELISSA
HUBBELL
1006 GROVEWOOD DR
BEECH GROVE IN 46107

DAVID & MICHELL MICHAEL
3941 GRAY ARBOR DR
INDIANAPOLIS IN 46237

THOMAS & DEBORAH MILLER
3921 GRAY ARBOR DR
INDIANAPOLIS IN 46237

DARRYL & ANASTASIA MITCHELL
6460 GRAY RD
INDIANAPOLIS IN 46237

RONALD & ANITA MITCHELL
1249 STAVE OAK CT
INDIANAPOLIS IN 46227

ROBERT & STACEY MOISANT
5512 RUM CHERRY WAY
INDIANAPOLIS IN 46237

MICHAEL MONAGHAN
5527 S KEALING AVE
INDIANAPOLIS IN 46227

MIRANDA & SUSAN MOORE
3301 CHAMBERLIN DR
INDIANAPOLIS IN 46237

JULIE MORAN
1025 EVENING SHADE CI
BEECH GROVE IN 46107

MICHAEL MORRIS
3536 REDWOOD DR
INDIANAPOLIS IN 46227

ROBERT & BETHANY MUELLER JR
6327 PERRY PINES CT
INDIANAPOLIS IN 46237

CONNIE MULLINS
3841 REBEL RUN
INDIANAPOLIS IN 46237

ANDREE MUNS
3710 E THOMPSON RD
INDIANAPOLIS IN 46237

JONATHAN MURPHY
6406 PERRY PINES CT
INDIANAPOLIS IN 46237

PAUL & FRANCES MURPHY
4555 S LASALLE ST
INDIANAPOLIS IN 46237

ROBERT & GLENNA MUSSER
6714 MOSS CREEK PL
INDIANAPOLIS IN 46237

TARA NAPIER
609 EDWARDS AVE
BEECH GROVE IN 46107

THOMAS & DEBORAH NEGRI
5633 S KEALING AVE
INDIANAPOLIS IN 46227

CHRISTOPHER & JODIE NELSON
3610 ROYAL OAK DR
INDIANAPOLIS IN 46227

EDWARD & RUBY NEWMAN
3838 DUNDEE DR
INDIANAPOLIS IN 46237

DONALD & BEVERLY NEWMAN
6315 S SHERMAN DR
INDIANAPOLIS IN 46227

SANY & HAO NGUYEN
5532 RUM CHERRY WAY
INDIANAPOLIS IN 46237

DAVID & ANN NICE
4004 KLINTILLOCH CT
INDIANAPOLIS IN 46237

F JAMES & WANDA NORDSIEK
3712 E EDGEWOOD AVE
INDIANAPOLIS IN 46227

RYAN NOWAK
17 KIEFER CT
BEECH GROVE IN 46107

PEGGY OBERGFELL
4210 WILDERNESS TR
INDIANAPOLIS IN 46237

RUTH O'DANIEL
1114 GROVEWOOD DR
BEECH GROVE IN 46107

JAMES & BARBARA O'MALEY
4118 WILDERNESS TR
INDIANAPOLIS IN 46237

CAROL OSBORNE
1113 MORNING SUN LN
BEECH GROVE IN 46107

CLIFFORD & KRISTINA PAPPE
422 EDWARDS AVE
BEECH GROVE IN 46107

BRADLEY & STEPHANIE PARKS
5838 S KEALING AVE
INDIANAPOLIS IN 46227

ROSALINDE PARKS
2 MELODY CT
INDIANAPOLIS IN 46231

MARCO PATINO
5524 S KEALING AVE
INDIANAPOLIS IN 46227

PENNY PERO
5602 RUM CHERRY WAY
INDIANAPOLIS IN 46237

LONNIE & NINA PERRY
5 KIEFER CT
BEECH GROVE IN 46107

LONNIE & NINA PERRY
1 MELODY CT
INDIANAPOLIS IN 46231

RICHARD & CINDY PERRY
5629 S KEALING AVE
INDIANAPOLIS IN 46227

BRANDON & ANNA PETERS
6337 PERRY PINES CT
INDIANAPOLIS IN 46237

EDWARD & AGELINE PETRONIE
3530 BUSY BEE LN
INDIANAPOLIS IN 46227

DONALD & ELIZABETH PETTINGILL
1118 MORNING SUN LN
BEECH GROVE IN 46107

RUSSELL & MARY PHILLIPS
4006 REBEL RUN
INDIANAPOLIS IN 46237

EMILY PHIPPS
5703 S KEALING AVE
INDIANAPOLIS IN 46227

LILLIAN TRIEU & PHUONG VAN NGUYEN
6430 PERRY PINES CT
INDIANAPOLIS IN 46237

FREDERICK & FREDIA PIE
4130 MOSS RIDGE LN
INDIANAPOLIS IN 46237

LARRY & CHRLENE PIERLE
6722 MOSS CREEK PL
INDIANAPOLIS IN 46237

GEORGIA PITCHER
3725 E THOMPSON RD
INDIANAPOLIS IN 46237

LOWELL EUGENE PLAKE
601 EDWARDS AVE
BEECH GROVE IN 46107

JACOB POINTER
3929 GRAY ARBOR DR
INDIANAPOLIS IN 46237

DOUGLAS & LISA POLEN
5535 RUM CHERRY WAY
INDIANAPOLIS IN 46237

ROBERT & CAROL POLLAK
5615 S GALE ST
INDIANAPOLIS IN 46227

DUANE & KELLIE POLLEY
4319 MOSS RIDGE CIRCLE
INDIANAPOLIS IN 46237

DUANE & KELLIE POLLEY
3204 BYRD DR
INDIANAPOLIS IN 46227

MARTIN & MARIA PONCE
3626 E BRUNSWICK AVE
INDIANAPOLIS IN 46227

ROXIE PORTER
3309 LINDBERGH DR
INDIANAPOLIS IN 46237

JOSEPH POTTERACK
1232 STAVE OAK CT
INDIANAPOLIS IN 46227

VINCENT & DONNA PRENDERGAST
5621 CHERRY FIELD WAY
INDIANAPOLIS IN 46237

GARY & GWENDOLYN PRYOR
1121 STAVE OAK DR
INDIANAPOLIS IN 46227

SANJA PULETZ
6325 S SHERMAN DR
INDIANAPOLIS IN 46227

TIMOTHY PUNTARELLI
3926 MERIDEE DR
INDIANAPOLIS IN 46237

RICHARD QUALLS
3610 REDWOOD DR
INDIANAPOLIS IN 46227

MARK & KELLI RAMSEY
5811 S KEALING AVE
INDIANAPOLIS IN 46227

RESA RAMSEY
4269 LARKSPUR TRACE
INDIANAPOLIS IN 46237

KRISTEN RAMSEY
513 NORTH BEND RD
BEECH GROVE IN 46107

NORMAN & HEIDI RANDALL
3650 E THOMPSON RD
INDIANAPOLIS IN 46237

JEFFREY RAWLINS
3906 WILDERNESS TR
INDIANAPOLIS IN 46237

JACQUELINE RAY
3736 BUSY BEE LN
INDIANAPOLIS IN 46227

MARTHA REARDON
3810 BUSY BEE LN
INDIANAPOLIS IN 46227

JAMES & MIRIAM REDDICK
14 MELODY CT
INDIANAPOLIS IN 46231

CLARENCE EDGAR REEL JR
10 KIEFER CT
BEECH GROVE IN 46107

DANNY & MARCIA REEVES
3918 MERIDEE DR
INDIANAPOLIS IN 46237

WADE & ANA REEVES
4006 DUNDEE DR
INDIANAPOLIS IN 46237

NICHOLAS REMBUSCH
1041 EVENING SHADE CI
BEECH GROVE IN 46107

WILLIAM & CLAUDIA RENICK
1102 STAVE OAK DR
INDIANAPOLIS IN 46227

EMMA JEAN RHOTON
3417 E EDGEWOOD AVE
INDIANAPOLIS IN 46227

STANLEY & EMMA RHOTON
3401 E EDGEWOOD AVE
INDIANAPOLIS IN 46227

KATHLEEN RIGBY
3320 CHAMBERLIN DR
INDIANAPOLIS IN 46237

RYAN ROE
1028 MORNING SUN LN
BEECH GROVE IN 46107

FRANK & HELEN ROJAS
5550 RUM CHERRY WAY
INDIANAPOLIS IN 46237

TIMOTHY & SHERYL ROLLER
3810 CHERRY BLOSSOM BL
INDIANAPOLIS IN 46237

SHIELA ROZELL
13 KIEFER CT
BEECH GROVE IN 46107

BRYAN & BREANNE RUBECK
6438 GRAY RD
INDIANAPOLIS IN 46237

EMILY RUSHTON
6412 PERRY PINES CT
INDIANAPOLIS IN 46237

ARCHIE & JOANNA RUSSELL
4226 MOSS RIDGE CT
INDIANAPOLIS IN 46237

PAUL & ROSE RUSSELL
5605 S GALE ST
INDIANAPOLIS IN 46227

ARCHIE & JOANNA RUSSELL
3209 LINDBERGH DR
INDIANAPOLIS IN 46237

ZACHARY SHROYER & SARAH WILLIS
3817 CHERRY BLOSSOM BL
INDIANAPOLIS IN 46237

GERALD & CLEMENCIA SARE
810 GROVEWOOD DR
BEECH GROVE IN 46107

ALLEN SAYERS
9 EDWARDS CT
BEECH GROVE IN 46107

PAULINE SAYLOR
510 NORTH BEND RD
BEECH GROVE IN 46107

APRIL SCHELB
1027 EVENING SHADE CI
BEECH GROVE IN 46107

MINDY SCHELLING
3843 BRUNSWICK AVE
INDIANAPOLIS IN 46237

MARJORIE SCHOONOVER
1203 STAVE OAK CT
INDIANAPOLIS IN 46227

NANCY SCHUMAN
3820 WILDERNESS TR
INDIANAPOLIS IN 46237

MARY SCHUMAN
3834 WILDERNESS TR
INDIANAPOLIS IN 46237

STEPHEN & LISA SCHUSTER
3825 CHERRY BLOSSOM BL
INDIANAPOLIS IN 46237

RONALD & MARIA SCHWAGER
3931 GRAY ARBOR WAY
INDIANAPOLIS IN 46237

DAVID & EILEEN SCOTT
3842 DUNDEE DR
INDIANAPOLIS IN 46237

VIRGINIA SEARLES
3305 CHAMBERLIN DR
INDIANAPOLIS IN 46237

LOU ELLEN SEARS
5615 CHERRY FIELD WAY
INDIANAPOLIS IN 46237

MARLIN & STEPHANIE SECHRIST
3015 REDFERN DR
INDIANAPOLIS IN 46227

JAMES & JENNIFER SHEARD
3838 MAPLE MANOR DR
INDIANAPOLIS IN 46237

PAUL SHELLABARGER
702 NORTH BEND RD
BEECH GROVE IN 46107

DAVID HIGHFILL & SHERRY WHIPKEY
HIGHFILL
3826 MAPLE MANOR DR
INDIANAPOLIS IN 46237

DAVID HIGHFILL & SHERRY WHIPKEY-
HIGHFILL
5627 CHERRY FIELD WAY
INDIANAPOLIS IN 46237

SUSAN SHURIG
1032 MORNING SUN LN
BEECH GROVE IN 46107

ROBERT SILVKA
3834 ST SIMONS CT
INDIANAPOLIS IN 46237

PAUL & MARY SIMMERMAN
1045 GROVEWOOD DR
BEECH GROVE IN 46107

DAVID SMITH
3818 BRUNSWICK AVE
INDIANAPOLIS IN 46237

BEVERLY SMITH
1121 GROVEWOOD DR
BEECH GROVE IN 46107

JEROME & TERESA SMITH
806 GROVEWOOD DR
BEECH GROVE IN 46107

TINA SMITH
711 GROVEWOOD DR
BEECH GROVE IN 46107

ELIZABETH & FRED SMITH
1212 STAVE OAK CT
INDIANAPOLIS IN 46227

RONALD & KIMBERLY SMITH
3819 BRUNSWICK AVE
INDIANAPOLIS IN 46237

ELIZABETH SNYDER
3528 REDWOOD DR
INDIANAPOLIS IN 46227

TERESA SOMMERS
1005 GROVEWOOD DR
BEECH GROVE IN 46107

STEPHEN SOMMERS
722 GROVEWOOD DR
BEECH GROVE IN 46107

TAMMIE SORLEY
3841 ST SIMONS CT
INDIANAPOLIS IN 46237

GARY & DEBRA SOWDERS
5508 KEALING AVE
INDIANAPOLIS IN 46227

KENNI SPICER
509 EDWARDS AVE
BEECH GROVE IN 46107

THOMAS & JANET SPRINGER
5608 S KEALING AVE
INDIANAPOLIS IN 46227

MARK STAGGS
3831 MAPLE MANOR DR
INDIANAPOLIS IN 46237

LARRY STARK
4291 INDIANA PIPE TRACE
INDIANAPOLIS IN 46237

LARRY & ALICE STATES
715 GROVEWOOD DR
BEECH GROVE IN 46107

SCOTTIE & MANDY STEINBROOK
3911 E EDGEWOOD AVE
INDIANAPOLIS IN 46237

DAVID & NANCY STENGER
1122 STAVE OAK DR
INDIANAPOLIS IN 46227

STEVEN RASNIC & STEPHANIE
RASDELL-RASNIC
5801 S KEALING AVE
INDIANAPOLIS IN 46227

KENT STEPHENS
3349 BYRD DR
INDIANAPOLIS IN 46237

FRANK & SHARRON STEVENS
606 EDWARDS AVE
BEECH GROVE IN 46107

PEGGY STEVENS
6436 PERRY PINES CT
INDIANAPOLIS IN 46237

JASON STEWART
602 NORTH BEND RD
BEECH GROVE IN 46107

GARY STICKFORD
3345 LINDBERGH DR
INDIANAPOLIS IN 46237

MARK & CHERYL STOBAUGH
4040 DUNDEE DR
INDIANAPOLIS IN 46237

MATTHEW & KARLYN STRACK
5620 CHERRY FIELD WAY
INDIANAPOLIS IN 46237

DAVID & KATHY STRATTON
1243 STAVE OAK CT
INDIANAPOLIS IN 46227

LARRY STUMP
613 EDWARDS AVE
BEECH GROVE IN 46107

KAMAL & FERIAL SUFAN
4302 MOSS RIDGE CIRCLE
INDIANAPOLIS IN 46237

JARED SUMMEIER
4004 GRAY ARBOR WAY
INDIANAPOLIS IN 46237

MICHAEL & MARILYN SUTHERLIN
6338 PERRY PINES CT
INDIANAPOLIS IN 46237

DANA & MATT SWALES
6353 PERRY PINES CT
INDIANAPOLIS IN 46237

DAVID & BARBARA SWEENEY
3833 ST SIMONS CT
INDIANAPOLIS IN 46237

SUSAN SWENGEL
1019 GROVEWOOD DR
BEECH GROVE IN 46107

STEVEN & JOANN SWINFORD
3310 BYRD DR
INDIANAPOLIS IN 46237

PAUL ECONOMOU & TAMI-RAE SANDS
3912 WILDERNESS TR
INDIANAPOLIS IN 46237

EUGENE & LOIS TANNER
501 EDWARDS AVE
BEECH GROVE IN 46107

RONALD TANNER
5831 S KEALING AVE
INDIANAPOLIS IN 46227

JORDAN & ASHLEIGH TAYLOR
5615 RUM CHERRY WAY
INDIANAPOLIS IN 46237

THEDA TAYLOR
517 EDWARDS AVE
BEECH GROVE IN 46107

BETTY TAYLOR
1110 GROVEWOOD DR
BEECH GROVE IN 46107

DAVID & RAQUEL TEIPEN
1120 GROVEWOOD DR
BEECH GROVE IN 46107

KATHRYN THEOBALD
4280 GOXGLOVE TRACE
INDIANAPOLIS IN 46237

KRISTI CROSS & THEODORE & BONITA
BELL
5545 RUM CHERRY WAY
INDIANAPOLIS IN 46237

KENNETH THOMAS
1036 GROVEWOOD DR
BEECH GROVE IN 46107

ROBERT & LINDA THOMPSON
5737 S KEALING AVE
INDIANAPOLIS IN 46227

ALYCE THORSTAD
6322 PERRY PINES CT
INDIANAPOLIS IN 46237

ROSELLA TITLE
3223 CHAMBERLIN DR
INDIANAPOLIS IN 46227

MICHAEL TITTLE
3213 CHAMBERLIN DR
INDIANAPOLIS IN 46227

MICHAEL TITTLE
3211 CHAMBERLIN DR
INDIANAPOLIS IN 46227

STEVE & SABRINA TODD
6 MELODY CT
INDIANAPOLIS IN 46231

ROBERT & KIMBERLY TODD
723 GROVEWOOD DR
BEECH GROVE IN 46107

JAMES & ROSEMARY TOILE
1150 STAVE OAK DR
INDIANAPOLIS IN 46227

BERNADINE & STANLEY TOOLEY
3910 MERIDEE DR
INDIANAPOLIS IN 46237

MARGIE TROUTMAN
3220 CHAMBERLIN DR
INDIANAPOLIS IN 46227

MARCHETA TROXEL
4269 FOXGLOVE TRACE
INDIANAPOLIS IN 46237

JERRY & BETTY TUCKER
3913 MAPLE MANOR DR
INDIANAPOLIS IN 46237

ANTHONY & ERIN TURK
4327 MOSS RIDGE CIRCLE
INDIANAPOLIS IN 46237

CARRIE TUTEROW
1107 EVENING SHADE CI
BEECH GROVE IN 46107

ROBERT VANE
4114 MOSS RIDGE LN
INDIANAPOLIS IN 46237

NANCY VANVORST
3824 WILDERNESS TR
INDIANAPOLIS IN 46237

GARY & CHRISTINE VASKO
3922 GRAY ARBOR WAY
INDIANAPOLIS IN 46237

FRANK & WENDY VASTINE
1105 EVENING SHADE CI
BEECH GROVE IN 46107

KATHY VESTER
1012 GROVEWOOD DR
BEECH GROVE IN 46107

JUDITH VILLEGAS
3631 E BRUNSWICK AVE
INDIANAPOLIS IN 46227

LAWRENCE & BARBARA VOORHEIS
3420 BUSY BEE LN
INDIANAPOLIS IN 46227

ALISON WALTERS
705 GROVEWOOD DR
BEECH GROVE IN 46107

GEORGE & CHRISTY WALTON
5634 CHERRY FIELD WAY
INDIANAPOLIS IN 46237

ANN WARD
1032 GROVEWOOD DR
BEECH GROVE IN 46107

THERESA WATERS
6450 GRAY RD
INDIANAPOLIS IN 46237

ANGELA & JEFFREY WATSON
5506 RUM CHERRY WAY
INDIANAPOLIS IN 46237

JOSEPH & MURIEL WAURO
605 EDWARDS AVE
BEECH GROVE IN 46107

GREGORY WEATHERHOLT
802 GROVEWOOD DR
BEECH GROVE IN 46107

ANTHONY & ERIN WEAVER
3202 LINDBERGH DR
INDIANAPOLIS IN 46237

DORIS WEHLAGE
3901 E EDGEWOOD AVE
INDIANAPOLIS IN 46237

DOREEN WEI SAU LAM
4277 WOODSAGE TRACE
INDIANAPOLIS IN 46237

JACK & MARY WEST
1040 STAVE OAK DR
INDIANAPOLIS IN 46227

EDDIE & GERALDINE WHITE
617 EDWARDS AVE
BEECH GROVE IN 46107

MATTHEW & SUSAN WHITMAN
3823 BRUNSWICK AVE
INDIANAPOLIS IN 46237

RICHARD & CAROL WHITSIT
3906 MAPLE MANOR DR
INDIANAPOLIS IN 46237

ALICE WILLIAMS
4270 INDIANA PIPE TRACE
INDIANAPOLIS IN 46237

EULALA WILLIAMS
4288 LARKSPUR TRACE
INDIANAPOLIS IN 46237

JASON WILLIAMS
3836 E EDGEWOOD AVE
INDIANAPOLIS IN 46237

WAYNE & DONNA WILLIAMS
1208 SMOKETREE DR
BEECH GROVE IN 46107

CONNIE SUE WILSON
6 WALLY CT
BEECH GROVE IN 46107

BARBARA WINDLE
1043 GROVEWOOD DR
BEECH GROVE IN 46107

LINDA WINKLE
1021 GROVEWOOD DR
BEECH GROVE IN 46107

ANDREW & AGNES WINKLER
3934 DUNDEE DR
INDIANAPOLIS IN 46237

AMY & RICHARD WINSOTT III
1202 STAVE OAK CT
INDIANAPOLIS IN 46227

RICHARD & LEAH WINZENREAD
4215 MOSS RIDGE CT
INDIANAPOLIS IN 46237

JOSEPH & SHELLI WOHLHIETER JR
5614 S KEALING AVE
INDIANAPOLIS IN 46227

FERD & CATHY WOLFIA
5518 RUM CHERRY WAY
INDIANAPOLIS IN 46237

ANDREW & CANDACE WOLSIFFER
1228 SMOKETREE DR
BEECH GROVE IN 46107

KEITH WOODCOCK
3706 E THOMPSON RD
INDIANAPOLIS IN 46237

WESLEY WOODHULL
3824 BRUNSWICK AVE
INDIANAPOLIS IN 46237

JILL & TERRY WRIGHT
1108 GROVEWOOD DR
BEECH GROVE IN 46107

THERESA WRIGHT
5609 S KEALING AVE
INDIANAPOLIS IN 46227

JOSEPH YATES
3304 LINDBERGH DR
INDIANAPOLIS IN 46237

CHRISTOPHER & HEATHER YORK
3837 MAPLE MANOR DR
INDIANAPOLIS IN 46237

ELLA YOUNG
4282 LARKSPUR TRACE
INDIANAPOLIS IN 46237

YAN & GUANG ZHANG
5609 CHERRY FIELD WAY
INDIANAPOLIS IN 46237

RODNEY & JOY ZIEGLER
513 EDWARDS AVE
BEECH GROVE IN 46107

HERBERT & DOROTHA ZIMMERMAN
10 EDARDS CT
BEECH GROVE IN 46107

DONALD & LISA ZOELINER
1223 STAVE OAK CT
INDIANAPOLIS IN 46227

JEFFREY & BETH ZORMAN
6359 PERRY PINES CT
INDIANAPOLIS IN 46237

JONNA ZURCHER
802 NORTH BEND RD
BEECH GROVE IN 46107

ROBERT & TANIS ELLIS ✓
302 ADA LN
BEECH GROVE IN 46107

TIMOTHY & SARAH LATIMER ✓
310 ADA LN
BEECH GROVE IN 46107

NORMA & MARK MATTHIAS ✓
3213 LINDBERGH DR
INDIANAPOLIS IN 46237

THOMAS & JANE MEIER SR ✓
2901 REDFERN DR
INDIANAPOLIS IN 46227

ANNE OKEY ✓
214 ADA LN
BEECH GROVE IN 46107

ROSS & MARY WOLFE ✓
306 ADA LN
BEECH GROVE IN 46107

ROBERT & DONNA WOLFGRAM ✓
210 ADA LN
BEECH GROVE IN 46107

ALTENHEIM H7L PROPERTY LLC
C/P LANCASTER POLLARD
65 E STATE ST FL 16
COLUMBUS OH 43215

BEF REIT INC
4441 SOUTHPORT CROSS DR
INDIANAPOLIS IN 46237

BELKINS INC
5219 ELMWOOD AVE
INDIANAPOLIS IN 46203

BRISAM COURT INDY LLC
4670 SOUTHPORT CROSS DR
INDIANAPOLIS IN 46237

GEORGE GARDHAM
C/O ROBERT THOMPSON JR
3838 MERIDEE DR
INDIANAPOLIS IN 46237

CEEEO & ASSC, INC
6745 GRAY RD
SUITE D
INDIANAPOLIS IN 46237

CEEEO & ASSC, INC
4150 KILDEER DR
INDIANAPOLIS IN 46237

CHECKER OIL CO OF INDIANA
4425 S EMERSON AVE
INDIANAPOLIS IN 46219

MEETING NOTICE
CHESTER TRIBUNE
PO BOX 919
193 CALUMET RD
CHESTERTON IN 46304

ANDRE CARSON
CONGRESSMAN
300 E FALL CRK PRWY N DR
STE 300
INDIANAPOLIS IN 46205

JOE DONNELLY
CONGRESSMAN
207 W COLFAX AVE
SOUTH BEND IN 46601

MIKE PENCE
CONGRESSMAN
1134 MERIDIAN PLAZA
ANDERSON IN 46016

PETE VISCLOSKY
CONGRESSMAN
7895 BROADWAY
SUITE A
MERRILLVILLE IN 46410

COURIER & PRESS
DATA EDITOR
PO BOX 268
EVANSVILLE IN 47702

CREATIVE REAL ESTATE SOLUTIONS
LB
314 ADA LN
BEECH GROVE IN 46107

DEPT OF TRANSPROTATION
1200 MADISON AVE
SUITE 200
INDIANAPOLIS IN 46225

DEUTSCHE BANK NATIONAL
TRUST COMPANY TRUSTEE
3305 LINDBERGH DR
INDIANAPOLIS IN 46237

EQUITY TRUST CO
PO BOX 1409
ELYRIA OH 44063

EXPRESS FUNDING CORP
C/O TRICIA HEPPE
1007 GROVEWOOD DR
BEECH GROVE IN 46107

EXTRA SPACE PROPERTIES
4049 KILDEER DR
INDIANAPOLIS IN 46237

FAITH PROPERTY MANAGEMENT LLC
3625 WHALEN AVE
INDIANAPOLIS IN 46227

ROBERT F TALLY
FEDERAL HIGHWAY ADMINISTRATION
575 N PENNSYLVANIA ST
RM 254
INDIANAPOLIS IN 46204

FSF PARC BORDEAUX ASSOC LLC
3410 RUE CHANEL
INDIANAPOLIS IN 46227

GARDENS AT THE ALTENHEIM LLC
3525 E HANNA AVE
INDIANAPOLIS IN 46237

H & H PROPERTY INVESTMENTS INC
3621 FERNCLIFF AVE
INDIANAPOLIS IN 46227

H & H PROPERTY INVESTMENTS INC
5638 S KEALING AVE
INDIANAPOLIS IN 46227

HOME REMODELING INC
5245 ELMWOOD AVE
INDIANAPOLIS IN 46203

INDIANA BELL TELEPHONE CO INC
4300 S 9TH AVE
BEECH GROVE IN 46107

MAUREEN MESPELL
INDIANA NEWS CENTER
PO BOX 2121
FT WAYNE IN 46801

INDIANAPOLIS CITY COUNCIL
200 E WASHINGTON ST
RM T242
INDIANAPOLIS IN 46204

INDIANAPOLIS MPO
200 E WASHINGTON ST
SUITE 1922
INDIANAPOLIS IN 46204

INDIANAPOLIS TRANSPORTATION
1725 S WEST ST
INDIANAPOLIS IN 46225

INDPLS DEPT OF PUBLIC WORKS
200 E WASHINGTON ST
INDIANAPOLIS IN 46204

INDY RE INVESTMENTS INC
407 ADA LN
BEECH GROVE IN 46107

JER/JAMESON PROPERTIES
4402 E CREEKVIEW DR
INDIANAPOLIS IN 46237

KFM PARTNERS LP
C/O HARRY KIM
6721 GRAY RD
INDIANAPOLIS IN 46237

LOWES HOME CENTERS
4514 S EMERSON AVE
INDIANAPOLIS IN 46219

MARION COUNTY COMMISSIONERS
200 E WASHINGTON ST
CC BLDG SUITE 1360
INDIANAPOLIS IN 46204

MARION COUNTY COUNCIL
200 E WASHINGTON ST
241 CC BLDG
INDIANAPOLIS IN 46204

MARION COUNTY ENGINEER
1200 MADISON AVE
INDIANAPOLIS IN 46225

GREG BALLARD
MAYOR
200 E WASHINGTON ST
INDIANAPOLIS IN 46204

MOTEL 6 INDIANAPOLIS SOUTH
5151 ELMWOOD AVE
INDIANAPOLIS IN 46203

PARC-WAY ASSEMBLY
OF GOD CHURCH
3500 E THOMPSON RD
INDIANAPOLIS IN 46227

MEETING NOTICE
POST TRIBUNE
1433 E 83RD AVE
MERRILLVILLE IN 46410

PRIVATE RESTAURANT PROPERTIES
4690 SOUTHPORT CROSS DR
SUITE 470A
INDIANAPOLIS IN 46237

QUALITY FENCE CO INC
6130 GRAY RD
INDIANAPOLIS IN 46237

REAL ESTATE HOLDINGS
4420 S EMERSON AVE
INDIANAPOLIS IN 46219

JEB BARDON
REPRESENTATIVE
3302 W 16TH ST
INDIANAPOLIS IN 46222

JOHN BARTLETT
REPRESENTATIVE
200 W WASHINGTON ST
INDIANAPOLIS IN 46204

ROBERT BEHNING
REPRESENTATIVE
3315 S TIBBS AVE
INDIANAPOLIS IN 46221

BRIAN BOSMA
REPRESENTATIVE
200 W WASHINGTON ST
INDIANAPOLIS IN 46204

WILLIAM CRAWFORD
REPRESENTATIVE
PO BOX 18446
INDIANAPOLIS IN 46218

JOHN DAY
REPRESENTATIVE
937 E DR WOODRUFF PL
INDIANAPOLIS IN 46201

ED DELANEY
REPRESENTATIVE
4445 WASHINGTON BLVD
INDIANAPOLIS IN 46205

DAVID FRIZZELL
REPRESENTATIVE
8310 HILL GAIL DR
INDIANAPOLIS IN 46217

PHILLIP HINKLE
REPRESENTATIVE
7050 CAMELOT CT
INDIANAPOLIS IN 46214

CINDY KIRCHHOFFER
REPRESENTATIVE
1208 TIMBROOK LN
INDIANAPOLIS IN 46107

CINDY NOE
REPRESENTATIVE
5236 E 72ND ST
INDIANAPOLIS IN 46250

GREGORY PORTER
REPRESENTATIVE
3614 N PENNSYLVANIA ST
INDIANAPOLIS IN 46205

CHERRISH PRYOR
REPRESENTATIVE
200 W WASHINGTON ST
INDIANAPOLIS IN 46204

MIKE SPEEDY
REPRESENTATIVE
200 W WASHINGTON ST
INDIANAPOLIS IN 46204

MARY ANN SULLIVAN
REPRESENTATIVE
315 W WALNUT ST
INDIANAPOLIS IN 46202

VANESSA SUMMERS
REPRESENTATIVE
1140 BROOK LN
INDIANAPOLIS IN 46202

REPROINDY INC
5120 VICTORY DR
INDIANAPOLIS IN 46203

LINDA WHYDE
REVOCABLE LIVING TRUST
1139 STAVE OAK DR
INDIANAPOLIS IN 46227

DAVE GERVASIO
RONCALLI HIGH SCHOOL
3330 PRAGUE RD
INDIANAPOLIS IN 46227

ROSE PRODUCTS LLC
6 EDWARDS CT
BEECH GROVE IN 46107

SECRETARY OF HOUSING & URBAN
5625 S GALE ST
INDIANAPOLIS IN 46227

JEAN BREAUX
SENATOR
PO BOX 26267
INDIANAPOLIS IN 46226

RICHARD LUGAR
SENATOR
1180 MARKET TOWER
10 W MARKET ST
INDIANAPOLIS IN 46204

JAMES MERRITT JR
SENATOR
9075 MERIDIAN ST
INDIANAPOLIS IN 46260

PATRICIA MILLER
SENATOR
1041 MUESSING RD
INDIANAPOLIS IN 46239

SCOTT SCHNEIDER
SENATOR
6449 N CHESTER AVE
INDIANAPOLIS IN 46220

GREG TAYLOR
SENATOR
3855 N DELAWARE ST
INDIANAPOLIS IN 46205

BRET WALTZ
SENATOR
200 W WASHINGTON ST
INDIANAPOLIS IN 46204

MICHAEL YOUNG
SENATOR
3102 COLUMBINE CIR
INDIANAPOLIS IN 46224

PHILLIP SEVER
SEVER/STOREY
420 N RANGE LINE RD
CARMEL IN 46032-1749

TONNY STOREY
SEVER/STOREY
420 N RANGE LINE RD
CARMEL IN 46032-1749

SHIRLEY REALTY ASSOC
3333 E THOMPSON RD
INDIANAPOLIS IN 46237

SOLAR SOURCES INC
C/O FELSON BOWMAN
6755 GRAY RD
INDIANAPOLIS IN 46237

SOUTHPORT COMMONS
DAB INVESTMENTS
4650 E SOUTHPORT CROSS DR
INDIANAPOLIS IN 46237

~~Marshall V King, News Editor
The Truth
421 South 2nd Street
PO Box 487
Elkhart IN 46515~~

CURTIS CUNNINGHAM
TRUSTEE
711 EDWARDS AVE
BEECH GROVE IN 46107

ROBERT & MARY STOREY
TRUSTEE
4110 WILDERNESS TR
INDIANAPOLIS IN 46237

JOHN PASSEY
US INFRASTRUCTURE-INDIANA INC
10305 DAWSON CRK BLVD
BLDG ONE STE A
FT WAYNE IN 46825

ST PAULS EVANGELICAL
LUTHERAN CHURCH TRS
3932 MI CASA AVE
INDIANAPOLIS IN 46227

PERRY & RABENIA DENNEY
TRUST
3618 FERNCLIFF AVE
INDIANAPOLIS IN 46227

MALCOLM & BARBARA EMMACK
TRUSTEE
3302 LINDBERGH DR
INDIANAPOLIS IN 46237

ROBERT & VIRGINA ASHMAN
TRUSTEES
4144 WILDERNESS TR
INDIANAPOLIS IN 46237

NEWS EDITOR
THE TRUTH
PO BOX 487
421 S 2ND ST
ELKHART IN 46515

CYNTHIA WYCOFF
TRUST
1037 MORNING SUN LN
BEECH GROVE IN 46107

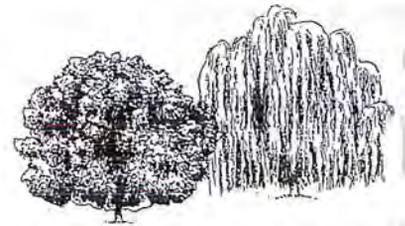
GERALD & MARJORIE MORGAN
TRUSTEE
1009 GROVEWOOD DR
BEECH GROVE IN 46107

ROBERT & MARGARET ROBISCH
TRUSTEES
4410 INGLESIDE LN
INDIANAPOLIS IN 46227



The Timbers

OF INDIANAPOLIS, INC.
HOMEOWNER'S ASSOCIATION



April 24, 2012

Indiana Department of Transportation
Office of Public Involvement
100 N. Senate Ave., Room N642
Indianapolis, IN 46204-2216

Dear Mr. Clark,

On April 10th, some of my community and adjoining communities attended the public meeting at the Beech Grove School to learn about the upcoming project work to be done on I-465/I-65 interchanges. We were asked to comment on this at the meeting and afterward via mail.

At this time, I would like to invite a representative of your group to come to the Timbers of Indianapolis Clubhouse for a meeting with all the people who will be affected by the Sherman Ave. bridge closing. There are approximately 170 homes involved in this the only detour planned for this project. All of these residents come and go at the north end of the bridge. It was only a year ago that this bridge was closed, causing all these residents considerable inconvenience. Now, with the next proposed closing, they have questions about how long we can expect the road to be closed, the proper barricades put in place, the entry to Dundee and Wilderness Trail access updates, etc. I cannot answer these questions.

Please give this your attention. I will be looking forward to hearing from you on this issue.

Sincerely,

Cathleen C. Hagans
Board Member for the Timbers of Indianapolis, Inc. Homeowners Assn.

4238 Larkspur Trace
Indianapolis, IN 46237-1312
(317) 783-5250

cc: file copy

Clark, Rickie

From: ricnathan@gmail.com
Sent: Thursday, April 26, 2012 1:36 PM
To: Clark, Rickie
Cc: boardmembers@mosscreekindy.org
Subject: DES# 0902297
Attachments: INDOT Comment - DES# 0902297.pdf

Please consider my comments and request regarding planned improvements to the I-65 corridor in Perry Township, Marion County.

Thank you,
Richard A. Nathan



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
FAX: (317) 232-6349

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

Thank you for attending this Public Hearing regarding the proposed I-465 and I-65 Interchange Modification Project. Please submit any comments regarding this project by using the space provided below. INDOT appreciates your attendance this evening and looks forward to working with the community during the development of this project.

INDOT Office of Public Involvement rclark@indot.in.gov

DATE: Tuesday, April 10, 2012

DES# 0902297

COMMENT:

We would request that a noise wall be considered for the neighborhoods bordering I-65 northbound between Southport Rd. and Gray Rd.

We have experienced increasing traffic and noise since moving to this area 14 years ago.

Richard & Kim Nathan

6532 Moss Creek Pl.

Indpls IN 46237

317-781-9306

SIGNATURE:

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Clark, Rickie

From: Steve rasnic [srasnic@ameritech.net]
Sent: Thursday, April 26, 2012 7:10 PM
To: Clark, Rickie
Subject: i65/465 project

Rick

As a tax payer living at 5801 S. Kealing Ave. Indianapolis In 46227 and a attendee of the public indot hearing conducted on April 10th I wanted to voice my concern on the discussion on the minimal placement of the sound walls on this project. I have been a long time resident (20 yrs) at this address and in that 20yrs the noise level in my back yard has grown to a level that you can not hold a conversation with out yelling. As an employee of a utility company in Indianapolis I have worked in all areas of Indianapolis that have had sound walls installed and can attest to areas that have walls that are far less populated than my neighborhood. I discussed this issue with some of the people at the meeting and all I got in return was " per our study your address is cost prohibitive for building a wall for the residents that would benefit". In the meeting it was discussed that on my side of I65 (south bound) that an additional lane would be added on the outside, this will move the traffic that much closer to my my home. Was this considered in the noise study?

Please reconsider this issue for the health, safety and well being of all residents affected by this project.

Steve Rasnic
5801 S Kealing Ave.
Indianapolis, IN. 46227
317 409 6876

PS

I would willingly offer my back yard as a point to do a sound measurement to dispute the company you hired to do the study.

Clark, Rickie

From: David and Marla Lutgring [lutgringdm@sbcglobal.net]
Sent: Thursday, April 26, 2012 11:12 PM
To: Clark, Rickie
Subject: DES#0902297 - Comment re Reconstruct/Modify I-65 I-465 Southeastside

Hello -

I live at 3357 Byrd Drive, about 4-5 houses off of I-65. This comment is in regards to the proposed project to reconstruct and modify the interchange at I-65 and I-465 on the southeast side of Indpls.

I attended the Public Meeting on this project on April 12 and I have the following questions/comments:

1. I heard at the meeting that some people at the meeting received letters announcing the April 12 Public Meeting. We (my husband and I) received no such letter. We live quite close to I-65. Luckily, I heard about the meeting on a local news program that morning. Why did we not receive a notification letter?
2. Most of the speakers at the public meeting commented on the need for sound barriers in this area. This is my main concern also. While I see that there are barriers planned for the I-465 part of this project (and I agree they are needed there), I don't understand why no barriers are planned for I-65 other than a small strip near Edgewood Avenue on the OPPOSITE side of the highway that is being expanded. Makes no sense to me at all. What data went into deciding where barriers go? Is it available for public viewing? We definitely need a sound barrier near Byrd Drive. Traffic along this corridor has increased greatly in the 12 years we have lived here and we also get alot of semi-truck brake noise since we are near the turn off for I-465.
3. I work in Carmel, so I travel around the east side of I-465. It is curious to me that nearly all of the northside areas have sound barriers but we have none on I-65 south of Indianapolis. When I go to work I exit at US31 north. Right before that exit on the north side there is a long strip of barrier and behind the barrier is a woods and a lake. I have heard that the need for sound barriers is determined by the sound level and how many people are affected. You can't tell me the need is greater along that woods and lake than along I-65 at Byrd Drive where there are many private homes. I would like to know the formula that is used to determine the need for sound barriers.
4. My children attend Roncalli High School which borders I-65. There is already alot of traffic noise there, especially when you are outside for football, baseball, lacrosse, tennis, or a track and field event, The proposed additional southbound lane on I-65 will increase the amount of traffic/noise even more, so I think a sound barrier is needed at this location.
5. I was shocked to hear that the Sherman Drive bridge over I-465 will be torn down again and has to be re-done to accommodate the additional lanes on I-465. Seriously?? Just last year we were greatly inconvenienced for many months when the bridge was re-done and now we have to go through that all again? Not to mention the waste of taxpayer money. Very disappointed to hear the one-year-old bridge will be torn down and re-done.
6. On a positive note, I was glad to hear that that I-65 and I-465 will remain open during all the construction.

Marla Lutgring
Local Resident and Concerned Citizen
3357 Byrd Drive
Indianapolis, IN 46237



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
FAX: (317) 232-5349

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

Thank you for attending this Public Hearing regarding the proposed I-465 and I-65 Interchange Modification Project. Please submit any comments regarding this project by using the space provided below. INDOT appreciates your attendance this evening and looks forward to working with the community during the development of this project.

INDOT Office of Public Involvement rclark@indot.in.gov

DATE: Tuesday, April 10, 2012

DES# 0902297

COMMENT:

I am a resident of the Moss Creek neighborhood located at Gray and Southport Roads.

As part of the I-465 and I-65 Interchange Modification Project, I would like to respectfully ask that INDOT consider erecting sound barriers along the portion of the I65 northbound shoulder that borders our neighborhood.

Thank you for any consideration given .

SIGNATURE: _____

Susan L. Rochner

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100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

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INDOT Office of Public Involvement rclark@indot.in.gov

DATE: Tuesday, April 10, 2012

DES# 0902297

COMMENT:

WE live in Moss Creek Subdivision
which is bordered by I65 AND Southport Rd

There is constant noise from I65 traffic.

This noise is loud enough to be heard inside
our very well insulated house.

Please, please, please consider putting up
noise barriers along I65

With the proposed I-465 & I65 modification, this
traffic noise will only increase.

Tom & Nancy Quill
4751 Moss Ln
Indianapolis, IN 46237

SIGNATURE:

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100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

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INDOT Office of Public Involvement rclark@indot.in.gov

DATE: Tuesday, April 10, 2012

DES# 0902297

COMMENT:

As one of the residents of Moss Creek addition I feel it is imperative that the noise wall proposed as part of the I465 I65 interchange project be carried all the way to Southport road. The noise level is increasing at a steady pace over the last few years with the ever increasing traffic on I65. This project not only could ease the congestion but also increase the traffic flow even more.

SIGNATURE:

Thomas A. Branstetter

4752 Moss Lane

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Indianapolis, Indiana 46204

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FAX: (317) 232-5349

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INDOT Office of Public Involvement rclark@indot.in.gov

DATE: Tuesday, April 10, 2012

DES# 0902297

COMMENT:

The proposal to add lanes to I-65 will solve one problem but will surely create an additional noise problem in our neighborhood. Highway noise is already deafening here. Without the addition of noise walls, this project makes no sense. Please reconsider by adding noise walls or at least cover the noisy concrete with asphalt to limit the noise. I suspect people on our street (Byrd Drive) have already suffered hearing loss because of this highway

SIGNATURE: Alfred R. Sutyring - Mary J. Lutyring

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K-78

3402 Byrd Drive
Indpls, Ind



INDIANA DEPARTMENT OF TRANSPORTATION

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100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
FAX: (317) 232-5349

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INDOT Office of Public Involvement rclark@indot.in.gov

DATE: Tuesday, April 10, 2012

DES# 0902297

COMMENT:

We live in Moss Creek subdivision. We are requesting a noise barrier because of our close proximity to I-65 and Emerson - Southport Road

*Mike + Barbara Guffin
4767 Moss Lane
Indpls 46237*

SIGNATURE: _____

Faxed K
mailed 4-23-12



INDIANA DEPARTMENT OF TRANSPORTATION
Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
FAX: (317) 232-5349

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

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INDOT Office of Public Involvement rlark@indot.in.gov

DATE: Tuesday, April 10, 2012

DES# 0902297

4-20-12

COMMENT:

As residents of Moss Creek, we are requesting serious consideration to be included in the I-465-I-65 modification project.

From a Shereyas perspective, it might not appear that there is a need for a sound barrier wall, but there is. We absolutely love our home & neighborhood, but we struggle with daily noise pollution. We believe this would improve our quality of life as the noise also affects us at bedtime. The 33% increase in traffic flow will also equate to a 33% increase in noise pollution. We respectfully request that our neighborhood be surveyed and that the outcome

SIGNATURE: will be that we are included in the project.

Thank you!

James A. & Lisa M. Curran

www.in.gov/dot/
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(317) 782-6043
K-80 4548 Moss Creek Terrace
111-127



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
FAX: (317) 232-5349

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Michael B. Cline, Commissioner

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INDOT Office of Public Involvement rclark@indot.in.gov

DATE: Tuesday, April 10, 2012

DES# 0902297

COMMENT:

I would like to know why a Noise Wall is being proposed for I-65 Northbound (Near Edgewood Ave)?

Instead of at I-65 Southbound (between I-465 + Thompson Rd)

I-65 Southbound is where the added travel lanes are going. Meaning MORE Traffic and MORE NOISE

NOISE WALL

needed at

I-65 Southbound

(Between I-465 and Thompson Rd)

SIGNATURE:

Barbara J. Bush

4/11/12

www.in.gov/dot/

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property owner at:

3202 Redfern

mailing address:

102 W. Triab Ln.
Indpls, IN 46217

Noise Walls	
<input type="checkbox"/>	Analysis required for added capacity projects
<input type="checkbox"/>	Solicit input regarding constructability of proposed noise walls
<input type="checkbox"/>	Proposed noise wall locations
<input checked="" type="checkbox"/>	I-465 Eastbound
<input checked="" type="checkbox"/>	I-465 Westbound
<input type="checkbox"/>	I-65 Northbound (Near Edgewood Avenue)
<input checked="" type="checkbox"/>	I-65 Southbound (between I-465 + Thompson)

Clark, Rickie

From: Robert Vane [rdv5150@gmail.com]
Sent: Friday, April 27, 2012 7:16 PM
To: Clark, Rickie
Subject: Operation Indy Commute/Southeast Indianapolis

Mr. Clark:

Your name was given to me regarding the construction on I-65 on the southeast side; thank you for allowing us to express our opinions on this matter.

My house is in Moss Creek, and my backyard literally adjoins I-65. The noise from the interstate is highly noticeable all the time, and quite a nuisance most of the time. I've had problems getting my kids to sleep because of the noise, and I worry about how the noise is affecting my property value.

For a modest investment, the state--through its noise barriers--can made a huge, beneficial impact on my family's quality of life. On behalf of all of us who live in the neighborhood, especially on the properties that abut the interstate, I respectfully request you give your highest consideration to installing noise barriers.

Thank you and have a nice weekend,

Robert

Robert Vane
rdv5150@gmail.com

Clark, Rickie

From: David Beisinger [dbeisinger@comcast.net]
Sent: Friday, April 27, 2012 3:39 PM
To: Clark, Rickie
Subject: 65 and 465 revamp

Dear Mr. Clark,

I am a 21 year resident of the Lindburgh Highlands community, I was struck by the EF-3 tornado that demolished this area in 2002. When I moved in here it was like a park, it's the reason I bought here, even though we are just feet from the interstate you could hardly hear anything most days. After the tornado noise levels here have surpassed federal safety guidelines for noise levels and we were refused a sound proofing wall due to the idea that our properties didn't meet the qualifications value wise. I was on the original committee that met on this issue. I am very disheartened to hear of the plans for the 65/465 reconfiguration as well as the widening of 65 to include a sound proofing wall for only one small part of it near the Southport exit.

I would officially like to oppose these improvements as well as state my case that a noise canceling wall be put up so close to us yet our neighborhood who has suffered the most be left behind once more. Please note my email when considering this project as there are many of us here that feel we have been treated unfairly and we pay taxes too!

Sincerely,

David Beisinger

Clark, Rickie

From: Dave Toner [DToner@roncallihs.org]
Sent: Friday, April 27, 2012 1:03 PM
To: Clark, Rickie
Subject: I-65 Sound Barriers

Mr. Clark,

I am writing to implore the Indiana Department of Transportation to consider extending the impending sound barrier project along I-465 on Indianapolis' southside to include I-65 moving south from the I-465/I-65 interchange.

Our Roncalli High School campus sits just west of I-65 and just south of the joint interchange with I-465 and it would be a tremendous advantage for us to have the sound barrier installed along our common property line to reduce the ambient noise generated from the heavy interstate traffic.

We host many athletic events outdoors on our campus athletic fields in both the fall and spring and this sound barrier would benefit all of our students, staff, parents, and fans tremendously by reducing the high noise levels that exist each afternoon along I-65.

Your kind consideration in this important matter will be greatly appreciated.

Dave Toner
Director of Athletics
Roncalli High School

Clark, Rickie

From: HeidiRandall3650 [heidirandall3650@comcast.net]
Sent: Friday, April 27, 2012 12:32 PM
To: Clark, Rickie
Subject: Comment Forms for Reconstruct & Modification of I-65 & I-465 on southeast side of Indianapolis
Attachments: Childers20120427_0022.pdf; Jacobs20120427_0021.pdf

Dear Mr. Rickie Clark,

I am sending you comment forms on behalf of two of my neighbors. Neither of them use e-mail as a form of communication.

Please see attached from:

Carolyn Jacobs
3353 Byrd Drive

Sue Childers
3302 Byrd Drive

Sincerely,
Heidi Randall
3650 E. Thompson Rd.



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

Thank
Pro:

Idle promises abound; reality sends an icy shaft. In the early 60's when I65S divided south side neighborhoods, The News printed an article which stated that walls along the highway would be built for protection to the neighborhoods (I wish I had time to find that article in the archives). Forty years later when the tornado made Lindberg Highlands look like a war zone and the majority of the natural sound barriers were destroyed Mayor Bart Peterson met with neighborhood residents and assured them that all we had to do to get sound barriers for our neighborhood was to petition the Metropolitan Planning Department. This we did. We attended several meetings conducted by Mike Dearing, Manager of the MPO. We even had a letter from Congresswoman Julia Carson stating that we were deserving of a wall and that one would be forthcoming in 2010, the next date for improvements to I65S. That date was changed to 2012 and word was out (known to realtors) that our long time wall would become a reality. It is now 2012, work is soon to begin but we are not scheduled for a wall. What happened to our wall? Instead areas less populated and not nearly as close to the highway as we are, are getting OUR walls. Not fair, surely graft and corruption abounds to get walls for the currently designated areas.

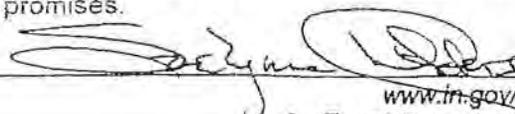
The reasons why we are much deserving are major problems:

SAFETY: Once two people lost their lives in my front yard as a result of an accident which landed in my front yard. The vehicles came off the highway and into my front yard. That's close; not like a hundred feet or more between private property and highway as is the case for the current recipients of the walls... People are constantly coming from the highway and crossing the fence resulting in thefts and interlopers who have no business walking through our yards. Mr. Dearing and the others he brought to view the area were appalled by the paths and places where the fence was bent down due to crossings.

POLLUTANTS: Noise and Greasy Dirt make it nearly impossible to carry on a conversation outside of the house and the grime is everywhere. The Dearing group told us to do sound tests. We tested Byrd, Chamberlain, and Lindberg Drives on both sides of the highway at different times of day and the decibels always exceeded levels which were listed as deafening. These findings were submitted in 2002/2003 and I believe they are included in this grouping... Because our streets in Lindberg Highlands are at right angles to I65S they are corridors which carry the sound into the neighborhood whereas the property which is horizontal to the highway buffers the sound thus lessening the effects. The Dearing group also commented on how dirty their cars became during the time they were parked in our neighborhood.

Ten years have passed since the tornado and trees are growing but not enough to do what trees that were 40 years or older did. The noise from the I65S/I465 interchange as well as that of passing traffic is deafeningly audible. Law enforcement does nothing to stop the jake brakes as we were promised they would do. We stopped attending planning meetings because we were told that we were on the list and we trusted those who told us. Meanwhile the entire north side from East to West Washington Street interchanges have received walls even areas where there are no houses.....The latest reason for us to not get walls, no money. Obviously the safety and health of the Lindberg Highlands neighborhood is less important than a wall to protect an open field or a wooded area. It's hard to have faith in the bureaucracy when all it produces is idle promises.

SIGNATURE:

 3302 Byrd Dr
www.in.gov/dot/

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INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
FAX: (317) 232-5349

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

Thank you for attending this Public Hearing regarding the proposed I-465 and I-65 Interchange Modification Project. Please submit any comments regarding this project by using the space provided below. INDOT appreciates your attendance this evening and looks forward to working with the community during the development of this project.

INDOT Office of Public Involvement relark@indot.in.gov

DATE: Tuesday, April 10, 2012

DES# 0902297

COMMENT:

I AM PRETTY PERTURBED BY THE FACT THAT THIS AREA WILL NOT BE RECEIVING A SOUND BARRIER WALL. AT THE TIME OF THE 2002 TORNADO MAYOR DART PETERSON PROMISED US A SOUND BARRIER WALL DUE TO THE FACT THAT ALL TREES WERE DESTROYED. HE TOLD US TO PRESENT A PETITION, WHICH WE DID. WE WORKED WITH DEERING AT THE SAME TIME AVALON HILLS WAS PETITIONING. FUNNY THING - THEY GOT ONE. WE SENT A COPY OF OUR PETITION TO JULIA CARSON AND SHE WROTE BACK THAT NOTHING WOULD BE DONE TIL THE I65 WAS WIDENED IN 2010. WE HAVE WAITED PATIENTLY AND NOW ITS 2012 AND YOU TELL US WE WON'T BE GETTING A WALL. YOU SAY THERE IS NOT MONEY FOR IT.

SINCE AVALON HILLS GOT THEIR WALL WE'VE SEEN THEM GO UP ALL ALONG I465-I69 BUT NOT EVEN 1 INCH SOUTH OF WASHINGTON STREET. WE HERE ON THE SOUTHSIDE ARE GETTING SICK AND TIRED OF PAYING PROPERTY TAXES AND SEEING ALL OF THEM SPENT ON THE NORTH SIDE.

WE ARE SICK AND TIRED OF THE NOISE THE DIRT AND THE FOUL AIR FROM THE STINKING I65. CAN'T KEEP THE BLACK DIRT OUT OF OUR HOUSES, CAN'T OPEN WINDOWS CAN'T SIT OUTSIDE AND HAVE A CONVERSATION. MANY OF US ARE LOSING OUR HEARING.

WE HERE IN THIS AREA FEEL AS IF WE ARE BEING DISCRIMINATED AGAINST. WE WOULD LIKE TO KNOW WHO ALONG I465 AND WHO AT EDGEWOOD RATES GETTING A WALL. WHO HAS THAT MUCH PULL. EDGEWOOD WHERE I65 CROSSES I465 IS NOTHING SPECIAL NOR IS THERE ANYTHING SPECIAL ALONG I465. THAT IS DISCRIMINATION AT ITS VERY WORST. WAIT TIL I START

SIGNATURE: Catalyn R Jacobs 3353 BURD DRIVE WRITING LETTERS TO THE EDITOR!

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YOU ARE NOT, HOWEVER,
AN EQUAL DISPENSER OF PUBLIC FUNDS.

Clark, Rickie

From: Edward George [edward.l.george@att.net]
Sent: Friday, April 27, 2012 10:45 AM
To: Clark, Rickie
Subject: Comment on I-465 at I-65 Interchange Improvement in Marion County

Request consideration be given to extending the noise wall on I-65 northbound near Edgewood Ave south to the interchange at Southport Rd. I live in the Moss Creek residential area. This area has homes backed up to I-65 on the Northbound side extending from the Southport exit north to Edgewood. The noise from the interstate traffic is so bad that it is often difficult to have a conversation outside in the homes closest to the highway, especially during heavy traffic.

The extension of the planned noise wall southward to the Southport interchange would greatly enhance the quality of life for the residents in this area. It is also a factor in selling a house, because many potential buyers decide against the area because of the loud road noise.

The planned interchange modification is a much needed improvement to the south side traffic flow, and is more than welcome. Extending the noise barrier a little further south on I-65 would make an even bigger difference in the quality of live of families living close to I-65 between Southport Road and Edgewood.

Thank for your consideration.

Edward George
6542 Moss Creek Place
317-781-1280

Clark, Rickie

From: Gregory Kile [gregorykile@sbcglobal.net]
Sent: Friday, April 27, 2012 10:31 AM
To: Clark, Rickie
Subject: Roncalli High School Sound Barrier

Please count me as one of the concerned parents who feels that a sound barrier will be required during the upcoming construction period. Roncalli works very hard to provide an environment in which their students can excel, any any distractions can only be detrimental.

Gregory Kile

TO: Rickie Clark
IN Dept of Transportation
100 N Senate Ave, Room N462
Indianapolis, IN 46204

April 26, 2012

From: Joseph D Essex
5639 S Kealing Ave
Indianapolis, IN 46227
AND 456 Concerned Indianapolis Residents

RE: PROPOSED RECONSTRUCTION PROJECT @ I-65 AND I-465 ON THE S-E SIDE OF INDIANAPOLIS

To all parties concerned;

The following petition contains signatures of individuals affected by the proposed I-65 and I-465 modification project on the southeast side of Indianapolis. No one is opposed to the addition of lanes or the reworking of ramps, we see the need for these daily.

We do, however, feel our safety and health is at risk. The proposed project has NO noise/safety barriers on I-65 or the ramps at the I-465 and I-65 interchange with the exception of a short one on the East side of I-65 at Edgewood Avenue. Which is the opposite side of the Interstate that a lane is being added on, the I-65 Southbound lanes between I-465 and Gray/Southport Road area. This we do not understand. We know the noise level is going to increase with the addition of a new lane, it is moving the noise closer to our homes. Was this ever considered in the noise study that was done?

We hear the noise increase on almost a daily basis, especially with semi trucks using their "Exhaust Brakes"(a procedure commonly called Jake braking, where the exhaust is redirected out of the air intake instead of the muffler to slow engine RPM) which rattles our windows and wakes us from a sound sleep. If a person truly knows how to drive a truck they do not need them on level terrain, their purpose is to keep from overheating your brakes when descending a downhill grade. We know our health is at risk from the noise and exhaust fumes. We are asking the Mayor and our City-County Councilors to adopt legislation that will stop this practice within the Indianapolis city limits.

We feel our safety is at risk from accidents, cargo spills, persons jumping the fence wanting gas or a telephone and vehicles leaving the Interstate and coming into our back yards and causing property damage or even worse, personal injury. I have on two separate occasions seen vehicles leave the Interstate and go through the fence into my neighbors back yards. I will not let my grandchildren play in my back yard.

Some of the names on this petition live outside the 500 feet area that the Indiana Department Of Transportation considers to be the only people affected. Some are parents of Roncalli High School students. They know their children are at risk every day they attend school. I can only imagine what it would be like if a truck lost control and plowed through the high schools sports complex that is adjacent to the Interstate. I am certain given more time we could have easily doubled the amount of names that we procured, but we only had 17 days to draft and solicit this petition to the people that feel they are affected, thereby stimulating comments to Indiana Department of Transportation. There were two affected areas that weren't covered due to time restraints.

We are asking for your help by having the Indiana Department of Transportation to reconsider installing noise/safety on all areas where lanes are to be added on the proposed project, we do not feel the cost should be an issue when it comes to the health and safety of Indianapolis residents. After all, this is the Crossroads of America and why should we get anything less than the other areas of the city.

Respectfully submitted by the 456 Indianapolis residents that has signed this petition asking that due diligence be applied to our request.

I am requesting that I be kept informed of your involvement and all decisions made regarding noise/safety barriers additions on the afore mentioned project.

Sincerely submitted,



Joseph D Essex, Chairperson, Concerned Resident 317-786-7873 or 317-626-9015

Encl. Project Information Handout

CC to the following:

Pamela Hickman
City/Co Councilor At Large
2141 City/Co Bldg
200 E Washington St
Indianapolis, IN 46204

John Barth
City/Co Councilor At Large
2141 City/Co Bldg
200 E Washington St
Indianapolis, IN 46204

Zach Adamson
City/Co Councilor At Large
2141 City/Co Bldg
200 E Washington St
Indianapolis, IN 46204

Leroy Robinson
City/Co Councilor At Large
2141 City/Co Bldg
200 E Washington St
Indianapolis, IN 46204

Jack Sandlin Dist 24
City/Co Councilor At Large
2141 City/Co Bldg
200 E Washington St
Indianapolis, IN 46204

Aaron Freeman Dist 25
City/Co Councilor At Large
2141 City/Co Bldg
200 E Washington St
Indianapolis, IN 46204

Vanessa Summers
State Representative
200 W Washington St,
3rd Floor East
Indianapolis, IN 46204

R. Michael Young
State Senator
200 W Washington St,
3rd Floor West
Indianapolis, IN 46204

Patricia L. Miller
State Senator
200 W Washington St,
3rd Floor West
Indianapolis, IN 46204

Michael R. Speedy
State Representative
200 W. Washington St,
Indianapolis, IN 46204

Governor Mitch Daniels
200 W Washington St
Room 206
Indianapolis, IN 46204

Mayor Gregory A Ballard
2501 City/Co Bldg
200 E Washington St
Indianapolis, IN 46204

Dan Coats
US Senator
1180 Market Tower Bldg
Indianapolis, IN 46204

Richard Lugar
US Senator
1180 Market Tower Bldg
Indianapolis, IN 46204

Andre Carson
US Representative
300 E Fall Creek Pkwy N Dr
Suite 300
Indianapolis, IN 46205

Michael B Cline
Commissioner
IN. Dept. of Transportation
100 N Senate Ave
Room N462
Indianapolis, IN 46204

NOTE: ORIGINAL COPIES OF PETITIONS ARE BEING HELD AT...
5639 S KEALING AVENUE
INDIANAPOLIS, IN 46227

PETITION FOR NOISE/SAFETY BARRIERS AT THE I-465/I-65 CONSTRUCTION PROJECT

WE THE UNDERSIGNED BEING RESIDENTS OF INDIANAPOLIS, INDIANA, COUNTY OF MARION, LIVING IN THE AREA SURROUNDING THE PROPOSED I-465/I-65 SOUTH CONSTRUCTION PROJECT DO HEARBY PETITION THE INDIANA DEPARTMENT OF TRANSPORTATION AND ALL PERSONS INVOLVED IN THE DECISION PROCESS TO SUPPLY AND INSTALL NOISE/SAFETY BARRIERS ON BOTH SIDES OF I-65, EAST AND WEST, AND ALL THE EXCHANGE AREAS FROM I-465 TO I-65.

Name	Address	Zip Code	Phone #
Brook J. Jankins	3431 Ferncliff Ave	46227	787-3881
Richard Williams	3471 Ferncliff Ave	46227	786-3003
John BANNISTER	3421 Ferncliff Ave	46227	786-3003
Mildred Davis	3422 Ferncliff Ave	46227	786-0122
Allen [unclear]	3411 Ferncliff Ave	46227	[unclear]
[unclear]	3413 Ferncliff Ave	46227	783-7437
JEFF DEER	3404 Ferncliff Ave	46227	402-9338
Hester [unclear]	3404 Ferncliff Ave	46227	402-9337
Joshua Campbell	3355 Ferncliff Ave	46227	362-0749
April Campbell	3355 Ferncliff Ave	46227	558-4823
Bradley Campbell	3355 Ferncliff Ave	46227	394-3486
Kayla Wiley	3355 Ferncliff Ave	46227	362-0749
Carrie Ann Herndon	3344 Ferncliff Ave	46227	938-3000
Daniel Herndon	3344 Ferncliff Ave	46227	938-3000
Dennis Snyder	3336 Ferncliff Ave	46227	796-7438
EMILY SNYDER	3336 Ferncliff Ave	46227	"
FRANK GOODALL	3325 Ferncliff Ave	46227	"
Robin Vandy	3305 E. Dow Ave	46227	786-6376
Tyler Bandy	3305 E. Dow Ave	46227	786-6376
JOE WAINSCOTT	7305 E Edgewood Ave	46239	338-9185
Paul [unclear]	3389 Royal Oak Dr	46227	"
Kathy Prilla	3423 Royal Oak Dr	46227	"
Carlos Prilla	"	"	"
DAVE YOUNG	5704 Kealing Av	46227	"
PRICISSILA YOUNG	"	"	"

PETITION FOR NOISE/SAFETY BARRIERS AT THE I-465/I-65 CONSTRUCTION PROJECT

WE THE UNDERSIGNED BEING RESIDENTS OF INDIA VAPOLIS, INDIANA, COUNTY OF MARION, LIVING IN THE AREA SURROUNDING THE PROPOSED I-465/I-65 SOUTH CONSTRUCTION PROJECT DO HEARBY PETITION THE INDIANA DEPARTMENT OF TRANSPORTATION AND ALL PERSONS INVOLVED IN THE DECISION PROCESS TO SUPPLY AND INSTALL NOISE/SAFETY BARRIERS ON BOTH SIDES OF I-65, EAST AND WEST, AND ALL THE EXCHANGE AREAS FROM I-465 TO I-65.

Name	Address	Zip Code	Phone #
J. Hoffmeyer	3354 Ferncliff	46227	784 3595
R	"	"	"
Clara [Signature]	3411 Ferncliff		755-2598
LARRY BRICKERT	3502 Ferncliff Ave		783-3603
Jimmie S. Brickert	3502 Ferncliff Ave.		783-3603
Mark Lane J.	3510 Ferncliff Ave		757-6644
Shirley Bennett	3510 Ferncliff Ave		757-1644
KEVIN GRELO	3518 FERNCLIFF AVE		224-4206
Shari Hurd	3518 Ferncliff Ave		513-2401
Ronald J. [Signature]	3621 Ferncliff Ave 46227		910-2650
Tobitha Mullen	3621 Ferncliff Ave 46227		
Patricia Stanton	3602 Ferncliff Ave 46227		501-2694
Andrew Aulo	3602 Ferncliff Ave 46227		511-1728
Frances A. Shemich	3602 Ferncliff Ave 46227		670-6809
Frank Sherman	3602 Ferncliff Ave 46227		402-1476
Emily Maxwell	3626 Keating Ct 46227		840-9622
Jim [Signature]	3626 Keating Ct 46227		
Doug Johnson	3615 Ferncliff 46227		
Rebecca Essif	5639 S Keating Ave 46227		786-7873
[Signature]	5639 S Keating Ave 46227		786-7873
Robert [Signature]	3621 Keating Ct 46227		
[Signature]	"	"	"
[Signature]	"	"	"
[Signature]	3537 Ferncliff Ave 46227		7502299
[Signature]	"	"	"

PETITION FOR NOISE/SAFETY BARRIERS AT THE I-465/I-65 CONSTRUCTION PROJECT

WE THE UNDERSIGNED BEING RESIDENTS OF INDIANAPOLIS, INDIANA, COUNTY OF MARION, LIVING IN THE AREA SURROUNDING THE PROPOSED I-465/I-65 SOUTH CONSTRUCTION PROJECT DO HEREBY PETITION THE INDIANA DEPARTMENT OF TRANSPORTATION AND ALL PERSONS INVOLVED IN THE DECISION PROCESS TO SUPPLY AND INSTALL NOISE/SAFETY BARRIERS ON BOTH SIDES OF I-65, EAST AND WEST, AND ALL THE EXCHANGE AREAS FROM I-465 TO I-65.

Name	Address	Zip Code	Phone #
Yella G. Quinn	3438 Redwood Dr		
Don. Cunningham	3429 Redwood		
Emily Manning	3414 Redwood Dr.	46227	
Michelle K. Smith	3403 Redwood	46227	
J. G. Galt	3336 REDWOOD	46227	
Jeanne ...	3336 Redwood	46227	
Bonnie ...	3404 Redwood Dr.	46227	
Beth ...	3404 Redwood Dr.	46227	
Yancy ...	PO BOX 208	46156	
David ...	3328 ...	46227	
La ...	3323 Redwood R.	46227	
Michael ...	3323 Redwood Dr	46227	
Marian ...	3315 Redwood Dr	46227	
Bob ...	3315 Redwood Dr	46227	
Open ...	3312 Redwood Dr.	46227	
Bob ...	3246 Redwood Dr.	46227	
Phyllis ...	3222 Redwood Dr	46227	
Al ...	3310 E. Dudley Ave	46227	
G ...	3310 E. Dudley Ave	46227	
Tom ...	3320 E. DUDLEY AVE	46227	
Eric ...	5665 S. GEEK ST.	46227	
B ...	3536 S. Dudley Ave	46227	
...	3536 S. Dudley Ave	46227	
...	3220 E. Dudley Ave	46227	
...	3302 E. Dudley Ave	46227	

PETITION FOR NOISE/SAFETY BARRIERS AT THE I-465/I-65 CONSTRUCTION PROJECT

WE THE UNDERSIGNED BEING RESIDENTS OF INDIANAPOLIS, INDIANA, COUNTY OF MARION, LIVING IN THE AREA SURROUNDING THE PROPOSED I-465/I-65 SOUTH CONSTRUCTION PROJECT DO HEARBY PETITION THE INDIANA DEPARTMENT OF TRANSPORTATION AND ALL PERSONS INVOLVED IN THE DECISION PROCESS TO SUPPLY AND INSTALL NOISE/SAFETY BARRIERS ON BOTH SIDES OF I-65, EAST AND WEST, AND ALL THE EXCHANGE AREAS FROM I-465 TO I-65.

Name	Address	Zip Code	Phone #
Mary Stepp	3401 Royal Oak Dr	46227	317-987-7431
Felipe Torres	3434 Royal Oak Dr	46227	
Ernie Callaway	3434 Royal Oak Dr	46227	
Heather Patrick	3503 Royal Oak Dr	46227	317-627-2442
Bob Patrick	3503 Royal Oak Dr	46227	
Anthony Patrick	3512 Royal Oak Dr	46227	
Camie Wilfong	3512 Royal Oak Dr	46227	
Brenda Beuchell	3523 Royal Oak Dr	46227	
Wendy Beuchell	3523 Royal Oak Dr	46227	
Michelle Beuchell	3523 Royal Oak Dr	46227	
Michelle	2111 S. Dale St	46227	
Michelle	2111 S. Dale St	46227	
Christy	5615 S. GALT ST	46227	
Van Combs	3214 E Dudley	46227	
Sandra Combs	"	"	"
Cynthia Combs	"	"	"
Robin Linn	3505 E Dudley	46227	
Karen Linn	3505 E Dudley	46227	
Richard A. Byrne	3443 Dudley	46227	
Wm. D. Byrne	3433 Dudley	46227	
Sandra Byrne	"	"	"
MIKE MOORE	3425 E Dudley Ave		317-908-1094
ANA MOORE	"	"	"
Jane Moore	3325 Dudley	46227	
Kathleen A. Moore	3325 Dudley	46227	

PETITION FOR NOISE/SAFETY BARRIERS AT THE I-465/I-65 CONSTRUCTION PROJECT

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Name	Address	Zip Code	Phone #
MARK FITZ	3606 WHALEN AVE	46227	317-786-3572
Ralph De Bono	3616 Whalen Ave	46227	317-787-4486
L. Indiana F. Bann	3616 Whalen Ave	46227	317-787-4486
Kevin Carney	3636 Whalen Ave	46227	317
Jarvis Carney	3626 Whalen Ave	46227	317-787-9658
Steve Rosnic	5801 S Keating Ave		317-783-2614
Stephanie Rosnic	5801 S Keating Ave		317-203-2614
Debra Witt	3103 Whalen Ave	46227	317-780-1433
Pat Witt	3105 Whalen Ave	46227	317-780-1433
Good Mungo	3524 East Brunswick Ave		317-654-1552
Kara Mungo	3524 East Brunswick Ave		317-374-9880
Dickie Lane	5835 S. Oak St.		317-786-1739
Paul W Boney	5835 S. Oak St.		" "
ROBERT HAWKINS	3611 ROYAL OAK DR	46227	317-965-9321
Anise Hawkins	3611 Royal Oak Dr	46227	317-965-9321
Grace Bechler	3443 Royal Oak Dr	46227	317-755-1549
Mary Brooks	3533 ROYAL OAK DR	46227	317-784-3597
Michelle Schmeck	3513 Royal Oak Dr	46227	317-783-9871
Brian Schmeck	3513 Royal Oak Dr	46227	317-783-9871
Brenda Barnett	3503 Royal Oak Dr	46227	317-407-1335
John Barnett	3503 Royal Oak Dr	46227	317-407-1335
Melissa Welch	3503 Royal Oak Dr	46227	317-407-1335
Walter Schmeck	3407 Royal Oak Dr	46227	317-223-5754
Tina Schmeck	3407 Royal Oak Dr	46227	
Lilburn Stapp Jr	3401 " "	46227	317-787-7431

PETITION FOR NOISE/SAFETY BARRIERS AT THE I-465/I-65 CONSTRUCTION PROJECT

WE THE UNDERSIGNED BEING RESIDENTS OF INDIANAPOLIS, INDIANA, COUNTY OF MARION, LIVING IN THE AREA SURROUNDING THE PROPOSED I-465/I-65 SOUTH CONSTRUCTION PROJECT DO HEARBY PETITION THE INDIANA DEPARTMENT OF TRANSPORTATION AND ALL PERSONS INVOLVED IN THE DECISION PROCESS TO SUPPLY AND INSTALL NOISE/SAFETY BARRIERS ON BOTH SIDES OF I-65, EAST AND WEST, AND ALL THE EXCHANGE AREAS FROM I-465 TO I-65.

Name	Address	Zip Code	Phone #
Fickman, John	2627 Keating Ct.	46227	(317) 788-8567
Leslie, [unclear]	3621 Keating Ct	46227	317) 258-5572
Robert Stevens	3621 Keating Ct	46227	317-258-8570
Wanda [unclear]	3621 Keating Ct	46227	314-695-6812
Theresa [unclear]	3627 Keating Ct	46227	317-788-8567
Alan [unclear]	3635 Keating Ct.	46227	317-222-5114
Malcolm [unclear]	3635 Keating Ct	46227	317-222-5114
Theresa [unclear]	3635 Keating Ct	46227	317-222-5114
Jammie Collins	3401 Edgewood Ave	46227	317-213-2212
Emma Phton	3401 Edgewood Ave	46227	317-788-1937
Tom [unclear]	3417 Edgewood Ave	46227	3
Matt Costello	3341 E Edgewood Ave		317 228-7192
Clyde Hamilton	6103 Rural Dr		317-514-7132
Maura Hamilton	6103 Rural Dr		
Donald McCallis	6103 Rural Dr		
Kevin Fellers	6101 Rural Dr.	46227	317 607-6898
Matt Wedge	3330 Busy Bee Ln	46227	
Michael Murphy	3340 Busy Bee Ln	46227	
Vaheis, L. [unclear]	3420 Busy Bee Ln		
Bastian [unclear]	3420 Busy Bee Ln		
Donna [unclear]	3315 Busy Bee Ln		
Patrick [unclear]	3303 Busy Bee Ln		
Shantell [unclear]	3303 Busy Bee Ln		
James [unclear]	3303 Busy Bee Ln		
Curtis [unclear]	3303 Busy Bee Ln		

PETITION FOR NOISE/SAFETY BARRIERS AT THE I-465/I-65 CONSTRUCTION PROJECT

WE THE UNDERSIGNED BEING RESIDENTS OF INDIANAPOLIS, INDIANA, COUNTY OF MARION, LIVING IN THE AREA SURROUNDING THE PROPOSED I-465/I-65 SOUTH CONSTRUCTION PROJECT DO HEREBY PETITION THE INDIANA DEPARTMENT OF TRANSPORTATION AND ALL PERSONS INVOLVED IN THE DECISION PROCESS TO SUPPLY AND INSTALL NOISE/SAFETY BARRIERS ON BOTH SIDES OF I-65, EAST AND WEST, AND ALL THE EXCHANGE AREAS FROM I-465 TO I-65.

Name	Address	Zip Code	Phone #
Ronald R. B... Carbara J. Bush	3202 Redfern	46227	784-2686
Tracy R. Bush	3202 Redfern	46227	784-2686
Mark E. ...	3150 LINDBERGH	46227	716-3759
Bob Hople	3211 LINDBERGH	46227	784-8476
John H. ...	3216 Lindbergh	46227	784-8476
Robert ...	3205 Lindbergh Dr.	46227	N/A
William ...	3136 Lindbergh	46227	
William ...	3136 Lindbergh	46227	
Stanley H. ...	4455 Rainbowline	46227	786-3562
William ...	3770 Chamberlain	46227	784-5114
Robert T. ...	4270 CHAMBERLAIN DR	46227	784-5114
Ronald ...	3770 Chamberlain Dr.	46227	784-5114
...	3214 Chamberlain	46227	786-2795
Belinda ...	3214 Chamberlain	46227	786-6798
KARAJEHI BARTON	3216 Chamberlain	46227	984-1216
William Barton	3216 Chamberlain Drive	46227	786-1246
...	3212 Chamberlain	46227	783-0335
...	3208 Chamberlain	46227	748-2361
...	3208 Chamberlain	46227	652-6107
...	3208 Chamberlain	46227	735-3223
...	3208 Chamberlain	46227	209-6344
Thomas ...	3202 Chamberlain Dr.	46227	491-2120
...	3202 Chamberlain Dr.	46227	(419) 467-7944
...	3213 Chamberlain Dr.	46227	517 788-4495

PETITION FOR NOISE/SAFETY BARRIERS AT THE I-465/I-65 CONSTRUCTION PROJECT

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Name	Address	Zip Code	Phone #
Paula R	5805 S. Gale		850-4807
Long Steven	5805 S. Gale		438-8967
Frank Bruce	5805 S. Gale		438-8967
Kristine Vonn	5800 S. Gale		417-1347
Kyle Vonn	5800 S. Gale		417-8344
Uma Murginaz	5800 S. Gale		417-1347
Donna Papp	5715 S. Gale St.		783-2801
Steve Papp	5715 S. Gale St.		783-2801
Benjamin Martin	3538 Whalen Ave		760-583-7783
Kick Cartlett	2537 Whalen Ave		317-788-1279
Alexis Scott	3537 Whalen Ave.		317-788-1279
Ronald McCord	3615 Whalen Ave.		317-783-1552
David Rosnie	5801 S. Keating Ave.		
Linda Thompson	5737 S. Keating Ave		782-3032
Rachel Thompson	5737 S. Keating Ave		782-3032
Nichole Thompson	5737 S. Keating Ave		782-3032
Robert Thompson	5737 S. Keating Ave		782-3032
Ronald Thompson	5831 S. Keating Ave		440-3182
James	3605 Whalen Ave		772-1373
James	3625 Whalen Ave		(317)796-9526
Frank	3803 S. Keating Ave		317-788-1218
Barbara Bruce	5806 S. Keating Ave		317-788-1218
Opal Kauts	5816 S. Keating Ave		317-783-2866
Rosetta Hittler	3223 Chamberlain Dr		
J Michael Hittler	3223 Chamberlain Dr		

PETITION FOR NOISE/SAFETY BARRIERS AT THE I-465/I-65 CONSTRUCTION PROJECT

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Name	Address	Zip Code	Phone #
Mark Ramsey	3811 S. Kyburg	46227	715 8395
W. Ramsey	3811 S. Kyburg	46227	715 7387
Jean Amato	3821 S. Kenting	46227	781-3492
Kerry Amato	3821 S. Kenting	46227	366 8814
Brian Amato	3821 S. Kenting Av	46227	380 2144
Charles Amato	3811 S. Kyburg	46227	429-7710
Wally Amato	3811 S. Kyburg	46227	222-5089
MARTIN DENCE	3626 E. Brunswick	46227	
Roberto Villegas	3621 E. Brunswick Ave	46227	317-802-1955
Kenneth Wright	3621 E Brunswick	46227	519-2599
SAMANTHA SCOTT	3606 E BRUNSWICK AVE	46227	317-628-8720
JAMES B. PRERT	3606 E BRUNSWICK AVE	46227	317-265-90
Joseph Martin	3538 E Brunswick Ave	46227	317 639 9308
Leo Martin	3538 E Brunswick Ave	46227	317 639 9308
Karen Brangell	3603 E Brunswick Ave	46227	311-446-5992
Brian Brangell	3603 E Brunswick Ave	46227	311-446-3599
R. WALKER	3011 E Brunswick Ave	46227	317-781-8758
Kent	5428 S Gate St	46227	217-260-7858
Thompson	5910 S Gate St		
James P. Martin	5846 S Gate St		317 26 75 787-7575
Jim & Keesler	3536 PARISH CT	46227	317-435-7722
MICHAEL SCHREIBERHART	3606 PARISH CT	46227	317 786 7125
PAUL & JENNIFER	" "	" "	" "
Phil & Susan	" "	" "	" "
JOHN & HEAR	5816 S Gate St	46227	7860794

PETITION FOR NOISE/SAFETY BARRIERS AT THE I-465/I-65 CONSTRUCTION PROJECT

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Name	Address	Zip Code	Phone #
Keavanna Wynn	5437 Cherryfield Dr	46227	(317) 310-6270
Kristal Lara	5128 Cherryfield Dr	46237	317-985-0928
Vicki Lang	5178 Cherryfield Dr	46237	317-983-1202
Tony Hooper	3818 Cherry Blossom Dr	46207	317-786-0245
Kelly Graham	5617 S. Keating Ave	46227	317-784-4227
Stephanie Coburn	5617 S. Keating	46227	317-784-4227
David Smith	3818 E. Bronsard Ave.	46237	317-784-2024
Lyndee H. Gibson	5506 Run Cherry Way		317-9164-3860
Tim Finn	5506 Run Cherry Way		317-964-3860
Jeffrey S. Watson	Run Cherry Way		317-764-3520
CATHERINE BLACK	Thompson Rd.		317-403-7889
D. W. BLACK	Thompson Rd.		" " "
Ruth Hurley	Thompson Rd.		
Geoffrey Ann Dickert	Thompson Rd.		317-784-9474
Fred S. ...	5518 Run Cherry Way		(207) 374-0710
Chris ...			
David ...	5524 Run Cherry Way		317-783-3789
Pat ...	5524 Run Cherry Way		" " "
David ...	5524 Run Cherry Way		" " "
Monica ...	5544 Run Cherry Way		(317) 916-0979
Maxine ...	5544 Run Cherry Way		(217) 916-0979
Chris ...	5544 Run Cherry Way		(317) 916-0979
Ken ...	5102 Run Cherry Way		317-782-4387
Anthony ...	5102 Run Cherry Way		317-782-4387
Rita ...	5515 Run Cherry Way		317-503-2759

PETITION FOR NOISE/SAFETY BARRIERS AT THE I-465/I-65 CONSTRUCTION PROJECT

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Name	Address	Zip Code	Phone #
Terrence Davis	5545 Rum Creek Way	46237	317-583-2759
Harold Smith	3817 Cherry Blossom Blvd	46237	913-684-7546
Scott Brown	5517 Cherry Blossom Blvd	46237	772-720-0111
NIKK MURPHY	5549 Cherry Field Dr	46237	260-494-6705
Kevin Murphy	5549 Cherry Field Dr	46237	317-332-7988
Tom Ellen	5615 Cherry Field Dr	46237	317-786-6579
Tom	5640 Cherry Field Dr	46237	317-445-3424
William C. Stone	5640 Cherry Field Dr	46237	
Frank	5542 Cherry Field Dr	46237	
Donald	5530 Cherry Field Dr	46237	317-784-3780
John	5520 Cherry Field Dr	46237	317-784-3780
John	3929 Jekyll Ct	46237	317-787-6818
John	3940 Jekyll Ct	46237	630-763-0189
Herman	3937 Jekyll Ct	46237	510-314-7451
John	3923 Jekyll Ct	46237	317-340-1481
Michael	3902 Jekyll Ct	46237	317-446-2521
CAROL	3902 Jekyll Ct	46237	317-446-2521
Robyn	3901 Maple Manor	46237	317-783-4381
Brian	3901 Maple Manor	46237	317-783-4381
Chris	3837 Maple Manor	46237	317-250-9778
Heather	3837 Maple Manor	46237	- - -
Jacob	3819 Maple Manor	46237	317-902-4883
Anna	3819 Maple Manor	46237	317-403-8212
Carol	3914 Maple Manor	46237	317-450-2459
Frank	3914 Maple Manor	46237	317-450-0469

PETITION FOR NOISE/SAFETY BARRIERS AT THE I-465/I-65 CONSTRUCTION PROJECT

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Name	Address	Zip Code	Phone #
HEIDI RANDALL	3650 E. THOMPSON	46237	791-1136
Tim Coleman	3315 Byrd Dr	46237	443-3486
Jenny Coleman	3315 Byrd Dr	46237	222-6476
Brcit Hani Hess	3314 Byrd	46237	716-9258
JASON HESS	3314 BYRD	46237	716-1660
Don Hale	3325 Byrd D.	46237	783-1183
Donna Hale	3325 Byrd D	46237	783-1183
AMANDA ROBBINS	3326 BYRD D.	46237	317-750-7673
JONATHAN ROBBINS	3326 BYRD D.	46237	317 750-7673
Alicia R. Lutjering	3402 Byrd Dr	46237	317-727-6846
Mary J. Lutjering	3402 Byrd Dr	46237	317-727-6846
Ridley L. Miller	3448 Byrd Dr	46237	317-209-7581
Daniel J. Byrne	3445 Byrd Dr	46237	317-757-8364
Sarah L. Byrne	3445 Byrd Dr	46237	317-757-8364
JACK L. Brown	3355 Byrd Dr	46237	317-783-0328
Jessie D. Brown	3355 Byrd Dr	46237	317 783-0328
Dee Lutjering	3357 " "	" "	317 783-7059
Marla Lutjering	3357 " "	46237	317 783-7059
Mary L. Kemp	3567 " "	46237	317 860-0728
William R. Kemp JR	3567 " "	46237	" "
William RT. Kemp	3567 Byrd Dr	46237	317 860-0728
Mary C. V. Kemp	3567 Byrd Dr	46237	" "
DALE BULLIS	3569 BYRD DR	46237	317 223 1742
PEGGY BULLIS	" " " "	" "	" "
Dee STAMP	3582 BYRD DR	46237	317 860-1555

PETITION FOR NOISE/SAFETY BARRIERS AT THE I-465/I-65 CONSTRUCTION PROJECT

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Name	Address	Zip Code	Phone #
Holly [unclear]	5045 Keating Ave	46227	353-4218
[unclear]	5009 S Keating Ave	46227	783-6977
[unclear]	5009 S Keating Ave	46227	783-6977
George Hill	5014 S Keating Ave	46227	353-4466
Holly [unclear]	5014 S Keating Ave	46227	828-5716
[unclear]	5014 S Keating Ave	46227	254-394-3880
Brenda [unclear]	5014 S Keating Ave	46227	254-394-3869
[unclear]	3612 Jekyll Ct	46237	791-1240
[unclear]	3612 Jekyll Ct	46237	791-1240
[unclear]	5535 Run Cherry Way	46227	599-9152
[unclear]	5535 Run Cherry Way	46227	599-7043
[unclear]	5535 Run Cherry Way	46237	783-5276
[unclear]	5535 Run Cherry Way	46237	783-5276
[unclear]	5535 Run Cherry Way	46237	783-5276
[unclear]	5535 Run Cherry Way	46237	783-5276
[unclear]	5511 Amber Creek Pl	46208	728-506
[unclear]	5511 Amber Creek Pl	46208	728-5155
[unclear]	5535 Run Cherry Way		783-5276
[unclear]	509 Cherry Blossom Blvd		who build 540-9972
[unclear]	509 Cherry Blossom Blvd		who build
[unclear]	5638 Cherryfield Dr		989-0022
[unclear]	5638 Cherryfield Dr		989-0417
[unclear]	5638 Cherryfield Dr		989-0415
[unclear]	5137 Cherryfield Dr		796-1645
[unclear]	5137 Cherryfield Dr		956-6822

PETITION FOR NOISE/SAFETY BARRIERS AT THE I-465/I-65 CONSTRUCTION PROJECT

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Name	Address	Zip Code	Phone #
Rodrigue Schaad	3582 Byrd Dr.	46237	317-788-0155
David Williams	3585 Byrd	46237	787-0836
BILLIE WILLIAMS	3585 Byrd	46237	787-0336
Lenna Stephens	3349 Byrd	46237	783-2390
Maat Stephens	3349 Byrd	46237	783-2390
Susan Josche	3301 Chamberlin Dr	46237	755-3157
Fan Wang	3305 Chamberlin Dr.		7864218
Barbara Davis	" "	" "	" "
Bunny Madear	3321 Chamberlin Dr.		317-363-1263
Sue Burl	" "	" "	317-946-9562
Alyse Burl	" "	" "	" "
Esther Koebel	3447 Chamberlin Dr		317-797-2782
Delores Bostic	3453 Chamberlin Dr.	46237	
Harry D. Bostic	3453 Chamberlin Dr	46237	
MATILDA MAYNARD	3515 CHAMBERLIN DR	46237	
LEONARD MAYNARD	3515 CHAMBERLIN DR	46237	
Ami Rogers	3776 Chamberlin Dr.		317-502-5935
Tim Rogers	3776 Chamberlin Dr.		317-502-5935
Velma J. Turpin	3510 Chamberlin Dr.		317-787-6936
Elizabeth Hilders	3302 Byrd Dr	46237	317-786-7011
David Hilders	3312 Chamberlin Dr	46237	317-786-6152
Doug Akowar	3312 Chamberlin Dr	46237	317-522-8257
Ray Flynn	3320 Chamberlin Dr.	46237	317-788-9167
Kathleen Ripley	3320 Chamberlin Dr.	46237	317-788-9167
Carrie Greener	4620 S. Sherman Dr	46237	

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Name	Address	Zip Code	Phone #
Noraleen Young	3410 Chamberlin	46237	317-786-4561
Richard Young	3410 E Chamberlin	46237	317-786-4561
Chirlotte Harz	4620 S. Sherman Dr	46237	
Relford Green II	4620 S. Sherman Dr	46237	
GINGER WEBER	4600 S SHERMAN	46237	
NANCY O'BRIEN	3435 LINDBERGH	46237	786-4282
Tim Lynch	3425 Lindbergh Drive	46237	3
Mike Lansing	3401 Lindbergh Ave	46237	317 783-7053
Colleen Waters	3304 Lindbergh Dr.	46237	317.753.8729
Paul Waters	3304 Lindbergh Dr	46237	317.753-1043
J. D. Dusek	3310 Lindbergh Dr	46237	317 786-9667
Grey Manning	3400 Lindbergh Dr.	46237	317 780-9691
Kathy Manning	3400 Lindbergh Dr.	46237	317 780-9691
MALCOLM EMMACK	3302 E Lindbergh Dr	46237	317-786-2751
BARBARA EMMACK	" "	" "	" "
CAROLYN R. JACOBS	3353 BYRD DR	46237	317-783-2419
Patricia S. Kelly	3660 E. Thompson Rd	46237	317-786-7287
Kithe A. Bradley	" " " "	" "	" "
LOWELL ROBINSON	3218 ST CHARLES PL	46227	---
STEVE NEAL	5055 S DEAR CROWN ST	46227	7873787
LORETTA NEAL	" " "	" "	" "

PETITION FOR NOISE/SAFETY BARRIERS AT THE I-465/I-65 CONSTRUCTION PROJECT

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Name	Address	Zip Code	Phone #
Anne Shirley	6312 S Sherman	46227	-
R. Bushnell	3550 E Parkway Dr		---
Yalburg Hall	6322 S Sherman	46227	---
Jim	6335 S Sherman	46227	-
Katy Jordan	6335 S Sherman	46227	-
John	6335 S Sherman	46227	---
Tim Cook	6332 S Sherman	46227	-
Wanda Cronin	6425 S Sherman Dr	46227	
Larry Cronin	6425 S Sherman Dr	46227	
Harold Gray	6475 S Sherman Dr	46227	
Wanda Gray	6475 S Sherman Dr	46227	
James Gray	6475 S Sherman Dr	46227	
Ricci Grant	3550 E Parkway Dr	46227	
Jerry Grant	3560 E Parkway Dr	46227	
Gerard Gray	3545 Parkway Dr	46227	
Henry Gray	3545 Parkway Dr	46227	
Mr. McCornell	3411 E Parkway Rd	46227	

Clark, Rickie

From: Colleen Glander [cglander@comcast.net]
Sent: Sunday, April 22, 2012 5:29 PM
To: Clark, Rickie
Subject: sound barrier

Dear Rickie

I am writing to inform you that a sound barrier along I-65 and the Roncalli High School property line is needed.

I understand that work will begin soon along that stretch of I65 and am hoping a sound barrier is included.

It is extremely loud along the border of our property where our tennis courts sit.

Thank You,

Colleen Glander

Clark, Rickie

From: Heskett, Mary A [mheskett@iupui.edu]
Sent: Sunday, April 22, 2012 5:38 PM
To: Clark, Rickie
Subject: sound barrier

Hello
I am writing to ask you to support the installation of a sound barrier on the property that borders Roncalli high school at 465 and I 65. The sound barrier would be so beneficial to keep the noise down for the students in the classroom as well as those using the sports facilities nearby. These are installed near neighborhoods so they should be installed here as well.
thank you.

Mary Heskett

Clark, Rickie

From: Joe Cambron [cambron_j@milfordschools.org]
Sent: Sunday, April 22, 2012 5:47 PM
To: Clark, Rickie
Subject: I65 sound barrier

Mr. Clark-

Please consider installing the sound barrier along I65 near the Roncalli High School border. It would improve the educational and athletic environment.

Thank you for your consideration,

Joe Cambron

Clark, Rickie

From: Anne Wolf [anne.wolf1@comcast.net]
Sent: Sunday, April 22, 2012 6:56 PM
To: Clark, Rickie
Subject: Sound Barrier along I-65 and Roncalli High School

Dear Mr. Clark,

I am writing in support of the installation of a sound barrier along I-65 and the perimeter of Roncalli High School. Several of Roncalli's athletic teams hold practices and sporting events on the property that borders I-65. The noise generated by the interstate traffic makes it very challenging to hear coaches instructions, referee calls, etc. My son is on the tennis team and the noise definitely interferes with the ability of tennis opponents to communicate calls and scores with each other when matches and practices are held on our property. A sound barrier could greatly reduce the current noise level and would have a positive impact on our students.

Thanks you for your consideration.

Sincerely,
Anne Wolf

Clark, Rickie

From: Chris Gin [csgin@sbcglobal.net]
Sent: Sunday, April 22, 2012 7:16 PM
To: Clark, Rickie
Subject: Sound Barrier

Rickie Clark,

I am emailing you regarding the reconstruction project for I-465 and I-65 interchange. As a former player and current coach, I urge you to consider a sound barrier for our Roncalli tennis courts. The noise from the interstate is very distracting as well as impeding coaching to a certain degree. The noise is unfair to players, fans, and coaches. This makes Roncalli a very unpleasant place to play. Please feel free to contact me with any questions or concerns.

Thanks for your consideration,
Chris

Clark, Rickie

From: Paula Hundley [drewsmom613@sbcglobal.net]
Sent: Sunday, April 22, 2012 7:29 PM
To: Clark, Rickie
Subject: I-65 sound barrier

Hello:

We would be in total favor of a sound barrier being installed along I-65 next to the east boundary of Roncalli High School.

Thank you,
Paula Hundley
Sent from my iPhone

Clark, Rickie

From: Scott Houser [SHouser@roncallihs.org]
Sent: Monday, April 23, 2012 9:30 AM
To: Clark, Rickie
Subject: 465/65 South noise barriers

Hello,

I am a south side resident. I live and work within shouting distance of the I 465 and I 65 interchange on the south side of Indianapolis. My address is 4609 S. Rural St. and I work at Roncalli High School. I would be in full support of any measures that would lessen the drone of highway noise from this area of the south side. I'm sure that noise barriers would increase the quality of life for many of my neighbors as well.

Scott Houser

Clark, Rickie

From: Tim Puntarelli [TPuntarelli@roncallihs.org]
Sent: Monday, April 23, 2012 9:01 AM
To: Clark, Rickie
Subject: Sound barriers

Dear Mr. Clark,

I assume you will be bombarded with emails concerning the construction of the sound barriers on Indy's southside. As a football coach at Roncalli High School, I have spent years competing with the noise from the interstate traffic because our practice field butts up against the stretch of 465 upon which you intend to work. ANY relief from the constancy of the noise, or ANY reduction of that noise will be a welcome event for our football program!

I thank you in advance for consideration of this project.

Sincerely,

Tim Puntarelli

Dean of Students
Assistant Football Coach
Roncalli High School

Clark, Rickie

From: Bruce Scifres [BScifres@roncallihs.org]
Sent: Monday, April 23, 2012 9:06 AM
To: Clark, Rickie
Subject: Noise Barriers

Rick,

My name is Bruce Scifres. I am the head football coach at Roncalli HS. Our practice field runs right along I-65 South. I am writing to appeal to INDOT to install sound barriers down I-65 South at least between 465 and Southport Road. The noise in the evenings as we are conducting practice is very loud, where it makes conducting practice close to that fence very difficult! To tell you the truth, I just had surgery on my vocal chords this past December because of excessive vocal strain. Anything you could do to help get these noise barriers installed would be much appreciated. Thank you!!

Clark, Rickie

From: Keith Hatfield [KHatfield@roncallihs.org]
Sent: Monday, April 23, 2012 9:24 AM
To: Clark, Rickie
Subject: Roncalli High School

Mr. Clark,

My name is Keith Hatfield and I am the head baseball coach at Roncalli. I was recently told that there is a possibility that a sound barrier will go up along I65 right by the baseball field. This would be awesome!! As of right now, I have been to the doctor on many occasions for throat infections because of yelling. My outfield is not able to hear me from the dugout because all of the noise. But more importantly, it is a safety hazard. My outfielders are always complaining about how they can not hear each other call for a fly ball. I am just waiting for the day when two outfielders collide at full speed because they could not hear each other.

I know a sound barrier may not completely fix the problem, but it will make the baseball field a much safer and more enjoyable environment.

Thanks you for your time.

Keith Hatfield

Clark, Rickie

From: Scott Houser [SHouser@roncallihs.org]
Sent: Monday, April 23, 2012 9:30 AM
To: Clark, Rickie
Subject: 465/65 South noise barriers

Hello,

I am a south side resident. I live and work within shouting distance of the I 465 and I 65 interchange on the south side of Indianapolis. My address is 4609 S. Rural St. and I work at Roncalli High School. I would be in full support of any measures that would lessen the drone of highway noise from this area of the south side. I'm sure that noise barriers would increase the quality of life for many of my neighbors as well.

Scott Houser

Clark, Rickie

From: Jay Wetzel [jwetzel@roncallihs.org]
Sent: Monday, April 23, 2012 10:47 AM
To: Clark, Rickie
Subject: I-65 & I-465 sound barrier

Rickie,

I am the boys' tennis coach at Roncalli High School and was alerted that there is some potential for a sound barrier to go up as reconstruction is done near the I-465 and I-65 interchange. I am writing to support the addition of a sound barrier there. Our courts are up by the interstate and simply put, the interstate is very loud on the courts. Often, it is so loud that it is hard to hear someone call out the score during a match. I also work out in Roncalli's bubble gym and even with the roar of the fan that keeps the bubble inflated and the air conditioning that runs in the summer, you can still hear the interstate over those as well.

If I can be of any more help to you in this manner, please feel free to contact me. I can be reached at this e-mail and my cell phone number is 317-513-8009.

Thank you for your time and for considering the construction of a sound barrier as part of the reconstruction by the I-465 and I-65 interchange.

Regards,

Jay Wetzel

Clark, Rickie

From: Patty Armbruster [pambruster@cyoarchindy.org]
Sent: Monday, April 23, 2012 10:58 AM
To: Clark, Rickie
Subject: sound Barrier

I live along 65 south just along Shelby and Raymond and would love a sound Barrier put up like the east side and north have had, please consider this we would love to be able to leave our window open at night,
Thank you for your consideration.

Patty Armbruster
953 Hervey Street
Indianapolis, IN 46203

Clark, Rickie

From: Bell Kimberly [Kimberly.Bell@franciscanalliance.org]
Sent: Monday, April 23, 2012 11:10 AM
To: Clark, Rickie
Subject: Sound Barrier Wall

Dr. Mr Clark,

I would like to express my wish for a sound barrier wall to be constructed on the east bound side of the I 65 and I465 construction to be done. I believe this is both a safety issue and a needed sound protectant for the students at Roncalli High School. My children attended there and I still have nieces attending.

Thank you,
Kimberly Bell
Kimberly.bell@franciscanalliance.org

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Clark, Rickie

From: kmbellinger@comcast.net
Sent: Monday, April 23, 2012 11:13 AM
To: Clark, Rickie
Subject: I465-I65 Interchange Modification- #0902297 - Comment Form attached
Attachments: I465I65InterchangeMod-NoiseBarrier-KMB-Moss Creek.pdf

Mr. Clark,

I have attached a copy of a signed comment form noting my support for installing noise barriers along I-65 in the vicinity of the Moss Creek development (east of _65, north of Southport Road)

Sincerely,
Karen Bellinger
6532 Moss Creek Circle
Indianapolis, IN 46237-2900

(317) 783-7197 (home)



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
FAX: (317) 232-5349

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

Thank you for attending this Public Hearing regarding the proposed I-465 and I-65 Interchange Modification Project. Please submit any comments regarding this project by using the space provided below. INDOT appreciates your attendance this evening and looks forward to working with the community during the development of this project.

INDOT Office of Public Involvement rclark@indot.in.gov

DATE: Tuesday, April 10, 2012

DES# 0902297

COMMENT:

I fully support the project to place noise barriers along I-65.

I am a resident of Moss Creek, and the noise from the interstate is constant. When large trucks go over the bridges and overpasses the noise and vibrations are very annoying, particularly in the evening. There also is a constant hum of background traffic noise.

From what I have heard from neighborhoods who had the noise barriers installed, there was a tremendous noise reduction. Please include the area near and around Moss Creek in the project for noise reduction barriers. Moss Creek development is on the east side of I-65, north of Southport Road.

Thank you for your consideration of this matter.

Sincerely,

Karen M. Bellinger

6532 Moss Creek Circle
Indianapolis, IN 46237-2900

(317) 783-7197, home

(317) 226-6422, work Mon-Thur.

SIGNATURE:

www.in.gov/dot/
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Clark, Rickie

From: Jerre McManama [JMcManama@roncallihs.org]
Sent: Monday, April 23, 2012 11:22 AM
To: Clark, Rickie
Subject: I-65 Sound Barriers

What great news I received today, Mr. Clark, from Roncalli High School president Joe Hollowell per INDOT's plan to install sound barriers along I-65.

As a 12-year assistant football coach at Roncalli, I cannot tell you the number of times I've struggled to "get my point across" to my position players as we've practiced alongside I-65 on our Interstate-bordered practice field. It's maddening and frustrating to 'wrestle against' the imposing sound emanating from the highway.

A sound barrier between the Interstate and Roncalli's practice fields, ball diamonds, and tennis courts would truly be a Heaven sent blessing!!!

I hope that it materializes sooner rather than later. If it does happen, my voice, ears, and players thank you in advance.

Please let me know if I can help you or provide any assistance in any way.

GO REBELS!

~JerreMc

Sent from my iPhone

Clark, Rickie

From: Mark Wallem [Mark.Wallem@pcg.com]
Sent: Monday, April 23, 2012 11:39 AM
To: Clark, Rickie
Subject: Sound barrier on I65 by Roncalli High School property

Mr. Clark,

I have been informed that there will be some work done on the I465/I65 interchange coming up in the future. I have coached football in the CYO system for 5 years now and we have games each year at Roncalli High School. When using the athletic fields that abut the right-of-way of I65, the noise makes it extremely difficult to instruct the kids. Would it be possible to include the installation of a sound barrier wall along the property line of Roncalli as it runs along I65? Please consider this as you prepare the bid packages for your project.

Respectfully,

Mark Wallem
Advanced Estimator
Performance Contracting Inc.
9810 Mayflower Park Drive, Suite 300
Carmel, IN 46032
(317)872-7505 ext.102 - office
(317)872-4754 - fax
(317)697-7679 - cell



Clark, Rickie

From: Teresa Sanford [tasanford@yahoo.com]
Sent: Sunday, April 22, 2012 7:52 PM
To: Clark, Rickie
Subject: Sound Barrier

I'm e-mailing you to request the installation of a sound barrier along the Roncalli High School property line and I-65. Thanks!

Teresa Sanford

Clark, Rickie

From: Donna Heinekamp [heinekampdonna@gmail.com]
Sent: Sunday, April 22, 2012 8:47 PM
To: Clark, Rickie
Subject: Sound barrier

Please install a sound barrier along the Roncalli High School property line and I-65.

Clark, Rickie

From: Andrew W Roessler [roessler_andrew_w@lilly.com]
Sent: Sunday, April 22, 2012 10:14 PM
To: Clark, Rickie

Rickie

A sound barrier for Roncalli is needed to block the I 65 traffic noise.

Thanks,

Andy Roessler

Clark, Rickie

From: Cindy DeLong [Cindy.DeLong@AES.com]
Sent: Monday, April 23, 2012 7:06 AM
To: Clark, Rickie
Subject: Install Sound Barrier at Roncalli High School

Please accept this request to install a sound barrier along the stretch of Interstate 65 which runs along side the east property line of Roncalli High School. It would be of great advantage to Roncalli to have a sound barrier installed along this property line to reduce the noise generated by the I-65 traffic as it moves even closer to the Roncalli property.

Thank you.

Cindy DeLong
310 W. Southport Road
Indianapolis, IN 46217

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Clark, Rickie

From: Brad Shepherd [brad-stacy@sbcglobal.net]
Sent: Monday, April 23, 2012 8:02 AM
To: Clark, Rickie
Subject: I65 Sound Barrier

Mr Clark-

I am writing in regards to the I65/I465 reconstruction project. My understanding is that this project will be running along side the eastern boundary of Roncalli High School. I am asking you to please install sound barriers along the Roncalli High School Property Line. As the interstate is getting closer to the property line, the sound barriers are needed to reduce the noise being generated from the interstate.

Thank you for your consideration in this matter.

Sincerely,
Stacy Shepherd

Clark, Rickie

From: Brad Shepherd [BShepherd@hubgroup.com]
Sent: Monday, April 23, 2012 8:20 AM
To: Clark, Rickie
Subject: I-65 Sound Barrier

Mr Clark-

I am writing in regards to the I-65/I-465 reconstruction project. My understanding is that this project will be running along side the eastern boundary of Roncalli High School. I am asking you to please install sound barriers along the Roncalli High School Property Line. As the interstate is getting closer to the property line, the sound barriers are needed to reduce the noise being generated from the interstate.

Thank you for your consideration in this matter.

Sincerely,
Brad Shepherd

Clark, Rickie

From: Greg Strack [gstrack@sbcglobal.net]
Sent: Monday, April 23, 2012 8:18 AM
To: Clark, Rickie
Subject: sound barrier along 65 by Roncalli High School

Please intall the above as part of the I 65 remodel

Clark, Rickie

From: Joe Hollowell [JHollowell@roncallihs.org]
Sent: Monday, April 23, 2012 8:24 AM
To: Clark, Rickie
Subject: Barriers Along I-65

Dear Mr. Clark,

On behalf of our staff and 1,100 students I am writing to let you know that we are excited about the possibility of having sound barriers installed along the I-65 corridor adjacent to our property. We have many athletic fields that are right next to the interstate and the sound from the traffic has been a nuisance for our student athletes and our soccer, baseball, tennis, football, and softball coaches and fans for many years now. Installation of these proposed barriers would be a real benefit to these people.

If I can be of any assistance in this matter or if there are others to whom I should direct this request for assistance please let me know at your convenience.

Thank you! God bless you in your work!

Joseph D. Hollowell
President
Roncalli High School
317-788-5580

Clark, Rickie

From: David Wolf [dwolfdds@ameritech.net]
Sent: Monday, April 23, 2012 8:28 AM
To: Clark, Rickie
Subject: sound barrier at Roncalli

any type of sound barrier would be welcomed along I-65 adjacent to Roncalli high school to cut down on highway noise that interferes with all outdoor functions on the school property. Any support you can offer to this project would be greatly appreciated.

Dr dave wolf

Roncalli parent and past board member

Clark, Rickie

From: Schwab, Shauna L [Shauna.Schwab@anthem.com]
Sent: Monday, April 23, 2012 8:34 AM
To: Clark, Rickie
Subject: Sound Barrier

I'm writing to request that a sound barrier be installed near the Roncalli High School property to help buffer the traffic noise from the interstate to the school. Please take into consideration the students of Roncalli and have a sound barrier built.

Thank You,
Shauna Schwab – Parent of Roncalli High School student.

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Clark, Rickie

From: Scifres, Rebecca
Sent: Monday, April 23, 2012 8:36 AM
To: Clark, Rickie
Subject: Roncalli High School/Sound Barrier I am a parent/aunt of current/past Roncalli students

I understand the Indiana Department of Transportation is embarking on a reconstruction project regarding the I-465 and I-65 interchange, just to the east of Roncalli's campus. The project extends along the stretch of Interstate 65, which runs alongside the east property line of Roncalli. It would be of great advantage to Roncalli to have a sound barrier installed along this property line to reduce the noise generated by the I-65 traffic as it moves even closer to Roncalli.

Becky Scifres

Accountant

Finance Division

Indiana State Department of Health

2 N. Meridian Street, 2-C

Indianapolis, IN 46204

rscifres@isdh.in.gov

317.234.3436

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Clark, Rickie

From: rmitto@aol.com
Sent: Monday, April 23, 2012 12:33 PM
To: Clark, Rickie
Subject: RHS sound barrier

Dear Mr. Clark:

I recently learned there is consideration of installation of a sound barrier wall along the east property lines of Roncalli High School, and I wanted to request this indeed takes place.

The athletic fields are adjacent to the interstate and the kids cannot hear their coaches nor each other due to the I65 traffic noise. As a spectator, it is difficult to hear the umpires or other officials due to the noise. There are also trails for meditative walks nearby, and the interstate noise pollution impedes the purpose of these walks. It's a shame a sound barrier wall hasn't been installed yet given the school's long and rich history.

Thank you in advance for your consideration. Please feel free to contact me if I can be of any assistance.

Best regards,

Rose Mitto
881-9737 work
431-2662 cell

Clark, Rickie

From: Tim Hansell [thansell@entercom.com]
Sent: Monday, April 23, 2012 1:09 PM
To: Clark, Rickie
Subject: Serious concern regarding I-65 and Southport Road

Importance: High

Mr. Clark,

I am writing today in regards to a letter we received in our mailbox over the weekend concerning the INDY COMMUTE project.

The letter states that sound barriers are no longer part of the plan for the corner of I-65 and Southport road. This is very concerning, as my neighborhood (Moss Creek) desperately needs these sound barriers to improve our quality of life and to maintain our property value.

On numerous occasions 2010-2012, I have been made aware of the sound as a major reason many of the homes in our neighborhood remain vacant or unsold. Also... my home and the homes of the neighbors on each side of us, find it very difficult to hear and to communicate at times due to the sound level.

When purchasing our home, one of the selling points to us, was that this sound barrier was eventually going to be installed and that it would help the noise level significantly and improve our property value.

The bottom line, is that, my wife and I are fearful that our property value is declining, due to unsold houses in our neighborhood and because of the noise levels, and that we ask that the state add sound barriers back into this project. It would make our quality of life better, and preserve the value of our home.

Tim Hansell

Account Manager, Entercom Indianapolis

9245 N. Meridian Street, Suite 300

Indianapolis, IN 46260

O: 317-218-2270

C: 317-507-9525

F: 317-816-4080



Clark, Rickie

From: Tim Hansell [thansell@entercom.com]
Sent: Monday, April 23, 2012 4:05 PM
To: Clark, Rickie
Cc: LORA K HANSELL
Subject: RE: Serious concern regarding I-65 and Southport Road

In viewing the attached, it states the widening of I-65 from 465 South past Southport Road, which means that traffic will be even closer to our housing addition, (Moss Creek) which consequently would mean even more noise! PLEASE consider noise walls for this stretch of road up to Southport road from I-465!!

From: Clark, Rickie [mailto:RCLARK@indot.IN.gov]
Sent: Monday, April 23, 2012 3:39 PM
To: Tim Hansell
Subject: RE: Serious concern regarding I-65 and Southport Road

Good Afternoon Mr. Hansell,

Thank you for contacting INDOT regarding the proposed I-465 / I-65 interchange modification project. INDOT sincerely appreciated the opportunity to have met with members of the community during the public hearing on April 10th to present our current proposal. There are a number of impacts associated with this proposed project, not the least of which is noise. As evidenced during the hearing, many of the concerns were related to the location of the three proposed noise walls. INDOT will continue to evaluate this situation and will fully consider all of the comments we've received thus far and what we anticipate receiving over the next several weeks. During the hearing..... there certainly seemed to be very strong support for noise walls in other segments of the project area, INDOT encourages residents/ the community to submit comments regarding this project. I have made a copy of your e-mail and entered it into the official public record/public hearings transcript for review, evaluation and consideration by INDOT project officials.

Again, thank you for contacting INDOT regarding this proposed project. Also, I've attached a copy of INDOT's presentation from April 10th indicating the 3 locations where INDOT is proposing to construct noise wall. However, as stated, INDOT will fully consider public comments regarding noise impact in other locations of the project area.

Sincerely,

Rickie Clark, Indiana Department of Transportation
(317) 232-6601

From: Tim Hansell [mailto:thansell@entercom.com]
Sent: Monday, April 23, 2012 1:09 PM
To: Clark, Rickie
Subject: Serious concern regarding I-65 and Southport Road
Importance: High

Mr. Clark,

I am writing today in regards to a letter we received in our mailbox over the weekend concerning the INDY COMMUTE project.

The letter states that sound barriers are no longer part of the plan for the corner of I-65 and Southport road. This is very concerning, as my neighborhood (Moss Creek) desperately needs these sound barriers to improve our quality of life and to maintain our property value.

On numerous occasions 2010-2012, I have been made aware of the sound as a major reason many of the homes in our neighborhood remain vacant or unsold. Also... my home and the homes of the neighbors on each side of us, find it very difficult to hear and to communicate at times due to the sound level.

When purchasing our home, one of the selling points to us, was that this sound barrier was eventually going to be installed and that it would help the noise level significantly and improve our property value.

The bottom line, is that, my wife and I are fearful that our property value is declining, due to unsold houses in our neighborhood and because of the noise levels, and that we ask that the state add sound barriers back into this project. It would make our quality of life better, and preserve the value of our home.

Tim Hansell

Account Manager, Entercom Indianapolis

9245 N. Meridian Street, Suite 300

Indianapolis, IN 46260

O: 317-218-2270

C: 317-507-9525

F: 317-816-4080



Clark, Rickie

From: Mimi Berry-Huck [mimi@comlinkns.com]
Sent: Monday, April 23, 2012 4:58 PM
To: Clark, Rickie
Subject: sound barrier

I am contacting you to request that you consider placing a sound barrier along I-65 near Roncalli High School property.

Thanks,
Mimi
(317) 491-4249

Clark, Rickie

From: Steve and Terri Bradley [bradleyhouse6@sbcglobal.net]
Sent: Monday, April 23, 2012 6:05 PM
To: Clark, Rickie
Subject: Roncalli Sound Barrier

I am requesting the installation of a sound barrier along the Roncalli High School property line and I-65, please. Thank you.

Clark, Rickie

From: Cris Rasdell [crisrasdell@yahoo.com]
Sent: Monday, April 23, 2012 7:20 PM
To: Clark, Rickie
Subject: Proposed changes on South side.

Mr. Clark, I have heard about the proposed changes to interstate 65 on the southside of Indianapolis. I was pleased to hear about the changes because I have relatives and friends that live in the in the area, I also have worked out of the Southport post office and would welcome the sound barrier walls along the highway. It would reduce noise and also increase safety for everyone. I have been in the backyard at some family members homes and couldn't enjoy the day because of the noise, constant horns, trucks etc.

It already is a benefit in many other areas within the city, and has been a welcome not a complaint. The walls are beautiful and cost effective.

Thank you for your time,

Cris Lynn
crisrasdell@yahoo.com

Clark, Rickie

From: abbeyap@comcast.net
Sent: Monday, April 23, 2012 7:32 PM
To: Clark, Rickie
Subject: I65 and Southport exit

Dear Mr. Clark,

My parents have just shared with me that you are considering expanding I 65 at the Southport exit. This struck me as a big shock because the interstate is right near my house and I was already informed that you were going to put sound barriers up to block off the loud, annoying noises. I have a very hard time sleeping in the first place and have already made adjustments to deal with the noises at the moment. And I was looking forward to stop hearing my parents complain about the traffic as well. Now unfortunately, as you might know, expanding the interstate would just make all the loudness closer to my house; making it almost impossible to sleep. And for a 15 year old struggling with the busy highschool schedule, not only me but the other highschoolers that live near me need all the sleep we can get. The sound barriers I was promised seemed very exciting and gave me some hope that I would finally get some sleep and not be worried about the safety of my two younger brothers and I. It would be very easy to get past the thin barbwire gate that connects my yard from the interstate, and I would rather not risk my baby brother getting lost in his curiosity and wandering through to cause any accidents. Please try to see my side in all this, because expanding I 65 would be a big inconvenience for me, my family, and others around us.

Sincerely, Abbey Pittenger 4115 Moss Ridge LN

Clark, Rickie

From: Chris Barnett [barncm@gmail.com]
Sent: Monday, April 23, 2012 7:43 PM
To: Clark, Rickie
Subject: I-465 and I-65 Interchange Modification Project in Marion County

In writing in regards to the I-465 and I-65 interchange and modification project in Marion County. I live in the Moss Creek subdivision and would like to express my desire to have a sound barrier placed in this area. The noise from the interstate is very loud and creates many problems. One of which would be the resale value of our properties. I appreciate your time and any assistance you can provide in moving this project forward.

Sincerely,

Chris Barnett

Clark, Rickie

From: JRP [jpolly1043@sbcglobal.net]
Sent: Tuesday, April 24, 2012 12:16 AM
To: Clark, Rickie
Subject: comment I-65

Mr. Clark:

I was not able to attend the public hearing on the I-65 and I-465 project so I would like to make a comment here and hopefully you will get it in time to consider my proposal.

On the proposed noise barriers you have one for I-65 Northbound Near Edgewood Ave. This needs to be extended southbound I-65 from Edgewood to at least Buck Creek which is south of Gray Road. Moss Creek subdivision will have a great deal more road noise by the speeding up of the traffic. We have so much now it is almost unbearable. Please consider this for us. Thank You

John Polly
4308 Moss Creek Blvd
Indianapolis In
46237

Clark, Rickie

From: janetm3boys@aol.com
Sent: Tuesday, April 24, 2012 8:32 AM
To: Clark, Rickie
Subject: sound barrier I-65

It is my request that a sound barrier be installed alongside I-65 in the near Roncalli High School. Besides the growing traffic noise being a nuisance during sporting events the bigger issue is the distraction during the school hours when windows may be open. Thank you for taking my request into consideration. If you need further contact I can be reached at 317-313-3595.
Janet Merritt

Clark, Rickie

From: Philip N. Smith [psmith@smithgroupconsulting.com]
Sent: Tuesday, April 24, 2012 9:24 AM
To: Clark, Rickie
Subject: Noise Walls: I-65 & I-465 Interchange Reconstruction and Modification Comments

Dear Mr. Clark,

This email is in support of the proposed Noise Wall along I-65 Northbound (Near Edgewood Avenue).

My wife and I reside in Moss Creek subdivision which is located north of Southport Road and east of I-65 and Gray Road. Even though our lot is at the far east side of the subdivision, road noise from I-65 is quite noticeable on our property most times while we are outdoors and is often heard indoors, especially when weather conditions are right.

Has consideration been given to extending the proposed Noise Wall south of Edgewood Avenue to Gray, or perhaps Southport Roads? Such an extension would improve our ability to enjoy our home and have a positive impact on property values in the neighborhood.

Thank you for your consideration of these comments.

Philip N. Smith
4738 Moss Creek Ct
Indianapolis, IN 46237
317.341.0313 Voice
866.450.6749 Fax
psmith@smithgroupconsulting.com

Clark, Rickie

From: Deborah Spista [dspista@sbcglobal.net]
Sent: Tuesday, April 24, 2012 10:14 AM
To: Clark, Rickie
Subject: Sound barrier

Please designate the area adjacent to the Roncalli High School property eligible for sound barrier protection. I have two children currently attending Roncalli and the sound barrier would greatly help dampen the noise near the campus.

Your attention in this matter is greatly appreciated.

Thank you,
Deborah Spista

Clark, Rickie

From: bielawski1@juno.com
Sent: Tuesday, April 24, 2012 9:41 PM
To: Clark, Rickie
Subject: sound barrier

As a tax payer, parent and daily commuter, I would appreciate your consideration for placement of a sound barrier along interstate 65 near the Southport exit. I have children that attend Roncalli High School and the traffic noise interferes with many of our educational and extracurricular activities. There are also homes in the area which border very closely to the proposed expansion project borders. I thoroughly enjoy and appreciate the interstate highway system and use it everyday. A sound barrier would be a valuable asset to protect the adjoining properties from the unfortunate side effects of adjoining borders with this vital transportation conduit. Thank you for your consideration, Sincerely, Martin Bielawski.

Clark, Rickie

From: Elizabeth traylor [Etraylor@roncallihs.org]
Sent: Tuesday, April 24, 2012 1:37 PM
To: Clark, Rickie
Subject: I-465 and I-65 project

Dear Rickie,

I am writing to request that a sound barrier be installed along I-65 adjacent to the Roncalli High School property. As a Roncalli staff member and future parent, I am interested in the increase in safety and noise reduction that this barrier will create for the Roncalli community.

Thank you for your consideration.

Elizabeth Traylor

Elizabeth Traylor
Director
Roncalli Little Rebels Child Care Ministry
317.690.7747

Clark, Rickie

From: Mike Lamping [Mike.Lamping@marshelectronics.com]
Sent: Tuesday, April 24, 2012 10:13 PM
To: Clark, Rickie
Subject: I-65 and I-465 on Southeast side of Indianapolis project

Dear Rickie Clark,

I wish to provide comment regarding the I-65 and I-465 project on the southeast side of Indianapolis. I have been living at 3401 Lindbergh Drive for over 25 years. The in interstate traffic has greatly increased during the time period. The successful business climate the leadership of this fine city and state of Indianapolis Indiana is to be commended. Business like Cummins Engine, Honda Motors and Rolls Royce are here in Indiana due to the hard work of our leaders. Unfortunately it is business like these that are partly the reason we have realized such a large increase in interstate traffic. Please understand, I am most definitely in agreement with the I-65 and I-465 project.

Living only 3 houses from I-65 and in very close proximity to the I-465 exchange, I have notice a major increase in road noise at ALL hours of the day. The tornado that went through our neighborhood in 2002 did us no favors in reducing the road noise. When I moved in 25 years ago, I could not see the interstate, now I have a clear view, thanks to the path of tornado. I personally have invested in new windows, planted trees and shrubs in an attempt to help reduce the road noise. I have done about all I can and I am now asking your team to consider installing road noise barriers at strategic locations along the new project.

Road noise barriers are necessary near a major interstate exchange like I-65 and I-465. There is heavy congestion of traffic in these areas. If you spent any time in the area you will notice the increase in traffic noise $\frac{1}{4}$ to $\frac{1}{2}$ mile from the interstate exchange. Heavy equipment and tractor trailers moving through this area, are required to reduce speed to merge onto the interstate exchange. It is common to hear a load popping noise as these types of vehicles are reducing their speed.

Your new project will only cause the noise pollution to increase and for this reason I am asking your team to consider noise barriers be installed $\frac{1}{2}$ mile from the I-65 and I-465 interstate exchange. Particularly along the eastside of I-65 and continuing around to the Southside of I-465. There is a heavy population of homes and apartments concentrated along the southeast corner of the I-65 and I-465.

Some people would say, "you knew the interstate was there when you bought the house, why are you complaining". My argument is it has become much worse since the 2002 tornado and with the major increase in interstate traffic along this corridor. And I firmly believe the noise will become even worse with the new I-65 and I-465 project is complete.

Thank you for your time and consideration, best wishes your project goes well.

Ps If you ever get in the neighborhood, stop by the house. We can enjoy a cold refreshment sitting on my deck. You will hear the noise pollution first hand,

Mike Lamping
3401 Lindbergh Drive
Indianapolis, IN 46237
317.783.7053

Clark, Rickie

From: shaw32980@comcast.net
Sent: Wednesday, April 25, 2012 3:35 PM
To: Clark, Rickie
Subject: I65 sound barrier

I am requesting the installation of a sound barrier along I65 (east of Roncalli High School). Thank you for your consideration.

Janie Shaw
3611 Carolee Court
Indianapolis, Indiana 46227

Clark, Rickie

From: Karen Barryhill [kbarryhill@centralsupplycompany.com]
Sent: Wednesday, April 25, 2012 3:46 PM
To: Clark, Rickie
Cc: kbarryhill@gmail.com
Subject: I465-I65 interchange modification
Attachments: I465 I65 Proposal.doc

Rickie Clark,

Please see the attached letter and please submit as our comments regarding the proposed I-465-I-65 interchange modification.

If you have any questions or problems, please don't hesitate to contact us.

Thanks.

Karen Barryhill

Karen Barryhill
Software Operations Manager



Central Supply Company Inc.
8900 East 30th Street
Indianapolis, Indiana 46219
Office: (317) 899-6465
Fax: (317) 899-6467
E-Mail: kbarryhill@centralsupplycompany.com

INDOT Office of Public Involvement
RE: I-465 & I-65 Interchange Modification
DES#0902297

When we first heard of the proposed changes to the I-65 and I-465 interchange on the southeast side of Indianapolis, we were excited. Any south side resident can attest to the increased congestion along I-465 and I-65. The westbound traffic on I-465 backlogs all the way back to Emerson Ave on a daily basis. Heavy traffic days (Fridays) will find it all the way back past the Beech Grove water tower. If there is an accident, you had better exit at Southeastern or you're in for a long, long wait. The new flyover ramp westbound to southbound should help alleviate the majority of that backup.

The proposed improvements include, for I-65 a new auxiliary lane from I-465 to Southport Road in the southbound direction with the widening on the outside. This widening will bring the roadway even closer to the residential properties on the southbound roadway. We've been residents since 1987 and especially over the last 10 years, we've heard the traffic increase tremendously. At mile marker 104.5—the speed has been increased to 65mph—which also increased the noise levels. The semi truck traffic and jack-breaking can be heard at all times—day or night!

The proposed noise walls for I-65 are for only the northbound side. We have to question the reasoning on this, as it would seem only logical to have noise walls along the new auxiliary southbound lane from I-465 to Southport Road also. Traveling around the city—we've seen the noise walls constructed on the east, north and west sides of the city. It's about time that the southeast side gets some relief from the noise too! The northbound lanes have a semi-natural barrier in a small hill/mound of dirt around the housing development. The southbound side has no natural barrier—and in most cases, there is a decline in the terrain instead of the land being built up.

We respectfully request that the proposed noise walls are also constructed along the southbound lanes of I-65. You have an open invitation to come and visit us—to see why the noise walls are needed on the west side (southbound) of I-65. If we would sit outside on our deck, a normal conversation couldn't happen due to the noise from the freeway. We long for the day when the neighbors' pool pump was too loud. We can't even hear their pump now!

We look forward to any correspondence regarding this much needed interchange modification.

Regards,

Barry & Karen Barryhill
3603 E. Brunswick Ave.
Indianapolis, IN 46227
317-446-5992 or 317-786-1388

Clark, Rickie

From: John Dowell [jdowell@beechtreehouse.com]
Sent: Wednesday, April 25, 2012 6:37 PM
To: Clark, Rickie
Subject: I-65 Sound Barrier

Importance: High

Hello, Mr. Clark.

I understand you are the contact person regarding an INDOT project on I-65 near Roncalli High School. I would, respectfully, like for you to consider the installation of a sound barrier near the school. There are a number of benefits that would be achieved with this construction. In addition to reducing sound during the school hours, many extracurricular activities take place near the highway and are adversely affected by the noise and the barrier would certainly improve the situation.

Thanks you very much.

John Dowell
Beech Tree House Center for Child Development, Inc.
Curtis Wilson Primary School and Academy
Mobile phone: (317) 753-4872
School phone: (317) 882-8636
E-mail: jdowell@beechtreehouse.com

Please visit our recently updated websites~
www.beechtreehouse.com
www.cwpsa.com

Clark, Rickie

From: Prather, Kerry [kprather@franklincollege.edu]
Sent: Wednesday, April 25, 2012 7:53 PM
To: Clark, Rickie
Subject: New I465/I65 Interchange

It is my understanding that construction is being proposed at the I-465/I-65 interchange. We have a child attending Roncalli High School, and we feel strongly that a sound barrier should be installed along the school's east property line to mitigate the increased noise from interstate traffic which will move even closer to the campus. I hope such a barrier can be included in the construction project. Thank you very much.

Kerry Prather

[KP_Default_Signature]

Clark, Rickie

From: Ann Marsicek [amarsicek@esaoteusa.com]
Sent: Thursday, April 26, 2012 8:53 AM
To: Clark, Rickie
Subject: sound barrier needed

Please install a sound barrier wall along the Roncalli property line along I-65. Not only will it help the Roncalli students, but it will also help the St. Jude elementary students who utilize the playing fields for track, soccer, football and softball/baseball at Roncalli.

Ann M. Marsicek
Human Resources Administrator
Esaote North America, Inc.
8000 Castleway Dr.
Indianapolis, IN 46250
O: (800) 428.4374 ext 6002
(317) 813.6002
F: (317) 813.6602

amarsicek@esaoteusa.com
www.esaoteusa.com

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Please notify us at (317) 813-6000 or inquire@esaoteusa.com if you have received this in error.

Clark, Rickie

From: Kara Naugle [KNaugle@incpas.org]
Sent: Thursday, April 26, 2012 9:02 AM
To: Clark, Rickie
Subject: I-465/I-65 Proposal
Attachments: I465 I65 Proposal.doc

Please see attached my letter of request for the sound barrier walls to be placed on the southbound lanes as well.

Thank you!

Kara Naugle
Conference & Member Event Associate
Indiana CPA Society
8250 Woodfield Crossing Blvd., #100
Indianapolis, IN 46240
(317) 726-5009
incpas.org

"Enhancing the Professional Success of Our Members."

P Please consider the environment before printing this email.

INDOT Office of Public Involvement
RE: I-465 & I-65 Interchange Modification
DES#0902297

When we first heard of the proposed changes to the I-65 and I-465 interchange on the southeast side of Indianapolis, we were excited. Any south side resident can attest to the increased congestion along I-465 and I-65. The westbound traffic on I-465 backlogs all the way back to Emerson Ave on a daily basis. Heavy traffic days (Fridays) will find it all the way back past the Beech Grove water tower. If there is an accident, you had better exit at Southeastern or you're in for a long, long wait. The new flyover ramp westbound to southbound should help alleviate the majority of that backup.

The proposed improvements include, for I-65 a new auxiliary lane from I-465 to Southport Road in the southbound direction with the widening on the outside. This widening will bring the roadway even closer to the residential properties on the southbound roadway. We've been residents since 2005 and over the past few years, we've heard the traffic increase tremendously. At mile marker 104.5—the speed has been increased to 65mph—which also increased the noise levels. The semi truck traffic and jack-breaking can be heard at all times—day or night! It's an awful noise to hear while you're enjoying a nice evening on your back porch in your quiet neighborhood. The proposed noise walls for I-65 are for only the northbound side. We have to question the reasoning on this, as it would seem only logical to have noise walls along the new auxiliary southbound lane from I-465 to Southport Road also. Traveling around the city—we've seen the noise walls constructed on the east, north and west sides of the city. It's about time that the southeast side gets some relief from the noise too! The northbound lanes have a semi-natural barrier in a small hill/mound of dirt around the housing development. The southbound side has no natural barrier—and in most cases, there is a decline in the terrain instead of the land being built up.

We respectfully request that the proposed noise walls are also constructed along the southbound lanes of I-65. You have an open invitation to come and visit us—to see why the noise walls are needed on the west side (southbound) of I-65. If we would sit outside on our deck, a normal conversation couldn't happen due to the noise from the freeway. We long for the day when the neighbors' pool pump was too loud. We can't even hear their pump now!

We look forward to any correspondence regarding this much needed interchange modification.

Regards,

Brad and Kara Naugle
3526 E. Brunswick Ave.
Indianapolis, IN 46227
317-374-9880

Clark, Rickie

From: Stephanie Rasdell [SRasdell@vanausdall.com]
Sent: Thursday, April 26, 2012 9:41 AM
To: Clark, Rickie
Subject: Proposed Southeast Side Project I-65 and I-465

Mr. Clark, I was present at the public hearing held in Beech Grove on Tuesday, April 10th. I did not (at that time) express my thoughts for the public record, so I thought I would do it now. You won't hear anything different from me than you heard (that day) from everyone regarding noise barrier walls. My husband and I moved to 5801 S. Kealing in August of '92'. When we first viewed what was to become our home, we wondered then if the noise from the interstate would be a problem and told ourselves it wouldn't be; was that ever a mistake. Over the years the noise level has increased to the point that we can no longer leave our windows open at night nor sit on our patio without talking loudly, especially if we have guests. And though it cannot be proven, I believe our first dog was even going deaf from being subject to 14 years of outside noise. If INDOT is at a point that a proposed project for our side of town is in the works because of growth, why wouldn't it stand to reason that the noise level would have significantly increased also? Our back yard faces 65 South, where adding an extra lane is being considered, as if that doesn't give us more cause for concern. We have also (in the past) been subject to a stranger knocking at our door, asking if they could use the phone, stating that they were stranded on the interstate. Needless to say in today's climate, this action would be most unsettling, even more than it was back then. I'm sure you know that not only do these walls help with sound, they dress up the interstate, add security and I would imagine help with property values. My husband and I are law abiding, tax paying citizens and would like the same consideration on our side of town, as it seems others have been given. I travel 465E daily and from Washington street on North it is amazing to me how the walls have continued to extend just in the last 5 years, some of which seem to block nothing but trees and open space. My husband and I were hoping to stay in our home at least until we retire, sound barrier walls might just make that a true possibility. Thank you for your consideration.



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Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
FAX: (317) 232-5349

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

Thank you for attending this Public Hearing regarding the proposed I-465 and I-65 Interchange Modification Project. Please submit any comments regarding this project by using the space provided below. INDOT appreciates your attendance this evening and looks forward to working with the community during the development of this project.

INDOT Office of Public Involvement rclark@indot.in.gov

DATE: Tuesday, April 10, 2012

DES# 0902297

COMMENT:

I live right next to 65-5. Also 465 is almost on top of us.

I would like to be able to open my windows at night for sleeping, BUT, the noise is too bad. The semis always hit their brakes right outside my bedroom window it seems. Our side of 65 needs noise barriers too.

When I have visitors, you can hardly hear each other talk, if your outside, PLEASE DO SOMETHING!

Thank you in advance,

SIGNATURE: Margie Troutman

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INDOT Office of Public Involvement rclark@indot.in.gov

DATE: Tuesday, April 10, 2012

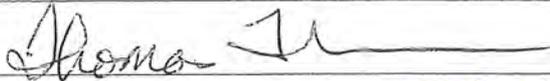
DES# 0902297

COMMENT:

Our residence is at 3204 Byrd Dr., South of I465 & West of I-65. We also own land @ (approx.) 3217 Chamberlin Dr., both in ~~the~~ Lindbergh Highlands since Sept. 20, 2002, and the tornado that came through our area, we have had noise issues from the I-65 traffic, along with trucks using their fireworks sounding "Jake Brakes". We (through hearings down town through Carson Heights Neighborhood Association) requested either a tree border along I-65, or sound walls. We have seen sparsely populated areas in the county receive these over the years. In spite of my notifying Councilmen, Congress representatives, & Rep Andre Carson, none have replied to my concerns. IT IS NOISY, and with the new construction, it will be noisier. Along the west side of I-65 are schools, (notably Roncalli H.S.) densely populated residential areas, & churches. Our concerns are being ignored... and from what I've seen of these plans tonight, STILL!! We'd like to enjoy the outside! SOUND WALLS ARE NEEDED!! Pay attention to us, & give us some!! (remember, we are also taxpayers, & like to know we are being served!!) THANK YOU!!

Now - GIVE US SOUND WALLS!! GIVE US OUR PROPERTIES BACK... INSIDE & OUTSIDE!! THANK YOU!!
(QUIET LIKE!!)

(note: also made comments on floor, on microphone!)

SIGNATURE: 

tommytelevision@yahoo.com

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Indianapolis, Indiana 46204

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Michael B. Cline, Commissioner

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INDOT Office of Public Involvement rclark@indot.in.gov

DATE: Tuesday, April 10, 2012

DES# 0902297

COMMENT:

WE WANT TO BE SURE THAT THE QUALITY OF OUR WELL & SEPTIC SYSTEM IS MAINTAINED BEFORE DURING THE CONSTRUCTION PERIOD. OUR WELL IS ABOUT 70 FEET DEEP AND WE ARE CONCERNED ABOUT THE IMPACT TO THE WATER TABLE. WE WOULD LIKE TO OBTAIN A COPY OF THE RESULTS OF WATER TESTING TAKEN DURING THE SURVEY PROCESS.

ALSO WE WOULD LIKE CONSIDERATION GIVEN TO THE TRUCK BREAKING RESTRICTIONS, AS ARE IMPOSED IN GREENWOOD.

SIGNATURE: *David Scott*

DAVID SCOTT
3842 DUANDEE DR.
INDIANAPOLIS, IN 46237

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Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

Thank you for attending this Public Hearing regarding the proposed I-465 and I-65 Interchange Modification Project. Please submit any comments regarding this project by using the space provided below. INDOT appreciates your attendance this evening and looks forward to working with the community during the development of this project.

INDOT Office of Public Involvement rclark@indot.in.gov

DATE: Tuesday, April 10, 2012

DES# 0902297

COMMENT:

My concern involves the additional noise from traffic along all areas of the interstate highways where additional lanes are being added.

This would include the area just south of the Gray Road overpass on I-65 (both east & west sides of highway), all along I-65 to I-465, the interchange and I-465 east and west bound on both the north and south sides of I-465 between Emerson and I-65.

I would like to know how the sound impact is being projected - the noise levels are already extremely high along most of the area under consideration.

For example, outside my back door at 4218 Moss Ridge Ct (east side of I-65 just south of Gray road overpass) the noise level routinely measures at 72-74 db, not necessarily at rush hour.

I would like to see a comprehensive noise study completed for the entire area affected by this highway modification.

SIGNATURE:

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Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

Thank you for attending this Public Hearing regarding the proposed I-465 and I-65 Interchange Modification Project. Please submit any comments regarding this project by using the space provided below. INDOT appreciates your attendance this evening and looks forward to working with the community during the development of this project.

INDOT Office of Public Involvement rclark@indot.in.gov

DATE: Tuesday, April 10, 2012

DES# 0902297

COMMENT:

I do believe that something needs to be done about the congestion at 465 and 65.

I would like to address the noise walls. My property backs up to 465 + 65 at the southwest corner. I didn't see a noise wall at that interchange. I would like for you to consider putting wall on all corners. The noise is deafening and it will only increase when you are increasing the interchanges. Putting a wall on 465 by Emerson only impacts them with one interstate.

We get noise from 2 interstates. Please install the noise walls on the 4 corners of 465 and 65.

~~Thank you.~~

If there are no noise walls placed up it will impact our health with more pollution, dust, noise.

If there are no noise walls it will impact our house resale value also. People won't want to buy our houses because of the noise and health issues.

SIGNATURE:

Ruth Weaver

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Clark, Rickie

From: bshyde@comcast.net
Sent: Sunday, April 15, 2012 4:50 PM
To: Clark, Rickie
Subject: I-65 and I-465 interchange modifications

My name is Sally Hyde. My husband, Robert, and I presently own the property at 3216 Lindbergh Drive and it is located on the southwest side of the I-65 exit ramp. We attended the meeting April 10 and were informed of the modifications that have been proposed. We would like to voice our opinion with regard to the sound barriers for this entire project. Since we are located at the intersection of two major interstates, we feel very strongly that sound barriers should be put in this area. The noise level can only get worse and since we have no way of knowing how the flyover and ramp modifications will affect us, (it is a little difficult to determine from an aerial view) we would strongly urge you to do this.

We were given the age-old answer of "expense". **But since the Sherman Avenue bridge is being completely replaced again for the second time in the last year and a half, it is a little hard to buy this explanation.**

We knew these changes had to be made but we really do believe some consideration should be given to the residents that must deal with it. I fully intend to contact our representative for our district with this problem.

Also, we have no way of knowing how the increased traffic flow will increase the foundation of our house. This is a legitimate concern and one that also should be addressed.

Thank you for reading this and I can only hope that it will be made a part of public record and maybe something will be done.



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Indianapolis, Indiana 46204

PHONE: (317) 232-6601
FAX: (317) 232-5349

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

Tuesday, April 10, 2012

Dear Local Resident, Concerned Citizen, and Elected Public Official:

Welcome to the Indiana Department of Transportation's (INDOT) Public Hearing regarding a proposed project to reconstruct and modify the interchange at I-65 and I-465 on the southeast side of Indianapolis, Marion County. This project is part of Operation Indy Commute <http://www.IndyCommute.indot.IN.gov>.

The purpose of this public hearing is two-fold. Firstly, this is an opportunity to present the environmental document for this project which includes a summary of project alternatives studied, evaluated, and screened in an effort to identify a preferred alternative in moving forward with this proposed project. Secondly, this public hearing allows INDOT the opportunity to solicit public comment on the environmental document and preferred alternative.

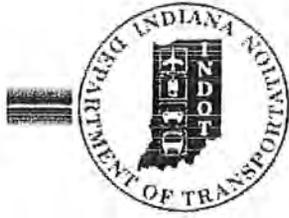
There are several ways your comments may be presented this evening. You may submit comments in the following manner:

1. Complete one of the comment forms and return it to any of the INDOT representatives attending the public hearing. The comment forms are attached to this packet and extra copies are available on the table with the other handout materials.
2. Mail your comments to the Indiana Department of Transportation's Office of Public Involvement, 100 North Senate Avenue, Room N642 Indianapolis, IN 46204-2216. All comments submitted during the public hearing or during the public comment period will be reviewed, evaluated, and given full consideration by INDOT project officials during the decision making process. **INDOT respectfully request comments be submitted by Friday, April 27, 2012.**
3. Participate during the Public Comment Session and have your comments recorded for inclusion into the official public hearings transcript / public record.
4. Comments may be e-mailed to the INDOT Office of Public Involvement at: rclark@indot.in.gov.
5. A copy of the presentation e-mailed upon request.

INDOT sincerely appreciates the opportunity to meet with you tonight regarding the proposed I-465 and I-65 Interchange Modification Project in Marion County.

Rickie Clark, INDOT Office of Public Involvement
rclark@indot.in.gov (317) 232-6601

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Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

Thank you for attending this Public Hearing regarding the proposed I-465 and I-65 Interchange Modification Project. Please submit any comments regarding this project by using the space provided below. INDOT appreciates your attendance this evening and looks forward to working with the community during the development of this project.

INDOT Office of Public Involvement rclark@indot.in.gov

DATE: Tuesday, April 10, 2012

DES# 0902297

COMMENT:

Please reconsider the plan to about (not) including the Moss Creek neighborhood with sound barriers along I-65 as they prepare to renovate the I465/I-65 interchange. The traffic noise is very substantial here and Grey Road does not offer much insulation. This last Sunday, they traffic noise was considerably worse and I wonder if that is due to increased volume. We (my neighbors & I) have tried to landscape some insulation, and that has help to some extent, but the traffic pollution is still pretty bad. Please give consideration to a reevaluation of a noise protector on the Moss Creek side of I-65 around the Grey Road area.

Thank You

SIGNATURE: Greg Hoffman
4144 Moss Ridge Ln

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Clark, Rickie

From: Gregory S. Hoffman [gregory.hoffman@allisontransmission.com]
Sent: Monday, April 16, 2012 8:46 AM
To: Clark, Rickie
Subject: Sound barriers along I-65 in the Moss Creek/Grey Road area.
Attachments: I465I65InterchangeModificationHANDOUTAPRIL2012.doc

To: Rickie Clark

Please see attached reply file

Thank You

Greg Hoffman

Clark, Rickie

From: Carolyn Bundy [cibundy@ameritech.net]
Sent: Wednesday, April 11, 2012 10:07 AM
To: Clark, Rickie
Subject: Public Meeting 4/10/12 Re: 0902297

I would like to comment on the proposed I-465 / I-65 Interchange Modification Project.

I am not a property owner who will be affected by this project, but I am totally in sympathy with the concerns of adjacent property owners regarding noise abatement. I previously lived on Grovewood Dr. near South 9th, so I am very familiar with the noise generated by the high traffic volume.

As much as I believe that this project is long, long overdue, I also believe that it must not be done without including noise barriers along both sides of I-65. There are very nice neighborhoods along that stretch of road which are already adversely affected by the current traffic volume. I believe that it would be a grave disservice to this area to go forward with this project as currently proposed.

Additionally, a statement was made by one of the meeting attendees that they had been told previously that trees do not provide a significant noise buffer. Again, having lived close to I-465 for over 30 years, I know that there is a significant difference in noise level depending on the season. That is, when the trees have full leaves the noise is reduced to a level that is at least bearable, making it possible to enjoy outdoor activities. Make no mistake, the situation is still not ideal – but it is better with trees. And, of course, the trees help to replace oxygen lost to traffic pollutants.

I urge you to reconsider the cost/benefit of the noise barriers for this project. Many of these homes/residents have been there before I-65 even existed. They have had to live with this nuisance – and suffered loss of property value – for many years. Please don't further exacerbate their situation.

Sincerely,

Carolyn Bundy

Clark, Rickie

From: Marilyn [mbullens@aol.com]
Sent: Wednesday, April 11, 2012 3:31 PM
To: Clark, Rickie
Subject: I-465 - I-65 project

I attended the meeting for the proposed I-65/I-465 interchange project last night. I agree that something needs to be done to relieve some of the congestion on the highways. The re-design of the interchange is long overdue. That being said I don't think much or enough thought has gone into the additional southbound 65 lane proposed.

My family resides at 3632 Kealing Ct. We've lived at this address for 22 years and in that time the traffic on southbound I-65 has increased tremendously. I do feel we will be adversely effected by this proposed project. I disagree strongly with the noise study referred to at the meeting. To not have a noise barrier along the highway as close as your proposing to put the roadway is unthinkable in anyone's mind. Being in my backyard is nearly unbearable now. The noise level is to the point of family members having to shout to make ourselves heard during a cookout. Ten years ago we got rid of our pool because it was no longer enjoyable to spend time in the backyard due to the noise. Southbound Truckers often hit their "Jake" brake when they see someone in the yards along the fence line. Cars heading south lay on their horns as they approach the line of homes, it's nerve racking. The dangers of people hopping the I-65 fence have been eviadent. I've been approached three times by people jumping the fence for gas, use my phone, and running from the police and now you propose to put them closer to our children playing in the yard. Barriers are designed to help block the roadway noise but they also deter individuals from robbery and hopping back over the fence to get away which has also happened and cars jumping the ditch crashing through the fence of our neighbors yard using our driveway to get away from the police.

In this project noise barriers are proposed for a short section of the northbound (eastside) I-65 area *not involved* in the construction, *not* as close to the roadway as the southbound (west side) I-65. How can that be? If noise barriers are not considered along the entire project why have them at all? I've watched the you tube video of the Federal Highway Administration Office of Environment & Planning on noise barriers and not once did I hear the cost factor as a reason for not building a wall like I did at the meeting. What I heard on the video was sound design ideas to create barriers within a budget for the project. How about going back to the designer and use our tax dollars (federal and state) to come up with a noise wall appropriate for the area within the budget. What I heard last night was all about the dollars factor and how my side of the 65 was it too expensive to build a wall. What I'm really hearing is the west side of 65 is too economically depressed and about to get more depressed. My home value is now lower than when I purchased it due to the re-valuing the county did and now this project will assure me it will never be of interest to buy because of the traffic noise.

I see the issue of the current study on noise coming from the highway as flawed. If someone with a sound level meter has not recorded the potentially dangerous noise levels in the affected area. I wouldn't be surprised to find it very high. Taking a general measurement of sound of a truck and a car and applying it on paper to represent any actual level does not impress me. Stand in my back yard this summer when 50 to 100 motorcycles lead by Mr. Daniels comes roaring down 65, or 5 eighteen wheelers hit the exhaust stacks around 11:00 on Sunday night just as you're drifting off to sleep.

Sincerely
Marilyn Bullens

Clark, Rickie

From: Rob Culross [rculross@gmail.com]
Sent: Wednesday, April 11, 2012 6:47 PM
To: Clark, Rickie
Subject: Public Hearing regarding a proposed interchange reconstruction and modification project at I-65 and I-465 in Marion County

Hi Rickie,

I was unable to attend the public hearing last night on the proposed changes to the I-65 and I-465 interchange on the southside of Indianapolis. This interchange is in my daily commute route and I am trying to find design information on the indot website. Can you either point me to the right page, or send me an attachment with the handouts from the meeting? Thank you for your help.

Thanks!
Rob

Sound Barrier Wall Reply Card

Thank you for completing this reply card. One per household

Name: Peggy Obergfell

Mailing Address: 4210 Wilderness TRAIL

Property Address (if different than above): _____

Are you the Property Owner? yes

Yes, I want the sound wall to be constructed

No, I do not want the sound wall to be constructed

Comments: Yes, yes - As soon as possible

Sound Barrier Wall Reply Card

Thank you for completing this reply card. One per household

Name: Ronald & Anita Mitchell

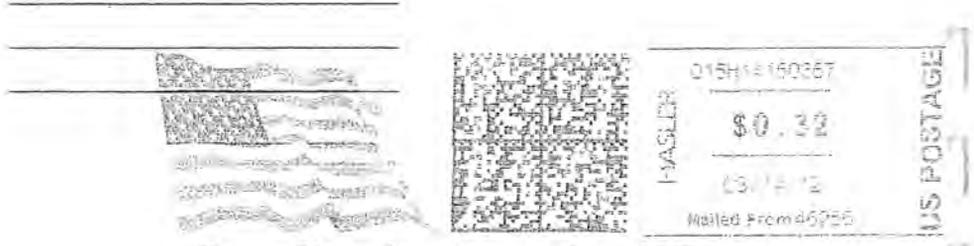
Mailing Address: 1249 Stave Oak Ct.

Property Address (if different than above): Beech Grove, IN 46107

Are you the Property Owner? yes

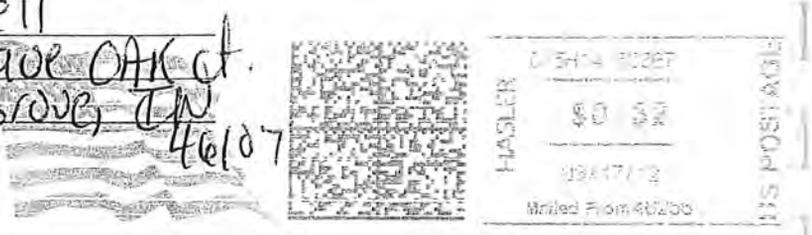
Yes, I want the sound wall to be constructed

No, I do not want the sound wall to be constructed



To: Shrewsberry & Associates, LLC
Attention: Melanie Barnes, Project Manager
7321 Shadeland Station
Suite 160
Indianapolis, Indiana 46256

MITCHELL
1249 STAGE OAK CT.
BEECH GROVE, IN 46107



To: Shrewsberry & Associates, LLC
Attention: Melanie Barnes, Project Manager
7321 Shadeland Station
Suite 160
Indianapolis, Indiana 46256

Clark, Rickie

From: tlatimer56@comcast.net
Sent: Tuesday, April 10, 2012 7:44 PM
To: Clark, Rickie
Subject: I465 and I65 Interchange

I attended the public meeting tonight at South Grove Intermediate. Kudos to you and everyone else who presented and answered our questions. I live at 310 Ada Lane in Beech Grove at the northwest corner of Emerson and I465. I am very excited about the noise walls/barriers being installed. Please record my email as a positive confirmation on the walls and other construction proposals. I serve on the Beech Grove Greenscape Commission. If I may be of any help to you please let me know. Thanks.

Tim Latimer
President, Beech Grove Promoters Club
Member, Beech Grove Greenscape Commission

Clark, Rickie

To: JFinn848@aol.com
Subject: RE: Public Hearing 4/10/12 re; I-65 / I-465

From: JFinn848@aol.com [mailto:JFinn848@aol.com]
Sent: Tuesday, April 10, 2012 2:40 PM
To: Clark, Rickie
Subject: Re: Public Hearing 4/10/12 re; I-65 / I-465

Thank you for your quick response. As you can see by my map, I have two views of I-65 and the noise, both angles about 230 feet above and below the Gray road overpass, to which the I-65 widening will go. To whom do I correspond in asking that the noise barrier go to the northbound Southport Road ramp? Thanks...Jack



Google earth

feet 3000
km 1



In a message dated 4/10/2012 11:50:17 A.M. Eastern Daylight Time, RCLARK@indot.IN.gov writes:

Good Morning Mr. Finney,

Thank you for contacting INDOT regarding the proposed I-465 / I-65 interchange modification project. In regards to your inquiry, yes INDOT is proposing sound walls as part of this project at the following locations:

I-465 eastbound essentially between Sherman Drive and Emerson Avenue

I-465 westbound essentially between Sherman Drive and Emerson Avenue

I-65 northbound (near Edgewood Avenue)

Presently, these are the three locations where walls are proposed, however INDOT is soliciting input from the public tonight and over the next two weeks regarding the proposal. INDOT will utilize public input as part of the decision making process for this project. For additional information regarding INDOT noise abatement policy, you may wish to visit our environmental policy webpage at: <http://www.in.gov/indot/2523.htm>.

Also, additional information regarding this project may be found by visiting our Indy Commute webpage: <http://www.IndyCommute.indot.IN.gov>.

Sincerely,

Rickie Clark, INDOT Office of Public Involvement

(317) 232-6601

From: JFinn848@aol.com [mailto:JFinn848@aol.com]

Sent: Tuesday, April 10, 2012 8:03 AM

To: Clark, Rickie

Subject: Public Hearing 4/10/12 re; I-65 / I-465

I found out I must work tonight and will miss the public hearing. I am enthused about the project but have waited for 19 years for sound barriers to be constructed along I-65.

I live in Moss Creek subdivision, and my back yard backs up against Gray Road. I can just about take a 5-iron to I-65.

I wanted to find out if there is a possibility for sound barriers to be part of the project.

Jack C. Finney

4136 Moss Ridge Lane

Indianapolis, IN 46237

317-784-3334

=

Clark, Rickie

From: Larry Lattimore [tugboat8@msn.com]
Sent: Tuesday, April 10, 2012 4:45 PM
To: Clark, Rickie
Subject: I-465 & S. Sherman Dr. crossing

am disabled.....do not drive.....

own 1+ acres S.E. and adjacent to the crossing along N. side of Rebel Run.....

is my land involved in the expansion of interstate in that area ??

handouts/maps from public meeting that would relate to my land would be appreciated.....

if i need to contact someone elseplease advise.....

any help you can give is appreciated.....thanks

Larry Lattimore

tugboat8@msn.com

317-784-3236

Clark, Rickie

From: Pc9876 [pc9876@aol.com]
Sent: Friday, April 20, 2012 3:10 PM
To: Clark, Rickie
Subject: Sound Barrier

Please install a sound barrier on the South west side of I-65 just south of I-465. This is the area that is adjacent to Roncalli High School and the noise of the construction traffic and lane expansion will be distracting to students who are trying to learn.

Thank you,

Patti Collins
7671 Franklin Parke Woods
Indianapolis, IN 46259

Clark, Rickie

From: MASENGALE, MARY [mm8214@att.com]
Sent: Friday, April 20, 2012 3:15 PM
To: Clark, Rickie
Subject: Sound Barrier - Roncalli High School

Mr. Clark,

The Indiana Department of Transportation is embarking on a reconstruction project regarding the I-465 and I-65 interchange, just to the east of our school's campus. The project extends along the stretch of Interstate 65, which runs alongside the east property line of Roncalli. It would be of great advantage to Roncalli to have a sound barrier installed along this property line to reduce the noise generated by the I-65 traffic. I would appreciate all that you can do to make this happen!

Thank you,
Mary Masengale
Roncalli Parent

Clark, Rickie

From: Patrick Henn [pghenn@gmail.com]
Sent: Friday, April 20, 2012 3:18 PM
To: Clark, Rickie
Subject: Sound Barrier Installation

Hi Rickie. I am emailing you regarding the reconstruction project regarding the I-465 and I-65 interchange, just to the east of Roncalli High School's campus. The project extends along the stretch of Interstate 65, which runs alongside the east property line of Roncalli. It would be of great advantage to Roncalli to have a sound barrier installed along this property line to reduce the noise generated by the I-65 traffic as it moves even closer to the school property. A sound barrier would greatly help reduce noise when classes are in session as well minimalize noise when athletic events and practices are underway.

INDOT's consideration to this request would be greatly appreciated.

Regards,

Patrick Henn
402-7514

Clark, Rickie

From: Jim Worden [Jim_Worden@tomwood.com]
Sent: Friday, April 20, 2012 3:17 PM
To: Clark, Rickie
Subject: Sound Barrier near Roncalli High School/I-65

Rickie,

Please do everything possible to install the much needed sound barrier on the west side of I-65 South near Roncalli High School.

Thanks,

Jim & Allison Worden

Clark, Rickie

From: Randy Ezell [rezell@theezellgroup.com]
Sent: Friday, April 20, 2012 3:22 PM
To: Clark, Rickie
Subject: 65 Sound Barrier

Please install a sound barrier on 65 all the way past the Roncalli property line on the east side of 65 to reduce the amount of road noise from the interstate. It is difficult to hear now at a baseball or tennis match and with the new construction and increased traffic it will be even worse.

Thanks for your consideration in this matter.

Randy Ezell



The Ezell Group, Inc

"In Service To Others"

Auto Home Health Life Business
317.884.1777 ext 117 Office
317.882.5198 Fax
rezell@theezellgroup.com
www.theezellgroup.com
918 Fry Road
Greenwood, IN 46142

Clark, Rickie

From: Thomas Roeder [troeder@cmidinc.com]
Sent: Friday, April 20, 2012 3:18 PM
To: Clark, Rickie
Subject: I65 sound barrier

Rickie,

I am writing to request that a new sound barrier be installed along I65 where it is adjacent to the Roncalli High School property. It seems only prudent that a sound barrier be installed in this location. Additionally it would be nice to see that sound barriers are being installed somewhere besides the North side of town.



Engineers-Architects-Land Surveyors

Tom Roeder, PE, LEED AP, CEM, CDSM

Electrical Engineering Manager

Consulting Management Inspection Design

Cell: 317 696 0065 |

Main: 317 554 3309 | Fax: 317 917 4254

Email: troeder@cmidinc.com | Website: www.cmidinc.com

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Clark, Rickie

From: nancy [nquill248@yahoo.com]
Sent: Friday, April 20, 2012 3:27 PM
To: Clark, Rickie
Subject: Sound barrier

My daughter plays tennis for Roncalli High School. The tennis courts lie next to I 65 and the traffic noise is deafening. Please include sound barriers to this location along I 65 with the proposed I65 and 465 Indot project. They would greatly improve the quality of outdoor sports at Roncalli.

Sincerely,

Nancy Quill

Sent from my iPad

Clark, Rickie

From: Mehringer, Dawn [Dawn.Mehringer@wellpoint.com]
Sent: Friday, April 20, 2012 3:25 PM
To: Clark, Rickie
Subject: Sound Barrier Request

Dear Rickie Clark,

Please consider adding a sound barrier between I-65 and Roncalli's property (close to I-465). See note below.

The Indiana Department of Transportation is embarking on a reconstruction project regarding the I-465 and I-65 interchange, just to the east of our school's campus. The project extends along the stretch of Interstate 65, which runs alongside the east property line of Roncalli. It would be of great advantage to Roncalli to have a sound barrier installed along this property line to reduce the noise generated by the I-65 traffic as it moves even closer to our property. Please assist us in this effort by emailing Rickie Clark at rclark@indot.in.gov and request the installation of a sound barrier along the Roncalli High School property line and I-65. Time is of the essence and public comments must be emailed by April 27th. We thank you for your help.

Thank you,

Have a*''')

. *' . *'') , . *''')
(, . ' (, . ' * Wonderful day!

Dawn Mehringer
WellPoint, Inc.
Investor Relations
120 Monument Circle
Indianapolis, IN 46204
(317) 488-6395
Fax: (317) 488-6703
dawn.mehringer@wellpoint.com

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Clark, Rickie

From: Michael LENAHAN [mblenny@sbcglobal.net]
Sent: Friday, April 20, 2012 3:27 PM
To: Clark, Rickie
Subject: sound barrier

Please install a sound barrier along the Roncalli High School property line along I65.

Thank you!
Bridget Lenahan

Clark, Rickie

From: DONALD L MANNING [dmanning@perryschools.org]
Sent: Friday, April 20, 2012 2:23 PM
To: Clark, Rickie
Subject: I465-I65 South Interchange Improvement

Mr. Clark

My name is Don Manning and I am the President of the Moss Creek Homeowners Association. I am emailing you pleading for INDOT to strongly consider installing noise barrier walls while improvements are being made to I465-I65 interchange area on the southside of Indianapolis. Moss Creek is set on the east side of I65. The winds mainly come out of the west and blow our direction. The noise from the interstate has gotten worse as the years have passed. It is so bad that is not real conducive to opening your windows. We are a neighborhood of 150 residents with homes ranging from \$200,000 to \$500,000. In the past several years, we have had several homes near the interstate sit on the market for long periods of time and have had to come down in price due to the fact of the noise level. It is having a negative effect on our neighborhood. The sound barriers would provide some relief. We have seen them be implemented on the westside, eastside, and northside of Indianapolis, but none on the southside. Please take our neighborhood and community into consideration when determining where to place these barriers.

Don Manning
Language Arts/Social Studies
789-1480
dmanning@perryschools.org

Clark, Rickie

From: Dave gervasio [Dgervasio@roncallihs.org]
Sent: Thursday, April 19, 2012 3:09 PM
To: Clark, Rickie
Subject: I-465 and I-65 project

Rickie,

I have had the opportunity to review the proposed I-465 and I-65 Interchange Modification Project in Marion County and noticed that there is not a proposed sound barrier along the west side of I-65 south between the east/west roads of Thompson and Edgewood. The noise generated by the traffic as well as safety concerns exist specifically for Roncalli High school whose property line is adjacent to the interstate at this location. We are educating 1,100 students on a daily basis and would request a sound barrier installed to remove the noise which emanates from the thousands of vehicles using that interstate daily.

Thanks for your consideration,

Dave

Dave Gervasio
Business Manager
Roncalli High School
Phone 317-787-8277
Fax 317-788-5581

Clark, Rickie

From: Jeffrey Traylor [JTraylor@roncallihs.org]
Sent: Friday, April 20, 2012 10:54 AM
To: Clark, Rickie
Subject: Noise Barriers

Mr. Clark

In reviewing the proposed I-465 and I-65 Interchange Modification Project in Marion County and noticed that there is not a proposed sound barrier along the west side of I-65 south between the east/west roads of Thompson and Edgewood. The noise generated by the traffic as well as safety concerns exist specifically for Roncalli High school whose property line is adjacent to the interstate at this location. As a softball coach at Roncalli our field butts right up against the interstate and this causes many issues on a daily basis. From it being incredibly hard to address our team in the fields to the safety concerns for players and fans because often it is hard to even hear "Heads up". I would ask that you consider the installation of sound barriers along the corridor from Thompson to Edgewood on the west side of I-65.

Peace and Thanks,

Jeff Traylor

Roncalli High School
Theology Department
J.V. Softball Coach
Junior Class Moderator
Contact @ 340-0534

Clark, Rickie

From: Pat Crosley [PCrosley@roncallihs.org]
Sent: Friday, April 20, 2012 11:07 AM
To: Clark, Rickie
Subject: I-465 and I-65 project

Dear Mr. Clark,

I have had the opportunity to review the proposed I-465 and I-65 Interchange Modification Project in Marion County and noticed that there is not a proposed sound barrier along the west side of I-65 south between the east/west roads of Thompson and Edgewood. The noise generated by the traffic as well as safety concerns exist specifically for Roncalli High School whose property line is adjacent to the interstate at this location. We are educating 1,100 students on a daily basis and would request a sound barrier installed to remove the noise which emanates from the thousands of vehicles using that interstate daily. As a teacher and coach, the noise generated by the repeated engine braking of trucks entering I-465 and the occasional siren can be quite distracting and makes it difficult, at times, to be heard. A sound barrier along this corridor would greatly aid in education for our school and the quality of life for the people living in the area south of our campus.

Thank you very much,

Pat Crosley
Roncalli High School
US History/Government
Teacher

Clark, Rickie

From: Ken & Anne Johnson [johnson1115@comcast.net]
Sent: Friday, April 20, 2012 11:47 AM
To: Clark, Rickie
Subject: Noise barrier request...

To Whom this May Concern:

My name is Anne Johnson and I live on the south side of Indianapolis in a neighborhood called Moss Creek. The purpose of my message to you is to ask for your consideration for the construction of noise barriers as plans for construction in the Southport Road exit area (on I65) proceed. The residents of Moss Creek take great pride in their homes and recognize that the noise from the nearby interstate impacts the value of homes in our neighborhood. Thank you for your consideration for this matter.

Sincerely,
Anne Johnson
4505 Moss Ridge Lane
Indianapolis, IN 46237
(317) 292-9493

Clark, Rickie

From: SCOTT A WHITLOCK [swhitlock@perryschools.org]
Sent: Friday, April 20, 2012 11:50 AM
To: Clark, Rickie
Subject: Noise Barrier Form

RE: DES# 0902297

We live in Moss Creek Subdivision off of Gray and Southport Road on the southeast side of Indianapolis. Our property lines up directly to I 65. We are requesting noise barriers be put up with the proposed reconstruction of the I 65 and I 465 interchange. The amount of noise coming from the interstate is incredibly high.

Thank you.

Scott Whitlock

Scott Whitlock
Exceptional Needs Teacher
Head Baseball Coach
Southport High School
317-789-4886

Clark, Rickie

From: Laura Armbruster [LArmbruster@roncallihs.org]
Sent: Friday, April 20, 2012 12:20 PM
To: Clark, Rickie
Subject: I-465 & I-65 project

Dear Rickie,

As a teacher and softball coach I would like to request a sound barrier installed along the west side of I-65 south between the east/west roads of Thompson and Edgewood. The noise of the busy interstate affects the over 1,100 students, numerous parents, and countless fans and supporters of our students and athletes.

Thank you for your consideration,

Laura Armbruster
Roncalli High School
Phone 317-787-8277

Clark, Rickie

From: Angie Toner [AToner@roncallihs.org]
Sent: Friday, April 20, 2012 12:27 PM
To: Clark, Rickie
Subject: noise barriers

Mr. Clark,

It would really be helpful if noise barriers could be put on I 65 just south of the southern most I465 interchange. I know the school and community would tremendously benefit from this. thanks,
Angie

Angela Toner
Assistant Athletic Director
Math Department Co-Chair
Roncalli High School
3300 Prague Road
Indianapolis, IN 46227
317-787-8277

Clark, Rickie

From: Scott Whitlock [barb_scottwhitlock@sbcglobal.net]
Sent: Friday, April 20, 2012 12:58 PM
To: Clark, Rickie
Subject: Noise Barrier

RE: DES# 0902297

We live in Moss Creek Subdivision off of Gray and Southport Road on the southeast side of Indianapolis. Our property lines up directly to I 65. We are requesting noise barriers be put up with the proposed reconstruction of the I 65 and I 465 interchange. The amount of noise coming from the interstate is incredibly high.

Thank you.

Clark, Rickie

From: Scott Whitlock [swhitlock@connectionseducation.com]
Sent: Friday, April 20, 2012 1:06 PM
To: Clark, Rickie

RE: DES# 0902297

We live in Moss Creek Subdivision off of Gray and Southport Road on the southeast side of Indianapolis. Our property lines up directly to I 65. We are requesting noise barriers be put up with the proposed reconstruction of the I 65 and I 465 interchange. The amount of noise coming from the interstate is incredibly high.

Thank you.

Scott Whitlock
Indiana Connections Academy
Adjunct Health and Physical Education 6
Adjunct Health and Physical Education 7

Clark, Rickie

From: MARTHA F BROTHERS [mbrothers@perryschools.org]
Sent: Friday, April 20, 2012 1:31 PM
To: Clark, Rickie
Subject: Barrier along 465-65 south

This would be fabulous! I always notice when we travel at the other major cities who have put up these types of barriers and how beautiful they look. It gives a unified look to the city no matter what part of the city you are in. As Indianapolis continues to court large venue events(Super Bowl, Final 4) we need to continue to beautify our city on all sides. And from a resident who lives at the end of a street near 65 south I would appreciate the noise barrier. If you have any questions please contact me at 786-6396.

Thanks
Marty Brothers
4250 Moss Ridge Court
46237



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
FAX: (317) 232-5349

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

Thank you for attending this Public Hearing regarding the proposed I-465 and I-65 Interchange Modification Project. Please submit any comments regarding this project by using the space provided below. INDOT appreciates your attendance this evening and looks forward to working with the community during the development of this project.

INDOT Office of Public Involvement rclark@indot.in.gov

DATE: Tuesday, April 10, 2012

DES# 0902297

COMMENT:

My name is Jack C. Finney and my wife and I have lived at 4136 Moss Ridge Lane in Moss Creek subdivision since 1993. I wanted very much to attend the meeting last night, but I was forced into early retirement in 2010 and couldn't pass up the hours at my part-time job.

My lot backs up against Gray Road and I have noise impact from BOTH on the North side of the Gray Road overpass and also from the South side of the overpass. I often joke that I can take a "5-iron" to the interstate from my back yard and at approximately 300 feet from the back yard I don't think that's a stretch.

I am attaching three exhibits; A is an overhead showing the line of noise and sight from the back of my house to the Interstate both north of and south of Gray Road overpass. B is a Gray Road view, showing the lines drawn in "A", and the proximity to I-65. The "C" exhibit shows the view from the overpass of Gray Road looking south and the other line drawn in "A".

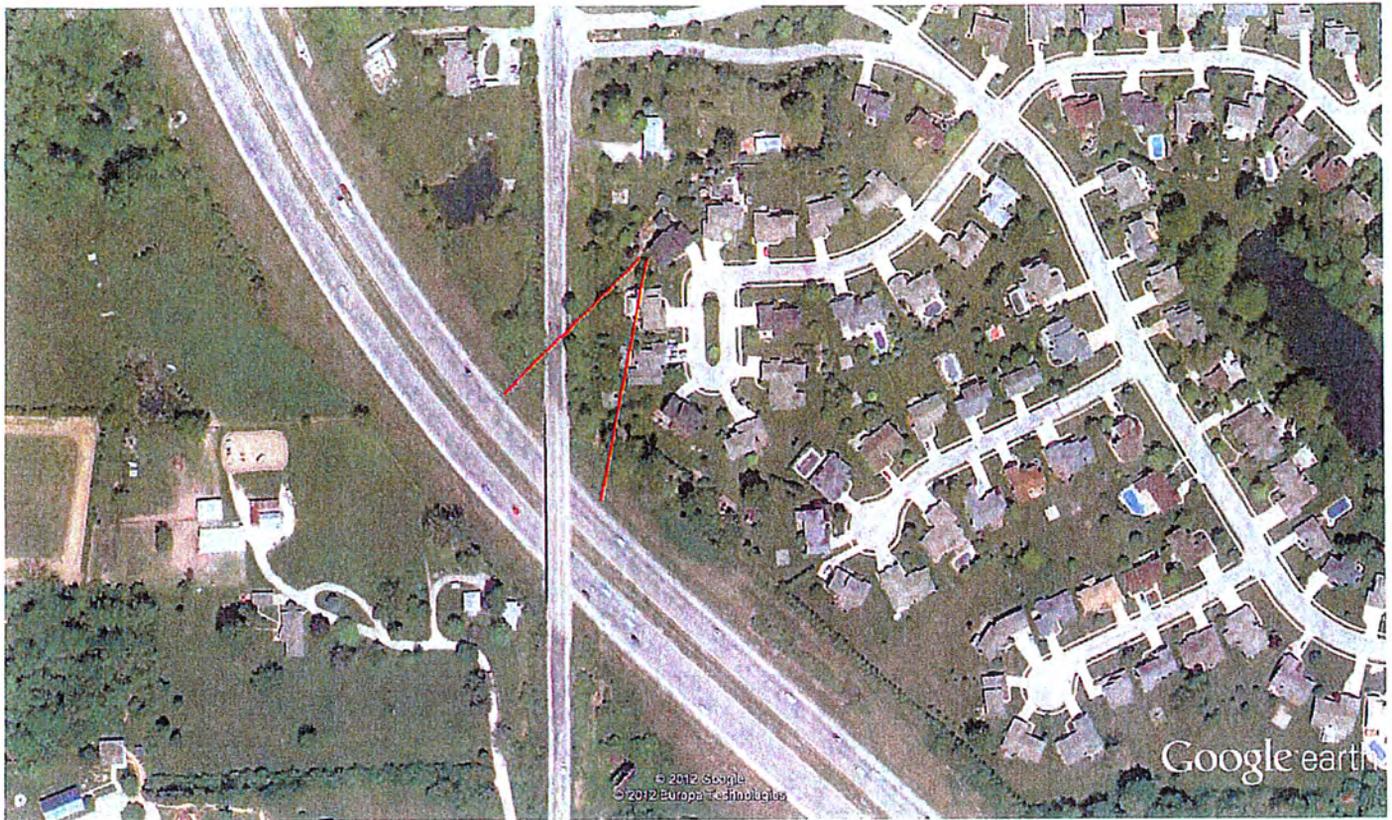
WEEKLY I can hear a crash/impact ...usually from the northbound merge from Westbound Southport Road to I-65 North. With the prevailing breeze from the southwest, we can often even hear loud car radios. We have endured the traffic noise for 19 years this coming August and it increases as the traffic has tripled since 1993. With the new lanes to be added it will increase even more.

I respectfully request that the Noise Barrier begin on the East side of I-65, at the bottom of that entrance ramp from Westbound Southport Road to Northbound I-65 and continue north to Edgewood Avenue.
Thank you so very much for your attention.

Jack C. and Mary E. Finney
4136 Moss Ridge Lane (Lot # 7)
Indianapolis, IN 46237
(H) 317-784-3334 (Cell) 317-840-0658
jfinn848@aol.com

SIGNATURE:

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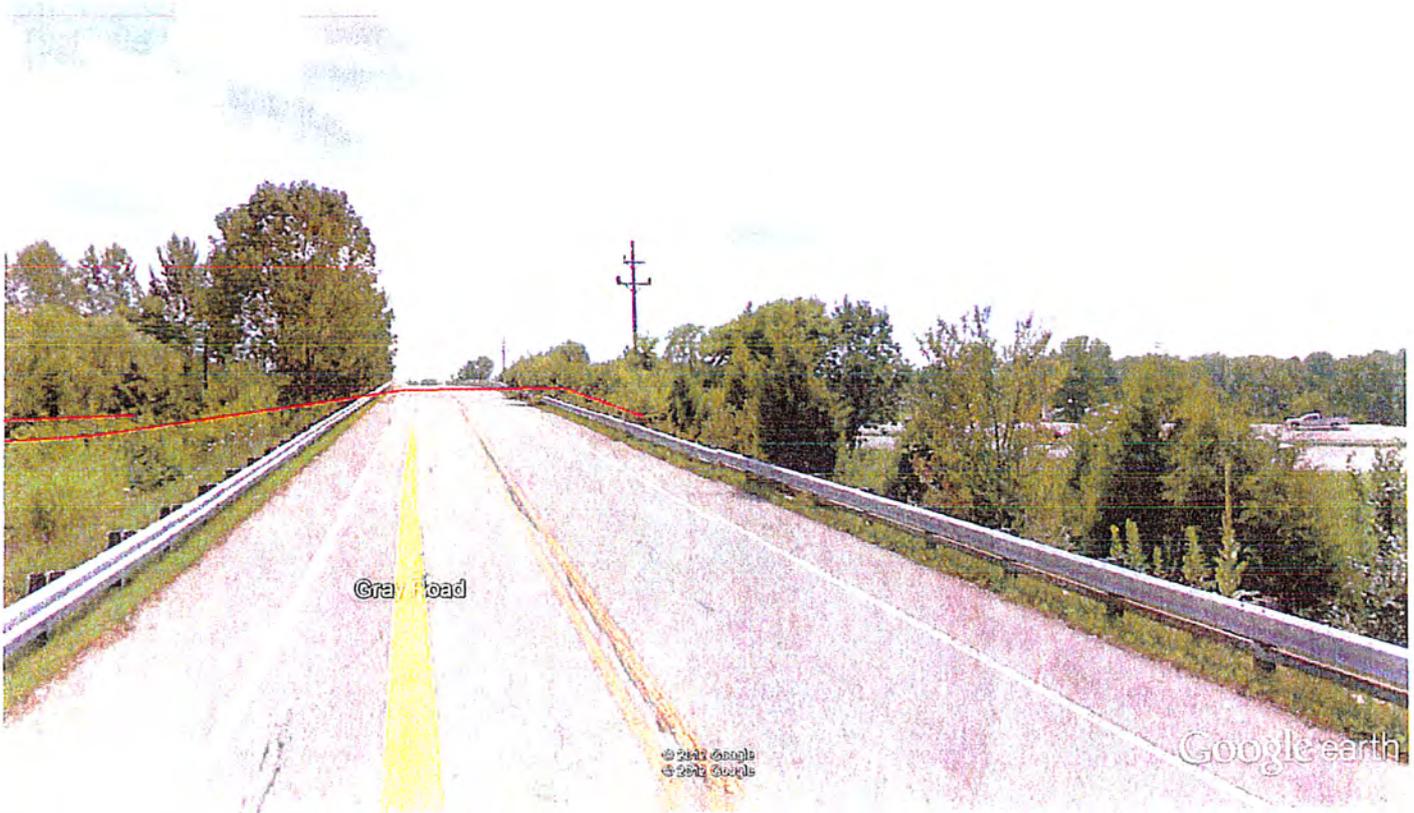


Google earth

feet
meters



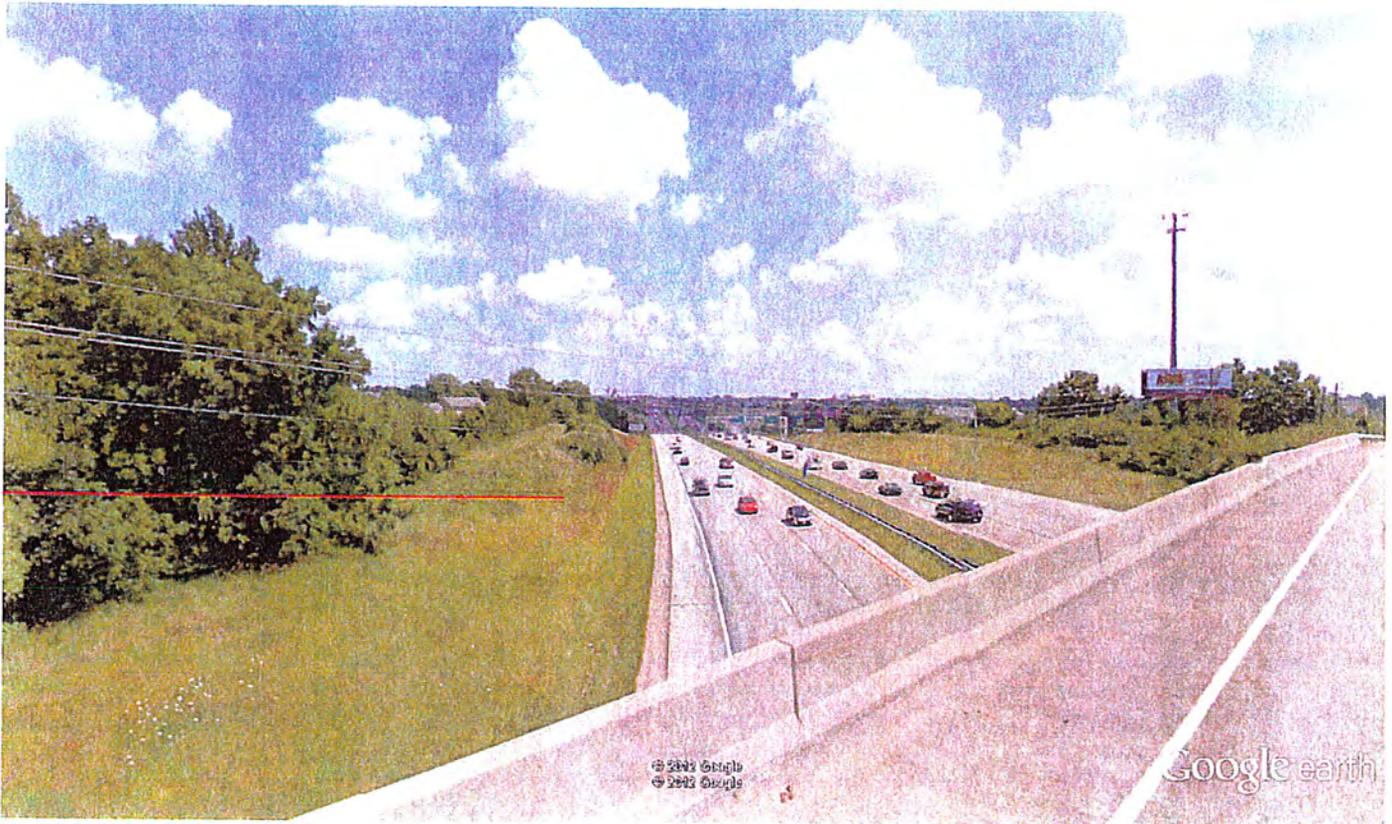
A



Google earth



B



Google earth



Clark, Rickie

From: Kathy.Armentrout@oneamerica.com
Sent: Friday, April 20, 2012 3:30 PM
To: Clark, Rickie

I am requesting the installation of a sound barrier along the Roncalli High School property line and I-65. Thank you.

Kathy Armentrout
Transition Services - Transition Consultant
AUL Retirement Services
a OneAmerica financial partner
P. O. Box 368
Indianapolis, IN 46206
Office: (317) 285-4581
Fax: (317) 285-1956
Buzz: 407A
kathy.armentrout@oneamerica.com

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Clark, Rickie

From: Tim Griffin [tfgriffin58@aol.com]
Sent: Friday, April 20, 2012 3:31 PM
To: Clark, Rickie
Subject: Roncalli Sound Barrier

Mr. Clark, I am a parent of students at Roncalli High School. I would like to suggest that a sound barrier be placed between the school and Interstate 65. The noise would be detrimental to the students at Roncalli. If you have any questions, please feel free to call me at 509-6878.

Thank You,

Tim Griffin

Clark, Rickie

From: kadpo@aol.com
Sent: Friday, April 20, 2012 3:32 PM
To: Clark, Rickie

Please put a sound barrier around the property line of Roncalli High School on the southside during the Interstate work. Thanks Keith Duncan

Clark, Rickie

From: Mary Hall [MHall@roncallihs.org]
Sent: Friday, April 20, 2012 3:32 PM
To: Clark, Rickie
Subject: Sound barrier

Mr. Clark,

I would like to request the installation of a sound barrier along the Roncalli High School property line that runs along side I-65. The barrier would help to keep the school environment stable by decreasing the noises coming from the traffic on I-65.

Many thanks for your consideration.

Mary Hall

Mary C. Hall
College Counselor
Roncalli High School
3300 Prague Road
Indianapolis, IN 46227
317-787-8277 x 236

Clark, Rickie

From: Joe Kuntz [jkuntz@exacttarget.com]
Sent: Friday, April 20, 2012 3:38 PM
To: Clark, Rickie
Subject: Sound barrier

Please consider this as my strong desire and support of the installation of a sound barrier along I-65 just south of 465 along the Roncalli HS property. Thank you.

Sent from my iPhone

Clark, Rickie

From: Jim Chapman [ChapmanMortgage@att.net]
Sent: Friday, April 20, 2012 3:50 PM
To: Clark, Rickie
Subject: Sound Barrier

Mr. Clark,
I wanted to make a request for the installation of a sound barrier along the Roncalli High School property line and I-65.

Thank you,
Jim Chapman- license #113951
Chapman Mortgage- license #111441
8001 S. Meridian Street, Indianapolis, IN. 46217
317-883-2604 or 888-832-4120
Fax 888-832-3420
www.ChapmanMortgage.com

Clark, Rickie

From: MIZECD@aol.com
Sent: Friday, April 20, 2012 4:02 PM
To: Clark, Rickie
Subject: Moss Creek sound barrier walls

It would be very nice to get rid of some of the noise from I-65. We are probably in the middle of the addition, yet it sounds like we live on the interstate. We use our air conditioner instead of open windows because of it even when temperatures are cool.

Thanks for the consideration.

Donell & Carol Mize
6617 Moss Circle

Clark, Rickie

From: Debbie Wagner [Debbie.Wagner@westviewhospital.org]
Sent: Friday, April 20, 2012 4:12 PM
To: Clark, Rickie
Subject: Sound Barrier Installation

Importance: High

I would like to request the installation of a sound barrier along the Roncalli High School property line and I-65.

The Indiana Department of Transportation is embarking on a reconstruction project regarding the I-465 and I-65 interchange, just to the east of our school's campus. The project extends along the stretch of Interstate 65, which runs alongside the east property line of Roncalli. It would be of great advantage to Roncalli to have a sound barrier installed along this property line to reduce the noise generated by the I-65 traffic as it moves even closer to our property. Please assist us in this effort.

Thank You,

*Debbie Wagner
Credentialing Specialist
Community Westview Hospital
3630 Guion Road
Indianapolis, IN 46222
Phone 317-644-5042
Fax 317-920-7284*

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Clark, Rickie

From: Anne Frye [anne.frye@att.net]
Sent: Friday, April 20, 2012 4:16 PM
To: Clark, Rickie
Subject: Sound Barrier for Roncalli High School

I am writing to request and indicate my support for installation of a sound barrier along the Roncalli High School property line and I-65 South (between 465 and Southport Road).

Anne Frye
anne.frye@att.net

Clark, Rickie

From: Laurie Morgan [laumorgan@att.net]
Sent: Friday, April 20, 2012 4:21 PM
To: Clark, Rickie
Subject: Sound barrier for Roncalli

Please accept this request for a sound barrier for Roncalli High School as the I-65 expands and grows closer to the school.

Thank you,

Roncalli Parent

Clark, Rickie

From: LITTRELL, BRENDA [bl8125@att.com]
Sent: Friday, April 20, 2012 4:20 PM
To: Clark, Rickie
Subject: Sound Barrier on I-65 next to Roncalli High School

Please install a sound barrier along the Roncalli High School property line and I-65.

Brenda Littrell
Office: 317 265-7104

Clark, Rickie

From: Rebecca Smith [smithra@comcast.net]
Sent: Friday, April 20, 2012 4:36 PM
To: Clark, Rickie
Subject: I65 Sound Barrier at Roncalli High School

I would like to ask that a sound barrier be installed on I-65 along the property of Roncalli High School on the south side. Roncalli has expanded their sports facilities much over the past 10 years, and it is very difficult to attend games (or practices) when the field is right next to the interstate, because of the noise and sometimes the smoke.

Thank You
Rebecca Smith, parent of a student

Clark, Rickie

From: BARBARA L WHITLOCK [bwhitlock@perryschools.org]
Sent: Friday, April 20, 2012 4:56 PM
To: Clark, Rickie
Subject: Noise Barrier For DES # 0902297

Re: DES# 0902297

I live in the Moss Creek neighborhood at Southport Road and Gray Road on the southeast side of Indianapolis. My property line goes right up to I65. I am requesting that noise barrier walls be put up with the proposed reconstruction of the I65 & I465 interchange. The noise levels are unbearably high. We need these barrier walls very much.

Thank you.

Barb Whitlock
Theatre Arts Instructor
Auditorium Director
Southport High School
317.789.4908 or 317.789.4874

Clark, Rickie

From: Chuck Weisenbach [CWeisenbach@roncallihs.org]
Sent: Friday, April 20, 2012 5:23 PM
To: Clark, Rickie
Subject: sound barriers

Mr. Clark

As principal at Roncalli High School and as a neighbor to Roncalli High School, I did have the opportunity to review the proposed I-465 and I-65 Interchange Modification Project in Marion County.

I am concerned that current plans do not call for the installation of the sound barriers along the west side of I-65 south between the east/west roads of Thompson and Edgewood. The noise generated by the traffic as well as potential safety concerns that exist specifically for Roncalli High school are areas of contention for our school.

We are educating 1,100 students on a daily basis and would request a sound barrier installed to remove the noise which emanates from the thousands of vehicles using that interstate daily.

Thanks for your consideration,

Chuck Weisenbach, Principal
Roncalli High School
3300 Prague Road
Indianapolis, IN 46227
317-787-8277 phone
317-788-4095 fax

Clark, Rickie

From: tarajjmorse@att.net
Sent: Friday, April 20, 2012 5:26 PM
To: Clark, Rickie
Subject: I465 and I65 Sound barrier construction

the purpose of this email is to request request the installation of a sound barrier along the Roncalli High School property line near I465 and I65

Tara Morse

Clark, Rickie

From: dherkert@herkertfamilyeyecare.com
Sent: Friday, April 20, 2012 5:29 PM
To: Clark, Rickie
Subject: sound barrier

Mr. Clark,

I believe installing a sound barrier along the I65 corridor south of 465 would be a tremendous help in reducing the sound of traffic emanating from I65. Unfortunately, the traffic sounds can be a bit distracting during school hours and during sporting events.

Thanks you for your consideration in this project.

Dr. Daniel Herkert

Clark, Rickie

From: Gary Moran [mojosakius@yahoo.com]
Sent: Friday, April 20, 2012 5:36 PM
To: Clark, Rickie
Subject: Sound barrier by Roncalli High School

Hello Mr Clark. I am writing you to request that a sound barrier be installed near I 65 and Roncalli High School. This would be very helpful if it could be done. Thank you for reading my e-mail.

Gary Moran

Clark, Rickie

From: Kathy Schembra [KSchembra@roncallihs.org]
Sent: Friday, April 20, 2012 5:48 PM
To: Clark, Rickie
Subject: Sound barrier on I65

Hello,

I am a teacher and former coach at Roncalli High School. I would like to ask that a sound barrier be placed along I 65 South just outside of our campus. It would certainly be appreciated to cut down the noise that the interstate generates near our school. Thank you for your consideration.

Sincerely,

Kathy Nalley-Schembra
Health & Physical Education Department Chair

Clark, Rickie

From: churchmanah@comcast.net
Sent: Friday, April 20, 2012 8:07 PM
To: Clark, Rickie
Subject: Sound Barrier for Roncalli High at I-65/thompson Road South Side Indianapolis

Please consider a sound barrier addition to the planned reconstruction of the I-65/465 interchange. The high school's structures and outdoor venues are current adversely affected by traffic noise from 65. This addition would greatly assist the high school and the surrounding neighborhood.

Thank you.

Dr. Christopher Dristas

Clark, Rickie

From: Penny Mace [ppmace@att.net]
Sent: Friday, April 20, 2012 8:31 PM
To: Clark, Rickie
Subject: Roncalli's Sound Barrier Request

Hello Mr. Clark,

I am writing to you to request the installation of a sound barrier along the Roncalli High School property line and I-65. It would be greatly appreciated if this sound barrier could be installed to help with the noise level of the traffic filtering into the school and disrupting the learning process of the students.

Thank you for your consideration in this matter.

God Bless,

Penny Mace
7104 Winslet Blvd Apt 2D
Indianapolis, In 46217
317-865-1426

Clark, Rickie

From: Christine Berrones [cmberrones@comcast.net]
Sent: Friday, April 20, 2012 8:50 PM
To: Clark, Rickie
Subject: Sound Barrier Request

I would like to express my family's interest in a sound barrier along the edge of Roncalli High School's property edge. We believe it would make a huge difference on the school grounds for the students and athletes.

Thank you for your consideration,

Christine and Carlos Berrones
317-412-6723

Clark, Rickie

From: Joni Hornberger [djhornberger@sbcglobal.net]
Sent: Friday, April 20, 2012 9:51 PM
To: Clark, Rickie

Please install a sound barrier wall on I-65 at Roncalli

Clark, Rickie

From: Maryann Stockton [msboot@aol.com]
Sent: Friday, April 20, 2012 10:29 PM
To: Clark, Rickie
Subject: Sound barriers along I-65 Needed on southside near Roncalli HS

Please note my request for the placement of sound barriers along Interstate 65 Southbound as it passes Thompson Road and along Roncalli High School property. This would be a great benefit for the students and teachers trying to conduct classroom activities and struggling on the athletic fields to be heard. This can also be a safety threat as the ability to warn children and adults is hindered by the noise generated from the Interstate traffic.

Thank you for your support of this needed improvement.

Maryann Stockton

Clark, Rickie

From: Antolin [hcamorb@gmail.com]
Sent: Friday, April 20, 2012 10:50 PM
To: Clark, Rickie
Subject: Sound barrier for Roncalli High School

Please consider the installation of a sound barrier for the future construction on I65 near Roncalli High School. The school will be closer to the highway noise due to road improvements and a barrier will be extremely helpful in reducing traffic noise generated by the highway. The school strives for academic excellence and excessive highway noise would reduce the sound quality at the school.

We are always happy to see improved highway conditions and appreciate the manner in which the roads have been maintained. Your consideration for the sound quality at Roncalli would be extremely appreciated by all parents, staff and students.

Thank you,
Romel & Mary Antolin
Parents of Roncalli Rebel Students

Clark, Rickie

From: Hibner, John
Sent: Friday, April 20, 2012 3:49 PM
To: Clark, Rickie
Subject: I-65 sound barrier

Rickie Clark,

I am a supporter for the sound barrier that is being considered for I-65 in Marion County, immediately south of the south leg of I-465. For years, the higher traffic volumes have increased the noise level in the adjoining residential neighborhood. My most immediate concern is for the two schools which are to the west of I-65 (Roncalli High School and St. Jude Elementary).

I would appreciate an update on details of the public hearings. Could you also please let me know the INDOT engineers who have been assigned to this project and if it has been moved past the pre-engineering phase and into design yet. Thank you very much.

John Hibner, CBO
Code Specialist
Legal and Code Services
Indiana Department of Homeland Security
302 W. Washington Street, Rm. W246
Indianapolis, IN 46204
(317) 232-1413 (phone)
(317) 232-0146 (fax)
jhibner@dhs.in.gov

Clark, Rickie

From: Crosley, Lori B. [Lori.Crosley@VerizonWireless.com]
Sent: Friday, April 20, 2012 3:40 PM
To: Clark, Rickie
Subject: Sound Barrier

As a concerned parent of a future Roncalli student, I would like to go on record to voice my concern for the loud noise and traffic congestion by the back property line of Roncalli High School. I am requesting the installation of sound barriers to be erected along I-65, south of 465. Please help get this accomplished. Thank you!

Lori Crosley | Consultant, Midwest Area Marketing
M - 317.694.9494 | O - 317.816.6464 | F - 317.818.6541
lori.crosley@verizonwireless.com | 250 E. 96th Street, Indianapolis, IN 46240

Clark, Rickie

From: Scott Whitlock [barb_scottwhitlock@sbcglobal.net]
Sent: Friday, April 20, 2012 12:58 PM
To: Clark, Rickie
Subject: Noise Barrier

RE: DES# 0902297

We live in Moss Creek Subdivision off of Gray and Southport Road on the southeast side of Indianapolis. Our property lines up directly to I 65. We are requesting noise barriers be put up with the proposed reconstruction of the I 65 and I 465 interchange. The amount of noise coming from the interstate is incredibly high.

Thank you.

Clark, Rickie

From: rita reeves [mnmreeves@yahoo.com]
Sent: Friday, April 20, 2012 11:49 PM
To: Clark, Rickie
Subject: Sound Barrier by Roncalli

Hello Mr. Clark,

With the construction of I-65 moving closer to Roncalli High School, the noise level has increased dramatically. We would like you to consider putting up a noise barrier to reduce the disturbance around the high school. Thank you for your consideration.

Rita Reeves

Live simply. Love generously. Care deeply. Speak kindly. Leave the rest to God.

Clark, Rickie

From: Melissa OMaley [mmomaley@yahoo.com]
Sent: Saturday, April 21, 2012 7:04 AM
To: Clark, Rickie
Subject: Sound barrier

With the recent announcement of additional construction to I65 and 465 from the southside, please consider installing a sound barrier to run along the Roncalli High School property. The noise along the interstate is already very loud, and with this construction and changes in the road it will be even worse.

Missy O'Maley

Clark, Rickie

From: Karen Glander [kmglander@comcast.net]
Sent: Saturday, April 21, 2012 8:48 AM
To: Clark, Rickie
Subject: Roncalli High School

I am writing to request that you install a sound barrier along the Roncalli High School property line and I-65 when you start work on the 465/65 interchange. This will be essential in reducing the noise level for our students who work so hard to achieve their best.

Thank you,

Karen Glander, parent of sophomore with learning differences

Clark, Rickie

From: Hawkins [hawk-sbma@ameritech.net]
Sent: Saturday, April 21, 2012 11:46 AM
To: Clark, Rickie
Subject: Sound Barrier

Hello Mr. Clark. Please accep this email for a request to install a sound barrier along the Roncalli High School property line and I-65. This sound barrier is of essence to assist us in the proper environment to educate the children of Roncalli.

Thank you!
Becky Hawkins

Clark, Rickie

From: Ron Dougherty [rond.my_3_sons@yahoo.com]
Sent: Saturday, April 21, 2012 11:45 AM
To: Clark, Rickie
Subject: Sound Barrier

Please install a sound barrier along the Roncalli High School property line along I-65.
Thank you!

Ron Dougherty
Personal Cell 317-403-2758

Clark, Rickie

From: bdristas@comcast.net
Sent: Saturday, April 21, 2012 11:57 AM
To: Clark, Rickie
Subject: Roncalli Sound Barrier

Dear Mr. Clark,

I, as a parent of a student at Roncalli High school, would like to request the installation of a sound barrier along the Roncalli High School property line and I-65. I understand that there is some construction going on at I-65 and 455 and that this would be a great opportunity to add the barrier wall. Please consider this request.

thank you,
Beth Dristas

Clark, Rickie

From: Kimberly Stevens [sarasteve@aol.com]
Sent: Saturday, April 21, 2012 12:07 PM
To: Clark, Rickie
Subject: Roncalli High School Sound Barrier

Dear Rick,

I am a concerned parent of Roncalli High School. I am voicing my concerns about the I 65 project. My husband and I are large dollar amount tax payers and we are anticipating the project will be providing a sound barrier for the Roncall High. Thank you for your time.
Sent from Kim Stevens Mobile

Clark, Rickie

From: Martha Buckel [mjebuckel@gmail.com]
Sent: Saturday, April 21, 2012 12:47 PM
To: Clark, Rickie
Subject: INDOT sound barrier

To Whom It May Concern:

I recently received the Roncalli High School newsletter and in it was an article about the possibility of INDOT installing a sound barrier along the Roncalli property line and I65. I would like to add my opinion to this project as a resident of this neighborhood by Roncalli High School.

We frequently hear the sound of the traffic on I65 at our home. I feel that it would help to enhance our property value and improve the environment to have the sound barrier installed.

Please let me know if there is anyone else I need to contact to endorse this worthwhile project.

Sincerely,
Martha Buckel
3205 East St. Jude Drive
Indianapolis, IN 46227
(317) 786-9503

Clark, Rickie

From: Mark Powell [markjeffreypowell@gmail.com]
Sent: Saturday, April 21, 2012 1:07 PM
To: Clark, Rickie
Subject: Sound barrier for Roncalli High School area along I-65.

Please consider the installation of a sound barrier along the Roncalli High School property line and I-65.

Thank you for your consideration,

Mark Powell
411 Meadowlark Dr.
Whiteland, IN 46184

Clark, Rickie

From: Deanna Smith [fdsmith7@sbcglobal.net]
Sent: Saturday, April 21, 2012 1:30 PM
To: Clark, Rickie
Subject: Sound Barrier

Mr. Clark,

I know that the Indiana Department of Transportation is embarking on a reconstruction project regarding the I-465 and I-65 interchange, just to the east of Roncalli High School campus. The project extends along the stretch of Interstate 65, which runs alongside the east property line of Roncalli. It would be of great advantage to Roncalli to have a sound barrier installed along this property line to reduce the noise generated by the I-65 traffic as it moves even closer to our property. Please have a sound barrier installed along Roncalli property. Thank you for your consideration.

-Deanna Smith

Clark, Rickie

From: schlanzerindy@netzero.com
Sent: Saturday, April 21, 2012 1:57 PM
To: Clark, Rickie
Subject: Highway Construction

4-21-12

Please make sure a sound barrier is installed along 165 by Roncalli High School.

Thanks,
Marilyn Schlanzer
Roncalli Alumni

Clark, Rickie

From: Glenn Fischer [gbfischer@sbcglobal.net]
Sent: Saturday, April 21, 2012 4:49 PM
To: Clark, Rickie
Subject: sound barrier

I am emailing you to let you know that I approve of the sound barrier that is needed along I-65 along the east property line of Roncalli High School. It would be a great advantage to Roncalli High School to have a sound barrier installed along this property line to reduce the noise generated by the I-65 traffic as it moves even closer to their property line.

Thank you for your time,
Brenda Fisher
Beech Grove, IN

Clark, Rickie

From: Linda Kile [lbkile@sbcglobal.net]
Sent: Saturday, April 21, 2012 6:07 PM
To: Clark, Rickie
Subject: Sound barrier

Please install a sound barrier along the stretch of I-65 that borders the east side of the Roncalli High School property. How much easier it will be for students to learn and teachers to teach with a barrier in place to prevent noisy distractions.

Linda Kile

Clark, Rickie

From: Susan Crouch [susananddaryl@att.net]
Sent: Saturday, April 21, 2012 10:06 PM
To: Clark, Rickie
Subject: sound barrier

I am requesting the installation of a sound barrier along the Roncalli High School property line and I-65. My daughter plays tennis and this is very distracting to the players.

Thanks,
Daryl and Susan Crouch

Clark, Rickie

From: Mark Carson [mcarson3271@sbcglobal.net]
Sent: Sunday, April 22, 2012 10:11 AM
To: Clark, Rickie
Subject: sound

Good day

I would like to request the installation of a sound barrier along the Roncalli High School property line and I-65.

Regards,
Mark and Alice Carson

Clark, Rickie

From: Cindy Steadham [cmsteadham@gmail.com]
Sent: Sunday, April 22, 2012 11:15 AM
To: Clark, Rickie
Subject: Sound Barrier

I would like to request the installation of a sound barrier along the Roncalli High School property line and I-65. This would greatly reduce the noise generated by the I-65 traffic as it moves close to the Roncalli property line. Thank you for your consideration.

Cindy Steadham

Clark, Rickie

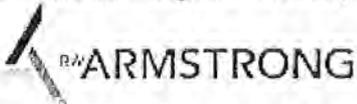
From: Todd Schultheis [todd@rwa.com]
Sent: Sunday, April 22, 2012 11:21 AM
To: Clark, Rickie
Cc: Chuck Weisenbach (cweisenbach@roncallihs.org)
Subject: I-65 and I-465 Interchange Reconstruction and Modification Project

Mr. Clark,

It is my understanding that INDOT is planning and designing a project to improve the interchange of I-65 and I-465 on the south side of Indianapolis. A portion of this project would abut the east property line of Roncalli High School. As a parent of students that attend Roncalli, I believe the learning environment can be enhanced by the reduction of traffic noise generated on I-65. As such I request INDOT include as part of the I-465 and I-65 interchange program the installation of a sound barrier along the Roncalli property that adjoins the I-65 Right of Way.

Kind Regards,

Todd Schultheis, P.E.
Vice President – Regional Director, Aviation Services



300 S. Meridian St., Indianapolis, IN 46225

DIR +1.317.780.7167 // TF +1.800.321.6959 x167
MOB +1.317.697.4650 // FAX +1.317.788.0957
tschultheis@rwa.com // rwArmstrong.com

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Please consider the environment before printing this message.

Clark, Rickie

From: Mary Beach [mrbeach311@sbcglobal.net]
Sent: Sunday, April 22, 2012 12:33 PM
To: Clark, Rickie
Subject: SOUND BARRIER

SOUND BARRIER is needed along the RONCALLI HIGH SCHOOL property line and I-65.

Thank you,
Mary Beach

Clark, Rickie

From: Jennifer Barnett [barnj]@gmail.com
Sent: Sunday, April 22, 2012 1:03 PM
To: Clark, Rickie
Subject: I-465 and I-65 Interchange Modification Project in Marion County

In writing in regards to the I-465 and I-65 interchange and modification project in Marion County. I live in the Moss Creek subdivision and would like to express my desire to have a sound barrier placed in this area. The noise from the interstate is very loud and creates many problems. One of which would be the resale value of our properties. I appreciate your time and any assistance you can provide in moving this project forward.

Sincerely,

Jennifer Barnett

Clark, Rickie

From: Amy Saling [amysaling@comcast.net]
Sent: Sunday, April 22, 2012 1:07 PM
To: Clark, Rickie
Subject: Sound Barrier

Rickie Clark,

I am writing to request the installation of a sound barrier along the Roncalli High School property line and I-65.

Thank you very much for your consideration,

Amy Saling

Clark, Rickie

From: Ann Myers [ann.myers08@gmail.com]
Sent: Sunday, April 22, 2012 1:31 PM
To: Clark, Rickie
Subject: Sound barrier please!

It is my understanding that the Indiana Department of Transportation is embarking on a reconstruction project regarding the I-465 and I-65 interchange, just to the east of Roncalli High School's campus. The project extends along the stretch of Interstate 65, which runs alongside the east property line of Roncalli. It would be of great advantage to Roncalli to have a sound barrier installed along this property line to reduce the noise generated by the I-65 traffic.

Please consider an installation of a sound barrier along the Roncalli High School property line and I-65.

Thank you,

Ann Myers

Clark, Rickie

From: Fabian Cambron [fabiancambron@bellsouth.net]
Sent: Sunday, April 22, 2012 2:43 PM
To: Clark, Rickie
Cc: AmySaling229@comcast.net
Subject: Reconstruction project regarding the I-465 and I-65 interchange

Mr Rickie Clark
Indiana Department of Transportation
100 N. Senate Ave
Indianapolis, Indiana 46204

Dear Mr Clark,

This project extends along the stretch of Interstate 65, which runs alongside the east property line of Roncalli High School. Currently the noise generated by I-65 traffic is a nuisance to the activities at the High School.

The reconstruction project plan is to move the road even closer to Roncalli property line. This will increase the noise to an unbearable level of nuisance.

This is a request that a sound barrier along the Roncalli High School property line and I-65 be installed.

Thank you,

T. F. Cambron

Clark, Rickie

From: Toni Humes [tonihumes@sbcglobal.net]
Sent: Sunday, April 22, 2012 3:38 PM
To: Clark, Rickie
Subject: SOUND BARRIER AT RONCALLI HIGH SCHOOL

I'm sending this email with a request to have a sound barrier placed on 1-65 near Roncalli High School. The barrier will be helpful in cutting down the interstate noise on campus. Many activities take place along that stretch of 1-65. Thank you for your interest in this matter.

Sincerely
Toni Humes
Roncalli Alumni and Parent of RHS Graduates

Clark, Rickie

From: Pen [onecent721@yahoo.com]
Sent: Sunday, April 22, 2012 3:48 PM
To: Clark, Rickie
Subject: Sound barrier along I-65 by Roncalli

Rickie,

Would you please consider installing a sound barrier along I -65 near Roncalli High School. It be of great advantage to Roncalli to have a sound barrier installed along this property line to reduce the noise generated by the I-65 traffic as it moves even closer to our property. It is already almost impossible to hear the scores at our children's tennis games and we would truly appreciate your help.

Thank you!

Penny Barret

Clark, Rickie

From: LORA K HANSELL [lhansell@perryschools.org]
Sent: Sunday, April 22, 2012 4:25 PM
To: Clark, Rickie
Subject: Serious concern regarding I-65 and Southport Road

Mr. Clark,

I am writing today in regards to the INDY COMMUTE project. In recent literature I've read regarding this project I discovered that sound barriers were no longer part of this project. As a home owner in Moss Creek, I would like to express my concern about this. When we purchased our home, we jumped at the chance to live in this beautiful community. Unfortunately, we found out the very first evening in our new home that the noise from the interstate is incredibly loud and unbearable. In fact, the noise is so loud we can not hear each other speak across our yard.

My husband and I have reached a point that we have considered selling our home, but many of the homes on our street haven't sold and the feedback has been because of the noise level from the interstate. We fear the property value of our home is declining. We ask that the state include sound barriers in this project. It would make our quality of life better, and preserve the value of our home.

I appreciate your consideration, and ask that you pass along my concern to your team. I look forward to hearing from you in regards to this matter.

Lora Hansell
Assistant Principal
Homecroft & Southport Elementary Schools

Clark, Rickie

From: Kathy Taylor [kmacktay@att.net]
Sent: Sunday, April 22, 2012 4:57 PM
To: Clark, Rickie
Subject: Sound Barriereer

Hello,

I am writing to request that you would please consider installing a sound barrier along I-65 near Roncalli High School. My daughter attended Roncalli and graduated in 2009. There were numerous occasions when I was on the property and felt the sound and the distraction it provided were not beneficial to the students and public safety. Please consider installing the sound barrier in this location to help the students and the community at large.

Thank you, Kathy Taylor

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Clark, Rickie

From: Brad Shepherd [BShepherd@hubgroup.com]
Sent: Monday, April 23, 2012 8:20 AM
To: Clark, Rickie
Subject: I-65 Sound Barrier

Mr Clark-

I am writing in regards to the I-65/I-465 reconstruction project. My understanding is that this project will be running along side the eastern boundary of Roncalli High School. I am asking you to please install sound barriers along the Roncalli High School Property Line. As the interstate is getting closer to the property line, the sound barriers are needed to reduce the noise being generated from the interstate.

Thank you for your consideration in this matter.

Sincerely,
Brad Shepherd

Clark, Rickie

From: Greg Strack [gstrack@sbcglobal.net]
Sent: Monday, April 23, 2012 8:18 AM
To: Clark, Rickie
Subject: sound barrier along 65 by Roncalli High School

Please intall the above as part of the I 65 remodel

Clark, Rickie

From: Joe Hollowell [JHollowell@roncallihs.org]
Sent: Monday, April 23, 2012 8:24 AM
To: Clark, Rickie
Subject: Barriers Along I-65

Dear Mr. Clark,

On behalf of our staff and 1,100 students I am writing to let you know that we are excited about the possibility of having sound barriers installed along the I-65 corridor adjacent to our property. We have many athletic fields that are right next to the interstate and the sound from the traffic has been a nuisance for our student athletes and our soccer, baseball, tennis, football, and softball coaches and fans for many years now. Installation of these proposed barriers would be a real benefit to these people.

If I can be of any assistance in this matter or if there are others to whom I should direct this request for assistance please let me know at your convenience.

Thank you! God bless you in your work!

Joseph D. Hollowell
President
Roncalli High School
317-788-5580

Clark, Rickie

From: David Wolf [dwolfdds@ameritech.net]
Sent: Monday, April 23, 2012 8:28 AM
To: Clark, Rickie
Subject: sound barrier at Roncalli

any type of sound barrier would be welcomed along I-65 adjacent to Roncalli high school to cut down on highway noise that interferes with all outdoor functions on the school property. Any support you can offer to this project would be greatly appreciated.

Dr dave wolf

Roncalli parent and past board member

Clark, Rickie

From: Schwab, Shauna L [Shauna.Schwab@anthem.com]
Sent: Monday, April 23, 2012 8:34 AM
To: Clark, Rickie
Subject: Sound Barrier

I'm writing to request that a sound barrier be installed near the Roncalli High School property to help buffer the traffic noise from the interstate to the school. Please take into consideration the students of Roncalli and have a sound barrier built.

Thank You,
Shauna Schwab – Parent of Roncalli High School student.

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Clark, Rickie

From: Scifres, Rebecca
Sent: Monday, April 23, 2012 8:36 AM
To: Clark, Rickie
Subject: Roncalli High School/Sound Barrier I am a parent/aunt of current/past Roncalli students

I understand the Indiana Department of Transportation is embarking on a reconstruction project regarding the I-465 and I-65 interchange, just to the east of Roncalli's campus. The project extends along the stretch of Interstate 65, which runs alongside the east property line of Roncalli. It would be of great advantage to Roncalli to have a sound barrier installed along this property line to reduce the noise generated by the I-65 traffic as it moves even closer to Roncalli.

Becky Scifres

Accountant

Finance Division

Indiana State Department of Health

2 N. Meridian Street, 2-C

Indianapolis, IN 46204

rscifres@isdh.in.gov

317.234.3436

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Clark, Rickie

From: rmitto@aol.com
Sent: Monday, April 23, 2012 12:33 PM
To: Clark, Rickie
Subject: RHS sound barrier

Dear Mr. Clark:

I recently learned there is consideration of installation of a sound barrier wall along the east property lines of Roncalli High School, and I wanted to request this indeed takes place.

The athletic fields are adjacent to the interstate and the kids cannot hear their coaches nor each other due to the I65 traffic noise. As a spectator, it is difficult to hear the umpires or other officials due to the noise. There are also trails for meditative walks nearby, and the interstate noise pollution impedes the purpose of these walks. It's a shame a sound barrier wall hasn't been installed yet given the school's long and rich history.

Thank you in advance for your consideration. Please feel free to contact me if I can be of any assistance.

Best regards,

Rose Mitto
881-9737 work
431-2662 cell

Clark, Rickie

From: Tim Hansell [thansell@entercom.com]
Sent: Monday, April 23, 2012 1:09 PM
To: Clark, Rickie
Subject: Serious concern regarding I-65 and Southport Road

Importance: High

Mr. Clark,

I am writing today in regards to a letter we received in our mailbox over the weekend concerning the INDY COMMUTE project.

The letter states that sound barriers are no longer part of the plan for the corner of I-65 and Southport road. This is very concerning, as my neighborhood (Moss Creek) desperately needs these sound barriers to improve our quality of life and to maintain our property value.

On numerous occasions 2010-2012, I have been made aware of the sound as a major reason many of the homes in our neighborhood remain vacant or unsold. Also... my home and the homes of the neighbors on each side of us, find it very difficult to hear and to communicate at times due to the sound level.

When purchasing our home, one of the selling points to us, was that this sound barrier was eventually going to be installed and that it would help the noise level significantly and improve our property value.

The bottom line, is that, my wife and I are fearful that our property value is declining, due to unsold houses in our neighborhood and because of the noise levels, and that we ask that the state add sound barriers back into this project. It would make our quality of life better, and preserve the value of our home.

Tim Hansell

Account Manager, Entercom Indianapolis

9245 N. Meridian Street, Suite 300

Indianapolis, IN 46260

O: 317-218-2270

C: 317-507-9525

F: 317-816-4080



Clark, Rickie

From: Tim Hansell [thansell@entercom.com]
Sent: Monday, April 23, 2012 4:05 PM
To: Clark, Rickie
Cc: LORA K HANSELL
Subject: RE: Serious concern regarding I-65 and Southport Road

In viewing the attached, it states the widening of I-65 from 465 South past Southport Road, which means that traffic will be even closer to our housing addition, (Moss Creek) which consequently would mean even more noise! PLEASE consider noise walls for this stretch of road up to Southport road from I-465!!

From: Clark, Rickie [mailto:RCLARK@indot.IN.gov]
Sent: Monday, April 23, 2012 3:39 PM
To: Tim Hansell
Subject: RE: Serious concern regarding I-65 and Southport Road

Good Afternoon Mr. Hansell,

Thank you for contacting INDOT regarding the proposed I-465 / I-65 interchange modification project. INDOT sincerely appreciated the opportunity to have met with members of the community during the public hearing on April 10th to present our current proposal. There are a number of impacts associated with this proposed project, not the least of which is noise. As evidenced during the hearing, many of the concerns were related to the location of the three proposed noise walls. INDOT will continue to evaluate this situation and will fully consider all of the comments we've received thus far and what we anticipate receiving over the next several weeks. During the hearing..... there certainly seemed to be very strong support for noise walls in other segments of the project area, INDOT encourages residents/ the community to submit comments regarding this project. I have made a copy of your e-mail and entered it into the official public record/public hearings transcript for review, evaluation and consideration by INDOT project officials.

Again, thank you for contacting INDOT regarding this proposed project. Also, I've attached a copy of INDOT's presentation from April 10th indicating the 3 locations where INDOT is proposing to construct noise wall. However, as stated, INDOT will fully consider public comments regarding noise impact in other locations of the project area.

Sincerely,

Rickie Clark, Indiana Department of Transportation
(317) 232-6601

From: Tim Hansell [mailto:thansell@entercom.com]
Sent: Monday, April 23, 2012 1:09 PM
To: Clark, Rickie
Subject: Serious concern regarding I-65 and Southport Road
Importance: High

Mr. Clark,

I am writing today in regards to a letter we received in our mailbox over the weekend concerning the INDY COMMUTE project.

The letter states that sound barriers are no longer part of the plan for the corner of I-65 and Southport road. This is very concerning, as my neighborhood (Moss Creek) desperately needs these sound barriers to improve our quality of life and to maintain our property value.

On numerous occasions 2010-2012, I have been made aware of the sound as a major reason many of the homes in our neighborhood remain vacant or unsold. Also... my home and the homes of the neighbors on each side of us, find it very difficult to hear and to communicate at times due to the sound level.

When purchasing our home, one of the selling points to us, was that this sound barrier was eventually going to be installed and that it would help the noise level significantly and improve our property value.

The bottom line, is that, my wife and I are fearful that our property value is declining, due to unsold houses in our neighborhood and because of the noise levels, and that we ask that the state add sound barriers back into this project. It would make our quality of life better, and preserve the value of our home.

Tim Hansell

Account Manager, Entercom Indianapolis

9245 N. Meridian Street, Suite 300

Indianapolis, IN 46260

O: 317-218-2270

C: 317-507-9525

F: 317-816-4080



Clark, Rickie

From: Mimi Berry-Huck [mimi@comlinkns.com]
Sent: Monday, April 23, 2012 4:58 PM
To: Clark, Rickie
Subject: sound barrier

I am contacting you to request that you consider placing a sound barrier along I-65 near Roncalli High School property.

Thanks,
Mimi
(317) 491-4249

Clark, Rickie

From: Steve and Terri Bradley [bradleyhouse6@sbcglobal.net]
Sent: Monday, April 23, 2012 6:05 PM
To: Clark, Rickie
Subject: Roncalli Sound Barrier

I am requesting the installation of a sound barrier along the Roncalli High School property line and I-65, please. Thank you.

Clark, Rickie

From: Cris Rasdell [crisrasdell@yahoo.com]
Sent: Monday, April 23, 2012 7:20 PM
To: Clark, Rickie
Subject: Proposed changes on South side.

Mr. Clark, I have heard about the proposed changes to interstate 65 on the southside of Indianapolis. I was pleased to hear about the changes because I have relatives and friends that live in the in the area, I also have worked out of the Southport post office and would welcome the sound barrier walls along the highway. It would reduce noise and also increase safety for everyone. I have been in the backyard at some family members homes and couldn't enjoy the day because of the noise, constant horns, trucks etc.

It already is a benefit in many other areas within the city, and has been a welcome not a complaint. The walls are beautiful and cost effective.

Thank you for your time,

Cris Lynn
crisrasdell@yahoo.com

Clark, Rickie

From: abbeyap@comcast.net
Sent: Monday, April 23, 2012 7:32 PM
To: Clark, Rickie
Subject: I65 and Southport exit

Dear Mr. Clark,

My parents have just shared with me that you are considering expanding I 65 at the Southport exit. This struck me as a big shock because the interstate is right near my house and I was already informed that you were going to put sound barriers up to block off the loud, annoying noises. I have a very hard time sleeping in the first place and have already made adjustments to deal with the noises at the moment. And I was looking forward to stop hearing my parents complain about the traffic as well. Now unfortunately, as you might know, expanding the interstate would just make all the loudness closer to my house; making it almost impossible to sleep. And for a 15 year old struggling with the busy highschool schedule, not only me but the other highschoolers that live near me need all the sleep we can get. The sound barriers I was promised seemed very exciting and gave me some hope that I would finally get some sleep and not be worried about the safety of my two younger brothers and I. It would be very easy to get past the thin barbwire gate that connects my yard from the interstate, and I would rather not risk my baby brother getting lost in his curiosity and wandering through to cause any accidents. Please try to see my side in all this, because expanding I 65 would be a big inconvenience for me, my family, and others around us.

Sincerely, Abbey Pittenger 4115 Moss Ridge LN

Clark, Rickie

From: Chris Barnett [barncm@gmail.com]
Sent: Monday, April 23, 2012 7:43 PM
To: Clark, Rickie
Subject: I-465 and I-65 Interchange Modification Project in Marion County

In writing in regards to the I-465 and I-65 interchange and modification project in Marion County. I live in the Moss Creek subdivision and would like to express my desire to have a sound barrier placed in this area. The noise from the interstate is very loud and creates many problems. One of which would be the resale value of our properties. I appreciate your time and any assistance you can provide in moving this project forward.

Sincerely,

Chris Barnett

Clark, Rickie

From: JRP [jpolly1043@sbcglobal.net]
Sent: Tuesday, April 24, 2012 12:16 AM
To: Clark, Rickie
Subject: comment I-65

Mr. Clark:

I was not able to attend the public hearing on the I-65 and I-465 project so I would like to make a comment here and hopefully you will get it in time to consider my proposal.

On the proposed noise barriers you have one for I-65 Northbound Near Edgewood Ave. This needs to be extended southbound I-65 from Edgewood to at least Buck Creek which is south of Gray Road. Moss Creek subdivision will have a great deal more road noise by the speeding up of the traffic. We have so much now it is almost unbearable. Please consider this for us. Thank You

John Polly
4308 Moss Creek Blvd
Indianapolis In
46237

Clark, Rickie

From: janetm3boys@aol.com
Sent: Tuesday, April 24, 2012 8:32 AM
To: Clark, Rickie
Subject: sound barrier I-65

It is my request that a sound barrier be installed alongside I-65 in the near Roncalli High School. Besides the growing traffic noise being a nuisance during sporting events the bigger issue is the distraction during the school hours when windows may be open. Thank you for taking my request into consideration. If you need further contact I can be reached at 317-313-3595.
Janet Merritt

Clark, Rickie

From: Philip N. Smith [psmith@smithgroupconsulting.com]
Sent: Tuesday, April 24, 2012 9:24 AM
To: Clark, Rickie
Subject: Noise Walls: I-65 & I-465 Interchange Reconstruction and Modification Comments

Dear Mr. Clark,

This email is in support of the proposed Noise Wall along I-65 Northbound (Near Edgewood Avenue).

My wife and I reside in Moss Creek subdivision which is located north of Southport Road and east of I-65 and Gray Road. Even though our lot is at the far east side of the subdivision, road noise from I-65 is quite noticeable on our property most times while we are outdoors and is often heard indoors, especially when weather conditions are right.

Has consideration been given to extending the proposed Noise Wall south of Edgewood Avenue to Gray, or perhaps Southport Roads? Such an extension would improve our ability to enjoy our home and have a positive impact on property values in the neighborhood.

Thank you for your consideration of these comments.

Philip N. Smith
4738 Moss Creek Ct
Indianapolis, IN 46237
317.341.0313 Voice
866.450.6749 Fax
psmith@smithgroupconsulting.com

Clark, Rickie

From: Deborah Spista [dspista@sbcglobal.net]
Sent: Tuesday, April 24, 2012 10:14 AM
To: Clark, Rickie
Subject: Sound barrier

Please designate the area adjacent to the Roncalli High School property eligible for sound barrier protection. I have two children currently attending Roncalli and the sound barrier would greatly help dampen the noise near the campus.

Your attention in this matter is greatly appreciated.

Thank you,
Deborah Spista

Clark, Rickie

From: bielawski1@juno.com
Sent: Tuesday, April 24, 2012 9:41 PM
To: Clark, Rickie
Subject: sound barrier

As a tax payer, parent and daily commuter, I would appreciate your consideration for placement of a sound barrier along interstate 65 near the Southport exit. I have children that attend Roncalli High School and the traffic noise interferes with many of our educational and extracurricular activities. There are also homes in the area which border very closely to the proposed expansion project borders. I thoroughly enjoy and appreciate the interstate highway system and use it everyday. A sound barrier would be a valuable asset to protect the adjoining properties from the unfortunate side effects of adjoining borders with this vital transportation conduit. Thank you for your consideration, Sincerely, Martin Bielawski.

Clark, Rickie

From: Elizabeth traylor [Etraylor@roncallihs.org]
Sent: Tuesday, April 24, 2012 1:37 PM
To: Clark, Rickie
Subject: I-465 and I-65 project

Dear Rickie,

I am writing to request that a sound barrier be installed along I-65 adjacent to the Roncalli High School property. As a Roncalli staff member and future parent, I am interested in the increase in safety and noise reduction that this barrier will create for the Roncalli community.

Thank you for your consideration.

Elizabeth Traylor

Elizabeth Traylor
Director
Roncalli Little Rebels Child Care Ministry
317.690.7747

Clark, Rickie

From: Mike Lamping [Mike.Lamping@marshelectronics.com]
Sent: Tuesday, April 24, 2012 10:13 PM
To: Clark, Rickie
Subject: I-65 and I-465 on Southeast side of Indianapolis project

Dear Rickie Clark,

I wish to provide comment regarding the I-65 and I-465 project on the southeast side of Indianapolis. I have been living at 3401 Lindbergh Drive for over 25 years. The in interstate traffic has greatly increased during the time period. The successful business climate the leadership of this fine city and state of Indianapolis Indiana is to be commended. Business like Cummins Engine, Honda Motors and Rolls Royce are here in Indiana due to the hard work of our leaders. Unfortunately it is business like these that are partly the reason we have realized such a large increase in interstate traffic. Please understand, I am most definitely in agreement with the I-65 and I-465 project.

Living only 3 houses from I-65 and in very close proximity to the I-465 exchange, I have notice a major increase in road noise at ALL hours of the day. The tornado that went through our neighborhood in 2002 did us no favors in reducing the road noise. When I moved in 25 years ago, I could not see the interstate, now I have a clear view, thanks to the path of tornado. I personally have invested in new windows, planted trees and shrubs in an attempt to help reduce the road noise. I have done about all I can and I am now asking your team to consider installing road noise barriers at strategic locations along the new project.

Road noise barriers are necessary near a major interstate exchange like I-65 and I-465. There is heavy congestion of traffic in these areas. If you spent any time in the area you will notice the increase in traffic noise $\frac{1}{4}$ to $\frac{1}{2}$ mile from the interstate exchange. Heavy equipment and tractor trailers moving through this area, are required to reduce speed to merge onto the interstate exchange. It is common to hear a load popping noise as these types of vehicles are reducing their speed.

Your new project will only cause the noise pollution to increase and for this reason I am asking your team to consider noise barriers be installed $\frac{1}{2}$ mile from the I-65 and I-465 interstate exchange. Particularly along the eastside of I-65 and continuing around to the Southside of I-465. There is a heavy population of homes and apartments concentrated along the southeast corner of the I-65 and I-465.

Some people would say, "you knew the interstate was there when you bought the house, why are you complaining". My argument is it has become much worse since the 2002 tornado and with the major increase in interstate traffic along this corridor. And I firmly believe the noise will become even worse with the new I-65 and I-465 project is complete.

Thank you for your time and consideration, best wishes your project goes well.

Ps If you ever get in the neighborhood, stop by the house. We can enjoy a cold refreshment sitting on my deck. You will hear the noise pollution first hand,

Mike Lamping
3401 Lindbergh Drive
Indianapolis, IN 46237
317.783.7053

Clark, Rickie

From: shaw32980@comcast.net
Sent: Wednesday, April 25, 2012 3:35 PM
To: Clark, Rickie
Subject: I65 sound barrier

I am requesting the installation of a sound barrier along I65 (east of Roncalli High School). Thank you for your consideration.

Janie Shaw
3611 Carolee Court
Indianapolis, Indiana 46227

Clark, Rickie

From: Karen Barryhill [kbarryhill@centralsupplycompany.com]
Sent: Wednesday, April 25, 2012 3:46 PM
To: Clark, Rickie
Cc: kbarryhill@gmail.com
Subject: I465-I65 interchange modification
Attachments: I465 I65 Proposal.doc

Rickie Clark,

Please see the attached letter and please submit as our comments regarding the proposed I-465-I-65 interchange modification.

If you have any questions or problems, please don't hesitate to contact us.

Thanks.

Karen Barryhill

Karen Barryhill
Software Operations Manager



Central Supply Company Inc.
8900 East 30th Street
Indianapolis, Indiana 46219
Office: (317) 899-6465
Fax: (317) 899-6467
E-Mail: kbarryhill@centralsupplycompany.com

INDOT Office of Public Involvement
RE: I-465 & I-65 Interchange Modification
DES#0902297

When we first heard of the proposed changes to the I-65 and I-465 interchange on the southeast side of Indianapolis, we were excited. Any south side resident can attest to the increased congestion along I-465 and I-65. The westbound traffic on I-465 backlogs all the way back to Emerson Ave on a daily basis. Heavy traffic days (Fridays) will find it all the way back past the Beech Grove water tower. If there is an accident, you had better exit at Southeastern or you're in for a long, long wait. The new flyover ramp westbound to southbound should help alleviate the majority of that backup.

The proposed improvements include, for I-65 a new auxiliary lane from I-465 to Southport Road in the southbound direction with the widening on the outside. This widening will bring the roadway even closer to the residential properties on the southbound roadway. We've been residents since 1987 and especially over the last 10 years, we've heard the traffic increase tremendously. At mile marker 104.5—the speed has been increased to 65mph—which also increased the noise levels. The semi truck traffic and jack-breaking can be heard at all times—day or night!

The proposed noise walls for I-65 are for only the northbound side. We have to question the reasoning on this, as it would seem only logical to have noise walls along the new auxiliary southbound lane from I-465 to Southport Road also. Traveling around the city—we've seen the noise walls constructed on the east, north and west sides of the city. It's about time that the southeast side gets some relief from the noise too! The northbound lanes have a semi-natural barrier in a small hill/mound of dirt around the housing development. The southbound side has no natural barrier-and in most cases, there is a decline in the terrain instead of the land being built up.

We respectfully request that the proposed noise walls are also constructed along the southbound lanes of I-65. You have an open invitation to come and visit us—to see why the noise walls are needed on the west side (southbound) of I-65. If we would sit outside on our deck, a normal conversation couldn't happen due to the noise from the freeway. We long for the day when the neighbors' pool pump was too loud. We can't even hear their pump now!

We look forward to any correspondence regarding this much needed interchange modification.

Regards,

Barry & Karen Barryhill
3603 E. Brunswick Ave.
Indianapolis, IN 46227
317-446-5992 or 317-786-1388

Clark, Rickie

From: John Dowell [jdowell@beechtreehouse.com]
Sent: Wednesday, April 25, 2012 6:37 PM
To: Clark, Rickie
Subject: I-65 Sound Barrier

Importance: High

Hello, Mr. Clark.

I understand you are the contact person regarding an INDOT project on I-65 near Roncalli High School. I would, respectfully, like for you to consider the installation of a sound barrier near the school. There are a number of benefits that would be achieved with this construction. In addition to reducing sound during the school hours, many extracurricular activities take place near the highway and are adversely affected by the noise and the barrier would certainly improve the situation.

Thanks you very much.

John Dowell
Beech Tree House Center for Child Development, Inc.
Curtis Wilson Primary School and Academy
Mobile phone: (317) 753-4872
School phone: (317) 882-8636
E-mail: jdowell@beechtreehouse.com

Please visit our recently updated websites-
www.beechtreehouse.com
www.cwpsa.com

Clark, Rickie

From: Prather, Kerry [kprather@franklincollege.edu]
Sent: Wednesday, April 25, 2012 7:53 PM
To: Clark, Rickie
Subject: New I465/I65 Interchange

It is my understanding that construction is being proposed at the I-465/I-65 interchange. We have a child attending Roncalli High School, and we feel strongly that a sound barrier should be installed along the school's east property line to mitigate the increased noise from interstate traffic which will move even closer to the campus. I hope such a barrier can be included in the construction project. Thank you very much.

Kerry Prather

[KP_Default_Signature]

Clark, Rickie

From: Ann Marsicek [amarsicek@esaoteusa.com]
Sent: Thursday, April 26, 2012 8:53 AM
To: Clark, Rickie
Subject: sound barrier needed

Please install a sound barrier wall along the Roncalli property line along I-65. Not only will it help the Roncalli students, but it will also help the St. Jude elementary students who utilize the playing fields for track, soccer, football and softball/baseball at Roncalli.

Ann M. Marsicek
Human Resources Administrator
Esaote North America, Inc.
8000 Castleway Dr.
Indianapolis, IN 46250
O: (800) 428.4374 ext 6002
(317) 813.6002
F: (317) 813.6602

amarsicek@esaoteusa.com
www.esaoteusa.com

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Please notify us at (317) 813-6000 or inquire@esaoteusa.com if you have received this in error.

Clark, Rickie

From: Kara Naugle [KNaugle@incpas.org]
Sent: Thursday, April 26, 2012 9:02 AM
To: Clark, Rickie
Subject: I-465/I-65 Proposal
Attachments: I465 I65 Proposal.doc

Please see attached my letter of request for the sound barrier walls to be placed on the southbound lanes as well.

Thank you!

Kara Naugle
Conference & Member Event Associate
Indiana CPA Society
8250 Woodfield Crossing Blvd., #100
Indianapolis, IN 46240
(317) 726-5009
incpas.org

"Enhancing the Professional Success of Our Members."

P Please consider the environment before printing this email.

INDOT Office of Public Involvement
RE: I-465 & I-65 Interchange Modification
DES#0902297

When we first heard of the proposed changes to the I-65 and I-465 interchange on the southeast side of Indianapolis, we were excited. Any south side resident can attest to the increased congestion along I-465 and I-65. The westbound traffic on I-465 backlogs all the way back to Emerson Ave on a daily basis. Heavy traffic days (Fridays) will find it all the way back past the Beech Grove water tower. If there is an accident, you had better exit at Southeastern or you're in for a long, long wait. The new flyover ramp westbound to southbound should help alleviate the majority of that backup.

The proposed improvements include, for I-65 a new auxiliary lane from I-465 to Southport Road in the southbound direction with the widening on the outside. This widening will bring the roadway even closer to the residential properties on the southbound roadway. We've been residents since 2005 and over the past few years, we've heard the traffic increase tremendously. At mile marker 104.5—the speed has been increased to 65mph—which also increased the noise levels. The semi truck traffic and jack-breaking can be heard at all times—day or night! It's an awful noise to hear while you're enjoying a nice evening on your back porch in your quiet neighborhood. The proposed noise walls for I-65 are for only the northbound side. We have to question the reasoning on this, as it would seem only logical to have noise walls along the new auxiliary southbound lane from I-465 to Southport Road also. Traveling around the city—we've seen the noise walls constructed on the east, north and west sides of the city. It's about time that the southeast side gets some relief from the noise too! The northbound lanes have a semi-natural barrier in a small hill/mound of dirt around the housing development. The southbound side has no natural barrier—and in most cases, there is a decline in the terrain instead of the land being built up.

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We look forward to any correspondence regarding this much needed interchange modification.

Regards,

Brad and Kara Naugle
3526 E. Brunswick Ave.
Indianapolis, IN 46227
317-374-9880

Clark, Rickie

From: Stephanie Rasdell [SRasdell@vanausdall.com]
Sent: Thursday, April 26, 2012 9:41 AM
To: Clark, Rickie
Subject: Proposed Southeast Side Project I-65 and I-465

Mr. Clark, I was present at the public hearing held in Beech Grove on Tuesday, April 10th. I did not (at that time) express my thoughts for the public record, so I thought I would do it now. You won't hear anything different from me than you heard (that day) from everyone regarding noise barrier walls. My husband and I moved to 5801 S. Kealing in August of '92'. When we first viewed what was to become our home, we wondered then if the noise from the interstate would be a problem and told ourselves it wouldn't be; was that ever a mistake. Over the years the noise level has increased to the point that we can no longer leave our windows open at night nor sit on our patio without talking loudly, especially if we have guests. And though it cannot be proven, I believe our first dog was even going deaf from being subject to 14 years of outside noise. If INDOT is at a point that a proposed project for our side of town is in the works because of growth, why wouldn't it stand to reason that the noise level would have significantly increased also? Our back yard faces 65 South, where adding an extra lane is being considered, as if that doesn't give us more cause for concern. We have also (in the past) been subject to a stranger knocking at our door, asking if they could use the phone, stating that they were stranded on the interstate. Needless to say in today's climate, this action would be most unsettling, even more than it was back then. I'm sure you know that not only do these walls help with sound, they dress up the interstate, add security and I would imagine help with property values. My husband and I are law abiding, tax paying citizens and would like the same consideration on our side of town, as it seems others have been given. I travel 465E daily and from Washington street on North it is amazing to me how the walls have continued to extend just in the last 5 years, some of which seem to block nothing but trees and open space. My husband and I were hoping to stay in our home at least until we retire, sound barrier walls might just make that a true possibility. Thank you for your consideration.



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
FAX: (317) 232-5349

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

Thank you for attending this Public Hearing regarding the proposed I-465 and I-65 Interchange Modification Project. Please submit any comments regarding this project by using the space provided below. INDOT appreciates your attendance this evening and looks forward to working with the community during the development of this project.

INDOT Office of Public Involvement rclark@indot.in.gov

DATE: Tuesday, April 10, 2012

DES# 0902297

COMMENT:

I live right next to 65-5. Also 465 is almost on top of us.

I would like to be able to open my windows at night for sleeping... **BUT**, the noise is too bad. The semis always hit their brakes right outside my bedroom window it seems. Our side of 65 needs noise barriers too.

When I have visitors, you can hardly hear each other talk, **if** your outside, **PLEASE DO SOMETHING!**

Thank you in advance,

SIGNATURE: Margie Troutman

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INDOT Office of Public Involvement rclark@indot.in.gov

DATE: Tuesday, April 10, 2012

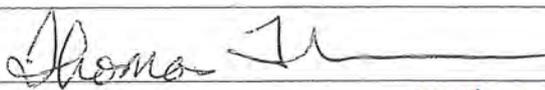
DES# 0902297

COMMENT:

Our residence is at 3204 Byrd Dr., South of I465 & West of I-65. We also own land @ (approx.) 3217 Chamberlin Dr., both in ~~the~~ Lindbergh Highlands since Sept. 20, 2002, and the tornado that came through our area, we have had noise issues from the I-65 traffic, along with trucks using their fireworks sounding "Jake Brakes". We (through hearings down town through Carson Heights Neighborhood Association) requested either a tree border along I-65, or sound walls. We have seen sparsely populated areas in the county receive these over the years. In spite of my notifying Councilmen, Congress representatives, & Rep Andre Carson, none have replied to my concerns. IT IS NOISY, and with the new construction, it will be noisier. Along the west side of I-65 are schools, (notably Roncalli H.S.) densely populated residential areas, & churches. Our concerns are being ignored... and from what I've seen of these plans tonight, STILL!! We'd like to enjoy the outside! SOUND WALLS ARE NEEDED!! Pay attention to us, & give us some!! (remember, we are also taxpayers, & like to know we are being served!!) THANK YOU!!

Now - GIVE US SOUND WALLS!! GIVE US OUR PROPERTIES BACK... INSIDE & OUTSIDE!! THANK YOU!! (QUIET LIKE!!)

(note: also made comments on floor, on microphone!)

SIGNATURE: 

tommytelevision@yahoo.com

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INDOT Office of Public Involvement rclark@indot.in.gov

DATE: Tuesday, April 10, 2012

DES# 0902297

COMMENT:

WE WANT TO BE SURE THAT THE QUALITY OF OUR WELL & SEPTIC SYSTEM IS MAINTAINED BEFORE DURING THE CONSTRUCTION PERIOD. OUR WELL IS ABOUT 70 FEET DEEP AND WE ARE CONCERNED ABOUT THE IMPACT TO THE WATER TABLE. WE WOULD LIKE TO OBTAIN A COPY OF THE RESULTS OF WATER TESTING TAKEN DURING THE SURVEY PROCESS.

ALSO WE WOULD LIKE CONSIDERATION GIVEN TO THE TRUCK BREAKING RESTRICTIONS, AS ARE IMPOSED IN GREENWOOD.

SIGNATURE:

DAVID SCOTT
3842 DUANDEE DR.
INDIANAPOLIS, IN 46237

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PHONE: (317) 232-6601
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Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

Thank you for attending this Public Hearing regarding the proposed I-465 and I-65 Interchange Modification Project. Please submit any comments regarding this project by using the space provided below. INDOT appreciates your attendance this evening and looks forward to working with the community during the development of this project.

INDOT Office of Public Involvement rclark@indot.in.gov

DATE: Tuesday, April 10, 2012

DES# 0902297

COMMENT:

My concern involves the additional noise from traffic along all areas of the interstate highways where additional lanes are being added.

This would include the area just south of the Gray Road overpass on I-65 (both east & west sides of highway), all along I-65 to I-465, the interchange and I-465 east and west bound on both the north and south sides of I-465 between Emerson and I-65.

I would like to know how the sound impact is being projected - the noise levels are already extremely high along most of the area under consideration.

For example, outside my back door at 4218 Moss Ridge Ct (east side of I-65 just south of Gray road overpass) the noise level routinely measures at 72-74 db, not necessarily at rush hour.

I would like to see a comprehensive noise study completed for the entire area affected by this highway modification.

SIGNATURE:

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PHONE: (317) 232-6601
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Michael B. Cline, Commissioner

Thank you for attending this Public Hearing regarding the proposed I-465 and I-65 Interchange Modification Project. Please submit any comments regarding this project by using the space provided below. INDOT appreciates your attendance this evening and looks forward to working with the community during the development of this project.

INDOT Office of Public Involvement rclark@indot.in.gov

DATE: Tuesday, April 10, 2012

DES# 0902297

COMMENT:

I do believe that something needs to be done about the congestion at 465 and 65.

I would like to address the noise walls. My property backs up to 465 + 65 at the southwest corner. I didn't see a noise wall at that interchange. I would like for you to consider putting wall on all corners. The noise is deafening and it will only increase when you are increasing the interchanges. Putting a wall on 465 by Emerson only impacts them with one interstate.

We get noise from 2 interstates. Please install the noise walls on the 4 corners of 465 and 65.

~~Thank you.~~

If there are no noise walls placed up it will impact our health with more pollution, dust, noise.

If there are no noise walls it will impact our house resale value also. People won't want to buy our houses because of the noise and health issues.

SIGNATURE:

Ruth Weaver

www.in.gov/dot/

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Clark, Rickie

From: bshyde@comcast.net
Sent: Sunday, April 15, 2012 4:50 PM
To: Clark, Rickie
Subject: I-65 and I-465 interchange modifications

My name is Sally Hyde. My husband, Robert, and I presently own the property at 3216 Lindbergh Drive and it is located on the southwest side of the I-65 exit ramp. We attended the meeting April 10 and were informed of the modifications that have been proposed. We would like to voice our opinion with regard to the sound barriers for this entire project. Since we are located at the intersection of two major interstates, we feel very strongly that sound barriers should be put in this area. The noise level can only get worse and since we have no way of knowing how the flyover and ramp modifications will affect us, (it is a little difficult to determine from an aerial view) we would strongly urge you to do this.

We were given the age-old answer of "expense". **But since the Sherman Avenue bridge is being completely replaced again for the second time in the last year and a half, it is a little hard to buy this explanation.**

We knew these changes had to be made but we really do believe some consideration should be given to the residents that must deal with it. I fully intend to contact our representative for our district with this problem.

Also, we have no way of knowing how the increased traffic flow will increase the foundation of our house. This is a legitimate concern and one that also should be addressed.

Thank you for reading this and I can only hope that it will be made a part of public record and maybe something will be done.



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FAX: (317) 232-5349

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

Tuesday, April 10, 2012

Dear Local Resident, Concerned Citizen, and Elected Public Official:

Welcome to the Indiana Department of Transportation's (INDOT) Public Hearing regarding a proposed project to reconstruct and modify the interchange at I-65 and I-465 on the southeast side of Indianapolis, Marion County. This project is part of Operation Indy Commute <http://www.IndyCommute.indot.IN.gov>.

The purpose of this public hearing is two-fold. Firstly, this is an opportunity to present the environmental document for this project which includes a summary of project alternatives studied, evaluated, and screened in an effort to identify a preferred alternative in moving forward with this proposed project. Secondly, this public hearing allows INDOT the opportunity to solicit public comment on the environmental document and preferred alternative.

There are several ways your comments may be presented this evening. You may submit comments in the following manner:

1. Complete one of the comment forms and return it to any of the INDOT representatives attending the public hearing. The comment forms are attached to this packet and extra copies are available on the table with the other handout materials.
2. Mail your comments to the Indiana Department of Transportation's Office of Public Involvement, 100 North Senate Avenue, Room N642 Indianapolis, IN 46204-2216. All comments submitted during the public hearing or during the public comment period will be reviewed, evaluated, and given full consideration by INDOT project officials during the decision making process. **INDOT respectfully request comments be submitted by Friday, April 27, 2012.**
3. Participate during the Public Comment Session and have your comments recorded for inclusion into the official public hearings transcript / public record.
4. Comments may be e-mailed to the INDOT Office of Public Involvement at: rclark@indot.in.gov.
5. A copy of the presentation e-mailed upon request.

INDOT sincerely appreciates the opportunity to meet with you tonight regarding the proposed I-465 and I-65 Interchange Modification Project in Marion County.

Rickie Clark, INDOT Office of Public Involvement
rclark@indot.in.gov (317) 232-6601

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Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

Thank you for attending this Public Hearing regarding the proposed I-465 and I-65 Interchange Modification Project. Please submit any comments regarding this project by using the space provided below. INDOT appreciates your attendance this evening and looks forward to working with the community during the development of this project.

INDOT Office of Public Involvement rclark@indot.in.gov

DATE: Tuesday, April 10, 2012

DES# 0902297

COMMENT:

Please reconsider the plan to about (not) including the Moss Creek neighborhood with sound barriers along I-65 as they prepare to renovate the I465/I-65 interchange. The traffic noise is very substantial here and Grey Road does not offer much insulation. This last Sunday, they traffic noise was considerably worse and I wonder if that is due to increased volume. We (my neighbors & I) have tried to landscape some insulation, and that has help to some extent, but the traffic pollution is still pretty bad. Please give consideration to a reevaluation of a noise protector on the Moss Creek side of I-65 around the Grey Road area.

Thank You

SIGNATURE: Greg Hoffman
4144 Moss Ridge Ln

Clark, Rickie

From: Gregory S. Hoffman [gregory.hoffman@allisontransmission.com]
Sent: Monday, April 16, 2012 8:46 AM
To: Clark, Rickie
Subject: Sound barriers along I-65 in the Moss Creek/Grey Road area.
Attachments: I465I65InterchangeModificationHANDOUTAPRIL2012.doc

To: Rickie Clark

Please see attached reply file

Thank You

Greg Hoffman

Clark, Rickie

From: Carolyn Bundy [cibundy@ameritech.net]
Sent: Wednesday, April 11, 2012 10:07 AM
To: Clark, Rickie
Subject: Public Meeting 4/10/12 Re: 0902297

I would like to comment on the proposed I-465 / I-65 Interchange Modification Project.

I am not a property owner who will be affected by this project, but I am totally in sympathy with the concerns of adjacent property owners regarding noise abatement. I previously lived on Grovewood Dr. near South 9th, so I am very familiar with the noise generated by the high traffic volume.

As much as I believe that this project is long, long overdue, I also believe that it must not be done without including noise barriers along both sides of I-65. There are very nice neighborhoods along that stretch of road which are already adversely affected by the current traffic volume. I believe that it would be a grave disservice to this area to go forward with this project as currently proposed.

Additionally, a statement was made by one of the meeting attendees that they had been told previously that trees do not provide a significant noise buffer. Again, having lived close to I-465 for over 30 years, I know that there is a significant difference in noise level depending on the season. That is, when the trees have full leaves the noise is reduced to a level that is at least bearable, making it possible to enjoy outdoor activities. Make no mistake, the situation is still not ideal – but it is better with trees. And, of course, the trees help to replace oxygen lost to traffic pollutants.

I urge you to reconsider the cost/benefit of the noise barriers for this project. Many of these homes/residents have been there before I-65 even existed. They have had to live with this nuisance – and suffered loss of property value – for many years. Please don't further exacerbate their situation.

Sincerely,

Carolyn Bundy

Clark, Rickie

From: Marilyn [mbullens@aol.com]
Sent: Wednesday, April 11, 2012 3:31 PM
To: Clark, Rickie
Subject: I-465 - I-65 project

I attended the meeting for the proposed I-65/I-465 interchange project last night. I agree that something needs to be done to relive some of the congestion on the highways. The re-design of the interchange is long overdue. That being said I don't think much or enough thought has gone into the additional southbound 65 lane proposed.

My family resides at 3632 Kealing Ct. We've lived at this address for 22 years and in that time the traffic on southbound I-65 has increased tremendously. I do feel we will be adversely effected by this proposed project. I disagree strongly with the noise study referred to at the meeting. To not have a noise barrier along the highway as close as your proposing to put the roadway is unthinkable in anyone's mind. Being in my backyard is nearly unbearable now. The noise level is to the point of family members having to shout to make ourselves heard during a cookout. Ten years ago we got rid of our pool because it was no longer enjoyable to spend time in the backyard due to the noise. Southbound Truckers often hit their "Jake" brake when they see someone in the yards along the fence line. Cars heading south lay on their horns as they approach the line of homes, it's nerve racking. The dangers of people hopping the I-65 fence have been eviadent. I've been approached three times by people jumping the fence for gas, use my phone, and running from the police and now you propose to put them closer to our children playing in the yard. Barriers are designed to help block the roadway noise but they also deter individuals from robbery and hopping back over the fence to get away which has also happened and cars jumping the ditch crashing through the fence of our neighbors yard using our driveway to get away from the police.

In this project noise barriers are proposed for a short section of the northbound (eastside) I-65 area *not involved* in the construction, *not* as close to the roadway as the southbound (west side) I-65. How can that be? If noise barriers are not considered along the entire project why have them at all? I've watched the you tube video of the Federal Highway Administration Office of Environment & Planning on noise barriers and not once did I hear the cost factor as a reason for not building a wall like I did at the meeting. What I heard on the video was sound design ideas to create barriers within a budget for the project. How about going back to the designer and use our tax dollars (federal and state) to come up with a noise wall appropriate for the area within the budget. What I heard last night was all about the dollars factor and how my side of the 65 was it too expensive to build a wall. What I'm really hearing is the west side of 65 is too economically depressed and about to get more depressed. My home value is now lower than when I purchased it due to the re-valuing the county did and now this project will assure me it will never be of interest to buy because of the traffic noise.

I see the issue of the current study on noise coming from the highway as flawed. If someone with a sound level meter has not recorded the potentially dangerous noise levels in the affected area. I wouldn't be surprised to find it very high. Taking a general measurement of sound of a truck and a car and applying it on paper to represent any actual level does not impress me. Stand in my back yard this summer when 50 to 100 motorcycles lead by Mr. Daniels comes roaring down 65, or 5 eighteen wheelers hit the exhaust stacks around 11:00 on Sunday night just as you're drifting off to sleep.

Sincerely
Marilyn Bullens

Clark, Rickie

From: Rob Culross [rculross@gmail.com]
Sent: Wednesday, April 11, 2012 6:47 PM
To: Clark, Rickie
Subject: Public Hearing regarding a proposed interchange reconstruction and modification project at I-65 and I-465 in Marion County

Hi Rickie,

I was unable to attend the public hearing last night on the proposed changes to the I-65 and I-465 interchange on the southside of Indianapolis. This interchange is in my daily commute route and I am trying to find design information on the indot website. Can you either point me to the right page, or send me an attachment with the handouts from the meeting? Thank you for your help.

Thanks!
Rob

Sound Barrier Wall Reply Card

Thank you for completing this reply card. One per household

Name: Peggy Obergfell

Mailing Address: 4210 Wilderness TRAIL

Property Address (if different than above): _____

Are you the Property Owner? yes

Yes, I want the sound wall to be constructed

No, I do not want the sound wall to be constructed

Comments: Yes, yes - As soon as possible

Sound Barrier Wall Reply Card

Thank you for completing this reply card. One per household

Name: Ronald & Anita Mitchell

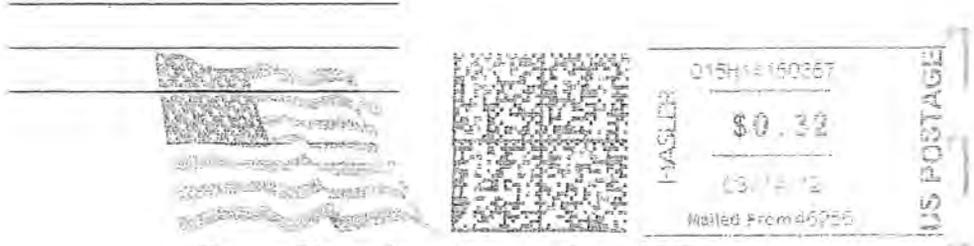
Mailing Address: 1249 Stave Oak Ct.

Property Address (if different than above): Beech Grove, IN 46107

Are you the Property Owner? yes

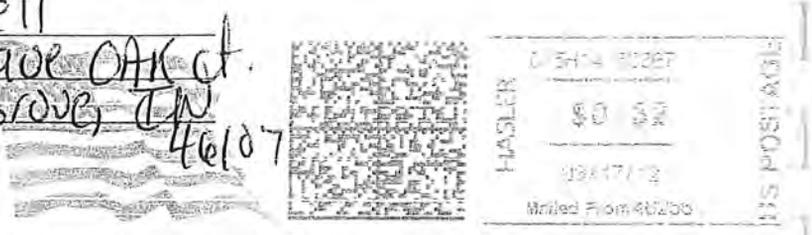
Yes, I want the sound wall to be constructed

No, I do not want the sound wall to be constructed



To: Shrewsberry & Associates, LLC
Attention: Melanie Barnes, Project Manager
7321 Shadeland Station
Suite 160
Indianapolis, Indiana 46256

MITCHELL
1249 STAGE OAK CT.
BEECH GROVE, TN
46107



To: Shrewsberry & Associates, LLC
Attention: Melanie Barnes, Project Manager
7321 Shadeland Station
Suite 160
Indianapolis, Indiana 46256

Clark, Rickie

From: tlatimer56@comcast.net
Sent: Tuesday, April 10, 2012 7:44 PM
To: Clark, Rickie
Subject: I465 and I65 Interchange

I attended the public meeting tonight at South Grove Intermediate. Kudos to you and everyone else who presented and answered our questions. I live at 310 Ada Lane in Beech Grove at the northwest corner of Emerson and I465. I am very excited about the noise walls/barriers being installed. Please record my email as a positive confirmation on the walls and other construction proposals. I serve on the Beech Grove Greenscape Commission. If I may be of any help to you please let me know. Thanks.

Tim Latimer
President, Beech Grove Promoters Club
Member, Beech Grove Greenscape Commission

Clark, Rickie

To: JFinn848@aol.com
Subject: RE: Public Hearing 4/10/12 re; I-65 / I-465

From: JFinn848@aol.com [mailto:JFinn848@aol.com]
Sent: Tuesday, April 10, 2012 2:40 PM
To: Clark, Rickie
Subject: Re: Public Hearing 4/10/12 re; I-65 / I-465

Thank you for your quick response. As you can see by my map, I have two views of I-65 and the noise, both angles about 230 feet above and below the Gray road overpass, to which the I-65 widening will go. To whom do I correspond in asking that the noise barrier go to the northbound Southport Road ramp? Thanks...Jack



Google earth

feet 3000
km 1



In a message dated 4/10/2012 11:50:17 A.M. Eastern Daylight Time, RCLARK@indot.IN.gov writes:

Good Morning Mr. Finney,

Thank you for contacting INDOT regarding the proposed I-465 / I-65 interchange modification project. In regards to your inquiry, yes INDOT is proposing sound walls as part of this project at the following locations:

I-465 eastbound essentially between Sherman Drive and Emerson Avenue

I-465 westbound essentially between Sherman Drive and Emerson Avenue

I-65 northbound (near Edgewood Avenue)

Presently, these are the three locations where walls are proposed, however INDOT is soliciting input from the public tonight and over the next two weeks regarding the proposal. INDOT will utilize public input as part of the decision making process for this project. For additional information regarding INDOT noise abatement policy, you may wish to visit our environmental policy webpage at: <http://www.in.gov/indot/2523.htm>.

Also, additional information regarding this project may be found by visiting our Indy Commute webpage: <http://www.IndyCommute.indot.IN.gov>.

Sincerely,

Rickie Clark, INDOT Office of Public Involvement

(317) 232-6601

From: JFinn848@aol.com [mailto:JFinn848@aol.com]

Sent: Tuesday, April 10, 2012 8:03 AM

To: Clark, Rickie

Subject: Public Hearing 4/10/12 re; I-65 / I-465

I found out I must work tonight and will miss the public hearing. I am enthused about the project but have waited for 19 years for sound barriers to be constructed along I-65.

I live in Moss Creek subdivision, and my back yard backs up against Gray Road. I can just about take a 5-iron to I-65.

I wanted to find out if there is a possibility for sound barriers to be part of the project.

Jack C. Finney

4136 Moss Ridge Lane

Indianapolis, IN 46237

317-784-3334

=

Clark, Rickie

From: Larry Lattimore [tugboat8@msn.com]
Sent: Tuesday, April 10, 2012 4:45 PM
To: Clark, Rickie
Subject: I-465 & S. Sherman Dr. crossing

am disabled.....do not drive.....

own 1+ acres S.E. and adjacent to the crossing along N. side of Rebel Run.....

is my land involved in the expansion of interstate in that area ??

handouts/maps from public meeting that would relate to my land would be appreciated.....

if i need to contact someone elseplease advise.....

any help you can give is appreciated.....thanks

Larry Lattimore

tugboat8@msn.com

317-784-3236

Clark, Rickie

From: Pc9876 [pc9876@aol.com]
Sent: Friday, April 20, 2012 3:10 PM
To: Clark, Rickie
Subject: Sound Barrier

Please install a sound barrier on the South west side of I-65 just south of I-465. This is the area that is adjacent to Roncalli High School and the noise of the construction traffic and lane expansion will be distracting to students who are trying to learn.

Thank you,

Patti Collins
7671 Franklin Parke Woods
Indianapolis, IN 46259

Clark, Rickie

From: MASENGALE, MARY [mm8214@att.com]
Sent: Friday, April 20, 2012 3:15 PM
To: Clark, Rickie
Subject: Sound Barrier - Roncalli High School

Mr. Clark,

The Indiana Department of Transportation is embarking on a reconstruction project regarding the I-465 and I-65 interchange, just to the east of our school's campus. The project extends along the stretch of Interstate 65, which runs alongside the east property line of Roncalli. It would be of great advantage to Roncalli to have a sound barrier installed along this property line to reduce the noise generated by the I-65 traffic. I would appreciate all that you can do to make this happen!

Thank you,
Mary Masengale
Roncalli Parent

Clark, Rickie

From: Patrick Henn [pghenn@gmail.com]
Sent: Friday, April 20, 2012 3:18 PM
To: Clark, Rickie
Subject: Sound Barrier Installation

Hi Rickie. I am emailing you regarding the reconstruction project regarding the I-465 and I-65 interchange, just to the east of Roncalli High School's campus. The project extends along the stretch of Interstate 65, which runs alongside the east property line of Roncalli. It would be of great advantage to Roncalli to have a sound barrier installed along this property line to reduce the noise generated by the I-65 traffic as it moves even closer to the school property. A sound barrier would greatly help reduce noise when classes are in session as well minimalize noise when athletic events and practices are underway.

INDOT's consideration to this request would be greatly appreciated.

Regards,

Patrick Henn
402-7514

Clark, Rickie

From: Jim Worden [Jim_Worden@tomwood.com]
Sent: Friday, April 20, 2012 3:17 PM
To: Clark, Rickie
Subject: Sound Barrier near Roncalli High School/I-65

Rickie,

Please do everything possible to install the much needed sound barrier on the west side of I-65 South near Roncalli High School.

Thanks,

Jim & Allison Worden

Clark, Rickie

From: Randy Ezell [rezell@theezellgroup.com]
Sent: Friday, April 20, 2012 3:22 PM
To: Clark, Rickie
Subject: 65 Sound Barrier

Please install a sound barrier on 65 all the way past the Roncalli property line on the east side of 65 to reduce the amount of road noise from the interstate. It is difficult to hear now at a baseball or tennis match and with the new construction and increased traffic it will be even worse.

Thanks for your consideration in this matter.

Randy Ezell



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317.884.1777 ext 117 Office
317.882.5198 Fax
rezell@theezellgroup.com
www.theezellgroup.com
918 Fry Road
Greenwood, IN 46142

Clark, Rickie

From: Thomas Roeder [troeder@cmidinc.com]
Sent: Friday, April 20, 2012 3:18 PM
To: Clark, Rickie
Subject: I65 sound barrier

Rickie,

I am writing to request that a new sound barrier be installed along I65 where it is adjacent to the Roncalli High School property. It seems only prudent that a sound barrier be installed in this location. Additionally it would be nice to see that sound barriers are being installed somewhere besides the North side of town.



Engineers-Architects-Land Surveyors

Tom Roeder, PE, LEED AP, CEM, CDSM

Electrical Engineering Manager

Consulting Management Inspection Design

Cell: 317 696 0065 |

Main: 317 554 3309 | Fax: 317 917 4254

Email: troeder@cmidinc.com | Website: www.cmidinc.com

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Clark, Rickie

From: nancy [nquill248@yahoo.com]
Sent: Friday, April 20, 2012 3:27 PM
To: Clark, Rickie
Subject: Sound barrier

My daughter plays tennis for Roncalli High School. The tennis courts lie next to I 65 and the traffic noise is deafening. Please include sound barriers to this location along I 65 with the proposed I65 and 465 Indot project. They would greatly improve the quality of outdoor sports at Roncalli.

Sincerely,

Nancy Quill

Sent from my iPad

Clark, Rickie

From: Mehringer, Dawn [Dawn.Mehringer@wellpoint.com]
Sent: Friday, April 20, 2012 3:25 PM
To: Clark, Rickie
Subject: Sound Barrier Request

Dear Rickie Clark,

Please consider adding a sound barrier between I-65 and Roncalli's property (close to I-465). See note below.

The Indiana Department of Transportation is embarking on a reconstruction project regarding the I-465 and I-65 interchange, just to the east of our school's campus. The project extends along the stretch of Interstate 65, which runs alongside the east property line of Roncalli. It would be of great advantage to Roncalli to have a sound barrier installed along this property line to reduce the noise generated by the I-65 traffic as it moves even closer to our property. Please assist us in this effort by emailing Rickie Clark at rclark@indot.in.gov and request the installation of a sound barrier along the Roncalli High School property line and I-65. Time is of the essence and public comments must be emailed by April 27th. We thank you for your help.

Thank you,

Have a*''')

. *' . *'') , . *''')
(, . ' (, . ' * Wonderful day!

Dawn Mehringer
WellPoint, Inc.
Investor Relations
120 Monument Circle
Indianapolis, IN 46204
(317) 488-6395
Fax: (317) 488-6703
dawn.mehringer@wellpoint.com

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Clark, Rickie

From: Michael LENAHAN [mblenny@sbcglobal.net]
Sent: Friday, April 20, 2012 3:27 PM
To: Clark, Rickie
Subject: sound barrier

Please install a sound barrier along the Roncalli High School property line along I65.

Thank you!
Bridget Lenahan

Clark, Rickie

From: DONALD L MANNING [dmanning@perryschools.org]
Sent: Friday, April 20, 2012 2:23 PM
To: Clark, Rickie
Subject: I465-I65 South Interchange Improvement

Mr. Clark

My name is Don Manning and I am the President of the Moss Creek Homeowners Association. I am emailing you pleading for INDOT to strongly consider installing noise barrier walls while improvements are being made to I465-I65 interchange area on the southside of Indianapolis. Moss Creek is set on the east side of I65. The winds mainly come out of the west and blow our direction. The noise from the interstate has gotten worse as the years have passed. It is so bad that is not real conducive to opening your windows. We are a neighborhood of 150 residents with homes ranging from \$200,000 to \$500,000. In the past several years, we have had several homes near the interstate sit on the market for long periods of time and have had to come down in price due to the fact of the noise level. It is having a negative effect on our neighborhood. The sound barriers would provide some relief. We have seen them be implemented on the westside, eastside, and northside of Indianapolis, but none on the southside. Please take our neighborhood and community into consideration when determining where to place these barriers.

Don Manning
Language Arts/Social Studies
789-1480
dmanning@perryschools.org

Clark, Rickie

From: Dave gervasio [Dgervasio@roncallihs.org]
Sent: Thursday, April 19, 2012 3:09 PM
To: Clark, Rickie
Subject: I-465 and I-65 project

Rickie,

I have had the opportunity to review the proposed I-465 and I-65 Interchange Modification Project in Marion County and noticed that there is not a proposed sound barrier along the west side of I-65 south between the east/west roads of Thompson and Edgewood. The noise generated by the traffic as well as safety concerns exist specifically for Roncalli High school whose property line is adjacent to the interstate at this location. We are educating 1,100 students on a daily basis and would request a sound barrier installed to remove the noise which emanates from the thousands of vehicles using that interstate daily.

Thanks for your consideration,

Dave

Dave Gervasio
Business Manager
Roncalli High School
Phone 317-787-8277
Fax 317-788-5581

Clark, Rickie

From: Jeffrey Traylor [JTraylor@roncallihs.org]
Sent: Friday, April 20, 2012 10:54 AM
To: Clark, Rickie
Subject: Noise Barriers

Mr. Clark

In reviewing the proposed I-465 and I-65 Interchange Modification Project in Marion County and noticed that there is not a proposed sound barrier along the west side of I-65 south between the east/west roads of Thompson and Edgewood. The noise generated by the traffic as well as safety concerns exist specifically for Roncalli High school whose property line is adjacent to the interstate at this location. As a softball coach at Roncalli our field butts right up against the interstate and this causes many issues on a daily basis. From it being incredibly hard to address our team in the fields to the safety concerns for players and fans because often it is hard to even hear "Heads up". I would ask that you consider the installation of sound barriers along the corridor from Thompson to Edgewood on the west side of I-65.

Peace and Thanks,

Jeff Traylor

Roncalli High School
Theology Department
J.V. Softball Coach
Junior Class Moderator
Contact @ 340-0534

Clark, Rickie

From: Pat Crosley [PCrosley@roncallihs.org]
Sent: Friday, April 20, 2012 11:07 AM
To: Clark, Rickie
Subject: I-465 and I-65 project

Dear Mr. Clark,

I have had the opportunity to review the proposed I-465 and I-65 Interchange Modification Project in Marion County and noticed that there is not a proposed sound barrier along the west side of I-65 south between the east/west roads of Thompson and Edgewood. The noise generated by the traffic as well as safety concerns exist specifically for Roncalli High School whose property line is adjacent to the interstate at this location. We are educating 1,100 students on a daily basis and would request a sound barrier installed to remove the noise which emanates from the thousands of vehicles using that interstate daily. As a teacher and coach, the noise generated by the repeated engine braking of trucks entering I-465 and the occasional siren can be quite distracting and makes it difficult, at times, to be heard. A sound barrier along this corridor would greatly aid in education for our school and the quality of life for the people living in the area south of our campus.

Thank you very much,

Pat Crosley
Roncalli High School
US History/Government
Teacher

Clark, Rickie

From: Ken & Anne Johnson [johnson1115@comcast.net]
Sent: Friday, April 20, 2012 11:47 AM
To: Clark, Rickie
Subject: Noise barrier request...

To Whom this May Concern:

My name is Anne Johnson and I live on the south side of Indianapolis in a neighborhood called Moss Creek. The purpose of my message to you is to ask for your consideration for the construction of noise barriers as plans for construction in the Southport Road exit area (on I65) proceed. The residents of Moss Creek take great pride in their homes and recognize that the noise from the nearby interstate impacts the value of homes in our neighborhood. Thank you for your consideration for this matter.

Sincerely,
Anne Johnson
4505 Moss Ridge Lane
Indianapolis, IN 46237
(317) 292-9493

Clark, Rickie

From: SCOTT A WHITLOCK [swhitlock@perryschools.org]
Sent: Friday, April 20, 2012 11:50 AM
To: Clark, Rickie
Subject: Noise Barrier Form

RE: DES# 0902297

We live in Moss Creek Subdivision off of Gray and Southport Road on the southeast side of Indianapolis. Our property lines up directly to I 65. We are requesting noise barriers be put up with the proposed reconstruction of the I 65 and I 465 interchange. The amount of noise coming from the interstate is incredibly high.

Thank you.

Scott Whitlock

Scott Whitlock
Exceptional Needs Teacher
Head Baseball Coach
Southport High School
317-789-4886

Clark, Rickie

From: Laura Armbruster [LArmbruster@roncallihs.org]
Sent: Friday, April 20, 2012 12:20 PM
To: Clark, Rickie
Subject: I-465 & I-65 project

Dear Rickie,

As a teacher and softball coach I would like to request a sound barrier installed along the west side of I-65 south between the east/west roads of Thompson and Edgewood. The noise of the busy interstate affects the over 1,100 students, numerous parents, and countless fans and supporters of our students and athletes.

Thank you for your consideration,

Laura Armbruster
Roncalli High School
Phone 317-787-8277

Clark, Rickie

From: Angie Toner [AToner@roncallihs.org]
Sent: Friday, April 20, 2012 12:27 PM
To: Clark, Rickie
Subject: noise barriers

Mr. Clark,

It would really be helpful if noise barriers could be put on I 65 just south of the southern most I465 interchange. I know the school and community would tremendously benefit from this. thanks,
Angie

Angela Toner
Assistant Athletic Director
Math Department Co-Chair
Roncalli High School
3300 Prague Road
Indianapolis, IN 46227
317-787-8277

Clark, Rickie

From: Scott Whitlock [barb_scottwhitlock@sbcglobal.net]
Sent: Friday, April 20, 2012 12:58 PM
To: Clark, Rickie
Subject: Noise Barrier

RE: DES# 0902297

We live in Moss Creek Subdivision off of Gray and Southport Road on the southeast side of Indianapolis. Our property lines up directly to I 65. We are requesting noise barriers be put up with the proposed reconstruction of the I 65 and I 465 interchange. The amount of noise coming from the interstate is incredibly high.

Thank you.

Clark, Rickie

From: Scott Whitlock [swhitlock@connectionseducation.com]
Sent: Friday, April 20, 2012 1:06 PM
To: Clark, Rickie

RE: DES# 0902297

We live in Moss Creek Subdivision off of Gray and Southport Road on the southeast side of Indianapolis. Our property lines up directly to I 65. We are requesting noise barriers be put up with the proposed reconstruction of the I 65 and I 465 interchange. The amount of noise coming from the interstate is incredibly high.

Thank you.

Scott Whitlock
Indiana Connections Academy
Adjunct Health and Physical Education 6
Adjunct Health and Physical Education 7

Clark, Rickie

From: MARTHA F BROTHERS [mbrothers@perryschools.org]
Sent: Friday, April 20, 2012 1:31 PM
To: Clark, Rickie
Subject: Barrier along 465-65 south

This would be fabulous! I always notice when we travel at the other major cities who have put up these types of barriers and how beautiful they look. It gives a unified look to the city no matter what part of the city you are in. As Indianapolis continues to court large venue events(Super Bowl, Final 4) we need to continue to beautify our city on all sides. And from a resident who lives at the end of a street near 65 south I would appreciate the noise barrier. If you have any questions please contact me at 786-6396.

Thanks
Marty Brothers
4250 Moss Ridge Court
46237



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
FAX: (317) 232-5349

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

Thank you for attending this Public Hearing regarding the proposed I-465 and I-65 Interchange Modification Project. Please submit any comments regarding this project by using the space provided below. INDOT appreciates your attendance this evening and looks forward to working with the community during the development of this project.

INDOT Office of Public Involvement rclark@indot.in.gov

DATE: Tuesday, April 10, 2012

DES# 0902297

COMMENT:

My name is Jack C. Finney and my wife and I have lived at 4136 Moss Ridge Lane in Moss Creek subdivision since 1993. I wanted very much to attend the meeting last night, but I was forced into early retirement in 2010 and couldn't pass up the hours at my part-time job.

My lot backs up against Gray Road and I have noise impact from BOTH on the North side of the Gray Road overpass and also from the South side of the overpass. I often joke that I can take a "5-iron" to the interstate from my back yard and at approximately 300 feet from the back yard I don't think that's a stretch.

I am attaching three exhibits; A is an overhead showing the line of noise and sight from the back of my house to the Interstate both north of and south of Gray Road overpass. B is a Gray Road view, showing the lines drawn in "A", and the proximity to I-65. The "C" exhibit shows the view from the overpass of Gray Road looking south and the other line drawn in "A".

WEEKLY I can hear a crash/impact ...usually from the northbound merge from Westbound Southport Road to I-65 North. With the prevailing breeze from the southwest, we can often even hear loud car radios. We have endured the traffic noise for 19 years this coming August and it increases as the traffic has tripled since 1993. With the new lanes to be added it will increase even more.

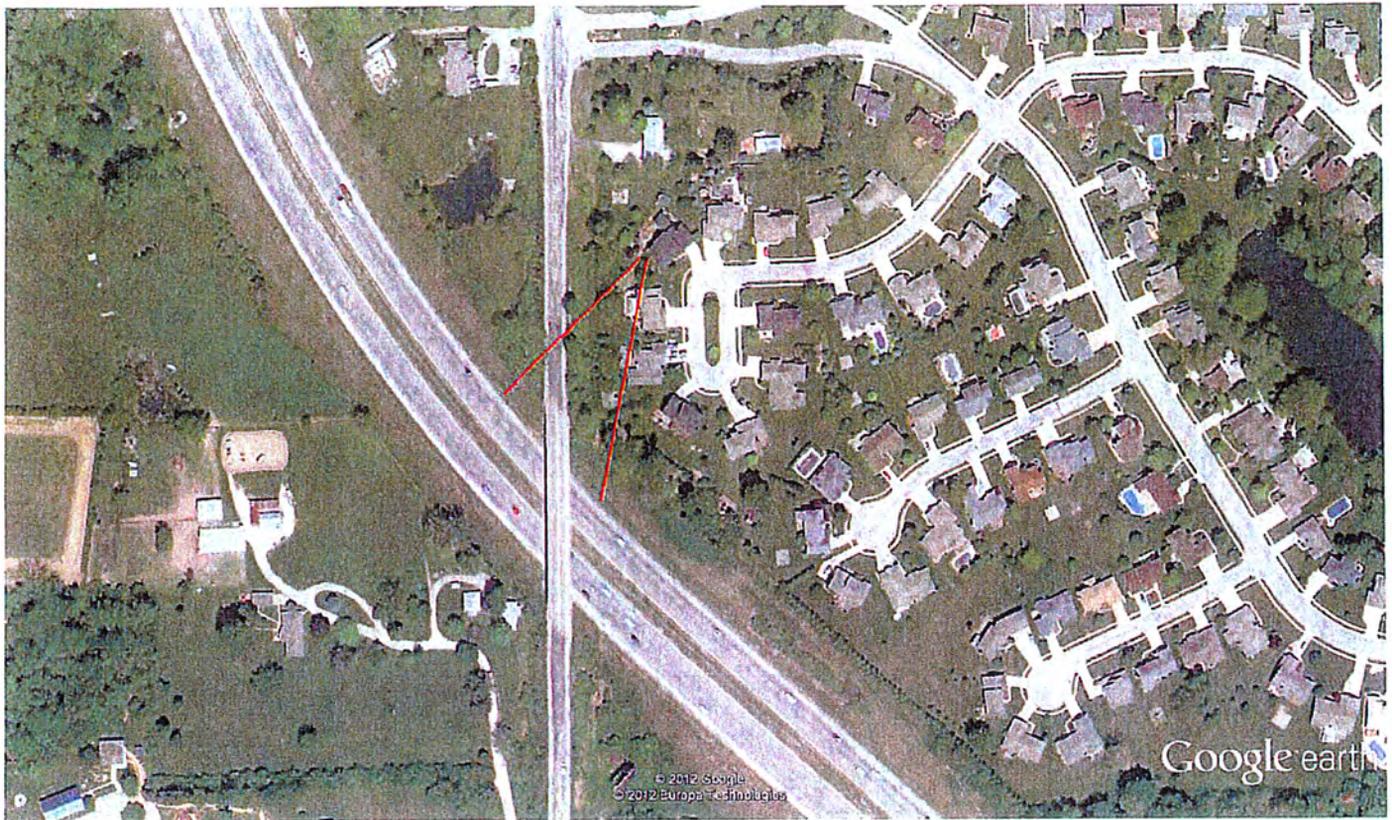
I respectfully request that the Noise Barrier begin on the East side of I-65, at the bottom of that entrance ramp from Westbound Southport Road to Northbound I-65 and continue north to Edgewood Avenue.

Thank you so very much for your attention.

Jack C. and Mary E. Finney
4136 Moss Ridge Lane (Lot # 7)
Indianapolis, IN 46237
(H) 317-784-3334 (Cell) 317-840-0658
jfinn848@aol.com

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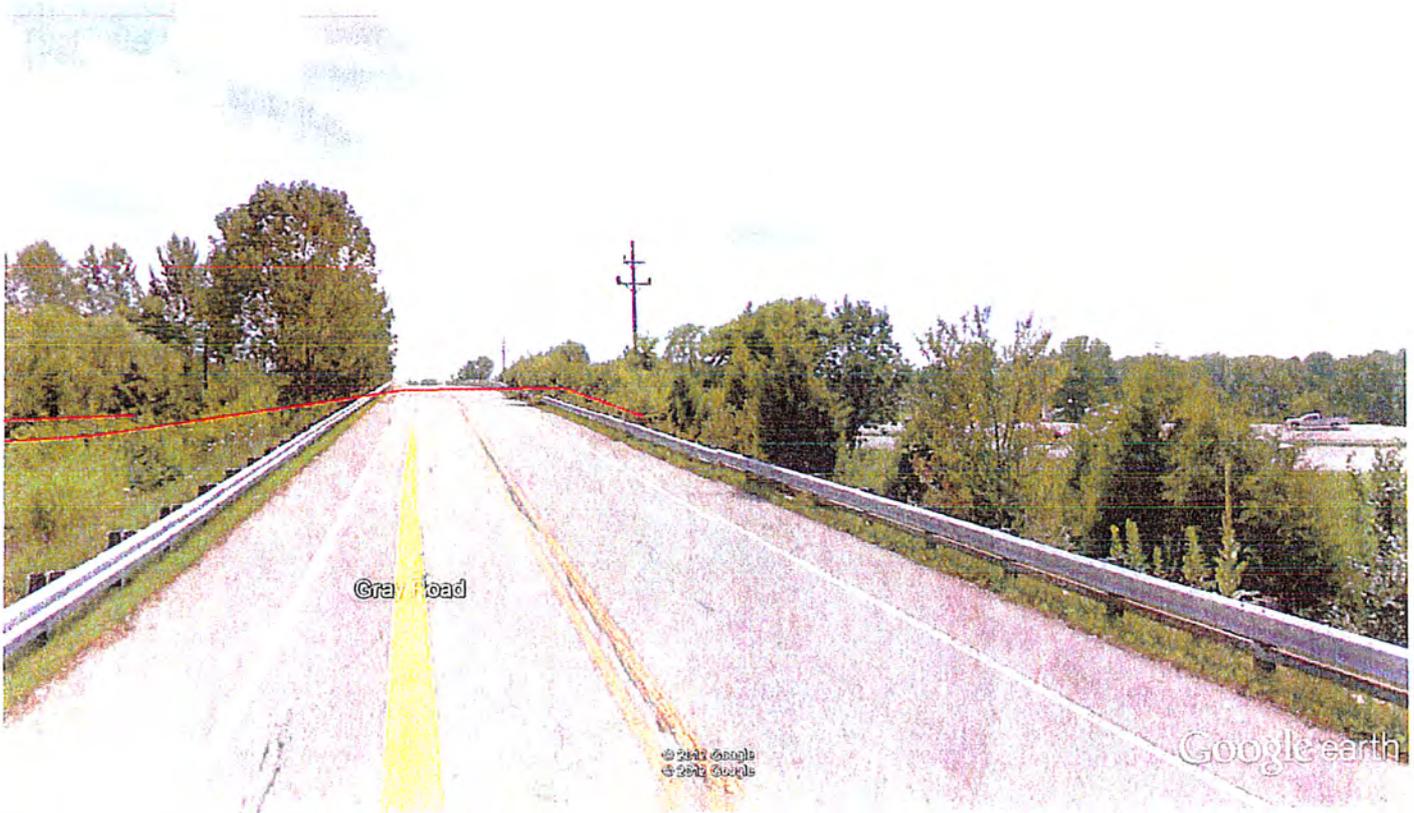


Google earth

feet
meters



A



Google earth



B

Clark, Rickie

From: Kathy.Armentrout@oneamerica.com
Sent: Friday, April 20, 2012 3:30 PM
To: Clark, Rickie

I am requesting the installation of a sound barrier along the Roncalli High School property line and I-65. Thank you.

Kathy Armentrout
Transition Services - Transition Consultant
AUL Retirement Services
a OneAmerica financial partner
P. O. Box 368
Indianapolis, IN 46206
Office: (317) 285-4581
Fax: (317) 285-1956
Buzz: 407A
kathy.armentrout@oneamerica.com

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Clark, Rickie

From: Tim Griffin [tfgriffin58@aol.com]
Sent: Friday, April 20, 2012 3:31 PM
To: Clark, Rickie
Subject: Roncalli Sound Barrier

Mr. Clark, I am a parent of students at Roncalli High School. I would like to suggest that a sound barrier be placed between the school and Interstate 65. The noise would be detrimental to the students at Roncalli. If you have any questions, please feel free to call me at 509-6878.

Thank You,

Tim Griffin

Clark, Rickie

From: kadpo@aol.com
Sent: Friday, April 20, 2012 3:32 PM
To: Clark, Rickie

Please put a sound barrier around the property line of Roncalli High School on the southside during the Interstate work. Thanks Keith Duncan

Clark, Rickie

From: Mary Hall [MHall@roncallihs.org]
Sent: Friday, April 20, 2012 3:32 PM
To: Clark, Rickie
Subject: Sound barrier

Mr. Clark,

I would like to request the installation of a sound barrier along the Roncalli High School property line that runs along side I-65. The barrier would help to keep the school environment stable by decreasing the noises coming from the traffic on I-65.

Many thanks for your consideration.

Mary Hall

Mary C. Hall
College Counselor
Roncalli High School
3300 Prague Road
Indianapolis, IN 46227
317-787-8277 x 236

Clark, Rickie

From: Joe Kuntz [jkuntz@exacttarget.com]
Sent: Friday, April 20, 2012 3:38 PM
To: Clark, Rickie
Subject: Sound barrier

Please consider this as my strong desire and support of the installation of a sound barrier along I-65 just south of 465 along the Roncalli HS property. Thank you.

Sent from my iPhone

Clark, Rickie

From: Jim Chapman [ChapmanMortgage@att.net]
Sent: Friday, April 20, 2012 3:50 PM
To: Clark, Rickie
Subject: Sound Barrier

Mr. Clark,
I wanted to make a request for the installation of a sound barrier along the Roncalli High School property line and I-65.

Thank you,
Jim Chapman- license #113951
Chapman Mortgage- license #111441
8001 S. Meridian Street, Indianapolis, IN. 46217
317-883-2604 or 888-832-4120
Fax 888-832-3420
www.ChapmanMortgage.com

Clark, Rickie

From: MIZECD@aol.com
Sent: Friday, April 20, 2012 4:02 PM
To: Clark, Rickie
Subject: Moss Creek sound barrier walls

It would be very nice to get rid of some of the noise from I-65. We are probably in the middle of the addition, yet it sounds like we live on the interstate. We use our air conditioner instead of open windows because of it even when temperatures are cool.

Thanks for the consideration.

Donell & Carol Mize
6617 Moss Circle

Clark, Rickie

From: Debbie Wagner [Debbie.Wagner@westviewhospital.org]
Sent: Friday, April 20, 2012 4:12 PM
To: Clark, Rickie
Subject: Sound Barrier Installation

Importance: High

I would like to request the installation of a sound barrier along the Roncalli High School property line and I-65.

The Indiana Department of Transportation is embarking on a reconstruction project regarding the I-465 and I-65 interchange, just to the east of our school's campus. The project extends along the stretch of Interstate 65, which runs alongside the east property line of Roncalli. It would be of great advantage to Roncalli to have a sound barrier installed along this property line to reduce the noise generated by the I-65 traffic as it moves even closer to our property. Please assist us in this effort.

Thank You,

*Debbie Wagner
Credentialing Specialist
Community Westview Hospital
3630 Guion Road
Indianapolis, IN 46222
Phone 317-644-5042
Fax 317-920-7284*

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Clark, Rickie

From: Anne Frye [anne.frye@att.net]
Sent: Friday, April 20, 2012 4:16 PM
To: Clark, Rickie
Subject: Sound Barrier for Roncalli High School

I am writing to request and indicate my support for installation of a sound barrier along the Roncalli High School property line and I-65 South (between 465 and Southport Road).

Anne Frye
anne.frye@att.net

Clark, Rickie

From: Laurie Morgan [laumorgan@att.net]
Sent: Friday, April 20, 2012 4:21 PM
To: Clark, Rickie
Subject: Sound barrier for Roncalli

Please accept this request for a sound barrier for Roncalli High School as the I-65 expands and grows closer to the school.

Thank you,

Roncalli Parent

Clark, Rickie

From: LITTRELL, BRENDA [bl8125@att.com]
Sent: Friday, April 20, 2012 4:20 PM
To: Clark, Rickie
Subject: Sound Barrier on I-65 next to Roncalli High School

Please install a sound barrier along the Roncalli High School property line and I-65.

Brenda Littrell
Office: 317 265-7104

Clark, Rickie

From: Rebecca Smith [smithra@comcast.net]
Sent: Friday, April 20, 2012 4:36 PM
To: Clark, Rickie
Subject: I65 Sound Barrier at Roncalli High School

I would like to ask that a sound barrier be installed on I-65 along the property of Roncalli High School on the south side. Roncalli has expanded their sports facilities much over the past 10 years, and it is very difficult to attend games (or practices) when the field is right next to the interstate, because of the noise and sometimes the smoke.

Thank You
Rebecca Smith, parent of a student

Clark, Rickie

From: BARBARA L WHITLOCK [bwhitlock@perryschools.org]
Sent: Friday, April 20, 2012 4:56 PM
To: Clark, Rickie
Subject: Noise Barrier For DES # 0902297

Re: DES# 0902297

I live in the Moss Creek neighborhood at Southport Road and Gray Road on the southeast side of Indianapolis. My property line goes right up to I65. I am requesting that noise barrier walls be put up with the proposed reconstruction of the I65 & I465 interchange. The noise levels are unbearably high. We need these barrier walls very much.

Thank you.

Barb Whitlock
Theatre Arts Instructor
Auditorium Director
Southport High School
317.789.4908 or 317.789.4874

Clark, Rickie

From: Chuck Weisenbach [CWeisenbach@roncallihs.org]
Sent: Friday, April 20, 2012 5:23 PM
To: Clark, Rickie
Subject: sound barriers

Mr. Clark

As principal at Roncalli High School and as a neighbor to Roncalli High School, I did have the opportunity to review the proposed I-465 and I-65 Interchange Modification Project in Marion County.

I am concerned that current plans do not call for the installation of the sound barriers along the west side of I-65 south between the east/west roads of Thompson and Edgewood. The noise generated by the traffic as well as potential safety concerns that exist specifically for Roncalli High school are areas of contention for our school.

We are educating 1,100 students on a daily basis and would request a sound barrier installed to remove the noise which emanates from the thousands of vehicles using that interstate daily.

Thanks for your consideration,

Chuck Weisenbach, Principal
Roncalli High School
3300 Prague Road
Indianapolis, IN 46227
317-787-8277 phone
317-788-4095 fax

Clark, Rickie

From: tarajjmorse@att.net
Sent: Friday, April 20, 2012 5:26 PM
To: Clark, Rickie
Subject: I465 and I65 Sound barrier construction

the purpose of this email is to request request the installation of a sound barrier along the Roncalli High School property line near I465 and I65

Tara Morse

Clark, Rickie

From: dherkert@herkertfamilyeyecare.com
Sent: Friday, April 20, 2012 5:29 PM
To: Clark, Rickie
Subject: sound barrier

Mr. Clark,

I believe installing a sound barrier along the I65 corridor south of 465 would be a tremendous help in reducing the sound of traffic emanating from I65. Unfortunately, the traffic sounds can be a bit distracting during school hours and during sporting events.

Thanks you for your consideration in this project.

Dr. Daniel Herkert

Clark, Rickie

From: Gary Moran [mojosakius@yahoo.com]
Sent: Friday, April 20, 2012 5:36 PM
To: Clark, Rickie
Subject: Sound barrier by Roncalli High School

Hello Mr Clark. I am writing you to request that a sound barrier be installed near I 65 and Roncalli High School. This would be very helpful if it could be done. Thank you for reading my e-mail.

Gary Moran

Clark, Rickie

From: Kathy Schembra [KSchembra@roncallihs.org]
Sent: Friday, April 20, 2012 5:48 PM
To: Clark, Rickie
Subject: Sound barrier on I65

Hello,

I am a teacher and former coach at Roncalli High School. I would like to ask that a sound barrier be placed along I 65 South just outside of our campus. It would certainly be appreciated to cut down the noise that the interstate generates near our school. Thank you for your consideration.

Sincerely,

Kathy Nalley-Schembra
Health & Physical Education Department Chair

Clark, Rickie

From: churchmanah@comcast.net
Sent: Friday, April 20, 2012 8:07 PM
To: Clark, Rickie
Subject: Sound Barrier for Roncalli High at I-65/thompson Road South Side Indianapolis

Please consider a sound barrier addition to the planned reconstruction of the I-65/465 interchange. The high school's structures and outdoor venues are current adversely affected by traffic noise from 65. This addition would greatly assist the high school and the surrounding neighborhood.

Thank you.

Dr. Christopher Dristas

Clark, Rickie

From: Penny Mace [ppmace@att.net]
Sent: Friday, April 20, 2012 8:31 PM
To: Clark, Rickie
Subject: Roncalli's Sound Barrier Request

Hello Mr. Clark,

I am writing to you to request the installation of a sound barrier along the Roncalli High School property line and I-65. It would be greatly appreciated if this sound barrier could be installed to help with the noise level of the traffic filtering into the school and disrupting the learning process of the students.

Thank you for your consideration in this matter.

God Bless,

Penny Mace
7104 Winslet Blvd Apt 2D
Indianapolis, In 46217
317-865-1426

Clark, Rickie

From: Christine Berrones [cmberrones@comcast.net]
Sent: Friday, April 20, 2012 8:50 PM
To: Clark, Rickie
Subject: Sound Barrier Request

I would like to express my family's interest in a sound barrier along the edge of Roncalli High School's property edge. We believe it would make a huge difference on the school grounds for the students and athletes.

Thank you for your consideration,

Christine and Carlos Berrones
317-412-6723

Clark, Rickie

From: Joni Hornberger [djhornberger@sbcglobal.net]
Sent: Friday, April 20, 2012 9:51 PM
To: Clark, Rickie

Please install a sound barrier wall on I-65 at Roncalli

Clark, Rickie

From: Maryann Stockton [msboot@aol.com]
Sent: Friday, April 20, 2012 10:29 PM
To: Clark, Rickie
Subject: Sound barriers along I-65 Needed on southside near Roncalli HS

Please note my request for the placement of sound barriers along Interstate 65 Southbound as it passes Thompson Road and along Roncalli High School property. This would be a great benefit for the students and teachers trying to conduct classroom activities and struggling on the athletic fields to be heard. This can also be a safety threat as the ability to warn children and adults is hindered by the noise generated from the Interstate traffic.

Thank you for your support of this needed improvement.

Maryann Stockton

Clark, Rickie

From: Antolin [hcamorb@gmail.com]
Sent: Friday, April 20, 2012 10:50 PM
To: Clark, Rickie
Subject: Sound barrier for Roncalli High School

Please consider the installation of a sound barrier for the future construction on I65 near Roncalli High School. The school will be closer to the highway noise due to road improvements and a barrier will be extremely helpful in reducing traffic noise generated by the highway. The school strives for academic excellence and excessive highway noise would reduce the sound quality at the school.

We are always happy to see improved highway conditions and appreciate the manner in which the roads have been maintained. Your consideration for the sound quality at Roncalli would be extremely appreciated by all parents, staff and students.

Thank you,
Romel & Mary Antolin
Parents of Roncalli Rebel Students

Clark, Rickie

From: Hibner, John
Sent: Friday, April 20, 2012 3:49 PM
To: Clark, Rickie
Subject: I-65 sound barrier

Rickie Clark,

I am a supporter for the sound barrier that is being considered for I-65 in Marion County, immediately south of the south leg of I-465. For years, the higher traffic volumes have increased the noise level in the adjoining residential neighborhood. My most immediate concern is for the two schools which are to the west of I-65 (Roncalli High School and St. Jude Elementaru).

I would appreciate an update on details of the public hearings. Could you also please let me know the INDOT engineers who have been assigned to this project and if it has been moved past the pre-engineering phase and into design yet. Thank you very much.

John Hibner, CBO
Code Specialist
Legal and Code Services
Indiana Department of Homeland Security
302 W. Washington Street, Rm. W246
Indianapolis, IN 46204
(317) 232-1413 (phone)
(317) 232-0146 (fax)
jhibner@dhs.in.gov

Clark, Rickie

From: Crosley, Lori B. [Lori.Crosley@VerizonWireless.com]
Sent: Friday, April 20, 2012 3:40 PM
To: Clark, Rickie
Subject: Sound Barrier

As a concerned parent of a future Roncalli student, I would like to go on record to voice my concern for the loud noise and traffic congestion by the back property line of Roncalli High School. I am requesting the installation of sound barriers to be erected along I-65, south of 465. Please help get this accomplished. Thank you!

Lori Crosley | Consultant, Midwest Area Marketing
M - 317.694.9494 | O - 317.816.6464 | F - 317.818.6541
lori.crosley@verizonwireless.com | 250 E. 96th Street, Indianapolis, IN 46240

Clark, Rickie

From: Scott Whitlock [barb_scottwhitlock@sbcglobal.net]
Sent: Friday, April 20, 2012 12:58 PM
To: Clark, Rickie
Subject: Noise Barrier

RE: DES# 0902297

We live in Moss Creek Subdivision off of Gray and Southport Road on the southeast side of Indianapolis. Our property lines up directly to I 65. We are requesting noise barriers be put up with the proposed reconstruction of the I 65 and I 465 interchange. The amount of noise coming from the interstate is incredibly high.

Thank you.

Clark, Rickie

From: rita reeves [mnmreeves@yahoo.com]
Sent: Friday, April 20, 2012 11:49 PM
To: Clark, Rickie
Subject: Sound Barrier by Roncalli

Hello Mr. Clark,

With the construction of I-65 moving closer to Roncalli High School, the noise level has increased dramatically. We would like you to consider putting up a noise barrier to reduce the disturbance around the high school. Thank you for your consideration.

Rita Reeves

Live simply. Love generously. Care deeply. Speak kindly. Leave the rest to God.

Clark, Rickie

From: Melissa OMaley [mmomaley@yahoo.com]
Sent: Saturday, April 21, 2012 7:04 AM
To: Clark, Rickie
Subject: Sound barrier

With the recent announcement of additional construction to I65 and 465 from the southside, please consider installing a sound barrier to run along the Roncalli High School property. The noise along the interstate is already very loud, and with this construction and changes in the road it will be even worse.

Missy O'Maley

Clark, Rickie

From: Karen Glander [kmglander@comcast.net]
Sent: Saturday, April 21, 2012 8:48 AM
To: Clark, Rickie
Subject: Roncalli High School

I am writing to request that you install a sound barrier along the Roncalli High School property line and I-65 when you start work on the 465/65 interchange. This will be essential in reducing the noise level for our students who work so hard to achieve their best.

Thank you,

Karen Glander, parent of sophomore with learning differences

Clark, Rickie

From: Hawkins [hawk-sbma@ameritech.net]
Sent: Saturday, April 21, 2012 11:46 AM
To: Clark, Rickie
Subject: Sound Barrier

Hello Mr. Clark. Please accep this email for a request to install a sound barrier along the Roncalli High School property line and I-65. This sound barrier is of essence to assist us in the proper environment to educate the children of Roncalli.

Thank you!
Becky Hawkins

Clark, Rickie

From: Ron Dougherty [rond.my_3_sons@yahoo.com]
Sent: Saturday, April 21, 2012 11:45 AM
To: Clark, Rickie
Subject: Sound Barrier

Please install a sound barrier along the Roncalli High School property line along I-65.
Thank you!

Ron Dougherty
Personal Cell 317-403-2758

Clark, Rickie

From: bdristas@comcast.net
Sent: Saturday, April 21, 2012 11:57 AM
To: Clark, Rickie
Subject: Roncalli Sound Barrier

Dear Mr. Clark,

I, as a parent of a student at Roncalli High school, would like to request the installation of a sound barrier along the Roncalli High School property line and I-65. I understand that there is some construction going on at I-65 and 455 and that this would be a great opportunity to add the barrier wall. Please consider this request.

thank you,
Beth Dristas

Clark, Rickie

From: Kimberly Stevens [sarasteve@aol.com]
Sent: Saturday, April 21, 2012 12:07 PM
To: Clark, Rickie
Subject: Roncalli High School Sound Barrier

Dear Rick,

I am a concerned parent of Roncalli High School. I am voicing my concerns about the I 65 project. My husband and I are large dollar amount tax payers and we are anticipating the project will be providing a sound barrier for the Roncall High. Thank you for your time.
Sent from Kim Stevens Mobile

Clark, Rickie

From: Martha Buckel [mjebuckel@gmail.com]
Sent: Saturday, April 21, 2012 12:47 PM
To: Clark, Rickie
Subject: INDOT sound barrier

To Whom It May Concern:

I recently received the Roncalli High School newsletter and in it was an article about the possibility of INDOT installing a sound barrier along the Roncalli property line and I65. I would like to add my opinion to this project as a resident of this neighborhood by Roncalli High School.

We frequently hear the sound of the traffic on I65 at our home. I feel that it would help to enhance our property value and improve the environment to have the sound barrier installed.

Please let me know if there is anyone else I need to contact to endorse this worthwhile project.

Sincerely,
Martha Buckel
3205 East St. Jude Drive
Indianapolis, IN 46227
(317) 786-9503

Clark, Rickie

From: Mark Powell [markjeffreypowell@gmail.com]
Sent: Saturday, April 21, 2012 1:07 PM
To: Clark, Rickie
Subject: Sound barrier for Roncalli High School area along I-65.

Please consider the installation of a sound barrier along the Roncalli High School property line and I-65.

Thank you for your consideration,

Mark Powell
411 Meadowlark Dr.
Whiteland, IN 46184

Clark, Rickie

From: Deanna Smith [fdsmith7@sbcglobal.net]
Sent: Saturday, April 21, 2012 1:30 PM
To: Clark, Rickie
Subject: Sound Barrier

Mr. Clark,

I know that the Indiana Department of Transportation is embarking on a reconstruction project regarding the I-465 and I-65 interchange, just to the east of Roncalli High School campus. The project extends along the stretch of Interstate 65, which runs alongside the east property line of Roncalli. It would be of great advantage to Roncalli to have a sound barrier installed along this property line to reduce the noise generated by the I-65 traffic as it moves even closer to our property. Please have a sound barrier installed along Roncalli property. Thank you for your consideration.

-Deanna Smith

Clark, Rickie

From: schlanzerindy@netzero.com
Sent: Saturday, April 21, 2012 1:57 PM
To: Clark, Rickie
Subject: Highway Construction

4-21-12

Please make sure a sound barrier is installed along 165 by Roncalli High School.

Thanks,
Marilyn Schlanzer
Roncalli Alumni

Clark, Rickie

From: Glenn Fischer [gbfischer@sbcglobal.net]
Sent: Saturday, April 21, 2012 4:49 PM
To: Clark, Rickie
Subject: sound barrier

I am emailing you to let you know that I approve of the sound barrier that is needed along I-65 along the east property line of Roncalli High School. It would be a great advantage to Roncalli High School to have a sound barrier installed along this property line to reduce the noise generated by the I-65 traffic as it moves even closer to their property line.

Thank you for your time,
Brenda Fisher
Beech Grove, IN

Clark, Rickie

From: Linda Kile [lbkile@sbcglobal.net]
Sent: Saturday, April 21, 2012 6:07 PM
To: Clark, Rickie
Subject: Sound barrier

Please install a sound barrier along the stretch of I-65 that borders the east side of the Roncalli High School property. How much easier it will be for students to learn and teachers to teach with a barrier in place to prevent noisy distractions.

Linda Kile

Clark, Rickie

From: Susan Crouch [susananddaryl@att.net]
Sent: Saturday, April 21, 2012 10:06 PM
To: Clark, Rickie
Subject: sound barrier

I am requesting the installation of a sound barrier along the Roncalli High School property line and I-65. My daughter plays tennis and this is very distracting to the players.

Thanks,
Daryl and Susan Crouch

Clark, Rickie

From: Mark Carson [mcarson3271@sbcglobal.net]
Sent: Sunday, April 22, 2012 10:11 AM
To: Clark, Rickie
Subject: sound

Good day

I would like to request the installation of a sound barrier along the Roncalli High School property line and I-65.

Regards,
Mark and Alice Carson

Clark, Rickie

From: Cindy Steadham [cmsteadham@gmail.com]
Sent: Sunday, April 22, 2012 11:15 AM
To: Clark, Rickie
Subject: Sound Barrier

I would like to request the installation of a sound barrier along the Roncalli High School property line and I-65. This would greatly reduce the noise generated by the I-65 traffic as it moves close to the Roncalli property line. Thank you for your consideration.

Cindy Steadham

Clark, Rickie

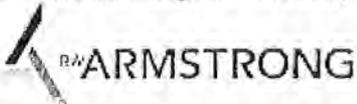
From: Todd Schultheis [todd@rwa.com]
Sent: Sunday, April 22, 2012 11:21 AM
To: Clark, Rickie
Cc: Chuck Weisenbach (cweisenbach@roncallihs.org)
Subject: I-65 and I-465 Interchange Reconstruction and Modification Project

Mr. Clark,

It is my understanding that INDOT is planning and designing a project to improve the interchange of I-65 and I-465 on the south side of Indianapolis. A portion of this project would abut the east property line of Roncalli High School. As a parent of students that attend Roncalli, I believe the learning environment can be enhanced by the reduction of traffic noise generated on I-65. As such I request INDOT include as part of the I-465 and I-65 interchange program the installation of a sound barrier along the Roncalli property that adjoins the I-65 Right of Way.

Kind Regards,

Todd Schultheis, P.E.
Vice President – Regional Director, Aviation Services



300 S. Meridian St., Indianapolis, IN 46225

DIR +1.317.780.7167 // TF +1.800.321.6959 x167
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Please consider the environment before printing this message.

Clark, Rickie

From: Mary Beach [mrbeach311@sbcglobal.net]
Sent: Sunday, April 22, 2012 12:33 PM
To: Clark, Rickie
Subject: SOUND BARRIER

SOUND BARRIER is needed along the RONCALLI HIGH SCHOOL property line and I-65.

Thank you,
Mary Beach

Clark, Rickie

From: Jennifer Barnett [barnj]@gmail.com
Sent: Sunday, April 22, 2012 1:03 PM
To: Clark, Rickie
Subject: I-465 and I-65 Interchange Modification Project in Marion County

In writing in regards to the I-465 and I-65 interchange and modification project in Marion County. I live in the Moss Creek subdivision and would like to express my desire to have a sound barrier placed in this area. The noise from the interstate is very loud and creates many problems. One of which would be the resale value of our properties. I appreciate your time and any assistance you can provide in moving this project forward.

Sincerely,

Jennifer Barnett

Clark, Rickie

From: Amy Saling [amysaling@comcast.net]
Sent: Sunday, April 22, 2012 1:07 PM
To: Clark, Rickie
Subject: Sound Barrier

Rickie Clark,

I am writing to request the installation of a sound barrier along the Roncalli High School property line and I-65.

Thank you very much for your consideration,

Amy Saling

Clark, Rickie

From: Ann Myers [ann.myers08@gmail.com]
Sent: Sunday, April 22, 2012 1:31 PM
To: Clark, Rickie
Subject: Sound barrier please!

It is my understanding that the Indiana Department of Transportation is embarking on a reconstruction project regarding the I-465 and I-65 interchange, just to the east of Roncalli High School's campus. The project extends along the stretch of Interstate 65, which runs alongside the east property line of Roncalli. It would be of great advantage to Roncalli to have a sound barrier installed along this property line to reduce the noise generated by the I-65 traffic.

Please consider an installation of a sound barrier along the Roncalli High School property line and I-65.

Thank you,

Ann Myers

Clark, Rickie

From: Fabian Cambron [fabiancambron@bellsouth.net]
Sent: Sunday, April 22, 2012 2:43 PM
To: Clark, Rickie
Cc: AmySaling229@comcast.net
Subject: Reconstruction project regarding the I-465 and I-65 interchange

Mr Rickie Clark
Indiana Department of Transportation
100 N. Senate Ave
Indianapolis, Indiana 46204

Dear Mr Clark,

This project extends along the stretch of Interstate 65, which runs alongside the east property line of Roncalli High School. Currently the noise generated by I-65 traffic is a nuisance to the activities at the High School.

The reconstruction project plan is to move the road even closer to Roncalli property line. This will increase the noise to an unbearable level of nuisance.

This is a request that a sound barrier along the Roncalli High School property line and I-65 be installed.

Thank you,

T. F. Cambron

Clark, Rickie

From: Toni Humes [tonihumes@sbcglobal.net]
Sent: Sunday, April 22, 2012 3:38 PM
To: Clark, Rickie
Subject: SOUND BARRIER AT RONCALLI HIGH SCHOOL

I'm sending this email with a request to have a sound barrier placed on 1-65 near Roncalli High School. The barrier will be helpful in cutting down the interstate noise on campus. Many activities take place along that stretch of 1-65. Thank you for your interest in this matter.

Sincerely
Toni Humes
Roncalli Alumni and Parent of RHS Graduates

Clark, Rickie

From: Pen [onecent721@yahoo.com]
Sent: Sunday, April 22, 2012 3:48 PM
To: Clark, Rickie
Subject: Sound barrier along I-65 by Roncalli

Rickie,

Would you please consider installing a sound barrier along I -65 near Roncalli High School. It be of great advantage to Roncalli to have a sound barrier installed along this property line to reduce the noise generated by the I-65 traffic as it moves even closer to our property. It is already almost impossible to hear the scores at our children's tennis games and we would truly appreciate your help.

Thank you!

Penny Barret

Clark, Rickie

From: LORA K HANSELL [lhansell@perryschools.org]
Sent: Sunday, April 22, 2012 4:25 PM
To: Clark, Rickie
Subject: Serious concern regarding I-65 and Southport Road

Mr. Clark,

I am writing today in regards to the INDY COMMUTE project. In recent literature I've read regarding this project I discovered that sound barriers were no longer part of this project. As a home owner in Moss Creek, I would like to express my concern about this. When we purchased our home, we jumped at the chance to live in this beautiful community. Unfortunately, we found out the very first evening in our new home that the noise from the interstate is incredibly loud and unbearable. In fact, the noise is so loud we can not hear each other speak across our yard.

My husband and I have reached a point that we have considered selling our home, but many of the homes on our street haven't sold and the feedback has been because of the noise level from the interstate. We fear the property value of our home is declining. We ask that the state include sound barriers in this project. It would make our quality of life better, and preserve the value of our home.

I appreciate your consideration, and ask that you pass along my concern to your team. I look forward to hearing from you in regards to this matter.

Lora Hansell
Assistant Principal
Homecroft & Southport Elementary Schools

Clark, Rickie

From: Kathy Taylor [kmacktay@att.net]
Sent: Sunday, April 22, 2012 4:57 PM
To: Clark, Rickie
Subject: Sound Barrier

Hello,

I am writing to request that you would please consider installing a sound barrier along I-65 near Roncalli High School. My daughter attended Roncalli and graduated in 2009. There were numerous occasions when I was on the property and felt the sound and the distraction it provided were not beneficial to the students and public safety. Please consider installing the sound barrier in this location to help the students and the community at large.

Thank you, Kathy Taylor